

The Highland Council

Skye, Ross and Cromarty Area Committee
28 October 2013

Agenda Item	10
Report No	SRC 06/13

Proposed Traffic Calming Feature on Millbank Road, Munloch

Report by Director of Transport, Environmental and Community Services

Summary

This report invites Members to approve the introduction of a series of build outs forming a traffic calming feature on Millbank Road, Munloch. There are 16 unresolved objections to this proposal.

1. Background

- 1.1 The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit. Electronic speed surveys have been undertaken, within the 30mph limit, which show an average speed of 35.4mph (85%ile of 41.8mph) in one direction and an average speed of 31.4mph (85%ile of 35.6mph) in the other direction.
- 1.2 The Highland Council, in consultation with the Community Council, have designed a package of traffic calming measures which are designed to reduce traffic speeds through Munloch. Plans showing all the features of the proposed scheme are contained in **Appendix 1A**.
- 1.3 One of the proposed traffic calming features is a series of 3 build-outs (2 of which form a chicane) located at the northern end of Millbank Road. In this arrangement, southbound traffic (downhill traffic) will have to give way to northbound vehicles and this will slow vehicles entering the village. The width of road maintained at the build outs will be 4m and this should provide adequate space for agricultural vehicles.
- 1.4 Drawing no. RC/MTM/13/001A shows the proposed arrangement of the build outs and is contained in **Appendix 1B**.

2. Consultation

- 2.1 The proposals were sent to Ward Members for comment and they were supportive of the proposals.
- 2.2 The Emergency Services were consulted regarding the introduction of these build outs and there were no objections to the proposal.
- 2.3 The Freight Transport Association, Highland Cycle Campaign and several bus

companies operating in the area were consulted regarding the introduction of the build outs and there were no objections to the proposal.

2.4 Letters were sent to the households on Millbank Road adjacent to the proposed build outs and a notice was published in the local press.

2.5 Due to an omission in the initial formal consultation process, it was decided that the consultation process should be repeated. All objections and comments we have received as a result of both the initial and the repeated consultation process are reflected in this report.

3. Consultation and Correspondence with Knockbain Community Council

3.1 The traffic calming scheme was developed in consultation with the Community Council and public meetings were held in order to discuss various traffic calming options. The Community Council then prepared a priority list of proposals they wanted to be taken forward.

3.2 During the initial formal consultation period a representative of the Community Council responded opposing the scheme. The summary of the reasons given was as follows:

- That there were more build outs than was presented to the Community Council during initial discussions about the scheme.
- That one of the build outs is close to the property of an elderly resident and would cause disturbance as well as restricting access to the property.
- That we consider a 20mph limit on Millbank Road instead.

3.3 Following verbal discussions with a representative of the Community Council, the concerns were resolved, and the Community Council has confirmed by email that they now support the proposals.

3.4 All correspondence in relation to this is contained in **Appendix 2**.

4.0 Objections to the proposed traffic calming feature on Millbank Road, Munloch

4.1 Sixteen objections to the proposed build outs have been received and are still outstanding.

4.2 Under the Council's Scheme of Delegation, the power to make a decision on the introduction of this traffic calming feature is delegated to the Skye, Ross and Cromarty Area Committee.

4.3 The Committee has two options:

1. Approve the proposed traffic calming feature as advertised and instruct its implementation.

2. Accept the objections are valid. Instruct that the proposal be withdrawn and further consultation with the community be carried out in order to discuss a suitable alternative traffic calming proposal to be taken forward.

5.0 Summary of the Sixteen Objections

5.1 The reasons given by objector one:

- Chicanes are an unsuitable traffic calming feature for a main road and will be a cause of frustration.
- The chicanes are considered to be obstructions put in place to encourage traffic to divert traffic via Tore, which would increase journey distance and time, wasting resources and causing more fumes to be emitted.
- Chicanes will force traffic to slow and then speed up again causing additional noise and an increase in exhaust emissions.
- The existing pedestrian crossing and cars parking on Millbank Road provide sufficient traffic calming features without additional artificial obstructions.
- Chicanes will impede emergency services.
- There are several farmers who farm on both sides of the village and their tractors and farm machinery need to use this road. The reduced road width at the chicanes will cause problems for larger farm machinery and tractors to pass and at busy times this would cause chaos.
- The chicanes are likely to cause tailbacks of vehicles out onto the crossroads.
- Accidents will be caused by the chicanes.

5.2 The reason given by objector two:

- Vehicles travelling uphill will be forced to stop and this will cause problems in wintery conditions.
- The build outs will cause congestion and restrict access to properties.
- The build outs will cause a build-up of traffic and this will seriously affect the junction of the B9161 / A832.
- The build outs will cause traffic to be diverted to the wrong side of the road and this will be hazardous to vehicles entering and exiting properties on this road.

5.3 The reasons given by objector three:

- The proposed build outs will add to the present danger at the crossroads.
- The proposed build outs will cause traffic to stop and start and this would be a disturbance to the households located adjacent to the build outs.
- Vehicles may find it difficult to negotiate the build outs in wintery conditions.

- The build outs would compromise the safety of vehicles entering and exiting driveways.

5.4 The reasons given by objector four:

- Any traffic calming proposal for Munlochy should be focused at the centre of the Village, near the shop and the school, where more people are likely to be crossing the road.
- The build outs are close to the property of an elderly resident and the noise of vehicles stopping and starting would cause disturbance. Access to this property would also be restricted and the safety of vehicles entering and exiting the property would be compromised.
- Large delivery vehicles will be unable to make deliveries to residents without blocking the road.
- The noise of vehicles stopping and starting will disturb the sleep of residents who would live close to the build outs.

