

Agenda Item	13
Report No	CIA/18/21

HIGHLAND COUNCIL

Committee: City of Inverness Area Committee

Date: 27 May 2021

Report Title: St Joseph's Primary Traffic Calming

Report By: Executive Chief Officer Infrastructure and Environment

1. Purpose/Executive Summary

- 1.1 This report invites Members to approve the installation of one pair of road humps proposed for King Street, to which there is one outstanding objection. It is proposed to install this traffic calming feature on the road at the front entrance to the school for the purposes of reducing vehicle speeds at the school gate.

2. Recommendations

- 2.1 Members are asked to approve the installation of one set of road humps on King Street, Inverness.

3. Implications

- 3.1 **Resource** – There are no resource implications as the proposal is being funded through the Cycling Walking Safer Routes Grant.
- 3.2 **Legal** - There are no legal obligations.
- 3.3 **Community (Equality, Poverty and Rural)** – Reducing vehicle speeds at this location aims to reduce the risk to vulnerable road users.
- 3.4 **Climate Change / Carbon Clever** – Increasing the number of pupils using sustainable transport for the school journey will help to reduce carbon emissions.
- 3.5 **Risk** – There are no risk implications arising from this report.

3.6 **Gaelic** - There are no Gaelic or Rural implications.

4. **Background**

4.1 As part of the ongoing Safer Routes to School programme the Council's Road Safety Team has been working with St Joseph's Primary School to update their School Travel Plan. The aim of this work is to increase the number of pupils using sustainable transport for their school journey. This work with the school has highlighted the fact that crossing King Street in the vicinity of the school gate is an area of concern for parents/carers and thus it is a barrier to the use of sustainable transport for this school journey.

4.2 Funding has been allocated for the implementation of the scheme during the current financial year from the Cycling Walking and Safer Routes grant.

5. **Proposed Traffic Calming**

5.1 The proposed traffic calming, a pair of road humps on King Street has been designed to reduce vehicle speeds on King Street at a bend in the road where visibility is reduced due to a high wall. The proposals have been designed to alleviate the concerns of the parents/carers and pupils that cars are traveling around the corner at excessive speed which makes them feel unsafe and discourages active travel. This feature is within a current 20 mph speed limit. The plans for the proposed road humps can be found in **Appendix 1**.

5.2 The plans for the proposed traffic calming road humps were sent to Ward Members, the Emergency Services, Community Council, Freight Transport Association, Highland Cycle Campaign and Bus Companies. There were no objections from any of these bodies. The proposal was then advertised in the Inverness Courier on Friday 29 January 2021. The deadline for representations and objection was Friday 5 March 2021.

6. **Objections**

6.1 One objection was received during the consultation period. In view of the desire to progress with the proposed scheme this report is being brought to the City of Inverness Committee to seek approval for the installation of the road humps on King Street, Inverness.

6.2 The objection is on the following grounds: "The justification is too vague. Road humps could introduce new hazards for non-motorised users. A better intervention is possible."

The objection received has been provided in **Appendix 2**. The main points contained within the objection is summarised as; the road humps will push vehicles towards the narrow pavements creating more of a hazard to pedestrians and active travel users; vehicles and cyclists will have to adjust their road position to manoeuvre past the road humps and wheelchair users will have difficulty passing the road humps. The objector has also provided an alternative option to narrow Kings Street at the school gate.

In recognition of the above it has been proposed to adjust the positioning of the road humps to create a wider gap between the kerb and the side of the road hump, widened from 0.8m to 1m. This creates a wider space for wheelchair users who are on the carriageway and keeps vehicles further from the pavement. There is good advanced visibility of the road humps so both vehicles and cyclists will likely adopt the correct road position early so can choose to give pedestrians on the footway space. The alternative option provided by the objector was not considered due to the requirement for vehicle access into the school grounds and the restrictions it would create with the Duncraig Street junction. A copy of the Officers response can be found in **Appendix 3**.

Designation: Executive Chief Officer Infrastructure and Environment

Date: 28 April 2021

Author: Ross Bartlett, Technician

Ross Bartlett
Road Safety Team
Highland Council

05 Feb 2021

**THE HIGHLAND COUNCIL (U4067 KING STREET AT ST JOSEPHS
PRIMARY SCHOOL, INVERNESS) ROAD HUMPS**

I wish to object on the grounds:

- The justification is too vague. What problem is this attempting to address?
- Road humps could actually introduce new hazards for non-motorised users.
- A better intervention is possible (and is outlined below).

