

LOWER SPEED COMMUNITIES

Lossiemouth



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.



Living Streets (The Pedestrians' Association) is a Registered Charity No. 1108448 (England and Wales) and SCO39808 (Scotland). Company Limited by Guarantee (England and Wales), Company Registration No. 5368409. Registered office: 4th Floor, Universal House, 88-94 Wentworth Street, London E1 7SA

www.livingstreets.scot

BACKGROUND

Living Streets Scotland has been working in Lossiemouth over the past 6 months through the Lower Speed Communities project. This Scottish Government funded project aims to work with communities where speed has been identified as an issue which is having a negative effect on community life.

Lossiemouth is a seaside town with a population of about 7000. Originally a fishing port, it now relies on RAF Lossiemouth and surrounding towns for employment and therefore is predominately a commuter and tourist town. Lossiemouth has grown over the past 20 years, with both primary schools and the High School situated around housing on its western edge. Adjacent to the High School is the community centre and swimming pool, making it an important focus for community life.

Lossiemouth Community Council approached Living Streets about becoming involved in the project following long standing concerns about the speed and volume of traffic, particularly around the three schools.

WHAT HAPPENED

PLANNING

A working group with representatives from Lossiemouth community council, Lossiemouth Community Development Trust, Hythehill and St Gerardine's Primary Schools, and Police Scotland was established. All four Moray Council elected members also joined the group as they were aware of local people's concerns and wished to support a local initiative.

The initial issues were scoped as:

- Two primary schools and Lossiemouth High School are in relatively close proximity in a residential area.
- Due to the residential nature of the area, school catchments and parent preferences there are a lot of children walking on the residential streets around the schools to get to and from schools. Both primary schools participate in Living Streets' WOW programme which promotes walking to school.
- St Gerardine's Primary School has a part time 20 mph area, while Hythehill Primary School has traffic calming but has been refused a 20 mph area as it has traffic calming and a 20 mph area is seen as unnecessary.
- There was a lot of concern at both primary schools about drop off parking around the schools in a residential area.
- Neither school has a current School Travel Plan or Junior Road Safety Officers.
- One child has been knocked down outside the High School and another near the school playing field.
- Pupils from all schools cross Elgin Road.
- There are concerns about driver speed – especially on Elgin Road, MacDonald Drive and the brae leading up to St Gerardine's. This brae is also used by a haulage company and bus company to practice hill starts. The brae is not 20mph and the junction at the bottom of the brae is very tricky both for drivers and pedestrians.

It was agreed that the main focus for the group's activity would be the area bounded by Coularbank Road to the south, School Brae and St Gerardine's Road to the east, the

B9040 to the north and B9135 to the west as this contained both primary schools and a concentration of housing.

An initial set of actions were agreed:

- Map how and from where children currently get to school, and the percentage walking, being driven or using park and stride
- Get counts of vehicle speed and volume on target roads
- Get counts of pedestrian numbers on target roads
- Get information on road crossing patrol experience and police incidents/views on speed
- Survey parents and residents on their views on vehicle speeds and volume and why their children travel to school by a certain route or mode of transport

INFORMATION GATHERING

Statistics showed that there had been 3 accidents in Lossiemouth in the last 3 years where an injury had been sustained, and two of these related to children.

Moray Council provided the group with speed data which showed that traffic speed in the area was in the main below 30 mph.

All the children in both primary schools were given a map and asked to indicate where they lived and the route they took to school. This information was then collated on a master map which allowed the group to identify the key routes to school, but also to identify that as both primary schools were in close proximity certain routes were used by pupils from both schools and were therefore very heavily used. It also showed that there is a cross over between routes children walk and routes where they are driven, and a concentration of activity on the roads surrounding the two schools. Discussions with parents confirmed that parents were very supportive of children walking to school but had concerns about traffic at certain sections of the journey, in particular School Brae, and were concerned about parking round the schools.

