

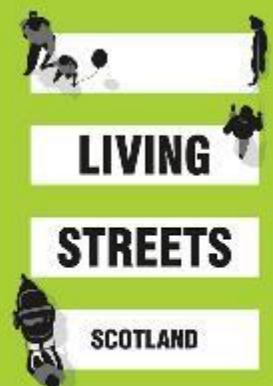
# Living Streets

## Community Street Audit Report

Coupar Angus  
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.



# Contents page

**Page 3 – Executive Summary**

**Page 5 – Living Streets Scotland**

**Page 5 – Introduction**

**Page 6 – Map of area**

**Page 7 – Coupar Angus and Area profile**

**Page 8 – Area findings**

**Page 18 – Recommendations**

**Page 20 – Action Plan**

**Page 23 – Contacts**

**Page 24 – Appendix**

# 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 Coupar Angus.

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 Coupar Angus Community Street Audit audit**

The Coupar Angus Community Street Audit allowed local residents to have a say about barriers to walking around Coupar Angus.

The audit route was

Barriers to walking on this route include:

- Lack of adequate pavements and dropped kerbs.
- Obstructions on the pavements.
- Placing of zebra crossing on Union Street

Recommendations for improvements include:

- Removing obstructions from the pavements
- Improving crossing point on Station Road
- Installing dropped kerb on Victoria Street

# 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 work with local partners to look at the accessibility of Perth Town Centre after some issues were brought to the Transportation 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 Coupar Angus follows on from this, with transport officers asking LSS to facilitate community Street Audit work in Kinross, Pitlochry, Aberfeldy, Pitlochry and a street review in Dunkeld.

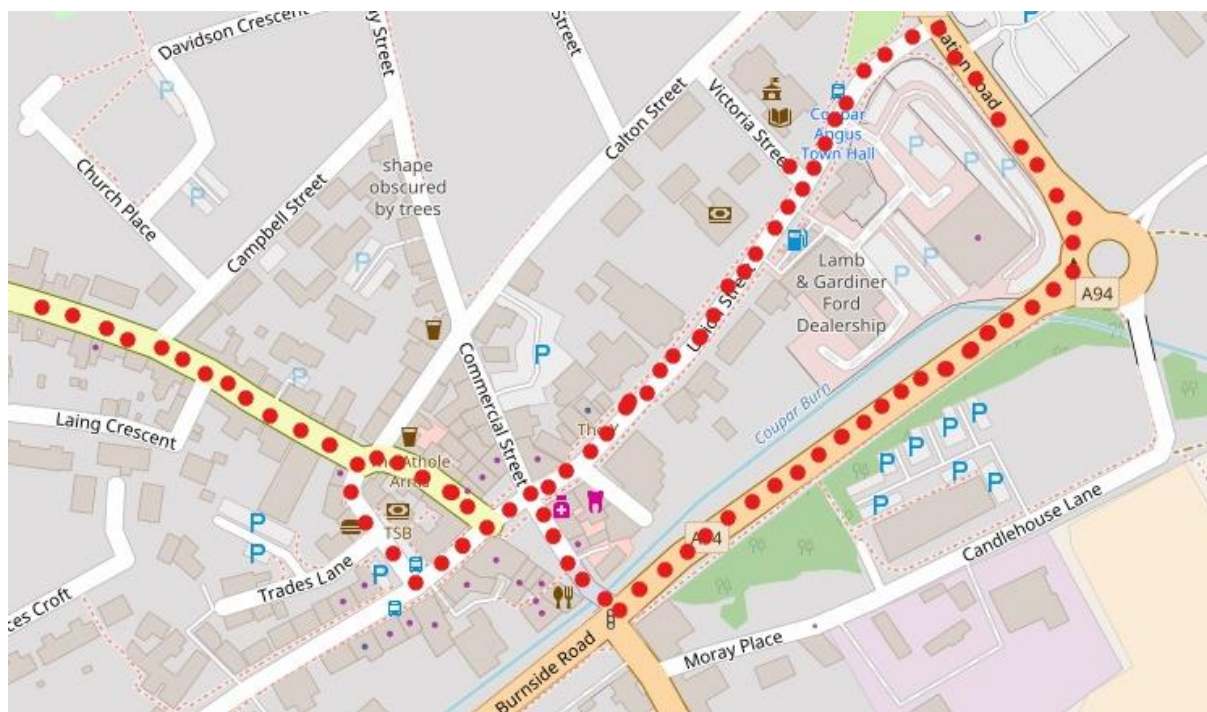
The results of this work will help to evidence community priorities and highlight the needs of the most vulnerable pedestrians.

