



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 14 AUGUST 2018**

**SUBJECT: LOSSIEMOUTH: A941 ELGIN ROAD/SCHOOL BRAE, JUNCTION
IMPROVEMENT**

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT,
PLANNING AND INFRASTRUCTURE)**

1. REASON FOR REPORT

- 1.1 To inform the Committee of a safer routes to school scheme at the junction of Elgin Road/School Brae/Clifton Road, Lossiemouth. The scheme requires the signalisation of the junction to control vehicle movements and improve the crossing points for pedestrians.
- 1.2 This report is submitted to Committee in terms of Section III (F) (15) of the Council's Scheme of Administration, relating to the function of the Council as Roads Authority including safety, the detailed planning, design and construction, improvement, maintenance and lighting of roads, bridges and other structures.

2. RECOMMENDATION

2.1 The Committee is asked to:

- i) approve the project to upgrade the junction of A941 Elgin Road and School Brae to a signalised junction; and**
- ii) note that consultation will be undertaken with the local community once a scheme design has been finalised.**

3. BACKGROUND

- 3.1 Lossiemouth Community Council approached Living Streets about becoming involved in the Lower Speed Communities project following long standing concerns about the speed and volume of traffic, particularly around the three schools; Hythehill and St Gerardine's Primary Schools and Lossiemouth High School.
- 3.2 Living Streets are a registered charity who specialise in promoting walking. In this case they are using Scottish Government funding to work with communities where speed has been identified as an issue which is having a negative effect on community life.

- 3.3 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 Ward Members also joined the group as they were aware of local concerns and wished to support a local initiative.
- 3.4 Working with the schools and particularly the school pupils, Living Streets undertook work to understand travel patterns and behaviours for the community.
- 3.5 Although the project covered a wide area, the main focus has become the junction of Elgin Road/School Brae/Clifton Road as this is a key node to many journeys to school and in and out of Lossiemouth. As a result, a proposal to signalise the junction and improve it for pedestrians etc. was made. The junction is currently a T-junction with School Brae giving way to Elgin Road. At school times this is a location for a school crossing patrol.
- 3.6 A draft design for the junction was submitted to the working group at a meeting on 15 January 2018. The draft design was subsequently taken to the Community Council and received general approval as a good project to pursue.
- 3.7 Transportation has bid to Sustrans for funding through their Safer Routes to School grant for a scheme estimated at £120,000. This bid is for 50/50 match funding and if successful officers expect to receive a grant of £60,000 from Sustrans which the council will match from a combination of the Cycling Walking Safer Streets (CWSS) grant from Transport Scotland and the capital Road Safety budget.
- 3.8 In order to facilitate the changes in the area, Ramsay Lane will need to be made one way, travelling away from the junction with Clifton Road. The work to make Ramsay Lane one way will require a permanent traffic regulation order.
- 3.9 The benefits to pedestrians will be a signalised junction with crossing facilities combined, allowing them to cross any leg of the junction. For cyclists, advance stop lines will be included to allow them to pull away from the signals clear of any other vehicles. At the same time there will be limited impact on the junction capacity for all vehicles and at peak times the phasing of the signals will guarantee drivers will have an opportunity to exit School Brae.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

This report relates to the maintenance of an efficient road network, improved connectivity and safer children.

(b) Policy and Legal

The works are within the scope and powers delegated to officers. There are policy implications in relation to the School Crossing Patrol site – please see sub-paragraph (e) below.

(c) Financial implications

The scheme is estimated to cost £120,000 with funding sought from Sustran's Safer Routes to School grant funding which will be matched from a combination CWSS grant and capital Road Safety provision budget.

(d) Risk Implications

The scheme is an improvement to an existing junction. Although there have been no injury accidents at this location over the last 5 years, providing an improved pedestrian facility will reduce the risk of one occurring in the future

(e) Staffing Implications

There is currently a School Crossing Patrol site at this junction. In line with the Council's policy decision on 28 June 2018 (para 19 of the draft minute refers), introduction of a signalled crossing point would result in the School Crossing Patrol site being removed. The site is currently staffed by a relief patroller, who would be reallocated to another vacant site, so there would be no change in staff numbers.

The design of the signalised junction can be undertaken using existing resources in Transportation.

(f) Property

Not applicable

(g) Equalities/Socio Economic Impact

An Equality Impact Assessment is not required as consultation will be carried out with the local community in Lossiemouth.

(h) Consultations

Previously a draft preliminary layout drawing was passed to Lossiemouth Community Council, who are supportive of the proposal.

The Principal Accountant, Legal Services Manager (Property and Contracts), Equalities Officer, and Committee Services Officer (Lissa Rowan) have been consulted and their comments included in this report.

5. CONCLUSION

5.1 The Committee is asked to support the development of this scheme which will be delivered in 2018/19 subject to receiving funding from Sustrans, otherwise the scheme will be developed for delivery in the next financial year.

5.2 During the development of the scheme, consultation will take place with the community in Lossiemouth.

Author of Report: Ken Major
Background Papers:
Ref: