

Item: 8

Development and Infrastructure Committee: 6 September 2022.

Finstown Traffic Management Study.

Report by Corporate Director for Neighbourhood Services and Infrastructure.

1. Purpose of Report

To present the outcome, and consider options, of the Finstown Traffic Management Study.

2. Recommendations

The Committee is invited to note:

2.1.

That, following receipt of a petition in 2021 from the Finstown local community raising road safety concerns, the Council engaged Systra UK Ltd to undertake a Traffic Management Study to determine what, if any, traffic management solutions would be required to improve current traffic conditions and alleviate road safety concerns.

2.2.

That the Traffic Management Study, attached as Appendix 1 to this report, provides options for improvements to the current traffic management within Finstown.

2.3.

The proposal to introduce the following new speed limits, with the aim to deliver these measures within the current financial year, the process for which takes three to four months to complete:

- New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- Extension of the 40mph transitional speed limit on the A966.
- Extension of existing part-time 20mph limit on the A966 to cover section of A965.

2.4.

The cost of introducing new speed limits and installing necessary signage, estimated at £40,000, which could be met from the Cycling, Walking and Safer Routes grant for 2022/23.

2.5.

That works associated with the following additional measures would be progressed as resources permit:

- Within 12 to 18 months – upgrade existing village gateways.
- Within 2 to 3 years – introduce speed indication devices, upgrade existing and introduce new uncontrolled pedestrian crossings.
- Within 3 to 5 years – introduce traffic calming measures and widen a section of footway on the east side of A966.

It is recommended:

2.6.

That new and revised speed limits be introduced in Finstown at the following locations:

- New 40mph transitional speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- Extension of the 40mph transitional speed limit on the A966.
- Extension of the existing part-time 20mph limit on the A966 to cover a section of A965.

2.7.

That the costs in respect of introducing the new speed limits in Finstown referred to at paragraph 2.6 above, estimated at £40,000, be funded from the Cycling, Walking and Safer Routes grant for 2022/23.

3. Introduction

3.1.

The Council received a petition in 2021 from the local community raising road safety concerns in Finstown. The main concerns raised were in relation to enforcement of existing speed limits, narrow footways, the need for speed reducing features and improvements for vulnerable road users.

3.2.

The Council employed a consultant, Systra UK Ltd, to carry out a traffic management study and examine the community's concerns to determine what, if any, traffic management solutions could improve current traffic conditions and alleviate the road safety concerns.

3.3.

The study looked at all routes into and through the village, including the A965, A966, Old Finstown Road, Heddle Road and Grandon Road. Consideration was given to

pedestrian and cycle movements with particular attention to the peak periods and when children are going to and from school.

4. Background

4.1.

Public engagement and consultation were critical for this project. Due to ongoing restrictions related to COVID-19 and associated concerns around infection control, this was done using a web-based consultation exercise, paper copies of which were made available for those who were unable to access the internet.

4.2.

At the time of closing, the website had been viewed approximately 3,000 times by approximately 1,100 visitors. The website included a link to a short questionnaire, and at the time of closing the survey, 272 responses had been received, almost 25% of visitors to the website.

4.3.

Options for consideration included:

- Review speed limits.
- Introduce speed reducing features.
- Carriageway widening and/or realignment.
- Pedestrian management.
- Alterations to existing footways.
- Other suggestions coming from consultation exercise.

4.4.

A copy of the Traffic Management Study Report, together with a briefing note, was issued to Elected Members on 8 June 2022.

4.5.

The report has also been shared with Firth and Stenness Community Council for information. The Community Council has asked for a discussion with Officers on the report once they have seen it, and this will be arranged at a suitable time.

5. Traffic Management Study

5.1.

The study has provided options and measures that are available to improve the current traffic management in Finstown. These would address the needs for all road users particularly pedestrians and cyclists.

5.2.

The outcomes of the study, including heat maps indicating areas of concern, are included in the Traffic Management Study Report, attached as Appendix 1 to this report.

5.3.

The measures proposed by the Traffic Management Study are:

- Within 12 to 18 months: new 40mph transitional speed limits, extended variable 20 mph speed limits.
- Within 12 to 18 months: upgrade existing village gateways.
- Within 2 to 3 years: introduce speed indication devices and upgrade existing and introduce new uncontrolled pedestrian crossings.
- Within 3 to 5 years: introduce traffic calming measures and widen a section of footway on the east side of A966.

5.4.

It is proposed to progress the introduction of new speed limits, with a target date of 31 March 2023. These include:

- The extension of the 40mph transitional speed limit on the A966.
- New transitional 40mph speed limits on A965 East, A965 West, Old Finstown Road and Heddle Road.
- The extension of existing part-time 20mph limit on the A966 to cover section of A965.

5.5.

Plans, statement of reasons and a draft order are being prepared. The remainder of the measures proposed by the Traffic Management Study will be progressed as resources permit, with the aim of being within the timeframes highlighted above.

5.6.

It is estimated that the cost to introduce the new speed limits and install the necessary signage will be in the region of £40,000. It is proposed to fund these works through the Cycling, Walking and Safer Routes grant of £98,000, allocated to the Council from the Scottish Government for financial year 2022/23. This grant is used for projects that encourage local cycling, walking and safer routes, all of which should be enhanced by reducing vehicle speeds on this route.

5.7.

The consultation process required for new, or to amend, existing traffic regulation orders takes three to four months, allowing for notices, adverts in the local paper and reviews of any comments. Should no adverse comments be received during the consultation process in respect of the proposals, the Corporate Director for Neighbourhood Services and Infrastructure has the delegation to make the new

orders. If there are any objections these will be reported to the Development and Infrastructure Committee in due course.

6. Links to Council Plan

6.1.

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Council Plan strategic priority theme of Connected Communities.

6.2.

The proposals in this report relate directly to Priority 1.3, Retain and where possible enhance public road infrastructure and coastal protection of public road infrastructure, of the Council Delivery Plan.

7. Links to Local Outcomes Improvement Plan

The proposals in this report support and contribute to improved outcomes for communities as outlined in the Local Outcomes Improvement Plan priority of Connectivity.

8. Financial Implications

8.1.

It is estimated that the cost to introduce the new speed limits and install the necessary signage will be in the region of £40,000. It is proposed to fund these works by using a proportion of the Cycling, Walking and Safer Routes grant funding for 2022/23.

8.2.

Orkney Islands Council has been allocated £143,432 from the Scottish Government for Cycling, Walking and Safer Routes for financial year 2022/23.

8.3.

As Roads Authority, the cost of the Traffic Regulation Order, estimated at about £2,000, will be borne by the Council under this budget area.

9. Legal Aspects

If the Council wishes to impose new speed limits, it must obtain a traffic regulation order under the Road Traffic Regulation Act 1984. The requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 will also require to be observed.

10. Contact Officers

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11. Appendix

Appendix 1: Finstown Traffic Management Study.

FINSTOWN TRAFFIC MANAGEMENT STUDY



FINSTOWN TRAFFIC MANAGEMENT STUDY

IDENTIFICATION TABLE

Client/Project owner	Orkney Islands Council
Project	Finstown Traffic Management Study
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APPROVAL

Version	Name	Position	Date	Modifications	
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- Appendix C – Pedestrian Survey Crossing Movements
- Appendix D – Survey Monkey Output
- Appendix E – Traffic Management Measures – Preliminary Drawings

EXECUTIVE SUMMARY

SYSTRA UK Ltd. Has been appointed by Orkney Islands Council to undertake a traffic management study in the village of Finstown. This study seeks to identify a number of short, medium, and long term road safety measures designed to improve road safety and reduce traffic speeds within Finstown. This study has considered the main routes through Finstown including the A965, A965, Old Finstown Road and Heddle Road.

The recommendations made in this report have been informed by a comprehensive and evidence driven approach. The first part of this study involved acquiring a detailed understanding of the local traffic and transport characteristics and items of concern. This included a site visit, review of existing traffic information (volumes and vehicle speeds) and a pedestrian and cyclist survey. SYSTRA also reached out to stakeholders, including various Council Officers and Police Scotland.

There is conclusive evidence of drivers often exceeding the 30mph speed limit. The local road infrastructure means these higher speeds create an intimidating environment for pedestrians. It is noted that there have been no personal injury collision within the village in the last 5 years.

The pedestrian and cyclist surveys conducted showed that within the study area there were low numbers of crossings and general movement, this includes the junction between the A965 and A966 as well as the footways to Firth Primary School.

From the data gathered, an initial optioneering exercise was carried out to establish a series of potential but viable traffic management options. A web based public consultation was carried out to ensure the public had an opportunity review the initial options and to offer any other comments and feedback that they may have, either in relation to the proposals, or to raise general concerns regarding local road safety. The public consultation website was visited by approximately 1,100 visitors and of the comments provided, many related to addressing high vehicle speeds.

The traffic management options were then developed further and refined into an Action Plan of short, medium, and long term measures. In the short term SYSTRA recommend speed limit reductions in and around the study area as well as improved signage on the way into the village. Following that SYSTRA's recommendations for medium term measures installing pedestrian crossings and upgrading existing crossings. Longer term measures would include traffic calming measures and widening footway at a number of locations.

Timescales, processes and indicative costs have been detailed in the body of the report and all of this would be subject to available funding and the iterative action plan means that the success of initial measures may preclude requirements for further interventions.

Indicative construction costs have been provided for each identified option. These attempt to provide realistic estimates from all available information, with costs extracted from industry standard construction rates, and from past involvement in similar works.

By reducing local vehicle speeds, it is hoped that the measures recommended by this study will encourage more people to walk and cycle when carrying out local trips.

1. INTRODUCTION

1.1 Background

- 1.1.1 SYSTRA UK Ltd. (SYSTRA) has been appointed by Orkney Islands Council (OIC) to undertake a traffic management study in the village of Finstown. The study has been initiated in part by road safety concerns raised by a number of residents of Finstown, in relation to driver behaviour and the existing transport infrastructure within the village. The aim of the study is to identify a selection of potential short, medium and long term traffic management interventions that will encourage reduced traffic speeds and increase road safety within Finstown.
- 1.1.2 Road safety is a contentious issue in many communities. By their nature, villages tend to be rural in nature and frequently have to deal with traffic 'passing through' and therefore, are not local to the immediate area. This can lead to some drivers travelling at speeds perhaps excessive for the area, resulting in a detrimental impact to road safety and fundamentally, the vibrancy of the village and its residents.
- 1.1.3 The study area encompasses the main routes into and through Finstown including the A965, A966, Old Finstown Road and Heddle Road. **Figure 1** demonstrates the extents of the study area.

Figure 1. Study Area within Finstown



Source: SYSTRA

1.2 Tasks and Outcomes

- 1.2.1 In order to fulfil the aims of the study, SYSTRA has undertaken several tasks to identify a range of potential traffic management interventions for Finstown. The tasks are as below:

1. **Inception meeting** with OIC to understand local issues and concerns, to establish study objectives;
2. **Traffic Regulation Order (TRO) review** to compare the articles and schedules with a sample of the existing on-street TRO signing and lining;
3. **Data gathering exercise** to ensure we have a comprehensive understanding of the existing transport infrastructure, traffic levels and accident history. The data gathering exercise included a site visit which provided a valuable opportunity to review first hand, the petitioned concerns of the community and gain an understanding of the traffic conditions within the village;
4. **Stakeholder engagement** with OIC and Police Scotland on local road safety issues and the initial options;
5. **Initial optioneering** to develop a set of potential traffic management interventions;
6. **Public consultation** to ensure the local community is included in development of potential traffic management measures and has opportunity to express opinions;
7. **Develop and refine measures** based on the data gathered, along with an 'Action Plan' setting out short, medium and long term measures; and
8. **Cost estimates** of traffic management options to provide indicative construction costs that portray realistic estimates from currently available information.

1.3 Stakeholder Engagement

1.3.1 The preparation of this report has been informed by stakeholder consultation conducted between 24th January and 11th February 2022. Members of the OIC representing road safety, transportation, development management, forward planning, education, housing and communications as well as Police Scotland and Sustrans engaged in the process which included a combination of Microsoft TEAMS meetings and email correspondence.

1.3.2 In addition, a site visit was undertaken on 17th and 18th January 2022 in order to fully understand the existing transport infrastructure Finstown. The site visit, together with the stakeholder engagement, has helped to identify and understand the existing transport conditions within the town in terms of sustainable transport infrastructure, local road network and parking activity, and road safety issues.

1.4 Report Structure

1.4.1 Following this introductory chapter, the report is structured as follows:

- Chapter 2 – Historic Documents and Policy Framework Review;
- Chapter 3 – Existing Transport Conditions;
- Chapter 4 – Baseline Transport Data;
- Chapter 5 – Summary of Stakeholder Engagement;
- Chapter 6 – Initial Traffic Management Optioneering;
- Chapter 7 – Summary of Public Consultation;
- Chapter 8 – Recommended Traffic Management Measures and Action Plan;
- Chapter 9 - Cost Estimates; and
- Chapter 10 – Conclusions.

2. HISTORIC DOCUMENTS AND POLICY FRAMEWORK

2.1 General

2.1.1 This chapter contains a review of the relevant transport policy documents that have been considered for the purposes of preparing this Traffic Management Study. This is to ensure that the recommended transport interventions are consistent with local, regional and national transport policy and compliments the ambitions of OIC, HITRANS and the Scottish Government.

2.2 Three Villages Masterplan

2.2.1 In 2010 the Three Villages Masterplan study was adopted as planning guidance by OIC to inform the future development of Dounby, Finstown and St Margaret's Hope. The masterplan identifies the role and purpose of each settlement, the socio-economic character of each village, examines the capacity for future development, defines the special qualities of each village and advises on future planning policy.

2.2.2 The stated aims of the masterplan study are as follows:

1. To provide a means of engaging with the public and other stakeholders to establish the future role for Dounby, Finstown and St Margaret's Hope within Orkney's settlement hierarchy;
2. To assist the Council in directing a coordinated development pattern in each village in the determination of future planning applications;
3. To identify development opportunities within each village including a review of settlement boundaries;
4. To provide a document which will assist developers in the formulation of proposals which contribute to a high quality and legible urban form which responds and enhances the local context and character; and
5. To provide a robust assessment of issues which can feed into the Local Plan review.

2.2.3 The masterplan proposals for Finstown included items that addresses traffic dominance, land allocation for new uses and the provision of open space facilities. Proposal F1 (Traffic and the village environment) of the masterplan study draws attention to the perception of higher than appropriate speeds through the village and proposes a series of minor interventions as follows:

- Defining clearer gateways to the village to mark a definite transition from highway to village - the location of such gateways should combine with the built form of Finstown so that drivers have a stronger awareness of entering a distinctive place;
- Using places, focal points and traffic junctions as opportunities to calm traffic through public realm interventions;
- The introduction of a 20 mph speed limit at gateways points, although this is of secondary importance to the street design;
- Removing, or not replacing, the centre line markings within the village - research by TRL for Wiltshire County Council suggests that this measure alone can help reduce speeds by 2-3 mph;

- Reduce the apparent width of the street through the addition of an appropriate verge treatment - such a treatment might consist of the application of a surface dressing in a contrasting colour to the asphalt of the carriageway, or the use of a locally sourced paving element; and
- The introduction of lower-level, more pedestrian-friendly lighting, combined where possible with existing buildings.

2.2.4 We have ensured that the recommendations included in this study take cognisance of the items listed above and that they complement the wider aims for Finstown.

2.3 Orkney's Green Travel Plan

2.3.1 Adopted in November 2016, Orkney's Green Travel Plan seeks to address the high level of car ownership on the Island and encourage an increased number of people to travel by active and sustainable modes, to reduce the number of single occupancy vehicle journeys. The aims of the Plan are to:

- Contribute to the health and wellbeing of the people of Orkney;
- Promote, encourage and enable safe, active and sustainable travel so that they become the modal choice for everyday journeys thereby reducing Orkney's Carbon footprint;
- Improve the cycling and walking environment by connecting current infrastructure (subject to external grant funding) and create a comprehensive network that will encourage a greater number of walking and cycling trips; and
- Reduce parking congestion problems at workplaces, reduce business mileage claims and business travel costs.

2.3.2 The Green Travel Plan includes an action plan that contains a package of measures to help increase the number of people who choose travel by active and sustainable modes such as improving the current walking and cycling infrastructure, increase number of cycle parking facilities at key destinations and ensuring that new developments provide good active and sustainable infrastructure.

2.4 OIC Local Transport Strategy

2.4.1 OIC has produced a Local Transport Strategy (LTS)(2007) which sets out OIC's position in relation to transport policy. The LTS identifies six key delivery objectives to:

1. Ensure travel opportunities meet the needs of the whole community;
2. Integrate various means of travel around Orkney;
3. Promote accessibility for all;
4. Increase levels of active travel;
5. Make travel safer; and
6. Reducing traffic in sensitive areas.

2.5 OIC Local Development Plan (LDP)

2.5.1 Orkney LDP, adopted in April 2017, sets out the strategy for development of land on the islands from 2017 – 2022. The plan outlines the framework for development, based on the objectives set within the National Planning Framework (NPF) and National Transport

Strategy (NTS). The vision outlined in the LDP aims to ensure developments will have a positive and sustainable socio-economic impact, with services and facilities supported by a focus on growth within existing settlements.

2.5.2 Transportation policy within the LDP is set out within Policy 14 and identifies three main themes:

○ **Transport Infrastructure**

- Developments that adversely impact strategic transport connections will not be permitted; and
- Where justification exists within local, regional or national policy proposals for maintenance, improvement or expansion of transport infrastructure will be supported.

○ **Sustainable Travel**

- Development proposals must demonstrate how they will facilitate and integrate active and sustainable travel with existing infrastructure.

○ **Road Network Infrastructure**

- Developments should demonstrate good connections with the local network, provide pedestrian and cycle links that's are accessible, can be safely access by service vehicles, infrastructure upgrades should be of adoptable standards and designed to minimise maintenance burden and impact on the character of the surrounding area.

2.6 HITRANS Regional Transport Strategy (Draft, 2017)

2.6.1 The draft HITRANS Regional Transport Strategy (RTS) 2017, initially published in 2018, sets out a vision to:

“Deliver connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities”

2.6.2 One of the aims of the RTS is to enable good transport connections for communities and individuals, which is a key part of the purpose for this study. The RTS states that:

“There should be good access to and around the nearest local centre; this might be by bus, ferry, plane, community transport, on foot or by bike, with generally, for all but some distant communities, a minimum of three return public transport journeys per weekday, allowing for full and part-time employment and attendance at appointments and leisure opportunities. Normally this will be a mix of many of these means in an area suited to the geographical and social and accessibility needs of the community”

2.7 Designing Streets

2.7.1 The Scottish Government's, "Designing Streets" is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and pedestrian movement and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering these.

2.7.2 Designing Streets emphasises the importance of providing well designed streets at the heart of sustainable communities and demonstrates the benefits that can be realised by assigning a higher priority to pedestrians and cyclists from good street design. The document seeks a shift away from a rigid application of design standards to a more holistic approach to the creation of places.

2.7.3 Designing Streets emphasises that street design should meet the following six qualities of successful places:

- Distinctive;
- Safe & pleasant;
- Easy to move around;
- Welcoming;
- Adaptable; and
- Resource efficient.

2.8 National Roads Development Guide

2.8.1 The National Roads Development Guide (NRDG) is principally the technical enabler to the Designing Streets policy document and clarifies the circumstances in which Designing Streets can be applied. As outlined in the NRDG, the purpose of the document is to:

- Provide guidance on how to obtain a Road Construction Consent;
- Provide a consistent, accessible, and relevant source of information that links related detailed and complex infrastructure requirements in one place;
- Support the Scottish Government Policy, "Designing Streets" and expand this to address the interface with other roads. This national guide is considered the technical enabler to that policy document;
- Advocate a re-designation of road hierarchy to user hierarchy;
- Support the principles of adopting a multi-disciplinary approach and early engagement to achieve a balanced outcome based on a user function;
- Accommodate Local Authority variances, such as parking standards or road details. These local departures are intended to be easily accessed and as such form a section appended to this baseline document;
- Advocate the creation of a review board and update procedure so that changes to legislation, best practice, codes of practice, guides and other such documents can be regularly included such that the guide is maintained efficiently and will provide a positive long-term legacy;

- Encourage high-quality environments that place a focus on people and enable developments to be designed on an individual methodology rather than following standard and rigid specifications where possible; and
- Support a more holistic, integrated approach to the planning and approvals process with early discussions between all parties actively encouraged.

2.9 National Planning Framework 3

2.9.1 The National Planning Framework (NPF) sets out the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole. Scotland's third NPF was produced in June 2014.

2.9.2 The NPF outlines the key planning objectives for Scotland which are:

- **A successful sustainable place** - supporting economic growth, regeneration and the creation of well-designed places;
- **A low carbon place** - reducing our carbon emissions and adapting to climate change;
- **A natural resilient place** - helping to protect and enhance our natural cultural assets and facilitating their sustainable use; and
- **A connected place** - supporting better transport and digital connectivity.

3. EXISTING TRANSPORT INFRASTRUCTURE

3.1 General

- 3.1.1 The following chapter provides an overview of the existing active travel road infrastructure in Finstown and the surrounding area. Commentary is provided on the existing facilities to supporting walking and cycling trips as well as the existing characteristics of the road network within the village.
- 3.1.2 This review has been informed by a detailed desktop study, stakeholder engagement and a site visit. The site visit was undertaken on the 17th and 18th January 2022, where we conducted a walk over of Finstown and the surrounding area, observing traffic and pedestrian behaviour and the transport infrastructure that is currently available.
- 3.1.3 Our review of the existing transport infrastructure and consultation with stakeholders and the local community, has enabled us to identify the strengths and constraints that currently exist in Finstown. This has ensured that we have a comprehensive understanding of Finstown and are able to make informed recommendations to address these constraints.

3.2 Pedestrian Infrastructure

- 3.2.1 Finstown currently has a well-connected network of footways within the settlement limits. We have undertaken a review of the pedestrian infrastructure along the key walking (and cycling) routes through the village, and the following sections describe in detail, the standard of the existing infrastructure.

A965

- 3.2.2 For the majority, pedestrians are provided with continuous footways on either side of the carriageway for the majority of the A965 as it passes through Finstown. Street lighting is provided for the length of the road through Finstown. It is noted that the footways vary in width depending on the location, with widths generally between 0.5m and 1.5m.
- 3.2.3 Figure 2 demonstrates the general standard of footways on the A965 while Figure 3 indicates a narrow section of footway provision to the south of the junction with Old Finstown Road.

Figure 2. General Standard of Footways on A965



Source: SYSTRA

Figure 3. Narrow Footways on A965



Source: SYSTRA

3.2.4 In terms of pedestrian crossing provision, there is an uncontrolled crossing point formed of dropped kerbs in the vicinity of Baikies Store, to the west of the village. It is noted that there are a number of areas where dropped kerbs are provided for vehicular access purposes and occasionally these accesses align on both sides of the A965. Currently there are no crossing points on the A965 within Finstown that provides tactile paving to assist visually impaired users to cross the carriageway. A School Crossing Patrol Officer (SCPO) is operates at the A965/A966 during school opening/closing times, to help pupils attending Firth Primary to safely cross on their way to school.

3.2.5 Uncontrolled pedestrian crossing points formed of dropped kerbs and tactile paving are provided on Jewadale Road arm of the A965/Jewadale Road junction and on the A966 arm of the A965/A966 junction. Figure 4 indicates the crossing facilities at the A965/Jewadale Road junction whilst the crossing facility at the A965/A966 junction are indicated by Figure 5.

Figure 4. Uncontrolled Crossing Facilities at A965/Jewadale Road Junction



Source: SYSTRA

Figure 5. Uncontrolled Crossing Facilities at A965/A966 Junction



Source: SYSTRA

Old Finstown Road

- 3.2.6 Continuous footways are provided on both sides of the carriageway along Old Finstown Road until the access to Firth Community Centre, where the footway continues on the northern side of the carriageway only, to the edge of the settlement limits. The footways on Old Finstown Road are approximately 1.5m wide, with street lighting provided along the entirety of the road within the village and in terms of surfacing is generally of a similar standard to the A965. It is noted that there are no crossing points located along Old Finstown Road.
- 3.2.7 Figure 6 below indicates the general characteristics of the footways on Old Finstown Road.

Figure 6. General Standard of Footways on Old Finstown Road



Source: SYSTRA

Heddle Road

- 3.2.8 A continuous footway is provided on the western side of Heddle Road, which extends to the junction with Heddle Hill, whilst an intermittent footway is provided on the eastern side of the carriageway extending to the junction with Grimond Road. The width of the footway varies between 1m – 2m and street lighting is provided along the whole route within Finstown. There are no pedestrian crossing points located along Heddle Road, apart from the uncontrolled crossing located at the junction with the A965, which is formed of dropped kerbs without associated tactile paving.
- 3.2.9 The general pedestrian characteristics of Heddle Road are shown in Figure 7 whilst the pedestrian crossing facilities at the junction with the A965 are demonstrated in Figure 8.

Figure 7. General Standard of Footways on Heddle Road



Source: SYSTRA

Figure 8. Uncontrolled Crossing Facilities at Heddle Road/A965 Junction



Source: SYSTRA

A966

- 3.2.10 The A966 provides a footway on either side of the road until the junction with Seafield, at which point the footway extends north towards Firth Primary School on the eastern side of the carriageway only. The width of the footway is approximately 1.5m and street lighting is provided along the road to the access of the primary school. It is noted that the effective usable width of the footway reduces at some points to approximately 1m, due to over-growth of grass verge/vegetation. Figure 9 demonstrates the pedestrian characteristics along the A966 and the crossing facilities at the junction with Fletts Corner.

Figure 9. General Standard of Footways on A966



Source: SYSTRA

- 3.2.11 A SCPO is operates at the A965/A966 during school opening/closing times, to help pupils attending Firth Primary to safely cross on their way to school.
- 3.2.12 A number of uncontrolled pedestrian crossing points are provided along the A966, with the crossings located at the junction with the A965 and the junction with Fletts Corner formed of dropped kerbs with tactile paving whilst the crossing at the junction with Seafield is formed of dropped kerbs only. A narrow pedestrian bridge, approximately 1m width, provides access across the Ouse and into the primary school.
- 3.2.13 Figure 10 shows the pedestrian bridge which crosses the Ouse.

Figure 10. Ouse Pedestrian Bridge



Source: SYSTRA

Other Pedestrian Routes

Unnamed Footpath Adjacent to Allan's Of Gillock

- 3.2.14 It is noted that there is a footpath that extends from Grimond Square to the A965 which is well used, particularly by pupils making their way to Firth Primary School. The path is approximately 1.5m wide and has street lighting provided along its length. The general characteristics of the footpath are illustrated in Figure 11.

Figure 11. General Characteristics of Unnamed Footpath



Source: SYSTRA

St Magnus Way

- 3.2.15 The St Magnus Way was established in 2016 and is a long distance walking route that extends from Evie (Gurness) to Kirkwall via Dounby, Finstown and Orphir amongst other settlements. Finstown is located as a changeover location between two sections of the route, the Dounby to Finstown and Finstown to Orphir sections.

Orkney Core Path Network

- 3.2.16 Orkney Core Path no's. WM7, WM8, WM9 and WM10 are located within walking distance of Finstown with links provided from the A965, A966 and Old Finstown Road. Figure 12 illustrates the core path network in the vicinity of Finstown.

Figure 12. Core Path Network in Vicinity of Finstown



Source: OIC & ArcGIS

- 3.2.17 Whilst it should be noted that there are a number of issues relating to narrow footway widths and the number and quality of uncontrolled pedestrian crossings throughout the village, it is clear from our review of the existing pedestrian infrastructure that Finstown has a relatively well connected network of footway and footpaths.
- 3.2.18 Figure 14 indicates the key amenities within Finstown along with the primary walking routes to access these facilities on foot. Figure 14 demonstrates that the majority of Finstown is accessible on foot based on a 5, 10, 15 and 20 minute walking time from the geographical centre of the village (located approximately adjacent to Finstown Car park/Cemetery).

Figure 13. Key Amenities and Pedestrian Routes

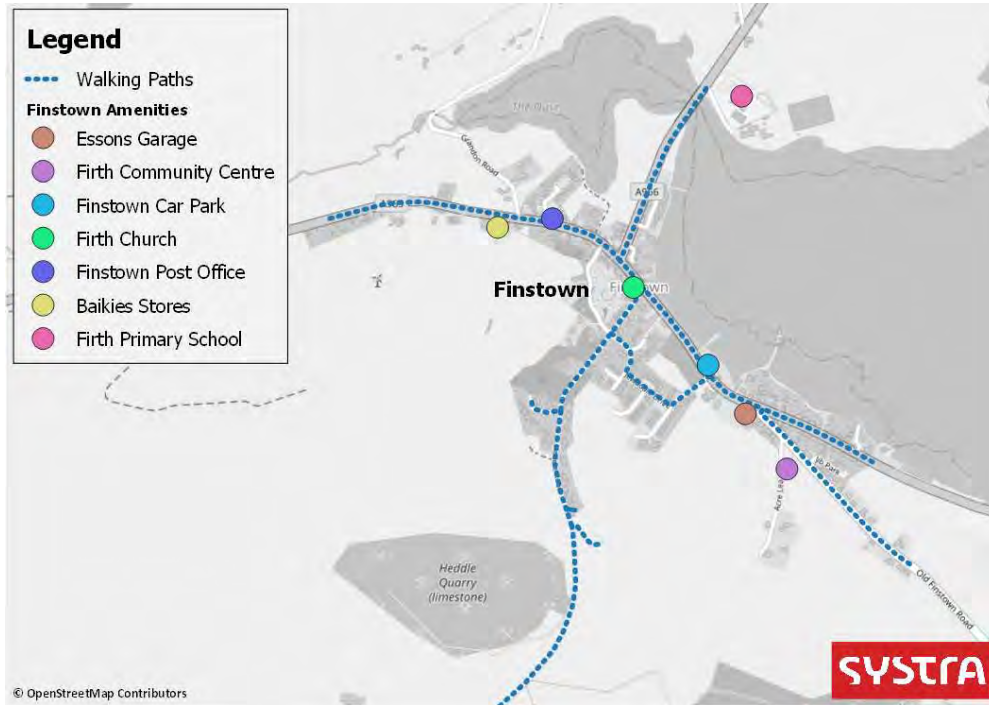
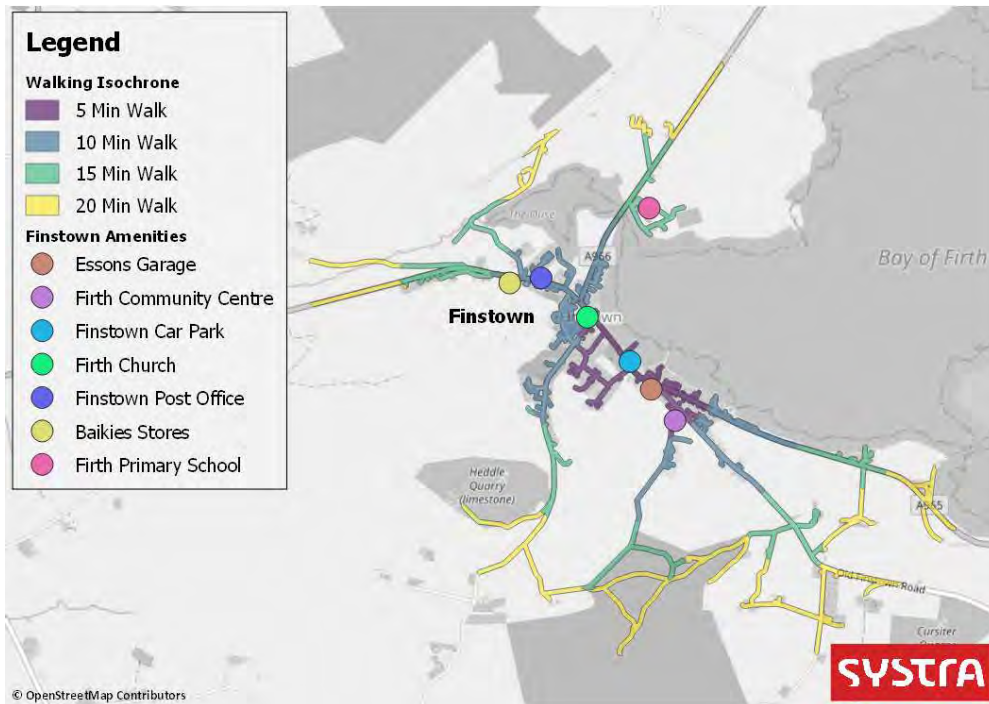


Figure 14. Walking Isochrones

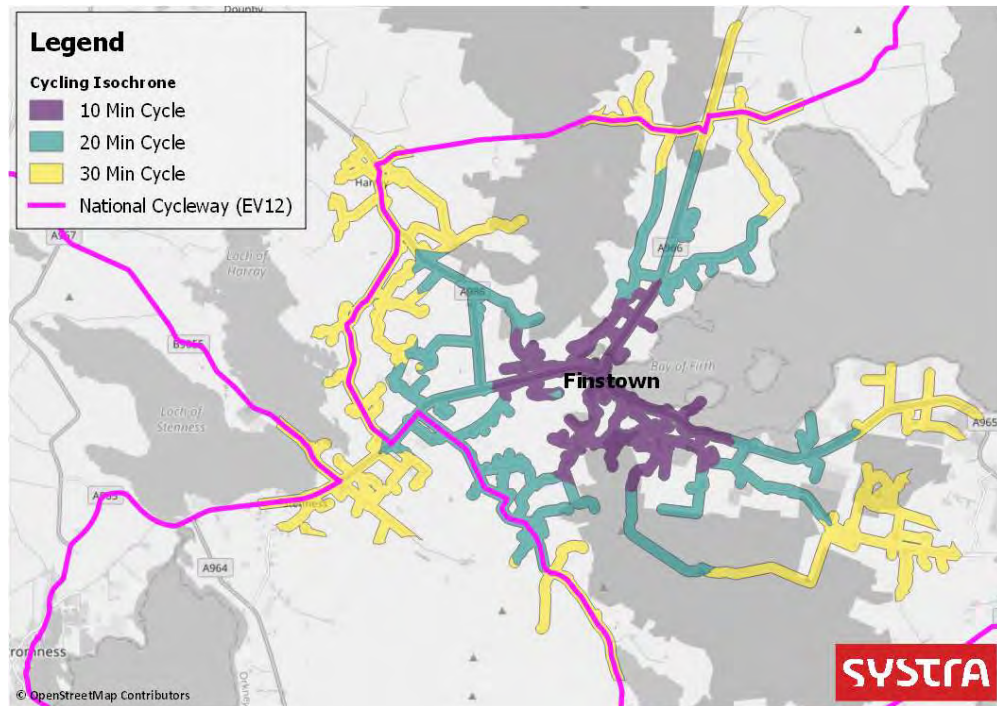


Source: SYSTRA & QGIS

3.3 Cycling Infrastructure

- 3.3.1 There are no formal cycling facilities or routes within Finstown, although there is a named route within reasonable cycling distance of the village. The Burwick to Kirkwall and Stromness Route, part of the EuroVelo 12 Route (North Sea Cycle Route), lies approximately 4km to the west of Finstown. This route is primarily ‘on-road’ through this section and extends in a south to north direction in the vicinity of Finstown.
- 3.3.2 Cycle parking for four Sheffield style cycling parking stands are provided within Finstown, two at the bus stop opposite Allan’s of Gillock and two at the bus stop opposite Baikies Store. It should be noted that two bicycles can be accommodated per stand, providing cycle parking for eight bicycles in total.
- 3.3.3 **Error! Reference source not found.** illustrates cycling isochrones demonstrating the 10, 20 and 30 minute cycling distances to/from the geographical centre of Finstown. For reference a cycling speed of 14km/h has been assumed.

Figure 15. Cycling Isochrones



Source: SYSTRA & QGIS

3.4 Local Road Network

- 3.4.1 The key roads within Finstown are indicated by Figure 16 and discussed in greater detail in the following paragraphs.

