

Noss Primary School, Wick

Safer Routes to School Proposals

Presentation at 5pm 12 November 2014 held at Hillhead Primary School

Introductions

Bill Allan, Care & Learning Service, The Highland Council

Steven Grant, Infrastructure & Development Service, The Highland Council

Main reports

The proposals presented, were developed from the Safer Routes to School Travel Plan 2014 document and the technical review undertaken by AECOM.

School Project

The proposals relate to tying the routes to the school with the new entrances into Noss Primary School.

Wick Noss Safer Routes to School

The overview details, the streets where various works are proposed, namely:

Ackergill Street (plan sections 1 & 2)

Henrietta Street (plan section 3)

Girnigoe Street (plan section 4)

Leith Walk (plan section 5 & 6)

Willowbank (plan section 7)

Barons Well Lane (pedestrian) (plan section 8)

Broadhaven Road (plan section 9)

Sections 1, 2 & 3

Section 1, (North) Ackergill Street; the proposal is that a new uncontrolled crossing point be created on Ackergill Street north of Hill Avenue. The proposal seeks to address concerns raised on page 14 of the School Travel Plan 2014.

Q The location of the crossing point does not appear to be best placed as the road going north serves the airport. Would it not be better placed on Hill Avenue?

A. This will be reviewed.

Section 2, (South) Ackergill Street; the proposal is that traffic be restricted to one way vehicular traffic and two way cycle traffic between the junction with Henrietta street and Ackergill Street (East). This would involve narrowing Ackergill Street to a single lane allowing vehicles to travel south to North along this section. This will mean that no parking will be possible on this section of road. A cycle lane would be demarcated via a coloured road surface and solid white line up to the new pedestrian entrance into the grounds of Noss Primary School. The pavement will be enlarged at this entrance by building out into the carriageway and installing an uncontrolled crossing point.

The pavement would be widened at the mouth of Ackergill Street (south) and Henrietta Street, by building out into the current carriageway, thus slowing traffic. Two new uncontrolled crossing points would be created to the east and west of the junction between Ackergill and Henrietta Street. The proposal seeks to address the concerns raised on page 12 &13 of the School Travel Plan 2014.

It should be noted that an objection has been received in relation to the Traffic Order, pertaining to the proposal for the section of Ackergill Street to become a oneway section.

Q. Why uncontrolled crossings, why not a zebra or traffic light operated crossing?

A. Both would require lengthy consultation and would significantly restrict residential parking, and on balance the additional crossing points and existing Zebra Crossing will meet the needs.

Q. Could a drop off zone be created on Ackergill Street, using yellow markings?

A. The drop off zone from Ackergill Street has been designed within the grounds of the school to avoid the current problems of congestion at peak school times on Ackergill Street. Yellow markings would be difficult to enforce as complaints would rest with Police Scotland to address.

Q. Will the current School Crossing Patroller, presently situated at the existing Zebra Crossing continue when the new school opens?

A. The location points of the School Crossing Patrol staff are still to be confirmed.

Q. The speed of traffic on Ackergill Street is of concern, no speed humps or rumble strips are shown on the plans?

A. The section of road is included within the proposals for the 20mph limit. A further review will be undertaken once the data from the traffic counts is available. These are DRAFT proposals.

Q. Given the objection to the one way Traffic Order, what is the timescale for resolving this issue?

A. The Council have written to the objector on two occasions, answering the points raised in the objection. To date the objector has not removed their objection and the next stage is for the matter to be referred to members of the Caithness and Sutherland Area Committee. In order to address the current timescales for delivery, alternative mitigation measures are being explored.

Section 3, Henrietta Street, east of the junction with Girnigoe Street; the proposal is to provide an uncontrolled crossing point by building out the pavement on the north side of Henrietta Street. The proposal seeks to address the concerns raised on page 15 of the School Travel Plan 2014.

Sections 4, 5 & 6

Section 4, Girnigoe Street/Glamis Road junction; the proposal is that the pavement is built out into the carriageway, narrowing the road, creating a new uncontrolled crossing point. The street would become one-way beyond this point. The proposal seeks to address the concerns raised on page 14 & 16 of the School Travel Plan 2014.

Q. Why not a traffic light crossing?

A. The location of the junction and the proposed new drop off point, negates the possibility of creating a traffic light crossing at this location. The proposed crossing lies on a desire line. However a traffic table is under consideration.

Q. Should this not be a school crossing patrol point?

A. The number, and location for school crossing patrollers has still to be confirmed.

Sections 5 & 6, Leith Walk; the proposal is that the road becomes a one-way street. It should be noted that an objection has been received in relation to the Traffic Order, pertaining to the proposal for the section of Girnigoe Street and Leith Walk to become a one-way street.

Q. How is the issue of residents parking going to affect the proposals?

A. Parking restrictions will be put in place to ensure that parking does not affect the flow of the traffic to the school. Once the design is finalised the traffic orders will be actioned. Residents will be contacted in advance.

Q. If the objection to the one-way proposal is not removed, what will happen?

A. Various options are under consideration, the works as designed will work should the road become a priority give way, however the intention is that the road will become a one-way street.

Sections 7, 8 & 9

Section 7, Willowbank, the proposal is for two crossing patrol points, one at the junction of Hillhead Road and Willowbank and the other to the east of Sandigoe Road and Willowbank. The proposal seeks to address the concerns raised on page 17 of the School Travel Plan 2014.

Q. Why is this not a traffic light crossing, as this will serve pupils walking from the surrounding houses, almost 250 houses in total?

A. The number of crossing patrollers are still to be confirmed, however to install traffic lights at this location would require lengthy consultation, subject to no objections being received.

Section 8, the proposal is for increased and improved street lighting to serve Barons Well Lane in order to improve its use as the principle route between Willowbank and Henretta Street.

Section 9, Broadhaven Road, northeast of Mallaburn; the proposal is to create an uncontrolled crossing on. This is aid pedestrians traveling from Papigoe and Staxigoe. The proposal seeks to address the concerns raised on page 18 of the School Travel Plan 2014.

Q. Why has the bus service been withdrawn from pupils in Papigoe and Staxigoe, given the poor pavement provision and traffic speeds?

A. This will be checked and the response advised to the next meeting.

Suggested/potential 20mph speed zones

The zones tabled on page 19 of the Safer Routes to School Travel Plan were highlighted.

Q. Why are the roads in Papigoe & Staxigoe not included in the proposals?

A. The legislation restricts the areas where a 20mph speed zone should be set up, unfortunately the road servicing Papigoe and Staxigoe does not meet the relevant criteria.

Q. Why does the 20mph zone to the east of Willowbank stop where it does?

A. The final positioning will be reviewed once the speed count data is received and reviewed.

Q. When will the 20mph zones be put in place?

A. Traffic counts are due to take place within the next fortnight and this will determine the location and timescale for implementation.

Issues not covered in the presentation

Parking within the school grounds – to be reviewed.

Route to school survey – to be reviewed.

Free school transport – to be reviewed.

A further meeting will be held at 5pm 4th December 2014