LSS spoke to older local residents at a workshop in November 2017, there were also representatives from Perth and Kinross roads team and Alzheimer Scotland. These conversations elicited local information and issues that are barriers to easy movement around Coupar Angus.

The street audit was conducted on 5th April 2018, after being cancelled twice due to bad weather. There were 6 people in attendance for the full length of the route. The route went along Union Street to George Square and Causewayend up to King's Road. It then went from Athole Street through the pedestrian precinct to Burnside Road, along Burnside Road to Station Road and back to Union Street.

- 3 local residents
- 1 local Transport officer
- 2 representatives from LSS

# Map of area



© OpenStreetMap contributors

The red route indicates the route reviewed

# Coupar Angus & Area profile

Coupar Angus is a small town on the eastern edge of Perth and Kinross. It is located on the A94, Perth to Forfar road about 4 miles from Blairgowrie. The town centre has been bypassed and generally only traffic with the town centre as a destination travel along the High Street. As an old town it has many narrow streets and very narrow footways in places. The population is about 2300, with nearly 20% aged 65 or over.

Coupar Angus has several services and amenities, a health centre, primary school, sheltered housing and care home. There are also community venues such as the Town Hall and the Y Hall.



# Area findings

## What Works Well

The pedestrian space around the market cross is well maintained, with flower planters, information sign, benches and litterbins. This space has been used for a farmers' markets and there is also a cycle hub.



The space on Union Street between George Square and Commercial Street has recently been upgraded. It has a well maintained footway and flower planters that add to the look and feel of this area.



## What Doesn't Work So Well

### 1. Footway surfaces and obstructions

- There were several advertising boards on the footway along Union Street from the zebra crossing to George square. These reduced the space for pedestrians and could be a trip hazard especially for visually impaired pedestrians. This was especially true of one board placed on the tactile paving near the zebra crossing and a junction, and the board was blank on one side.



Advertising board on Union Street

- There is a short 30mph sign on a bollard on the footway on Burnside Road. This obstructs the footway and is a trip hazard for pedestrians. As it is low and fairly small it will also be less visible to drivers.



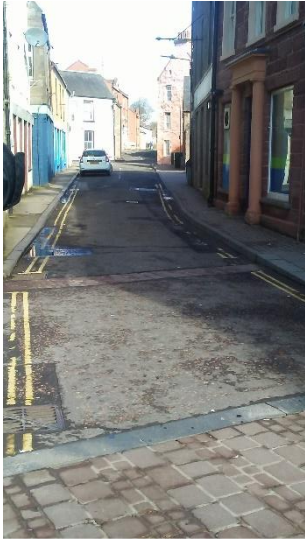


30mph bollard on Burnside Road

- The footways in George Square, along Causewayend, Athole Street and Commercial Street are very narrow and would only allow a single pedestrian to walk along them at a time. The auditor that was in a wheelchair had to travel along the carriageway as the footway was too narrow to accommodate the wheelchair. The footways were also in a state of poor repair and some areas would be a trip hazard for pedestrians. On heading west along Causewayend there were telegraph poles situated in the middle of the narrow footways.



Footways along George Square and Causewayend



Footways on Commercial Street



Telegraph poles along Causewayend



- The space in George Square has been recently upgraded. The footways are well maintained but there is only one dropped kerb at the amenity housing. When on the audit there was a car parked across the dropped kerb blocking the entrance to the housing. There were also wheelie bins obstructing the footway.



Wheelie bins on footway



Car parked across dropped kerb and entrance



- At the end of Station Road at the junction with Union Street the footways are in a poor state of repair. They are a trip hazard, especially for less mobile pedestrians. In addition, there was a roadworks sign obstructing the footway along Station road. The auditor using a wheelchair was only just able to get past this sign.



Poor footway surface on Station Road



Roadworks sign obstructing footway on Station Rd

## 2. Crossing points and desire lines

- The zebra crossing on Union Street, connects the corner shop on one side with the chemist on the other. There are speed bumps to the east of the crossing to slow approaching vehicles. Auditors said that the crossing was in the wrong place, people exiting and entering the shops were very close to the crossing and pedestrians waiting to cross as the footway was quite narrow. Auditors said they felt drivers approached the crossing at speed even with the speed bumps, one stated that she felt some larger vehicles sped up towards the speed bumps. Auditors felt the crossing should be further along George Street.