Figure 16. Local Road Network



A965

- 3.4.2 The A965 is a good standard single carriageway road that extends from south-east to north-west through Finstown. The carriageway varies in width between 6m to 7m, is subject to a 30mph speed limit and has street lighting provided along the entirety of the route the within the settlement limits of Finstown. The A965 is strategic in nature and provides links to Kirkwall and Stromness. A number of commercial and residential properties take access from the A965.
- 3.4.3 On-street parking is provided on the northern side of the carriageway, extending west from a point adjacent to Baikies Store and provides 16 car parking spaces. During the site visit no vehicles were observed utilising the spaces.
- 3.4.4 The general characteristics of the A965 are illustrated in Figure 17.

Figure 17. A965 General Characteristics



Source: SYSTRA

Old Finstown Road

- 3.4.5 Within the settlement limits, Old Finstown Road is a 30mph, single carriageway road of approximately 6m width, with street lighting provided along the length of the road within Finstown. Old Finstown Road provides a link from Kirkwall to Finstown, joining the A965 in Finstown. The general conditions of Old Finstown Road are indicated in Figure 18.

Figure 18. General Characteristics of Old Finstown Road



Source: SYSTRA

Heddle Road

- 3.4.6 Heddle Road is a good standard single carriageway of approximately 6m width, that extends in a generally south to north direction connecting Germiston Road to the A965 within Finstown. Street lighting is provided for the whole of the route within settlement limits. The general characteristics of Heddle Road are illustrated in Figure 19.

Figure 19. General Characteristics of Heddle Road



Source: SYSTRA

A966

3.4.7 The A966 is a good standard single carriageway road that extends generally in a south to north direction connecting Finstown to Evie and settlements in the north of the Island. The A966 is approximately 6.5m - 7m wide and has street light provided between Firth Primary School and the junction with the A965. The road is subject to varying speed limits as follows:

- A 30mph speed limit extends from the junction with the A965 to the works site adjacent to Seafield;
- A 40mph speed limit extends from the works site at Seafield to a point approximately 350m north-east of Firth Primary School access; and
- A part time 20mph speed limit extends approximately 110m either side of the school access point and is operational when indicated by flashing lights on speed limit signage between the hours of 0730 and 1700.

3.4.8 The general characteristics of the A966 are indicated by Figure 20.

Figure 20. General Characteristics of the A966



Source: SYSTRA

General Site Visit Observations

3.4.9 Commentary on some of the observations made during site visit:

- There are parking and waiting restrictions throughout the village and on-site observations confirmed that these restrictions are generally adhered to, with no unauthorised parking noted;
- Signage and lining, both related to general traffic and restrictions noted above, is of a variable quality with a number of areas that require refreshing;
- The road surface is generally of a good standard throughout Finstown, although it is noted that the surface on Heddle Road in the immediate vicinity of the junction with the A965 has deteriorated;
- Traffic flows during on-site observations were noted to be steady with gaps with traffic providing ample opportunity to cross without significant delay; and
- Vehicle speeds did not appear excessive during on-site observations, however it is recognised that narrow footways and proximity to traffic increases levels of intimidation. It is also recognised that the presence of someone wearing high visibility clothing may have raised driver awareness, encouraging slower vehicle speeds.

3.5 Traffic Regulation Order (TRO) Review

3.5.1 SYSTRA has carried out an on-site review of TRO signing and lining within Finstown, compared against the articles and schedules necessary to legally enforce them. The on-site survey was undertaken on Monday 17th January 2022 and made a comparison of the signing and lining in the schedule with what has been implemented 'on the ground'.

3.5.2 The following TROs were reviewed:

- Firth School variable 20mph speed limit, 2007;
- Prohibition of waiting (A965, Old Finstown Road and A966), 2000;
- Restricted road, 30mph speed limit (A966), 1993;
- Restricted road, 30mph speed limit (Heddle Road), 2001; and
- Restricted road, 30mph (A966), 1985;

3.5.3 Generally, the review has found that the signing and lining provided on site appropriately reflects the respective signed orders. There are some areas where TRO lining and signage has become worn and faded, and will require to be reinstated in order to appropriately enforce the respective restrictions. It is noted that this study has not undertaken a comprehensive review of the TRO provision within Finstown, and that it will likely be necessary to undertake a further more detailed review of signing and lining, subject to the traffic management measures that are taken forward from this study.

3.5.4 Figure 21 to Figure 25 illustrate the typical condition of signage and lining at various location in Finstown.

Figure 21. A965 Lining and Signage Provision



Source: SYSTRA

Figure 22. A965/Old Finstown Road Junction Lining Provision



Source: SYSTRA

Figure 23. A965/Heddle Road Junction Lining Provision



Source: SYSTRA

Figure 24. A966/A965 Junction Lining Provision



Source: SYSTRA

Figure 25. A966 Lining and Signing Provision



Source: SYSTRA

4. BASELINE TRANSPORT DATA

4.1 Traffic Surveys

4.1.1 Traffic counts and speeds were recorded by OIC over an 81 day period in 2021 and from that we have summarised in the total two way vehicle flow, as well as vehicle speeds in each direction for 5 sites in the study area. The locations of these 5 sites are outlined below in Figure 26.

Figure 26. Vehicle Flow and Speed Survey Sites



Table 1. Two Direction Weekday Vehicle Flow

	Two Direction Weekday Flow (veh)		
	All Day (24hr)	07:00-09:00	16:00-18:00
Site 1	5092	675	926
Site 2	2595	340	474
Site 3	5621	761	1027
Site 4	6639	888	1209
Site 5	1498	216	279

Table 2. Two Direction Weekend Vehicle Flow

	Two Direction Weekend Flow		
	All Day (24hr)	07:00-09:00	16:00-18:00
Site 1	3717	194	576
Site 2	1970	99	288
Site 3	4193	232	617
Site 4	4835	251	738
Site 5	1013	55	165

4.2 Speed Surveys

4.2.1 The average and 85th percentile vehicle speeds, for the weekday and weekend are presented in Table 3 and Table 4.

Table 3. Weekday Vehicle Speed by Direction

	Directional Weekday Speeds (mph)			
	Average Speed		85th Percentile	
	North	South	North	South
Site 1	28.1 mph	34.7 mph	31.2 mph	39.6 mph
Site 2	32.4 mph	26.2 mph	42.9 mph	29.4 mph
Site 3	31.8 mph	28.8 mph	35.7 mph	31.1 mph
Site 4	27.3 mph	26.9 mph	31.1 mph	31.0 mph
Site 5	31.9 mph	39.7 mph	38.0 mph	47.8 mph

Table 4. Weekend Vehicle Speed by Direction

	Directional Weekend Speeds (mph)			
	Average Speed		85th Percentile	
	North	South	North	South
Site 1	27.8 mph	34.1 mph	30.6 mph	38.7 mph
Site 2	30.9 mph	25.7 mph	38.8 mph	29.0 mph
Site 3	31.0 mph	28.1 mph	34.7 mph	30.5 mph
Site 4	26.4 mph	25.7 mph	30.2 mph	29.9 mph
Site 5	31.5 mph	39.4 mph	37.5 mph	47.1 mph

4.2.2 With a speed limit of 30mph through Finstown, the results of the survey clearly indicates that a significant proportion of drivers are exceeding this limit. SYSTRA would note the following key themes from the survey:

- Site 1 – Drivers are entering the village, from the (north) west, at speeds well in excess of 30mph. The average speeds on a weekday and at the weekend are approximately 34mph, with the respective 85th percentile speeds approximately 40mph;
- At Sites 2 and 3, within the village proper, the average northbound speeds are at around, or just exceeding, the speed limit;
- The northbound 85th percentile speed at Site 2 (north west of the A966) is approximately 43mph on a weekday and approximately 39mph at the weekend;
- The northbound 85th percentile speeds at Site 3 (recorded close to the bus stops and footpath from Grimond Square) was approximately 36mph on a weekday and 35mph at the weekend; and
- Drivers entering the village from Old Finstown Road (travelling northbound) are approaching the A965 at an average speed of 32mph on a weekday and at the weekend. The 85th percentile speed on a weekday and at the weekend is approximately 38mph.

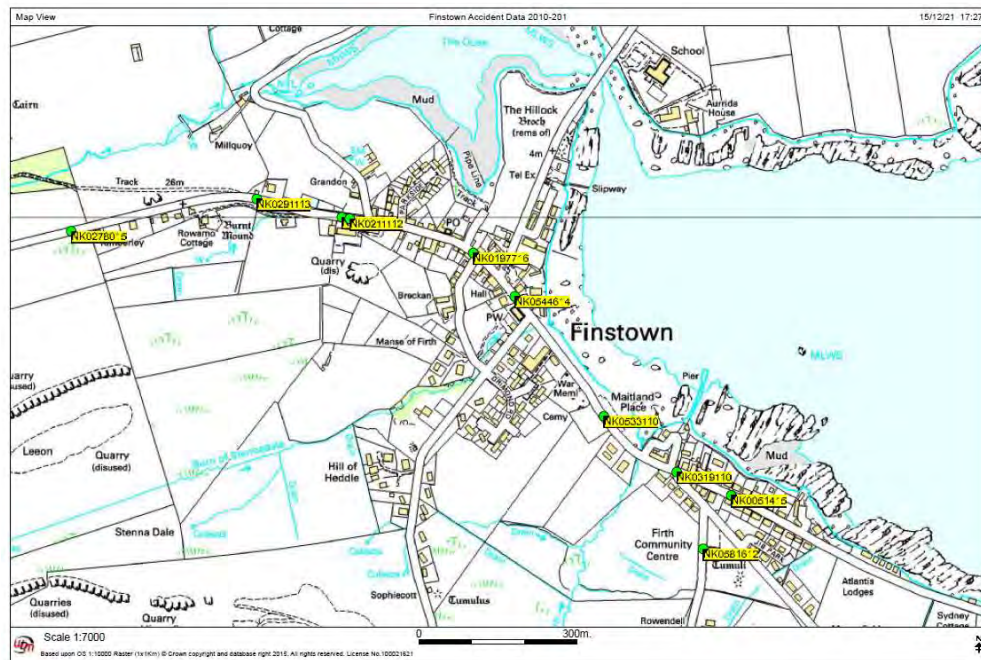
4.2.3 Based on the extensive speed survey data that has been gathered, SYSTRA would consider that there is conclusive evidence that many drivers are ignoring the 30mph speed limit.

Given the characteristics of the local carriageway infrastructure (narrow footways and narrow road widths), this will create an intimidating environment for pedestrians.

4.3 Accident Statistics

4.3.1 OIC has provided collision data for the 11 year period between 2010 and 2021, which indicates that there were three slight personal injury collision and seven ‘damage only’ collisions in Finstown. These accidents were recorded between 2010 and 2016. Figure 27 indicates the location of collisions identified by OIC, whilst the collision transcripts are provided in Appendix X.

Figure 27. OIC Collision statistics (2010 - 2021)



Source: OIC

4.3.2 The definition of a ‘slight’ personal injury collision is as follows:

- **Slight Injury** - An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

4.3.3 On review, whilst it is duly noted that a number of collisions were found to have occurred within Finstown, the collisions have taken place over a number of years and are spread throughout the village with no ‘cluster’ zones identified. However, it is noted that there has not been a personal injury collision within the village in the previous five-year period.

4.3.4 As such, there does not appear to be a significant issue with road safety in Finstown, although it is recognised that vehicle speeds, traffic volumes and inadequate transport

infrastructure can combine to convey a perception of risk and intimidation - particularly for Non-Motorised Users (NMU's).

4.4 Pedestrian and Cyclist Survey

4.4.1 To better understand the existing pedestrian and cyclist activity within Finstown, a survey was commissioned in February 2022. The survey adopted a comprehensive approach that measured movements at six locations and recorded pedestrian & cyclists in specific categories (list below).

4.4.1 The survey was carried out from Thursday 3rd to Sunday 6th February (inclusive), recording activity for the following time periods:

- Thursday & Friday: 0800 – 1000 and 1400 – 1900; and
- Saturday & Sunday: 0800 – 1000, 1200 – 1400 and 1600 – 1900.

4.4.2 The survey captured counts by demographics and the counts were separated into the following groups:

- <5 years old in a Pram/Pushchair
- <5 years old walking (accompanied by an adult)
- 5 to 12 years old (Unaccompanied)
- 5 to 12 years old (Accompanied by an adult)
- 13 to 17 years old
- 18 to 24 years old
- 25 to 49 years old
- 50 to 64 years old
- 65+ years old
- Mobility Impaired

4.4.3 The six sites surveyed are illustrated below by Figure 28.

Figure 28. Pedestrian and Cycle Survey Locations



4.5 General Observation Survey Results

- 4.5.1 The total counts at each location for the weekday AM period (0800 – 0900) for pedestrians and cyclists (i.e. combined demographics) is indicated from Figures 29 through to 32. This reflects the period when the maximum movements were observed. A more detailed breakdown of the survey results, for the pedestrian crossing movements, can be found in Appendix D.
- 4.5.2 89 pedestrians were recorded crossing the A956 to the east of Grandon Road. Of these, 85 were estimated to be aged between 25 and 49. It is therefore reasonable to assume that they were associated with people crossing to and from the local post office.
- 4.5.3 There were no more than two cyclists observed during the peak hour and in actual fact, there was zero cyclists recorded either crossing or turning at the majority of locations within Finstown.
- 4.5.4 The key observation from the surveys is that there was very little pedestrian and cyclist activity, either crossing the roads within the survey area or walking along the footways. This includes the junction of the A965 / A966 and the footways to Firth Primary School.
- 4.5.5 It is acknowledged that the surveys were carried out at the beginning of February, which is towards the end of the winter season. Therefore and notwithstanding the dry weather conditions when the surveys were carried, the low temperatures at the time (around 4°C) may have discouraged some people from walking and cycling. Nevertheless, the results of the survey still provide a sufficient base with which to inform the recommendations of this feasibility study.

Figure 29. Weekday AM Pedestrian Turn Counts

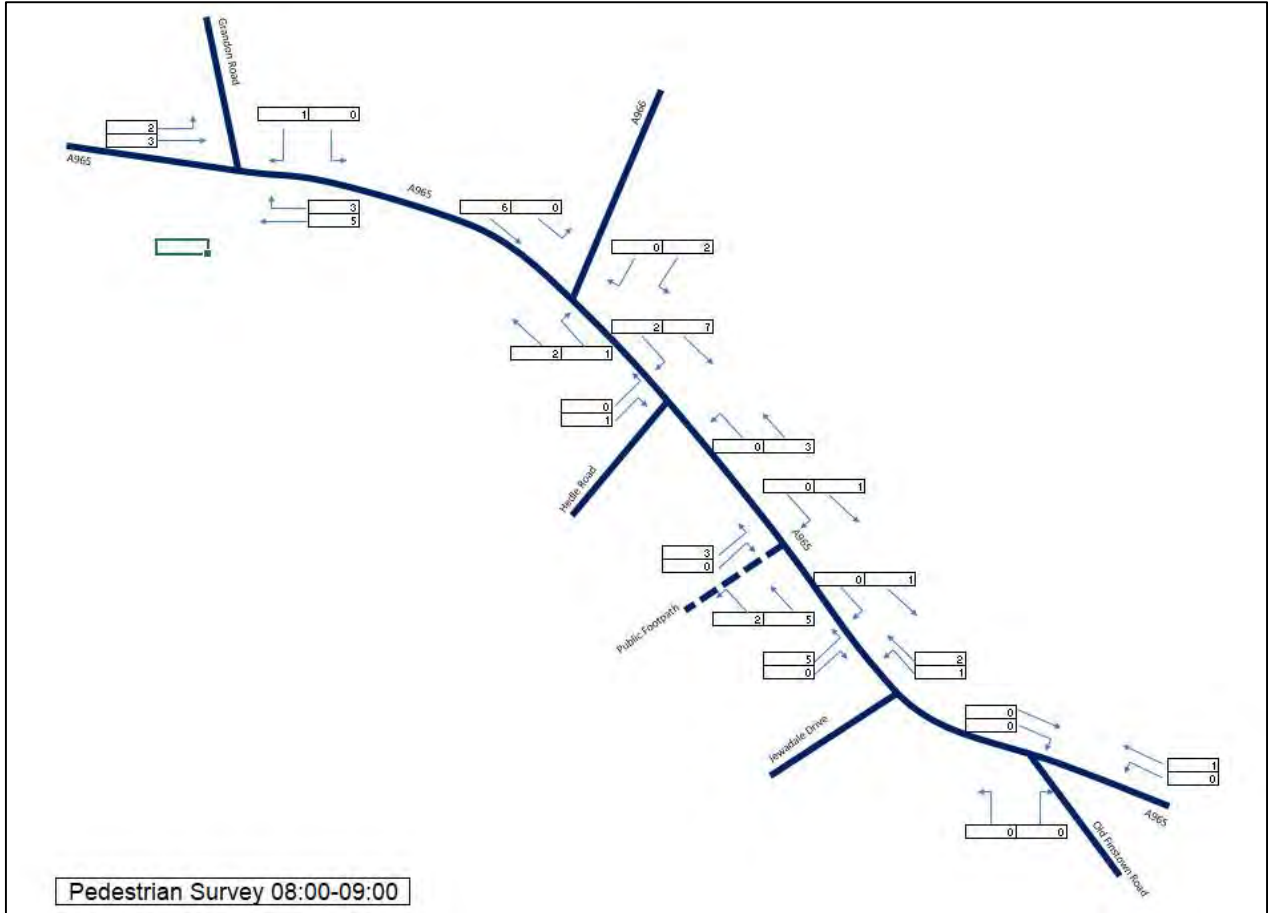


Figure 30. Weekday AM Pedestrian Crossing Counts

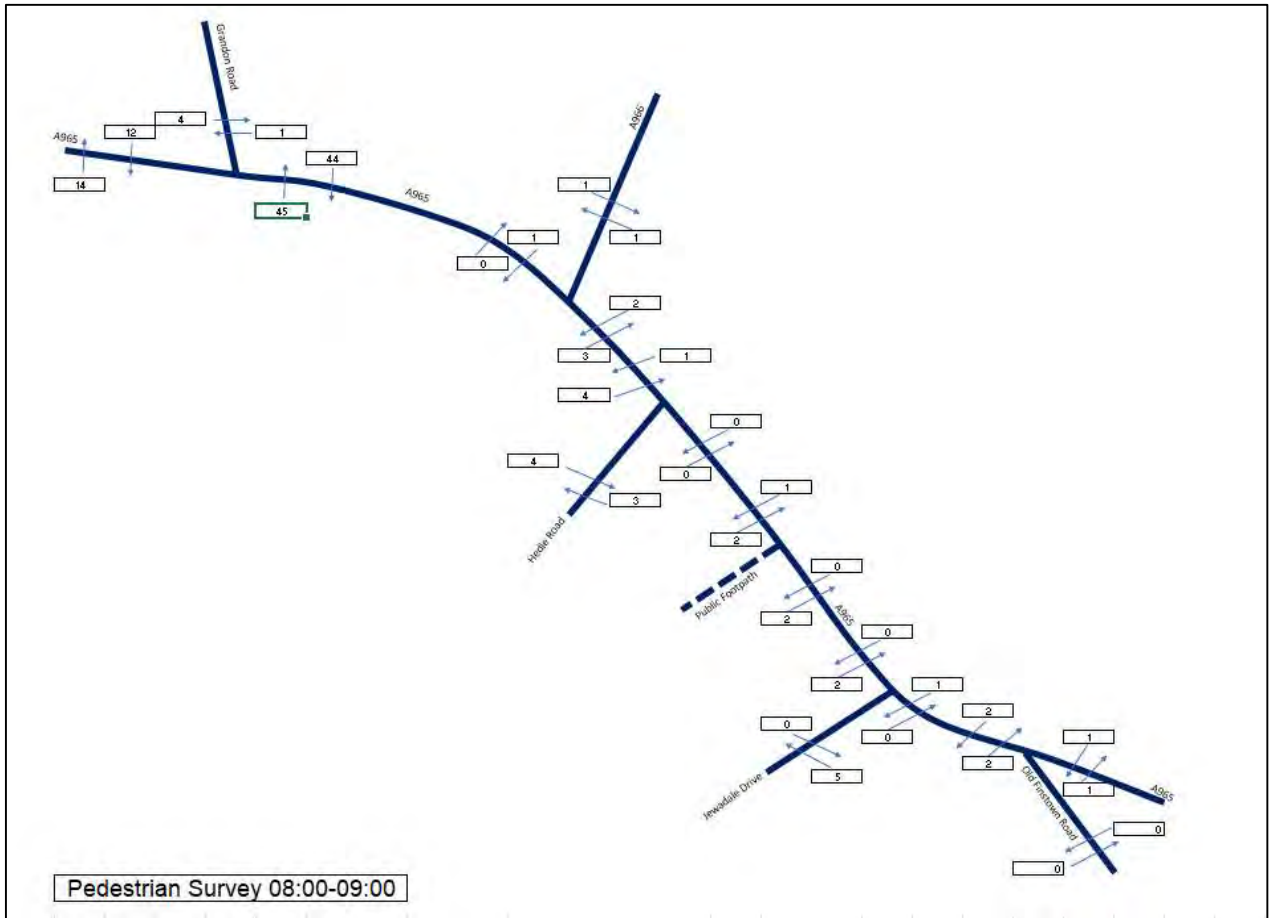


Figure 31. Weekday AM Cyclist Turning Counts

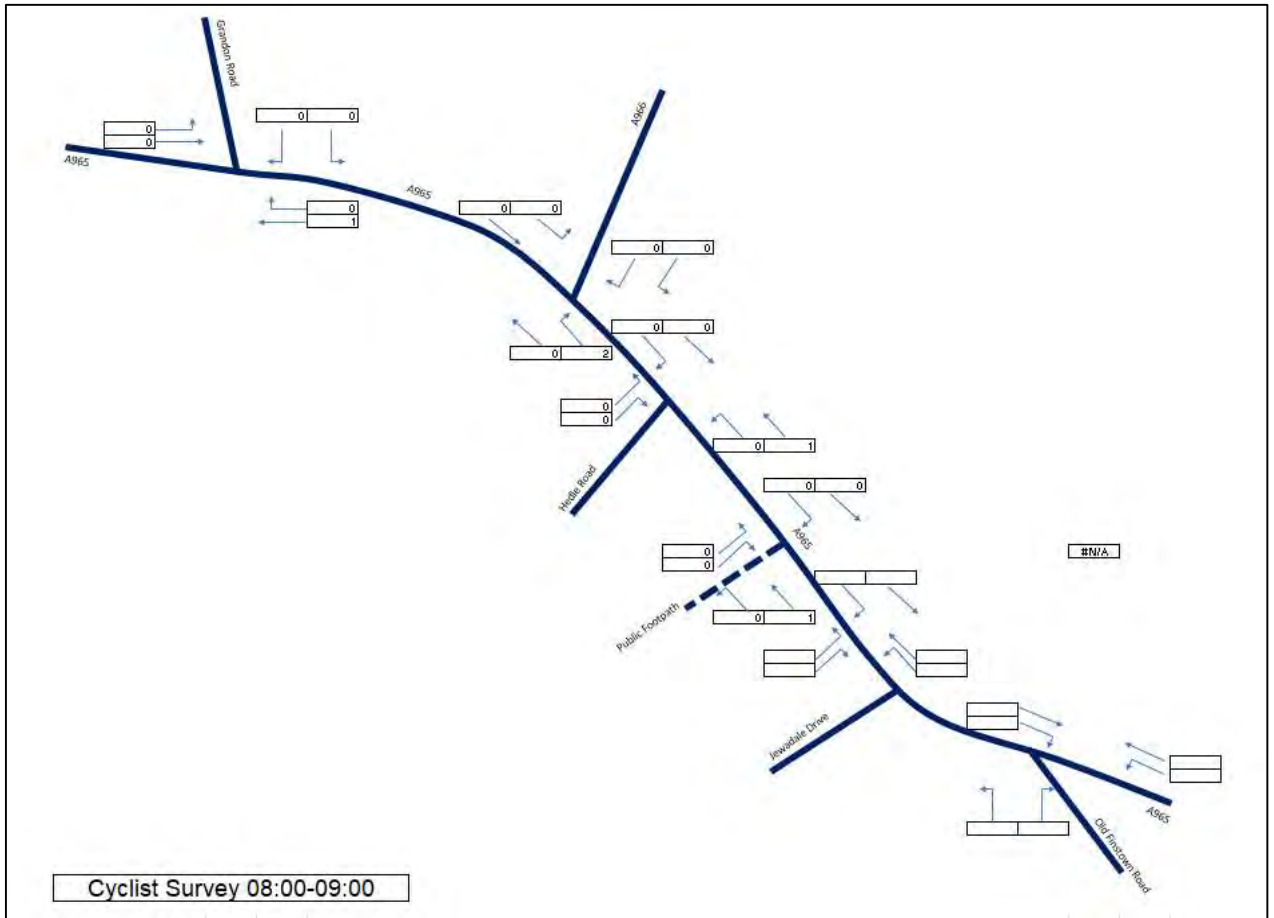
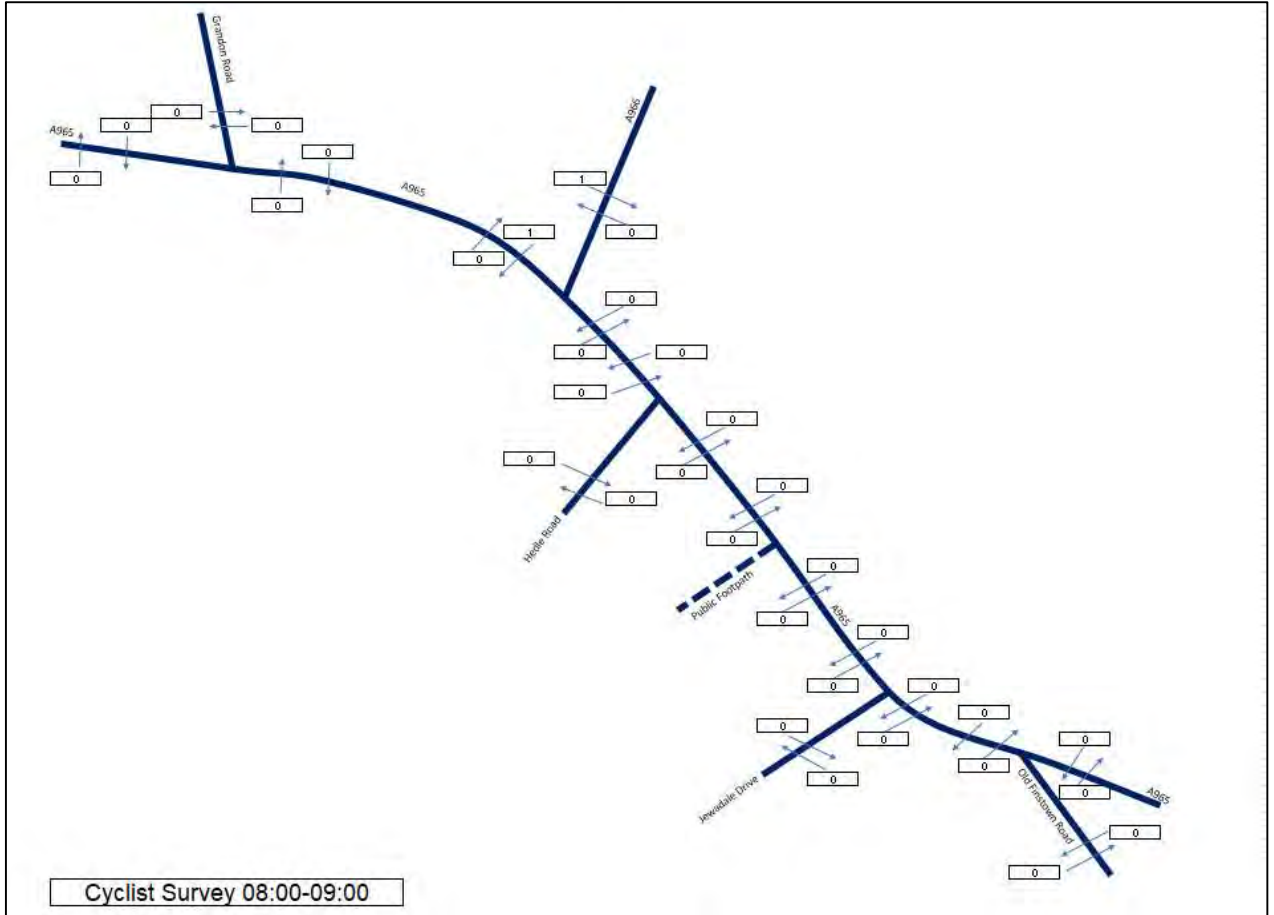


Figure 32. Weekend AM Cyclist Crossing Counts



5. SUMMARY OF STAKEHOLDER ENGAGEMENT

5.1.1 SYSTRA has undertaken consultation with a number of key stakeholders in relation to Finstown Traffic Management Study. The following stakeholders were contacted for comment:

- OIC Forward Planning;
- Sustrans/OIC Partnership;
- OIC Development Management;
- OIC Road Safety Officer;
- OIC Transportation Officer;
- OIC Communications Officer;
- OIC Education Team Leader;
- OIC Housing Services Manager;
- Community Council Liaison Officer;
- Police Scotland; and
- Stagecoach.

5.1.2 Stakeholder comments are summarised in **Table 5** below.

Table 5. Summary of Stakeholder Consultation

Respondent	Comment / Query	Response (SYSTRA)
OIC Education (Email 15th Feb 2022)	<ol style="list-style-type: none"> 1. Noted that main concerns of Education dept are vehicle speeds and volume of traffic during school opening/closing hours. 2. Keen that speed indication device on A966 is retained. 3. Confirmed that SCPO post is currently operational. 	<ol style="list-style-type: none"> 1. Noted. 2. Informed that study will not recommend removal of SID. 3. Noted.
OIC Communications Officer (Teams meeting 10th Feb 2022)	<ol style="list-style-type: none"> 1. Local press interest is high. 2. Comms officer proposed hardcopy of proposals be displayed within post office. 3. Press release to be drafted and released in week prior to consultation launch. 	<ol style="list-style-type: none"> 1. Noted. 2. Provision for paper based consultation is included within the scope of works. 3. Agreed to liaise to draft press release. 4. Programme allows for 2 weeks of public consultation.

Respondent	Comment / Query	Response (SYSTRA)
	<ol style="list-style-type: none"> Concern raised at short consultation length (1 week). 	
<p>OIC Forward Planning/SUSTRANS Partnership (Teams Meeting 9th Feb 2022)</p>	<ol style="list-style-type: none"> Discussed ambition to provide cycling infrastructure through Finstown. Highlighted interest of Orkney Matters group. Queried if study would be place based. Recommended following 'Places for Everyone' design principles. Queried if attitudinal survey would be undertaken. 	<ol style="list-style-type: none"> TM options including provision of cycling infrastructure will be considered within the study. Noted. Noted that study is primarily based around road safety issues, however its likely that any interventions would lead to a betterment in place-based outcomes. Noted. Likely outwith the scope of the project, however could be included as an option/recommendation for future consideration.
<p>Police Scotland (Teams Meeting 9th Feb 2022)</p>	<ol style="list-style-type: none"> Considers vehicle speeds through Finstown to be high, particularly during ferry arrival/departure times. Drivers take time to reduce speed from 60mph to 30mph at speed limit changes. Extending part-time speed limits on A966 to junction with A965 during school travel hours may help. Provision of electronic speed indication through village could help reduce speeds at problem areas. 	<ol style="list-style-type: none"> Noted. Agreed, advised speed limit transition zones are widely used to encourage/enforce a gradual reduction in vehicle speeds in these circumstances. Noted, advised will consider as part of options sifting. Noted. Vehicle actuated speed indication devices will be considered as part of options sifting. Advised would seek permission from Client.

Respondent	Comment / Query	Response (SYSTRA)
	5. Requested access to speed data obtained as part of the study.	
OIC Transportation Officer (Email 1st Feb 2022)	1. Noted longstanding aspiration for cycle route from Kirkwall to Stromness and asked for cycle infrastructure to be considered as part of study.	1. Noted.
OIC Road Safety Officer (Email 31st Jan 2022)	1. Highlighted concerns surrounding vacancy of School Crossing Patrol Officer post. 2. Noted concerns surrounding potential conflicts as pupils pass builders merchants. 3. Directed SYSTRA to issues outlined in 2019 School Travel Plan.	1. Noted. 2. Noted. 3. SYSTRA will review Firth School Travel Plan.

6. INITIAL TRAFFIC MANAGEMENT OPTIONEERING

6.1 General

6.1.1 A number of potential options were considered following a review of all data gathered. These have been developed with the intention of identifying measures that can be implemented sequentially with the view of having short, medium and long term measures. The efficacy of these measures can then be assessed by OIC before implementing the next set of measures.

6.1.2 Whilst consideration had been given to introducing infrastructure for cyclists, the local network is relatively constrained in terms of available space within the existing streetscape (i.e. distance between buildings on either side of the A965). Therefore, the primary aim of the options identified is to improve the overall road safety within the settlement boundary of Finstown.

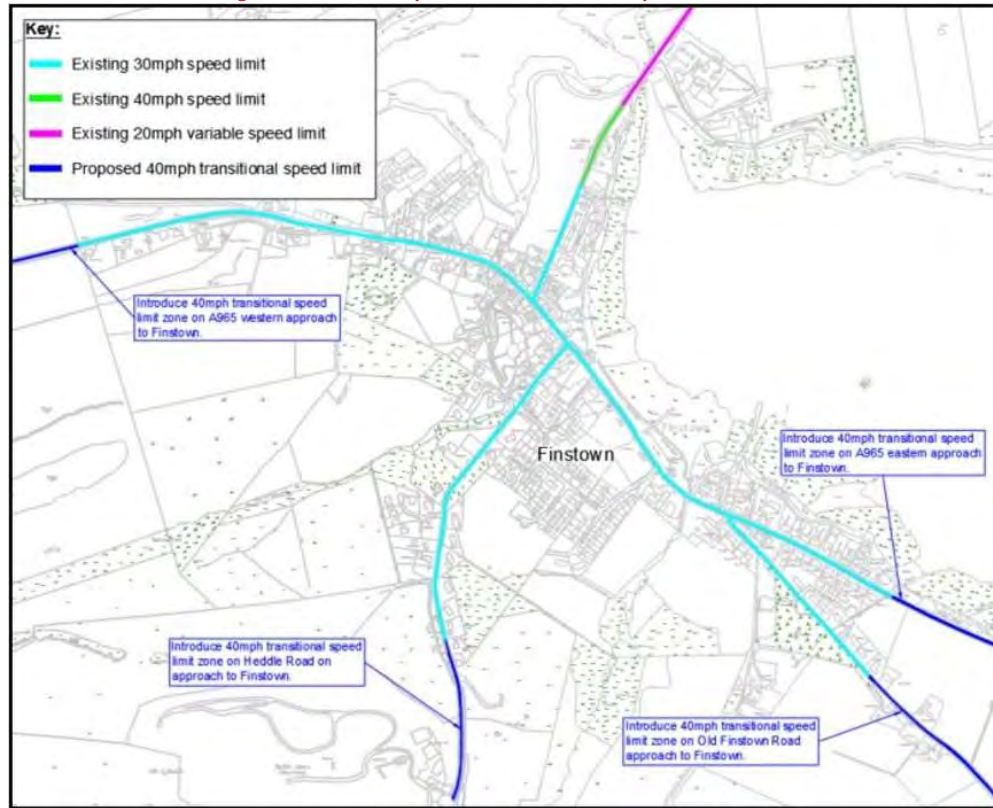
6.1.3 The initial traffic management options were presented to the public (as part of the consultation exercises – See Chapter 7) and are as follows:

- **Option 1A** – 40mph transitional speed limits;
- **Option 1B** – Extend the variable 20mph speed limit, currently in operation outside Firth Primary School on the A966;
- **Option 2** – Upgrade village gateway treatments;
- **Option 3** – Speed indication devices;
- **Option 4** – Upgrade existing pedestrian crossing points;
- **Option 5** – Provide new pedestrian crossing points;
- **Option 6** – Introduce traffic calming measures. This would be in two parts. Part 1 would be speed cushions along the A965, Part 2 would be widening sections of the footway and narrowing the carriageway where possible.