A walk round of the area was held at the times children were travelling to school and then when leaving at 3pm. This showed that the morning period was busy, with both children walking to school, being driven to school and with people driving to work. A lot of parents were observed parking around St Gerardine's and the knock on effect this had for children walking and attempting to cross the road. The area around School Brae was of particular concern with the junction difficult for both drivers and children, cars appearing to accelerate going up School Brae, and there being significant parking and dropping off of children around St Gerardine's Primary School.

The School Crossing Patroller at the bottom of School Brae had already brought his concerns about the safety of children crossing at that point to the community council. As part of the walk round people stood with him as he escorted children across the road, and observed pedestrian and driver behaviour. This showed that drivers did appear to be impatient when children were crossing, that it was difficult for the Patroller to see all traffic approaching and that cars tended to inch forward coming down School Brae to allow them to see traffic approaching from other directions. The visit confirmed that this was a very difficult junction for pedestrians.

Discussions with the School Transport Team at Moray Council confirmed that in their view this was also a problematical junction, and that they would welcome any improvements which could be made.

Information about the project was sent to a number of local organisations, on the community council and elected members' Facebook pages and the schools highlighted the work of the project on Facebook, in newsletters and on their websites.

TAKING ACTION AND ARRIVING AT SOLUTIONS

The group considered the information they had gathered and agreed the priority issues.

- Better signposting of children's routes to school to highlight to drivers that children use the route
- Better signposting of schools for drivers
- Improve the School Brae junction
- Install some form of marking or traffic calming on School Brae to deter speeding
- Improve signage to alert drivers to the 20 mph area ahead
- Better crossing point on Elgin Road to allow children to cross safely
- Investigate park and stride options for St Gerardine's
- Extend the 20 mph limit so that drivers enter the 20 mph limit as passing the playing fields. Discuss this in conjunction with crossing/safe routes to school being discussed for the new High School
- Continue work with both primary schools to involve parents and children in auditing their routes to school and identifying any improvements

WORK WITH SCHOOLS

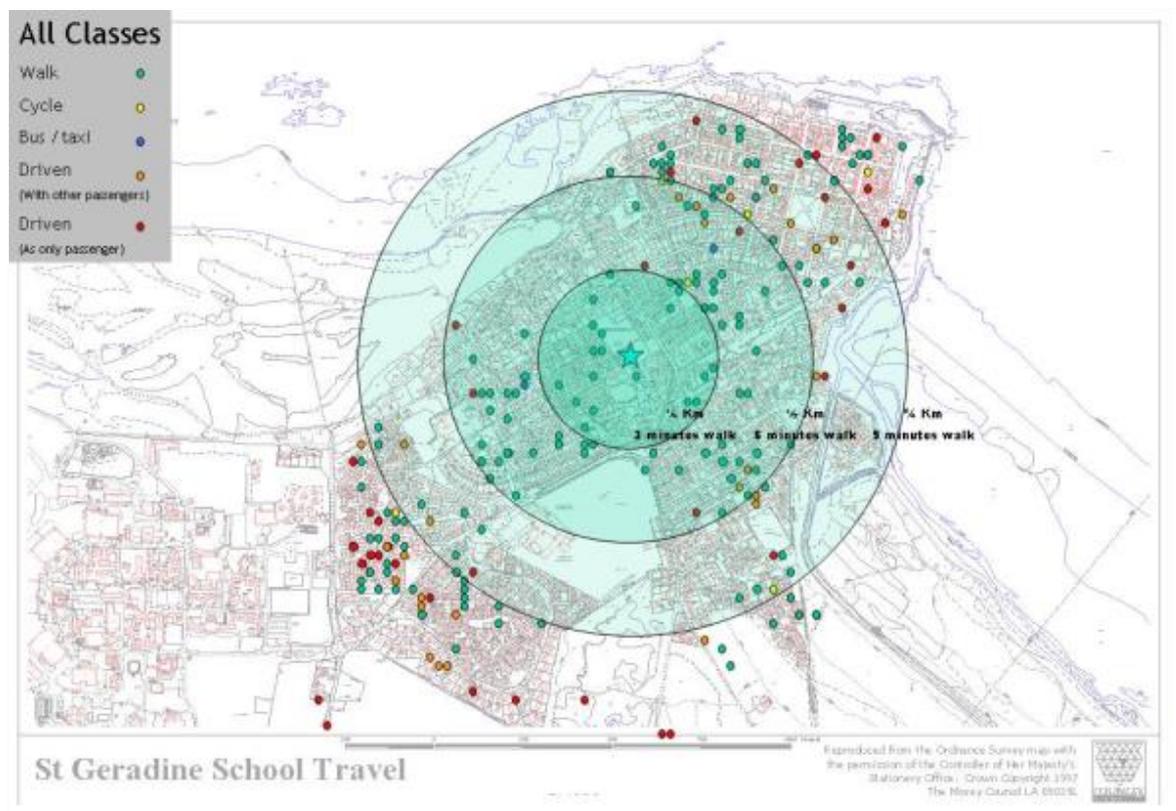
Following the initial work to collect map data on routes to school at St Gerardine's and Hythehill, 5 main areas for further development during the autumn and spring terms were agreed.