Zebra crossing



Speed bumps on Union St

- The crossing point at the end of Station Road at the roundabout with Burnside Road is difficult if you are a wheelchair or mobility aid user. Crossing the road involves a narrow island, with dropped kerbs, in a busy road very close to a roundabout. This would be the main route for residents and visitors to the care home to access the town centre, so there may be several people with mobility aids or in wheelchairs trying to cross at one time. The volume of traffic is quite high, with a large proportion of heavy goods vehicles, which is intimidating and noisy, especially if the pedestrians are not able to move quickly. The crossing would be improved by increasing the island width or adding a zebra crossing.



Crossing island on Station Road

- Crossing Victoria Street is difficult for less mobile pedestrians, wheelchair and pushchair users due to the poor state of the footway and carriageway and the lack of an adequate dropped kerb. Victoria Road is adjacent to the Town Hall where there are several activities for elderly local residents.



Footway, Carriageway and dropped kerb at Victoria Road

### 3. Road layout and space allocation

As Coupar Angus is an old town it has many narrow streets. The space within these streets gives priority to vehicles rather than pedestrians. There is two-way traffic, on street parking in places, and narrow footways. These issues were highlighted on the audit route on Causewayend, Athole Street and Commercial Street. The narrow footways mean that wheelchair, pushchair and mobility aid users would need to walk on the road and compete with vehicles for space. The space may be improved for pedestrians and drivers by giving priority to one direction on each of these streets. As they are parallel this would encourage flow in one direction down Causeway end and Athole Street and the other direction on Commercial Street.

### 4. Maintenance and enforcement

There were several cars parked in the pedestrian area of the High Street. There was confusion amongst the auditors as to whether or not vehicles were allowed in this area, and if they were, at what times and for how long. The signage showed that vehicles should only enter this area for loading. The vehicles we saw were obviously parked and not loading.



Vehicles parked in the pedestrian area.

There was a car parked in the 'keep clear' area in front of the amenity housing in George Square, this blocked the dropped kerb. This obstructed the entrance to the housing and also stopped people with mobility issues from crossing George Square easily. Increased parking enforcement would help reduce parking in unsuitable spaces.





Parking in George Square in front of amenity housing access

Auditors said they felt that vehicles travelled too fast along George Street and Union Street. They said this was most noticeable around the zebra crossing.

# Recommendations

Area/Issue	Recommended Action	Level of Action Quick Win/ long Term	Responsibility/ Involvement
1 - Obstructions	1 – Speak to business owners about advertising board guidelines and the potential difficulties they pose for the less able. 2 – Wheelie bins blocking footways, ensure these are left not blocking the footway. 3 – Work with road maintenance workers to ensure that signs are not obstructing the footways and the difficulties they pose for the less able. 4 – Replace the 30mph bollard on Burnside Road with a taller speed sign, placed further to the edge of the footway.	1 – Quick win 2 – Medium term 3 – Medium term 4 – Medium term	PKC and business owners
2 – Footway Surfaces (maintenance)	1 – Repair the footway surface leading from George Square to Causewayend. 2 – Repair the footway along Causewayend. 3 – Repair the footway on Station Road near the junction with Union Street. 4 – Repair the footway on Union Street near the junction with Station Road. 5 – Repair the footway and carriageway on Victoria Street.	1 – Medium term 2 – Medium term 3 – Medium term 4 – Medium term 5 – Medium term	PKC
3 – Footway Surfaces (dropped kerbs)	1 – Install a dropped kerb on Victoria Street near the entrance to the Town Hall.	1 – Medium term	PKC

Area/Issue	Recommended Action	Level of Action Quick Win/ long Term	Responsibility/ Involvement
4 – Crossing Points	1 – Improve the crossing point on Station Road near the Balhousie Care Home, increasing the island width and adding a zebra crossing. 2 – Move the zebra crossing either further along Union Street or along George Street.	1 – Long term 2 – Long term	PKC
5 – Space allocation	1 – Add traffic priorities along Causewayend, Athole Street and Commercial Street and Hay Street, to encourage better movement of vehicles along these roads.	1 – Long term	PKC