5.5 The reasons given by objector five:

- The objector has farms on both sides of Munlochy and needs to be able to move agricultural machinery through the village. The proposed build outs would cause difficulties in moving large agricultural vehicles which can be approx. 4m wide.
- The majority of pedestrians are in the area between the Hotel and the Hall and the build outs will not reduce traffic speeds in this area.
- The chicane will be ineffective.
- If the build outs encourage traffic not to travel through Munlochy this may have an impact on the viability of the Post Office and Shop. These not only provide services in the Village but also employment.

5.6 The reasons given by objector six:

- The proposed build outs are considered to be obstructions.
- The objector has farms on both sides of Munlochy and the proposed build outs would cause difficulties in moving large agricultural vehicles through the village.
- The build outs will be a cause of frustration and may lead to mini tail backs at peak times.

5.7 The reasons given by objector seven:

- The objector has a farming business that operates on both sides of Munlochy and the proposed build outs would cause difficulties in moving large agricultural vehicles through the village. This would cause unnecessary congestion and frustration to villagers and road users.

5.8 The reasons given by objector eight:

- The use of full height kerbs projecting into the carriageway is a hazard, particularly in wintery conditions. These kerbs, if struck by a vehicle,

could cause damage to the wheels and tyres and may also result in the loss of control of the vehicle.

- The proposed build outs may cause difficulties in moving large agricultural vehicle through Munloch. The needs of local farmers must be accommodated as for many there is no viable alternative route that their vehicles can take.
- There has been no provision for additional signage on the A832 that would encourage traffic to divert via Tore.

5.9 The reasons given by objector nine:

- No additional features are required in this area as traffic is slowing down approaching the junction or has just entered the village
- The safety of vehicles entering and exiting neighbouring properties would be compromised.
- Large delivery vehicles will be unable to make deliveries to residents without blocking the road.
- Visitors to the households adjacent to the build outs will be unable to park on the road.
- The proposed build outs would cause difficulties in moving large agricultural vehicles to pass without causing damage to the vehicle or the chicane.

5.10 The reasons given by objector ten:

- The build outs are close to the property of an elderly resident and the noise of vehicles stopping and starting will cause disturbance.
- This is not the right location for a chicane and it will have no impact on slowing down or deterring traffic.
- No additional features are required in this area as traffic is slowing down approaching the junction or has just entered the village.
- The safety of vehicles entering and exiting neighbouring properties would be compromised.
- Large delivery vehicles will be unable to make deliveries to residents without blocking the road.
- Visitors to the households adjacent to the households will be unable to park on the road.
- The proposed build outs would cause difficulties in moving large agricultural vehicles to pass without causing damage to the vehicle or the chicane.

5.11 The reasons given by objector eleven:

- The siting of the chicanes will be detrimental to the flow of traffic.
- Vehicles will queue out on the Cromarty – Tore road and create a safety issue.
- Emergency services, busses, lorries and agricultural vehicles will have difficulty negotiating the chicanes and this will affect the safety of cyclists and pedestrians.

5.12 The reasons given by objector twelve:

- The build outs will cause vehicles to be stationary outside the objector's house and this will have an impact on their privacy.
- The build outs will cause increased noise and air pollution caused by traffic congestion.
- The build outs will cause difficulties entering and exiting the property.
- The junction at the top of Millbank Road will become congested and cause cars to be stationary on both the A832 and the single track road from Killen.
- The build outs will cause frustration and result in dangerous manoeuvres by motorists.

5.13 The reasons given by objector thirteen:

- The build outs will increase congestion.
- At busy times, the build outs will cause tail backs on to junction and the Tore to Avoch Road.
- The traffic calming measures are unnecessary.

5.14 The reasons given by three further objectors:

- Their farming businesses operate on both sides of the Village and the proposed reductions in road width to 4m at build outs would cause difficulties for large agricultural machinery to pass. Combine harvesters are 4m wide and require a 5m channel to pass through safely.
- Chicanes have been proven to be effective on roads with an even flow of two-way traffic which is not the case on Millbank Road.
- Chicanes have been proven to increase the incidents of accidents, cause needless conflict, are a safety hazard, increase congestion and pollution.

5.15 All correspondence in relation to the objections is contained in **Appendix 3**.

6. Summary of Responses to the Objections received.

6.1 In response to the objections we have highlighted these key points:

- Millbank Road, Munloch is not considered to be a main road and those who ignore the 30mph speed limit put pedestrians, cyclists and other road users in danger.
- Reassurance was given that these measures are solely to reduce traffic speeds and are not intended to encourage drivers to divert via Tore.
- The scheme has been designed to make traffic travelling downhill, towards the centre of the village, give way to traffic travelling uphill
- and this will keep any increase in noise and pollution to a minimum.
- The proposed build outs are located on Millbank Road north of the Munloch Village Hall and there are no existing physical features on this stretch of road that will cause traffic to slow.

- In the centre of the village the pedestrian crossing and car parking provide traffic calming and the traffic speeds in this area are lower.
- There have been no objections from the emergency services.
- The build outs have been designed to allow sufficient space for the agricultural machinery to pass through safely.
- The layout of the build outs has been carefully considered to avoid restricting access to any homes.
- The scheme is designed to slow traffic entering the village and improve the safety of pedestrians, cyclists and road users.
- It is proposed that LED illuminated flexible bollards will be positioned at each end of the build out. This should provide sufficient warning in wintry weather of the presence of the build outs on the carriageway.
- The scheme will be monitored to ensure there are no safety issues.