- Gather any additional route mapping information
- Gather information about pedestrian and traffic numbers – using automatic count equipment and opportunities to involve pupils
- Increase participation in WOW, walk to school campaign to encourage more walking and active travel
- Help with creative process for better signage and highlighting pedestrian activity near schools
- Assess walking routes and highlight areas of main concern where improvements could have the greatest impact

Project groups consisting of pupils, parents and/or staff were identified at both schools to take forward the main areas of action, with dates set for Street Audit activities following an assessment of the map data.

INFORMATION GATHERING

The map data gathered during 2017 was generally consistent with the last detailed survey of travel to school travel in Lossiemouth which was completed in 2006.



TRAVEL TO SCHOOL MODE CHOICE BY POSTCODE AREA 2006

Key observations from the mapping and Travel Tracker* data:

- Cross over between Primary catchments evident for both schools
- High levels of active travel to school (above national average) for both primary schools
- Journey distance and number of road crossings are the main factors in mode choice
- Origin and destination point locations on maps didn't necessarily link with the shortest route to school – indication of pupils taking more favourable routes and/or trip chaining i.e. calling at friends or shops on the way to school
- Several 'arterial' feeder routes identified to take forward as part of the street audit review

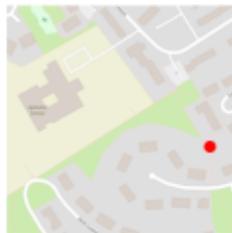
**Travel Tracker is the online tool used to support the WOW, year-round walking challenge. Pupils record how they travel to school each day for the opportunity to receive a monthly badge if enough active trips are achieved.*

Sites for positioning automatic pedestrian counters were reviewed alongside the map and route analysis. Due to positioning of street furniture only Hythehill provided an opportunity to collect data via this method.

The pedestrian count equipment was set up during November 2017 on the main pedestrian route between Hythehill Primary and Lossiemouth High School.

