

Appendix A

Details of schools without 20mph limits***Legend for plans*****Roads**

Turquoise	trunk road
Red	A road
Green	B road
Yellow	C road
Brown	all other public roads
Blue	remote public footpaths
Purple	Public Car Parks
Pink	Private roads and parking areas, or those looked after by a council department other than the roads authority

If the school is located near a speed limit change, that change is indicated on the plan.

All plans, although not to a specific scale, are all at the same scale, so areas of similar development density can be compared.

Road widths are also comparable.

Schools

Schools are identified by a red star (most are near the centre of the plan)

2008 pupil numbers are from the September 2008 School Census and the percentage by mode is from the published Sustrans National Hands-up survey completed from 8th to 12th September 2008

2009 pupil numbers are estimates from the attendance figures from weeks 1-3 and the percentage by mode is from initial data for the National Hands-up survey completed from 7th to 11th September 2009.

Name of School	Elgin High School			
Adjacent road class and number or name	Unclassified (High School Drive)			
Traffic past school (Volume and mean speed)		Number of pupils	2008	2009
			634	634
For 24 hours	1101 vehicles (16mph)	Percentage of pupils by mode of transport:		
For school peak half hour	22 vehicles (16mph)			
		Walk	58.6%	56.8%
		Cycle/Skate/Scoot	4.9%	7.0%
		Park & Stride	2.5%	4.8%
		Driven	15%	13.3%
		Bus	17.5%	16.7%
		Taxi/Other	1.5%	1.4%

Plan of school area



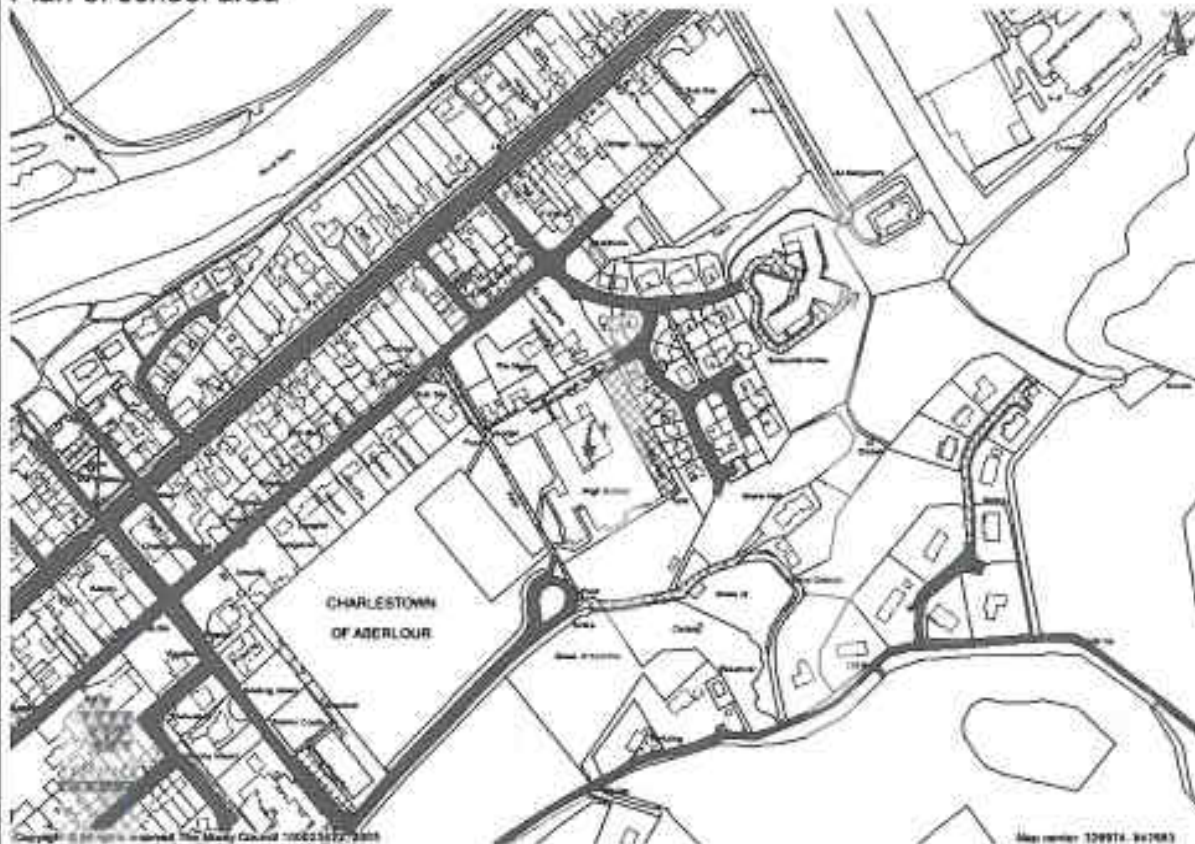
Description of school: The School is situated at the end of a cul-de-sac (High School Drive) which is the only vehicle access, however there are many remote footpaths leading to the school and the pedestrian access to the school is dispersed.

Details of work already carried out: None

Issues around school: Edgar Road which runs to the north of the school is due to be extended westwards past the school. This is likely to mean that the vehicle access will be moved from High School Drive to Edgar Road and will significantly alter travel patterns. It is intended to implement a part time 20mph in conjunction with the extension to Edgar Road and the alteration of the access arrangements to both the High School and Greenwards Primary.

Name of School	Speyside High School			
Adjacent road class and number or name	Unclassified (Mary Avenue)			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	506	550
For 24 hours	657 vehicles (22.4 mph)	Percentage of pupils by mode of transport:		
For school peak half hour	22 vehicles (17.7 mph)	Walk	13.6%	N/A
		Cycle/Skate/Scoot	0.2%	
		Park & Stride	1.5%	
		Driven	2.5%	
		Bus	81.2%	
		Taxi/Other	1.0%	

Plan of school area



Description of school: The bus access to the school is off Queen's Road whilst the main staff parking area is accessed from Convall Drive. The main pedestrian access is via Mary Avenue.

Details of work already carried out: Feasibility work has been carried out into the provision of a footway along the south side of Mary Avenue.

Issues around school: The pedestrian links to the school are poor and in particular there is no footway along the school side of Mary Avenue. A part-time 20mph limit could be introduced once a footway is provided, as without at least part of the footway there is nowhere to site the signs.

Name of School	Dallas Primary School			
Adjacent road class and number or name	C13e Knockando Road			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	38	32
For 24 hours	392 vehicles (31.4 mph)	Percentage of pupils by mode of transport:		
For school peak half hour	31 vehicles (30.6 mph)			
		Walk	N/A	71.9%
		Cycle/Skate/Scoot		0.0%
		Park & Stride		0.0%
		Driven		0.0%
		Bus		0.0%
		Taxi/Other		28.1%

Plan of school area



Description of school: This is a rural school on the outskirts of the village of Dallas. There are two access points to the school, both via a private access road. The furthest south is mainly used by vehicles and is just 5metres from the speed limit. The other end of the access road is approximately 130metres inside the speed limit and from this point there is a footway all the way to the main part of the village.