6.2 Option 1A – Introduction of 40mph Transitional Speed Limits

6.2.1 Inappropriate average speeds have been recorded at locations close to the settlement limits, where the speed limit changes from 60mph to 30mph. This option includes the introduction of 40mph ‘buffer’ zones on all approaches to Finstown which will reinforce the approach to the village and encourage reduced speeds by providing an opportunity for drivers to reduce their speed prior to entering the village.

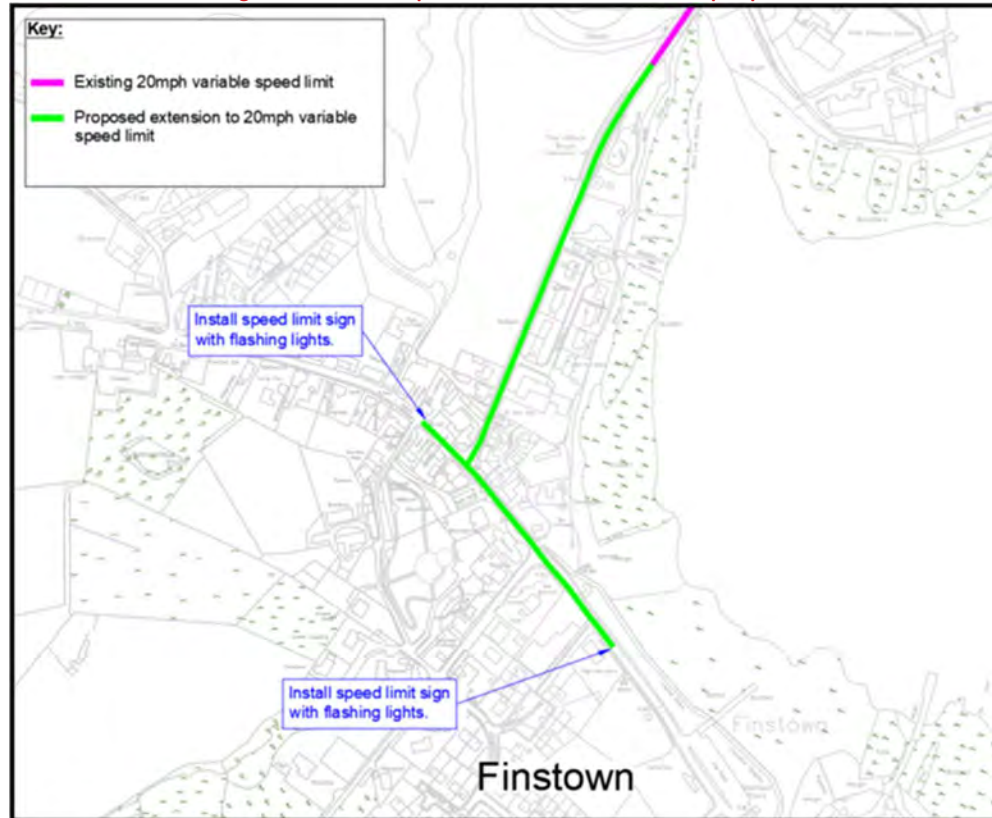
Figure 33. Option 1A – Transitional Speed Limits



6.3 Option 1B – Extend Variable 20mph Speed Limit

6.3.1 There is an existing 20mph variable (intermittent) speed limit on the A966 in the vicinity of Firth Primary School that is operational during school opening/closing times. The option proposes to extend the existing 20mph variable zone to the A965/A966 junction and a section of the A965. Extending the 20mph variable zone along the A965 captures the crossing points used by pupils at Heddle Road Junction and the footpath next to Allan’s of Gillock.

Figure 34. Option 1B – Extend Variable 20mph Speed Limit



6.4 Option 2 – Upgrade Village Gateway Treatments

- 6.4.1 There are currently village gateway treatments at both approaches on the A965, on the A966 and on Old Finstown Road, which have become damaged and worn over time. This option would upgrade the existing gateways by refurbishing existing signage, road markings and colour contrast surfacing, and introducing ‘dragons teeth’ road markings. Dragons teeth road markings work to provide a narrowing effect to the carriageway. The change in speed limit can be reinforced by providing countdown markers on both sides of the carriageway.
- 6.4.2 Heddle Road currently does not have a gateway treatment installed. There is an opportunity to introduce a gateway feature and countdown markers on this approach to Finstown. Alternatively, the existing speed limit signs could be upgraded by increasing their size (within the conditions of the Traffic Signs Manual) and mounting on yellow backing boards to increase visibility.

Figure 35. Option 2 – Upgrade of Gateways on A965 Eastern Approach & Old Finstown Road

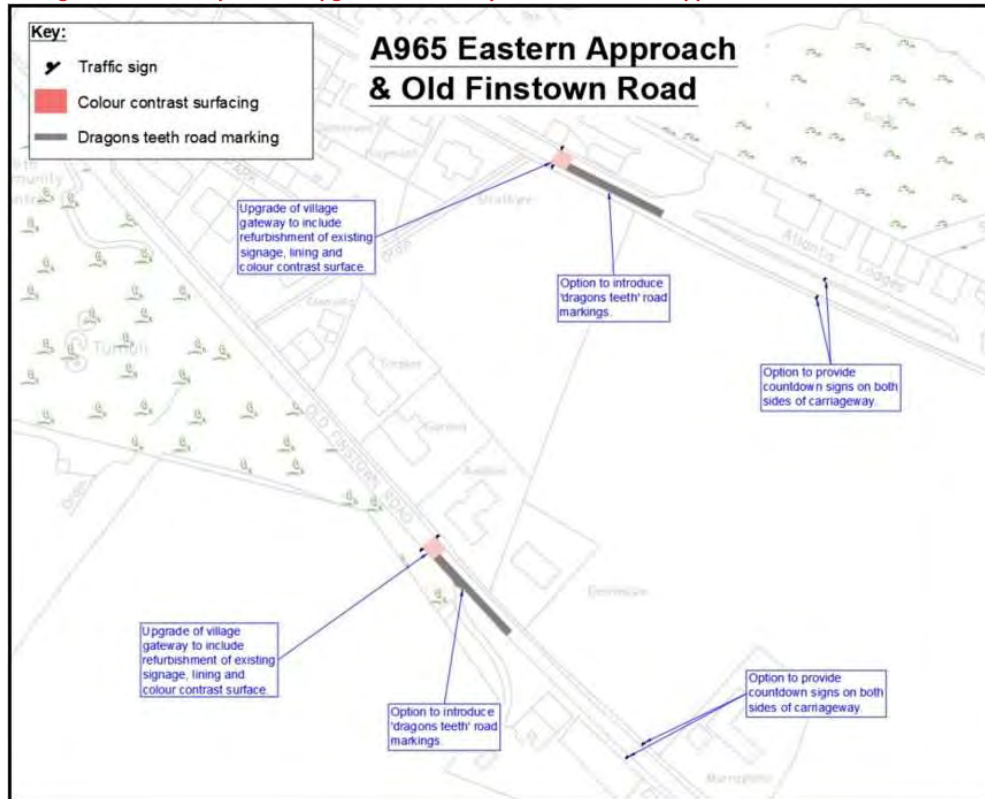
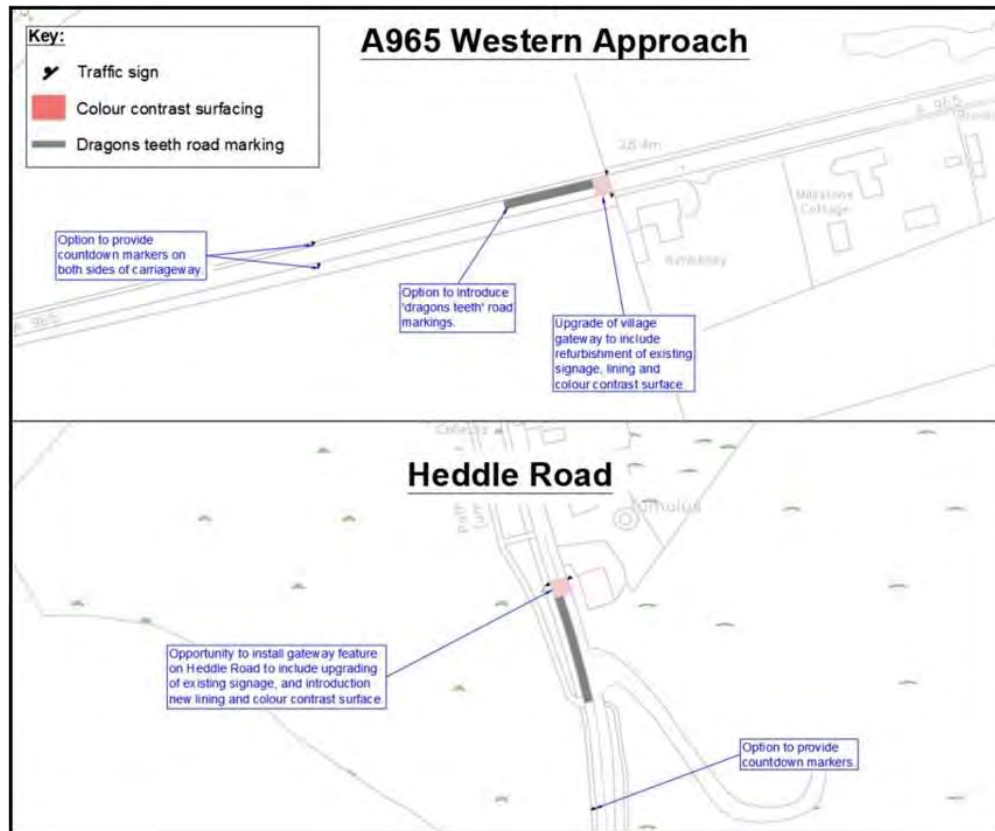


Figure 36. Option 2 – Upgrade Gateways on A965 Western Approach and Heddle Road

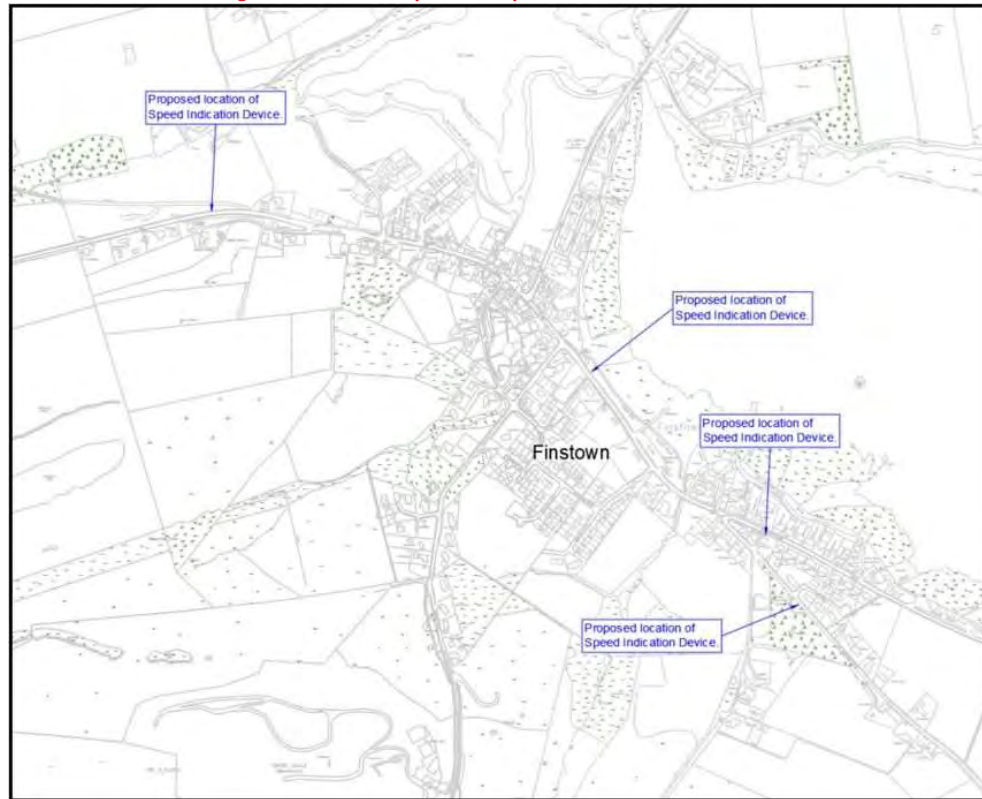


6.5 Option 3 – Speed Indication Devices (SIDS)

6.5.1 Speed indication devices are electronic vehicle activated signs that display approaching vehicle speeds and remind drivers of the speed limit. SIDs help to increase driver awareness of local speed limits and are proven to reduce speeds at appropriate locations. The option includes a two stage process:

1. Install temporary SIDS at strategic locations and conduct a before/after review to determine if introduction of SIDS has reduced average traffic speeds.
2. Install permanent SIDS in locations where successful speed reduction has occurred.

Figure 37. Option 3 – Speed Indication Devices



6.6 Option 4 – Upgrade Existing Crossing Points

- 6.6.1 There are currently several uncontrolled crossings located throughout Finstown, generally formed of dropped kerbs with a limit amount of associated tactile paving. This option proposes to upgrade the existing uncontrolled crossing points by introducing complimentary tactile paving to aid mobility impaired users and contrast surfacing to highlight crossing location to drivers. Despite recent changes to the highway code that strengthens the hierarchy of road users, by providing pedestrians with priority when crossing a side road, contrasting road surface provides a visual reinforcement.

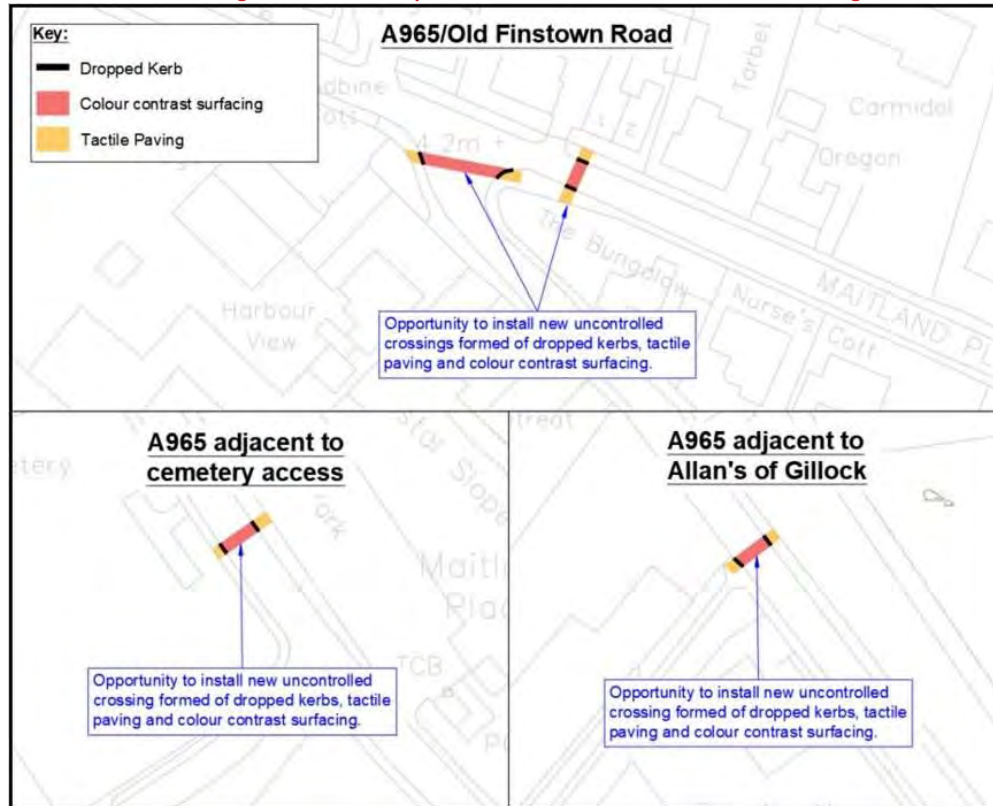
Figure 38. Option 4 – Upgrade Existing Crossing Points



6.7 Option 5 – Install New Uncontrolled Crossing Points

- 6.7.1 The option includes installing new uncontrolled crossing points at key locations within Finstown. New uncontrolled crossing points could be formed of dropped kerbs with complimentary tactile paving to aid mobility impair users and contrast surfacing to indicate crossing location to drivers. Alternatively, new crossings could be formed of dropped kerbs and tactile paving only.

Figure 39. Option 5 – New Uncontrolled Pedestrian Crossings



Note on Pedestrian Crossing Provision

- 6.7.2 Consideration was given to whether or not any of the existing or new crossings should be controlled (i.e. a puffin or zebra type crossing). However, based on the results of the pedestrian surveys, SYSTRA would consider that the volume of crossing movements are too low to support controlled crossings. This is of specific relevance when considering the option of introducing a zebra crossing.
- 6.7.3 Low pedestrian crossing activity, such as those recorded in Finstown, will result in the infrequent use of a zebra crossing. Without a relatively moderate 'demand' to use the crossing, drivers can become accustomed to not having to stop and in turn, are less aware of when a pedestrian is waiting to cross. This creates significant road safety issues, as a pedestrian may assume that a driver has noticed them waiting and step onto the road, correctly expecting to have priority.
- 6.7.4 It is therefore recommended that crossings remain as uncontrolled, although this should be monitored in the future, in the event that any traffic management measures result in an increase in pedestrian crossing activity.

6.8 Option 6 – Introduction of Traffic Calming Measures

- 6.8.1 This option proposes the introduction of traffic calming measures to enforce appropriate driver behaviour and reduce vehicle dominance within Finstown.

- 6.8.2 Traffic calming measures in the form of speed cushions could be introduced to enforce appropriate speeds through Finstown. There is an option to create an enforcement zone along the A965, with the installation of speed cushions spaced approximately 60m to 100m apart. Associated warning signage would need to be provided to inform drivers of the presence of speed cushions.
- 6.8.3 Reduction of carriageway widths and increasing footway widths is another option to promote traffic calming. Three approaches exist to implement the option:
- Reduce carriageway width and increase footway widths on both sides of the carriageway.
 - Reduce carriageway widths and increase footway on one side of the carriageway only.
 - Mixed approach where possible.
- 6.8.4 The adopted road boundary within Finstown is constrained for large sections. As such, further investigation will be required to confirm footway widening/carriageway reduction is possible within these constraints.

Figure 40. Option 6 – Part 1: Speed Cushions

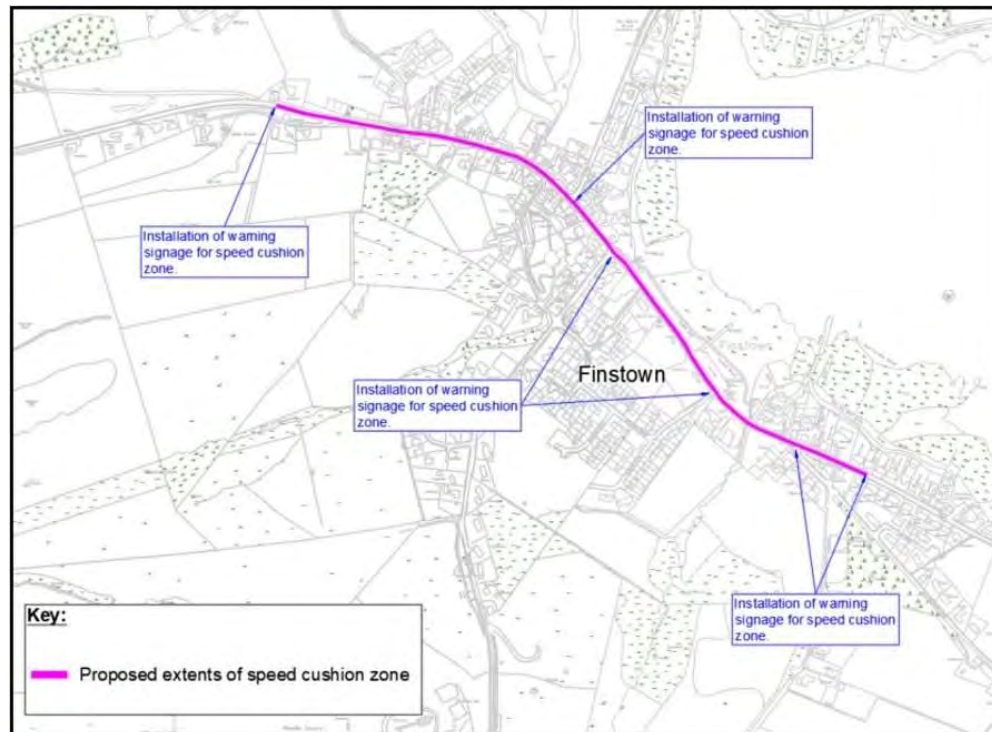
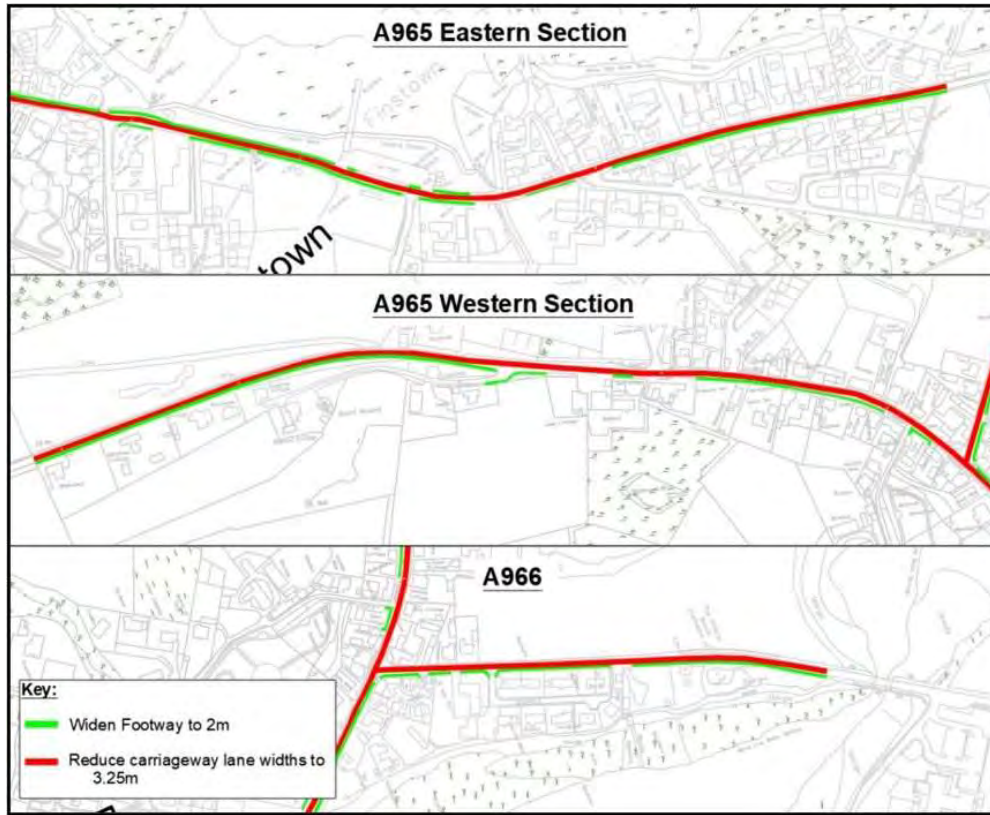


FIGURE 41. Option 6 – Part 2: Footway Widening and Carriageway Narrowing



7. PUBLIC CONSULTATION

7.1 General

7.1.1 As this study has been commissioned in response to concerns raised by the public, it is appropriate that they should be consulted on the development of the emerging options and measures. A web based public consultation exercise was therefore carried out from Monday 7th to Sunday 20th March 2022.

7.1.2 Advertised by OIC in the local press and on the local radio stations, the public were invited to visit the website, where they would be able to view the initial traffic management options (those presented in Chapter 6). At the time of closing, the consultation website had been viewed approximately 3,000 times by approximately 1,100 visitors.

7.1.3 The website also included a link to a short questionnaire (hosted in SurveyMonkey), where those who wished to, were asked to answer two questions and leave comments regarding the initial traffic management options that had been presented.

7.2 Public Consultation Survey

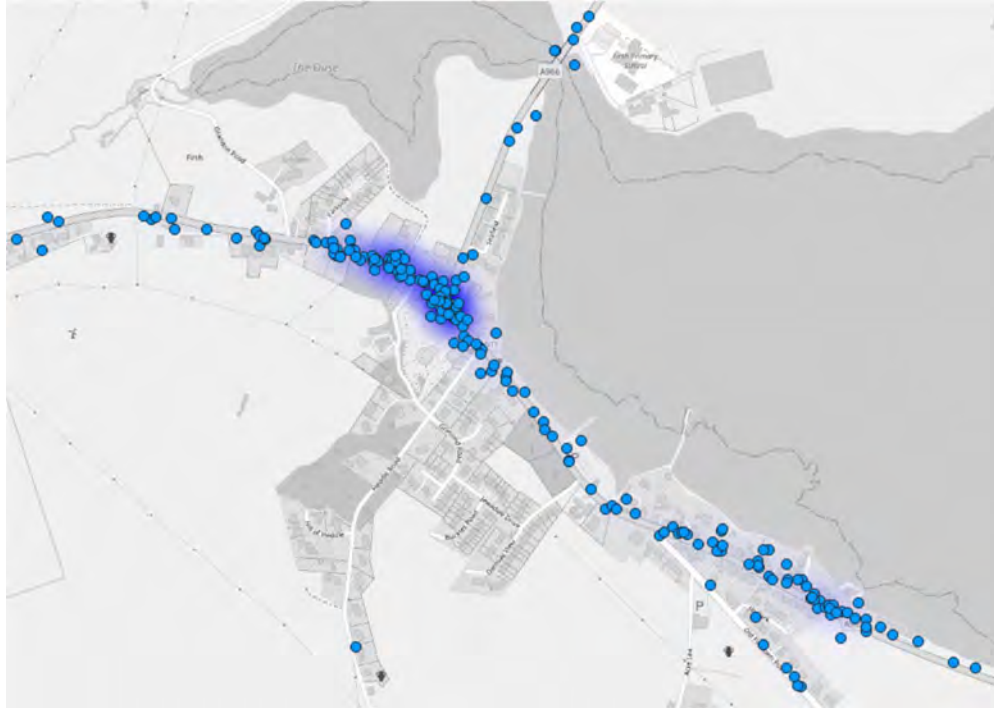
7.2.1 An optional survey was hosted on SurveyMonkey that was made available to anyone visiting the consultation website. At the point of closing the survey, there had been 272 responses to the questions posted, which represents approximately 25% of those who visited the consultation website.

7.2.2 The survey was comprised of three parts detailed below:

- “Please indicate on the map your primary location of concern regarding road safety in Finstown, if any”
- “What road safety improvements would you like to see introduced within Finstown? (Tick any that apply)”
- “We would welcome any general comments you may have on the options provided in the consultation”

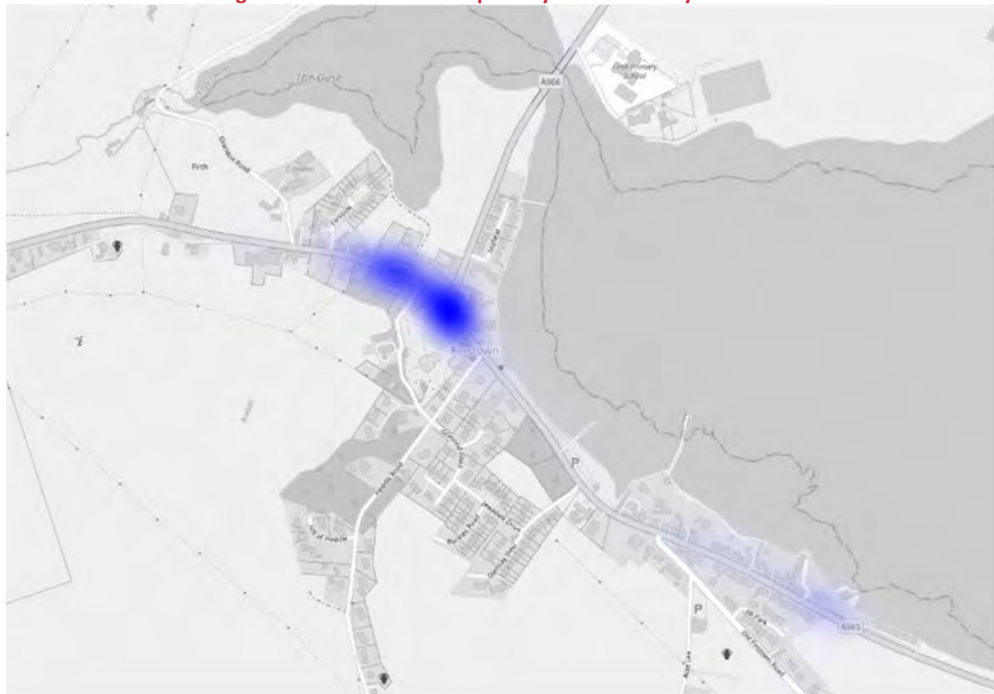
7.2.3 The first part asked respondents to indicate the location of their key safety concerns. Figure 42 below displays the public responses to this question.

Figure 42. Key areas of safety concerns – Public Consultation



A heat map of these responses indicate that the majority of responses are centred on a couple of key areas, See Figure 43 below.

Figure 43. Heat map of key areas of safety concerns – Public Consultation



7.2.4 The heatmap suggests that there are three key areas of concern:

- West of the junction between A965 and A966;
- Surrounding the Junction between A965 and A966; and
- The A965 East of the junction with Old Finstown Road leaving town.

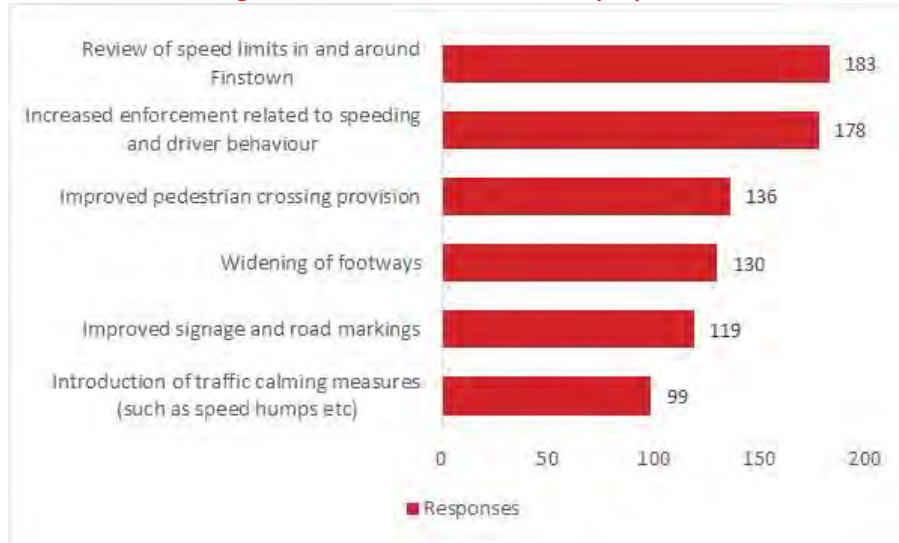
7.2.5 It is noted that the nature of the question (and controls of the survey platform) allowed for only one location to be indicated when respondents may have multiple areas of concern. To this end, we recognise some areas may be under represented and in addition to the three locations identified in the heat map the section of A966 outside Firth Primary School and towards the junction with the A965. From this public consultation we have then identified 4 areas of concern highlighted in Figure 44.

Figure 44. Key areas of concern highlighted in Public Consultation



7.2.6 The second part of the survey sought to understand the public opinion of the proposed options to improve road safety. The 256 responses from this question are summarised in Figure 45 below.

Figure 45. Preferred Road Safety improvements – Public Consultation



7.2.7 Of the responses to this question there were two improvements that received over 70% of the respondents' approval; speed limit reviews and increased enforcement of existing speed limits and vehicle behaviour.

7.2.8 Finally, the survey provided an opportunity to leave specific comments on the options presented in consultation exercise, along with any other comments/information that they may consider to be relevant to the study. The comments from this survey were reviewed and where possible classified to assess general topics and preferences. The overarching discussion points raised are listed in Table 6, found below. Generally speaking there were similarities between how respondents answered question two and the comments made in question 3. Namely speed limit reduction within Finstown and addressing speeding vehicles were commented on highly and other measures being suggested receiving fewer comments.

Table 6. Summary of Comments – Public Consultation

Discussion Point	References	Proportion
Speed Limit Reduction	52	28%
Sense of Danger	39	21%
Footway Width Concerns	36	19%
Speeding	30	16%
40mph Buffer Zone	30	16%
New Crossings Required	27	14%
Police enforcement and Fines	26	14%
Speed Cameras	24	13%
Traffic Calming Measures	20	11%
SID	16	9%
Bypass	8	4%
Improved Signage and paint	6	3%
Speeding Controlled Signals	4	2%
Separate Footpath	3	2%
Improved Parking	2	1%

- 7.2.9 52 respondents raised comments surrounding speed limit reduction from 30mph to 20mph. With some of these comments calling for the extents described in Option 1B, others looked to lower the speed limit to 20mph throughout Finstown entirely. In addition to these a further 30 references were made in favour of a 40mph buffer zone outside the village to reduce speeding as vehicles enter or exit Finstown. It is noted that there was 202 responses referring to speed as a concern. This includes reducing the speed limit, enforcement and traffic calming measures.
- 7.2.10 Many comments highlighted some of the issues surrounding widening footpaths and the public opinion seems to suggest narrowing the roads is not a viable way to attain this understanding that large vehicles can already have difficulty as the roads are currently and this is a hazard to be avoided.
- 7.2.11 Fundamentally, SYSTRA would suggested that the public comments and concerns gathered from the consultation exercise relate to issues that the options and recommendations will address.

Note on Discarded Suggestions

- 7.2.12 SYSTRA note that a number of responses suggested introducing speed cameras to enforce vehicles speeds, with other suggestions to construct a by-pass of the village. These have not been taken forward as potential measures for the following reasons.

Speed Cameras

- 7.2.13 In accordance with '*Handbook of Rules and Guidance*' (Safety Cameras Scotland), education and engineering solutions must be considered prior to proposing camera enforcement at any site. There is also a list of strict requirements that need to be satisfied for all cameras (fixed, mobile, average speed and red light cameras), with evidence of collisions and speeding required.
- 7.2.14 Whilst there is evidence of vehicles speeding through the village, there has not been a recorded collision for the past five years. This means that Finstown would not qualify for a speed camera. Instead and as this study will recommend, engineering solutions will be suggested to reduce vehicle speeds and improve road safety. These are described in detail in Chapter 8.

Village By-pass

- 7.2.15 Four responses have suggested a by-pass which would divert through traffic away from the village. Whilst, in theory, a by-pass would do this, there are a number of factors that must be considered with this suggestion:
- The construction costs associated with a highway scheme such as this would be significant, quite easily ranging between the high hundreds of thousands of pounds to millions of pounds;
 - Considerable third party land would be required, the cost of which would be additional to the construction costs;

- There would be a number of environmental implications that would need to be considered, as a new road could be relatively damaging to the local area including nearby water courses and significant earthworks to overcome the challenging topography to the south of Finstown;

7.2.16 In accordance with Scottish Transport Appraisal Guidance (STAG), a detailed study would be required to demonstrate the benefits of a by-pass outweigh the costs and any environmental implications, or that other more appropriate solutions are not an feasible.

7.2.17 Based on the above and in the context of the evidence gathered for this study (traffic volumes, accidents statistics, pedestrian / cyclist surveys, etc) , SYSTRA do not consider the likely costs of a by-pass would be justified. SYSTRA would consider that the other measures recommended by this study (Chapter 8) will provide an appropriate response to the concerns that have been raised by the public and improve road safety.

8. RECOMMENDED TRAFFIC MANAGEMENT MEASURES AND ACTION PLAN

8.1.1 Following a review of all of the data gathered to inform this study, SYSTRA recommend a staged approach to introducing traffic management measures, interwoven with assessment and appraisal of their effectiveness. It is hoped that these measures will encourage more people to walk, and also cycle, with improvements to road safety.

8.1.2 To reiterate, the following measures and the Action Plan for a short, medium and long term implementation strategy have been informed by:

- A site visit conducted by SYSTRA;
- A comprehensive desktop exercise to compliment the information gathered by the site visit.
- A review of local traffic volumes, vehicle speeds and accident statistics;
- Pedestrian and cyclist surveys;
- Stakeholder engagement; and
- A public consultation exercise.

8.2 Recommended Traffic Management Measures

8.2.1 For the purposes of this element of the study, the initial traffic management options have been refined are now referred to as 'measures'.

- **Measure 1** – 40mph transitional speed limits and extend the variable 20mph speed limit, currently in operation outside Firth Primary School on the A966;
- **Measure 2** – Upgrade village gateway treatments;
- **Measure 3** – Speed indication devices;
- **Measure 4** – Upgrade existing pedestrian crossing points and new pedestrian crossing points;
- **Measure 5** – Introduce traffic calming measures on the A965 and the A966; and
- **Measure 6** – Widen the footway, where possible, along east side of the A966, between the A965 and Firth Primary School.

Note on Measures 5 and 6

Measure 5 – Introduce Traffic Calming Measures

8.2.2 In response to the speed surveys, SYSTRA would suggest providing traffic calming along the extents of the A965 indicated by Figure 42 in Chapter 6. It is also recommended that traffic calming is provided along the A966, extending from the junction with the A965 to Firth Primary School

8.2.3 In order to restrict vehicle speeds to the 30mph speed limit, cushions could be provided at 60m centres. Should OIC wish to encourage lower vehicle speeds of around 20mph, the speed cushions could be provided at 45m centres.

8.2.4 SYSTRA would note that the use of speed cushions are indicative for this feasibility study and that alternative measures such as chicanes and build-outs could be implemented.

However, any traffic calming scheme should be subject to a more detailed study that considers specific local characteristics including on-street parking, driveways, proximity to junctions, crossings and bus stops.

Measure 6 – Widen Footway on the A966

- 8.2.5 Whilst the initial traffic management options had considered widening footways at several locations, further investigation has determined that there is insufficient road width available, on the A965, to convert to footway and still retain sufficient carriageway for the safe two-way flow of traffic. Therefore and due to the proximity of residents' gardens and their houses to the A965, increasing the width of footways is likely to require a Compulsory Purchase Order (CPO) of third party land to deliver the majority of the widening.
- 8.2.6 The cost of the CPO, in addition to the civil engineering costs, is likely to be prohibitive. Furthermore, a number of responses to the public consultation suggests that some people may strongly challenge any CPO.
- 8.2.7 Notwithstanding the challenges of increasing the width of the footways, SYSTRA would consider that the other measures recommended by this study will provide an appropriate response to the concerns that have been raised by the public and improve road safety.
- 8.2.8 We would therefore recommend only widening the footway to 1.8m along east side of A966, between the junction of the A965 and Firth Primary School. We would note that there are still a number of constraints (proximity of third party land) that may prevent a continuous 1.8m wide footway, but these are predominantly located to the south at the A965.
- 8.2.9 It is likely that the footway would only be widened to 1.8m where a 6m wide road can be provided without the need for third party land. Nevertheless, with traffic calming, (Measure 5), it is hoped that widening the footway for the majority of this route will encourage more parents / guardians and their children to walk to school.

8.3 Action Plan

- 8.3.1 SYSTRA would recommend that Measures 1 and 2 are implemented in the short term. Noting that Measure 1 requires a change to the Traffic Regulation Orders (TRO) to alter the local speed limits and allowing for statutory consultation process, this could take 12 to 18 months to implement. Once Measures 1 and 2 is in place, interim observations can be gathered before deciding on whether there is a need to progress with further measures.
- 8.3.2 This interim observation period should take place over the 3 to 6 months following the installation of Measures 1 and 2. 3 months would be required to allow for the driver and pedestrian behaviour to respond to the new measures, with a further 3 months (minimum) to gather sufficient data (e.g. speed surveys) to establish the efficacy of these newly implemented measures. This could also include a further pedestrian/ cycle travel movement survey.

8.3.3 Subject to the success of Measures 1 and 2, OIC can establish requirements for the medium to long term measures. Where further measures are required, SYSTRA would suggest that the medium term measures would include 3 and 4. Measures 5 and 6 would be implemented as long term measures.

8.3.4 Timings around the implementation of the medium and long term measures would need to be confirmed by OIC and may only be required if the preceding interventions are not successful.

8.3.5 Subject to available funding and assuming that the recommendations from this study are accepted by OIC, SYSTRA would suggest the following timescales for guidance purposes only:

- Short term measures: Within 2 years;
- Medium term measures: 2 to 3 years; and
- Long term measures: 3 to 5 years.

8.3.6 Table 7 below summarises the indicative Action Plan as defined above.

Table 7. Finstown Road Safety Action Plan

MEASURE	DESCRIPTION	STAGE	TIMESCALE (APPROX.)
1	40mph transitional speed limit and extended variable 20mph speed limit	Short Term	Within 12-18 months (subject to TRO)
2	Upgrade Village Gateway Treatments	Short term	Within 12 months
3	Speed Indication Devices	Medium Term	2 to 3 years
4	Upgrade existing pedestrian crossings and new pedestrian crossings	Medium Term	2 to 3 years
5	Introduce traffic calming measures	Long Term	3 to 5 years
6	Widen pedestrian footway along east of A966 from A965 to Firth Primary School	Long Term	3 to 5 years

8.3.7 Indicative drawings of the above measures are provided in Appendix X. We would note that the preliminary drawing for Measure 5 focuses on the area of the A965 at the junction with the A966.

8.3.8 In addition to the measures recommended by this study, there are further options that could be explored in parallel by OIC:

- There is an opportunity to undertake a comprehensive attitudinal survey is conducted to better understand local travel attitudes and behaviours;
- Provision of greater level of enforcement to deter rogue behaviour and improve perception of road safety;
- Opportunity to undertake a rationalisation exercise of signage and lining within Finstown to obtain maximal impact from installed signing and lining, and to reduce unnecessary clutter; and
- Consider speed limit review of routes within Finstown to confirm appropriate speed limits have been set against the road hierarchy and character.

9. COST ESTIMATES

- 9.1.1 Indicative construction costs have been provided for each identified option. These attempt to provide realistic estimates from all available information, with costs extracted from industry standard construction rates, and from past involvement in similar works. It would, however, be prudent to note that the information and various options on which the estimations are based is limited at present with proposals currently in the preliminary stage.
- 9.1.2 There are several unknowns related to the schemes, primarily the location/depths of buried services with the potential requirement for diversion of said services, and existing ground conditions. From past experience these unknowns tend to significantly impact a project both in terms of cost and program.
- 9.1.3 For the purposes of the estimations, and to portray as robust a figure as possible, a nominal allowance has been included were possible for the potential diversion of existing utilities. This is an allowance, based on the type of works being proposed against likely utilities in the area, with no information/estimations provided by individual statutory undertakers.
- 9.1.4 Detailed information should be sought in the form of a utilities search of the area to determine location/depths, with quotes to carry out potential diversionary works obtained from each individual provider in the area.
- 9.1.5 The estimations are based on current proposals as outlined within the preliminary option drawings. Any change to the proposals will result in a change to the estimated value of the works and as such an amendment to these costs should be sought before progressing.
- 9.1.6 The indicative cost for each measure is set out in Table 8. It should be noted that these are exclusive of any consultant fees that may be required.

Table 8. Indicative Traffic Management Costs

MEASURE	DESCRIPTION	INDICATIVE COST
1	40mph transitional speed limit and extended variable 20mph speed limit	N/A as associated costs would be relatively.
2	Upgrade Village Gateway Treatments	£45,000 Based on renewing surface course on coloured contrast section and renewal of all speed limit/countdown marker signage on approaches (40 no. Sign faces total)
3	Speed Indication Devices	£3,000 per sign Cost not including ancillary civils works (electrical connections, trenching, cabling etc)
4	Upgrade existing pedestrian crossings and new pedestrian crossings	£80,000 (approx. £10k per crossing)
5	Introduce traffic calming measures	£120,000 - based on 20 sets (2 no cushions per set @ £6k per set)
6	Widen pedestrian footway along east of A966 from A965 to Firth Primary School	£84,000 (Footway widening @ £250 l/m over 335m) £135,000 (Carriageway widening to 6m over 350m)

10. CONCLUSIONS

10.1 General

10.1.1 SYSTRA UK Ltd. has been appointed by Orkney Islands Council to undertake a traffic management study in the village of Finstown. The aim of the study is to identify a selection of potential short, medium and long term traffic management interventions that will encourage reduced traffic speeds and increase road safety within Finstown.

10.1.2 The study area encompasses the main routes into and through Finstown including the A965, A966, Old Finstown Road and Heddle Road.

10.2 Methodology

10.2.1 The emerging recommendations from this feasibility study have been informed by a detailed exercise

- 1. Inception meeting** with OIC to understand local issues and concerns, to establish study objectives;
- 2. Traffic Regulation Order (TRO) review** to compare the articles and schedules with a sample of the existing on-street TRO signing and lining;
- 3. Data gathering exercise** to ensure we have a comprehensive understanding of the existing transport infrastructure, traffic levels, vehicle speeds, accident history and pedestrian / cyclist movements;
- 4. Stakeholder engagement** with various Council Officers and Police Scotland on local road safety issues;
- 5. Initial optioneering** to develop a set of potential traffic management interventions;
- 6. Public consultation** to ensure the local community is included in development of potential traffic management measures and had an opportunity to express opinions;
- 7. Develop and refine measures** based on the data gathered, along with an 'Action Plan' setting out short, medium and long term measures; and
- 8. Cost estimates** of traffic management options to provide indicative construction costs that portray realistic estimates from currently available information.

10.3 Data Gathering

10.3.1 Based on the extensive speed survey data, there is conclusive evidence that many drivers are exceeding the 30mph speed limit. Given the characteristics of the local carriageway infrastructure, this creates an intimidating environment for pedestrians. It is noted that there has not been a personal injury collision within the village in the previous five-year period.

10.3.2 From a survey carried out for this study, was very little pedestrian and cyclist activity, either crossing the roads within the survey area or walking along the footways. This includes the junction of the A965 / A966 and the footways to Firth Primary School.

- 10.3.3 A number of potential initial options were identified following a review of all of the data gathered. Consideration was given to introducing infrastructure for cyclists, the local network is relatively constrained in terms of available space within the existing streetscape. Therefore, the primary aim of the options identified by this study is to improve the overall road safety within the settlement boundary of Finstown.

10.4 Public Consultation

- 10.4.1 Advertised in the local press and on the local radio stations, a web based public consultation exercise was carried out from Monday 7th to Sunday 20th March 2022. The public were able to view the initial traffic management options and at the time of closing, the consultation website had been viewed approximately 3,000 times by approximately 1,100 visitors.
- 10.4.2 The website also included a link to a short questionnaire where those who wished to, and to leave comments regarding the initial traffic management options that had been presented. It is noted that that the vast majority of responses referred, in one manner or other, to speed being a concern.

10.5 Recommended Measures & Action Plan

- 10.5.1 SYSTRA has developed an indicative Action Plan for a short, medium and long term implementation strategy. Timings around the implementation of each measure would be subject to available funding, with some only required if the preceding interventions are not successful.
- 10.5.2 Indicative construction costs have been provided for each identified option. These attempt to provide realistic estimates from all available information, with costs extracted from industry standard construction rates, and from past involvement in similar works.

Table 9. Finstown Road Safety Action Plan & Indicative Costs

MEASURE	DESCRIPTION	TIMESCALES	INDICATIVE COST
1	40mph transitional speed limit and extended variable 20mph speed limit	Within 12-18 months (subject to TRO)	N/A as associated costs would be relatively minor.
2	Upgrade Village Gateway Treatments	Within 12 months	£45,000
3	Speed Indication Devices	2 to 3 years	£3,000 per sign
4	Upgrade existing pedestrian crossings and new pedestrian crossings	2 to 3 years	£80,000
5	Introduce traffic calming measures	3 to 5 years	£120,000 - based on 20 sets
6	Widen pedestrian footway along east of A966 from A965 to Firth Primary School	3 to 5 years	£84,000 (Footway widening @ £250 l/m over 335m) £135,000 (Carriageway widening to 6m over 350m)

10.6 Overall Conclusion

10.6.1 Based on a comprehensive exercise and informed by an evidence driven approach, SYSTRA has identified a number of measures that will seek to improve road safety by reducing vehicle speeds on approach to, and within, the village of Finstown. By reducing local vehicle speeds, it is hoped that these measures will encourage more people to walk and cycle when carrying out local trips.

Appendix A

ACCIDENT STATISTICS



Scale 1:7000

0 300m.

Based upon OS 1:10000 Raster (1x1Km) © Crown copyright and database right 2015. All rights reserved. License No.100021621



Road Name	Accident Code	Accident Date	Accident Time	Number Of Casualties	Number Of Vehicles	Weather	Accident Severity	Casualty Age	Casualty Severity	Accident Description
A965	NK0319110	27-Jun-10	138	1	1	FINE (WITHOUT HIGH WINDS)	SLIGHT	18	SLIGHT	VEH 1 WAS TRAVELLING WEST TO EAST ON THE A965 FINSTOWN TO KIRKWALL ROAD WHEN IT HAS STOPPED BY A GROUP OF YOUTHS. ONE HEVILY INTOXICATED MALE FELL TO SIDE OF BUS AT IT WAS MOVING ROUND THE GROUP OF YOUTHS. THE WHEEL OF THE BUS CLIPPED THE MALE ON THE LEFT LEG. THE MALE WAS CONVEYED TO BALFOUR HOSPITAL FOR X-RAY, NO FRACTURES.
A965	NK0533110	22-Oct-10	815	0	2	0	DAMAGE ONLY	0	0	VEH 1 WAS TRAVELLING EAST ON THE A965 FROM STROMNESS TO KIRKWALL VIA FINSTOWN. ON APPROACHING FINSTOWN THE DRIVER OF VEH 1 SUFFERED A DIABETIC SEIZURE AND BEGAN TO DRIVE ERRATICALLY. VEH 1 THEN ENTERED THE CAR PARK AT FINSTOWN AND SCRAPED ALONG THE FRONT OF VEH 2 BEFORE COMING TO A STOP. VEH 1 WAS TRAVELLING SLOWLY AS THE DIABETIC SEIZURE RENDERED THE DRIVER UNABLE TO CONTROL THE SPEED OR DIRECTION OF VEH 1
A965	NK0291811	04-Jun-11	1235	0	2	0	DAMAGE ONLY	0	0	WHILST VEH 1 WAS PARKED AND UNNATENDED OUTSIDE BAIKIES STORES. VEH 2 REVERSED AND DAMAGED THE REAR NEARSIDE OF VEH 1. THE DRIVER OF VEH 1 WITNESSED VEH 2 DRIVE OFF AS THEY HAD JUST COME OUT OF THE SHOP
A965	NK0211112	30-Apr-12	1915	0	1	0	DAMAGE ONLY	0	0	DRIVER VEH001 EXITED A CONVENIENCE STORE NEXT DOOR TO THE RTC LOCUS. DUE TO A MOMENTARY LAPSE OF CONCENTRATION SHE HAS LOST CONTROL OF THE VEHICLE AND COLLIDED WITH THE BOUNDARY WALL AT THE LOCUS. DRIVER VEH001 HAS ONLY HELD FULL DRIVERS LICENCE FOR ONE WEEK
U1, Finst	NK0581612	29-Nov-12	1635	0	1	0	DAMAGE ONLY	0	0	Driver of vehicle was driving and a sheep went under the vehicle. This resulted in the sheep having to be put down due to injuries. The farmer (witness 2) witnessed the accident.
A965	NK0291113	06-Jun-13	1700	0	1	0	DAMAGE ONLY	0	0	
A965	NK0544614	19-Dec-14	1700	1	1	FINE (WITHOUT HIGH WINDS)	SLIGHT	84	SLIGHT	VEH001 WAS STATIONARY AT THE JUNCTION TO HEDDLE ROAD, FINSTOWN, ORKNEY. THE CASUALTY WAS CROSSING THE A965 DIRECTLY ACROSS FROM THE FINSTOWN CHURCH. THE JUNCTION TO HEDDLE ROAD IS APPROXIMATELY 20 METRES AWAY FROM WHERE THE CASUALTY WAS CROSSING.VEH001 PULLED OUT OF THE JUNCTION AND STRUCK THE CASUALTY AS HE WAS CROSSING THE ROAD AS THE DRIVER OF VEH001 DID NOT NOTICE THE PEDESTRIAN.
A965	NK0051415	04-Feb-15	1700	0	2	0	DAMAGE ONLY	0	0	
A965	NK0278015	04-Jul-15	1250	1	2	FINE (WITHOUT HIGH WINDS)	SLIGHT	44	SLIGHT	ABOUT 1250 HOURS 04/07/2015 VEH001 WAS DRIVING ON THE A966 APPROACHING THE JUNCTION TO THE A965 TO TURN RIGHT. VEH002 WAS TRAVELLING EAST ON THE A965 TOWARDS KIRKWALL. VEH001 HAS PULLED OUT OF THE JUNCTION AND COLLIDED FRONT O/S WITH FRONT N/S OF VEH001.
A965	NK0197716	10-Jul-16	352	0	1	0	DAMAGE ONLY	0	0	

Appendix B

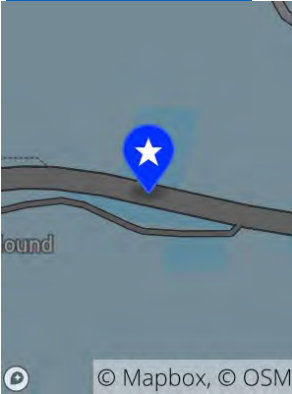
TRAFFIC VOLUMES AND SPEED SURVEYS

SYSTRA Count Site 1

Column FT37

Counter G Finstown

GPS Coordinates(59.008446, -3.123820)



Data Summary

87 days data in total contribute to the report, which include:

- 2021: 87 days, From 2021-08-17 to 2021-11-11
- [2021-08-17 : 2021-08-25]
- [2021-08-26 : 2021-09-05]
- [2021-09-06 : 2021-10-25]
- [2021-10-26 : 2021-11-11]

Summary Data (2021)

	ADT	AWDT	AWEDT	85th	Avg	85th Weekday	Avg Weekday	85th Weekend	Avg Weekend
South	2365	2553	1869	38.90mph	34.20mph	39.57mph	34.65mph	38.72mph	34.09mph
North	2362	2550	1862	30.76mph	27.83mph	31.18mph	28.10mph	30.62mph	27.76mph
Both directions	4727	5102	3729	36.35mph	31.03mph	36.84mph	31.39mph	36.22mph	30.92mph

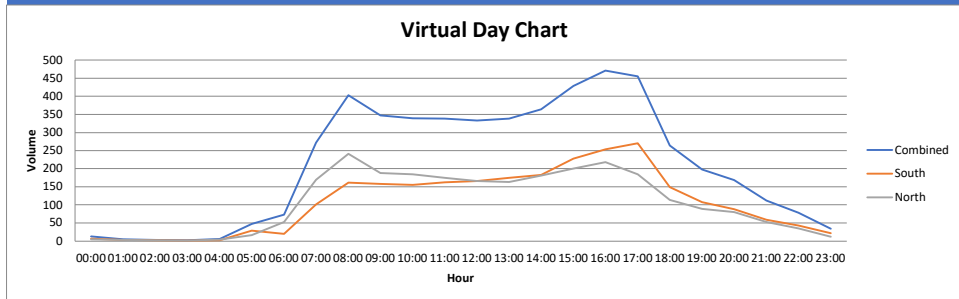
Virtual Day Summary Table(2021)

	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
All day (0-24)	5092	100.00%	3717	100.00%	2545	1858	2538	1855
Daytime [7-19]	4352	85.47%	3054	82.16%	2161	1524	2184	1526
Evening [19-23]	557	10.94%	463	12.46%	298	228	257	235
Night [23-7]	183	3.59%	200	5.38%	86	106	97	94
2 Hours Morning Peak [7-9]	675	13.26%	194	5.22%	262	92	411	102
2 Hour Afternoon Peak [16-18]	926	18.19%	576	15.50%	523	282	402	293

Virtual Day Detail Table(2021)

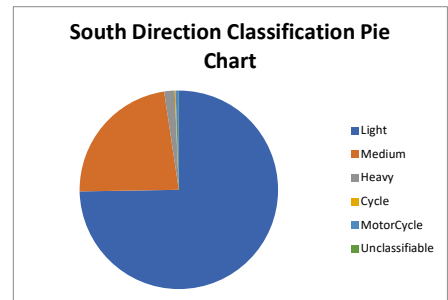
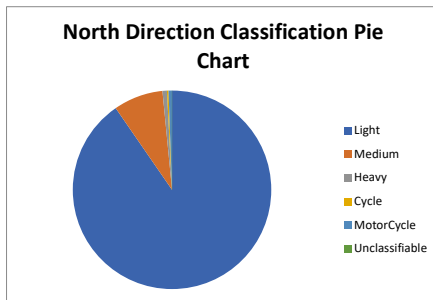
Time Range	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
00:00 - 01:00	13	0.26%	36	0.97%	7	19	5	17
01:00 - 02:00	5	0.10%	31	0.83%	3	17	3	14
02:00 - 03:00	3	0.06%	19	0.51%	2	10	2	9
03:00 - 04:00	2	0.04%	9	0.24%	1	5	1	4
04:00 - 05:00	6	0.12%	6	0.16%	2	3	4	3
05:00 - 06:00	47	0.92%	25	0.67%	29	16	17	9
06:00 - 07:00	73	1.43%	32	0.86%	20	9	53	23
07:00 - 08:00	272	5.34%	78	2.10%	101	41	170	37
08:00 - 09:00	403	7.91%	116	3.12%	161	51	241	65
09:00 - 10:00	347	6.81%	204	5.49%	158	94	188	110
10:00 - 11:00	339	6.66%	269	7.24%	155	121	184	147
11:00 - 12:00	338	6.64%	290	7.80%	162	146	175	144
12:00 - 13:00	333	6.54%	308	8.29%	166	160	166	147
13:00 - 14:00	338	6.64%	335	9.01%	175	177	163	157
14:00 - 15:00	364	7.15%	340	9.15%	183	177	181	163
15:00 - 16:00	428	8.41%	347	9.34%	228	178	200	169
16:00 - 17:00	471	9.25%	310	8.34%	253	151	218	158
17:00 - 18:00	455	8.94%	266	7.16%	270	131	184	135
18:00 - 19:00	264	5.18%	191	5.14%	149	97	114	94
19:00 - 20:00	198	3.89%	156	4.20%	108	82	89	74
20:00 - 21:00	169	3.32%	151	4.06%	88	69	80	82
21:00 - 22:00	112	2.20%	92	2.48%	59	46	53	46
22:00 - 23:00	78	1.53%	64	1.72%	43	31	35	33
23:00 - 00:00	34	0.67%	42	1.13%	22	27	12	15

Weekday Virtual Day Graph(2021)



Classification (2021)

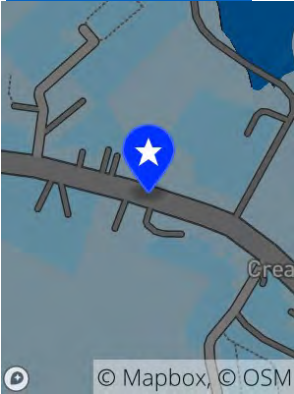
	Light	Medium	Heavy	Cycle	MotorCycle	Unclassifiable	Total
South	74.70%	22.92%	1.68%	0.17%	0.50%	0.04%	190318
North	90.36%	8.08%	0.72%	0.28%	0.51%	0.05%	190134



SYSTRA Count Site 2

Column FT27
Counter F Finstown

GPS Coordinates(59.007921, -3.118284)



Data Summary

75 days data in total contribute to the report, which include:
 2021: 75 days, From 2021-08-17 to 2021-11-11
 [2021-08-17 : 2021-08-25]
 [2021-08-26 : 2021-09-06]
 [2021-09-07 : 2021-09-30]
 [2021-10-13 : 2021-10-25]
 [2021-10-26 : 2021-11-11]

Data Quality Check

Some traffic data files contribute to this report may have problems, the list is as below:
 File: scheme_14_Column_FT27_O_2021-11-11_1547.ECO, Reason: Average RHO score too low, Possible installation issue;Length distribution outlier, Possible spacing/tube length issue;
 File: scheme_14_Column_FT27_O_Counter_F_2021-10-25_1518.ECO, Reason: Average RHO score too low, Possible installation issue;Length distribution outlier, Possible spacing/tube length

Summary Data (2021)

	ADT	AWDT	AWEDT	85th	Avg	85th Weekday	Avg Weekday	85th Weekend	Avg Weekend
South	973	1035	796	29.01mph	25.84mph	29.39mph	26.24mph	28.95mph	25.73mph
North	1438	1540	1122	39.46mph	31.18mph	42.93mph	32.41mph	38.83mph	30.89mph
Both directions	2410	2571	1913	32.68mph	29.04mph	33.17mph	29.86mph	32.57mph	28.81mph

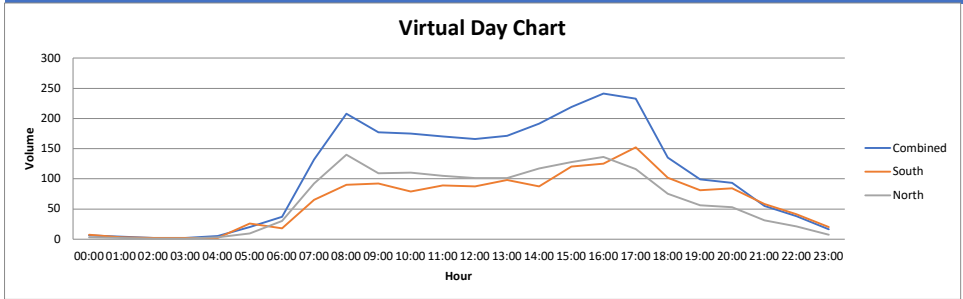
Virtual Day Summary Table(2021)

	Both directions				South		North	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
All day (0-24)	2595	100.00%	1970	100.00%	1530	1606	1547	1148
Daytime [7-19]	2218	85.47%	1616	82.03%	1186	1276	1330	948
Evening [19-23]	285	10.98%	247	12.54%	264	218	161	144
Night [23-7]	92	3.55%	107	5.43%	80	112	56	56
2 Hours Morning Peak [7-9]	340	13.10%	99	5.03%	155	86	232	62
2 Hour Afternoon Peak [16-18]	474	18.27%	288	14.62%	277	245	252	176

Virtual Day Detail Table(2021)

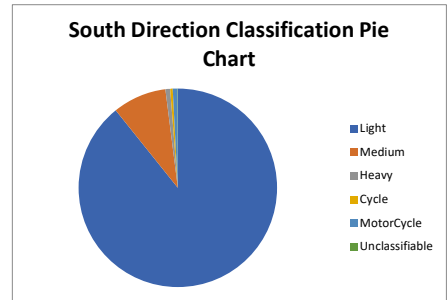
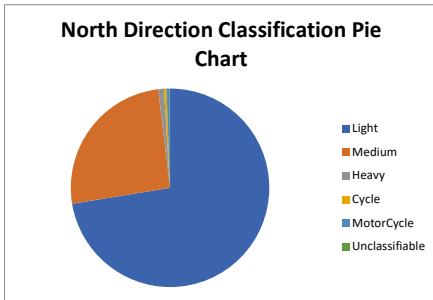
Time Range	Both directions				South		North	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
00:00 - 01:00	6	0.23%	18	0.91%	7	21	3	10
01:00 - 02:00	4	0.15%	16	0.81%	3	22	2	8
02:00 - 03:00	2	0.08%	11	0.56%	2	8	1	6
03:00 - 04:00	2	0.08%	5	0.25%	2	5	1	2
04:00 - 05:00	5	0.19%	4	0.20%	2	3	3	2
05:00 - 06:00	20	0.77%	14	0.71%	26	19	9	6
06:00 - 07:00	37	1.43%	18	0.91%	18	9	30	13
07:00 - 08:00	132	5.09%	37	1.88%	65	44	92	22
08:00 - 09:00	208	8.02%	62	3.15%	90	42	140	40
09:00 - 10:00	177	6.82%	119	6.04%	92	79	109	69
10:00 - 11:00	175	6.74%	136	6.90%	79	112	110	83
11:00 - 12:00	170	6.55%	155	7.87%	89	103	105	90
12:00 - 13:00	166	6.40%	165	8.38%	87	130	101	91
13:00 - 14:00	171	6.59%	184	9.34%	98	166	101	101
14:00 - 15:00	191	7.36%	176	8.93%	87	124	117	102
15:00 - 16:00	219	8.44%	183	9.29%	120	102	128	111
16:00 - 17:00	241	9.29%	154	7.82%	125	114	136	96
17:00 - 18:00	233	8.98%	134	6.80%	152	131	116	80
18:00 - 19:00	135	5.20%	111	5.63%	102	129	75	63
19:00 - 20:00	99	3.82%	87	4.42%	81	78	56	47
20:00 - 21:00	93	3.58%	79	4.01%	84	60	53	49
21:00 - 22:00	55	2.12%	46	2.34%	58	53	31	27
22:00 - 23:00	38	1.46%	35	1.78%	41	27	21	21
23:00 - 00:00	16	0.62%	21	1.07%	20	25	7	9

Weekday Virtual Day Graph(2021)



Classification (2021)

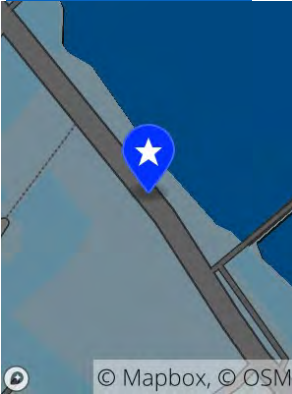
	Light	Medium	Heavy	Cycle	MotorCycle	Unclassifiable	Total
South	89.21%	8.76%	0.77%	0.44%	0.76%	0.06%	64224
North	72.42%	25.64%	0.97%	0.37%	0.52%	0.08%	95023



SYSTRA Count Site 3

Column FT17 Finstown
Counter I

GPS Coordinates(59.005617, -3.113635)



Data Summary

87 days data in total contribute to the report, which include:

- 2021: 87 days, From 2021-08-17 to 2021-11-11
- [2021-08-17 : 2021-08-25]
- [2021-08-26 : 2021-09-05]
- [2021-09-06 : 2021-10-12]
- [2021-10-13 : 2021-10-24]
- [2021-10-25 : 2021-11-11]

Data Quality Check

Some traffic data files contribute to this report may have problems, the list is as below:
File: scheme_14_Column_FT17_O_2021-11-11_1602.ECO, Reason: Average RHO score too low, Possible installation issue;Length distribution outlier, Possible spacing/tube length

Summary Data (2021)

	ADT	AWDT	AWEDT	85th	Avg	85th Weekday	Avg Weekday	85th Weekend	Avg Weekend
South	2641	2833	2136	30.62mph	28.21mph	31.07mph	28.75mph	30.45mph	28.05mph
North	2594	2796	2158	34.92mph	31.14mph	35.66mph	31.79mph	34.67mph	30.96mph
Both directions	5219	5605	4199	33.38mph	29.66mph	34.05mph	30.24mph	33.17mph	29.51mph

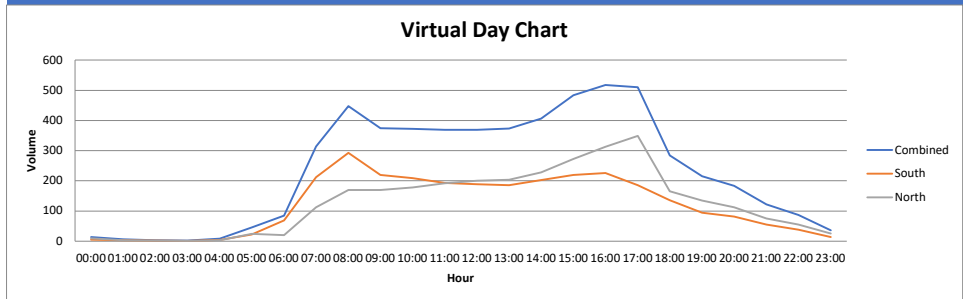
Virtual Day Summary Table(2021)

	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
All day (0-24)	5621	100.00%	4193	100.00%	2850	2133	3012	2289
Daytime [7-19]	4818	85.71%	3463	82.59%	2464	1776	2550	1865
Evening [19-23]	606	10.78%	500	11.92%	268	247	376	297
Night [23-7]	197	3.50%	230	5.49%	118	110	86	127
2 Hours Morning Peak [7-9]	761	13.54%	232	5.53%	504	135	281	106
2 Hour Afternoon Peak [16-18]	1027	18.27%	617	14.72%	410	319	662	327

Virtual Day Detail Table(2021)

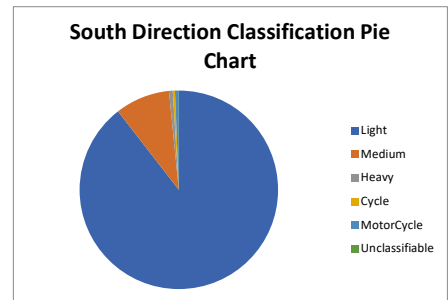
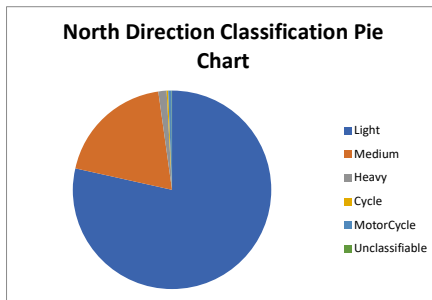
Time Range	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
00:00 - 01:00	13	0.23%	41	0.98%	5	19	9	23
01:00 - 02:00	6	0.11%	39	0.93%	3	16	3	24
02:00 - 03:00	3	0.05%	24	0.57%	2	11	2	13
03:00 - 04:00	2	0.04%	11	0.26%	1	5	1	7
04:00 - 05:00	8	0.14%	7	0.17%	4	4	3	4
05:00 - 06:00	45	0.80%	25	0.60%	22	11	24	14
06:00 - 07:00	84	1.49%	38	0.91%	68	28	19	9
07:00 - 08:00	314	5.59%	90	2.15%	212	47	112	49
08:00 - 09:00	447	7.95%	142	3.39%	292	88	169	57
09:00 - 10:00	374	6.65%	231	5.51%	219	133	169	107
10:00 - 11:00	372	6.62%	314	7.49%	209	177	178	150
11:00 - 12:00	369	6.56%	339	8.08%	193	173	192	183
12:00 - 13:00	369	6.56%	358	8.54%	188	170	200	207
13:00 - 14:00	373	6.64%	381	9.09%	185	179	204	223
14:00 - 15:00	406	7.22%	390	9.30%	202	188	227	222
15:00 - 16:00	483	8.59%	390	9.30%	219	190	272	220
16:00 - 17:00	517	9.20%	337	8.04%	225	175	313	178
17:00 - 18:00	510	9.07%	280	6.68%	185	144	349	149
18:00 - 19:00	284	5.05%	211	5.03%	135	112	165	120
19:00 - 20:00	215	3.82%	172	4.10%	94	78	134	115
20:00 - 21:00	183	3.26%	158	3.77%	81	82	112	84
21:00 - 22:00	121	2.15%	101	2.41%	55	49	75	60
22:00 - 23:00	87	1.55%	69	1.65%	38	38	55	38
23:00 - 00:00	36	0.64%	45	1.07%	13	16	25	33

Weekday Virtual Day Graph(2021)



Classification (2021)

	Light	Medium	Heavy	Cycle	MotorCycle	Unclassifiable	Total
South	89.49%	8.87%	0.64%	0.35%	0.62%	0.04%	212238
North	78.43%	19.33%	1.35%	0.23%	0.60%	0.06%	207481