Living Streets Scotland pedestrian count data

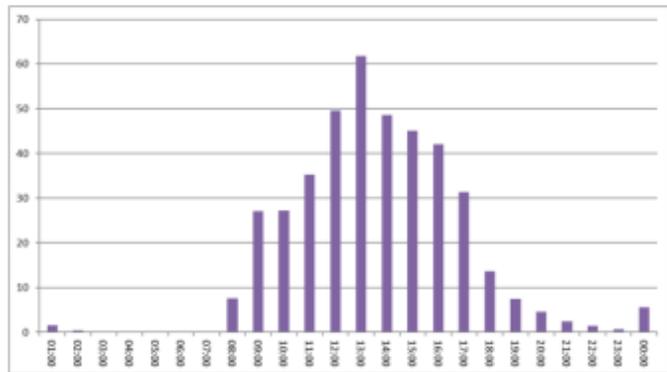
Hour/ending	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	Total
Day1 (Weds)	1	0	0	0	0	0	1	10	35	33	37	54	58	52	59	49	34	11	10	6	2	2	1	0	458
Day2 (Thurs)	0	0	0	0	0	0	0	9	31	30	51	61	62	54	45	45	36	14	9	6	3	1	0	25	484
Day3 (Fri)	7	1	0	0	0	0	0	7	19	19	42	52	70	67	40	39	33	11	2	1	4	2	1	1	418
Day4 (Sat)	1	2	1	0	0	0	1	1	9	29	49	116	127	116	90	68	61	14	3	3	2	0	1	0	695
Day5 (Sun)	0	0	4	0	0	0	2	9	35	91	136	165	176	160	114	47	6	2	2	4	0	1	0	0	954
Day6 (Mon)	0	0	0	0	0	0	0	4	23	30	26	38	78	31	39	51	36	27	10	8	0	2	0	0	404
Day7 (Tues)	0	1	0	0	0	0	0	8	27	24	20	43	41	39	42	25	18	5	6	2	3	0	1	1	307
Weekday average	2	0	0	0	0	0	0	8	27	27	35	50	62	49	45	42	31	14	7	5	2	1	1	6	414
Weekend average	1	1	3	0	0	0	1	2	9	32	70	125	146	146	125	91	54	10	2	3	3	0	1	0	824
Daily average	1	1	1	0	0	0	0	5	22	29	45	71	86	76	68	56	38	13	6	4	3	1	1	4	531
7 day total	9	4	5	0	0	0	2	41	153	200	316	500	601	535	475	392	295	88	42	28	18	7	5	28	3717



Location: IV31 6LT
 Start: 00:01 Weds 29/11/2017
 Finish: 23:59 Tues 05/12/2017
 7 day count total 3717



Daily average pedestrian passes (per hour)



ANALYSIS:

- The count data showed a normal distribution throughout the day, with the peak hour for pedestrian movement at 13:00
- 3,700 pedestrian journeys were recorded (both ways) during an average week
- Weekends show twice as much activity as weekday, with Sunday being the overall busiest day of the week for pedestrian passes

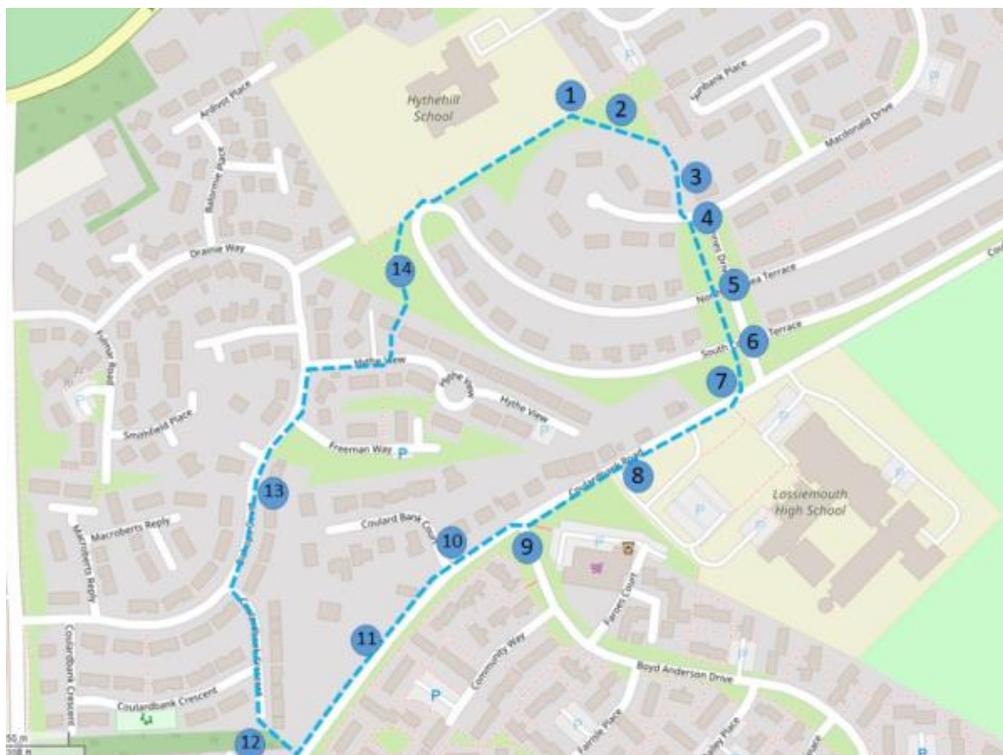
Priority routes, identified during the mapping review with both schools, were taken forward as part of a more detailed route audit activity, involving pupils, parents and/or staff.

