P09 – Women's Safety

1.0 Introduction

This factsheet provides guidance on how to consider actual and perceived safety of women and girls within the design of streets and public spaces.

Introduction

This factsheet has been developed to enable Edinburgh's streets and public spaces to be designed in a way that creates safe, functional and attractive spaces for women and girls, with the overall aim of promoting streets and public spaces that are welcoming, inclusive and accessible for all.

City of Edinburgh Council recognises the need to create safer, more inclusive spaces for women and people of marginalised genders. Gender equality is considered central to land use planning, and the management and design of public spaces to enable Edinburgh to be considered a Feminist City. Using a gender focussed safety approach can make places safer and more accessible for all.

Designing for women and girls supports the aims of Scotland's *Equally Safe* Strategy for preventing and eradicating violence against women and girls:

"design, plan and develop our built and natural environment with an understanding of women's and girls' needs, to create conditions where violence, abuse and exploitation of women and girls is less likely to occur."

It also supports the Council's: campaign of Respect Her Space, partnership initiative with UN Women's 'Safe Cities and Safe Public Places', Business Plan, Equalities, Diversity and Inclusion Framework and the City Mobility Plan.

Background

As part of the Equally Safe Edinburgh Committee (ESEC), the Women's Safety in Public Places (WSPP) Community Improvement Partnership undertook a public consultation in 2022 and 2023 to gather information on the experience and feelings of safety within Edinburgh. Of the over 2100 respondents (who were mostly women and girls), between 76-80% of respondents had experienced harassment, abuse or violence in public places in Edinburgh. This contributes to a perception of poor personal safety in streets and public spaces.

Perception of safety was noted to change significantly between daylight and the hours of darkness and seasonally between the winter and summer months, even within the respondents' own home neighbourhoods.

The survey also gathered opinions on measures that improve or worsen feelings of safety in the respondents' neighbourhoods. Key areas noted that relate to the design of streets and public spaces included:

- Designing spaces that support feelings of safety through good wide layouts with natural surveillance
- Presence of high quality lighting
- Removing hidden corners and dark spaces
- Allowing multiple crossing points for pedestrians along a street
- Ensuring a mix of land uses along a street

Using this factsheet

This factsheet sets out the Council's design expectations and aspirations for streets. It should be used by practitioners who design, alter or construct streets within the City of Edinburgh Council area.

The principles and approach described in this factsheet are relevant for any project that impacts on existing streets, highway and public space (including privately owned space with rights of access to the public) or any space that has a community designation. It is applicable to both regeneration of existing street spaces as well as new developments.

The approach has been developed to enable a proportionate and practicable consideration of women's safety in the design of our streets at the earliest possible stage in the design project lifecycle.

Acknowledgements

This guidance has been developed through liaison with a number of stakeholders including Edinburgh Feminist City working group, Equally Safe Edinburgh Committee, the Women's Safety in Public Places Community Improvement Partnership, Edinburgh Design Guide – Community Safety, and the Edinburgh Urban Design Panel.

2.0 Considering the needs of women and girls in Edinburgh

To ensure the approach to considering women and girls in street design is comprehensive and robust, we need to recognise that women and girls are not a uniform group and do not all travel or experience public spaces in the same way.

To explain these differences, consider these user personas. Whilst this is not an exhaustive list, it demonstrates that each individual has different experiences, needs and requirements.

Individual needs, requirements and any associated travel choices may be influenced based on personal circumstances, characteristics, transport modes, time of day, activity, or whether travelling alone or with others, including children.

These factors relate to decision points for women when travelling or using public spaces.

Designing public spaces considering experience and perception of safety for women is crucial to creating inclusive and welcoming environments in which women and girls feel comfortable and able to travel and interact.

ISLA

Lives in Edinburgh with her partner and young family. She travels with children in buggies in daytime hours to take her children to childcare on her way to work, or for leisure activities, usually by public transport.
Having experienced harassment in the past, wide open footways with dropped kerbs, good visibility and connections to public transport is important for her when travelling with children and buggies.

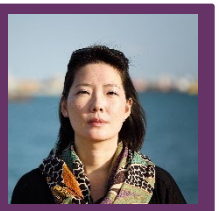
ZEINA

Lives alone on the outskirts of Edinburgh. She travels on public transport to access her shift work at a hospital at varying times of day and night, and on foot to places of worship and to visit friends and family.
Lighting and areas with lots of activity are important for Zeina particularly when travelling alone in the hours of darkness to / from her shift work.