6.2 The sixteen objectors are upholding their complaints against the build outs and have been informed that the proposal, including all correspondence, will be included on the agenda for the Skye, Ross and Cromarty Area Committee. All correspondence in relation to the objection is contained in **Appendix 3**.

6.3 Any responses to our letters advising the objectors that this matter will be considered by the Skye, Ross and Cromarty Area Committee will be made available to Members before or on the day of the Committee.

7. Implications

7.1 There are no resource implications to the Council, as these proposals are being funded by developer contributions.

7.2 There are no legal implications arising from this report.

7.3 There are no equality implications arising from this report.

7.4 There will be a small increase in emissions resulting from vehicles slowing down and speeding up again.

7.5 There are no risk implications arising from this report.

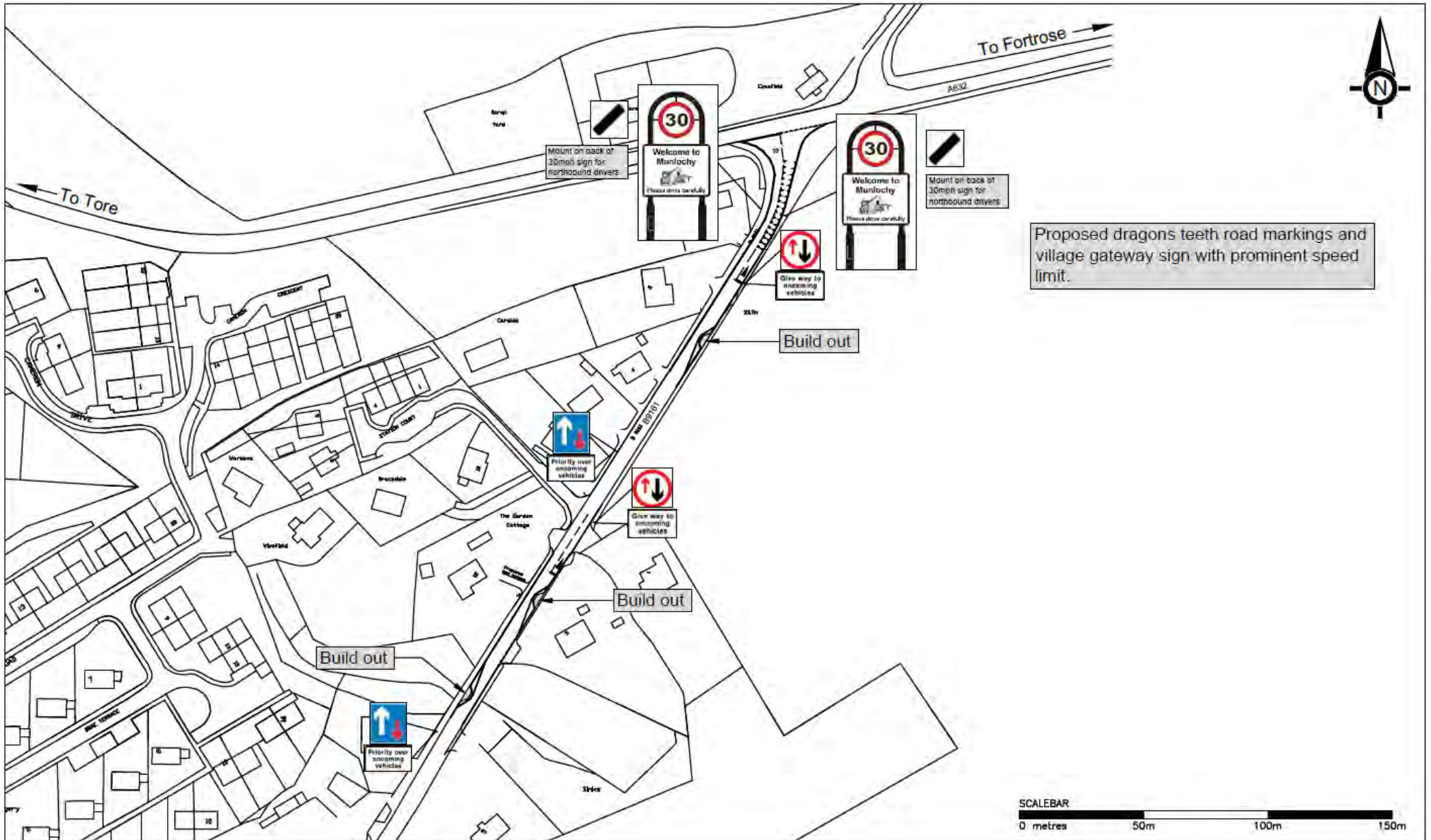
8. Recommendation

8.1 Members are invited to approve the proposed build outs forming a traffic calming feature on Millbank Road, Munloch

Designation: Director of Transport, Environmental and Community Services

Date: 15 October 2013

Authors: Sarah Bryden/Hugh Logan



Proposed dragons teeth road markings and village gateway sign with prominent speed limit.



