

# Living Streets

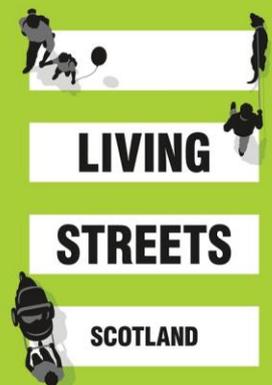
## Community Street Audit Report

**Kinross**

**March 2018**



We are Living Streets Scotland, part of the UK charity for everyday walking. We want to create a walking nation where people of all generations enjoy the benefits that this simple act brings, on streets fit for walking.



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# Executive Summary

We are Living Streets Scotland, a part of the UK charity for everyday walking. We are working with Perth and Kinross Council road safety team, Councillors, local residents and the Centre for Inclusive Living Perth and Kinross (CILPK) to improve conditions for elderly, mobility and sensory impaired people walking for short, every day journeys in Kinross.

Living Streets has worked with Perth and Kinross Council's Transport Team, undertaking community consultations and street audits previously in Perth, Crieff and Blairgowrie.

We have worked together to record assets and barriers on local streets and paths that encouraged or discouraged everyday walking with the needs of older and more vulnerable pedestrians in mind.

## Background to Kinross audit

The Community Street Audit in Kinross was driven by residents contacting the local councillors and the Transport team. Issues included safe accessible routes for wheelchair and mobility aid users. Residents were interested specifically in a lack of dropped kerbs along routes to the Health Centre and other local amenities and issues with 2 poorly maintained paths.

Local residents identified a route to the GP Surgery linking many of the issues they were concerned about.

Barriers to walking on this route include:

- Lack of dropped kerbs and tactile paving, especially on main routes around the primary school.
- Poor surface on path at Greenpark.
- Poor surface on path between Lomond Place and Gallowhill Road.
- Crossing the road on the blind corner on Springfield Road.

Recommendations for improvements include:

- Improving the dropped kerbs and tactile paving at the main entrances to the Primary school and routes to Health Centre.
- Cutting back the vegetation on the blind corner before the roundabout on Springfield Road near the North end of Wilson Court and adding 'beware pedestrians ahead' signs or adding a pedestrian crossing where the current island is installed.
- Upgrading the surfaces of the short paths at Greenpark and between Lomond Place and Gallowhill Road. This includes fixing the overhanging fence at Greenpark.

# Living Streets Scotland

We are Living Streets Scotland, part of the UK charity for everyday walking. We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone. Our ambition is to enable people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

## Introduction

Living Streets Scotland, LSS, was initially asked to look at the accessibility of Perth Town Centre after some issues were brought to the Road Safety team by the local Centre for Inclusive Living, CILPK. Their service users highlighted a lack of accessibility especially for those with a mobility or visual impairment. The following year LSS were asked to work with the communities in Crieff and Blairgowrie, looking at the accessibility of routes to local amenities such as Schools, GP surgery and shops.

The street audit work in Kinross follows on from this, with officers asking LSS to facilitate a Community Street Audit in Kinross, Pitlochry, Aberfeldy, Coupar Angus, and a street review in Dunkeld.

The results of this work will help to evidence community priorities and highlight the needs of the most vulnerable pedestrians.

Residents had made several representations to local Councillors regarding the poor state of footways in Kinross and a street audit was organised in response by the Councillors, residents and council officers, CILPK and LSS.

The first stage of a Living Streets Community Street Audit usually involves bringing together a broad range of local residents, and local groups and organisations, to explore the assets and barriers to walking local people experience on their streets, and to identify a route or routes that will form the focus of street audit activity. As the street audit in Kinross was arranged in response to specific concerns raised by local residents with disabilities, the priorities and recommendations in this report are not necessarily those of the wider community, and rather those highlighted by residents encountering specific barriers to access.

The street audit was conducted in October 12th 2017, there were 8 people in attendance for the full length of the route;

- 1 representative from CILPK
- 2 local Councillors
- 3 local residents
- 1 representative from the council's transport team
- 1 representative from LSS

In addition, the Kinross Day Centre manager joined the audit for part of the route.