Details of work already carried out: Footway built from village to school access road. Vehicle activated school warning sign installed for traffic from south.

Issues around school: Complaints of high speeds from south, but not substantiated by surveys. The vehicle activated sign appears to be having a positive effect on approach speeds.

Name of School	Greenwards Primary School			
Adjacent road class and number or name	Wardend Place Glen Lossie Drive (School Crossing Patroller location)			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	354	341
Wardend Place		Percentage of pupils by mode of transport:		
For 24 hours	880 vehicles (15 mph)	Walk	45.0%	39.8%
For school peak half hour	44 vehicles (13.7 mph)	Cycle/Skate/Scoot	6.2%	6.0%
Glen Lossie Drive		Park & Stride	11.5%	19.0%
For 24 hours	1423 vehicles (21.6mph)	Driven	30.3%	27.4%
For school peak half hour	22 vehicles (22mph)	Bus	0.9%	1.2%
		Taxi/Other	6.2%	3.6%

Plan of school area



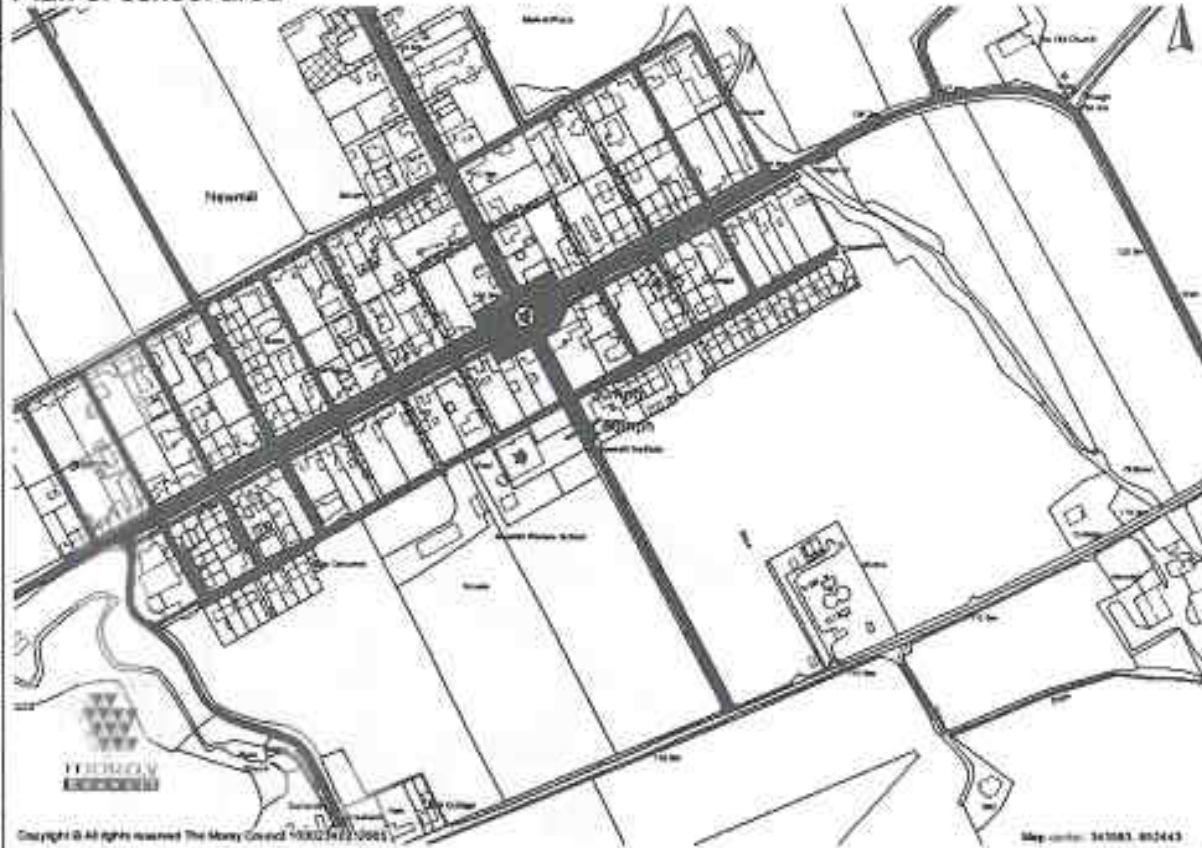
Description of school: The School is situated at the end of a cul-de-sac (Edgar Road) which is the only vehicle access, however can also be accessed by a number of adjacent cul-de-sacs. The only road running past the school is a cul-de-sac (Wardend Place). There are however many remote footpaths leading to the school and the pedestrian access to the school is dispersed.

Details of work already carried out: None

Issues around school: Edgar Road which runs to the north of the school is due to be extended westwards past the school. It is intended to implement a part time 20mph in conjunction with the extension to Edgar Road and the alteration of the access arrangements to both the Elgin High School and Greenwards Primary.

Name of School	Newmill Primary School		
Adjacent road class and number or name	Unclassified (Isla Road and Mill Brae)		
Traffic past school (Volume and mean speed)		Number of pupils	2008 54
			2009 56
Isla Road		Percentage of pupils by mode of transport:	
For 24 hours	89 vehicles (16.6 mph)	Walk	50.0%
For school peak half hour	3 vehicles (21.1 mph)	Cycle/Skate/Scoot	9.3%
Mill Brae		Park & Stride	1.9%
For 24 hours	286 vehicles (16.6 mph)	Driven	11.1%
For school peak half hour	5 vehicles (19.1 mph)	Bus	27.8%
		Taxi/Other	0.0%

Plan of school area



Description of school: The pedestrian access to the school is via Isla Road whilst the vehicle access is via Mill Brae.

Details of work already carried out: None

Issues around school: Complaints of high speeds from south, but not substantiated by surveys. Traffic volumes and speeds are already so low, a 20 mph speed limit is not justified on the pedestrian access to the school and would not be considered for the vehicle access.

The bus route passes the school only on Mill Brae and the current timetable does not have any services passing the school during times when children are moving to and from school.

Name of School	Portknockie Primary School			
Adjacent road class and number or name	A942 Bridge Street			
Traffic past school (Volume and mean speed)		Number of pupils	2008	2009
			66	68
For 24 hours	1415 vehicles (24.1 mph)	Percentage of pupils by mode of transport: Walk Cycle/Skate/Scoot Park & Stride Driven Bus Taxi/Other	60.0%	91.0%
For school peak half hour	28 vehicles (22.9 mph)		32.7%	0.0%
			1.8%	0.0%
			5.5%	9.0%
			0.0%	0.0%
			0.0%	0.0%

Plan of school area



Description of school: School situated approximately 65metres inside speed limit. Pedestrian access is relatively good as can be seen by the consistently high percentage of children who walk or cycle to school. (this is the highest proportion in the whole of Moray)

Details of work already carried out: Pedestrian refuge island constructed as well as some additional pedestrian links around Seafeld Terrace area. Vehicle activated speed sign installed which appears to be having a positive effect on approach speeds.

