

August 2014

Walkable Communities: local people taking action

**A Community Street Audit of a route in Collydean,
Glenrothes, Fife**



Introduction

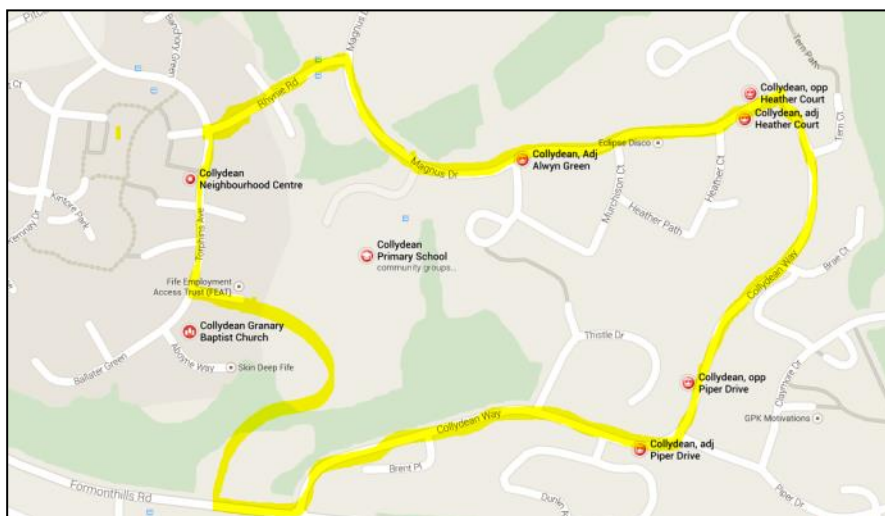
On 15th May 2014 an audit of a pedestrian route in Collydean, Glenrothes was convened by Collydean Connections and Fife Employment Access Trust. Collydean Connections is a partnership of 4 local organisations, including Fife Employment Access Trust, Fife Shopping & Support Services, Collydean Primary School and Glen Housing Association, working to reduce health inequalities in the area and make Collydean a healthier and happier place to live. Collydean Connections has strong links into the local community and has been made aware of residents' concerns about a number of issues in the neighbourhood impacting on local people's ability to make short utility journeys on foot. Understanding local concerns, Collydean Connections approached Living Streets to request support to undertake a Community Street Audit in the neighbourhood, in order to identify barriers to walking and to consider short and longer term recommendations to address these issues.

Living Streets is the national charity that stands up for pedestrians. With supporters, the charity works to create safe, attractive and enjoyable streets, where people want to walk. Community Street Audits have been developed by Living Streets as a way to evaluate the quality of streets and spaces from the viewpoint of the people who use them, rather than those who manage them. Involving small groups of stakeholders including local residents, traders, councilors and officers, Living Streets facilitate an audit to assess a selected route on foot to identify and then prioritise the issues that prevent, impede or discourage people from walking.

The following report provides detail of the barriers to walking identified along the route. The audit group members have agreed short and long term recommendations in response to the issues, and submit the report findings and recommendations to Fife Council, Take a Pride in Fife, Police Scotland and other key stakeholders. Where possible, recommendations focus on the short term, pragmatic and cost-effective actions that can deliver real improvements on the ground. The audit group appreciates that long term recommendations are of a larger scale, will be of higher cost, and will require a collaborative approach from key stakeholders to be delivered. Additionally, for long term actions, funding for any recommendation may need to be identified and secured. Collydean Connections would appreciate a response on the costs, feasibility and timescales for delivery of these long term actions, and suggests the issues and recommendations raised within the report relate to and may inform any future strategic or action plan for the town.

The Collydean audit was facilitated by Living Streets and attended by members of Collydean Connections, a pupil and staff member from Collydean Primary School, a representative from Glen Housing Association, and representatives of Collydeans Guides. The audit event was facilitated by Living Streets Scotland as part of its Walkable Communities project. Living Streets has received funding from Scottish Government to work with community groups across Scotland in 2014/15 to help them improve their streets and paths for pedestrians. Further information on this work can be found at www.livingstreets.org.uk/scotland .