# Map of area



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The red route indicates the route reviewed

# Kinross & Area profile

The town of Kinross is situated in an area of natural beauty, with the Ochil Hills to the North and West and with Loch Leven to the South East of the town. The town is situated off the M90 and within commuting distance of Edinburgh, Perth, Stirling and Dundee.

There is a population of approximately 5000 in Kinross served by amenities in the town that include; a supermarket, primary and secondary schools, medical practice, day centre, community campus, leisure centre and several banks.

There are a number of housing developments planned for Kinross, increasing the population and the amount of traffic on routes to/from the motorway and around the town centre. It can be anticipated that an increase in traffic on some routes will affect pedestrians making local journeys, and an increase in traffic may be especially felt by more vulnerable pedestrians. Creating and highlighting accessible routes for more pedestrians with disabilities will help improve access and potentially mitigate some of the issues increased traffic in the town may bring.

# Area findings

## What Works Well

Although the audit has shown areas for improvement along the route with many crossings lacking dropped kerbs, there are areas with wide well maintained footways. There are also link paths that are wide, well used and well maintained.

### Footway along Station Road

The Footway along Station Road from Junction Road to the High Street. Some sections are separated from the carriageway by a grass verge. This is one of the main routes to the Primary School and into the town centre, so is well used. This footway is wide and mainly well maintained.

### Link Paths

There are two good link paths. One runs from Bowton Road to Station Road, running along the primary school playing fields. The other is from Station Road to Emslie Drive near the Alexander Drive junction. These are well kept, off road routes that are safe for children and easily used by people with impaired mobility.

## What Doesn't Work So Well

### 1 – Greenpark path poor surface

There is an access path from Green Road, beside the Costcutter and the play park, to McBain Place, which runs parallel to Green Wood. This path was put in by the developers of the Green Park development but has been allowed to fall in to disrepair since being installed. In addition, the fencing at the boundary of Green Wood is in poor repair and is leaning over the path. Local residents that are wheelchair users find this path very uncomfortable to use due to an uneven surface and potholes, indeed on the audit one gentleman had his feet dislodged from the wheelchair footplates by the motion of moving along the path. One carer said that they would normally take a much longer route to get to the health centre or community campus to avoid having to use this path. The residents suggested that if the path was maintained it would be a good accessible short cut to the High Street and local amenities for the elderly and less mobile. There is some work to be done to check if this path has been adopted by PKC and to contact Green Wood residents to maintain the boundary fence.



Greenpark path surface

## 2 – Path from Lomond Place to Gallowhill Road

The path from Lomond Place to Gallowhill Road is in very poor repair with a very uneven surface. As with the Greenpark path, repair and maintenance of this path would provide an accessible useful short cut for the less mobile. At the Gallowhill Road end of the path there is a metal barrier. The barrier is an obstruction to wheelchair, pushchair and mobility aid users. This barrier is due to be removed in the near future.



Path from Lomond Pl to Gallowhill Rd



Barriers at Gallowhill Rd

### 3 – Crossing Springfield Road, at corner after mini roundabout

There is a desire line crossing on the Corner of Springfield Road near Wilson Court, going to the park area, which is also used by school children going to Sainsburys at lunch time. Cars are usually travelling fast around this corner having just come from or going to the motorway. This corner is busy and with new housing being built nearby it is set to become busier. Previously an island has been installed to improve the safety of the crossing. The audit group noted that the sight lines on both approaches to the corner were poor and could be improved by cutting back the foliage near Wilson Court. The group discussed several possible solutions to make the crossing safer. The options discussed included installing a signalised crossing, reduced speed limit to 20mph, signage highlighting pedestrians crossing, and rumble paint section on the road.



Crossing at Springfield Rd

## 4 – Zebra crossing on Springfield Road

There is a zebra crossing on Springfield Road near the junction with Springfield Park. This is in fairly good condition, with tactile paving and dropped kerbs. The main issue with the crossing is the close proximity of the telecoms box to the crossing pole. This makes it difficult for people that use wheelchairs, mobility scooters, mobility aids or pushchairs to navigate past. The easiest solution would be to move either the telecoms box a few metres or to move the crossing pole and tactile paving to the crossing side furthest from the telecoms box. There is also evidence of pooling water at the kerb, indicating a drainage issue. This would be difficult for people with a visual impairment or many using mobility aids to avoid stepping in.