HYTHEHILL PRIMARY SCHOOL

Hythehill conducted a circular route audit of the main link between the Primary and Secondary school, extending along Coularbank Road and back to the school via Coularbank Crescent. The audit was conducted during icy weather which highlighted some seasonal maintenance and footway surface issues.



HYTHEHILL PRIMARY WITH 'PRAMCAM', PRAM MOUNTED CAMERA FOR ROUTE AUDIT RECORDING



MAP INSERT SHOWING LOCATION OF THREE SCHOOLS AND MAIN MAP WITH ROUTE AUDIT POINTS AS DETAILED FURTHER BELOW



HYTHEHILL PRIMARY SCHOOL 1: SURFACE OF PATHS DIRECTLY ADJACENT TO SCHOOL. UNEVEN AND WITH SIZEABLE POTHOLES IN PLACES



4. DROPPED KERBS MISSING ON MCDONALD DRIVE AND GUARD RAIL RESTRICTING ACCESS INTO ALLEYWAY



2. DESIRE LINE WITHOUT FOOTWAY ACROSS DIAGONAL LINE AT BACK OF HOUSES



5. FLUSH KERBS AND EDGE MARKERS MISSING. DRAINAGE ISSUES AT CROSSING POINT ON NORTH COVESEA TERRACE



3. FOOTWAY SURFACE (COMPACTED LEAVES)



6. SURFACE QUALITY AND MAINTENANCE ISSUES NOTED THROUGHOUT LINK BETWEEN PRIMARY AND HIGH SCHOOL



