

## WALKED ROUTE ASSESSMENT FORM

### 1. Assessors

Name	Designation	Organisation	Contact Details
Redacted	Resources Officer	FC Education	Redacted
Redacted	Travel Plan Co-ordinator	FC Transportation	Redacted
Redacted	Project Officer	FC Safer Communities	Redacted

### 2. School/Educational Establishment & Route details

School/Educational Establishment Name	Route – write a brief description only (start/end point and key roads). <i>Attach map at end of document</i>
Inverkeithing HS	Rosyth North to Inverkeithing HS via Queensferry Road, Parkside Street, M90 underpass, A921, B981 & Boreland Road.

### 3. Assessment Details

Date 04/02/2020	Time 0802hrs – 0840hrs
Weather Conditions Dry, cold, light (sunrise)	Key Observations Straight forward route, main roads have pedestrian crossings, all of the route has streetlighting present.

### 4. Observers (including Councillors)

Name	Designation	Organisation	Contact Details
Redacted	Cllr for Ward 5	Fife Council	
Redacted	Cllr for Ward 5	Fife Council	
Redacted	Parent Council Rep for Kings Rd PS		

---

### 5. Is there a continuous adequate footway?

Describe the footpath suitability / condition / length

A tarmacadam footpath, of reasonable condition and width, is available for all of the route. The footpath along the A921 is particularly good. It is very wide as it was designed for use by pedestrians and cyclists.

Explain if there is a requirement to cross a road

Yes, a number of roads needed to be crossed. Some main roads and a number of side streets.

Describe where it is appropriate to cross

Following the route on the map, we crossed at the following points:  
Queensferry Road  
Pedestrian crossing outside TSB bank.

Lowry Place

At mouth of junction to re-join path.

Parkgate

Used dipped kerbs at mouth of junction to re-join path.

Crossroads Place

Crossed straight over to continue along Parkside Street.

Harley Street

Crossed straight over to continue along Parkside Street.

Craig Street

Crossed diagonally at the end of street to join the path leading to M90 underpass.

M90 slip roads (northbound & southbound)

Crossed at dipped kerbs

A921

Pedestrian crossing a few hundred metres along from southbound slip road.

B981

Pedestrian crossing before Chapel Place

Entrance/exit to Inverkeithing Train Station

Crossed at mouth of junction to re-join path.

Niven Road

Used dipped kerbs at mouth of junction.

What is the visibility like at the point(s) of crossing?

All road crossing points have good sightlines in all directions. When crossing the M90 northbound slip road officers were able to see far enough around the roundabout to see that there was a sufficient gap in the traffic to allow enough time to cross the slip road. The roundabout is low level/flat so officers could see vehicles all the way back to the Rosyth turn off.

**If the width of the footway is less than 1 metre consider the following specific factors:**

Yes  No

What is the length of the section(s)

N/A

Is there the ability to step off onto an adjacent verge? Yes  No

Can stepping onto the road be avoided? Yes  No

What is the traffic flow like and speed limit?

N/A

Are sightlines and visibility good here? Yes  No

Is the section free from any additional footway obstructions? Yes  No

Is there any relevant accident data? Yes  No

**CONCLUSION: continuous adequate footway?** Yes  No

*If yes, at this stage the route is deemed to be a non-hazardous walking route, please go to question 4. If no, please go to question 2.*

**6. In the absence of a continuous adequate footway, are there step offs with adequate sight lines?**

Describe the suitability and nature of step offs

What is the visibility like at the step offs?

**CONCLUSION: step offs with adequate sight lines?** Yes  No

*If yes, at this stage the route is deemed to be a non-hazardous walking route, please go to question 4. If no, please go to question 3.*

**7. In the absence of a continuous adequate footway or step offs with adequate sight lines, where the route requires walking on the road surface, are there adequate sight lines?**

Provide details

**CONCLUSION: are there adequate sight lines?** Yes  No

*If yes, at this stage the route is deemed to be a non-hazardous walking route, please go to question 4. If no, the route is an unsafe walking route, please go to question 5.*

**8. Are there any other considerations that will impact on the assessment outcome?**

Describe the overall visibility / sight lines for pedestrians\*

Sightlines were good for all of the route. The route ahead could easily be seen and sightlines at all crossing points were good.