Zebra crossing on Springfield Rd



## 5 – Obstacles on Bowton Road

There are three obstacles that partially block the pavement on Bowton Road, between Whyte Court and Montgomery Road. There are two bollards and a grit box, stopping someone using a wheelchair, mobility scooter or pushchair using the pavement. As there is only a pavement on one side of the road at this point it forces these pedestrians on to the road. On speaking to the transport officer they could give no useful reason for the bollards being in place. It was suggested that these could be removed quite easily and that the grit box could be moved to a less obstructive place.



Bollard and Sandbox blocking footway on Bowton Rd

## 6 – Lack of well-maintained dropped kerbs

There were many poorly fitted dropped kerbs or missing dropped kerbs at crossing points on the audit route. It is impractical to consider upgrading or installing dropped kerbs at all these sites due to financial and time constraints. The group did however feel that it would be sensible to look at creating an accessible route with dropped kerbs to the Health Centre and Community Campus. The sites that would benefit most from upgrading are listed below.

- Montgomery Road, dropped kerb at the disabled space near the Bowton Road junction. This kerb needs to be lowered to be flush with road. In addition the width of the dropped section is also too narrow



High dropped kerb on Montgomery Rd

- Station Road, in front of the Primary school, kerb is poorly maintained and not dropped level to the road.



Poorly maintained dropped kerb on Station Rd

- Green Road, pavement at Costcutter. This is lacking a dropped kerb.



Lack of dropped kerb at Costcutter on Green Rd

- Green Road, pavement at start of Green Park path. This is lacking a dropped kerb.



- Junction of Springfield Road and Springfield Park. This is lacking a dropped kerb.



- The Gallowhill Road end of the path connecting Lomond Place to Gallowhill Road has a very small dropped kerb. The kerb needs to be extended.
- The Muirs at the entrance of Lathro Park. The footway is very steep and wheelchairs and scooters often bottom out at the dropped kerb.
- The Muirs at the junction of Gallowhill Road.
- The Muirs at the junction of Broom Road.
- The Muirs at the junction of Springfield Road.
- The Muirs at the junction of Muirfield Grove.
- The Muirs at the access to the Green Hotel.



- The Muirs at the junction of Green Road



- There is a build out on the Muirs just South of Green Road, in between bus stops, it would benefit from dropped kerbs to allow pedestrians to cross with ease between the bus stops. This would also involve moving a parking sign.



The newer housing estates are lacking in dropped kerbs, these are seen as lower priority as they are quieter streets and although wheelchair users may have to travel a longer route using driveways or on the road to get to their destination.

# Recommendations

Area/Issue	Recommended Action	Level of Action Quick Win/ long Term	Responsibility/ Involvement
1 - Obstructions	1 – Remove the two bollards from Bowton Road. 2 – Move the grit box on Bowton Road. 3 – Metal railings at Gallowhill Road, at the end of the path from Lomond Place. 4 – Wheelie bins blocking footways, ensure these are left not blocking the footway.	1 – Quick win 2 – Quick win 3 – Quick win 4 – Quick win	PKC
2 – Footway Surfaces	1 - Green Park path needs resurfaced. 2 - Path between Lomond Place and Gallowhill Road needs resurfaced	1 – Long term 2 – Long term	PKC, housing developers and home owners in Green Wood.
4 – Footway Surfaces	1 – Montgomery Road, level the dropped kerb in the disabled space. 2 – Station Road, extend and repair the dropped kerb near the Primary School entrance. 3 – Green Road, install a dropped kerb at the Costcutter shop. 4 – Green Road, install a dropped kerb at the start of the Green Park path. 5 – Springfield Road, install a dropped kerb at the junction with Springfield Park. 6 – Gallowhill Road, extend and repair the dropped kerb at the end of the path from Lomond Place. 7 – Repair the dropped kerbs on the Muirs kerbs at the junction of Lathro Park. 8 – Repair the dropped kerbs on the Muirs kerbs at the junction of Gallowhill Road. 9 – Repair the dropped kerbs on the Muirs kerbs at the junction of Broom Road. 10 – Repair the dropped kerbs on the Muirs kerbs at the junction of Springfield Road. 11 – Repair the dropped kerbs on the Muirs kerbs at the junction of Muirfield Grove. 12 – Repair the dropped kerbs on the Muirs kerbs at the access to Green Hotel. 12 – Repair the dropped kerbs on the Muirs kerbs at the junction of Green Road.	1 – Quick win 2 – Quick win 3 – Quick win 4 – Quick win 5 – Quick win 6 – Quick win 7 – Quick win 8 – Quick win 9 – Quick win 10 – Quick win 11 – Quick win 12 – Quick win	PKC