Issues around school: There is a lack of continuous footway along King Edward Terrace. If a 20mph speed limit were to be introduced there is an issue with where it could start given the proximity of the current 30mph limit.

Name of School	St Peter's Primary School				
Adjacent road class and number or name	Unclassified (St Peter's Terrace)				
Traffic past school (Volume and mean speed)			2008	2009	
		Number of pupils	21	32	
For 24 hours	258 vehicles (19.1 mph)	Percentage of pupils by mode of transport:			
For school peak half hour	8 vehicles (16.5 mph)		Walk	33.3%	40.6%
			Cycle/Skate/Scoot	9.5%	3.1%
			Park & Stride	0.0%	0.0%
			Driven	23.8%	28.1%
			Bus	0.0%	3.1%
		Taxi/Other	33.4%	25.0%	

Plan of school area



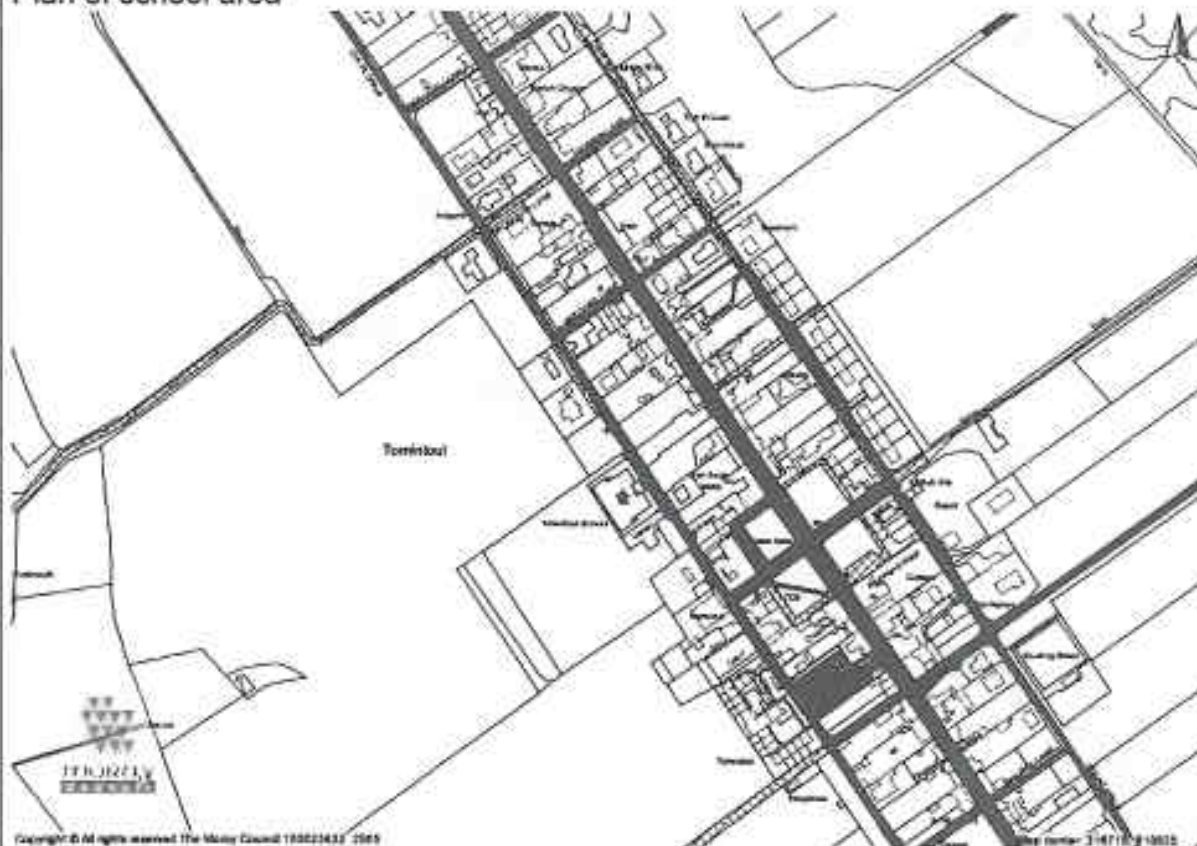
Description of school: The school is situated in a residential area of Buckie with narrow streets and significant on-street parking.

Details of work already carried out: None

Issues around school: The traffic volume and speeds around the school are very low. It is highly unlikely that installing a part-time 20mph limit would have any effect on speed but the signs would be highly visually intrusive and out of character in the surrounding streets.

Name of School	Tomintoul Primary School			
Adjacent road class and number or name	Unclassified (Tomnabat Lane)			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	50	59
For 24 hours	63 vehicles (14 mph)	Percentage of pupils by mode of transport:		
For school peak half hour	2 vehicles (16 mph)	Walk	60.0%	55.6%
		Cycle/Skate/Scoot	6.0%	6.7%
		Park & Stride	0.0%	0.0%
		Driven	22.0%	0.0%
		Bus	12.0%	37.8%
		Taxi/Other	0.0%	0.0%