AGNES

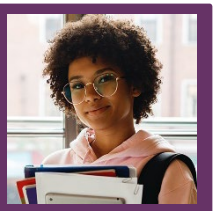
An older person who lives in a deprived area in the outskirts of Edinburgh. She travels into the city for social, healthcare and leisure purposes in daytime hours. Agnes is car reliant due to mobility restrictions and often relies on lifts from her family and friends.
Physically accessible space that includes seating and minimises walk distances to different facilities are important for Agnes.

FIONA



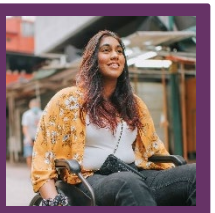
A professional who works and lives within central Edinburgh. She travels mostly by walking, cycling or public transport.
Well-lit and visible cycle parking, and routes to public transport are important for Fiona. Often travelling alone, Fiona chooses routes that provide surveillance but do not overwhelm her with significant activity. Multiple route options that are well lit are important to Fiona.

IRIS



A high school student living in the city centre with her family. She is new to travelling independently and is beginning to travel across the city to access education, and visit friends. She uses public transport or walking and does not have access to a car.
Areas with lots of positive human activity are important for Iris, with easy public transport links, as she learns to navigate the city independently.

ELSPETH



Lives on the outskirts of Edinburgh and works from home. She takes her child to school in her wheelchair. Travel into the city for leisure is made by car or public transport.
Physically safe and accessible street space is important for Elspeth, with limited street clutter or barriers, particularly when travelling with her daughter.

3.0 High level design themes for women's safety

There are three core themes that enhance the perception of safety for women and girls in street design.

These are:

- **Layout and legibility** – how easy the street space is to navigate, supported by the provision of infrastructure to enable users to change route or side of the street easily.
- **Usability and comfort** – features that make the street space feel comfortable and safe to use as part of a journey or as a space for interaction.
- **'Eyes on the street'** – features that allow surveillance, or potential interaction, between people on the street and those in adjacent buildings.

There are design principles that underpin these core themes. Some examples of the principles are highlighted in Figure 1 in the context of a bus stop in an urban street. Further explanation of all principles is included in sections 3.1 to 3.3.

These themes and principles are applicable to schemes that aim to improve existing streets (which includes any change to existing street space), as well as those that provide entirely new infrastructure (for example, new developments).