Area/Issue	Recommended Action	Level of Action Quick Win/ long Term	Responsibility/ Involvement
4 – Crossing Points	1 – Pole next to telecoms box at Zebra crossing on Springfield to be moved along with tactile paving reconfiguring. 2 – Fix drainage problem causing pooling at zebra crossing on Springfield. 3 – Cut back foliage on the corner of Springfield Road near Wilson Court and the traffic island, to improve sight lines. 4 – Install traffic calming measures on approaches to the traffic island on Springfield Road. 5 – Install dropped kerbs and move parking sign at the build outs south of Green Road, near the RBS, to enable access to the bus stops	1 – Quick win 2 – Quick win 3 – Quick win 4 – Long term 5 – Quick win	PKC, home owners in Wilson Court.
5 – Maintenance	1 – Cut back the hedges along Gallowhill Road back to the original border, to increase footway width.	1 – Long term	PKC, home owners on Gallowhill Road.

# Action Plan

Action	Responsibility
Remove the two bollards from Bowton Road.	PKC Roads team
Move the grit box on Bowton Road.	PKC Roads team
Remove the metal railings at Gallowhill Road, at the end of the path from Lomond Place. (Possibly already planned) and extend and repair the dropped kerb.	PKC Roads team
Wheelie bins blocking footways, ensure these are left not blocking the footway.	PKC Roads team and Refuse teams
Green Park path needs resurfaced. <ul style="list-style-type: none"><li>- Identify if the path is adopted by PKC</li><li>- Identify funds to resurface path, possibly Community Links Funding.</li></ul>	PKC Roads team
Path between Lomond Place and Gallowhill Road needs resurfaced. <ul style="list-style-type: none"><li>- Identify if the path is adopted by PKC</li><li>- Identify funds to resurface path, possibly Community Links Funding.</li></ul>	PKC Roads team

Action	Responsibility
Montgomery Road, level the dropped kerb in the disabled space.	PKC Roads team
Station Road, extend and repair the dropped kerb near the Primary School entrance. (assuming this has not been done as part of the new school works)	PKC Roads team
Green Road, install a dropped kerb at the Costcutter shop.	PKC Roads team
Green Road, install a dropped kerb at the start of the Green Park path.	PKC Roads team
Springfield Road, install a dropped kerb at the junction with Springfield Park.	PKC Roads team
Pole next to telecoms box at Zebra crossing on Springfield to be moved and tactile paving reconfigured.	PKC Roads Team
Cut back foliage on the corner of Springfield Road near Wilson Court and the traffic island, to improve sight lines.	PKC Community Greenspace Team
Investigate options for traffic calming on approaches to the traffic island on Springfield Road. - Engage with local community to consult on possible measures.	PKC Roads team PKC Kinross CLD