Plan of school area



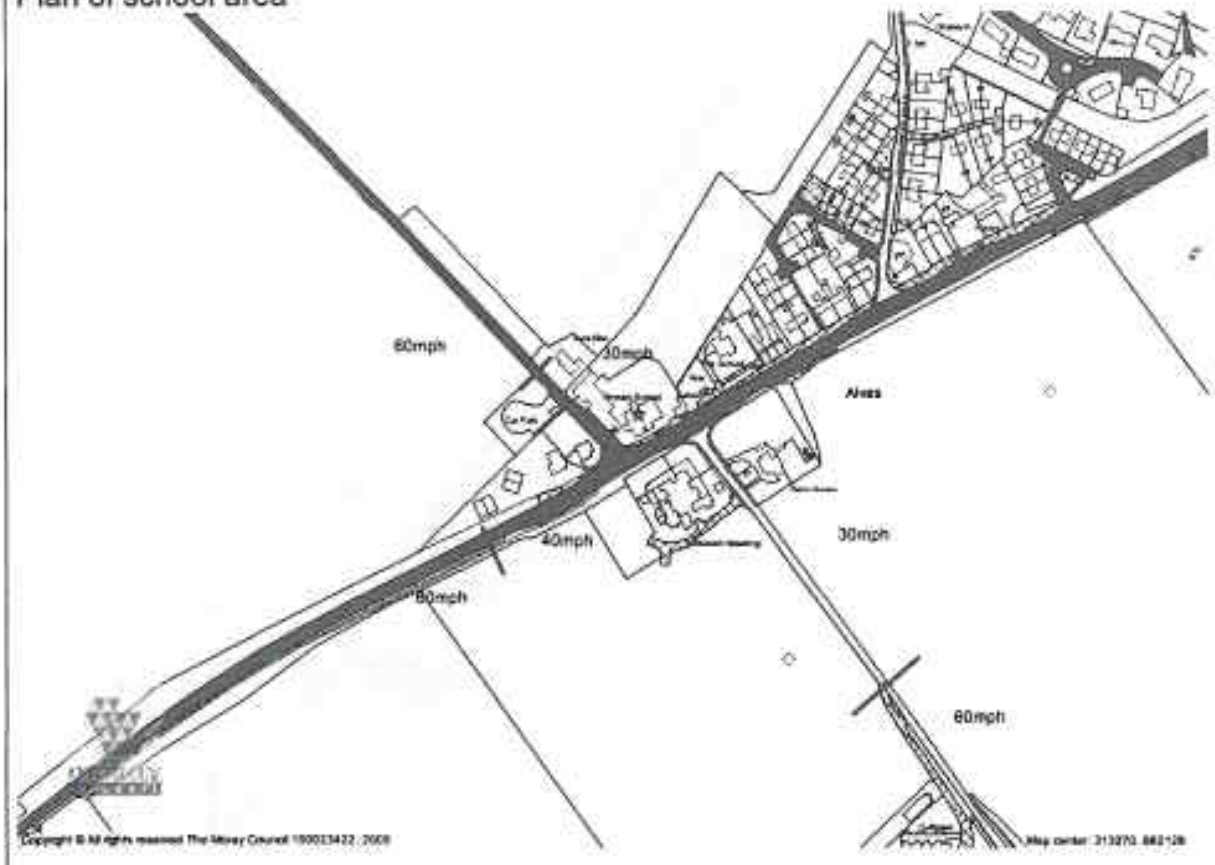
Description of school: The school is situated in a narrow back lane within Tomintoul.

Details of work already carried out: None

Issues around school: The traffic volume and speeds around the school are very low. It is highly unlikely that installing a part-time 20mph limit would have any effect on speed but the signs would be highly visually intrusive and out of character in the surrounding streets.

Name of School	Alves Primary School			
Adjacent road class and number or name	A96 (Main Road) (40mph) U58e Coltfoot Road (30mph)			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	58	36
Coltfoot Road For 24 hours	213 vehicles (27.3 mph)	Percentage of pupils by mode of transport: Walk Cycle/Skate/Scoot Park & Stride Driven Bus Taxi/Other		
For school peak half hour	5 vehicles (23.2mph)		22.8%	17.9%
			3.5%	15.4%
			28.1%	0.0%
			8.8%	20.5%
			36.8%	46.2%
		0.0%	0.0%	

Plan of school area



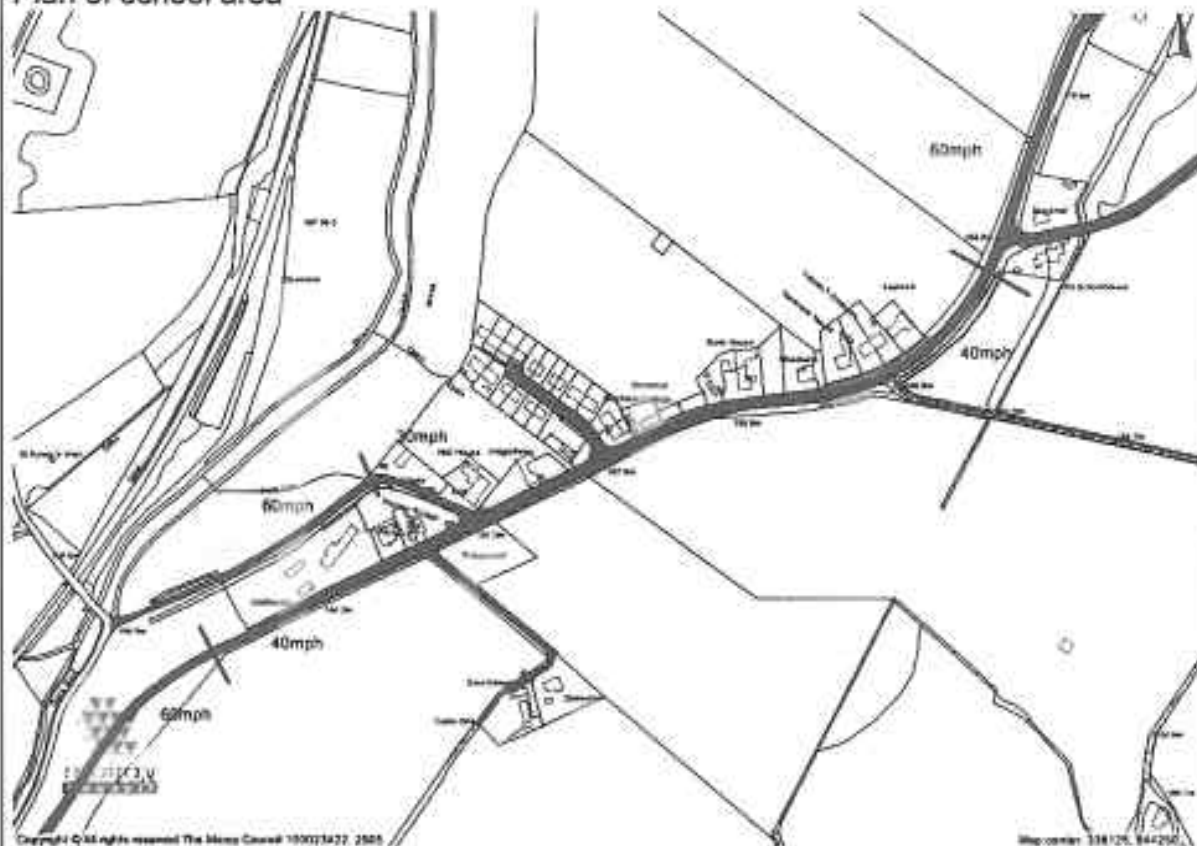
Description of school: The school is on the outskirts of the village with the main pedestrian access from the Coltfoot Road. The school bus drops off on Coltfoot Road and there is a small parking area opposite the school on Coltfoot Road.

Details of work already carried out: Small area of footway constructed opposite the school on Coltfoot Road. A vehicle activated school warning sign has been installed on Coltfoot Road and appears to be having a positive effect on approach speeds.

Issues around school: If a 20mph speed limit were to be introduced there is an issue with where it could be sited given its proximity to the current 30mph limit. There are also issues with the interface with the 40mph limit on the Trunk Road.