Audit route and process



As a new town, areas of Glenrothes, including Collydean, have been laid out on Radburn principles, separating as much as possible pedestrian and vehicular routes, and with greenspace and woodland segmenting

residential areas and facilities. As a result, the town benefits from much greenery, planting and open space. Collydean is a residential area, laid out as cul de sacs located off main roads and with a network of pedestrian paths and footways separated from the road network. The route selected for the audit was chosen as it was thought to link several key trip generators across the community, including Collydean Cottage which is a facility well used by the local community, the primary school, and local shops and bus stops.

The route began at Collydean Cottage (marked on the map as Fife Employment Access Trust) following an 'S'-bend path through green space and connecting with Formonthills Road, before turning onto Collydean Way and following the road round onto Magnus Drive in the north. The route included the main entrance to Collydean Primary School from Magnus Drive, before turning down Rhynie Road and then onto Torphins Drive, ending back at Collydean Cottage.

The route selected includes paths and footways located off Collydean Way and including a pedestrian underpass. The route also connects local bus stops, a local shop, and routes to the primary school.

The selected route allowed the group to consider some of the key issues identified by the community as being of concern, and to consider recommendations to address these issues and improve the walking environment for local residents of all abilities and ages.

The group walked the full length of the audit route identifying, discussing and recording issues that encouraged and discouraged everyday walking. Following the audit, the issues identified were discussed in detail before agreement was reached on key short and longer term priorities for actions that would improve the walking environment.

Priorities for action and recommendations

A full list of the issues identified on the audit including short and long term recommendations for improvement is provided in **Appendix 1**. The following issues have been identified by the group as areas of particular concern and are considered to be priority areas for action.

Priority 1: Suitability, legibility and Accessibility of Pedestrian Routes; Accessibility

Much of the housing in Collydean was constructed in the 1960's and 1970's, and the layout of many of the streets and cul de sacs reflects design principles of the time, with roads and pedestrian footways and paths segregated. Vehicular access to residential streets and cul de sacs has often been prioritised in design, with footways and paths enabling pedestrians to walk at the road side missing or discontinuous along stretches of the route. An example of this is found at the entrance to Brent Place, off Collydean Way. Residents of Brent Place and pedestrians traveling to/from Brent Place from Collydean Way often use an informal path through a small planted area at the western end of the cul de sac as an access point. No footway is provided for pedestrians along the southern section of Collydean Way from the junction with Fomonthills Road and Collydean Way, with pedestrians expected to walk along to the vehicular entrance further to the east using pavement on the north side of the road. As there is no footway or pavement provided from the entrance to Brent Place, pedestrians must walk on the road at the junction to enter the cul de sac. The informal path provides a convenient access point to Brent Place which shortens the walking distance of pedestrians making their way into the cul de sac and ensures they avoid walking on the road at the junction. The informal path is unsurfaced and on a steep gradient through a planted area, and is therefore unsuitable for use by pedestrians that are less physically able or frail, pedestrians with a mobility disability or those using wheelchairs or walking aids, and pedestrians walking with pushchairs or small children.

Short term recommendation:

Pave path leading from the head of Brent Place onto Collydean Way leading to Formonthills Road.

Long term recommendation:

Assess the feasibility of providing a surfaced footway on the south side of Collydean way to the entrance with Brent Place, which continues along the grass verge into Brent Place, which is suitable for use by pedestrians using wheelchairs or other mobility aids. Where a footway is provided, this should be accessible via appropriate drop kerb facilities on both Collydean Way and in Brent Place.



Top and bottom left: Bridge over underpass, residents prefer to use this direct route than take the path to the underpass. Top and bottom right: Poor condition of underpass discourages pedestrians from using the facility, however disabled pedestrians using wheelchairs have no alternative.

Segregation of pedestrian and vehicular routes along Collydean Way, with footways set back from the road on both sides for a long stretch of the route from the entrance to Dunlin Avenue and continuing north, presents difficulties for pedestrians wishing to cross the road. A pedestrian underpass is provided at 141 Collydean Way, however audit group members report that pedestrians walking Collydean way at the underpass are more likely to walk along the verge at the roadside than to use the underpass at this point along the route. Previously, the edge of the verge on the eastern side has been paved, however the paved section is narrow and not suitable for use by pedestrians using wheelchairs or other mobility aids. A path has been worn into the grass verge on the opposite side of the road indicating pedestrians walking along both sides of the road across the bridge. The condition of the underpass is poor, with lighting damaged (fire) and graffiti indicating it may be a locus for anti-social behaviour and the audit group report that the route is avoided by pedestrians, especially at night. The pavement surface at underpass is degraded and cracked, with water and mud pooling in several places.