7. BENCH AT BOTTOM OF HILL WOULD BENEFIT FROM ARM RAILS AND SURFACING IN FRONT OF.



10. WIDE RADII JUNCTIONS ON SOUTH OF COULARDBANK RD.



8. CROSSING PATROL POINT DROPPED KERBS ON COULARDBANK RD. MISALIGNED (DIAGONALLY)



11. DISCONTINUITY OF ROUTE AT BOYD ANDERSON DRIVE



9. DEGRADED FOOTWAY SURFACE ON SOUTH SIDE OF COULARDBANK RD.



12. LACK OF CROSSING FACILITY ON COULARDBANK RD LEADING FROM COULARDBANK CRESCENT



13. PAVEMENT PARKING ON COULARDBANK CRESCENT

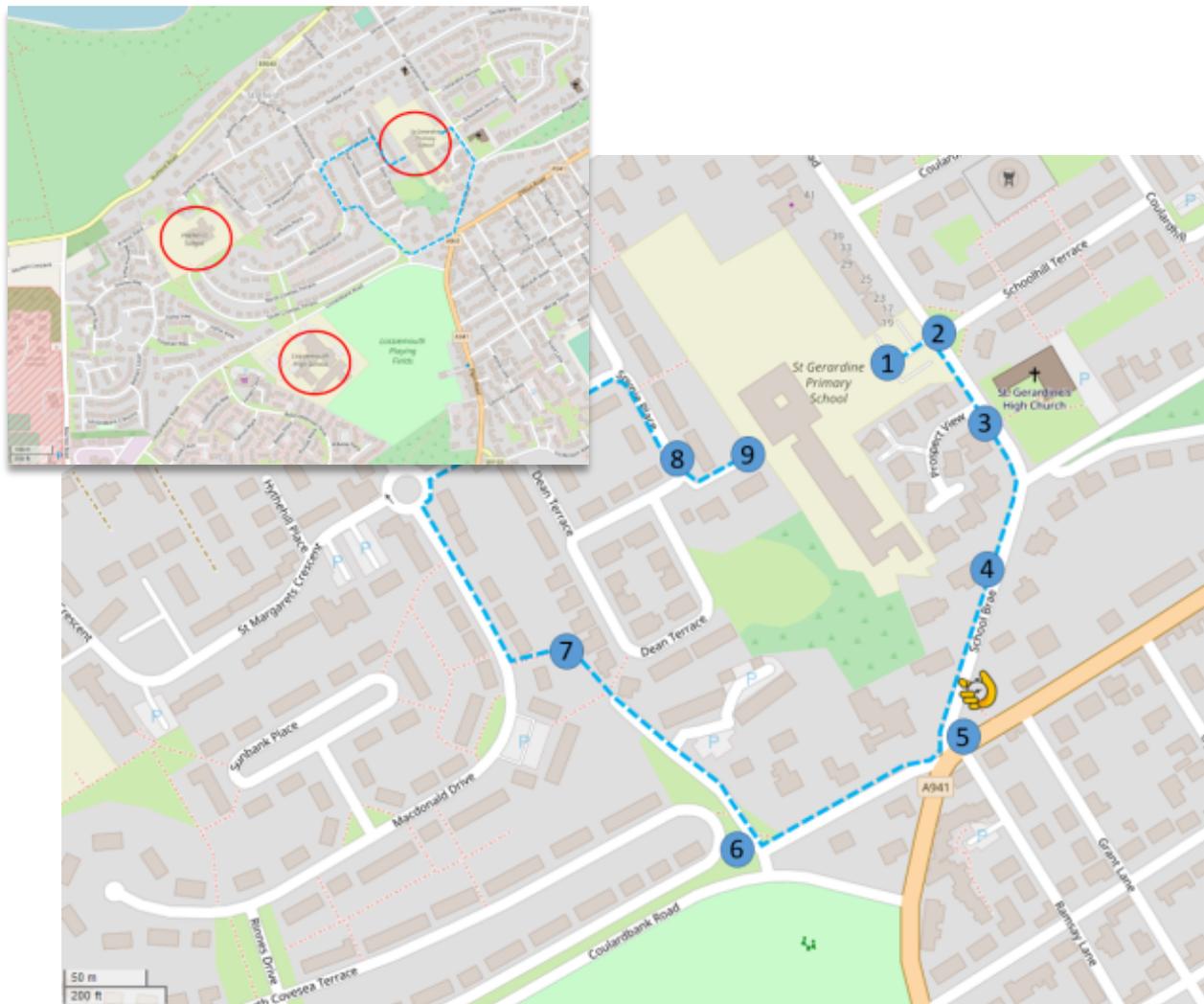
ST GERARDINE'S PRIMARY SCHOOL

St Gerardine's Primary Travel Group conducted a circular route audit; leaving the school from the east entrance, checking vehicle speeds on School Brae (as indicated) and returning via the west entrance.

Vehicle speeds, north and south bound on School Brae, were accessed by the pupils by timing vehicles between two fixed points of a known distance.

The results of this showed that average speeds in both directions were in excess of 30mph.