Name of School	Botriphnie Primary School			
Adjacent road class and number or name	B9014 (40mph)			
Traffic past school (Volume and mean speed)		Number of pupils	2008	2009
For 24 hours	1147 vehicles (33.8 mph)		33	29
For school peak half hour	25 vehicles (24.5 mph)	Percentage of pupils by mode of transport:		
		Walk	15.6%	N/A
		Cycle/Skate/Scoot	0.0%	
		Park & Stride	0.0%	
		Driven	21.9%	
		Bus	50.0%	
		Taxi/Other	12.5%	

Plan of school area



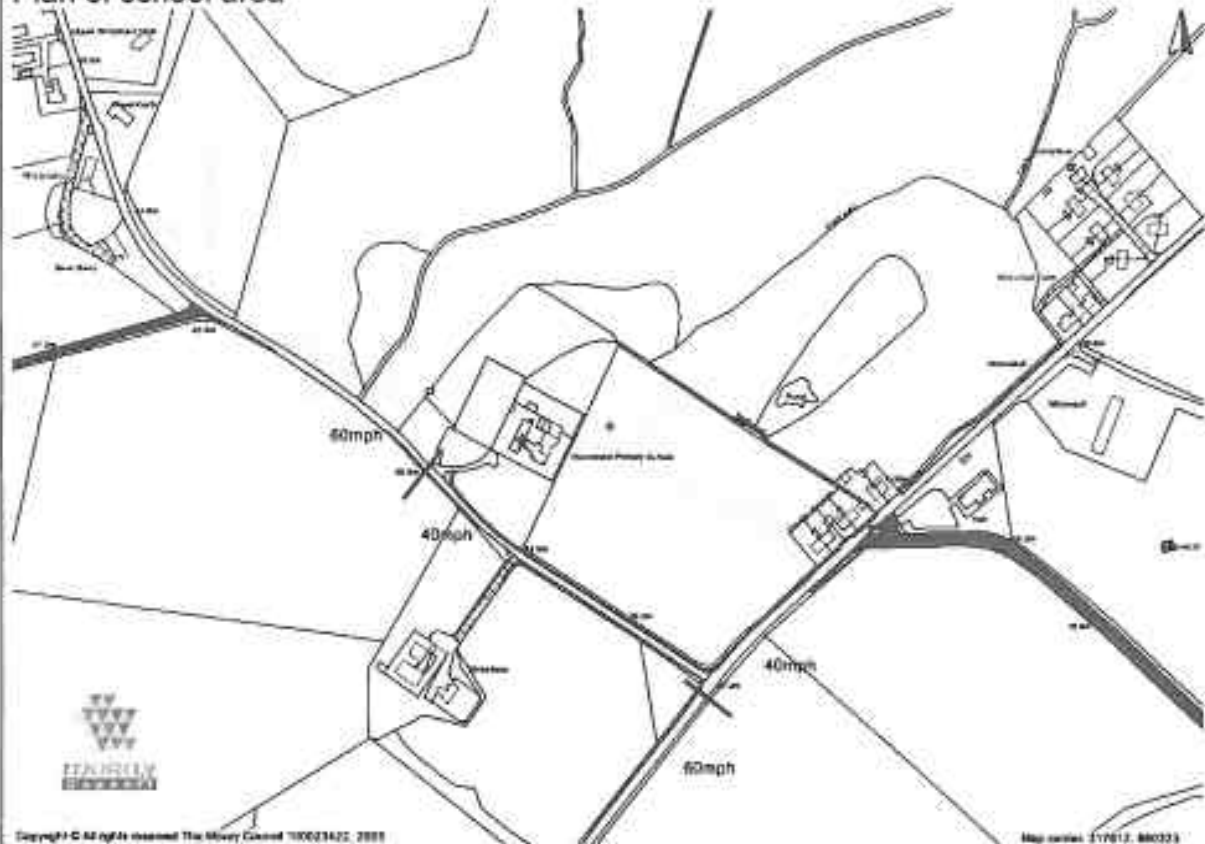
Description of school: The School is sited towards the west end of Drummuir. The pedestrian access is from the B9014.

Details of work already carried out: Footway works were carried out at various locations along the B9014 from the school to Tocher Terrace. Vehicle activated school warning signs are present on B9014 which appear to be having a positive effect on approach speeds.

Issues around school: A 20mph limit is unlikely to have any further effect than the vehicle activated signs. Also, because the existing speed limit is 40mph there would have to be additional electronic advanced warning signs installed advising of the change in speed limit.

Name of School	Mosstowie Primary School			
Adjacent road class and number or name	C26e (40mph)			
Traffic past school (Volume and mean speed)		Number of pupils	2008	2009
For 24 hours	775 vehicles (34.7 mph)		67	61
For school peak half hour	25 vehicles (32 mph)	Percentage of pupils by mode of transport:		
		Walk	4.7%	0.0%
		Cycle/Skate/Scoot	0.0%	1.6%
		Park & Stride	0.0%	0.0%
		Driven	57.8%	59.0%
		Bus	37.5%	39.3%
		Taxi/Other	0.0%	0.0%

Plan of school area



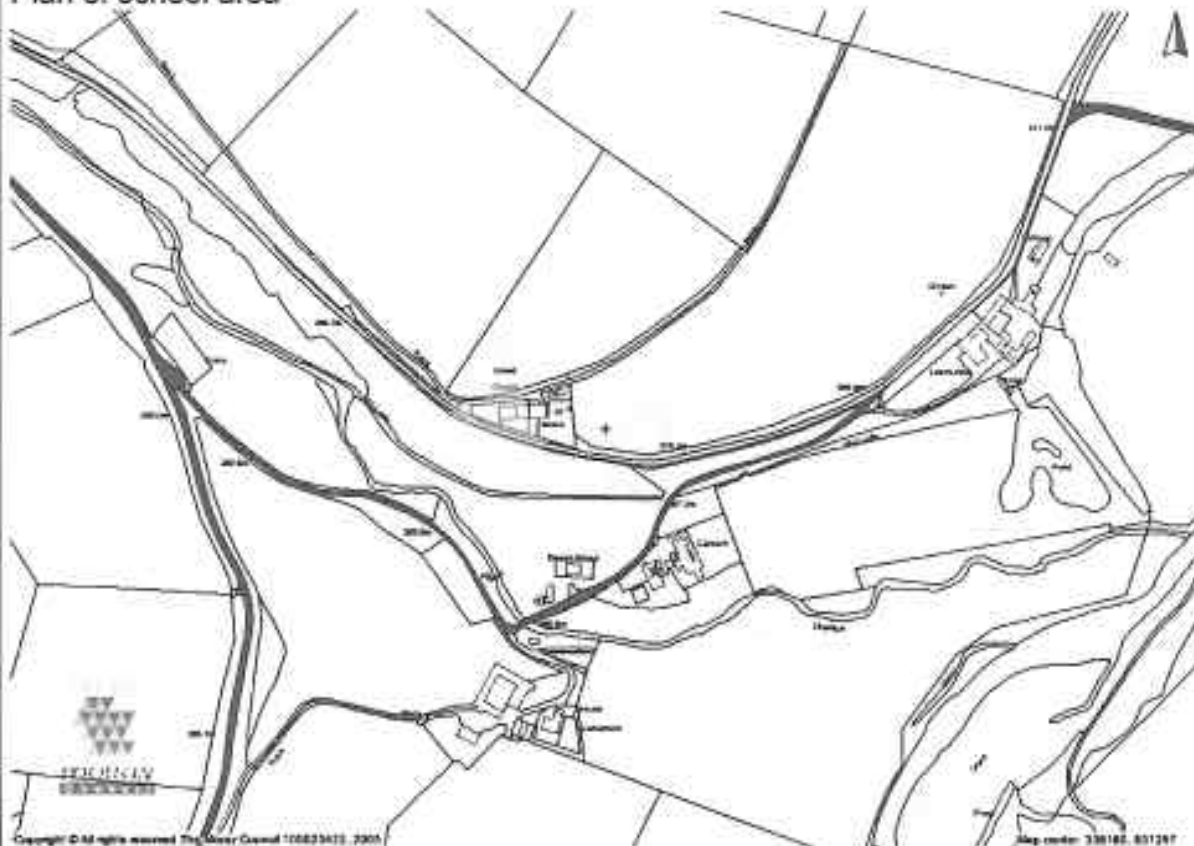
Description of school: The school is remote from the village of Miltonduff. The 40mph limit was introduced some years ago and despite being against national guidance the speed limit was extended to include the school.