Short term recommendation:

Repair cracked/degraded surfacing at underpass entrances.

Clear graffiti from walls; repair/reinstate lighting.

Provide signage indicating location of underpass for pedestrians.

Long term recommendation:

Improve/widen block paved area on the east side of Collydean Way where it passes over the underpass, to accommodate pedestrians choosing to continue along the route on the surface of the road and avoiding the underpass



Steps leading to a crossing point marked with a 'stop, look, listen' tile, Thistle Drive.

Bins blocking the pavement, steps leading to a crossing point on Collydean Way at Brea Court and Tern Court.



Missing drop kerbs at bus stop, Collydean Local shop, both sides.

The pedestrian underpass provides the only accessible crossing point along Collydean Way from the junction with Formonthills Road until the junction with Magnus Drive for pedestrians using wheelchairs or mobility aids and for those walking with pushchairs. A lack of drop kerbs along the section from the

Formonthills Road junction to the shop and bus stop at Piper Drive make crossing prior to this point difficult or impossible for pedestrians using wheelchairs or mobility scooters, and steps provide access from the eastern footway to the carriageway at a 'stop, look, listen' crossing point north of Brent Place. Continuing north along Collydean Way, able bodied pedestrians are provided with access to the road from the footway in two locations: north of the entrance to Brae Court and then further north again prior to the entrance with Tern Court. Both crossing facilities are accessed from the footway by a set of steps, making them inaccessible to wheelchair users and challenging for pedestrians walking with prams. Drop kerbs and tactile paving are not provided at the crossing facilities.

Long term recommendations:

Brent Place, at the start of the footway located at No. 16, which is currently accessed via a series of 3 steps. Provide ramp access to footway.

Collydean Way, north of the entrance to Brent Place, steps leading from footway to road. Provide ramp access to road, provide appropriate drop kerbs on both sides of Collydean Way to support pedestrians crossing at the 'stop, look, listen' tile/foot of school path.

Relocate/provide access to carriageway and adequate crossing facilities including drop kerb to the south of current Brae Court facility where area between footway and carriageway is flat and where there is no need for steps/ramp.

Provide ramp access to crossing point further north prior to Tern Court, and provide adequate drop kerbs at crossing point.



Missing drop kerbs, entrance to Thistle Drive and Dunlin Avenue.



Entrance to Tern Court, missing drop kerbs on both sides of Collydean Way, with parking bays and bins creating an additional obstacle for pedestrians crossing to the west side of the road.

Footways provided along Collydean Way are intersected at the entrance to cul de sacs and by vehicular access to garages. Drop kerbs are often missing or inadequate where the footway is intersected, making the route impassable to pedestrians using wheelchairs or other mobility aids unless travelling along the road, and presenting difficulties for pedestrians walking with pushchairs and small children. Drop kerbs were noted to be missing or inadequate at junctions along Magnus Drive and Rhynie Road. Audit group members report a resident of Thistle Drive who is reliant on a mobility scooter being unable to access the Collydean Local shop or bus stop at Piper Drive due to the lack of appropriate crossing facilities and drop kerbs, despite these facilities being only minutes from the resident's front door.

A list of locations where improved drop kerbs and tactile paving would be welcome has been included in **Appendix 2** of this report. The audit group appreciates that installation of drop kerbs and provision of tactile paving is costly and that it is unlikely to be feasible to provide these facilities at each identified location in the near future, however the group would like to highlight the challenges currently faced by disabled pedestrians in Collydean making short journeys by foot and in particular to highlight the difficulty faced by disabled residents in accessing the Collydean Local shop and bus stops in the vicinity of Piper Drive due to the lack of adequate crossing facilities including drop kerbs on Collydean Way as a priority for action. Additionally, no formal crossing facilities are provided for school children and parents/carers crossing Collydean Way to Thistle Drive/school path at Brent Place, despite the siting of a 'stop, look, listen' tile on the pavement in this location, and ongoing concerns of residents relating to the speed of vehicles travelling along this stretch of Collydean Way.