Describe traffic flow observations \*

Traffic flow was light-medium for all of the route. Main roads slightly busier but there was always a pedestrian crossing available, so lights could be activated to stop traffic. As expected, there was a bit more traffic around the school but no road crossing was required after Niven Road.

Is there a need for a formal traffic count/gap analysis? Yes  No

List all crossings / patrols / islands & speed limits

Queensferry Road – 30mph speed limit  
Very little traffic when crossing but activated lights at pedestrian crossing, minimal waiting time.

Lowry Place – 30mph speed limit  
No traffic when crossing. Crossed at mouth of junction to re-join path. No waiting time.

Parkgate – 20mph speed limit  
No traffic when crossing. Used dipped kerbs at mouth of junction. No waiting time.

Crossroads Place – 20mph speed limit  
No traffic when crossing. Crossed straight on to continue along Parkside Street. No waiting time.

Harley Street – 20mph speed limit  
No traffic when crossing. Crossed straight on to continue along Parkside Street. No waiting time.

Craig Street – 20mph speed limit  
No traffic when crossing. Crossed diagonally at end of street to join path leading to M90 underpass. No waiting time.

M90 slip road (northbound) – 40 mph speed limit at point of crossing  
Some traffic when waiting to cross but not heavy. Crossed at dipped kerbs. Waiting time to cross approx. 20 seconds.

M90 slip road (southbound) – 40 mph speed limit at point of crossing  
Only a few vehicles were waiting in each lane to exit the slip road. Crossed at dipped kerbs. Waiting time to cross approx. 10 seconds but this was because drivers held back to let us cross. Waiting time would have been longer otherwise. Vehicles were slow moving or stationery at point of crossing as they are approaching roundabout/waiting to pull out.

A921 – 40mph speed limit  
Low traffic volume when crossing but activated lights at pedestrian crossing, minimal waiting time.

B981 – 30mph speed limit  
Low traffic volume when crossing but activated lights at pedestrian crossing, minimal waiting time.

Entrance/exit to Inverkeithing Train Station – 30mph limit  
No traffic. Crossed at mouth of junction. No waiting time.

Niven Road – 20mph speed limit

No traffic. Used dipped kerbs at mouth of junction. No waiting time.

Describe any Paths/  
Wooded Areas/  
Vegetation/ known  
flooding (frequency over  
a year)

Nil

What is the availability of  
public transport for the  
route?

Public transport runs from Rosyth to Dalgety Bay.

Are there any  
exceptional features on  
the route e.g. type of  
vehicles?

Route very straightforward. Nothing unusual with regards traffic flow, vehicle types or speed.

The need to cross slip roads is rare and can be perceived to be dangerous/unsafe. However, officers crossed both slip roads without incident. On both slip roads, the speed limit at the point of crossing is 40mph. On the northbound slip road, the 40mph limit from the roundabout continues and only changes to 60mph nearer the point of joining the M90. On the southbound slip road, the speed limit changes from 60mph to 40mph before the roundabout and before the crossing point.

Transport Scotland Input  
(if appropriate) for routes  
along A92 & A985

Yes. They have advised that further improvements to the roundabout are planned, but not advised that the route is unavailable. The route selected by parents/carers should be appropriate to the young person's awareness (via Admiralty Road or Castlandhill Road)

Accident Data (damage  
only, slight, serious &  
fatal covering the last 3  
years)

**9. CONCLUSION: Are there any other considerations  
that will impact on the assessment outcome?**

Yes  No

*\*Where the traffic flow / sight line is considered, a record of any vehicle count / speed survey should be retained. Only relevant where a road is crossed without available traffic interrupters.*

**10. CONCLUSION: is the route available?**

Yes  No

**If the conclusion is no, please describe below any action that would be required that would allow for the route to be assessed as available in future**

Action required: N/A

If the conclusion is yes, please describe below any action that would be recommended to improve the route.

Action required: N/A

## WALKED ROUTE ASSESSMENT FORM SUPPLEMENTARY INFORMATION

Route Map