Details of work already carried out: Footpath from village upgraded with a cycleway constructed from the village hall all the way to Lochiepots Road. A vehicle activated school warning sign has been installed on the north approach to the school and appears to be having a positive effect on approach speeds.

Issues around school: Despite carrying out extensive works to provide footways there are very few children who actually use them. The number of children driven to this school is very high and is likely to be related to the number of out of zone children who attend this school.

Name of School	Cabrach Primary School			
Adjacent road class and number or name	Unclassified			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	5	4
For 24 hours	36 vehicles (22.8 mph)	Percentage of pupils by mode of transport:		
For school peak half hour	3 vehicles (24 mph)	Walk	0.0%	0.0%
		Cycle/Skate/Scoot	0.0%	0.0%
		Park & Stride	0.0%	0.0%
		Driven	20.0%	0.0%
		Bus	80.0%	100.0%
		Taxi/Other	0.0%	0.0%

Plan of school area



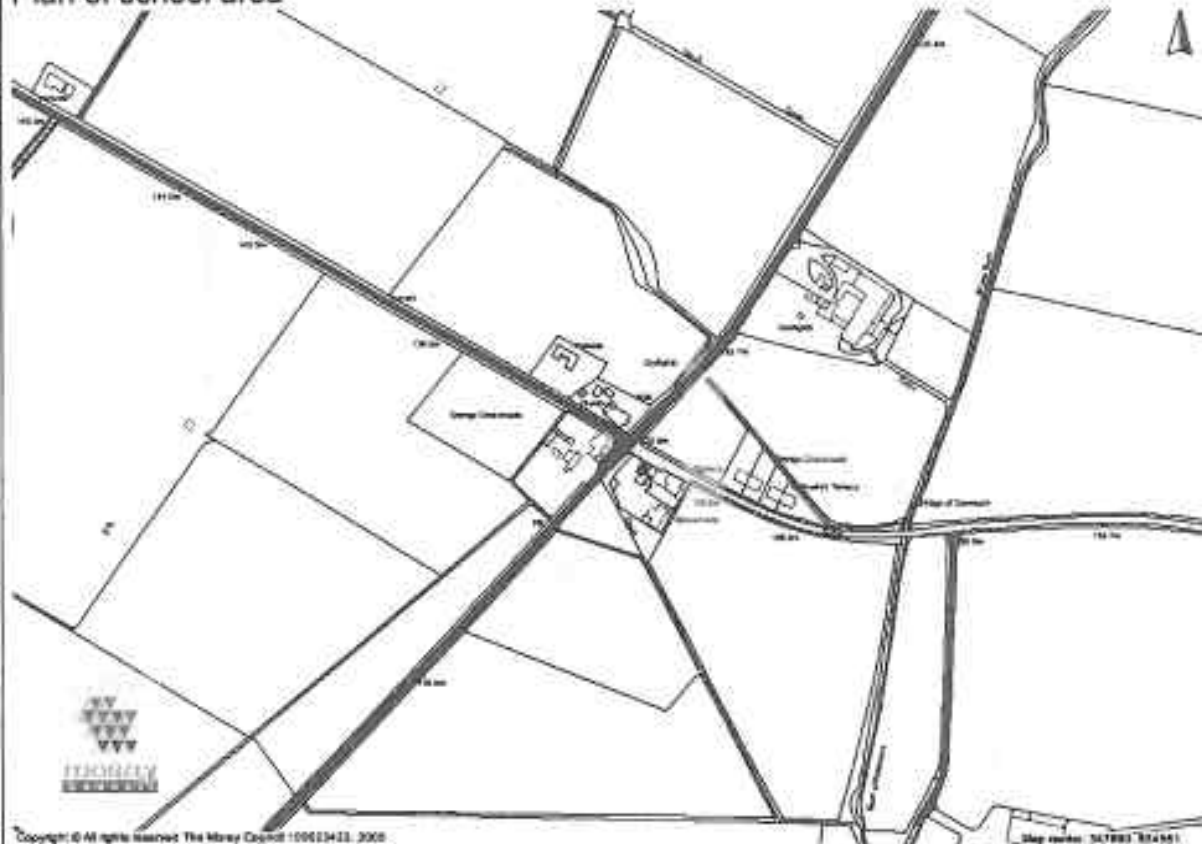
Description of school: Rural school on single track very lightly trafficked road.

Details of work already carried out: None

Issues around school: The traffic volume and speeds around the school are very low. It is highly unlikely that installing a part-time 20mph limit would have any effect on speed but the signs would be highly visually intrusive and out of character with the rural nature. Additionally because the road is derestricted there would have to be additional electronic advanced warning signs for the speed limit which would add to the visual intrusion. All children receive school transport.

Name of School	Crossroads Primary School		
Adjacent road class and number or name	B9018		
Traffic past school (Volume and mean speed)			
		Number of pupils	2008
			2009
For 24 hours	815 vehicles (39.1 mph)	Percentage of pupils by mode of transport:	22
For school peak half hour	15 vehicles (37.3 mph)		21
		Walk	39.1%
		Cycle/Skate/Scoot	0.0%
		Park & Stride	0.0%
		Driven	21.7%
		Bus	34.8%
		Taxi/Other	4.3%