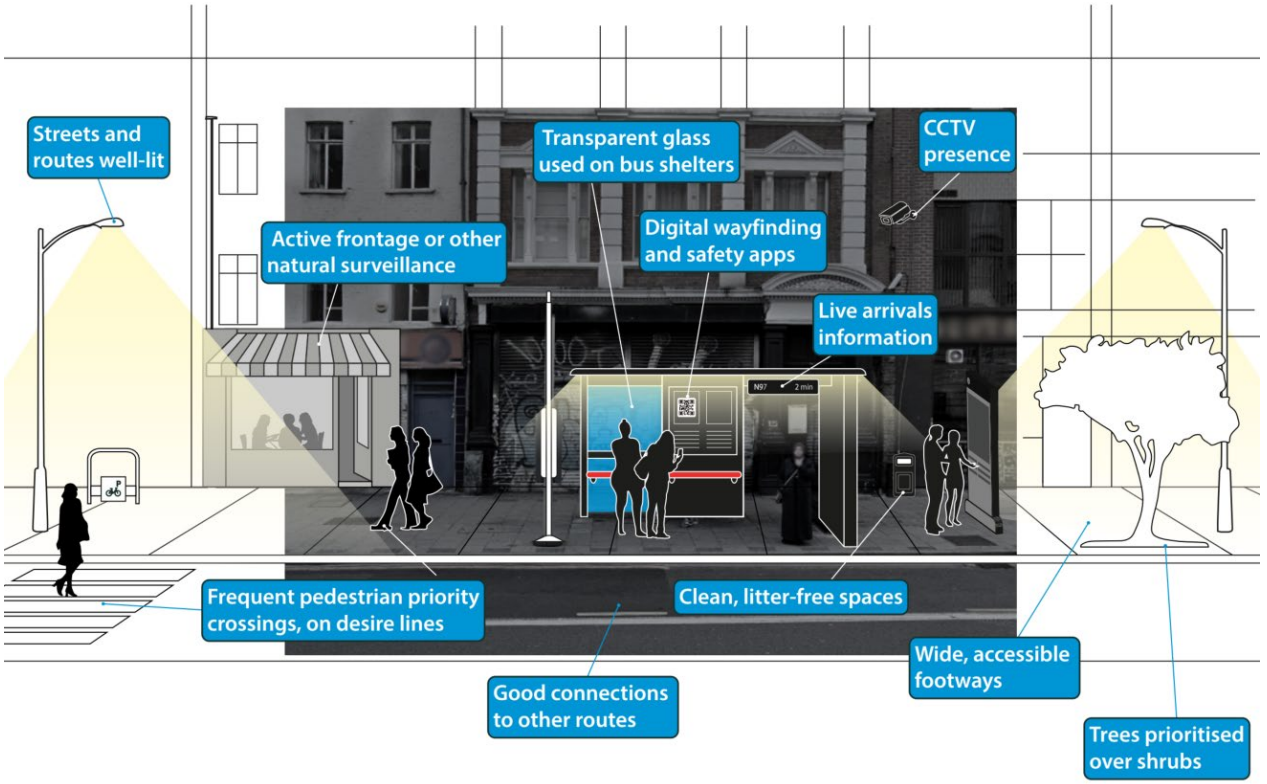


Image adapted from Getting home safely (atkinsrealis.com)

Figure 1 – Example women's safety principles in a typical street setting

3.1 Applying women's safety principles – Layout and legibility

The women's safety themes and their principles (introduced in section 3.0) are listed here and discussed in detail over the next three pages, with a description of the principle, followed by a good example and a poor example.

1. Layout and Legibility:
    - LL1. Connectivity and permeability
    - LL2. Frequent pedestrian and cyclist crossing points
    - LL3. Legibility of routes
2. Usability and comfort:
    - UC1. Street Lighting
    - UC2. Footways
    - UC3. Seating
    - UC4. Vegetation
    - UC5. Public transport stops
    - UC6. Cycle / Scooter parking
3. Eyes on the street:
    - ES1. Street use and activity
    - ES2. Building frontages
    - ES3. Hidden corners
    - ES4. Walls or barriers
    - ES5. Carriageway activity

Other relevant factsheets:

ESDG P2 – Promoting Pedestrian Movement and Activity
ESDG G4 - Crossings
F3 – Signage
ESDG F6 – Street Lighting
ESDG P7 – Minimising Street Clutter
ESDG P3 – Footways
ESDG F2 – Seating
ESDG F5 – Street Trees
ESDG C7 – Cycle Parking
ESDG P1 – Street as a Place
ESDG G7– Priority Junctions – Side Street Crossings
ESDG C5 – Contraflow Cycling on One-way Streets

LL1 - Connectivity and permeability

Presence of a network that allows those walking, wheeling and cycling to make frequent route choices. This should be considered for both permanent and temporary fixtures in construction environments associated with street development.

Good connections to other routes to allow route choice (ideally around 50m apart or less, depending on townscape).

Lack of route choice and poor connections (alternative routes greater than 150m apart).

LL2 - Crossing points

Frequent crossing points such as zebra crossings or single stage crossings that are level with the carriageway, on desire lines, link key destinations and provide multiple opportunities for crossing without excessive wait times.

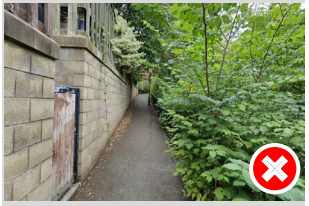
Formal controlled pedestrian crossings at street level meet desire lines for crossing busy roads, with either zebra crossings or single stage user-friendly crossings such as puffins.

No formal or accessible pedestrian crossings, or only overbridges / underpasses / subways, which many users find uncomfortable.

LL3 - Legibility of routes

Presence of measures to provide route legibility, i.e., natural wayfinding measures as well as street signs, wayfinding signage, fingerpost signs etc.

Good natural route legibility, with good inter-visibility. Street signs are present and visible. Presence of wayfinding signage. Presence of natural wayfinding e.g. public art, landmarks, signed junctions.

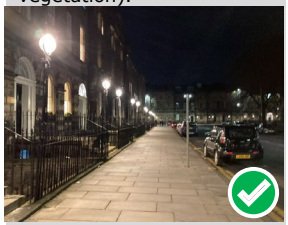


No street signs, wayfinding or navigation signage, and poor natural wayfinding.