Long term recommendation:

Assess the feasibility of providing an enhanced crossing facility on Collydean Road at an appropriate location, including drop kerbs, tactile paving, kerb build-outs or other traffic calming features as required, supporting pedestrians traveling to/from the nursery and primary schools and those traveling to/from the bus stop and local shop further along Collydean Way.

Priority 2: Traffic, Traffic Regulation and Parking, Collydean Way and Magnus Drive at Primary School



Collydean Way has a 20mph speed limit, however residents report that vehicles regularly exceed this speed along the initial stretch of Collydean Way from Formonthills Road, creating difficulties for pedestrians wishing to cross to access routes to the primary school at Thistle Drive and for those crossing to the bus stops and Collydean Local shop at Piper Drive. The speed of vehicles along this stretch of road exacerbates issues already experienced by

residents wishing to cross at this location as a result of a bend in the road obscuring both pedestrian and driver sight lines at Thistle Drive. Audit group members report feeling unsafe crossing at this point due to vehicle speeds and the layout of the road.

Short term recommendation:

Provide 20mph roundel road markings at entrance to Collydean Way

Provide repeater 20mph signage along initial section of Collydean Way to remind drivers of speed limit.

Long term recommendation:

Assess feasibility of providing a 'gateway' feature including improved 20mph signage at entrance to Collydean Way, raised or textured/coloured surfacing, and 20mph roundel road markings to increase driver awareness of change of function of road from main road to residential street.

Assess the feasibility of providing an enhanced crossing facility on Collydean Road at an appropriate location, including drop kerbs, tactile paving, kerb build-outs or other traffic calming features as required, supporting pedestrians traveling to/from the nursery and primary schools and those traveling to/from the bus stop and local shop further along Collydean Way.

Magnus Drive, between Collydean Way and Rhynie Road also has a 20mph speed limit. Collydean Primary School and nursery are located on Magnus Drive. Pavements at the school gate are narrow, and provided only on one side of the road. At drop off and pick up times for the primary school and nursery, pavements can be congested with pedestrians, and this issue is compounded by



irresponsible parking including pavement parking by some residents and parents/carers, resulting in some pedestrians walking on the road at the school gates. Audit group members and members of the public interviewed on the audit day report that vehicles regularly exceed the 20mph speed limit when traveling along Magnus Drive. This is particularly true of vehicles travelling south along Magnus Drive from the direction of

Pitcairn Avenue. The road north of the primary school is bordered on each side by open green space and the curve and width of the road such that drivers may increase speeds without being aware that they are exceeding 20mph. Driver sight lines to the school are obscured by the curve of the road, and the school building is set back at some distance from the road, meaning some drivers may not be aware of the location of the school gate until passing. On the day of the audit, a local bus was observed traveling at speeds that appeared to be well in excess of 20mph when passing the school gate at nursery pick up time. One parent interviewed at the school gate reported a 'near miss' the previous week as her child was nearly clipped by a car she judged to be travelling in excess of 20mph outside the gate.

Short term recommendation:

Provide improved school signage on Magnus Drive at Rhynie Road indicating to drivers the approach to the primary school.

Provide 20mph roundel road markings along Magnus Drive from the Collydean Way junction and beyond the primary school to the north.

Assess the feasibility of locating a speed activated interactive sign to the north of the primary school to warn drivers approaching the school to reduce speeds.

Appendix 1: Audit Findings

Quality of Pavements and Footways				
Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
'S-bend' path from Collydean Cottage to Formonthills Road.	Slippy with leaves Icy in winter	Provide grit bin along path.	Increase frequency of leaf clearing and gritting in icy weather.	Fife Council
Collydean Way, north side footway, between Formonthill Road and Thistle Drive entrance.	Footway surface is cracked and uneven, damage due to tree roots from adjacent vegetation.	-	Resurface footway along north side of Collydean Way.	Fife Council
Cobbled 'pavement' on east side of Collydean Way crossing underpass.	Some cobbles missing; possible trip hazard. Footway is narrow over underpass.	Repair cobbled surface.	Extend paved area at overpass to provide improved accommodation for pedestrians.	Fife Council – Transportation and Environment Services.
Magnus Drive, between Collydean Way and entrance to Alwyn Green.	Pavement and road surfaces are on a level in many places, with kerb and pavement surfaces at the kerb edge cracked and degraded. Audit group members report that, due to the width of the road and the level of pavement/road surfaces, larger vehicles such as buses not infrequently mount the pavement when passing parked cars/other vehicles, creating a hazard for pedestrians.	-	Resurface footway and replace kerbs along Magnus Drive, ensuring appropriate distinction between pavement and road surface to prevent large vehicles from over running footway.	Fife Council – Transportation and Environment Services.

Crossings and Junctions				
Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
Collydean Way at 'stop, look, listen' crossing point north of Brent Place entrance.	No drop kerb or other crossing facility is provided. Additionally, the crossing point is reached from the segregated footway on the southern side of Collydean Way by a series of steps, inaccessible to wheelchairs and a barrier for pedestrians walking with pushchairs.	-	Assess location of crossing facility and assess the feasibility of providing an enhanced crossing facility on Collydean Road at an appropriate location, including drop kerbs, tactile paving, kerb build-outs or other traffic calming features as required, supporting pedestrians traveling to/from the nursery and primary schools and those traveling to/from the bus stop and local shop further along Collydean Way.	Fife Council
Collydean Way, Bus Stop and Collydean Local shop at Piper Drive.	Bus stops and local shop are located in the vicinity of Piper Drive. There are no drop kerbs, or other crossing facilities provided for pedestrians to the bus stops and shop.	-	Provide adequate drop kerbs, tactile paving and other appropriate crossing facilities in the vicinity of the shop/bus stops.	Fife Council – Transportation and Environment Services.
Zebra crossing, Magnus Drive prior to Rhynie Road.	Road markings at the crossing were noted to be worn.	Repaint road markings.	-	Fife Council – Transportation and Environment Services
Rhynie Road, inset from junction with Magnus Drive.	Crossing facility including drop kerbs and tactile paving. Kerbs are noted to be uneven, and tactile paving is uneven in places.	Repair kerb and tactile paving at crossing point.	-	Fife Council – Transportation and Environment Services

Obstacles and Street Clutter

Obstacles and Street Clutter				
Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
Full route.	Domestic bins on pavement for collection, often at points where footways from residential areas join main road/pavement.	-	Assess route for collection to determine alternative collection points less likely to obstruct key pedestrian routes.	Fife Council – Transportation and Environment Services.

Aesthetics, Cleanliness and Amenities

Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
'S-bend' pedestrian path leading from Collydean Cottage through area of greenspace to Formonthills Road	<p>Trees overhanging the path at points and some dead wood at path side.</p> <p>Vegetation overhanging the path obscures view of pedestrians using path from Formonthills Road, contributing to a perception that the path is unsafe, particularly in the evening.</p> <p>Littering in trees adjacent to primary school at Collydean Cottage end of path.</p>	<p>Clear dead wood and cut back trees overhanging/obscuring path at 's –bend'.</p> <p>Litter pick to clear wooded area along 'S – bend' path and greenspace between Collydean Cottage and Formonthills Road.</p>	-	<p>Identify stakeholder with responsibility for maintaining woodland/vegetation along 'S-bend' path.</p> <p>Fife Council / Scottish Greenbelt Company</p>
Log 'steps' cut into the embankment leading to a path at the rear of houses on Aboyne Way from the 'S-bend' path and greenspace between Collydean Cottage and Formonthills Road	<p>Littering an issue at path side.</p> <p>Unightly and contributes to a perception that the area is unsafe for pedestrians.</p>	Litter pick to clear wooded area along 'S – bend' path and greenspace between Collydean Cottage and Formonthills Road.	Contact 'Take A Pride in Fife – Glenrothes' to determine possibility of support to take forward activity to clear littering and flytipping at 'S-bend' path greenspace, and explore option to apply to the Community Improvement Fund for funding to deliver further improvements including to the log steps leading to Aboyne Way, and benches/picnic area adjacent to Collydean Cottage.	<p>Fife Council</p> <p>Collydean Connections/ FEAT</p> <p>Take a Pride in Fife –Glenrothes Norman Laird, Area Services Manager, Glenrothes 03451 55 55 55 ext. 480221 (or via form on website)</p>
'S-bend' path and green space between Collydean Cottage and Formonthills Road; Collydean Way.	Lack of dog bins – audit group report dog fouling can be an issue along these stages of the audit route.	<p>Provide additional dog bins.</p> <p>Encourage local residents to report incidents to Fife Council Environmental Enforcement</p>	-	<p>Fife Council - Environmental Enforcement Officers 03451 550022 Environmental.Enforcement@fife.gov.uk</p>