TEC SERVICES
Glenurquhart Road
Inverness
IV3 5NX

Munlochy Traffic Management B9161

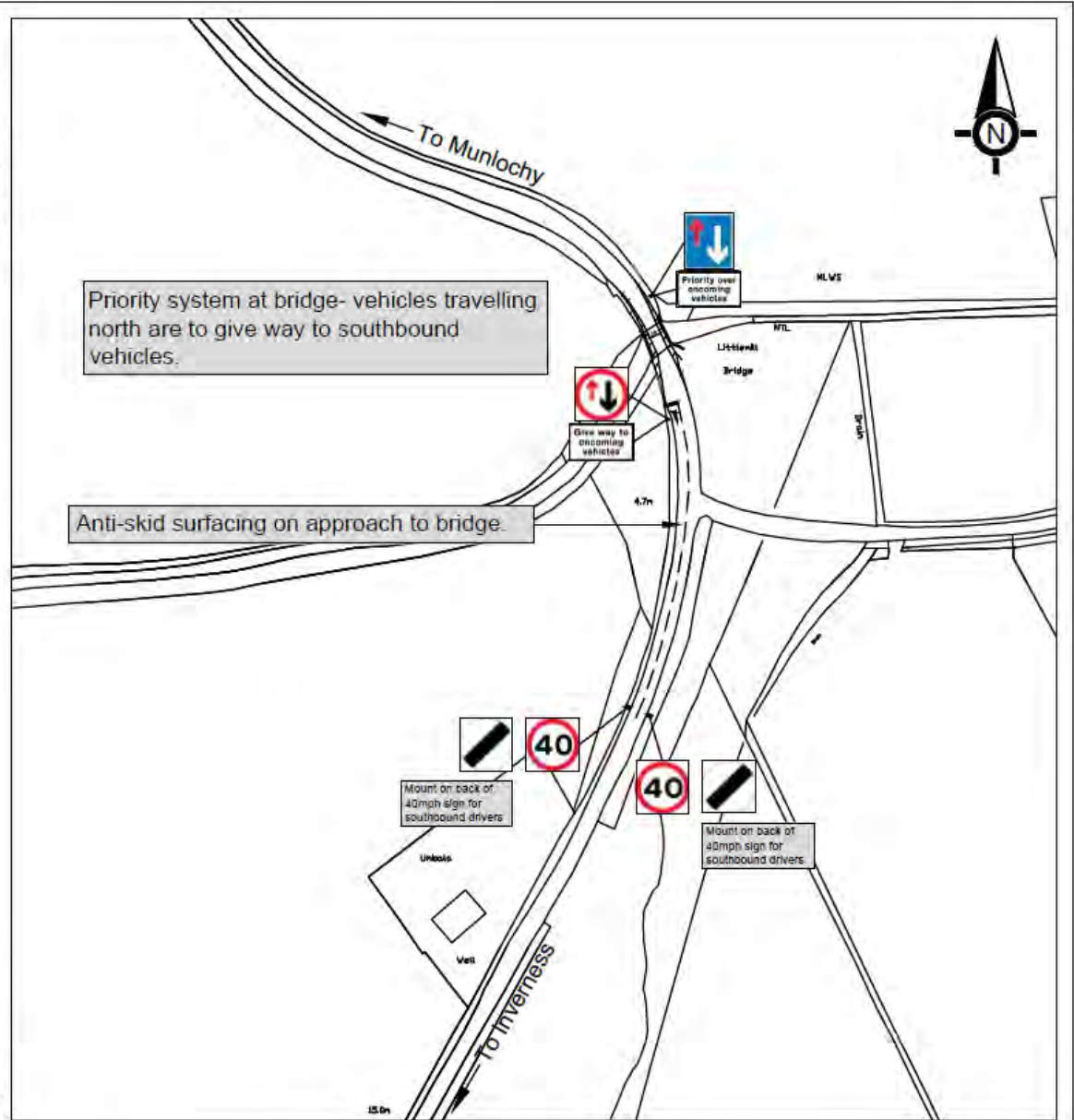
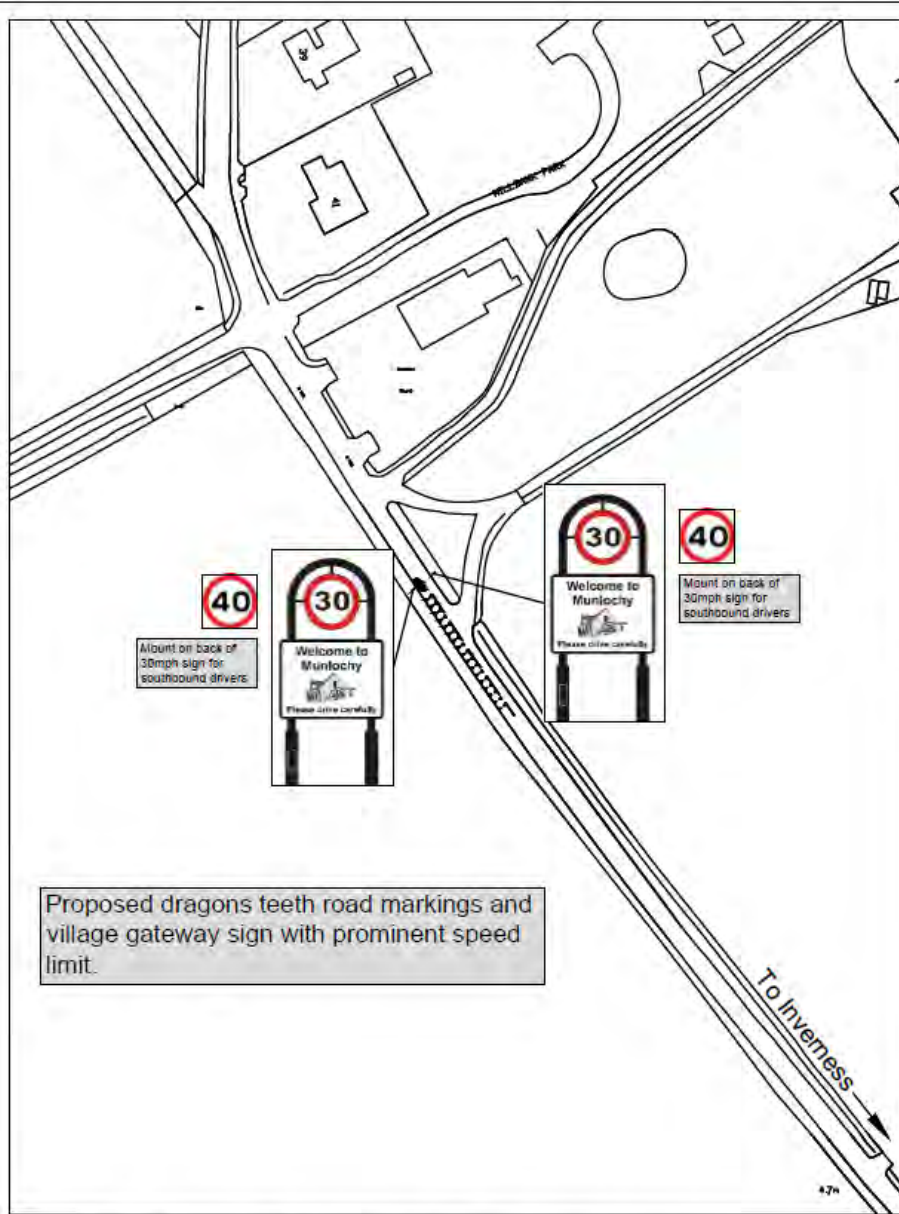
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Appendix 1A