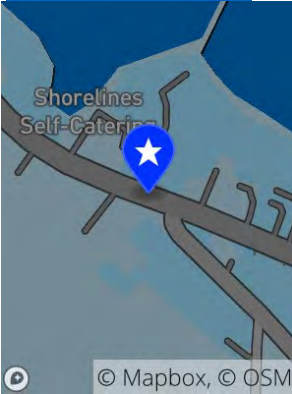


SYSTRA Count Site 4

Column FT10

Counter H Finstown

GPS Coordinates(59.004030, -3.110474)



Data Summary

87 days data in total contribute to the report, which include:

- 2021: 87 days, From 2021-08-17 to 2021-11-11
- [2021-08-17 : 2021-08-24]
- [2021-08-25 : 2021-09-06]
- [2021-09-07 : 2021-10-13]
- [2021-10-14 : 2021-10-25]
- [2021-10-26 : 2021-11-11]

Summary Data (2021)

	ADT	AWDT	AWEDT	85th	Avg	85th Weekday	Avg Weekday	85th Weekend	Avg Weekend
South	3083	3334	2422	30.13mph	25.93mph	31.00mph	26.93mph	29.89mph	25.66mph
North	3056	3296	2425	30.38mph	26.60mph	31.14mph	27.34mph	30.20mph	26.37mph
Both directions	6139	6629	4846	30.27mph	26.26mph	31.07mph	27.13mph	30.07mph	26.02mph

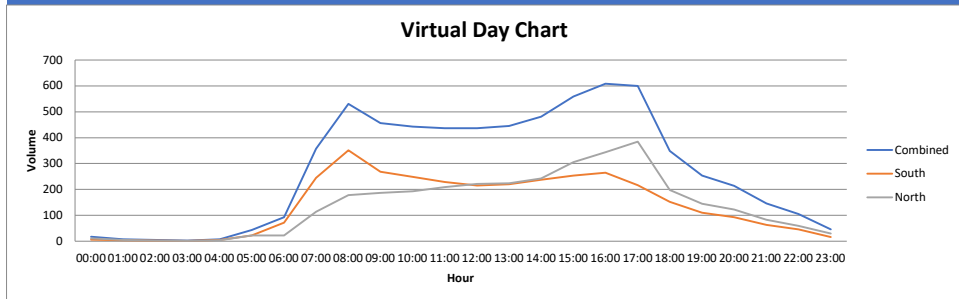
Virtual Day Summary Table(2021)

	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
All day (0-24)	6639	100.00%	4835	100.00%	3333	2411	3296	2414
Daytime (7-19)	5703	85.90%	3973	82.17%	2900	2003	2797	1965
Evening (19-23)	718	10.81%	603	12.47%	309	287	407	313
Night (23-7)	218	3.28%	259	5.36%	124	121	92	136
2 Hours Morning Peak (7-9)	888	13.38%	251	5.19%	596	143	291	107
2 Hour Afternoon Peak (16-18)	1209	18.21%	738	15.26%	480	369	728	368

Virtual Day Detail Table(2021)

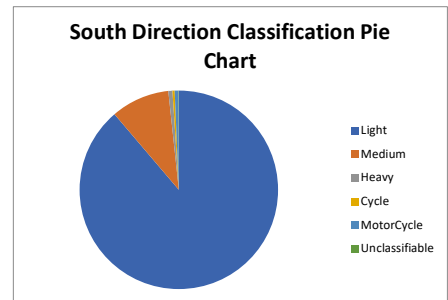
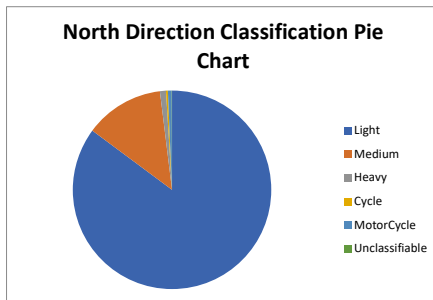
Time Range	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
00:00 - 01:00	17	0.26%	46	0.95%	6	21	10	25
01:00 - 02:00	7	0.11%	44	0.91%	3	18	4	25
02:00 - 03:00	4	0.06%	27	0.56%	2	12	2	15
03:00 - 04:00	2	0.03%	12	0.25%	1	6	1	7
04:00 - 05:00	7	0.11%	8	0.17%	4	3	3	4
05:00 - 06:00	43	0.65%	24	0.50%	21	11	21	13
06:00 - 07:00	93	1.40%	41	0.85%	71	30	22	10
07:00 - 08:00	358	5.39%	100	2.07%	245	51	113	48
08:00 - 09:00	530	7.98%	151	3.12%	351	92	178	59
09:00 - 10:00	456	6.87%	256	5.29%	269	148	186	108
10:00 - 11:00	442	6.66%	351	7.26%	249	196	193	154
11:00 - 12:00	437	6.58%	387	8.00%	228	197	209	190
12:00 - 13:00	437	6.58%	404	8.36%	215	191	221	213
13:00 - 14:00	445	6.70%	438	9.06%	220	205	224	233
14:00 - 15:00	481	7.25%	446	9.22%	238	214	242	231
15:00 - 16:00	559	8.42%	451	9.33%	253	215	306	235
16:00 - 17:00	609	9.17%	401	8.29%	264	201	344	200
17:00 - 18:00	600	9.04%	337	6.97%	216	168	384	168
18:00 - 19:00	349	5.26%	251	5.19%	152	125	197	126
19:00 - 20:00	253	3.81%	208	4.30%	109	93	144	114
20:00 - 21:00	214	3.22%	188	3.89%	92	94	122	93
21:00 - 22:00	146	2.20%	119	2.46%	63	56	82	63
22:00 - 23:00	105	1.58%	88	1.82%	45	44	59	43
23:00 - 00:00	45	0.68%	57	1.18%	16	20	29	37

Weekday Virtual Day Graph(2021)



Classification (2021)

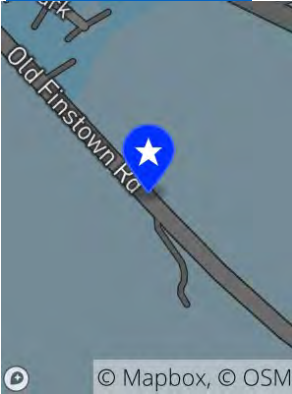
	Light	Medium	Heavy	Cycle	MotorCycle	Unclassifiable	Total
South	88.75%	9.52%	0.68%	0.39%	0.57%	0.09%	247537
North	85.12%	12.91%	1.00%	0.30%	0.59%	0.08%	245386



SYSTRA Count Site 5

Old Finstown Road
Counter J Finstown

GPS Coordinates(59.001524, -3.105940)



Data Summary

87 days data in total contribute to the report, which include:

- 2021: 87 days, From 2021-08-17 to 2021-11-11
- [2021-08-17 : 2021-08-25]
- [2021-08-26 : 2021-09-06]
- [2021-09-07 : 2021-10-13]
- [2021-10-14 : 2021-10-25]
- [2021-10-26 : 2021-11-11]

Summary Data (2021)

	ADT	AWDT	AWEDT	85th	Avg	85th Weekday	Avg Weekday	85th Weekend	Avg Weekend
South	680	755	506	47.22mph	39.42mph	47.78mph	39.68mph	47.11mph	39.35mph
North	684	751	523	37.54mph	31.59mph	37.96mph	31.88mph	37.47mph	31.52mph
Both directions	1364	1504	1022	43.76mph	35.48mph	44.11mph	35.68mph	43.69mph	35.43mph

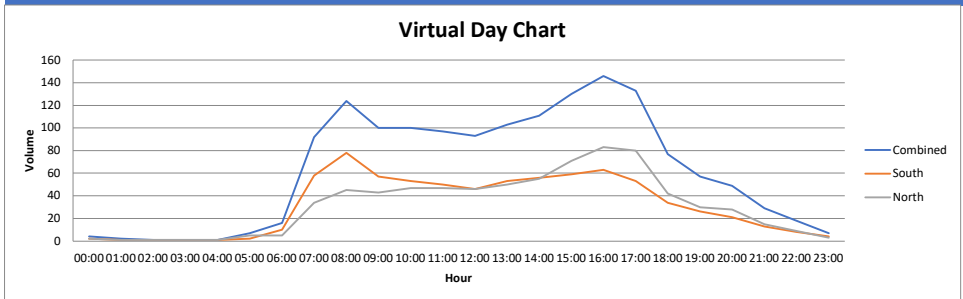
Virtual Day Summary Table(2021)

	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
All day (0-24)	1498	100.00%	1013	100.00%	750	505	744	514
Daytime [7-19]	1306	87.18%	848	83.71%	660	424	643	430
Evening [19-23]	153	10.21%	120	11.85%	68	58	82	61
Night [23-7]	39	2.60%	45	4.44%	22	23	19	23
2 Hours Morning Peak [7-9]	216	14.42%	55	5.43%	136	28	79	27
2 Hour Afternoon Peak [16-18]	279	18.62%	165	16.29%	116	90	163	80

Virtual Day Detail Table(2021)

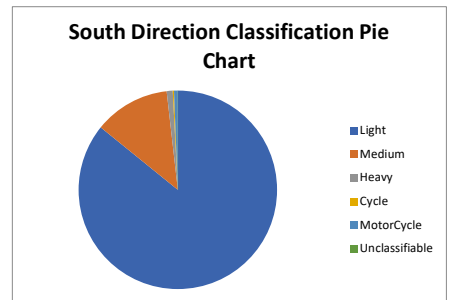
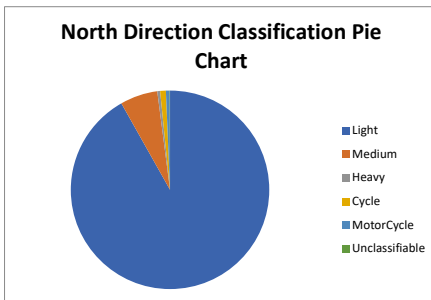
Time Range	Both directions				South		North	
	Weekday		Weekend		Weekday	Weekend	Weekday	Weekend
	Count	%	Count	%	Count	Count	Count	Count
00:00 - 01:00	4	0.27%	8	0.79%	2	4	2	4
01:00 - 02:00	2	0.13%	5	0.49%	1	2	1	4
02:00 - 03:00	1	0.07%	3	0.30%	1	1	1	2
03:00 - 04:00	1	0.07%	2	0.20%	1	1	1	1
04:00 - 05:00	1	0.07%	2	0.20%	1	1	1	2
05:00 - 06:00	7	0.47%	5	0.49%	2	2	5	3
06:00 - 07:00	16	1.07%	12	1.18%	10	9	5	3
07:00 - 08:00	92	6.14%	24	2.37%	58	12	34	12
08:00 - 09:00	124	8.28%	31	3.06%	78	16	45	15
09:00 - 10:00	100	6.68%	53	5.23%	57	29	43	24
10:00 - 11:00	100	6.68%	70	6.91%	53	39	47	32
11:00 - 12:00	97	6.48%	77	7.60%	50	38	47	40
12:00 - 13:00	93	6.21%	89	8.79%	46	38	46	50
13:00 - 14:00	103	6.88%	94	9.28%	53	40	50	53
14:00 - 15:00	111	7.41%	95	9.38%	56	47	55	47
15:00 - 16:00	130	8.68%	101	9.97%	59	50	71	53
16:00 - 17:00	146	9.75%	91	8.98%	63	51	83	44
17:00 - 18:00	133	8.88%	74	7.31%	53	39	80	36
18:00 - 19:00	77	5.14%	49	4.84%	34	25	42	24
19:00 - 20:00	57	3.81%	42	4.15%	26	19	30	22
20:00 - 21:00	49	3.27%	41	4.05%	21	20	28	21
21:00 - 22:00	29	1.94%	23	2.27%	13	12	15	11
22:00 - 23:00	18	1.20%	14	1.38%	8	7	9	7
23:00 - 00:00	7	0.47%	8	0.79%	4	3	3	4

Weekday Virtual Day Graph(2021)



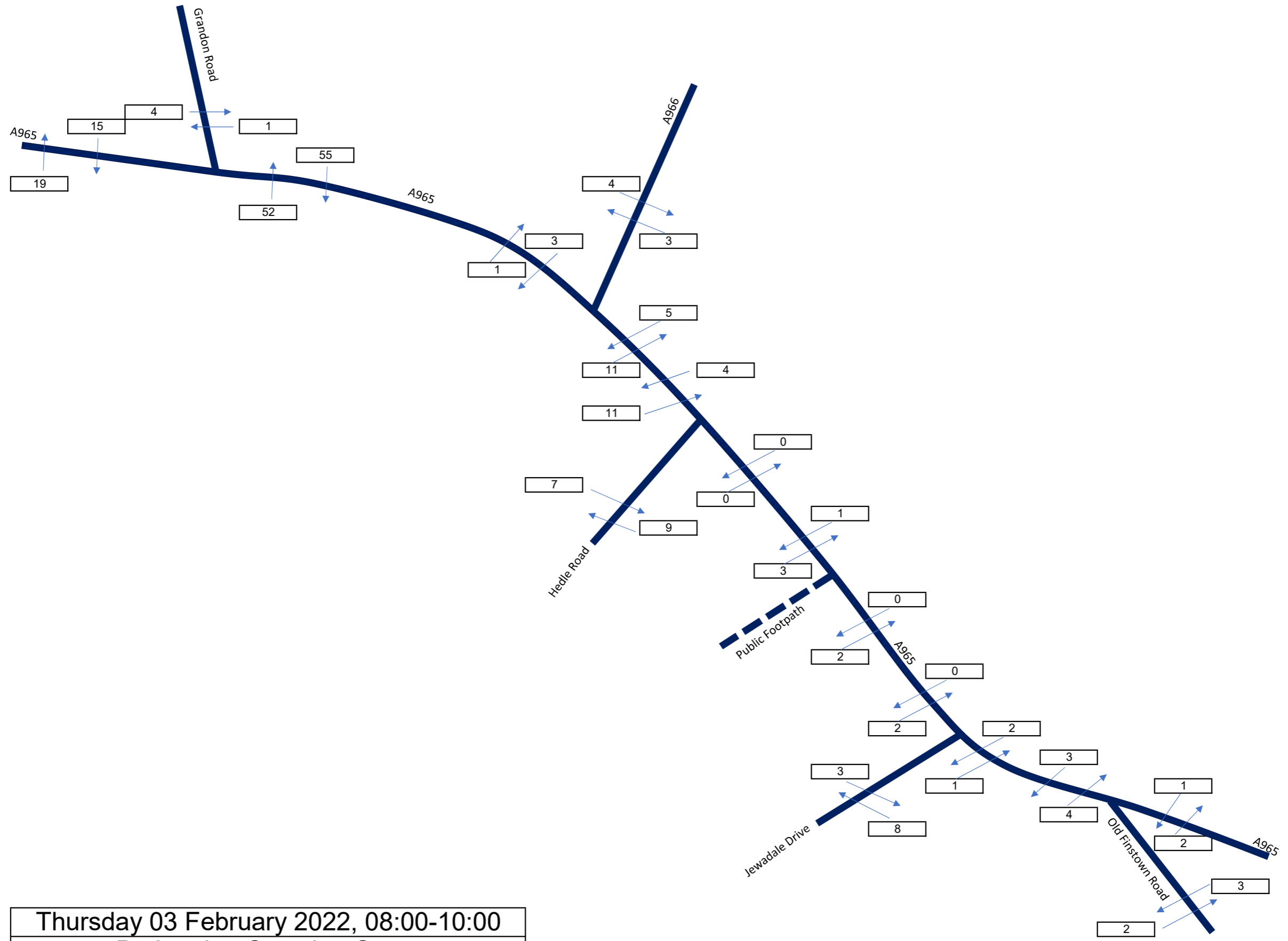
Classification (2021)

	Light	Medium	Heavy	Cycle	MotorCycle	Unclassifiable	Total
South	85.79%	12.40%	0.96%	0.22%	0.62%	0.01%	53735
North	91.81%	6.13%	0.44%	0.91%	0.65%	0.06%	54136

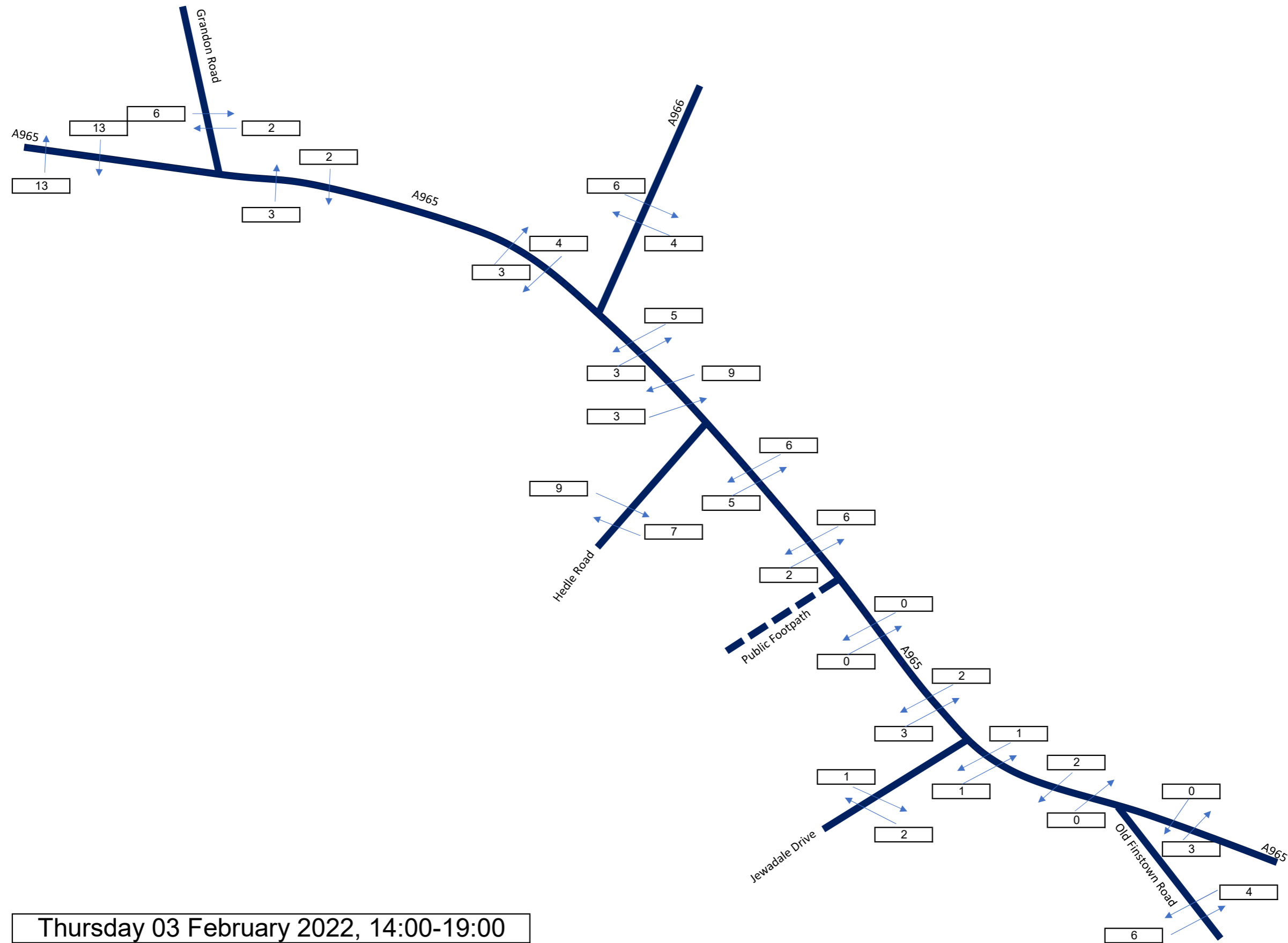


Appendix C

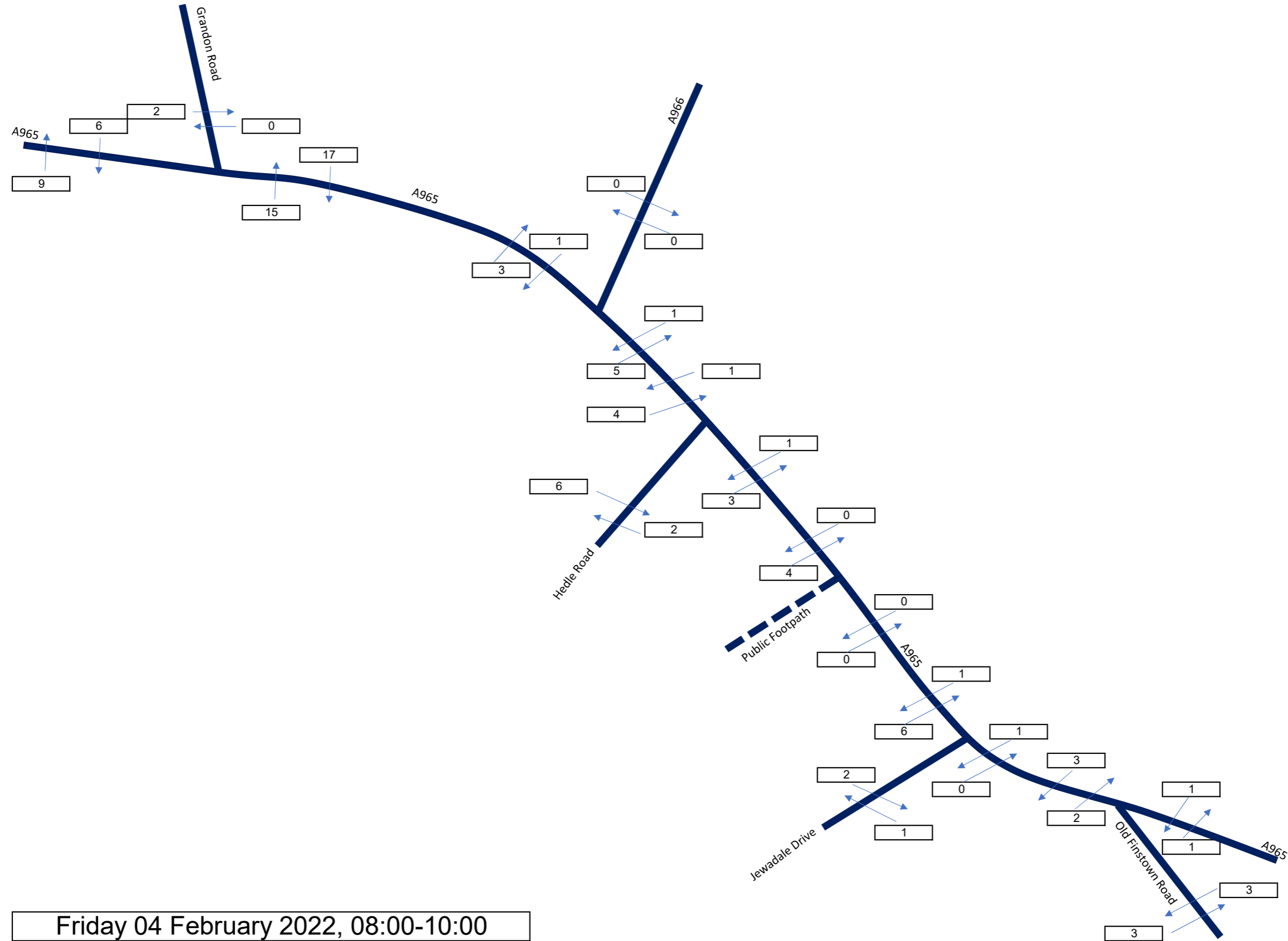
PEDESTRIAN SURVEY CROSSING MOVEMENTS



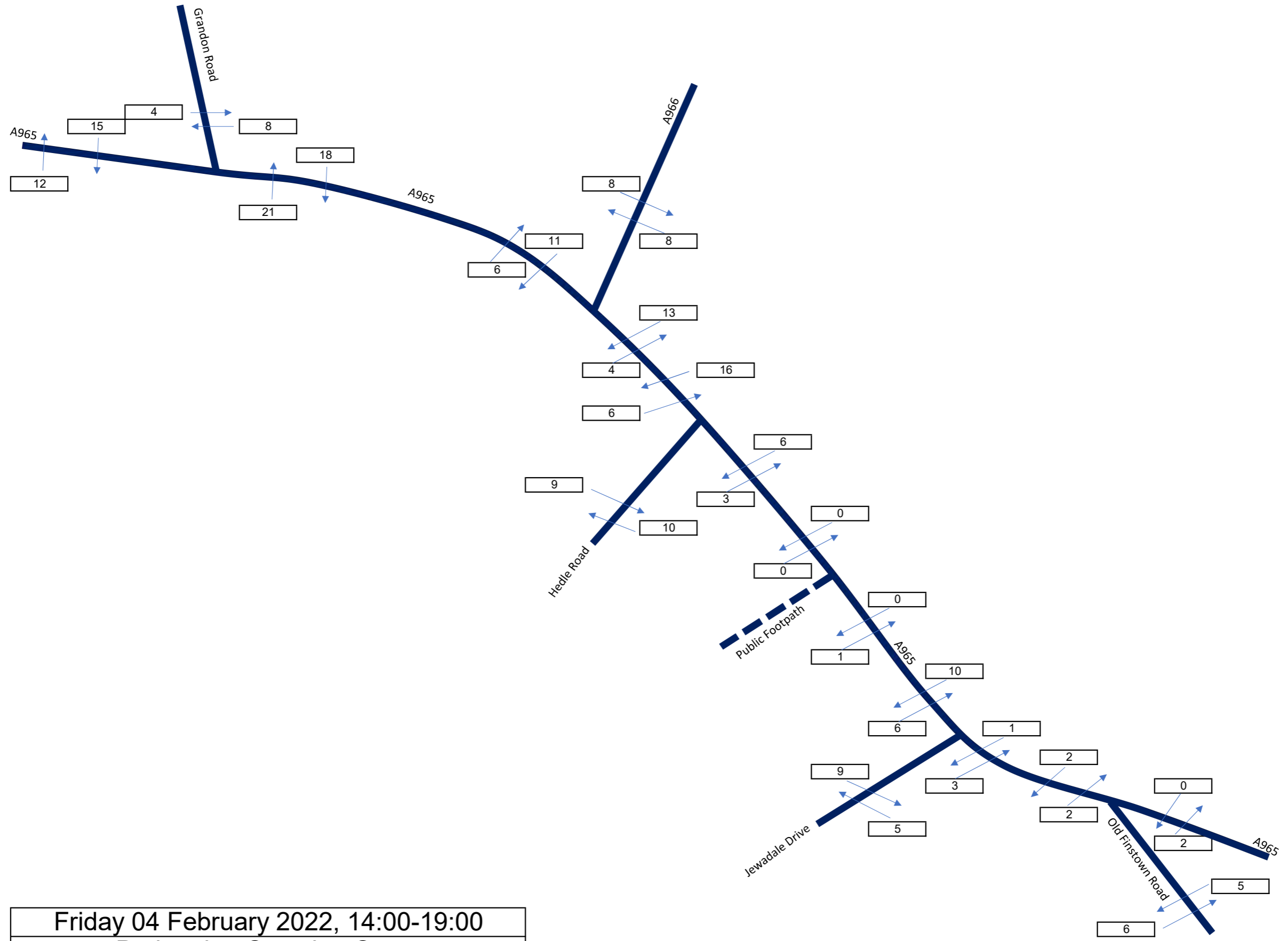
Thursday 03 February 2022, 08:00-10:00
 Pedestrian Crossing Count



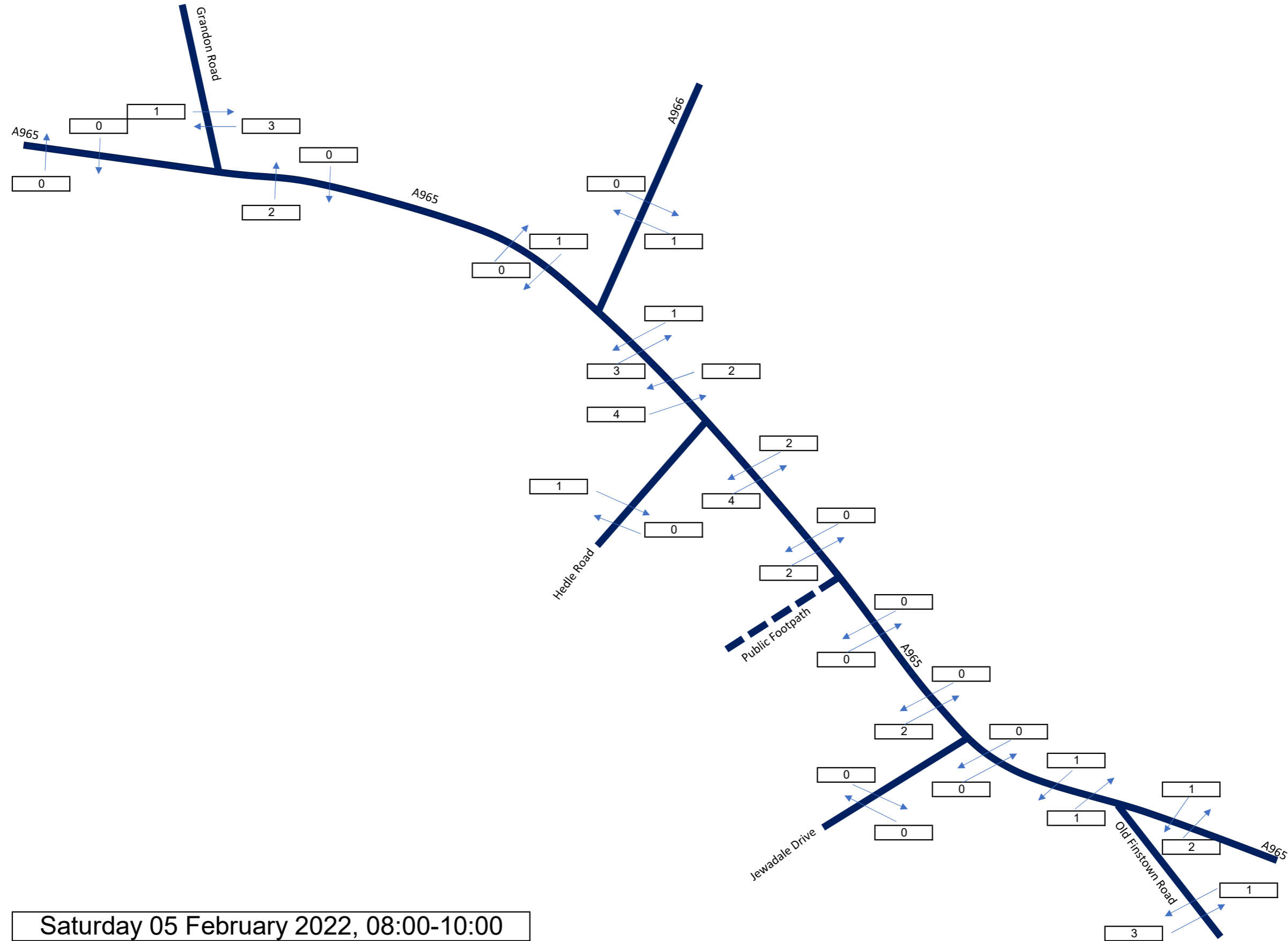
Thursday 03 February 2022, 14:00-19:00
 Pedestrian Crossing Count



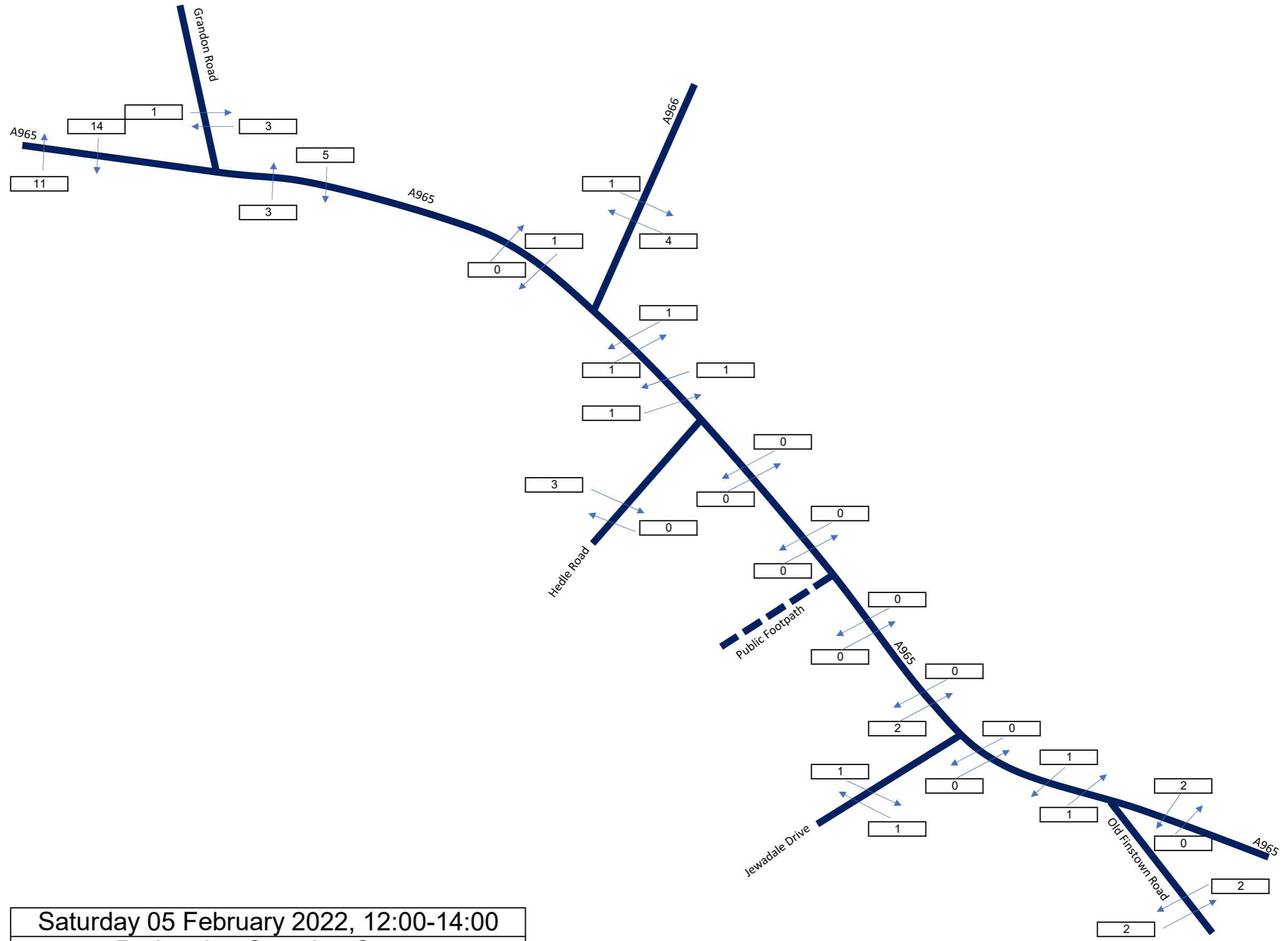
Friday 04 February 2022, 08:00-10:00
 Pedestrian Crossing Count