		Officers using contacts provided.	-	Collydean Connections/FEAT
Entrance to Collydean Way from Formonthill Road	Street sign illegible due to moss growth.	Clean street sign.	-	Fife Council
Collydean Way, opposite entrance to Tern Court.	<p>The audit group felt that there were not enough benches or places for people to rest along the audit route.</p> <p>A bench is provided at this location; however it is in a poor state of repair.</p>	Repair/replace bench.	<p>Assess route and identify suitable locations for further benches/facilities for pedestrians.</p> <p>The audit group felt that the greenspace area between Collydean Cottage and Formonthills Road would be improved by locating benches/picnic tables at the top end.</p> <p>Contact 'Take A Pride in Fife – Glenrothes' to determine possibility of support to take forward activity to clear littering and flytipping at 'S-bend' path greenspace, and explore option to apply to the Community Improvement Fund for funding to deliver further improvements including to the log steps leading to Aboyne Way, and benches/picnic area adjacent to Collydean Cottage.</p>	<p>Fife Council</p> <p>Collydean Connections/ FEAT</p> <p>Take a Pride in Fife –Glenrothes Norman Laird, Area Services Manager, Glenrothes 03451 55 55 55 ext. 480221 (or via form on website)</p>

Traffic, Traffic Regulation and Parking				
Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
Collydean Way from entrance at Formonthills Road.	Traffic signage including 20mph sign and children crossing signage obscured by overgrown vegetation.	Cut back vegetation to ensure signage is visible to drivers.	-	Fife Council
Collydean Way until road narrows at underpass.	20 mph speed limit, however residents report that vehicles regularly exceed this along the initial stretch of Collydean Way from Formonthills Road, creating difficulties for pedestrians wishing to cross to access the routes to the primary school or to the shop/bus stop at piper Drive.	Provide 20mph roundel road markings at entrance to Collydean Way Provide repeater 20mph signage along initial section of Collydean Way to remind drivers of speed limit.	Assess feasibility of providing a 'gateway' feature including improved 20mph signage at entrance to Collydean Way, raised or textured/coloured surfacing, and 20mph roundel road markings to increase driver awareness of change of function of road from main road to residential street.	Fife Council
Collydean Way, junction with Magnus Drive	Road markings at 'stop' line are degraded and worn. Lack of signage to indicate right of way. Audit group report that drivers not infrequently fail to stop at junction and that there is confusion about who has right of way, increasing congestion and creating a potential hazard for pedestrians wishing to cross at this point.	Repaint road markings. Provide 'Stop' sign at junction, or alternative appropriate traffic signage.	-	Fife Council
Magnus Drive, full length until Collydean Primary School	Vehicles parked on the footway along the length of Magnus Drive, and particularly towards the entrance to the primary school. Audit group members	Periodic parking enforcement patrols of Magnus Drive area at key drop off/pick up times for primary school.	-	Fife Council – Parking Enforcement Officers

	report incidences of pavement parking increase in this area at drop off and pick up times for the school and nursery school.			
Magnus Drive, between Collydean Way and Rhynie Road.	The area has a 20mph limit and includes entry to the primary school, however the audit group and members of the public interviewed on the audit day report that vehicles regularly exceed this speed when traveling along the route.	<p>Provide improved school signage on Magnus Drive at Rhynie Road indicating to drivers the approach to the primary school.</p> <p>Provide 20mph roundel road markings along Magnus Drive from the Collydean Way junction and beyond the primary school to the north.</p> <p>Assess the feasibility of locating a speed activated interactive sign to the north of the primary school to warn drivers approaching the school to reduce speeds.</p>	-	Fife Council