3.2 Applying women's safety principles: usability & comfort

UC1 - Street lighting

Presence of consistent lighting (relative to setting) including in alleyways, underpasses, car / cycle parking, electric charging points etc. Installed to current design standards and clear of obstruction (i.e. overgrown vegetation).



Consistent lower-level lighting / luminaires at regular intervals that show a clear route with no obstructions or dark areas due to glare and contrast.

Inconsistent lighting with strong contrast and glare creating dark areas or overgrown vegetation near existing lamp columns that obstructs visibility.

UC2 – Footways

Consistent clear footway widths that are maintained in good condition and free of street clutter for pedestrian movement.

Consistent footway width of 2m or more. Footways and crossing points in good condition, level and stable with no trip hazards, evidence of pooling water or obstructed by excessive street clutter.

Inconsistent footway width or widths less than 1.5m. Significant defects or uneven surfaces that could contribute to trips / falls or difficulty for wheelers. Excessive street clutter that reduces widths.

UC3 - Seating

Seating positioned where there is good lighting, visibility, natural surveillance, and CCTV surveillance (where appropriate) as well as sufficient space for access and movement. Consider use of social seating (where appropriate)

Seating located in areas that are well lit and with good surveillance. Inclusion of accessible and ergonomically designed seating.

Seating / benches located in areas which are inaccessible, poorly lit, concealed and with poor natural surveillance.

UC4 – Vegetation

Vegetation, including rain gardens and sustainable drainage systems, when well established, add to the overall environment of the street, but should not create visual or physical barriers through dense or unmaintained shrubs at ground level.

Trees should be planted with min. 2m clear space around the trunk and maintained to allow safe pedestrian movement. Vegetation (ground cover, underplanting, etc.) <1m in height.

Height clearance of trees and overgrown vegetation obstructs pedestrian movement.

UC5 - Public transport stops

Presence of public transport stops with good lighting, glass shelters for visibility and natural surveillance, seating, real time information, wayfinding and promotion of adopted safety apps.

Public transport stops are well-lit with good surveillance, visible seating, real time information, wayfinding and promotion of safety apps.

Public transport stops are in poorly lit areas with no shelter, surveillance, seating, real time information, wayfinding or promotion of safety apps.

UC6 - Cycle / scooter parking

Presence of cycle / scooter parking that is well lit, located close to junctions and crossings for accessibility whilst maintaining safe distances required by the ESDG (G6 and G4 factsheets).

Cycle / scooter parking are located every 100-150 m on shopping streets or at every trip generator (schools, libraries, etc.) These spaces should be well-lit and have good surveillance and sufficient space for access.

Cycle / scooter parking is located in areas which are poorly lit, have poor surveillance, obstruct pedestrian desire lines or crossings and contribute to reducing the clear footway zone.

3.3 Applying women's safety principles – Eyes on the street

Other relevant factsheets:

ESDG P2 – Promoting Pedestrian Movement and Activity
ESDG G4 – Crossings
ESDG G6 - Speed Reduction and Traffic Management
F3 – Signage
ESDG F6 – Street Lighting
ESDG P7 – Minimising Street Clutter
ESDG P3 – Footways
ESDG F2 – Seating
ESDG F5 – Street Trees
ESDG C7 – Cycle Parking
ESDG P1 – Street as a Place
ESDG G7– Priority Junctions – Side Street Crossings
ESDG C5 – Contraflow Cycling on One-way Streets

ES1 – Street use and activity

Presence of human activities on the route which make people feel safer, e.g. people waiting at bus stops, other pedestrians (walking), people sitting outside cafes. Presence of a mix of land uses fronting the site that are operational across the day (active frontage).

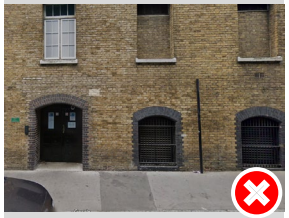
High levels of positive on-street activity during daylight hours, multiple diverse activities and users throughout the day.

No significant positive on-street activity during the day. Issue is exacerbated in hours of darkness.

ES2 – Building frontages

Presence of transparent (not privacy) glass frontages at ground level allowing people to see into and out of the building. In the case of new developments, providing a mix of uses to ensure social activity in the daytime and evening.