AUDITING THE SCHOOL ROUTES





1. STEEP CROSSFALL ON PEDESTRIAN FOOTWAY INTO SCHOOL



3. LIGHTING COLUMNS IN MIDDLE OF FOOTWAY



2. PEDESTRIAN ENTRANCE, IN LINE WITH CROSSING PATROL POINT – TACTILE EDGE MARKERS AND FLUSH DROP KERBS MISSING.



4. DISINTEGRATED EDGE MARKERS / UNEVEN SURFACE



5. EDGE MARKERS AND DROP KERBS MISSING. GENERAL CROSSING DIFFICULTIES (ALL POINTS)



7. PEDESTRIAN ALLEYWAYS WITH HIGH FENCES AND LITTER



6. ACCESS (ACROSS GRASS) TO SEATING AND GENERAL CONDITION OF BENCH.



8. HIDDEN PEDESTRIAN ACCESS TO WEST SIDE OF SCHOOL



9. UNWELCOMING ENVIRONMENT ON WEST ENTRANCE SIDE OF SCHOOL

NEXT STEPS

Work is ongoing with both primary schools to agree the priority areas they would like to see improved on the routes to school, Increase participation in WOW and develop better signage and highlight pedestrian activity near schools. It is hoped that both primary schools will have updated Travel Plans as a result of this project.

WORKING WITH THE MORAY COUNCIL

Meetings were held with the Moray Council to discuss the working group's findings and potential solutions.

Perception of speed was clearly an issue for the community on various roads, particularly when coupled with increased volumes of traffic at the morning peak time. The Moray Council reiterated that speed data showed that speeds were below 30 mph and on average 24-26 mph. However there was an appreciation that perceptions of speed were an important issue, particularly when it impacted on people's feelings of safety.

An important issue highlighted by the working group was the speed and behaviour of traffic traveling along Elgin Road towards School Brae, along with an insufficiency of signage to show drivers were approaching a crossing and a school.

It was noted that a crossing on Elgin Road was planned to assist elderly people, who lived in sheltered housing nearby, and school children to cross. It was agreed that this would now go ahead and it was agreed that the placing of this crossing would enable easy access from the sheltered housing and provide a line of sight for drivers past the bus stop. The crossing would be of the type which had sensors embedded in the road to stop traffic while pedestrians were crossing to ensure they had sufficient time to cross. This would be funded through the Council's Cycling, Walking and Safer Streets monies. A range of measures to reinforce its effect and ensure drivers were aware they were approaching a school and the junction at the bottom of School Brae were discussed.