Plan of school area



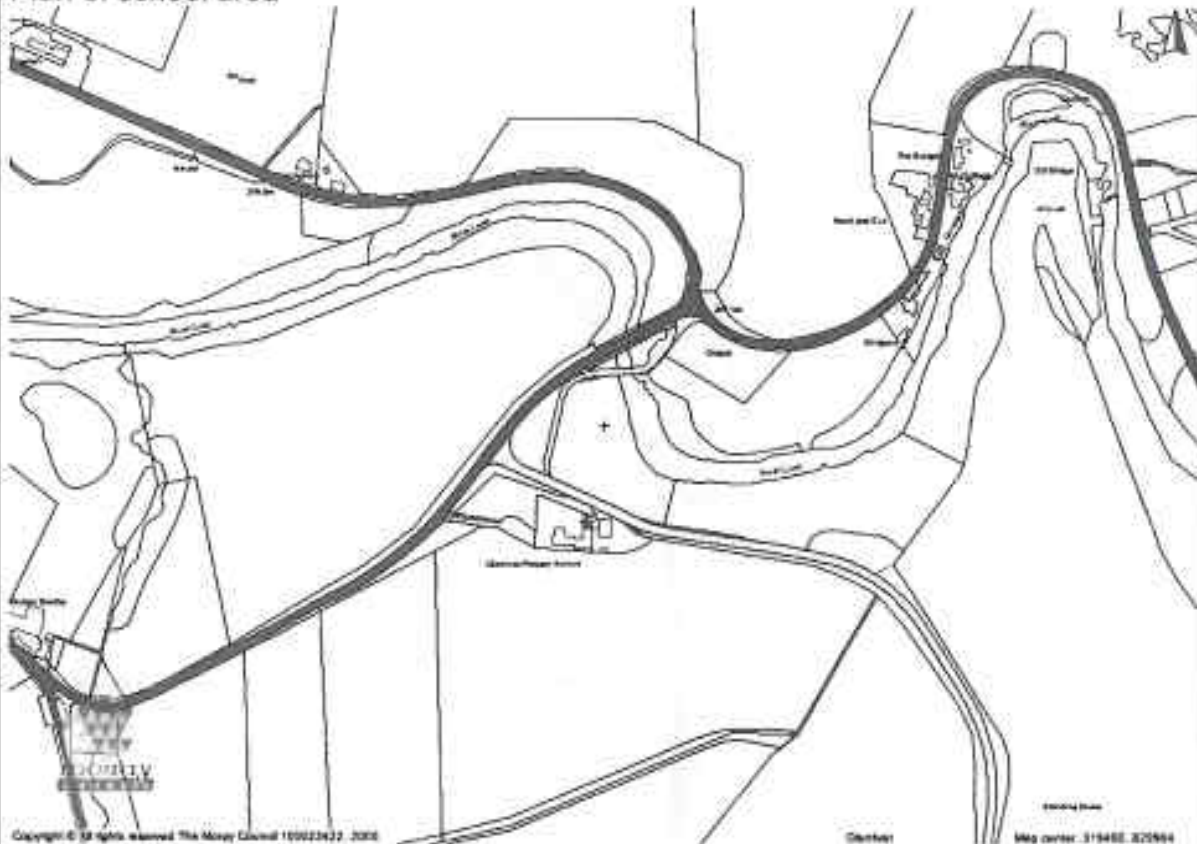
Description of school: Rural school on B-road

Details of work already carried out: School warning signs with flashing lights have been installed in conjunction with red patches and slow markings on the road.

Issues around school: The traffic volume and speeds around the school are relatively low. It is unlikely that installing a part-time 20mph limit would have any significant effect on speed but the signs would be highly visually intrusive and out of character with the rural nature. Additionally because the road is derestricted there would have to be additional advanced warning signs for the speed limit which would add to the visual intrusion.

Name of School	Glenlivet Primary School			
Adjacent road class and number or name	C57h			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	23	20
For 24 hours	466 vehicles (24.6 mph)	Percentage of pupils by mode of transport:		
For school peak half hour	11 vehicles (24.5 mph)	Walk	0.0%	0.0%
		Cycle/Skate/Scoot	0.0%	0.0%
		Park & Stride	0.0%	0.0%
		Driven	17.4%	0.0%
		Bus	82.6%	100.0%
		Taxi/Other	0.0%	0.0%

Plan of school area



Description of school: Rural school on single track lightly trafficked road.

Details of work already carried out: None

Issues around school: The traffic volume and speeds around the school are low. It is highly unlikely that installing a part-time 20mph limit would have any effect on speed but the signs would be highly visually intrusive and out of character with the rural nature. Additionally because the road is derestricted there would have to be additional advanced warning signs for the speed limit which would add to the visual intrusion. All children travel by school transport.

Name of School	Inveravon Primary School			
Adjacent road class and number or name	A95 unclassified			
Traffic past school (Volume and mean speed)		Number of pupils	2008	2009
			24	14
A95 For 24 hours	3280 vehicles (55.1 mph)	Percentage of pupils by mode of transport: Walk Cycle/Skate/Scoot Park & Stride Driven Bus Taxi/Other	0.0%	0.0%
For school peak half hour	61 vehicles (53.3 mph)		0.0%	0.0%
			0.0%	0.0%
			37.5%	21.4%
			62.5%	78.6%
			0.0%	0.0%

Plan of school area



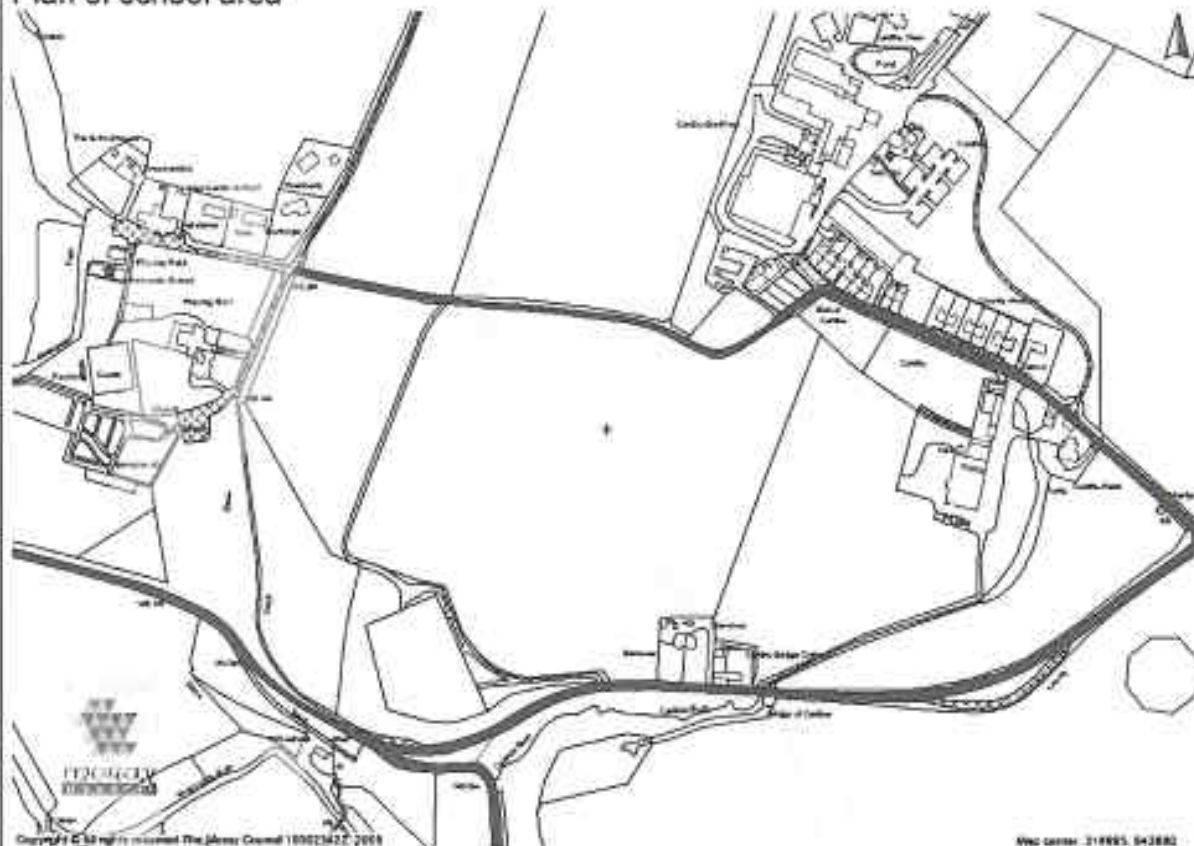
Description of school: Rural school on single track very lightly trafficked road accessed from the main A95 Trunk road.