# Action Plan

Action	Responsibility
Work with refuse collection teams to educate staff to ensure bins aren't left blocking footways.	PKC Roads team
Removal of badly placed advertising boards and street furniture, giving guidelines and information to business owners.	PKC Roads team and business owner
Work with road maintenance teams to educate staff to ensure road signs aren't left blocking footways.	PKC Roads team
Remove the 30mph bollard on Burnside Road and replace it with a taller 30mph sign, closer to the edge of the footway.	PKC Roads team
Repair the footway surface leading from George Square to Causewayend.	PKC Roads team
Repair the footway along Causewayend.	PKC Roads team
Repair the footway on Station Road near the junction with Union Street.	PKC Roads team
Repair the footway on Union Street near the junction with Station Road.	PKC Roads team
Repair the footway and carriageway on Victoria Street.	PKC Roads team
Install dropped kerbs on Victoria Street, near to the junction with Union Street	PKC Roads team
Investigate options for improving the crossing point on Station Road near to the Balhousie Car Home	PKC Roads team



<b>Action</b>	<b>Responsibility</b>
Consult with the local community on the placement of the Union Street zebra crossing.	PKC Roads team





# Contacts

This report is being submitted to:


- Perth and Kinross Council Traffic and Network team
- 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
	Union Street towards George Square	Wide well maintained footway	Good space to walk	Footway surfaces	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Union Street towards George Square</p>	<p>Wide well maintained footway</p>	<p>Good space to walk</p>	<p>Footway surfaces</p>	
	<p>Zebra crossing across Union Street between Chemist and Coop</p>	<p>Placement too close to shop entrances</p>	<p>Cars feel like they are travelling too fast towards the zebra crossing. Sometimes confusion as drivers are not sure if pedestrians exiting shops are planning to cross or not</p>	<p>Crossing points and desire lines</p>	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Speed bumps on Union Street before zebra crossing</p>	<p>These are to slow down cars approaching the zebra crossing. Auditors felt that some cars sped up towards them</p> <p>One auditor that uses walking aids reported that he found them a trip hazard when crossing the road.</p>		<p>Crossing points and desire lines</p>	
					


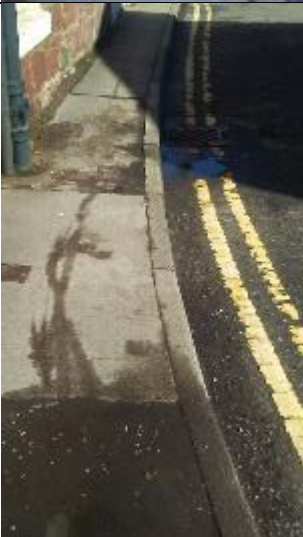
Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>A board on footway outside Coop at Commercial Street</p>	<p>Obstructs the footway outside the shop</p>	<p>Makes it difficult for pedestrians, especially if they are wheelchair or pushchair users</p>	<p>Footway surfaces and obstructions</p>	
	<p>Vehicle reversing off shared space paving, Commercial Street</p>	<p>Drove over tactile paving</p>	<p>Can be dangerous for pedestrians if they are not expecting vehicles to be moving in this space. The single level surface is good for wheelchair and mobility aid users, visually impaired pedestrians may find the area confusing to navigate</p>	<p>Footway surfaces, crossing point</p>	







Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Vehicle reversing off shared space paving, Commercial Street</p>	<p>Drove over tactile paving</p>	<p>Can be dangerous for pedestrians</p>	<p>Traffic</p>	
	<p>Vehicle reversing off shared space paving, beside Commercial Street</p>	<p>Drove over tactile paving</p>	<p>Can be dangerous for pedestrians</p>	<p>Traffic</p>	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>In George Square, at amenity housing</p>	<p>Car was parked at dropped kerb at entrance, blocking it for wheelchair users</p>	<p>Obstruction for wheelchair users</p>	<p>Obstruction / enforcement</p>	
	<p>Car parking on George Square</p>	<p>Footway blocked by wheelie bins</p>	<p>Difficult for pedestrians with reduced mobility to use footway</p>	<p>Obstruction</p>	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Steps to housing on George Square	Steps from carriageway to housing, lack of footway on east side of George Square	Makes walking on the East side difficult, as pedestrians are forced to walk on the carriageway.	Obstruction	
	Kerb to parking spaces on George Square	Lack of dropped kerbs onto footway	Wheelchair and mobility uses would find it difficult to access the footway, there is only 1 dropped kerb at the sheltered housing entrance	Footway surfaces and obstructions	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Footway from George Square to Causewayend	In poor state of repair and narrow width	Trip hazard for pedestrians, too narrow for wheelchair users	Footway surfaces and obstructions, road layout and space allocation	
	Footway from George Square to Causewayend	In poor state of repair	Trip hazard for pedestrians, too narrow for wheelchair users	Footway surfaces and obstructions	