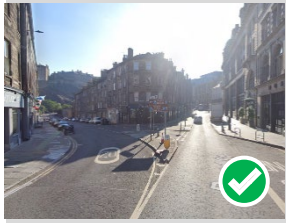
Transparent frontages that provide more visibility to the activity inside. Active frontage along majority of route which includes a range of amenities which are open during daytime and evening.



No active frontage or potential relationship between activity inside and outside.

ES3 – Hidden corners

Presence of hidden corners / areas where people could hide e.g., alleyways, underpasses, tunnels, recesses. Hiding places created by poor positioning and storage of large items on / along street e.g., commercial bins / contractors' containers, parked cars, grit bins.



Avoiding hidden corners / areas maximising visibility, passive surveillance and opportunities for escape.

Multiple hidden corners / areas where people could lurk / hide restricting visibility, passive surveillance and opportunities for escape.

ES4 – Walls or barriers

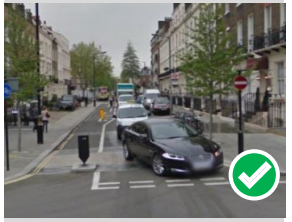
Walls or barriers are kept to a minimum with clear entrances and exits providing users good inter-visibility.

No walls or barriers or if present are <1m in height, discontinuous, and promote good inter-visibility. Wide entrances and clearly visible exits.

Walls or barriers are >1m in height for walking routes with long and continuous sections or dead ends, limiting safety and opportunity for escape.

ES5 – Carriageway activity

Presence of low speed, low volume vehicular traffic, and/or high levels of cycle traffic, offering passive surveillance and interaction with pedestrians.



Low speed, low volume vehicular traffic passing through main roads that may allow interaction between pedestrians and carriageway users if needed, whilst promoting a pedestrian-friendly space.

High speed and volume of vehicular traffic, and low cycling levels, resulting in little opportunity for interaction if needed and creating physical barriers to crossing the road.

4.0 Process and application of women's safety principles

The process for incorporating women's safety principles into street design is outlined in Figure 2. This highlights the importance of embedding women's safety considerations at the outset of the development of a scheme proposal.

A **women's safety auditing proforma** tool is included on the ESDG webpages to inform preparation of scheme proposals and concept designs. Whilst this can be completed by anyone, it is recommended that the audit and design teams include a range of people who identify as women, to capture differences in approach.

The process identified in Figure 2 has been aligned to The Royal Institute of British Architects (RIBA) Plan of Work.

The process may involve identifying opportunities to enhance street spaces that are out of scope of the 'red line boundary' of the design scheme area under consideration. However, it is important to record these and report back to appropriate teams to maximise the benefits of a wider approach to strategies to improve gender equality within Edinburgh.