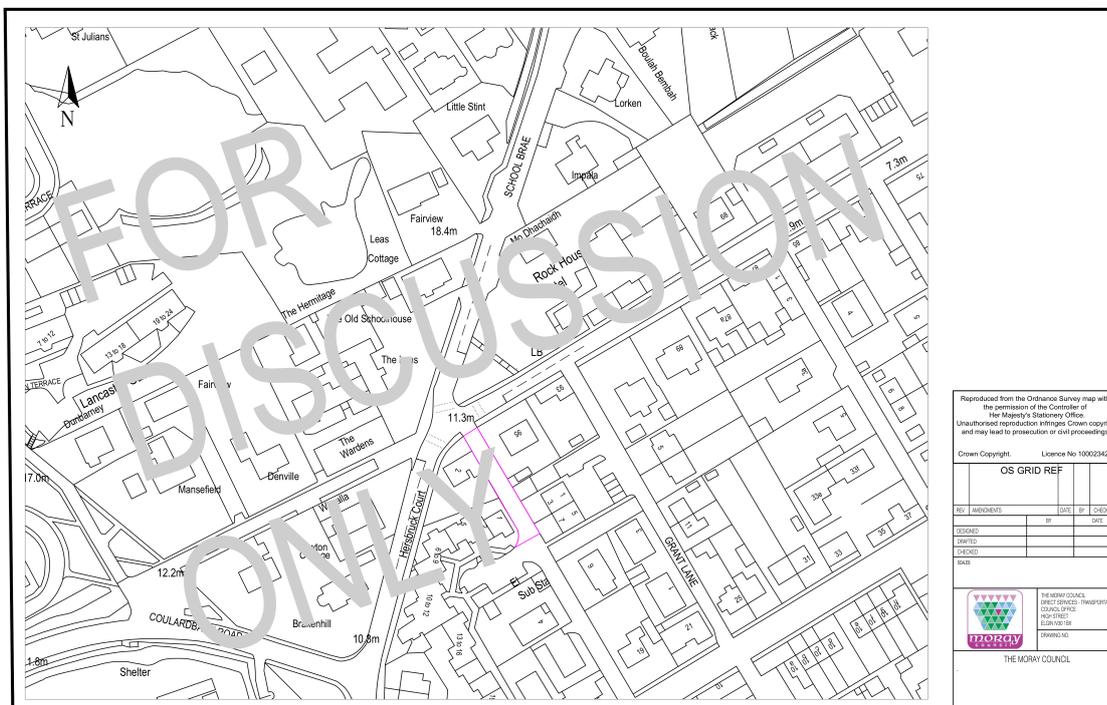
- A gateway or other type of signage/installation in the playfields ground to alert drivers that they were entering a residential area. It was felt there was some merit in exploring this idea.
- Extending 20 mph limit to the crossing on Elgin Road with flashing signage. It was agreed that there should be further discussion on this.

There was a lack of signposting to both primary schools, meaning that both drivers were unaware that they were approaching the schools and also that visitors were unaware of their location. It was agreed that this would be discussed further.

The difficulties with the junction at the bottom of School Brae were discussed. There were difficulties for pedestrians crossing as they could not see approaching traffic, and little to prevent drivers from either accelerating going up School Brae and inching on to the area where the Crossing Patroller worked. This impacted both school pupils but also any pedestrian using this route into the town.

The Moray Council had modelled the installation of a three way crossing with lights and believed that this was possible. This would have the effect of slowing traffic and providing a safe pedestrian crossing. The crossing would have a 3 way pedestrian phase to allow crossing from all directions. This would also have the effect of completely stopping traffic, thereby slowing it down. To aid the safe crossing route it was also proposed that Ramsey Lane would become one way to prevent traffic exiting Ramsey Lane. A raised pavement across Ramsey Lane would also give a further impression of pedestrian priority.

It was agreed that this was an excellent solution which would address the major issue of safe crossing and slowing of traffic on School Brae. This crossing would benefit all sections of the community as a significant number of people lived around the two primary schools and used this route to town as well as pupils journeying to St Gerardine's Primary and the High School. Given that this would create a safe crossing point and significantly slow traffic on School Brae it would also assure parents this this was a safe route to school and therefore deter them from driving their children to school.



The Moray Council would now proceed to design the crossing and confirm the final cost of this, although it was estimated that this would be in the region of £90,000.

WHAT HAPPENS NEXT

Moray Council will continue to work with the community council and schools on the crossing at the bottom of School Brae. Currently, there is no budget allocated to this project. It will be important to access external funding to supplement any Council monies which became available and Cycling, Walking and Safer Streets monies. Sustrans Community Links monies are the most obvious source, although there are concerns about the emphasis on cycling provision currently within this fund at the expense of safe walking routes. Both Living Streets and the Moray Council will discuss this project with Sustrans.

Moray Council will install the crossing on Elgin Road in 2018/19.

Both primary schools will work with the Roads Section at Moray Council and Living Streets to develop their School Travel Plans and improve signage round the schools.



For more information contact Living Streets Scotland

Thorn House
5 Rose Street
Edinburgh
EH2 2PR

Telephone: 0131 243 2645
Email: Scotland@livingstreets.org.uk

In association with



Funded by