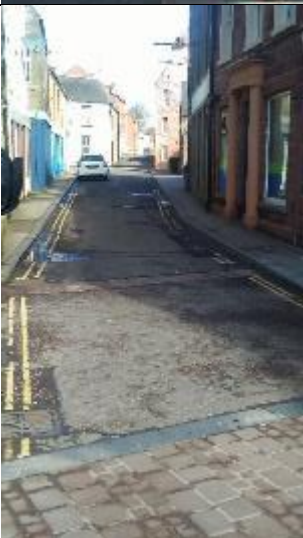
Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Footway from George Square to Causewayend	In poor state of repair	Trip hazard for pedestrians, too narrow for wheelchair users	Footway surfaces and obstructions	
	Narrow footway on Causewayend	Poorly maintained and too narrow for wheelchair, mobility aid or pushchair user to access	Pedestrians forced to walk along the road	Footway surfaces and obstructions and road layout and space allocation	




Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Narrow footway on Causewayend	Too narrow for wheelchair, mobility aid or pushchair user to access	Pedestrians forced to walk along the road	Footway surfaces and obstructions and road layout and space allocation	
	Narrow footway on Causewayend	Obstructed by large telegraph pole, poorly maintained and too narrow for wheelchair, mobility aid or pushchair user to access	Pedestrians forced to walk along the road	Footway surfaces and obstructions	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Narrow footway on Causewayend	Obstructed by large telegraph pole, poorly maintained and too narrow for wheelchair, mobility aid or pushchair user to access	Pedestrians forced to walk along the road	Footway surfaces and obstructions	
	Footway on Causwayend beside Union Place	Poorly maintained footway surface around utility cover	Trip hazard for pedestrians	Footway surfaces and obstructions	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Footway on Causwayend	Poorly maintained footway surface	Trip hazard for pedestrians	Footway surfaces and obstructions	
	Narrow footway on Causewayend	Obstructed by large telegraph pole, poorly maintained and too narrow for wheelchair, mobility aid or pushchair user to access	Pedestrians forced to walk along the road	Footway surfaces and obstructions	









Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Entrance to Commercial St from Union Street	Raised road surface and advertising board	Advertising board obstructs footway, making it difficult for wheelchair and push chair to pass.	Footway surfaces and obstructions	
	Commercial Street	Narrow street and narrow footways	Pedestrians using wheelchairs and pushchairs will need to walk on the carriageway	Footway surfaces and obstructions	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	George Street	Planters, makes area look pleasant and inviting	Invites people to linger in the space	aesthetics	
	George Street	Planters, makes area look pleasant and inviting	Invites people to linger in the space	aesthetics	
	George Street, High Street in pedestrian space	Makes area look pleasant and inviting, Market cross There was a farmers market that used to meet in this area, there is scope for other civic events to be held here	Invites people to linger in the space	aesthetics	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	George Street, at entrance to pedestrian area	Information sign about Coupar Angus	Useful information for visitors to CA	Facilities and signage	
	Pedestrian area, High Street	Well-kept flat space for pedestrians. There are often cars moving and parking in this space	Can be a pleasant space to walk, but dangerous at times with moving vehicles	Road layout and space allocation	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Pedestrian area, High Street	Advertising board	Could be a trip hazard for visually impaired	Footway surfaces and obstructions	
	Pedestrian area, High Street	Bike stands with bikes	Could be a trip hazard for visually impaired	Footway surfaces and obstructions	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	High Street pedestrian area	Seating with back and arm rest, litterbins	Opportunity for pedestrians to stop and rest	Facilities and signage	
	High Street pedestrian area	Seating with back and arm rest, litterbins	Opportunity for pedestrians to stop and rest	Facilities and signage	
	Exit from High Street to Burnside Road, opposite Queen Street junction	Barrier along footway opposite	Barrier marks end of pedestrian space and offers some safety from traffic moving through Queen Street junction	Footway surfaces and obstructions	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Exit from High Street to Burnside Road, opposite Queen Street junction	Barrier along footway	Barrier marks end of pedestrian space and offers some safety from traffic moving through Queen Street junction	Footway surfaces and obstructions	
	Exit from High Street to Burnside Road, opposite Queen Street junction	Barrier along footway	Barrier marks end of pedestrian space and offers some safety from traffic moving through Queen Street junction	Footway surfaces and obstructions	
	Burnside Road walking towards Station Road	Poor footway surface, beside busy main road. Pedestrians feel quite vulnerable due to volume, speed and proximity of traffic	Not a pleasant place to walk, especially if you were with children or less mobile	traffic	







Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Burnside Road walking from Station Road	Poor footway surface, beside busy main road. Pedestrians feel quite vulnerable due to volume, speed and proximity of traffic	Not a pleasant place to walk, especially if you were with children or less mobile	traffic	
	Burnside Road walking towards Station Road	Bollard with speed limit sign	This obstructs the footway and as it is low down drivers may not notice the sign	Footway surfaces and obstructions	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Junction where Burnside Road meets Station Road, Island to cross towards care home</p>	<p>There is an island with dropped kerbs to aid crossing, but the island is narrow and is very close to a busy roundabout</p>	<p>This is quite an intimidating place to cross due to volume of traffic</p>	<p>Crossing points and desire lines</p>	
	<p>Path at roundabout near Burnside and Station Roads junction</p>	<p>Footway quite wide and surface ok, but close proximity to busy road</p>	<p>Walking here is intimidating due to volume and proximity to traffic</p>	<p>traffic</p>	







Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Station Road	Road traffic maintenance signs obstructing footway.	Difficult to traverse the footway, especially with a wheelchair.	Footway surfaces and obstructions	
	Station Road	Road traffic maintenance signs obstructing footway.	Difficult to traverse the footway, especially with a wheelchair.	Footway surfaces and obstructions	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Station Road	Wide footway with ok surface.	Footway ok but dominated by traffic	traffic	
	Station Road near Union Street corner	Poor footway maintenance, several holes	Trip hazard for walkers	Footway surfaces and obstructions	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Station Road	Wide footway with ok surface.	Footway ok but dominated by traffic	Footway surfaces and obstructions	
	Station Road near Union Street corner	Poor footway maintenance, several holes	Trip hazard for walkers	Footway surfaces and obstructions	


Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	<p>Union Street, near junction with Station Road.</p>	<p>Green area with signage and horse statue</p>	<p>Nice area to linger</p>	<p>aesthetics</p>	
	<p>Union Street, near junction with Station Road.</p>	<p>Green area with signage and horse statue</p>	<p>Nice area to linger</p>	<p>aesthetics</p>	

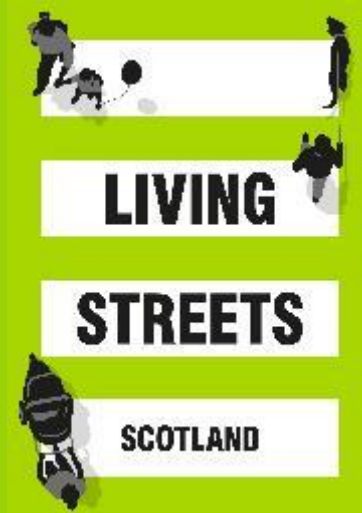
Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Victoria Street junction with Union Street	Poorly maintained carriageway	Difficult to cross for less mobile pedestrians	Footway surfaces and obstructions Crossing point	
	Victoria Street junction with Union Street	Poorly maintained footway with lack of dropped kerb	Difficult to cross for less mobile pedestrians, wheelchair or pushchair users.	Footway surfaces and obstructions Crossing point	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Victoria Street junction with Union Street	Poorly maintained footway with lack of dropped kerb	Difficult to cross for less mobile pedestrians, wheelchair or pushchair users.	Crossing point	
	Forfar Road	New pedestrian crossing point installed	Crossing makes it easier for pedestrians and school children to cross road	Crossing point	



Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Forfar Road	Footway has been widened	Makes the route safer for pedestrians walking from housing estate to the school	Footway surfaces and obstructions	
	Forfar Road junction with Coupar Angus Road	Newly installed pedestrian crossing and pavements at the junction.	Safer crossing to the park.	Crossing point	

Map Ref	Location	Findings	Effect on walking	Heading	Priority/solution
	Forfar Road	Footway has been widened	Makes the route safer for pedestrians walking from housing estate to the school	Footway surfaces and obstructions	



**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)

**In association with**



**Funded by**