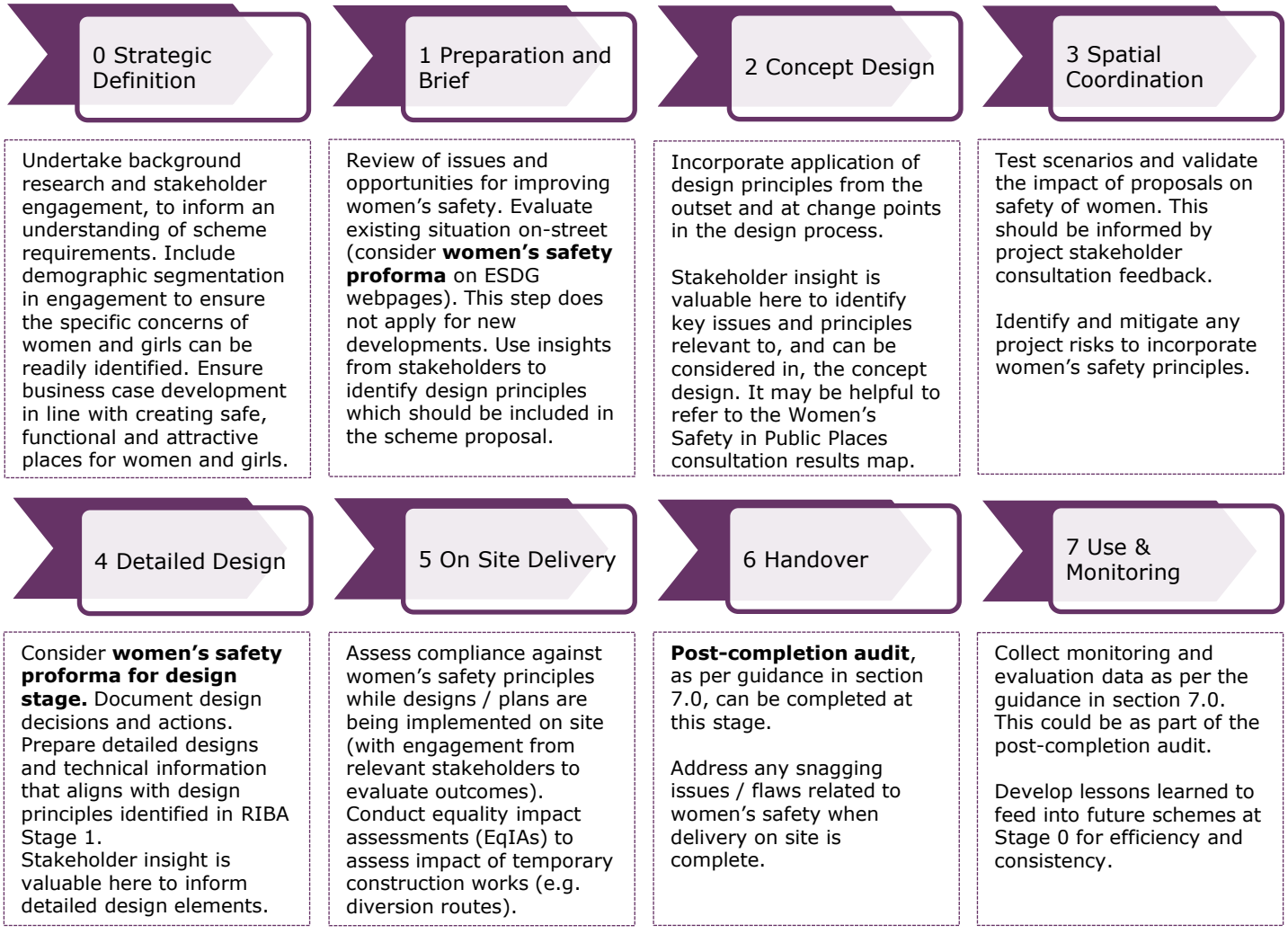


Figure 2 – Process for considering women's safety in street design

5.0 Stakeholder engagement

Engaging with key stakeholders to gain insight on issues related to safety for women and girls is valuable to understand issues and opportunities that could be addressed through street design.

Stakeholder engagement is suggested to gather insight on public areas, the needs of users (particularly underrepresented groups), improve scheme acceptability and maximise future user benefits. The engagement approach identified in this section relates to stakeholders which practitioners working on schemes should engage with. This is separate to the Council's statutory engagement requirements as part of planning processes which will need to be undertaken with defined statutory and non-statutory stakeholders.

There are several methods of engagement, dependent on project time and budget requirements, stakeholder needs and size of group. A list of suggested questions is included below for reference.

Suggested engagement questions

The following questions can help guide engagement to improvements to **existing spaces:**

- Who uses the space currently, and how is it used? Who doesn't use the space and why?
- Have there been any reported crimes or incidents in the area?
- What is the local reputation of this area, and are there any particular concerns for the safety of women and girls?
- What do local women and girls think about the space at present and how it can be improved?

The following questions can help guide engagement for **new streets and public spaces:**

- How will women and girls access the site and move through it?
- Are there any features that women and girls would require of the scheme, or would help encourage its use, function or attractiveness?

Suggested stakeholders	Suggested topics of engagement	Methods of engagement
Council representatives of women's safety (i.e. ESEC, Women's Safety in Public Places Community Improvement Partnership (CIP))	• Reputation of the public area • Issues or concerns with the public area • Future requirements for the public area	• Workshops • Meetings or phone calls • Email • Local focus groups
Council representatives in relevant technical disciplines (i.e. Community Safety, Active Travel, Placemaking)	• Reputation of the public area • Issues or concerns with the public area • Future requirements for the public area for access, movement, and use	• Workshops • Meetings or phone calls • Email • Site visits
Police Scotland (e.g. representatives from the Women's Safety and / or Disability Portfolio)	• Reported crimes • Local issues relevant to policing • Future requirements for the public area	• Workshops • Meetings or phone calls • Email • Women-led site walks
Local residents or local residents' groups, community groups or student groups	• Existing use of the public area, including access requirements • Reputation of the public area • Issues or concerns with the public area • Future requirements for the public area for access, movement, and use	• Workshops • Meetings or phone calls • Email • Face to face engagement sessions • Other digital engagement platforms, i.e. Commonplace mapping • Women-led site walks
Local businesses and / or organisations (i.e. Business Improvement District) and Transport service providers (i.e. public or community transport operators)	• Existing use of site including access / servicing requirements • Reputation of the site • Issues or concerns with the site • Future requirements for the site for access, movement, and use	• Workshops • Meetings or phone calls • Email • Face to face engagement sessions • Other digital engagement platforms, i.e. Commonplace mapping • Women-led site walks
Accessibility Groups (i.e. Edinburgh Access Panel)	• Existing use of site including access requirements • Issues or concerns with the site • Future requirements for the site for access, movement, and use	• Face to face engagement sessions • Other digital engagement platforms, i.e. Commonplace mapping • Women-led site walks