Action	Responsibility
Cut back the hedges along Gallowhill Road back to the original border, to increase footway width. <ul style="list-style-type: none"> <li>- Check property boundary lines to Gallowhill Road.</li> <li>- Engage with homeowners along the road to arrange cutting back to boundary.</li> </ul>	PKC Roads team PKC Community Greenspace Team
Repair/extend the dropped kerbs on the Muirs kerbs at the junction of Lathro Park.	PKC Roads team
Repair/extend the dropped kerbs on the Muirs kerbs at the junction of Gallowhill Road.	PKC Roads team
Repair/extend the dropped kerbs on the Muirs kerbs at the junction of Broom Road.	PKC Roads team
Repair/extend the dropped kerbs on the Muirs kerbs at the junction of Springfield Road.	PKC Roads team
Repair/extend the dropped kerbs on the Muirs kerbs at the junction of Muirfield Grove.	PKC Roads team
Repair/extend the dropped kerbs on the Muirs kerbs at the access to Green Hotel.	PKC Roads team
Repair/extend the dropped kerbs on the Muirs kerbs at the junction of Green Road.	PKC Roads team



<b>Action</b>	<b>Responsibility</b>
On the south side of Green Road, near the RBS, move parking sign on the East side build out to allow for installation of dropped kerb. Install dropped kerbs on both sides of the road at the build outs.	PKC Roads team



# Contacts

This report is being submitted to:

- Perth and Kinross Council Traffic and Network Team
- Local Councillors
- Centre for Inclusive Living Perth and Kinross

Contacts:

Avril McKenzie, Living Streets Scotland  
[avril.mckenzie@livingstreets.org.uk](mailto:avril.mckenzie@livingstreets.org.uk)

# Appendix

## Community Street Audit Findings

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	School Wynd	Lack of footpath	Have to walk on road	Road layout and space allocation	Low- no room to add footpath

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	School Wynd	Lack of drop kerb after car park	Have to walk on road	Footway surfaces and obstructions	Medium – route to sheltered housing complex, add dropped kerb.
	Junction of Bowton Road and Whyte Court	Degraded pavement (complaint made to Council – auditors did not view surface as too bad)	Possible trip hazard	Footway surfaces and obstructions	Low – auditors felt there were more pressing needs.

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Bowton Road	Bollard on pavement narrowing width of pavement	Stops wheelchairs, mobility scooters and buggies walking along pathway	Footway surfaces and obstructions	High – no obvious need for the bollard. Remove bollard.
	Bowton Road	Very small drop kerb next to wall. Bins in pavement	Too small and narrow for wheelchair users to turn to go down	Footway surfaces and obstructions	Low – if bollard removed from opposite pavement (see above)

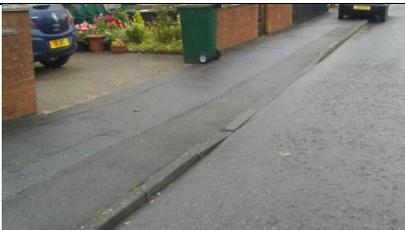
Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Bowton Road	Very small drop kerb next to wall. Bins in pavement	Too small and narrow for wheelchair users to turn to go down	Footway surfaces and obstructions	Low – if bollard removed from opposite pavement (see above)
	Bowton Road	Bins on pavement and sandbox blocking pavement	Blocking path for wheelchair/pushchair users	Footway surfaces and obstructions	High – ensure bin men leave path free

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Bowton Road	Bins on pavement and sandbox blocking pavement	Blocking path for wheelchair/pushchair users	Footway surfaces and obstructions	High – ensure bin men leave path free and sandbox moved
	Junction with Bowton Rd and Montgomery Rd	Disabled parking bay with a dropped kerb in the middle. Dropped kerb is not flush.	Difficult for wheelchair users to use dropped kerb	Footway surfaces and obstructions	Low – reset dropped kerb

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Crossing opposite primary school on Bowton Rd</p>	<p>Good crossing</p>	<p>Enables easy movement at crossing</p>	<p>Footway surfaces and obstructions</p>	<p>Low – no change needed</p>
	<p>Station Road, entrance to new primary school building works</p>	<p>Road works barriers blocking path</p>	<p>Wheelchair and pushchair users unable to pass.</p>	<p>Footway surfaces and obstructions</p>	<p>Low – temporary road works and BT works</p>



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Station Road, entrance to new primary school building works	Drop Kerb too high for wheelchair and mobility scooters to access	Forces wheelchair and mobility scooters to travel on the road as they can't access the pavement	Footway surfaces and obstructions	High – main route to High St and access to primary school