PLAN NO. RC/MTM/13/001A

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The Highland Council
Comhairle na Gàidhealtachd

TEC SERVICES
Glenquhart Road
Inverness
IV3 5NX

Munloch Traffic Management B9161

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Appendix 1B

SCALEBAR

0 metres 50m 100m 150m

PLAN NO. RC/MTM/13/002

Approved for the Transport Survey mapping with the permission of the Controller of the Majesty's Highway Code © Crown Copyright. 2013/13/2013/13/002
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Subject: Traffic Calming, Munlochy

From:

To:

Cc:

Date: Friday, 14 June 2013, 10:44

I refer to your letter and plan of the above, sent to _____, Chairman of Knockbain Community Council.

As the member of the Community Council who has been instrumental in promoting this scheme and co-ordinating its development, they have now been passed to me (received 12th June). I note that you have requested comments within 14 days of the letter. However since I have sent e-mails in the past few days to Sam Macnaughton and Neil Gillies over the long delays in formulating this scheme and its rumoured details, I guess we have already made representations within your timescale.

Having now seen the details, the Community Council will be advised to oppose the details given, based on our understanding following the public consultation and presentation:

Firstly, it was suggested that there would be two build outs, not three.

These plans were to be sent in draft form for display on the Council Notice Board at least 12 months ago, or more. They were never received. The Community have been denied the opportunity to comment on the details.

It had not been decided how the build outs would be constructed: kerbed, coloured surfacing, blockwork etc. Details were to be provided. I notice that these have still not been provided. The details may be of some concern to the farming community and residents, as intimated at the public meeting.

The prospect of a build out at No 4 Millbank Road (_____) is causing her a lot of distress. She is _____, who is disturbed by traffic already. She has just had to contend with Scottish water works, which she found intrusive from traffic control manoeuvres. She is dreading similar disturbance of a permanent nature. She also requires to be collected and dropped off at her gate which appears to be in the start of the restriction zone.

Had these details been previously supplied as promised, these objections might have been avoided. It seems as though you will need to re-consider parts of the plan and supply the missing details, before we remove our objections.

I have also been given a copy of the letter you have sent out to the various residents on Millbank Road. In that letter you advise that the Community Council "have a copy of all the proposals should you wish to view these".

Apart from the Plan RC/MTM/13/001 we have no other proposals and these are the same as the residents have. Could you please advise what "all" implies, urgently. This item will be on our agenda at the Community Council meeting on Tues 18th June. I will recommend that a formal statement from the Knockbain Community Council be sent to you, following that meeting. Should you wish to send a representative to that meeting, it will be held in the North Kessock Village Hall at 7.30 pm.

There has also been some local comment on the fact that low speed restrictions will be applied in

both Fortrose and Avoch, but no such lowering of speed will apply in Munloch, who will be most affected by the increase in traffic arising from both of those towns. With the passage of time, it might be prudent for you now to reconsider this and impose a lower speed restriction. With such restriction, there may be no need of build outs.

For Knockbain Community Council

Hugh Logan

From:
Sent: 29 July 2013 11:02
To: Hugh Logan
Cc:
Subject: MUNLOCHY TRAFFIC CALMING

Good Morning Hugh,

With reference to our previous discussions, I am pleased to confirm that, at our regular meeting on Tuesday 23 July 2013, Knockbain Community Council agreed our full support of the Traffic Calming Measures. We agreed that the logistics and engineering were best left to yourselves and look forward to receiving drawings/Spec etc in due course.

The meeting was a little stormy in parts as we had a few representatives of the farming community there, voicing their concerns. It would be very helpful if I could have detailed drawings and spec of the traffic calming measures and the Littlemill Bridge scheme as soon as possible and definitely before our next meeting on 13 August, as I anticipate we will have another delegation there.

I would also be obliged if you could advise when it will be going to TEC Committee and a timetable for the works.

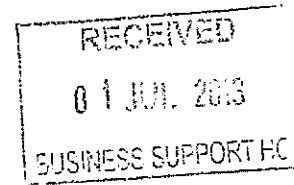
I look forward to hearing from you.