6.0 Scheme application examples

The process and application of women's safety principles should be proportionate and practical to the size of scheme or stage of design. The two examples here show how the principles can be applied to different types and scales of schemes. This is is a summary of data captured in the proforma for illustration purposes. The assessment proforma completed for a specific scheme would contain more contextual information to inform detailed assessment, scheme design and post implementation monitoring and evaluation.

Example 1: Introduction of a bus stop in a primarily residential area where there is currently no bus stop

Principles present in existing street space:

UC 1 , 2, 3, 4, 5, 6
Existing street space has wide clear footways (although will need some enhancement), consistent street lighting and a cycle stand. Grass area and bushes along edge of route (will need ongoing maintenance).

Principles relevant for concept and detailed design:

UC1, 2, 3, 4, 5.

- *Bus stop design will use transparent glass, include seating and real time passenger information.*
- *Cycle parking to be increased to allow cycle-bus journey integration. Positioned in well-lit area.*
- *Existing street lighting sufficient although bus stop furniture will include lighting.*

Opportunities not met in design:

New or enhanced vegetation or planting outside the scope of this specific project, but recommendations to be provided to the Council's landscape team.

Monitoring and evaluation:

- *Standard of maintenance of bus stop infrastructure.*
- *Levels of use of bus stop (through 'snapshot' user counts).*
- *User satisfaction with bus stop (through user surveys).*

Example 2: Public realm improvements along a single mixed-use street or neighbourhood

Principles present in existing street space:

LL2, 3. UC1, 2, 3, 5, 6. ES3, 4

- *Existing street in city centre. Layout and crossing points allow for considerable route choice and natural wayfinding.*
- *Existing footways are of adequate width but in poor state of repair.*
- *Cycle parking is in place but lots of informal parking on existing street furniture (e.g. railings, lamp columns and traffic signage posts noted in site visit).*
- *Lighting levels adequate and consistent.*

Principles relevant for concept and detailed design:

LL3. UC2, 3, 4, 6. ES1, 3, ES5.

- *Proposed design will enhance quality of existing open footways and remove excess street clutter.*
- *Additional seating will be provided along the route to promote use of street as community space. This seating will be provided outside of retail units where there is good natural surveillance and lighting.*
- *Vegetation proposed (trees / low level planting) to enhance environment along route*
- *Cycle parking to be expanded in clearly lit areas and on junctions / in close proximity of public transport stops.*
- *Interventions (e.g. tight junction radii and raised tables) to lower traffic speeds*

Opportunities not met in design:

- *Hidden corners as a result of the fixed architecture of the street cannot be changed by this scheme. Engagement will, however, be undertaken within the Council to identify how lighting, CCTV coverage and vegetation can infill and improve any recesses.*

Monitoring and evaluation:

- *Standard of maintenance of vegetation, seating, and cycle parking.*
- *Levels of footfall in the street (through pedestrian footfall surveys).*
- *Levels of retail occupancy (through economic and business prosperity data).*

7.0 Monitoring and Evaluation

It is important that monitoring and evaluation is embedded into the delivery plan for schemes impacting upon the public realm. This assesses how the scheme has performed against the intended aims and outcomes and provides evidence for the continual improvement of approaches to women's safety in the design of schemes across the City.

Women's safety criteria should be included, alongside the full range of monitoring and evaluation criteria required for publicly funded schemes.

The monitoring and evaluation of women's safety should incorporate both process and impact evaluation, as follows:

- **Process Evaluation** – to determine whether women's safety was robustly assessed in the planning and design process e.g. was the women's safety auditing proforma successfully applied? Were stakeholders well engaged?
- **Impact Evaluation** – to determine whether the intended outcomes and impacts of the scheme on women's safely are being successfully realised?