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Alexander Drive	Lack of dropped kerbs	Forces wheelchair and mobility scooter users to go on the road rather than pavement	Footway surfaces and obstructions	Low – quiet streets, insert dropped kerbs
No pic yet	Alexander Drive	Cars parked on pavement	Blocks pavement forcing wheelchair/buggy users to go on the road	Footway surfaces and obstructions	Low – quiet streets, enforce pavement parking
	Green Road	Cars parked on pavement	Blocks pavement forcing wheelchair/buggy users to go on the road	Footway surfaces and obstructions	Low – quiet streets, enforce pavement parking

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Green Road, Costcutter shop	Lack of dropped kerb	Blocks pavement forcing wheelchair/buggy users to go on the road or take long detour	Footway surfaces and obstructions	Low – Insert dropped kerb
	Green Road	Lack of dropped kerb at start of path	Blocks pavement forcing wheelchair/buggy users to go on the road or take long detour	Footway surfaces and obstructions	Medium – Insert dropped kerb, route to Health centre and Curling Centre

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Greenpark Paths	Badly maintained path surface, muddy and rutted	Difficult to traverse with wheelchair, can cause pain to frailer wheelchair users Auditor reported legs being shaken off the footrests of wheelchair	Footway surfaces and obstructions	High – surface degrading, Path needs resurfaced
	Greenpark Paths	Fence bowing into pathway	Narrowing usable path, danger of fence falling on to path and pedestrians	Footway surfaces and obstructions	Medium – trees need cutting back. And fences fixed. These belong to private houses, will need enforcing
	Greenpark Paths	End of path has pothole	Difficult for wheelchair, buggy users, some difficulty with wheels getting stuck. Trip hazard	Footway surfaces and obstructions	High – surface degrading, Path needs resurfaced

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	McBain Place	Badly maintained manhole cover	Trip hazard, damage to vehicles using road	Footway surfaces and obstructions	Low – road surface needs patched around cover
No pic yet	McBain Place	Steep inclines on pavements, especially to driveway dropped kerbs	Difficult for wheelchair, buggy and walking aid users. Could be dangerous in winter if icy.	Footway surfaces and obstructions	Low – flatten out the inclines.
	Beveridge Place	No dropped kerbs	Wheelchair and mobility scooter users are using driveways to mount/dismount pavement to cross, leads to long detours	Footway surfaces and obstructions	Low – quiet residential area.

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Beveridge Place	Low drains in the road where dropped kerbs would go.	Trip hazard where pedestrians would naturally cross.	Footway surfaces and obstructions	Low – quiet residential area.
	Junction of Springfield Road and Springfield Park	No dropped kerbs at junction.	Wheelchair users forced on to busy road, using driveways – causing long detours	Footway surfaces and obstructions	Medium – busy road junction.

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Junction of Springfield Road and Springfield Park</p>	<p>No dropped kerbs at junction.</p>	<p>Wheelchair users forced on to busy road, using driveways – causing long detours</p>	<p>Footway surfaces and obstructions</p>	<p>Medium – busy road junction.</p>
	<p>Zebra Crossing on Springfield Road</p>	<p>Telephone box placed too close to Zebra crossing pole</p>	<p>Causes difficulty for mobility scooter and wheelchair/pushchair users, as turning space is very tight.</p>	<p>Footway surfaces and obstructions</p>	<p>High – move pole to other side of the tactile paving on the BT box side.</p>

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Zebra Crossing on Springfield Road	Telephone box placed too close to Zebra crossing pole	Causes difficulty for mobility scooter and wheelchair/pushchair users, as turning space is very tight.	Footway surfaces and obstructions	High – move pole to other side of the tactile paving on the BT box side.
No pic yet	Springfield Road	No dropped kerbs on one side of the road.	Wheelchair and mobility scooter users will need to go on one side of the road for ease of access. May lead to crossing at blind corner further up the road on the route to Sainsbury's.	Footway surfaces and obstructions	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Springfield Road roundabout.	Cars speed at this junction, especially when coming from the motorway side, round a blind corner. Worry that this will get even busier as 300-400 new houses are being built and this is main route to motorway	Difficult for frailer /slower pedestrians and wheelchair/pushchair users to cross due to volume and speed of traffic.	Traffic	High – traffic calming measures on both approaches on Springfield Road, textured red road surface, 20mph limit
	Corner on Springfield road just past the mini roundabout.	Crossing Island on busy corner with limited sight lines.	Busy corner, route to Sainsbury's (used by school pupils at lunch time) and Park space. Was being used as a crossing, an island was put in as a refuge for pedestrians. This is a fast road as cars have just come from the motorway. There are	Traffic	High – Cutting back bushes and plants. Possible 'slow down pedestrians crossing' signs on approach to corner or speed bumps/rumble strips on approach.