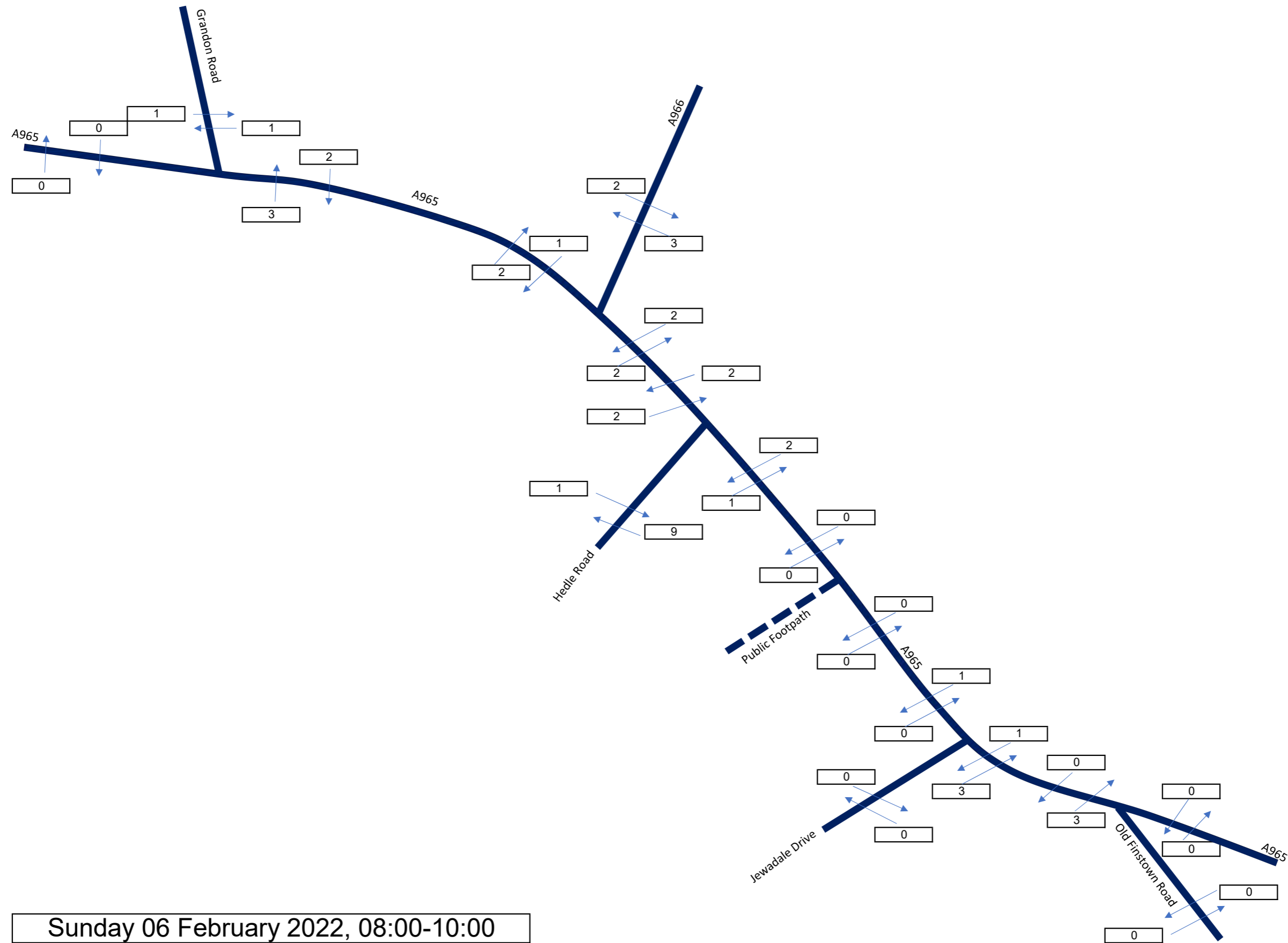
Friday 04 February 2022, 14:00-19:00
 Pedestrian Crossing Count



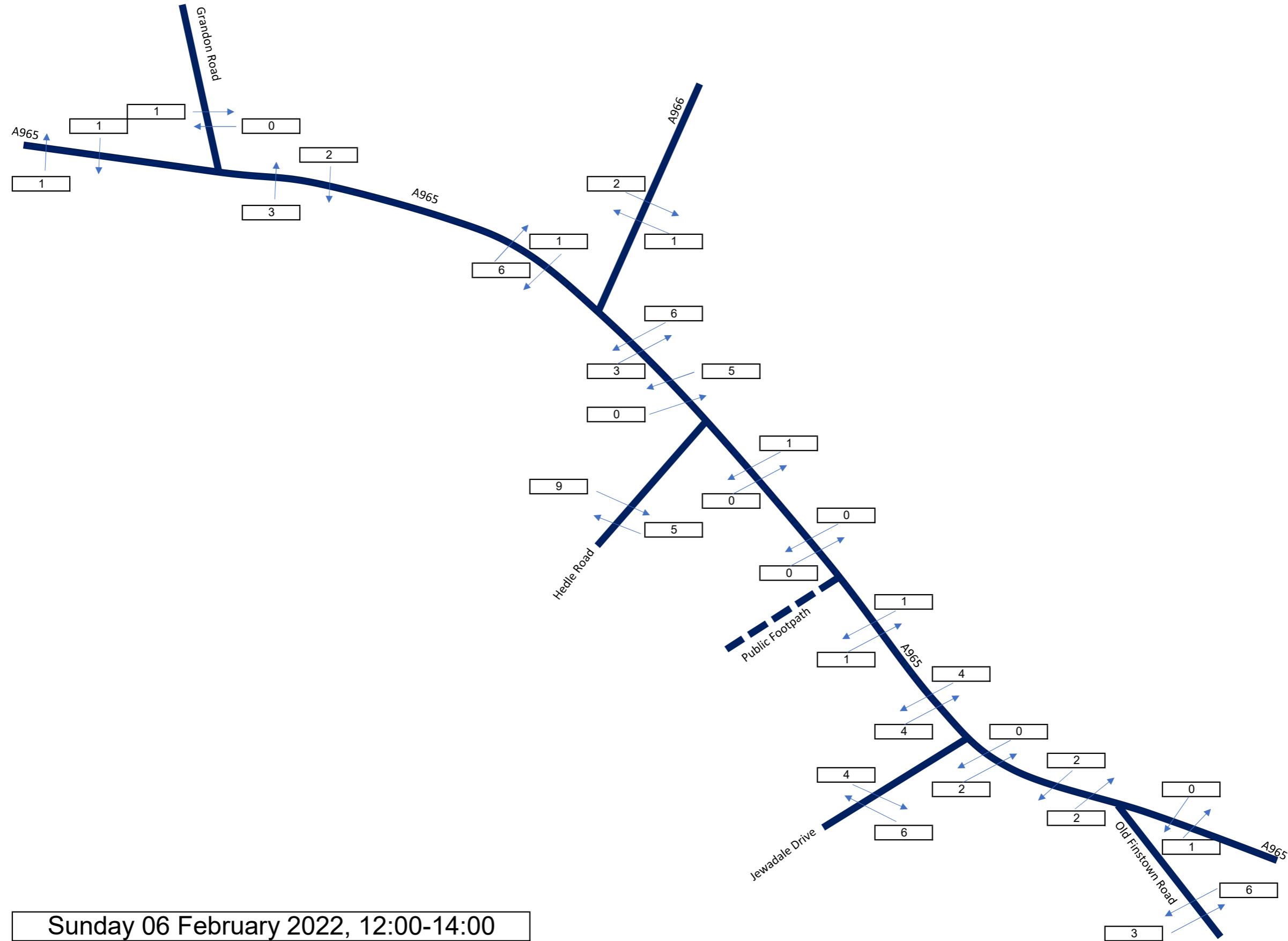
Saturday 05 February 2022, 08:00-10:00
 Pedestrian Crossing Count



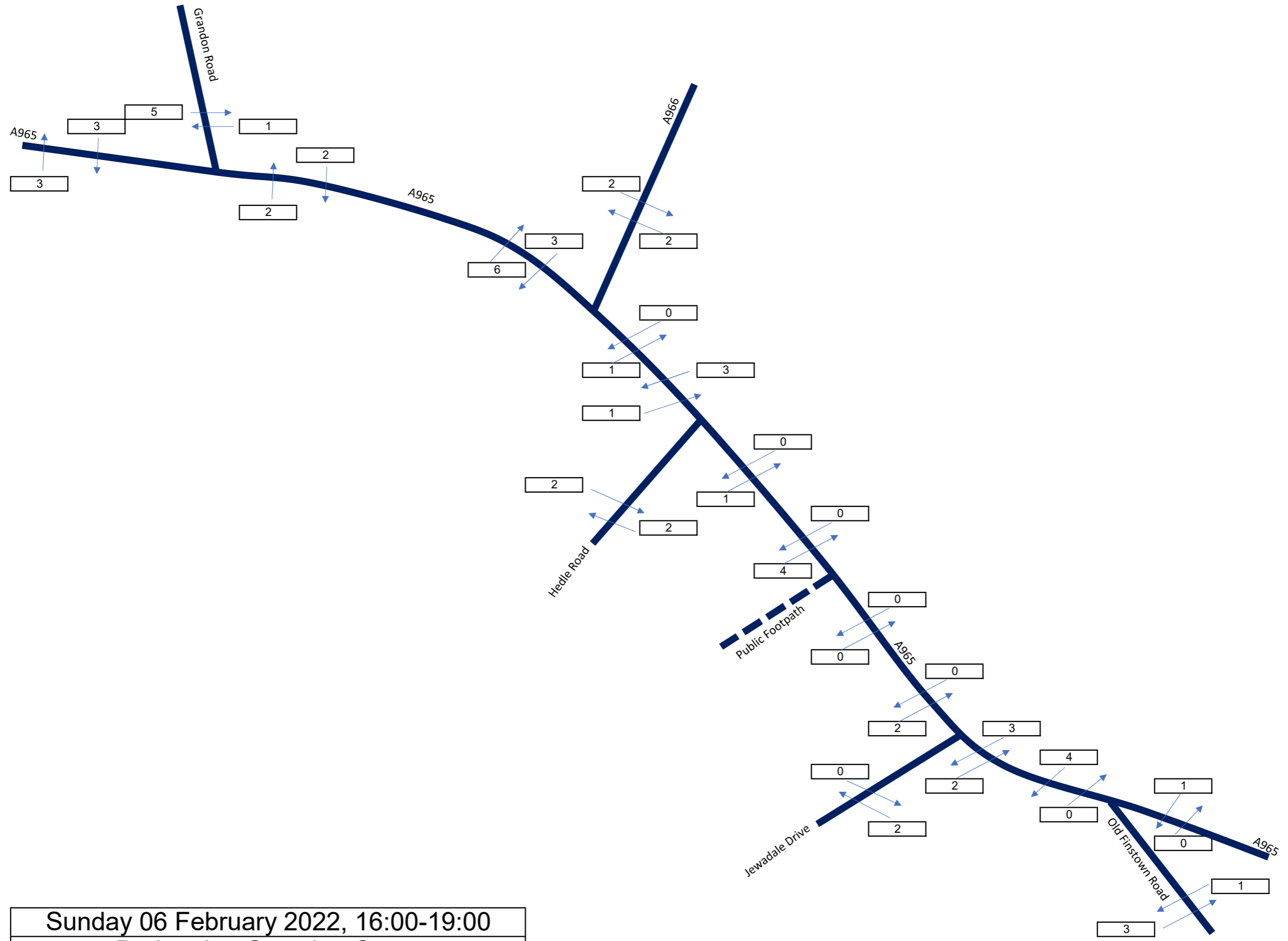
Saturday 05 February 2022, 12:00-14:00
 Pedestrian Crossing Count



Sunday 06 February 2022, 08:00-10:00
 Pedestrian Crossing Count



Sunday 06 February 2022, 12:00-14:00
 Pedestrian Crossing Count



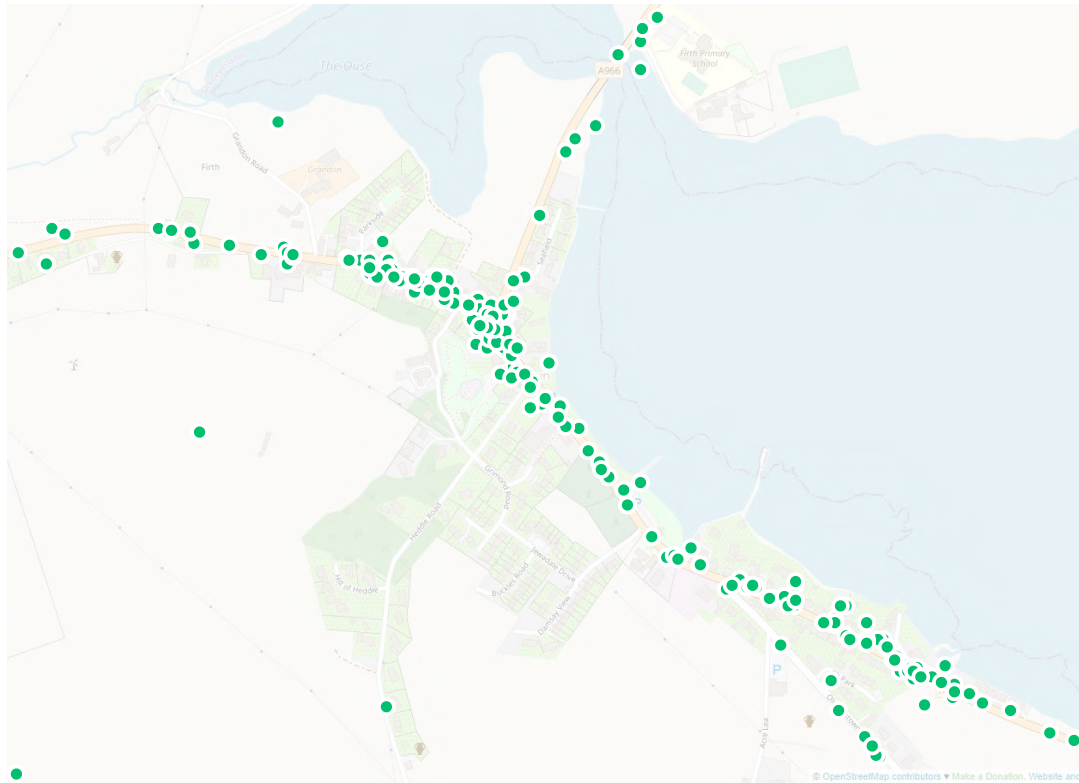
Sunday 06 February 2022, 16:00-19:00
 Pedestrian Crossing Count

Appendix D

SURVEY MONKEY OUTPUT

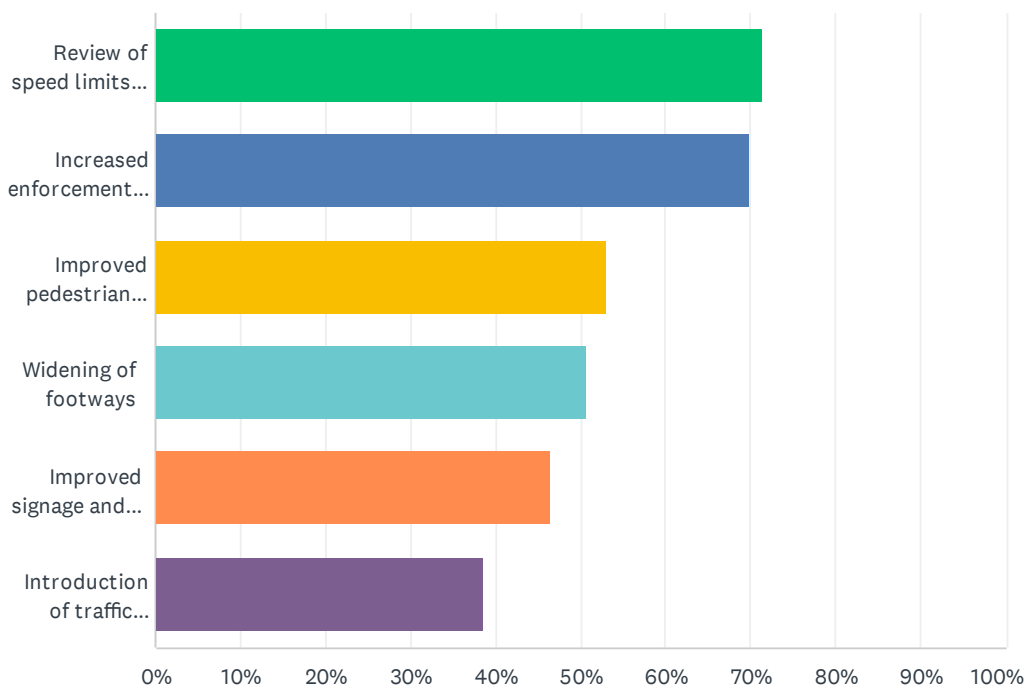
Q1 Please indicate on the map your primary location of concern regarding road safety in Finstown, if any

Answered: 221 Skipped: 52



Q2 What road safety improvements would you like to see introduced within Finstown (Tick any that apply)

Answered: 256 Skipped: 17



ANSWER CHOICES	RESPONSES	
Review of speed limits in and around Finstown	71.48%	183
Increased enforcement related to speeding and driver behaviour	69.92%	179
Improved pedestrian crossing provision	53.13%	136
Widening of footways	50.78%	130
Improved signage and road markings	46.48%	119
Introduction of traffic calming measures (such as speed humps etc)	38.67%	99
Total Respondents: 256		

Finstown Road Safety Study

We would welcome any general comments you may have on the options provided in the consultation

Answered - 187

Skipped - 86

#	Response
1	The current automatic speed sensors are good at slowing vehicles, rather than any new major projects.
2	Something must be done to slow the traffic in the village before someone is seriously injured or killed. This would likely be a young person due to the amount of children living in the village, who may not fully appreciate the dangers
3	Footways are very narrow and are used by young children going to and from the primary school. The narrowness of the footpaths and the speed of vehicles means that any small child stepping out or coming off a bicycle into traffic would result in serious or fatal accident. The proposed solutions need to address all these factors eg. improve footway width where possible, put in place measures to reduce vehicles speeds (20 is plenty etc) and also provide safe crossing points for school children on routes to school.
4	I do not think you can have speed bumps and unless you can purchase extra land widening the pavement is not possible. Reducing the speed limits would be good but would need to be enforced. I did hear of a system where if you exceed the speed limit a red stop light comes on. That would be a good system.
5	The traffic in and around Finstown is dangerous for all pedestrians especially young children and those with buggies and prams. Average speed cameras would, in my view, be a huge positive in the need to reduce speed. These would be placed at all entry and exit points of the village. Lorry's and tractors also being reduced to 20mph through the village would be a huge change also. These measures, along with increased enforcement, would change things significantly for the better for everyone, not just the people of Finstown.
6	The placement of speed trackers were completely in the wrong place so the data collected will not be correct. Farm and industrial vehicles pass through the village far too quickly
7	Widening pavements are not realistic considering impact on homes, narrowing the road etc. Signage no use either, proper traffic calming measures such as speed bumps is the only way it'll work.
8	All of the suggested measures sound fine, but will ultimately only be as good as the enforcement around them. If the police were to sit outside my property at the east end of Finstown for any length of time, they would see vehicles doing sixty mph or more as they leave the village. I'm sure this is the same at the other end of Finstown. I believe a 40mph 'buffer zone' at the various entrances to the village would make a big difference (assuming the buffer zone is policed.) I would also like to see speed reducing measures like bumps introduced at both ends of Finstown. Although I would like to see a wider pavement, I can't see how this would be achievable. I feel a much more realistic way of making Finstown safer for pedestrians would be a 20mph limit within the village - I am hoping a full review of speed limits in and around Finstown will be done.
9	a 20mph zone throughout Finstown. A zebra crossing going from Finstown car park across to cemetery, central within finstown. Much needed and on straight piece of road so cars can see it well in advance.
10	30mph is far too fast, 20mph would be better with the amount of kids in the village. Pedestrian crossing isn't really an option as there as so many places to cross in the village
11	It's dangerous walking through the village. Can't change the village (and wouldn't want to) but can change the speed limit. It should be a 20 at all times in the whole village. The approach to Finstown should be a 40, from Davie's Brig, from the Cuween road turning and from before the Binscarth cottages. Can't see much point in changing the size of the signage on approach. The 'Please drive carefully' sign at the west end of the village is enormous, and it's bent in two from where a vehicle hit it. Says it all really. No to a 30. Make it a 20. 20's plenty.

- 12** It would be lovely to have wider pavements, but unless there's a magic wand, it is not possible as there simply isn't the available space. Also, removing the pavement from an entire stretch of road (in order to attempt to squeeze a wider pavement on the other side) is an extremely dangerous proposal.
- Finstown is an old village. It predates cars. It was never designed for cars. It was not designed for heavy vehicles. It was, however, designed to have houses which had people living within them. People still live in the village, but many could be forgiven for thinking it's a ghost town because residents are fully aware of the extremely real dangers there are when they walk through the village. So now they take their car instead. People do not walk through the village because even when traffic drives 30mph it is not safe. When even a vehicle of a moderate size passes you at 30mph you are sucked in towards the road. You can't walk with anything in your hands because it overhangs off the pavement and encroaches into the road space. At 20mph, the threat of a car clipping a pedestrian and dragging them onto the road is greatly reduced.
- I would never walk a toddler through the village. It is too dangerous with the traffic going at 30mph. The walk to school with the kids is not a pleasant experience. You have to be continually on your guard. I don't let the children walk to Baikies as the route is too dangerous. Traffic does not give two hoots about the safety of our children. I see near misses on at least a weekly basis when walking the kids to or from school. Thirty years ago, we could cycle with safety to school. Cars were loud and could be heard a mile off, and cyclists could be on their guard from early on to ensure they were in a safe position. No way would I allow the kids to cycle to school, and definitely not up the village.
- Older neighbours do not walk to the shops as they fear being knocked off balance by large vehicles when they pass. The general public have so little respect for Finstown's residents they no longer even slow to allow mourners to cross the road from the car park to the graveyard. A friend was nearly decapitated (absolutely no exaggeration) after a funeral by a tractor and trailer with an overhanging implement. Had others not screamed in time they would not have been able to leap out of the way.
- Orkney has the fastest growing elderly population in Scotland. We need to keep this demographic as healthy as possible. A daily mile helps reduce the risks of heart disease, it helps decrease the risk of falls, it reduces depression, it reduces feelings of isolation. We should be ensuring the village is safe for every resident, at any hour in the day. Having small, limited stretches of the village with temporary 20mph limit during school beginning and end is not equitable and excludes large swathes of the community from being afforded the luxury of remaining safe. The young, the older person, the frail, the disabled and everyone in between. They all deserve a village with a 20mph speed limit 24/7. 30mph is not safe, but it goes further than injury or death. The 30mph limit is already causing harm to the health and well being of residents because they are not able to walk in their own neighbourhood and enjoy the health benefits which go along with that.
- Are you aware that runners in Finstown either head out before 6am (reduced traffic) or they drive into Kirkwall to have a run where it is infinitely safer?
- Edinburgh has already reduced the speed limit from 30 to 20 in many areas, and that includes central areas that are not residential. The Borders have been recommended to make permanent their trial of many villages being reduced to a 20. London is reducing many roads to a
- 13** The speed of the larger vehicles (lorries, tractors and especially service buses) is the most frightening issue. The suction created by these travelling at 30mph is easily enough to take a bairn or elderly pedestrian from their feet. The village should have a reduced speed limit of 20mph throughout that is properly policed- be it by speed checks which are a constant drain on resources or my preferred option- full time fixed speed cameras near either end of the village. The current pavement width is beyond dangerous in areas, when we take our children in the buggy there are at least 3 locations where the wheels actually have to run on the kerb. Perhaps a separate footpath along the back of the village could be an option to bypass the biggest problem areas for the largest volume of people. We'd also love to see the current speed limit areas increased further out at all ends so that at least the traffic passing our door have already had a few hundred yards to slow down before hitting more populated sections.
- 14** Widening of pavements to allow for safe passage of disability aids to the shop and post office. Stop vehicles parking in a way that prevents wheelchair users from safely using the pavement outside Allan's of Gillock.
- 15** I have lived in Finstown for almost 30 years and am deeply concerned about the dangers of the roads in and around the village and feel the issue needs to be addressed with urgency. I walk in the village almost every day. I often have a toddler in a buggy, have other young children with me and this can be a scary experience
- vehicles leaving the village, heading to Stromness, often speed up after they pass Baikies and are driving at speeds well in excess of 30mph
 - vehicles approaching the village from Evie often pay no heed to the 40mph speed limit and only slow down from 60mph as they near the junction
 - the road from the village, out to the school, is busy with people walking and children cycling – 40mph is much too fast for this stretch of road
 - parents can collect children from nursery at lunch time but the 20mph speed limit is not in place at that time of day
 - the pavement is particularly narrow from The Pomona to the foot of the loan
 - the pavement is particularly narrow along Maitland Place where it is almost impossible to walk with a buggy – the pavement is narrow, uneven and vehicles drive incredibly close
 - heavy vehicles such as buses, lorries, tractors and other agricultural vehicles are particularly threatening to pavement users
 - heavy vehicles passing close by a buggy on the pavement can cause fear and alarm for the baby/toddler
 - In my opinion the village should have a maximum speed limit of 20mph.
 - As well as considering traffic calming measures is it possible to create walk ways and cycle paths away from the main road? Here walkers and cyclists could feel safe to exercise, meet up with friends, enjoy being outdoors and appreciate the beautiful village of Finstown.
- 16** Would like to see the speed limit decreased throughout the village and started closer to the Atlantic Lodges and footpath provided.
- 17** I've no great interest in Finstown, but put this forward as a constructive suggestion. In Argyll, some of the villages have scarecrows dressed vaguely as police officers. Kilmelford and Benderloch are two good examples. All you need is an old yellow jacket, black trousers and a hat or helmet with some chequered tape. Arming them with a kiddy-on radar gun from an old hairdryer is also useful. As far as I know they are installed and maintained by locals who move them around from time to time. They instil an instant spasm of uncertainty in motorists who then check their speed. They seem to be tolerated by the authorities.
- 18** Too many cars travel too fast through the village

- 19** I currently don't live in Finstown, but have all my life.
My mum still lives on Maitland place and I have two young boys that visit her regularly.
I feel it's not safe for them to walk along the road as the cars travel too fast along the road. When a lorry drives past you can feel the suction after it passes as they go so fast and the pavements are so narrow that you are literally grazing the oncoming traffic.
I am really shocked at the fact there hasn't been a serious accident or fatality on the road as it just takes one misstep and someone would be out into fast oncoming traffic.
All it would take would be to reduce the speed limits in Finstown which would greatly reduce the risk of a serious accident or fatality. The fact that this has not been addressed until now is shocking.
Even putting it out to the public baffles me, it should be a no brainer and the speed limits reduced to 20mph with immediate effect.
I would like my children to be able to walk along to the play park knowing that those risks are significantly reduced.
Katie Irvine
- 20** I drive a car through Finstown and have never had any problem or seen any pedestrian etc have one, 30mph limit does fine and I don't see many do more than it. This anti-car propaganda spouted everywhere by the vocal minority is getting sickening to say the least.
Narrowing the road would be ridiculous given the fact that this is the main road and used by large vehicles including Arctics, even STGO ones. Using the money to actually widen some of the A964 in the Orphir parish would be a better use of funds
- 21** With the increase in cars on the road year on year, it seems inevitable that in future some sort of bypass will be Necessary. Decreasing the speed of drivers is hugely important, however the volume of cars passing through increases the risk of harm to a pedestrian (or even the risk of a car travelling into a dwelling).
- 22** 1. It is impossible to select just one 'primary location of concern' in Finstown.
I am disabled, and frequently would like to travel on my 8mph mobility scooter, (wheel span 24") insured for use on road or pavement. I choose what I see appropriate / safe at the time.
My main routes are Old Finstown Road to the Primary school, church, park, Post Office and Baikies.
On some occasions I will be pushed in a manual wheel chair (24" wide) , and for short walks from car I sometimes use a rolator . (wheel span 28")...where footpath width permits. This is extremely challenging / dangerous going up the pavement to Baikies. Here the pavement is not only narrow but slopes at a considerable angle down towards the road, on what is a near-blind bend.
I appreciate it would be seen by many that I'd be much safer just to drive to Baikies. However I'd really miss the fresh air, and chat with the many folk out walking or working in their gardens. Plus the choice of shopping in person, and the many aspects of private transactions at the Post Office.
I would like to see footpaths widened, but only where reasonable for residents.
I would REALLY welcome provision of a family friendly path connecting A966 to the Grandon Road, starting next to Moorfields, joining with the track (Slaughterhouse Lane) which passes behind the lower houses at Parkside, to emerge between Grandon and Fraser's electricians. This is v close to the A965 western approach, near a bus stop, with good sight lines for pedestrians crossing the road to and from Baikies.
I know I haven't exactly answered the questions in your survey, but in the absence of a public meeting, and some residents without computers unaware this was up for discussion, I wanted to raise my points.
Oh that Gala Day was even a monthly event.....road closed to all through traffic for several hours . Great to meet up with so many neighbours
✿
- 23** Your speed detection cameras are pointless where they have been installed. Please speed coming into the village and have already slowed down by the time they reach the cameras as these are points where police could potentially be sitting anyway. If you put them at the ends of the village you would get the real results and reasons why residents are so concerned. I walk through the village almost every day and I would say nearly EVERY time I witness speeding. This coupled with the fact that the pavements are too narrow and in disrepair makes my daily walk through the village very uncomfortable. With there being a lot of children in the village now it is only a matter of time before there is a very serious accident that could have been easily prevented. I do sincerely hope something is done about this problem and this survey isn't just one of these tick sheets where they say a survey has been conducted but nothing happens from it.
- 24** Please build a bypass , I have nearly been swept of my feet by fast moving cars . Also when I have my nephews and we are walking along narrow pavements so safe either
- 25** Pointless widening the roads. If a properly enforced 30mph speed limit throughout the village there would be no issues.
- 26** We are the first house at the 30min signs with 2 children and a dog. Cars are not keeping to the speed limit when entering the village and feel there should be additional measures ie speed checks bumps etc
- 27** Having studied the proposals for Traffic Management within Finstown these only seem to be within the Village and extending over the Brig to the School. I would raise concerns about the speed of traffic on the Evie Road where the 40 mile limit starts/ends. Traffic is travelling at considerably higher speed at this point and feel that this should also be considered within the present consultation
- 28** I would not like to see speed humps, these only slow down law abiding drivers. Average speed detection would be far more of a deterrent, provided it was enforced.
- 29** If temporary / permanent SID's are sited thru out the village what if any benefit will they do . The ones already there ,only highlight on an hourly basis ,the speeding of lorries ,buses , vans and cars to the residents, as not many drivers slow down until there actually at them . Some sort of enforcement/ penalty is needed . Also the traffic noise has increased year by year with larger and larger vehicles using a road system long out dated for modern times . I also think every man hole cover thru out the village has an issue . If speed bumps /traffic calming measures are added this will only increase noise levels at that points as vehicles slow and then speed up . Pavements are definitely too narrow in different locations when walking next too the busy road , it is an accident waiting to happen . Maybe a bypass could sort it , down towards the Ouse from the western approach, along the sea side all the way along to Davies Brig ,improving future flooding risk as you go .
Speed camera with all proceeds going to the local community council to use locally .
- 30** Filling this out again to clarify that I have ticked 'yes' to widening footpaths but I strongly oppose widening the road. NO WAY would the roads being any bigger help - it would only make the problem worse
- 31** Do not over provide roadside bling and ugly flashing lights which inevitably break down.
Slow the traffic coming from the Stromness direction more effectively.
Do not extend 20mph zone, make drivers adhere to 30mph instead.
- 32** I think there should be pelican crossings put in at park head,fletts corner gillocks and at maitlands place! This would slow all traffic at all times and still not hinder emergency vehicles
- 33** Options 1B, 3 and increasing the footpath widths would make Finstown safer for pedestrians especially before and after school.
- 34** More illuminated crossings.maximum speed limit of 20mph.thru the whole of the village.