Suitability, Legibility and Accessibility of Pedestrian Routes

Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
<p>Log 'steps' cut into the embankment leading to a path at the rear of houses on Aboyne Way from the 'S-bend' path and greenspace between Collydean Cottage and Formonthills Road.</p>	<p>'Steps' are unsurfaced and as a result during wet weather the path becomes slippery and impassable. Accessing paved path at Aboyne Way requires a steep step onto cracked paving slabs/protruding drain cover.</p> <p>Paving slabs along path at rear of Aboyne Way houses cracked, mossy in places.</p> <p>Although this short path is not considered to be a 'key' pedestrian route, members of the audit group consider it well used by residents of Aboyne Way as it offers a 'short cut' from Formonthills Road, the local store, and bus links.</p>	<p>Repair/improve log 'steps' to ensure passable in wet weather</p>	<p>Provide surfaced path/improved steps leading to paved path at rear of houses on Aboyne Way.</p> <p>Repair cracked slabs at Aboyne Way path.</p> <p>Contact 'Take A Pride in Fife – Glenrothes' and explore option to apply to the Community Improvement Fund for funding to deliver improvements to path, log steps and greenspace area between Collydean Cottage and Formonthill Road.</p>	<p>Fife Council – Environment, Enterprise and Communities (Leisure and Cultural Services; Transportation and Environment Services).</p> <p>Collydean Connections/FEAT.</p> <p>Take a Pride in Fife –Glenrothes Norman Laird, Area Services Manager, Glenrothes 03451 55 55 55 ext. 480221 (or via form on website).</p>
<p>Collydean Way at cul de sac, Brent Place.</p>	<p>Residents of Brent Place and pedestrians traveling to/from Brent Place from Collydean Way often use an informal path through a small planted area at the western end of the cul de sac as an access point.</p> <p>The path is currently inaccessible to pedestrians using mobility aids, or those less mobile or steady on their feet, and no alternative access other than access along the road along Collydean Way and into</p>	<p>Pave path leading from the head of Brent Place onto Collydean Way.</p> <p>As there is no footway on the southern side of Collydean Way provide adequate drop kerbs on both the north and south sides of the road to enable pedestrians to cross to the footway on the north side.</p>	<p>Assess the feasibility of providing a footway on the south side of Collydean way to the entrance with Brent Place, which continues along the grass verge into Brent Place, which is suitable for use by pedestrians using wheelchairs or other mobility aids. Where a footway is provided, this should be accessible via appropriate drop kerb facilities on both Collydean Way and in Brent Place.</p>	<p>Fife Council – Transportation and Environment Services.</p>

	Brent Place is provided for pedestrians using wheelchairs, mobility scooters or other mobility aids.			
Bus stop, south side Collydean Way at Collydean Local shop.	Steps leading from the west end of Dunlin Avenue to the bus stop, shop and footway on Collydean Way are inaccessible to pedestrians using mobility aids and potentially inaccessible to older pedestrians and those less mobile. Access is available to these pedestrians via a footway from the entrance to Dunlin Avenue, however the audit group felt that this option presented an unnecessary diversion to this group of pedestrians. A majority of residents in Dunlin Avenue are thought to be older people, and those with limited or restricted mobility may find the additional distance to access the bus stop or shop a significant challenge.	-	Provide ramp access to Collydean Way, bus stop and shop from Dunlin Avenue at the site of steps.	Fife Council – Transportation and Environment Services.
Underpass, Collydean Way leading to/from footway at No. 141 Collydean Way (eastern side) to path leading to Thistle Drive (west side).	Pedestrians walking Collydean way at the bridge/underpass are more likely to walk along the verge at the roadside over the bridge than use the underpass. The edge of the verge on the eastern side has been paved, however the paved section is narrow and not suitable for use by pedestrians using wheelchairs or other mobility aids. A path has been worn into the grass verge on the opposite side of the road indicating pedestrians walking along both sides of the road across the	Improve/widen block paved area on the east side of Collydean Way where it passes over the underpass, to accommodate pedestrians choosing to continue along the route on the surface of the road and avoiding the underpass. Repair cracked/degraded surfacing at underpass entrances. Clear graffiti from walls; repair/reinstate lighting.	-	Fife Council – Transportation and Environment Services.