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
 			bushes/plants that obscure the view of the road. 300-400 new houses being built so traffic set to increase in the next year or so.		
	Katrine Place	No drop kerbs in new estates	Causes long detours for wheelchair and Mobility scooter users	Footway surfaces and obstructions	Low – quiet residential area.

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
No pic yet	Cameron Avenue	No drop kerbs in new estates	Causes long detours for wheelchair and Mobility scooter users	Footway surfaces and obstructions	Low – quiet residential area.
No pic yet	Seaforth Place (route to Health Centre and Community Campus)	No drop kerbs in new estates	Causes long detours for wheelchair and Mobility scooter users	Footway surfaces and obstructions	Low – quiet residential area.
	Path between Lomond Place and Gallowhill Road	Path surface is badly maintained	Causes discomfort for wheelchair, mobility scooter users. Trip hazard for walkers.	Footway surfaces and obstructions	High – Resurface path, fairly short length and on main route to Health Centre and Community Campus

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	End of path at junction with Gallowhill Road	Metal barriers at end of the path	Difficulty for pushchair, wheelchair and mobility scooter users.	Footway surfaces and obstructions	High – Barriers are due to be removed
No pic yet	End of path at junction with Gallowhill Road	Very small dropped kerb near wall, next to metal barriers.	Difficulty for pushchair, wheelchair and mobility scooter users.	Footway surfaces and obstructions	High – when barrier is removed dropped kerb should be extended.
	Gallowhill Road	Pavement narrowed due to overgrown hedge.	Difficulty for pushchair, wheelchair and mobility scooter users.	Footway surfaces and obstructions	Low – Although bushes have grown over the pavement, Councillor has looked into enforcement of cutting them back. This would be complicated and expensive to do.



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Gallowhill Road	Pavement narrowed due to overgrown hedge.	Difficulty for pushchair, wheelchair and mobility scooter users.	Footway surfaces and obstructions	Low – Although bushes have grown over the pavement, Councillor has looked into enforcement of cutting them back. This would be complicated and expensive to do.

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Gallowhill Road	Driveway entrances have steep pitches	Difficult for wheelchair, pushchair and mobility scooters to use. Especially in icy conditions.	Footway surfaces and obstructions	Low – level out pitch
No pic yet	Entrance to Lathro Park	Steep pavement	Wheelchair and mobility scooters bottom out on pavement.	Footway surfaces and obstructions	Medium – Level out the slope
No pic yet	Broom Road	Steep pavement	Wheelchair and mobility scooters bottom out on pavement.	Footway surfaces and obstructions	Medium – Level out the slope

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Muir	Pavement parking	Blocks pavement forcing wheelchair/buggy users to go on the road	Footway surfaces and obstructions	Low – quiet streets, enforce pavement parking
	Junction of Station Road and Muir	Narrow pavement on both sides of the road, exacerbated by HGV using road as diversion to St Andrews.	Intimidating to walk along the road towards junction. Especially if meeting other pedestrians, with children or using wheelchair/mobility scooter. Difficult road to cross if visually impaired or slow walker.	Footway surfaces and obstructions/Traffic	Low/Medium – HGV and increased traffic temporary due to detour. Narrow road so no space to increase pavement size. Add crossing?



**For more information contact Living Streets Scotland**

Thorn House  
5 Rose Street  
Edinburgh  
EH2 2PR

Telephone: 0131 243 2645  
Email: [Scotland@livingstreets.org.uk](mailto:Scotland@livingstreets.org.uk)

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