Regards,

Secretary
Knockbain Community Council

Tuesday 25th June 2013

Drew Anderson,
Highland Council, TEC Services,
Glenurquhart Road,
INVERNESS,
IV£ 5NX



Dear Sir,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

I understand that Killearnan Community Council has accepted your plan to insert chicanes in the B9161 Main road that connects the Black Isle, East of the Village, to Inverness. I wish to object in the strongest possible terms for the following reasons:

This is a MAIN road. It is the road that will continue to be used by all of the Black Isle to the East of Munloch village whenever they go to Inverness, or indeed to shop in the village. Chicane are frustrating enough on side roads, but they are absolutely wrong on a main road. The suggestion that these obstructions would encourage traffic to divert via Tore is puerile. The distance via Tore is considerably further. It takes considerably longer. More petrol/diesel is wasted, and more exhaust fumes are created into the environment.

On the road up from the Post Office, heading towards Balnakyle, there are some really offensive bumps and a dangerous road narrowing obstruction. On this road-narrowing obstruction, my son-in-law wrote off a wheel and two tyres as he came round the bend, where there is no warning sign, and visibility is obscured by the bushes on the Right as you go up the hill. Any more of this sort of cavalier frustration of the motorist in the village has to be brought to an end once and for all.

The scheme is called "traffic calming", when in reality it is traffic frustrating, the end result of which is road rage. Roads authorities should be doing their best to remove objects which create traffic frustration. There are infinitely better ways of achieving what is wanted without creating frustration.

Chicanes would force traffic to slow down and speed up again. This creates extra noise and exhaust fume pollution. This would be unpleasant for those living in the vicinity. We are all supposed to be reducing greenhouse gasses.

If you use this road regularly as I do, you will see that there is no need to slow down the traffic that goes through the village. A pedestrian crossing has been installed to slow traffic to a standstill if pedestrians want to cross the road. In addition, traffic physically cannot go quickly through the village, due to cars parked outside the shop. These cars are an excellent traffic calming measure in their own right. We do not need or want any additional artificial obstructions in the road. In addition, a path has been made, above the road, to enable school children to access the school without even coming down onto the road.

There are occasions when the EMERGENCY SERVICES (Police, Fire and Ambulance) need to use the road to make the maximum speed to reach anyone living to the East of the village in an emergency. Chicanes would slow down these vehicles perhaps with fatal consequences. I repeat, this is a MAIN access road.

There are several farms that farm on both sides of the village, including our own. These need to use the village with their ever-wider machinery and ever-bigger tractors. At busy times, such as Springtime and Harvest, chaos would result. From October onwards there is an endless stream of tractors and trailers carting Christmas trees to Drynie. Chicanes are totally unsuitable. All of the width in the road is needed.

I have heard it said that the Council have got themselves into a knot over a deal that it made with the developers in Fortrose. It is said that the Council made a deal with the developers specifically to get money for these new chicanes, in return for giving them planning permission for the new houses that they wish to erect. If this is true, it is an outrage that every inhabitant of the Black Isle to the East of the village, including the new houses, should be held to ransom. Either Planning Permission should stand on its own merits or it should fail. However, the money having been taken off the developers for use at Munloch, consideration should be given as to the BEST use for the money at the village.

I have stated that nothing extra is required in the village, and that is my opinion. But if you absolutely insist, how about making a 20mph speed limit, coupled with a smiley face or speed indicator signs? Also red paint warning signs could be put on the road. These should be the first measures to be taken. None of these narrow the road.

However, a much higher roads priority at the village is to make the crossroads above the village safe. This IS a place where accidents have occurred, and will occur again if nothing is done. The visibility at the crossroads, in the direction of Fortrose, as you leave the village is abysmal. As it is also when approaching the crossroads from above, where the visibility in the direction of the Garage is awful.

I cannot be at the Community Council meeting that I understand is to be on Tuesday 23rd of July. However I would like you to see that this letter is read out at the meeting, clearly, so that everyone can hear.

Yours sincerely,

Please ask for: Drew Anderson
Direct Dial: 01463 702649
E-mail: Drew.Anderson@highland.gov
Your Ref: .uk
Our Ref:
Date: 31 July 2013

Traffic Calming, Munloch

I refer to your letter dated 25th June, relating to the introduction of traffic calming measures on Millbank Road, Munloch.

Millbank Road, Munloch is not a main road but is used as a short cut to the A9 Road at Artafallie. Unfortunately some of those who use this road choose to ignore the 30mph speed limit through the village placing pedestrians, cyclists and other road users in danger. Your suggestion that traffic through the village does not need to slow down is totally inaccurate. Locals repeatedly complain about traffic speeds on Millbank Road and their complaints are backed up by electronic speed surveys. I don't know where you heard the suggestion that these measures are intended to encourage traffic to divert traffic to Tore. The purpose of these measures is to slow down a number of drivers that persistently speed through Munloch.

While vehicles slowing down and then accelerating after the restrictions may cause slightly increased pollution, this scheme has been designed to keep this to a minimum by giving priority to uphill traffic. This will be much less unpleasant for residents than vehicles speeding past their homes. The traffic calming measures are to be introduced on the section of Millbank Road between the junction with the main Tore to Avoch Road and Munloch Village Hall. As you mentioned, cars parked near the shops slow down traffic quite effectively and no additional traffic calming measures are proposed in this section. Hopefully the measures at the top end of Millbank Road will be just as effective.

During the consultation process for the introduction of the proposed measures there have been no objections from any of the emergency services or your community representatives.

The chicanes have been designed in such a manner that painted lines around the chicanes will make the road look narrower than it actually is. This should effectively slow down traffic whilst still allowing sufficient width for agricultural machinery to pass through safely.

Funding was provided by the developer at Ness Gap, Fortrose to introduce measures in Fortrose, Avoch and Munloch to mitigate against increased traffic flows between these villages and the A9 to Inverness.