	<p>bridge.</p> <p>The pavement surface at underpass is degraded and cracked, with water and mud pooling in several places.</p> <p>The condition of the underpass is poor, with lighting damaged (fire) and graffiti indicating it may be a locus for anti-social behaviour and the audit group report that the route is avoided by pedestrians, especially at night. No alternative route exists for pedestrians using wheelchairs or other mobility aids.</p>	<p>Provide signage indicating location of underpass for pedestrians.</p>		
<p>Torphens Avenue until entrance to Pittmedden Loan (audit route end).</p>	<p>Footway and pavement on both the west and east sides of Torphens Avenue is intermittent for the length of the audit route, and particularly from the entrance to Rhynie Road until No. 176 Torphens Avenue, where no footway is provided on either side of the carriageway, forcing pedestrians to walk along the grass verge or on the road.</p> <p>Pedestrians using wheelchairs and other mobility aids, those with limited mobility including some older pedestrians, and pedestrians pushing buggies and prams are unlikely to be able to comfortably access the grass verge or to be able to use this as a footway until the pavement begins at No. 176.</p>	<p>Provide a paved/surfaced path along the grass verge on the east side of Torphens Road at the entrance to Rhynie Road until the garages/start of pavement at No. 176 Torphens Road.</p>	<p>Provide appropriate footways for the length of Torphens Avenue utilising existing verging to accommodate extended footway where appropriate.</p>	<p>Fife Council – Transportation and Environment Services.</p>

Personal Safety and Security

Issue		Recommendation		Lead Stakeholder
Location	Description	Short Term Recommendation	Long Term Recommendation	
Path leading to primary school through wooded area accessed from stairs at Collydean Way and adjacent to entrance to Thistle Drive.	The audit group expressed concern that this path is not overlooked from the street, and is poorly lit, and may be unsafe for children traveling to/from the primary school particularly in the winter months.	-	Provide adequate lighting along the path where this is assessed as a key route to school.	Fife Council – Transportation and Environment Services.

Appendix 2: List of Missing or Inadequate Drop Kerbs

1. Collydean Way, vicinity of entrance to Brent Place, to enable pedestrians to cross to the cul de sac in an appropriate location
2. Collydean Way, north of Brent Place at 'stop, look, listen' tile/foot of school path.
3. Collydean Way at entrance to Thistle Drive.
4. Collydean Way at entrance to Dunlin Avenue.
5. Collydean Way at entrance to Piper Drive.
6. Collydean Way, entrance to garages, bridge over underpass.
7. Collydean Way, entrance to Brae Court.
8. Collydean Way, entrance to Tern Court and Collydean Way, to enable pedestrians to cross from east to west where footway on eastern side terminates.
9. Magnus Drive, at entrance to Murchiston Court, 'stop, look, listen' tile.
10. Magnus Drive, entrance to Collydean Primary School.
11. Rhynie Road, at entrance to Bucksburn Park.

Living Streets is the national charity that stands up for pedestrians. With our supporters we work to create safe, attractive and enjoyable street, where people want to work.

We have been the national voice for pedestrians throughout our 80-year history. In the early years, our campaigning led to the introduction of the driving test, pedestrian crossings and 30mph speed limits. Since then our ambition has grown. Today we influence decision makers nationally and locally, run successful projects to encourage people to walk, and provide specialist consultancy services to help reduce carbon emissions, improve public health and make sure every community can enjoy vibrant streets and public spaces.

Funded by Paths for All and the Scottish Government, Living Streets Scotland Walkable Communities project supports communities to improve their local walking environments and encourage more everyday walking, using Community Street Audits to help evaluate and improve the quality of streets and spaces from the viewpoint of the people who use them, rather than those who manage them.

A Community Street Audit brings together local residents, community groups and organisations, traders, councillors, officers and other partners to walk a specific route and identify and barriers to walking and prioritise recommendations for improvement. Living Streets Scotland supports community partners to build positive and productive relationships with partners within local authorities and other stakeholder organisations to deliver real improvements for communities. Even small changes can make a big difference, and previous audits have resulted in a range of improvements for local people from reductions in dog fouling, more litter bins, and better street cleaning; to the re-surfacing of pavements and paths, the removal of pavement obstructions, better street lighting, and more.

Living Streets Scotland
Thorn House, 5 Rose Street, Edinburgh EH2 2PR
Tel 0131 243 2645
scotland@livingstreets.org.uk www.livingstreets.org.uk/scotland

Living Streets (The Pedestrian Association); Company Registration No 5368409
Registered Charity No 1108448 (England and Wales) and SC039808 (Scotland).

