

**From:** Colin Stirling  
**Sent:** 16 October 2013 14:51  
**To:** Cllr.Donald Lothian  
**Cc:** Gordon Hughes  
**Subject:** RE: Gateside PS

Donald

Thanks for updating me on this matter.

Gordon spoke to me a week or two ago after a phone call he had with the head teacher regarding their on-going concerns and the use of the mini-bus to transport children to the village hall. This aspect is obviously a management issue for Education Services to consider in line with their own risk assessment procedures for split site schools.

As you will be well aware Gateside is a town where we have been fairly proactive in over the years with a variety of road safety improvements starting with the initial reduction from 40mph to 30mph, introduction of a part-time 20mph limit, gateway signing and lining improvements, footpath widening, slow down signs and the installation of a pedestrian crossing. We have (and will continue to) work closely with the school and community council regarding local concerns with road safety and many of the aforementioned schemes were to mitigate local concerns in relation to the school journey.

The current position is that we have done about as much as we can without physical measures being introduced in the carriageway itself (speed cushions, raised crossing, build-outs, priority systems, raised junctions etc etc). As you will be aware the Traffic Management and Road Safety budget is fully committed for the current financial year and if additional measures are considered for this section of road then this location will need to be added to the list of schemes to be assessed and prioritised for future financial years.

The most recent speed survey is dated 2009 and this was taken in the vicinity of the school. In light of the recent concerns that have been raised I will arrange for speed/volume surveys to be undertaken at both the village hall and school sites. This will be invaluable in terms of getting a flavour of current traffic behaviour and will assist the assessment process for future years budgets.

I note the specific suggestion for solid lines to address overtaking, this type of marking should not normally be used in built-up areas and is more commonly associated to rural roads where forward visibility is severely restricted.

Whilst I wasn't directly involved in the investigation/assessment for a remote footpath link, my understanding is that the issue of land acquisition was a major stumbling block when this was last looked at. I would need to have a fresh look at this suggestion and it may be that (subject to land being available for purchase) that Education Services would need to play a key role in the development, promotion and funding for such a scheme.

I hope this is of assistance.

Regards

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