- 35 20mph speed limit through the whole village. Rumble strips as you enter the 20mph zone. Permanent speed cameras in village. Flashing Speed indication devices.
- 36 Speed calming measures on all approaches to village. 20 mph in all built up areas. Junction at Esson's garage redesigned to reduce traffic speed by making it into more of a T junction. Excessive speed is the main problem. Pavement widening is not the answer. Install permanent speed indicators as those installed at present are effective. Consider installing speed cameras. They would be cost effective and even if not would let motorists know that their behaviour is dangerous. More frequent police presence especially evenings to combat wild young drivers who sometimes must be at 60 mph past our house
- 37 Slower speeds and wider pavements would be the ideal situation. However as this may not be possible enforcing current speed limits might be a good start
- 38 Please introduce green man crossings at Flett & Sons corner for children
- 39 I'd like to see the 40MPH buffer zone extend all the way back to the Cruan junction. The view to the east from that junction is restricted and vehicles exiting can be large and slow. Reducing the traffic speed there could prevent accidents or worse. Also pedestrians in Grimbister would feel (and be) safer.
- 40 The only solution is a bypass which should have been built decades ago
- 41 The speed vehicles go out the Evie Road with no care of the school, it is a massive concern, also the widths of the paths from Maitland up to to Bakies
- 42 Speed limit remain the same. It is dangerous to slow down from a 60 to lower than 30.
- 43 These proposals are simply not good enough. All involved need to wake up and get serious. I don't believe for one second anyone has actually taken a visit to Finstown and walked along all the "pavements" within the current 30mph boundaries?? It seems that the end and start of village have not been thought about? The current Sid markers have been positioned in such silly locations! Someone is going to be killed, why wait for that to happen?
We need 40mph buffers on ALL approaches.
The current 30mph speed limits need to be reduced to 20mph. Finstown is an old village and the pavements are extremely narrow and in some parts do not even exist. I risk my life everyday taking my son out for a walk in his buggy.
Lorries should have a 10mph limit
Install speed cameras and issue fines
I really hope that something clever is done before somebody gets killed. Reducing the speed limit would improve so many people's quality of life and hopefully encourage more folk to get out and walk around Finstown and I know a lot of people currently do not feel safe enough to do so which is such a shame and so isolating.
Kerri Flett
Boathouse
Finstown
- 44 Just leave it the way it is.
- 45 I think a 20mph limit throughout the village would help. There are no safe walking or cycling paths in the village.
- 46 For the residents of Finstown trying to get in and out of their driveways must be problematic - Just across from the junction of the old Finstown road there is a shared driveway for 3 different households and their visitors/friends/deliveries - it was no surprise that a Tesco van took down a pillar - road is too fast. I suggest that a pelican crossing on the Kirkwall side of Allan's of Gillocks would slow down and stop the traffic. Also a 20 mph speed limit within the whole village would make it safer for everyone. Widening the pavements is not a viable proposition as it would mean compulsory purchasing of garden areas of the roadside dwellings and this would then mean more difficulties with parking at the houses, or even making some homes literally step straight out if their front doors onto the pavement- not ideal under any circumstances.
Finstown is admired by tourists for its beauty, slow the traffic down and let them appreciate it for what it is, a rural village.
- 47 As a resident and home owner in maitland place I have been made aware of possible compulsory purchase orders to be made (loose lips sink ships as the saying goes). If this ridiculous plan comes in to action the public footpath would be 700mm from my front widow. Absolutely ridiculous not only would it cause major privacy problems and severe traffic noise it will also severely effect the value of my property . Speak to the residents rather than have an online form. Get the speed limit through the whole village reduced to 20mph and Inforce it by the police or mobile speed cameras which would pay for themselves in no time. Put a pelican crossing not a zebra crossing at gillocks. Someone Will get killed if a zebra crossing is put in the village.
- 48 The SIDS currently in place have been a good addition. Having these permanently with another on the eastern approach on the A965. I would go as far as reducing the speed limit to 20mph in the village - it works well for towns like Aviemore and would only add a minute to someones journey. Speed cushions would also be beneficial.
The pavements across from Essons Garage and outside Ivy Cottage are particularly bad, especially for those with kids and/or buggies/prams.
A lot of the options mentioned in the proposals are good with my only concern being the footpaths on the northside of the eastern part of the village.
- 49 There is only really one option and that is to lower speed into the village then make the whole village 20mph
- 50 Finstown needs wider pavements at Maitland Place in particular. Zebra crossings or some kind of crossing would be a good idea at Evie Junction and at bus shelters. 40 mph Buffer zones on all approaches into the village.
- 51 Why no pedestrian crossings?
- 52 A traffic light that pedestrian can use when wanted to cross and that doesn't have to wait too long for it
- 53 Walking between the church and the local shop is extremely unsafe and scary as large parts of the pavements are dangerously narrow with traffic feeling far too close especially considering the speeds of most motorists and the sheer size of many of the vehicles.
- 54 It is a bit unfair to get only one choice in the area of concern, as there are more than one. The only areas with adequate footpaths are the road out towards the school and between Gillocks and Essons. The rest of the stretch of main A965 that runs through Finstown has dangerous inadequate narrow footpaths. The proposal to narrow the width of each carriage 3.25m is a nonsense when the exhausting carriage width is 3m. So not sure how that proposal will work? I would also like the speed limit to be reduced to 20mph not 30mph. Wider pavements would be good so you could take the hand of one child whilst pushing the other in a pushchair, or being able to walk side by side with another adult. I have a teenager with a Visual Impairment and whilst he had no problem navigating safely around Kirkwall, walking to and from Baikies is a nightmare due to speeding vehicles, sloping pavements and narrow pavements. Surely being able to safely walk around your home village is a right not a luxury!
- 55 Traffic lights or predestination crossing operated by lights would be ideal, especially as it will be used by children going to school.
- 56 A bus lay by for the Stromness bound bus in the Allan's of Gillock area

- 57 Good to try an educate folk not to use mobile phones whilst driving through village . Possibly educate school students. Education also needed about effects of speeding. A seious accident could result in injury to pedestrians, and possibly jail for irresponsible drivers. These effect on lives last for ever.
- 58 Dont like narriwing toads on already narrow in bits
- 59 Permanent traffic light system to ensure 1 lane traffic at all time, especially at the area where the road narrows and the pavement is very narrow.
- 60 Traffic generally only starts to slow down once in the 30mph area.
- 61 I have lived in Finstown for over 75 years and have witnessed the increase in traffic that tend to speed through the village. Finstown is only one mile long and at 30mph it only takes two minutes to pass through so it is obvious we .need to educate the drivers to slow down
- 62 If carriageway with us reduced to 3.25 metres, how will vehicles pass each other.? The average width of a car is more than 1.65 metres.
- 63 Totally agree with option 1A, 2 and 5. I can see all of them making a difference. I agree with widening the road on option 6, however, I realise that common sense must prevail here. This is the most used and at times busiest road in Orkney, therefore you have to keep the vehicles moving. The main problem pavement scenario is really between Atlantic Lodges and the corner of the road junction for Rendall and Evie etc, etc... This probably needs to be and can only be extended on one side only. The preferred side would be the Atlantic lodges side and would turn up towards the school road. I personally never see anyone walking on the opposite side, most have driveways. They would just have to walk to other side to use a larger pavement.
There can be no speed bumps/cushions as we have to be realistic as some people travel several times during the day. This would be annoying for everyone including everyday services such as buses, lorries and delivery vehicles. You have to be practical and sensible. Architects and planners get these kind of things wrong all the time. Just look at when they introduced all those bollards and speed bumps to Warrenfield and Craigie Crescent. All right on paper but terrible on implementation. Also 20mph during the school times is plenty, it actually is very hard to go 20mph when you see a big wide area and wide pavements from the junction turning towards the school. But when school is empty it would be absurd to go 20mph until 40mph sign. 30 is fair and sensible but agree 20mph when lights are flashing for school. But anyway no bumps or speed reductions to 20mph all of the time. Think wise and sensible to allow everyone the freedom to continue their day to day business but ensuring that you help make safety measures stronger for the people of Finstown as they do deserve better.
- 64 It's a real shame this has become a problem - people just not sticking to the speed limit.
- 65 School times walking to & from is my main concern, young children walking alone with speeding traffic along the village! Especially large vehicles lorries buses etc
- 66 The main problem is driver behaviour as is evident in many areas in Orkney generally. Other options may help but ultimately it is the impact on finances and licence points that will have the greatest effect. Certainly need some pedestrian crossing facilities as well
- 67 Don't wreck it with speed bumps
- 68 I would actually like the information on how many people have been 1. In an RTC with a vehicle in Finstown, 2. The average speed of drivers for your survey 3. If people are not adhering to the 30 speed limit now, changing it to 20 is going to make little to no difference because those same people will ignore it. What does slow cars down at the 20 signs at Firth primary is knowing that the police regularly park by the school and will catch a good few people speeding. Would be good to have had greater clarity on the need to add this survey in as I am surprised that such action I. E traffic calming measures are needed. I'd say people on the island adhere to a good amount of the speed limits and I'd say the finstown route is one of those routes.
- 69 Please don't install speed humps
- 70 Having the bus stop right on the road is a hazard as there is a business and a junction right after it. Busses stop with hardly any notice.
- 71 Option 6 - I would like to see this extended through to the end of the Finstown village as you drive towards Kirkwall.
- 72 Traffic is not obliged to reduce speed until the very threshold of the village built-up area. The Kirkwall-Stromness A965 is a fast road, Orkney's equivalent of a trunk road, on which it is very often not unsafe to drive at the national speed limit. The drawback is that after several miles of free-flowing open road many drivers do not consider reducing from 60+ mph until passing the 30 mph speed limit signs entering the village. Many drivers allow their speed to decay very gradually and as a consequence have reached the village centre before they are travelling at something approaching 30 mph - in practice I suspect the majority are still doing 35-40 mph. I believe this problem is worse at the eastern end of the village which has a somewhat more open visual aspect. The road through Finstown is anything but suitable for high speeds and measures to reduce traffic to cycling speeds are long overdue. In many parts of the country, village centres are "20 Zones" which, whilst not guaranteeing that all traffic travels at no more than 20 mph, has a marked moderating effect.
I do not recall reading in your report whether traffic speed surveys throughout the village have been carried out, but I am sure that would be instructive.
The 30 (or 20) mph limit needs to be protected by extending it beyond the village boundary, maybe as a 40 mph margin. Automatic speed-indicating signs also have a good record of self-enforcement.
- 73 I think that the roads throughout Finstown require improvement- due to the area I live my main concern is Heddle Road. I think that more lighting is required further up this road, due to the housing the 60mph limit needs to be moved further out and some traffic calming measures need to be introduced. There are often people walking dogs and walking with children on this road and more pavements would improve safety.
- 74 20 mph limit from Binscarth farm to Old Finstown Rd Junction and from Firth school current 20mph zone to junction between A966 and A965. Speed notification road signage that informs drivers of their current speed as standard around all schools and busy pedestrian areas.
- 75 The introduction of 40mph buffer zones on entry to Finstown seems very sensible. Heddle road has a large volume of traffic now due to the increased quarry activity and residential properties. Vehicles enter Finstown on Heddle road at great speed, with no pavement facilities for residents that reside further up Heddle road.
- 76 Introduce 40 mph on all approaches to Finstown and police the speed of vehicles
- 77 The pavements from the turn to the school up the hill and out of Finstown to Stromness are far too narrow and some do not even have kerbs. Jogging along these pavements even out of busy traffic time is quite frightening as you do not feel that cars or buses are sufficiently in control/speeding. At least with a wide pavement and a high kerb there would be something between you and the traffic.
- 78 My only feedback would be to please focus on the two ends of the village closest to the village signs. The speed detection strips, speed checkers and police detection focus more on the centre of the village, but the ends get little speed deterrence and are the worse areas for dangerous driving. Yes most people slow down by the time they reach the public toilets/baikies but there is still a huge family presence at the ends of the village.

- 79 Speed bumps, and further speed restrictions will hamper road users.
Get speed cameras and fine the offenders that speed and use their mobile phones to cover the cost. Simple.
Why should I, that obey the law have to be restricted further for the culprits that drive dangerously!? They will still do it, unless they are caught!
- 80 The idea to widen the footpath is great in theory but I feel it may actually cause more problems if the road got narrowed. There is nothing that can be done about the amount of traffic that passes through the village so the only feasible option is to slow the traffic down and make it safer for pedestrians.
- 81 Suggest introduction of speed sensors that trigger red lights so penalty for speeding is instant and compliance is self-benefitting
- 82 It would be amazing to widen the road through Finstown for larger vehicles & to make wider footpaths but neither is possible because of lack of space so improvements need to be practical for all users & not make things worse or more confusing
- 83 Just came through Finstown after shopping, cars behind me up my backside because I stuck to the speed limit, who then overtook me after the Rendall turn off and raced up the hill.
Same thing happened at Harray, folk deliberately speeding through the 40 zone, and then through Dounby. All these cars went north towards Birsay. They don't give a hoot about our kids.
Get some more speed cameras up and make 'em pay
- 84 Reduce both Kirkwall and Stromness approaches to 40mph and 20mph through the village.
- 85 If you installed speed cameras it would be a source of income and would slow the traffic down to a safe speed
- 86 There are not enough options. I would like to see a controlled pedestrian crossing and a 20 mph 24/7 speed limit for the whole length of the village
- 87 I am from the New Forest. Years ago the entire Forest speed limit was reduced to 40 from 60, with lower limits in settlements. Only the major trunk road kept a higher limit, and then only in its safest parts. Accidents fell hugely. I would like to see Orkney have a blanket 40 limit outside settlements aside from a few bits of the 965 which could be 50. The layout of Kirkwall/Finstown/Stromness mean average speed cameras could be deployed in just a few locations and solve the terrible speeding issues on the 965 and end its reputation as the most lethal road in Scotland.
- 88 I live on Maitland Place and it is quite obvious where the traffic is speeding from. Basically if they are travelling in the direction of Kirkwall, once they are past the junction for the old Finstown road they just treat that as the end of the 30 zone and boot it along Maitlands, well above 60 by the time they actually leave the village.
The pavements are also far too narrow throughout the whole village, particularly this end. As a parent of a young child, it is terrifying someone's walking with the buggy. The widening of the pavement is definitely something I would get behind. I do however understand the need for the road to remain wide enough for lorry etc. I am a lorry driver myself so I understand the need. Would approaching residents about selling even half a metre of their gardens to allow the widening of the pavement without affecting the road width?
- 89 perhaps consider putting in a zebra crossing along the main Finstown road
I find even when the 20mph signs are in use at the school, drivers still go over the speed limit
- 90 Having experienced the traffic calming measures south I am aware that they often cause frustration and difficulty especially for larger vehicles and those towing, so would be very much against that option
- 91 Remove the 30mph count down signs and replace with a 40mph zone.
- 92 Reduce the speed limit in the middle of the village to 20. There doesn't seem any way of widening the pavements and even at 30mph the wind draft caused by lorries, buses and tractors is very dangerous for pedestrians, especially young children. Improve the condition of the main road at the west end of the village, it is disgraceful and the council should be embarrassed by it.
- 93 It's a main road with high traffic volumes that needs 30 mph speed limit enforced. Traffic calming humps or islands is not the answer.
- 94 I don't live in Finstown, but do pass through to Kirkwall. Junctions can be a problem at peak times, and there are areas where pavement and cyclist provision are very poor. There are folks who drive ridiculously fast on the straight sections either side of the village, which also concerns me. When visibility is poor and drivers don't signal, slow down or wait at junctions, I'm surprised there aren't more accidents. The queue up for the turnoffs for Heddle etc are also bad for causing queues and that riles some drivers so they end up going faster when the road is clear ahead. Pity you can't just issue patience pills... But pedestrian and cyclist management would at least protect the most vulnerable road users to a better extent.
- 95 Speed cushions is not the answer! Worst idea I have seen! Put proper pedestrian crossings in.
- 96 All looks good to me, anything that's going to slow down the traffic is good
- 97 The danger of the pavements in Finstown can not be acceptable in 2022. How nobody has been killed so far is a blessing. Tiny narrow pavements with fast moving big vehicles. We see this on a daily basis of vehicles coming within a couple of feet of pedestrians with small children. Finstown is a pleasant village completely ruined by traffic and it will only get worse unless something is done before it's too late.
- 98 There has been proposals to widen footpaths, whilst in areas I can sympathise but this cannot be at the detriment of the road widths. Finstown is ultimately a through road between the 2 largest towns and a village located in the countryside.
Road users include many larger vehicles including articulated lorries, cranes, buses and agricultural vehicles to name a few.
Where I have highlighted on the map is an area with a slight bend/curve in the road where it is already narrowed and when a "large" vehicle meets another, one ultimately has to give way to the other. I have also seen one vehicle being forced to mount the pavement!
The signs on the road is constantly being struck by said larger vehicles highlighting that the road is already not fit for purpose and ultimately is creating a bottleneck and obstructing traffic.
Measures which I feel that would benefit the whole of Finstown is other speed reducing measures or the installation of speed cameras which if over the speed limit issues fixed penalty notices
- 99 If the footpaths were to be widened it would be beneficial to both pedestrians and motorists. In places such as opposite the garage are very slim and would be unsafe for anyone that has a disability or someone pushing a buggy.
- 100 Personally I think 50mph is fast enough for any roads in Orkney and reduces fuel consumption. All rural villages should be 30 mph all urban residential roads 20mph
- 101 I would not like to see narrowing of the road or speed humps as this is a major arterial route. I would prefer improved signage and better road markings. I support reduced speeds- this makes sense.
- 102 Option 1a is my preference 40mph sections on all approaches to the village

- 103** Option 6 is an absolute no-no for main trunk roads with such a heavy amount of traffic, especially when all the cruise excursion coaches recommence! Imagine what the emergency services would say? I certainly would not want to be in an ambulance with a spinal injury or giving birth!
There are very few places where pavements can be widened without going through houses' living rooms, and the sacrifice of pavements on one side to increase width on the other side is NOT an option.
The decrease of speed approaching Finstown can only be successfully done by having 40 mph zones from every direction. That includes the notorious black spot at the end of the Harray Road junction. 40 mph should be the speed from at least 100 yards north and west of that junction until past Davey's Brigg, as folk have great difficulty exiting properties on the approaches to the village in all directions. There is already a 40 mph zone north of Firth School.
The noise of traffic is a major issue for residents, partially because of the appalling condition of the road surface throughout the village. Yes, the Eastern end is now being tackled, but the western end is also dire. With a well maintained noise reduction surface throughout the area, much of the noise would be reduced.
- 104** There seem to be some very expensive options for things like widening footways/narrowing roads. It has to be remembered that this is THE main road in Orkney & as an agricultural area some pretty big farm & commercial traffic use it on a very regular basis. The footway on the landward side is narrow, but while the footway on the seaward side is also narrow there is the potential along much of it to widen it without impacting on the road width. If footway widening is seen as a good option that should be the area that is widened. While other areas could do with wider footways the impact on the road would be significant.
- 105** I think traffic movement through finstown should be reduced to 20mph with the likes of road humps. This would make the whole of the front of finstown less of an intimidating and dangerous environment. Without traffic control you will always have some fool flying through the village resulting in tragedy especially if folk become accustomed to moving around safely.
- 106** Speed cameras to enforce the limits would be a big help.
- 107** The pavements are too narrow for mums with push chairs and disabled people. I am not sure which of the options would help this.
- 108** Road is very narrow and when drivers speed around blind corners its dangerous! Should have a zebra crossing for kids going to school and pedestrians in general as they have to check it's OK to cross but can see very clearly as blind corner. Trees and bushes needs to be cut back to enable to see better
- 109** I live at the Kirkwall end of old Finstown road. Just after the 40 sign and the speeds people come into Kirkwall at are horrendous. I know there are measures to change this are to 30 and the sooner the better
- 110** Speeding outside of finstown on both the a965 and the old finstown road need much more police enforcement. Fatal accidents per head if population shows this as the worst in the UK. Speed cameras at finstown and along the a965 would help.
- 111** By pass,around heddle hill.
- 112** Having walked and driven in, around and through Finstown, I struggle to see where or how there is an issue. If there are speeding drivers, they are in the minority. If anywhere, the only place I notice people speeding is approaching Finstown from Stromness initially to the corner approaching Bankies but speed decreases from then.
- 113** The sensible option of having a fixed 20mph speed limit from Alans of gillock to bakies stores plus 100m or so of heddle Road and the road to Evie is not offered as an option. I think this is required due to the narrow footpaths in this area. I would prefer a 20mph speed limit to be enforced by both average and point detection cameras rather than speed bumps.
I support the 40mph buffer zones but note with regret that the successful one to the east of St Mary's is being changed to 30mph eliminating the buffer zone effect.
- 114** The only problem is that finstown needs a bypass. The paths are too narrow in places but cannot be widened. The people that are moaning knew what the conditions were like when they bought their houses. The speed limits are fine and there should be no traffic calming.
- 115** Widening pavements is welcomed but how will the roadway accommodate the large agricultural and haulage trucks and buses? They seem constrained already by lack of roadway. Is a bypass being considered?
- 116** The paths are too narrow for young families (especially when two HGVs are pass each other at 30mph), a crossing needs to be added near Gillocks to allow children to safely cross.
- 117** The traffic think it's a race track as soon as they turn off at the junction out towards evie think speed humps would be great idea be safer for children also
- 118** In the time I have lived here I've noticed increased 'heavy' traffic - the pavement toward Baikies stores is very narrow and you can feel you're taking your life in your hands walking up there sometimes .
I have watched children and the elderly struggle to cross at the bus shelter next to Allen's of Gillock - a pedestrian crossing with lights would make this a) safer for those wishing to cross (many are trying to cross to the bus stop) and b) force traffic to slow and/or stop, thus reducing speeds.
- 119** Speed signs do nothing. People actively and recklessly warn others when police are doing speed checks rendering them useless. Physical measures must be introduced to solve this dangerous problem. The pavement in Maitland place is much too narrow also.
- 120** Pavements at both ends of village are very narrow - particularly with a buggy. Lorries and buses passing at 30mph feel very close and a real concern for young kids on foot and on bikes.
- 121** When you enter Finstown from the east, you've immediately got houses close to the pavement on both sides of the road, so 30mph seems appropriate and natural. No problem there.
But when approaching Finstown from the west, I'd actually contend that since there's only distant houses on the south side of the road up until you get to Baikie's store, no further traffic calming measures are actually necessary. 40mph feels more appropriate up until Baikie's and THEN 30mph, though I concede that'll never happen.
I just don't think it's really a problem on the western approach, given the distance.
Proposal 1B seems to most practical. A widening of the pavement in some areas would also appease some concerns.
- 122** While walking my dogs 6am and 11pm approx I notice speed limits are regularly not observed at these times maybe some police speed checks might help along with out towards Evie at the end of the working day.
- 123** Having lived in the village for a number of years, with primary and then secondary school age child, all traffic calming and management measures possible should be implemented.

- 124** Widening of footpaths, and thusly narrowing of the road would create what is already a dangerous area marked on the map more treacherous when faced with HGVs, Busses or agricultural machinery in the oncoming lane. I commute daily through Finstown, and have repeatedly seen near misses, unsafe manoeuvres and emergency braking due to lack of space, irresponsible parking, traffic merging from junctions and driveways, and poor road maintenance.
I have nothing positive to say about the speed cushions, and I would be surprised if anyone travelling through Finstown would appreciate them.
Crossing Points, as well as permanent SIDS would be a welcome addition. Safer crossing options, particularly for children attending school is a wonderful idea, and I have found the temporary SIDS to have made a difference already in traffic speed, particularly when travelling eastbound from Stromness.
- 125** More pedestrian crossings along the main Finstown route
- 126** increase the visibility of crossings to support the lollypop staff. Make the school turning left area a filter lane when heading south. Otherwise the safety in Finstown seems very good to me.
- 127** Road is already very narrow there, council can't seem to take the hint by the 2 signs on the lamp post (the duck sign and school children sig) the 2 sign keep getting hit by HGVs and busses and the council keep straightening the signs and the Next day someone has hit the signs again
The pavement is already very narrow there and HGVs and busses need to hug the kerb and to a pedestrian when a large Vehicle passes that close to you it seems like it is travelling a lot faster than it actually is, so large vehicles that pass at that narrow point travelling at 25/30mph get accused of travelling at 40mph
Standard with of a hgv is 2.55 meters and that is not including the wing mirrors so what genius thought reducing the road to 3.25meters is a good idea
Be as well making pavement wide and having a single carriageway with traffic lights but that's a step backwards again
- 128** Best option is to do nothing and save money!
- 129** The road from the village up to Baikies is particularly bad with vehicles speeding. Walking up that way with children is a nightmare & accident waiting to happen, perhaps railings along the side of the road would make it safer for pedestrians and any traffic calming measures would be appreciated.
- 130** Speed cameras are needed - as a priority - for Finstown, Dounby, Stromness.
- 131** Speed indication and traffic calming measures are definitely required.
- 132** Build a bypass.
- 133** Speeding through Finstown is being done by such a huge amount of people I'd be surprised if any measures work. It ranges from parents dropping of their kids to the school, to tractor drivers and HGVs including council workers!
- 134** widening of footways would be good but to make the A965 narrower than it already is in Finstown would make the road more dangerous. Slowing traffic down is more viable,
- 135** I have lived in finstown the past 3 years with my wife and latterly our son Louis whilst we build a house in Kirkwall.
First and foremost the speed vehicles and and mostly big lorries and buses go through the village of Finstown is shocking. The pavements from the junction of the old Finstown road until the Atlantis lodges is so narrow and unsafe in parts when walking with a pram, you are basically on the road. If things don't happen soon to kerb drivers speed then there definitely will be a serious accident.
You just have to walk the length off the village on any given day to see the speeding that happens on a daily basis, something needs to change!!!!!!!!!!
- 136** Driver behaviour needs to be addressed. Pedestrian safety is paramount for the safety of everyone living and working in our village. Reducing the speed limits, highlighting areas of concern ie the road from Firth Primary School to Fletts corner needs to be reduced to 20mph during school times 08.45 - 09.45 and 15,00 - 16.00 with flashing lights. Install SIDS at all entry points to our village. Upgrade crossing points throughout village.
- 137** narrowing of carriageways in finstown is unfeasible, in many areas it is narrow enough already for 2 hgvs, or agricultural vehicles to meet safely
- 138** Speed indicators work up to a point with most drivers. It is quite obvious however that cars can be seen accelerating once past the indicator. Widening pavements would be welcome but can only be sited in a few locations. Improved pedestrian crossing would be a bonus.
- 139** A reduced speed limit would help ensure the safety of pedestrians. I feel this is particularly important for HGV as there is a large volume through the village. The proposed speed calming measures needs to consider vehicles existing the village not only those entering.
- 140** I welcome all suggested improvements. It is not just cars entering Finstown that often speed but also those leaving the village. Some sort of traffic calming at the extents of the village may help slow traffic down as the enter and leave. The footpaths are very narrow, large vehicles (tractors, lorries etc) should be restricted to 20mph. A crossing point at Parkside (near the Post Office) would be good.
- 141** Keeping driver speed down is the only way to minimise incidents. The electronic signage that tells drivers their speed seems to be working although a police presence now and again wouldnt hurt either. The worst bit is from The Pomona down to the Evie Junction as the road is narrow and from Essons Garage to the end of the 30mph zone. Nobody sticks to the speed limit along that stretch.
- 142** Something seriously needs to be done in regards to the speed in which traffic especially HGV and Farming vehicles travel through the village. I firmly believe the seed limit should be reduced to 20mph. The pavements in areas are narrow and becoming more and more dangerous for pedestrians of all ages. I have lived and grown up in Finstown all my life and speed has been an issue as long as i can remember. Traffic rarely enter and exit the village doing 30mph!! With more vehicles on the road its in the publics safety that you seruously consider reducing the speed limit through the village and if you dont you should give us a very good reason as to why not. I think that if you went door to door the majority of residents would agree that this would be a big improvement into our quality of life. Please do this now before its too late.
- 143** I am supportive of options 1A and 4.
- 144** The options to have transitional 40mph limit: extended 20 mph limit: all the suggested gateway improvements, and road humps (cushions) are all excellent ideas and should help slow the traffic. Permanent speed indication to motorists should be installed close to the gateways to Finstown. A crossing near Allans of Gillocks for the bus stops is ideal.
- 145** Increased Enforcement, and traffic calming are needed.
SIDS should also be deployed.
Additional signage and road markings will likely be ineffective, and look terrible.
- 146** Widening pavement would be good but road is too narrow aswell.Cars coming in from kirkwall do not slow down to 30 till they get to Essons garage. Speed humps are a bad idea and not wanted.Heddle road bottle neck is a disaster as cars coming down hill don't always stop for cars coming up.

- 147** The pavements on Maitland Place are too narrow. The draft created by large vehicles such as buses and lorries is dangerous especially to children and older people. Traffic exceed the speed limit on entry to Finstown and exiting the village. I believe there should be a 20mph limit throughout Finstown.
- 148** Physical speed reduction systems are most likely to be the most effective. The police need to enforce speed restrictions, implementing 20mph zones on the main a965 will make little difference as speedsters will continue to ignore.
- 149** As someone who has driven through Finstown most of my life I would welcome changes to make it feel more like the village it is and less like a main road through houses so that the perception of drivers changes. I am often shocked at how people drive and worry about people walking with children.
- 150** the poor road surface is part of the problem, causing noise and pedestrians to get wet from passing vehicles. I stay in west part and speed is not a particular issue. speed cushions would make matters worse. There is no pavement east of the Post Office on north side, which is a problem meaning two extra crossings walking from from Parkside to Firth school.
- 151** Broadly welcome the suggestions and options.
The footpath by Langeo is narrow but the road is exceptionally narrow at this point causing vehicles to drive right up against the kerb and onto the pavement in order to pass vehicles in the other direction. As such widening the pavement by narrowing the road is likely to make things worse. At present two of the new buses cannot pass whilst both moving.
Because of this speed at this point up towards Baikies and the Pomona and down towards Essons is not excessive but vehicles speed up afterwards. The narrow road at this point has effectively created traffic calming. I would not wish to see traffic calming cushions. Having lived by one in the past they slow down emergency vehicles and not much else. In addition they cause severe noise pollution, empty trucks sound like drum bangs and the road surface wears out faster.
- 152** The pedestrian footpath from the parking opposite Baikies to the field entrance to Binscarth Wood is a main concern for us. It's very difficult to access the path safely with small children.
- 153** Poor lighting, poor signage, dangerous road for children to be crossing independently.
- 154** Vehicles entering and leaving finstown on the West side of the village are accelerating when they pass baikies shop. On the way in they rarely get to 30 mph by the time they reach baikies shop, introducing a speed buffer at this side might help. Binscarth Woods is popular and not very good footpath access from the parking area opposite baikies shop.
- 155** Speed needs to be reduced on approach to Finstown, particularly at Kirkwall end where residents can often find it difficult to access and exit their properties safely. Drivers are tempted to increase their speed between Allan's of Gillock and the Essons garage. Pedestrians are at risk on the road sometimes very narrow pavements, often dwarfed by large vehicles.
- 156** If the present speed limit isn't working reducing it won't work either. It only works for those who stick to limits anyway. Some drivers will always take the chance or not care.
More signage will look untidy, do drivers have time to absorb the information ? Dose it become more of a hazard ?
Dropped kerbside and tactile paving is not always easy for push chairs or wheel chairs.
Dragon teeth markers to give the appearance of a narrower carriage way and improving the pavements would be my option.
- 157** I have a new baby and a dog, it is virtually impossible to cross safely as traffic drives through our village so quickly, the pavements are also dangerously narrow. It never feels safe and often opt to drive somewhere else to go a walk, which feels disappointing and sad.
- 158** Option 6 for me would be the only solution to guarantee slower moving vehicles.
- 159** Speed humps don't work and only hinder emergency vehicles; speed limits need to be enforced with fines and need to be average speed limits not in just one place; make it 20mph in all residential areas
- 160** I live in Maitland Place and the speed of traffic entering and leaving the village has been a great concern for many years. The same can be said at the other end of the village at Kimberly. The width of pavements or lack of pavement have always been a problem. It can be very scary walking with young children, dogs or a elderly person when large heavy vehicle passes almost touching your shoulder especially in Maitland Place. Pedestrian crossings at the foot of heddle road, at the church and up at Parkside (Post office) so that crossing the roads are safer for everyone but especially for young children going to and from school. I don't hold out much hope of any of this happening especially as the council did not think it necessary to put decent sized pavements at the most recent housing development at Jewadale etc. I live in hope.
- 161** I think the traffic calming is the only way to go, any of the others would not work.
- 162** Extending the 20mph zone would be an absolute disaster, as would speed bumps or narrowing the road width. Its the main road in Orkney for goodness sake, whoever came up with those ideas should be given their p45!
Best solution is to place speed indication devices and get the police to enforce the limits more often.
I would suggest changing the limit from 30mph to 40mph on the old finstown Road just past the opening to job park. And do likewise heading to stromness at the junction just before the bend slightly past baikies.
- 163** By pass of village would be best all together
- 164** There does not seem to be any additional measures proposed for the A966. Traffic speeds up after coming over the brig well before the National Limited signage making exit from the properties at the end of the speed limit difficult and at times dangerous
- 165** I live close to the east end of Finstown on Maitland Place. I feel that discussion over changing speed limits is wasted time unless speed limits are actively enforced. Currently it is rare for traffic to pass my house at 30mph. The majority of traffic is travelling in excess of the limit. Westbound traffic tends to reduce speed to 30 close to the end of the Old Finstown Road. Eastbound traffic begins to increase speed around the same area. During the evenings, some eastbound drivers can be heard accelerating rapidly and are travelling at speeds at least double the 30mph limit when passing my property. Having spoken to police and the roads department, apparently it is impossible to do anything to curb this behaviour. The placement of speed indication devices will, in some cases, provide drivers with the ability to record a "high score". Perhaps it is time for the roads department to consider some form of speed cameras to rigidly enforce the existing speed limits in Finstown. As an occasional pedestrian on Maitland Place, I have nearly been hit by the mirrors on vehicles on a number of occasions because drivers are unwilling to modulate their speed to allow them to pass pedestrians safely.

- 166** I have been the School Crossing Patrol Officer for over a year now and I must admit it was quite an eye opener when I first started my job with regards to the speed traffic were approaching and the lack of consideration to the fact children were by the side of the road about to cross but over the year, drivers on the whole have improved dramatically, being very courteous, slowing down and staying right back giving us distance to cross. I believe this is mix of being used to my presence (there hadn't been an SCPO for some time beforehand I believe) and perhaps issues being highlighted locally on social media.
- However, there is and probably always will be the few that still don't adhere and appear to speed up a bit presumably in the hope they can pass before we step out to cross. It's not just cars and vans either but surprisingly tractors are one of the worst culprits!
- Also, I never fully understood the logic behind having the flashing 20mph on the road approaching the school (the children don't cross there and are walking on the pavement/bridge) whilst failing to have them at the other two ends approaching where the children actually do cross also and really would push to have that considered in the belief it would instantly remind the traffic of potential children crossing and to slow down sooner. Speed bumps also a great idea!
- The other main thing I would like to see is widening of the pavements/ as there are children using scooters/cycling on the pavement on a daily basis and appear very close to the kerb and big lorries passing are so close to the child and appear to go by with quite a force and if a child were to lose control/fall off I'd hate to think what could happen!
- Lastly, the dining room window from my house looks out onto the speed matrix just approaching Baikies shop and whilst it majorly worked when first installed, there is an increased number of vehicles ignoring it now and doing well over the limit. Some don't even register they are going that fast. So I would say it seems to have become 'old hat' now unfortunately.
- So, to summarise, whilst I'm happy to see that drivers (on the whole) have been slowing down in my presence over the past year, unfortunately an awful lot continue to speed out with school hours (even when I'm stood back from crossing at times) and Finstown would definitely benefit from new, safer measures making myself, the children, parents, elderly residents etc extremely grateful, ultimately reducing the potential of a serious accident.
- 167** Make path away from road. No changes with regards to speed.
- 168** Option 1B is definitely needed for children going to and from school. 20mph from the school to the T junction would be excellent.
- 169** Allan's of Gillock is a problem area with vehicles waiting on the A965 to get in, Problem seeing towards Kirkwall when exiting, Problem when approaching Gillock's from Kirkwall because of vehicles parked on the main road/vehicles/tractors/lorries parked on the verge and pavement across from Gillock's and people crossing the road going to/coming from Gillock's. There is another problem exiting from the Grandon road turning right with vans parked in front the workshop making it a blind turn.
- 170** Speed cameras on all the approaches would slow people down if combined with 40mph limits leading into the 30mph area. I have also seen speed activated traffic lights which stop anyone travelling over the speed limit, these would work 100%
- 171** We are a family with two young children. We live at the West end of the village and often walk to key points such as the school, community garden and community centre. I feel the 20mph zone around the school is limited to too small an area and should be extended as detailed in the proposals. The pavement, in some areas in particular, is extremely narrow and the suggestion for this to be widened would be hugely beneficial. Between Baikies and the Evie junction and along Maitlands are both areas with high pedestrian traffic including buggies, kids on bikes, mobility scooters etc and I often feel unsafe and worry for the safety of my young children who I encourage to walk whenever possible.
- 172** All existing 30MPH to be reduced to 20MPH
it is approx 1 mile from 30 to 30 signage on the main road
reduce to 20MPH takes 1 minute longer
4 signs to be changed problem solved
- 173** It would be utterly stupid to even consider narrowing the road width to make room for pedestrian footpaths as in this day and age vehicle are only getting bigger and it's already very tight when lorry and agriculture vehicle are trying to pass
- 174** I have noticed that people do try and obey the flashing signs that are currently in Finstown could they not remain at each end of the village along with extending a 40 mph limit at least then the police could monitor the speed exiting.
- 175** When entering the main road from the Heddle Road, it's difficult to see oncoming traffic from the right, mainly because of overgrown trees. Also the speed the traffic comes along the main road the gap is generally too short to drive out safely in peak times
- 176** At present motorists entering the village are not doing 30, Maitland Place is really bad as motorists entering the village only slow off near Essons garage and motorists leaving the village at Maitland Place are speeding up before they have left the village. The same goes for traffic entering at Kimberly, traffic coming from Stromness direction are braking when they reach Carradale, and speeding up there as they leave Finstown. The same goes for traffic entering via the old Finstown Road. It's pretty scary if your walking along the pavement and a large vehicle drives past at speed. Speed cameras in these locations would sort the problem out.