The timescale for post scheme completion monitoring and evaluation should be determined. For more complex schemes which are of a greater scale and impact e.g. major improvements to existing public spaces or new neighbourhood areas, one year post completion is suggested for an **interim evaluation,** with a **final evaluation** three to five years' post completion. Simple schemes of a smaller scale and impact e.g. new bus stops, require a much shorter timescale post completion for a single evaluation e.g. three to six months' post completion.

The following activities need to be undertaken as part of the monitoring and evaluation process at different phases in the scheme planning and delivery lifecycle:

Identify budget in scheme costs

- Identify a budget for monitoring and evaluation activities as part of the overall scheme budgeting.

Baseline data collection (Pre-scheme delivery)

- Collect data at auditing stage (e.g. through the use of the women's safety auditing proforma) to assemble a pre-scheme delivery baseline in the scheme area.

Post-scheme delivery

- Stakeholders should be engaged to gain their feedback on whether the intended outcomes of the scheme have been successfully delivered (impact evaluation) and if they have been successfully engaged in scheme planning and delivery (process evaluation).
- In addition to 'technical' stakeholder groups, public feedback should be sought from users of the public realm area or in the case of new developments resident surveys a year after completion.
- Consider re-running the women's safety auditing proforma to assess post scheme conditions.
- Identify the Council's maintenance expenditure to date / at the point in time of post-scheme evaluation on features relating to the women's safety design themes. Also identify expected future annual maintenance requirements.

Monitoring and Evaluation Reporting (Interim and Final)

- Monitoring and Evaluation report for the scheme should include a section on process evaluation and impact evaluation for women's safety.
- Findings should be shared with stakeholders and funding partners.
- Compile a lessons learned database. Maintain and update the lessons learned database and share social value created post delivery of scheme.

8.0 Image References

Considering the needs of women and girls in Edinburgh

All images Microsoft Stock Images

Layout and Legibility

LL1. Connectivity and permeability
Image 1 – good example - Figure 6 National Model Design Code
Image 2 – bad example – Figure 6 National Model Design Code

LL2. Frequent crossing points
Image 1 – good example – ESDG G4 - Crossings
Image 2 – bad example – Potterow, Google Street View, May 2018

LL3. Legibility of routes
Image 1 – good example - Projects (billingsjackson.com)
Image 2 – bad example - New Arthur Pl, Google Street View, Aug 2022

Usability and comfort

UC1. Street Lighting
Image 1 – good example – George Street, Consultant site visit, March 2022
Image 2 – bad example – Google Image, 2015

UC2. Footways
Image 1 – good example – George Street, Consultant site visit, March 2022
Image 2 – bad example – Merchiston Grove, Google Street View, June 2023

UC3. Seating
Image 1 – good example – Coalie Park, Leith
Image 2 – bad example – ESDG F2 – Seating

UC4. Vegetation
Image 1 – good example – ESDG P1 – Street as a Place
Image 2 – bad example – Elgin Terrace, Google Street View, Oct 2022

Usability and comfort continued

UC5. Public transport stops
Image 1 – good example – ESDG P2 – Promoting Pedestrian Movement and Activity
Image 2 – bad example – Ferry Road, Google Street View, June 2023

UC6. Cycle / Scooter parking
Image 1 – good example – ESDG C7 – Cycle Parking
Image 2 – bad example – ESDG C7 – Cycle Parking

Eyes on the street

ES1. Street use and activity
Image 1 – good example - ESDG P1 – Street as a Place
Image 2 – bad example – Drylaw Shopping Centre, January 2024

ES2. Building frontages
Image 1 – good example – Princes Street, Google Street View, June 2017
Image 2 – bad example – Milton St - Google Maps, June 2022

ES3. Hidden corners
Image 1 – good example –Bread Street, Google Street View Jun 2023
Image 2 – bad example – Gullan's Close, Google Street View, August 2020

ES4. Walls or barriers
Image 1 – good example – Burgess Park in South London - Safer Parks
Image 2 – bad example – Drylaw Shopping Centre, Consultant visit, January 2024

ES5. Highway activity
Image 1 – good example – ESDG C5 – Contraflow Cycling on One-way Streets
Image 2 – bad example – Calder Road, Google Street View, June 2021