The given *Statement of Reasons* amounts to:

"to improve road safety for children walking and cycling to and from school"

This statement needs elaboration.

While nobody would argue against improving road safety for children, no explanation is provided to justify how introducing road humps will achieve its goal.

Whereas I accept that road humps can be effective in some 2-way streets, I have strong reservations about using road humps in a 6 m wide 1-way street because of unintended consequences:

- ◆ Cars normally travelling centrally will weave to the side to straddle a cushion.
- ◆ Cars will tend to move nearer to the nearside (south west) footway which is narrow.
- ◆ Cyclists will weave towards the kerb or towards the centre to avoid the cushion.
- ◆ The changes in direction of cars and cycles will become more difficult to anticipate.
- ◆ Wheelchair users travelling on the carriageway will have similar and new problems.

Proposing Road Humps as the solution implies that speeding is the problem.

I know the area well and people who live there. I've not heard anybody expressing concern about speeding along King Street. On the contrary, they express surprise at the suggestion. What evidence is there of non-compliance with the 20 mph speed limit?

However, there is much concern at the amount of improper parking, particularly around school start and finish times. Drivers regularly park on the yellow zig-zags, the double yellow lines, and partly obstruct the footway. This is unacceptable. Enforcing the parking regulations needs to be addressed properly. (I support the Parking Enforcement Officers.)

I'd like to make an alternative proposal. Create a pop-up pedestrian lane protected by barriers (similar to the arrangement for the Central School access on Planefield Road). This could be implemented quickly and at little cost. Besides the obvious benefit of providing additional space for pedestrians, there would be other safety benefits:

- ✓ Narrowing the carriageway should help with 20 mph compliance.
- ✓ This would also make it easier and safer to cross King Street.
- ✓ It would physically prevent parking on the 'Keep Clear' zig-zags and some of the double yellow lines.

Regards





Inverness Living Streets



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Please ask for: Ross Bartlett
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Direct Dial: 01463 702962
Our Ref: U4067 King Street Road Humps
Date: 29th March 2021

Dear [REDACTED]

THE HIGHLAND COUNCIL (U4067 KING STREET AT ST JOSEPHS PRIMARY SCHOOL, INVERNESS) ROAD HUMPS

Many thanks for your letter of 5th February 2021 regarding the above. Apologies for the length of time you have waited to receive a formal response however this is due to waiting for the consultation period to close in conjunction with the end of financial year pressures on available staff time.

I am sorry you do not feel the Statement of Reasons was detailed enough, the School, Parents and Parent Council have all raised concerns with regards to the speed at which vehicles travel around the corner on King Street just prior to it's junction with Duncraig Street. The aim of the road humps is to force a reduction in vehicle speeds at a point where the visibility for anyone crossing King Street is limited. The proposed speed hump location also gives a visual and physical warning for drivers to reduce their speed in advance of the school entrance being apparent. These road humps have not been suggested on the basis of solving a measured non-compliance in the 20 mph speed limit but to alleviate the fear of parents that vehicles are traveling too fast in this location. As a result, I will be unable to provide you with any information on speed compliance in this area. The speed of vehicles is a barrier to parents allowing pupils to use active travel for the school journey and road humps are an effective way of ensuring slower speeds at a pre-determined location.

In recognisance of your concerns regarding vehicle/cyclist's road positioning we have changed the road hump layout to bring the cushions closer together in the centre of the road providing a wider kerb side carriageway space. This should reduce the proximity of vehicles to the kerb and allow a wider space for cyclists to negotiate the road humps at kerbside. It will also create more space at the road edge should

Infrastructure and Environment Services

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someone on a mobility scooter or wheelchair need to use the road in this location. I enclose a copy of this revised drawing for your perusal.

Unfortunately, the location concerned does not make the use of a pop-up pedestrian lane possible as the nature of the junction with Duncraig Street, the vehicle access into the school, road widths and the corner make this a much more complicated space than Planefield Road. With regards to parking the school have had attendance from Parking Enforcement Officers on several occasions to assist with school gate parking.

If this has provided you with enough information to withdraw your objection, then it would be appreciated if you could let us know. If you still wish to pursue your objection, please also get in touch so we can try to resolve this further. This can be achieved either by return letter, email or I can be contacted at the direct dial telephone number provided. Failing further correspondence, the next stage of this formal process is for your objection to be heard by the Elected Members at the Local Area Inverness Committee Meeting, date to be confirmed.

We look forward to hearing from you.

Yours sincerely,

A black rectangular redaction box covering the signature of Ross Bartlett.

Ross Bartlett
Technician

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