Details of work already carried out: None

Issues around school: The traffic volume and speeds on the Inveravon Church Road are very low however all traffic to the school is accessed from the main A95. It is highly unlikely that installing a part-time 20mph limit would have any effect on speed on the Inveravon Road but the signs would be highly visually intrusive and out of character with the rural nature. Additionally because the road is derestricted there would have to be additional advanced warning signs for the speed limit which would add to the visual intrusion. The speed limit would also interact with the Trunk Road and this would need to involve Transport Scotland.

Name of School	Knockando Primary School			
Adjacent road class and number or name	Unclassified Private			
Traffic past school (Volume and mean speed)			2008	2009
		Number of pupils	47	45
For 24 hours	168 vehicles (23.4 mph)	Percentage of pupils by mode of transport: Walk Cycle/Skate/Scoot Park & Stride Driven Bus Taxi/Other		
For school peak half hour	6 vehicles (22.8 mph)		4.3%	4.4%
			0.0%	0.0%
			0.0%	0.0%
			4.3%	8.9%
			91.5%	86.7%
		0.0%	0.0%	

Plan of school area



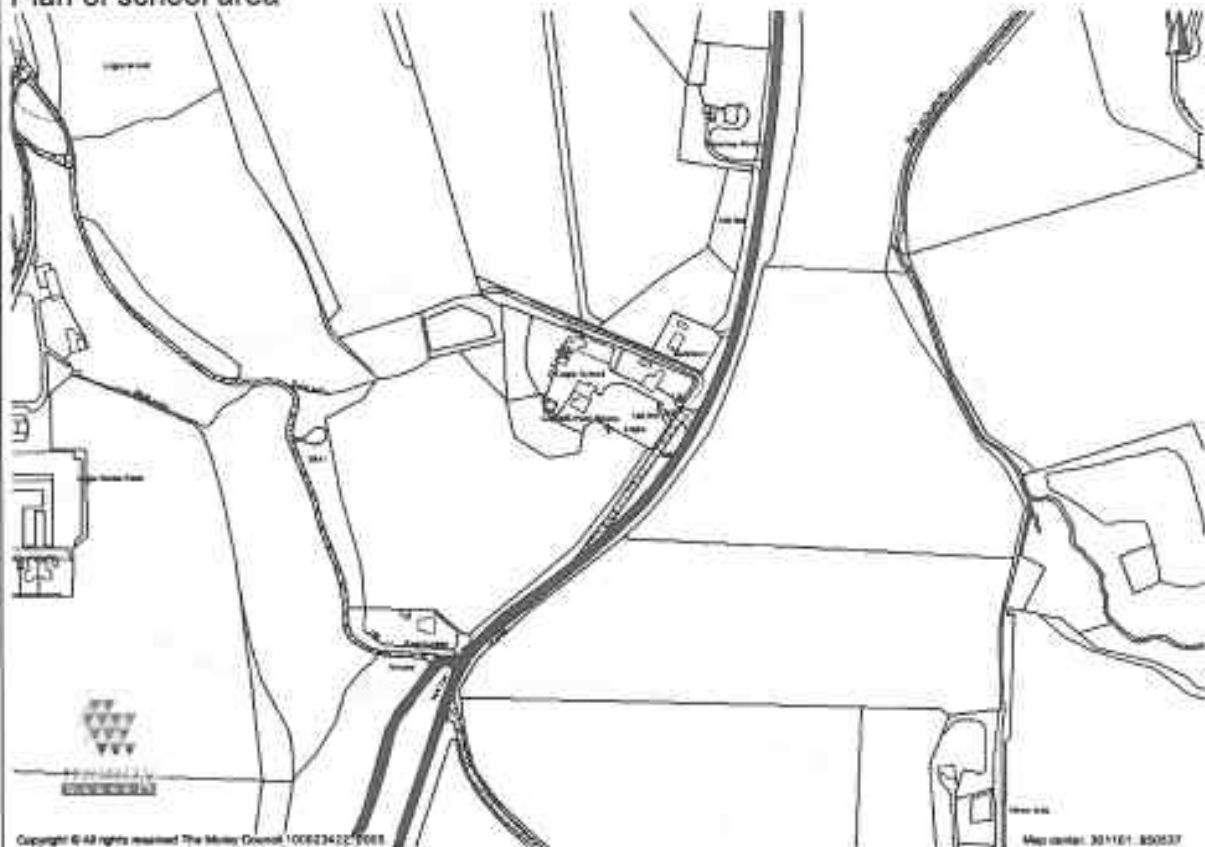
Description of school: Rural school on single track very lightly trafficked cul-de-sac.

Details of work already carried out: None

Issues around school: The traffic volume and speeds around the school are very low. It is highly unlikely that installing a part-time 20mph limit would have any effect on speed but the signs would be highly visually intrusive and out of character with the rural nature. Additionally because the road is derestricted there would have to be additional advanced warning signs for the speed limit which would add to the visual intrusion.

Name of School	Logie Primary School			
Adjacent road class and number or name	A940 Private			
Traffic past school (Volume and mean speed)		Number of pupils	2008	2009
A940 For 24 hours	1431 vehicles (46.5 mph)	35	35	
For school peak half hour	134 vehicles (44.7 mph)	Percentage of pupils by mode of transport:		
		Walk	0.0%	0.0%
		Cycle/Skate/Scoot	0.0%	0.0%
		Park & Stride	0.0%	0.0%
		Driven	54.8%	64.5%
		Bus	35.5%	29.0%
		Taxi/Other	9.7%	6.5%

Plan of school area



Description of school: Rural school off the A940 isolated from the main road and accessed from a remote section of the realigned public road

Details of work already carried out: None

Issues around school: No children walk to the school, and the school is accessed off a private road remote from the main through road.