The measures that you suggest, such as introducing a smiley face sign and coloured road surfacing to encourage compliance with the existing speed limit were considered. These measures work in the short term but experience has shown that they will be ignored by drivers after a few months. This is the case with the Smiley Face sign sited on the straight section near the hall where drivers are ignoring it and continuing to speed through the village, which has led to the need for traffic calming. With regard to your suggestion to introduce a 20mph speed limit in lieu of traffic calming, our surveys show that speeds on Millbank Road are well above the threshold for a 20mph speed limit, hence it could not be introduced without the need for much more extensive traffic calming than presently proposed.

Regarding the crossroads near Munloch Garage, appropriate measures to improve visibility at this junction are being investigated at this time.

As per your request, your letter was forwarded to the Chair of the Community Council and was read out at the meeting on 23rd July.

In light of the foregoing information I hope that you will be able to reconsider your stance on this matter. If you are unable to withdraw your objection a report including your letter of objection, along with our response, will be submitted for consideration of members at the next available TECS Committee meeting.

Yours sincerely,

DREW ANDERSON
Traffic Technician
Transport, Environmental and Community Services

Monday 12th August 2013

Drew Anderson,
Highland Council, TEC Services,
Glenurquhart Road,
INVERNESS,
IV3 5NX

Dear Mr Anderson,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

Thank you for your letter of 31st July in answer to mine of 25th June.

Your plan is to place chicanes into the stretch of the road at the top end of Munloch village. This stretch is straight, visibility is good, children hardly ever go there and, when these circumstances prevail, it is perfectly safe to go over 30mph. However I accept that people should not speed in a 30-mile limit, so an extra speed limit indicator half way between the present one and the crossroads would not be a bad idea.

I believe that your letter needs answering in detail, hence this letter. I will take the points in order as written in your letter as much as possible.

You state that the road through Munloch is not a main road because it is a B road. However, there is no question that this is the road that anyone from East and North of Munloch village, will take when going to and fro the Highland Capital of Inverness. It is also the road that will be taken by the Emergency Services (Police, Ambulance and Fire Engines) when travelling from Inverness to all of the rest of the Black Isle to the East and North of the village (Avoch, Fortrose, Cromarty etc). These communities need to be taken into account very seriously, and not held to ransom by what would appear to be a very selfish move by the villagers of Munloch.

You state that some people choose to ignore the 30-mile limit. Additional measures can be taken that do not involve placing obstructions in the road. For example, red paint marks, dragon's teeth, another speed indicator or smiley face or two, periodical Police speed traps. The point is that measures have already been taken: the present speed indicator, the pedestrian crossing, cars parked at the shop. The result is that, regardless of what the villagers may perceive, there is not a record of accidents in the village.

There is no doubt that I have heard it stated by Councillors, that the hope is to divert the traffic from the East and North of the village via Tore. That is the road that you would claim is the main road because it is an A road. It must be clearly understood that, regardless of the official class of the road, in the eyes of those travelling to and fro Inverness from East and North of the village, the sensible road to Inverness is through Munloch. There is a saving of 2½ miles as well as a saving in time. It is only common sense to use the road through the village, and this must be respected.

You mention quite a bit about the Munloch villagers. Surely the situation is no different from a million and one other places where the locals would love to ban everyone else. However you need to bear in mind that the proposed measures would be holding to ransom all of the Black Isle to the East and North of the village, as well as three farming businesses that operate on both sides of the village. This is not acceptable.

You mention that the emergency services have not objected, but it is common sense that they do not need obstacles on a main road. You mention that the Community representatives have not objected. The answer is that they did not consult us. As a matter of fact we have bombed out similar plans at least twice in the last ten years, and I believe that we all thought that the matter was dead and buried. However, rest assured, we object vigorously again now.

By all means paint lines on the road that make it look narrower if you must, but don't make chicanes. Make any number of this sort of measure, but don't block the road. It is not true that the speed indicator is totally ineffective.

It is good news that funding for the village has been provided by the developers in Fortrose, but how about a sense of priorities? As I have mentioned, there is not a history of accidents in the village, and anyway measures have already been made there. However there IS a history of accidents at both ends of the village; namely at the Littlemill Burn Bridge below the village, and at the crossroads above the village. And there will be more accidents at these places for sure. It is abundantly clear that this is where the priority should be.

As you will have gathered by now, I will not withdraw my objection to the proposals to place chicanes on the road through the village. I oppose the notion vigorously. Please enclose this letter along with my other one when the TECS Committee discusses the matter.

Yours sincerely,

Wednesday 21st August 2013

Highland Council, TEC Services,
Glenurquhart Road,
INVERNESS,
IV3 5NX

Dear Mr Anderson,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

Further to my letter of 12th August. I have attended the meeting of the Knockbain Community Council last night, and I was absolutely horrified by the closed mind, even rudeness, of the Chairman of the item. Several of us made alternative suggestions to the proposed blockages in the road. He insisted that the worst culprits are the tractors speeding at "well over 30mph". You should be aware that tractors cannot go more than 50km per hour (31mph). They are large, so the impression is that they are going faster. Our views on any matter seemed to be of no consequence. They knew best, we were the idiots. This is not good enough. He made no secret that the intention was to get everyone from North and East of the village to go the extra 2½ miles via Tore to get to Inverness. This is a scandal. People will not do this anyway, and if they did, it would make the cross-roads even more dangerous than they are now, and if they didn't there are likely to be tailbacks from the proposed chicanes onto the cross-roads. The volume of traffic is only going to get larger. If you are absolutely insisting on putting in chicanes, surely well designed speed bumps would be greatly preferable? These DO slow down traffic, they DON'T block off the carriageway and the traffic can continue to flow in both directions.