- 177** Focusing on the middle of the village is not helpful as, although there are lots of cars speeding here, this is not where the main issue of concern is. There are currently SIDS at the church and near Baikie's shop but these locations are completely pointless as the main problem with the speed of traffic is the approaches to the village from both ends. Cars know that there is nowhere for police to sit between Atlantis Lodges and Essons Garage, or between Kimberley at the West Entrance to the village and Baikies shop and so the cars do not bother to reduce their speed to 30mph until they reach Essons Garage when approaching from the East and until they reach Baikies Stores when approaching from the West as the police might be sitting at the car park. They enter the village at both ends going at least 60mph and only drop, if they even bother to, to 40mph when they reach the middle of the village. We walk through Finstown every night and it's absolutely disgusting to see the speed the traffic goes.
- Finstown desperately needs wider pavements, and narrower roads, with speed reducing measures like speed bumps etc all the way from the Boathouse to Kimberley, and they need it soon before something really serious happens
- The pavements at both ends of the village are extremely narrow and the amount of vehicles, especially HGV vehicles that speed through both ends is an absolute danger to human life, especially as the pavements are so narrow. There are nursery and school aged children from the Boathouse right up to Kimberley that walk on these narrow pavements and it's absolutely not safe with the speed of the vehicles, I honestly fear every day that a child is going to be involved in a fatal accident due to the traffic speeds and narrow pavements. The pavements are also so narrow, you struggle to walk with a pushchair safely.
- The speed limits need to be reduced on all approaches to Finstown so that at least, even when the drivers ignore these, the speeds coming in will hopefully be less than 60mph.
- Zebra crossing zones would be extremely helpful to allow for the huge volume of people and young kids that walk through the village everyday to be able to cross the roads safely and this would in turn hopefully ensure that drivers have no other option but to slow down. It's extremely disappointing that over the years the amount of housing, people and the population of young children in Finstown has increased but not one worthwhile traffic measure has been put in place to account for this and to make the area safer for all these people.
- The speed of the traffic creates an unnecessary increase in the noise that comes from the traffic and it has been well proven that this can have a detrimental effect on both mental and physical wellbeing
- 178** We live in Maitlands Place. The pavements are very narrow for walking with a buggy and toddler. This with a number of speeding cars going at 30+ is very concerning. I would feel very uncomfortable if my child was going along the pavement on a bike or scooter.
- The traffic slows around the church, where the speed display is. It then speeds up again from here onwards, where there is another narrow pavement from Clairwood - Baikies.
- Finstown is a growing community with lots of young families, and the volume and speed of the traffic is scary. I fear it's going to take a major incident before something is done to control the speed measures.
- 179** Having a reduced speed of 50 mph then 40mph from Harry Road junction into Finstown would help protect the people on this stretch of road. Cars race into & out of Finstown without thinking of the farm & dwellings along the road.
- 180** I would be happy to see the speed limit reduced to 20mph throughout Finstown. That would make it safer for schoolchildren - and for everyone walking and driving. Whatever the limit, flashing signs indicating vehicles actual speeds seem to be very effective.
- 181** on the western approach to Finstown, drivers overtake at fast speeds. A continuous white line from where the old 'Seafayre' was into Finstown would stop this. Also a reduced speed limit in and out of Finstown to and from Kirkwall side would reduce the backdraughts from large vehicles which causes damage to roadside and reduce noise pollution.
- 182** The entire length of the village has issues. I have to walk through the village with a pram and it is not a pleasant experience. The volume and speed of the traffic is terrible. There are huge lorries going through which if you have a small child with you is scary. It is almost impossible on some parts to have a pram and a child on foot. Walking has to be done single file on most stretches of the village. We are encouraged to take regular exercise and walk. Finstown is not a pleasant place to walk in at all. I would be very reluctant to let any children walk through the village or ride a bike. Cars are bad enough but the lorries and some of the buses are horrendous, the draught from them could pull a small child on to the road. I personally have had a vehicle brush the arm of my coat whilst out a walk. Traffic noise I believe has a negative impact on mental and physical health. The faster the traffic the louder the noise!! I live on the road and have to keep my windows shut to keep the noise out. Finstown is not a long village, I don't see why the speed limit should not be 20 mph at least for lorries and large vehicles. It isn't as if it takes that long to get anywhere on Orkney as its not that big!! I invite anyone involved in this consultation to come and sit at my house and experience the problem. They would also be welcome to take a pram a walk through the village and see how that feels.
- 183** Why not introduce zebra crossing- at least two, one by the post office, another one around Essons Garage
- 184** Portugal controls speed using traffic lights. There are speed sensors, both in towns and on the open road, and if traffic passing them is speeding, a traffic light ahead will turn red so it has to stop. It seems to work, and would be preferable to speed humps which inconvenience everyone for the sake of the few!
- 185** There is more than one primary location of concern but there was only the opportunity to add one location in question one/1, thus not giving a comprehensive view. Areas of concern include all entry points to the village and all areas with narrow pavements, e.g., not wide enough for a wheelchair, a walker, pushchair - in particular to enable a toddler to walk alongside.
- I welcome all the proposals. They are all excellent and points for pedestrians to safely cross would be a great advantage. However, I firmly believe that one of the solutions should be 20 mph throughout the entire village. There are many heavy vehicles, buses, lorries and tractors with heavy loads; these are simply terrifying when you are walking on narrow pavements.
- Thank you for making this survey possible.
- Jean Stevenson
- 186** Apply a 20mph speed limit to the whole village. This has been done in villages along the A68 so it can definitely be done here. It will make a minute or two's difference to the journey from Kirkwall to Stromness and it would transform the feeling of the speed of vehicles passing through the village, improving life for the residents.
- 187** Given I don't think we could widen the pavements (unless we only had pavements on 1 side?) The key thing is to slow traffic down as they go through the village. Whilst it shouldn't be the case I do think speed cameras are needed as without constant enforcement some people will always speed. The temporary speed check signs there at the moment are very helpful but I've still seen them badly ignored. I also like the idea of the 40 zones as you come towards finstown as was mentioned on the radio as slowing from maybe 60 to 30 as you approach the village is quite a change. Thank you for running this consultation, it is much appreciated

Appendix E

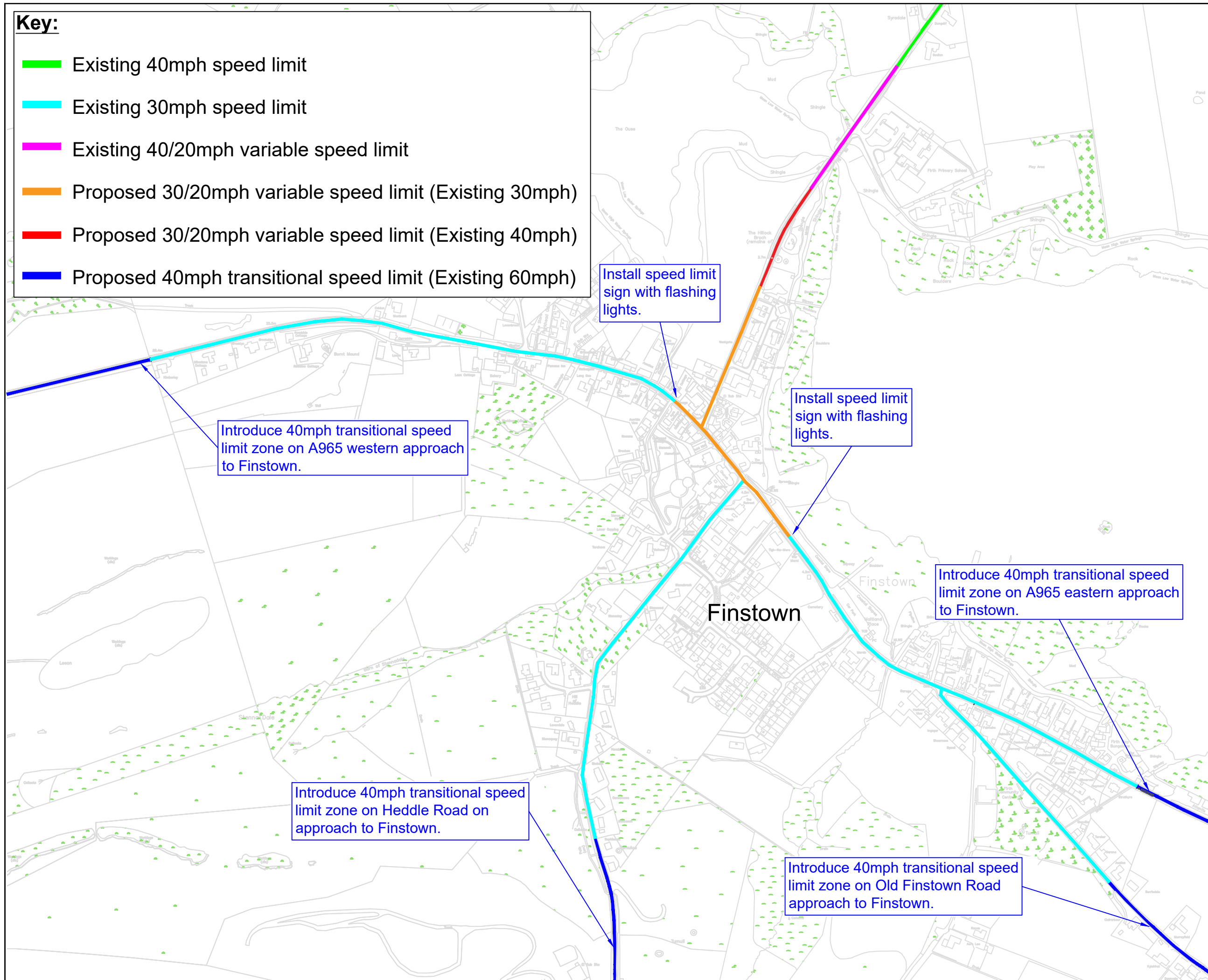
TRAFFIC MANAGEMENT MEASURES – PRELIMINARY DRAWINGS

Key:

- █ Existing 40mph speed limit
- █ Existing 30mph speed limit
- █ Existing 40/20mph variable speed limit
- █ Proposed 30/20mph variable speed limit (Existing 30mph)
- █ Proposed 30/20mph variable speed limit (Existing 40mph)
- █ Proposed 40mph transitional speed limit (Existing 60mph)

Notes:

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Project
Finstown Traffic Management Study

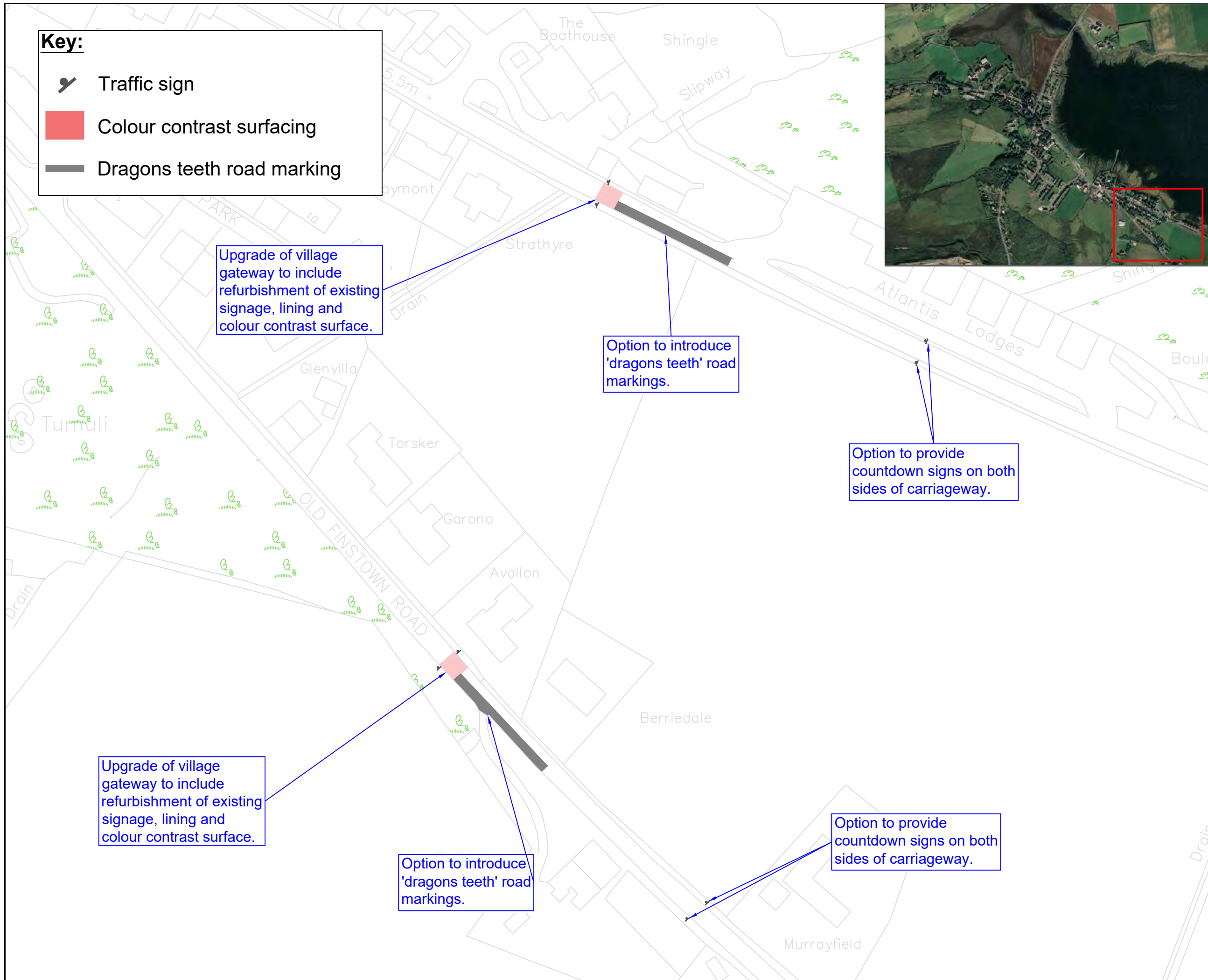
Title
Traffic Management Measures
Measure 1
Introduction of Transitional Speed Limits

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size A3	Date Apr '22	Scale 1:5000
Drawing Status Information	Drawing Number 111003/ETRO/001	Rev. -

Key:

-  Traffic sign
-  Colour contrast surfacing
-  Dragons teeth road marking

- Notes:**
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Upgrade of village gateway to include refurbishment of existing signage, lining and colour contrast surface.

Option to introduce 'dragons teeth' road markings.

Option to provide countdown signs on both sides of carriageway.

Upgrade of village gateway to include refurbishment of existing signage, lining and colour contrast surface.

Option to introduce 'dragons teeth' road markings.

Option to provide countdown signs on both sides of carriageway.

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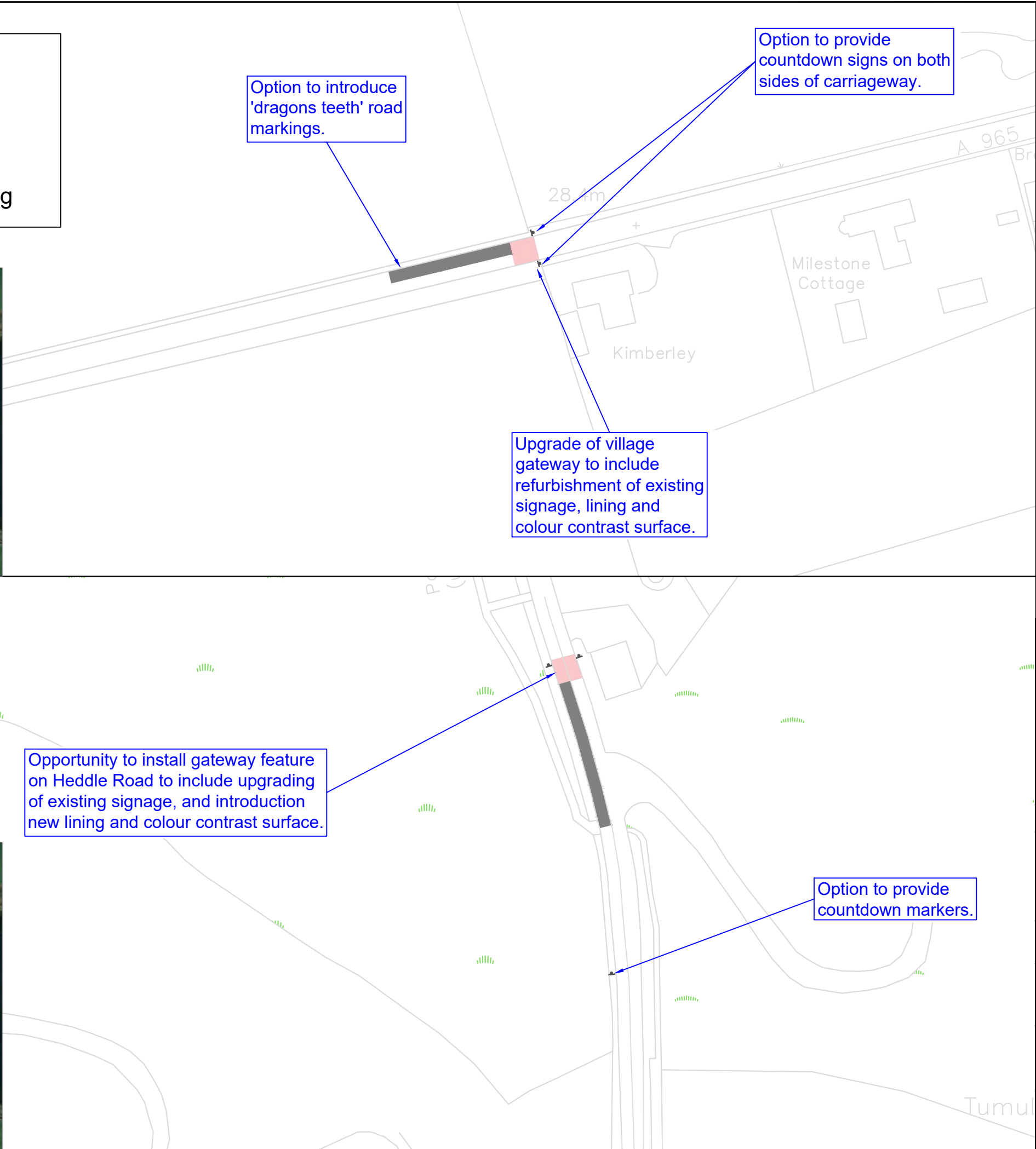
Project
Finstown Traffic Management Study

Title
Traffic Management Measures
Measure 2
Upgrade Gateway Features

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size A3	Date Apr '22	Scale 1:1000
Drawing Status Information	Drawing Number 111003/I/ETRO/002	Rev. -

Key:

-  Traffic sign
-  Colour contrast surfacing
-  Dragons teeth road marking



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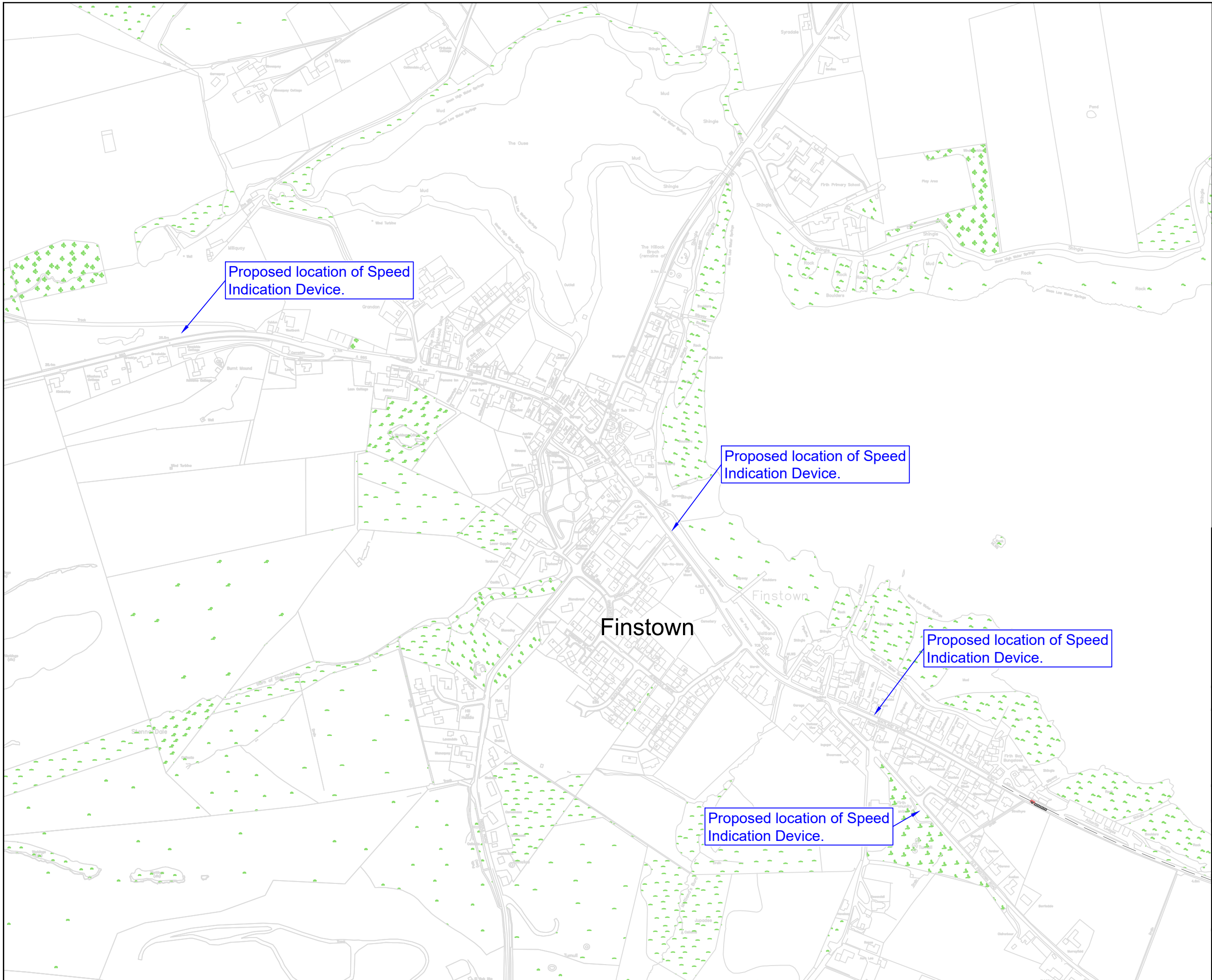
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Client: Orkney Islands Council

Project: Finstown Traffic Management Study

Title: Traffic Management Measures Measure 2 Upgrade Gateway Features

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size	Date	Scale
A3	Apr '22	1:1000
Drawing Status	Drawing Number	Rev.
Information	111003//ETRO/003	-



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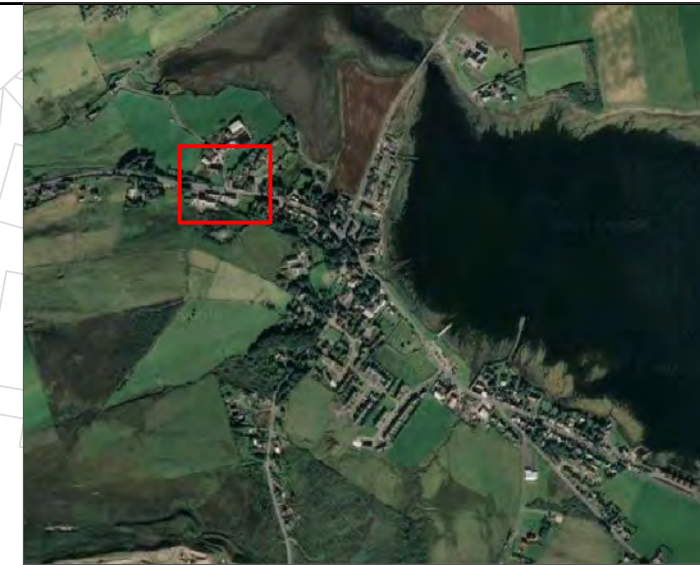
Project
Finstown Traffic Management Study

Title
Traffic Management Measures
Measure 3
Speed Indication Devices

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size A3	Date Apr '22	Scale 1:5000
Drawing Status Information	Drawing Number 111003/ETRO/004	Rev. -

Key:

- Tactile Paving
- Colour Contrast Surfacing
- Dropped Kerb



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Option to install tactile paving and colour contrast surfacing.

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Client Orkney Islands Council					
Project Finstown Traffic Management Study					
Title Traffic Management Measures Measure 4 Upgrade/New Pedestrian Crossings					
Drawn	Checked	Approved			
FS	SL	SL			
Original dwg. size A3	Date Apr '22	Scale 1:500			
Drawing Status Information	Drawing Number 111003//ETRO/005	Rev. -			

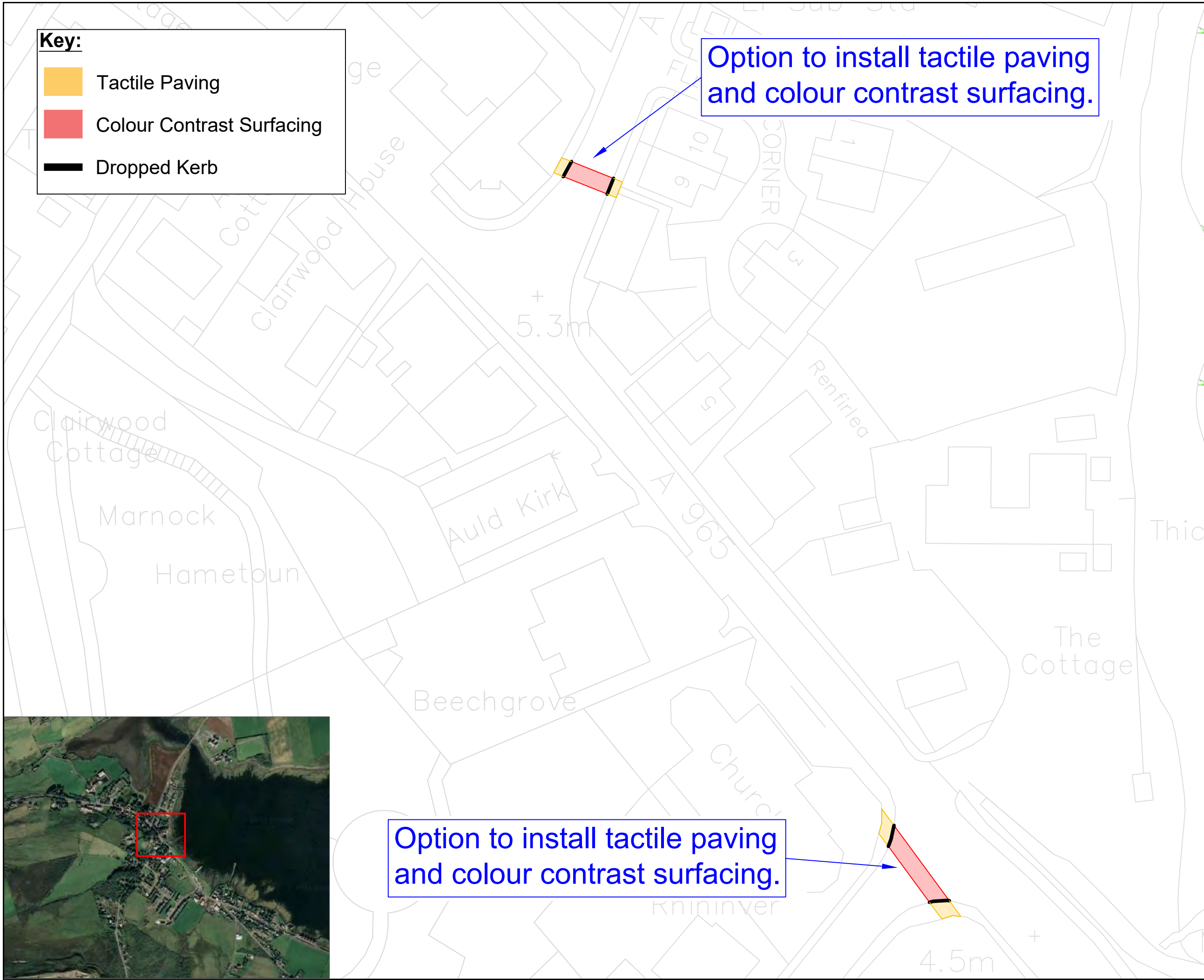
Key:

- Tactile Paving
- Colour Contrast Surfacing
- Dropped Kerb

Option to install tactile paving and colour contrast surfacing.

Option to install tactile paving and colour contrast surfacing.

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Project: Finstown Traffic Management Study

Title: Traffic Management Measures Measure 4 Upgrade/New Pedestrian Crossings

Drawn	Checked	Approved
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Original dwg. size	Date	Scale
A3	Apr '22	1:500
Drawing Status	Drawing Number	Rev.
Information	111003/ETRO/006	-

Key:

- Tactile Paving
- Colour Contrast Surfacing
- Dropped Kerb

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Finstown

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Project
Finstown Traffic Management Study

Title
Traffic Management Measures
Measure 4
Upgrade/New Pedestrian Crossings

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size A3	Date Apr '22	Scale 1:1000
Drawing Status Information	Drawing Number 111003/ETRO/007	Rev. -

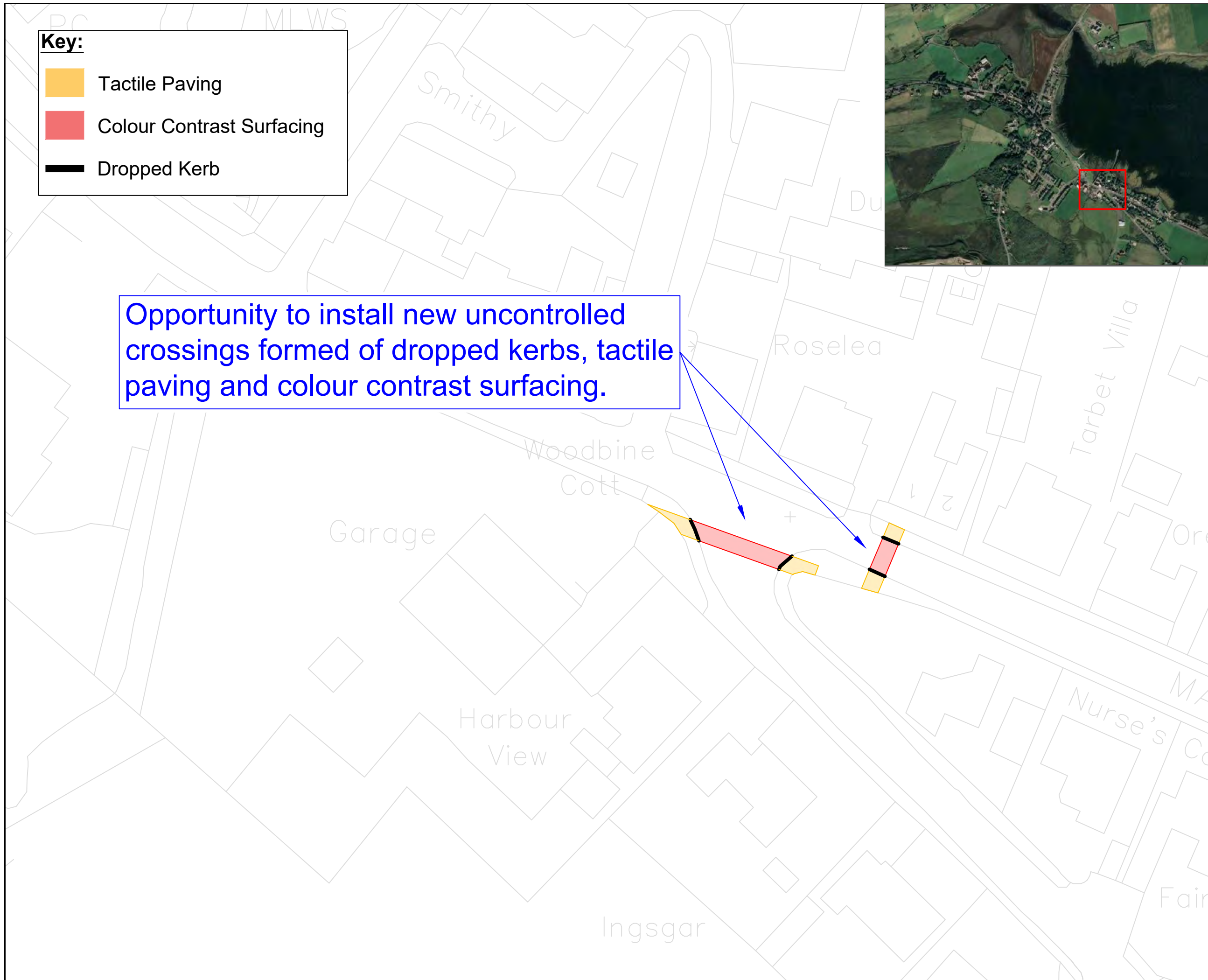
Key:

- Tactile Paving
- Colour Contrast Surfacing
- Dropped Kerb

- Notes:**
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Opportunity to install new uncontrolled crossings formed of dropped kerbs, tactile paving and colour contrast surfacing.



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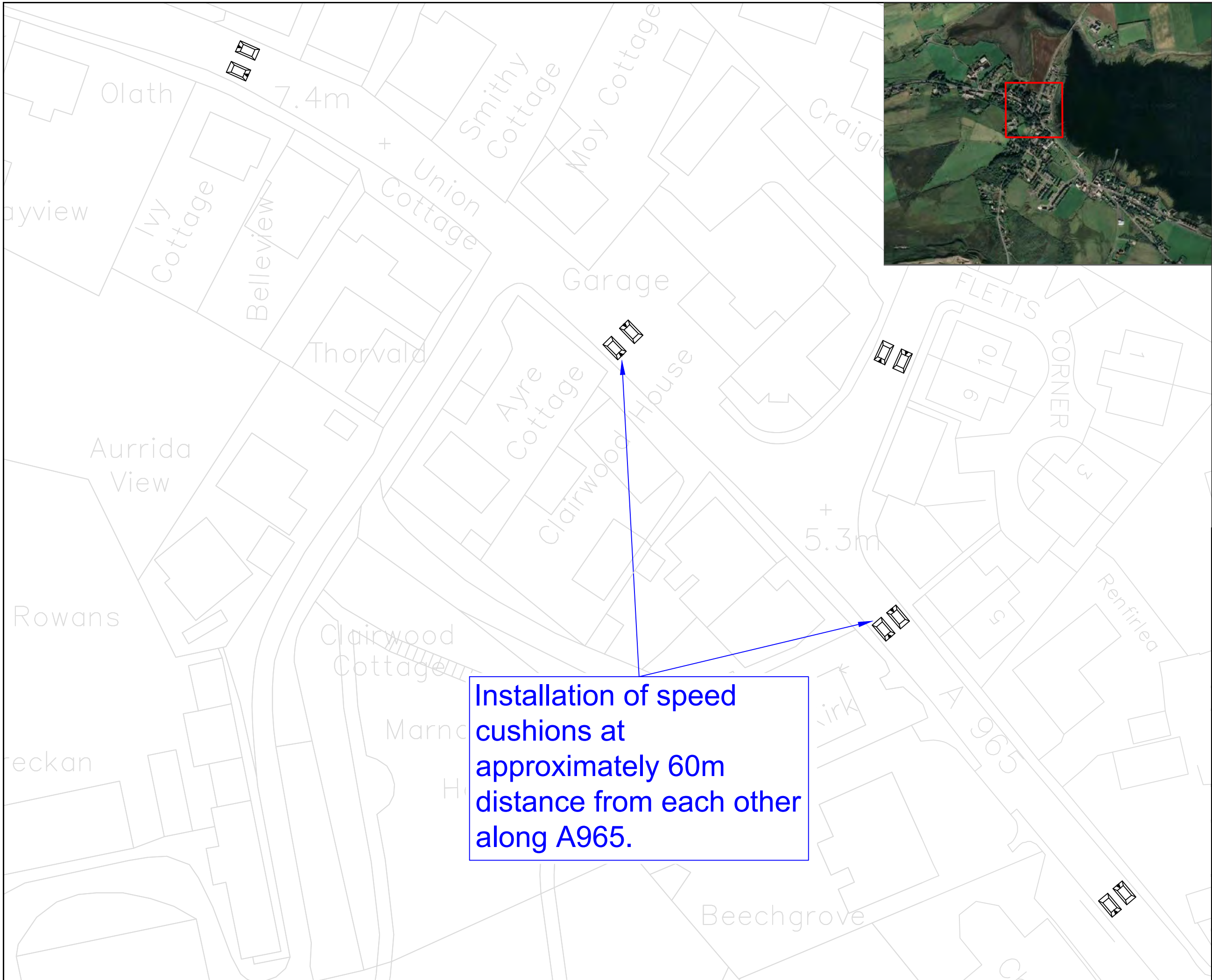
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Client
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Project
Finstown Traffic Management Study

Title
Traffic Management Measures
Measure 4
Upgrade/New Pedestrian Crossings

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size A3	Date Apr '22	Scale 1:500
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Project
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Title
Traffic Management Measures
Measure 5
Introduction of Traffic Calming

Drawn	Checked	Approved
FS	SL	SL
Original dwg. size A3	Date Apr '22	Scale 1:500
Drawing Status Information	Drawing Number 111003/ETRO/009	Rev. -

Key:



Footway Widening to 1.8m



Notes:

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Title
Traffic Management Measures
Measure 6
Footway Widening

Drawn	Checked	Approved
FS	SL	SL
Date	Date	Scale
A3	Apr '22	1:250

Drawing Status	Drawing Number	Rev.
Information	111003/ETRO/010	-

Key:

- Footway Widening to 1.8m
- Road Widening to 6m



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Client: Orkney Islands Council

Project: Finstown Traffic Management Study

Title: Traffic Management Measures
Measure 6
Footway Widening

Drawn: FS	Checked: SL	Approved: SL
Original dwg. size: A3	Date: Apr '22	Scale: 1:1000
Drawing Status: Information		Drawing Number: 111003/ETRO/011

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Other locations:

France:

Bordeaux, Lille, Lyon, Marseille, Paris

Northern Europe:

Astana, Copenhagen, Kiev, London, Moscow, Riga, Wroclaw

Southern Europe & Mediterranean: Algiers, Baku, Bucharest,
Madrid, Rabat, Rome, Sofia, Tunis

Middle East:

Cairo, Dubai, Riyadh

Asia Pacific:

Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila,
Seoul, Shanghai, Singapore, Shenzhen, Taipei

Africa:

Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

Latin America:

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America:

Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a distinctive design where the 'S' and 'Y' have a slightly irregular, blocky appearance. The 'A' is also bold and blocky, with a flat top. The overall impression is one of strength and modernity.