There is an additional point that I could have made before. The fact that very few children need to come onto the main road through the village going to and from school from their houses, as there is a pathway above the road that leads to the school.

I stated before that the two areas of obvious priority are the cross-roads above the village and the Littlemill Burn bridge below the village. These are places where there HAVE been accidents and where there WILL be more. At the cross roads, the lack of visibility is dangerous, both when approaching from below and when approaching from above. I have had some very nasty frights at both sides.

Below the village, it is no solution to place speed restrictions between Munloch village and the A9, as was mentioned last night. What is needed is a much wider bridge over the Littlemill Burn. I have had frights there too.

As regards alternative measures to slow down the traffic in Munloch Village. At the meeting there seemed to be unanimous agreement that a 20mph limit through the whole village would be a good move. I know that you have reasons against this, but you should be aware that this seemed to be what everyone could agree to.

I have other suggestions that I would like to see put into place before blockages in the carriageway are even contemplated. For example:

1. Place another speed indicator camera half way between the cross-roads and the present speed indicator camera, to make people even more aware of their speed.
2. Paint dragon's teeth in red on the road (as in Avoch) by the Village Hall.
3. Paint a wide red stripe and '30' on the road (as in Contin) at the Post Office.

Chicanes should be the LAST resort, before placing blockages in what is the main road of choice for anyone travelling from North and East of the village when going to Inverness, NOT the first measure. Another point was made at the meeting, about the chicanes in Culbokie: namely that people rush them, regardless as to the right of way. Chicanes, blockages in the road, are NOT a good idea. As I have said, even well designed speed bumps would be preferable.

Yours sincerely,

Drew Anderson

From: Drew Anderson
Sent: 23 August 2013 11:59
To:
Subject: RE: Have you recieved all three of my letters?

Dear ;

Your letter dated 21st August arrived yesterday along with a copy of your letter dated 12th August. Your letter of objection and all of the correspondence between us will be included in a report on the proposed introduction of the traffic calming measures on Millbank Road, Munlochy, to be considered at the September meeting of the TECS Committee.

Regards,

Drew Anderson

-----Original Message-----

From: _____
Sent: 23 August 2013 11:41
To: Drew Anderson
Subject: Have you recieved all three of my letters?

Dear Mr Anderson,

Excuse me for asking, but I wonder if you have received my second and third letters that I have sent to you about the proposed chicanes for the main road through MUNLOCHY?

The proposal is totally unacceptable. An alternative that can be agreed all round must be found.

Yours,

Monday 7th October 2013

Hugh Logan
Highland Council, TEC Services,
Integrated Transport, Road Safety,
Glenurquhart Road,
INVERNESS,
IV3 5NX

Dear Mr Logan,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

A notice in the Ross-shire Journal has been brought to my attention. I may say that it is hardly eye-catching. I need a magnifying glass to read it.

I have written three letters to the Highland Council objecting to the proposals to insert three chicaines in the main road that runs through Munloch village. I am enclosing all three letters, marginally modified, to save a bit of repetition. Please read and note all of the points that have been made in them.

I object in the strongest possible terms to the proposals. They would just lead to traffic congestion in an area of the village where there is no danger to anyone. If you insist on doing anything at all in the Village, a 20mph limit from the Post Office and down past the school would be very much more appropriate while not creating congestion, frustration and cost to local businesses and to everyone who passes through Munloch en route to Inverness. And, at the same time it would slow down the traffic in an area of the village where this is very much more relevant.

Yours sincerely,

Tuesday 25th June 2013

Drew Anderson,
Highland Council, TEC Services,
Glenurquhart Road,
INVERNESS,
IV£ 5NX

Dear Sir,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

I understand that Killearnan Community Council has accepted your plan to insert chicanes in the B9161 Main road that connects the Black Isle, East of the Village, to Inverness. I wish to object in the strongest possible terms for the following reasons:

This is a MAIN road. It is the road that will continue to be used by all of the Black Isle to the East of Munlochry village whenever they go to Inverness, or indeed to shop in the village. Chicanes are frustrating enough on side roads, but they are absolutely wrong on a main road. The suggestion that these obstructions would encourage traffic to divert via Tore is puerile. The distance via Tore is considerably further (2½ miles each way). It takes considerably longer. More petrol/diesel is wasted, and more exhaust fumes are created into the environment.

On the road up from the Post Office, heading towards Balnakyle, there are some really offensive bumps and a dangerous road narrowing obstruction. On this road-narrowing obstruction, my son-in-law wrote off a wheel and two tyres as he came round the bend, where there is no warning sign, and visibility is obscured by the bushes on the Right as you go up the hill. Any more of this sort of cavalier frustration of the motorist in the village has to be brought to an end once and for all.

The scheme is called "traffic calming", when in reality it is traffic frustrating, the end result of which is road rage. Roads authorities should be doing their best to remove objects which create traffic frustration. There are infinitely better ways of achieving what is wanted without creating frustration.

Chicanes would force traffic to slow down and speed up again. This creates extra noise and exhaust fume pollution. This would be unpleasant for those living in the vicinity. We are all supposed to be reducing greenhouse gasses.

If you use this road regularly as I do, you will see that there is no need to slow down the traffic that goes through the village. A pedestrian crossing has been installed to slow traffic to a standstill if pedestrians want to cross the road. In addition, traffic physically cannot go quickly through the village, due to cars parked outside the shop. These cars are an excellent traffic calming measure in their own right. We do not need or want any additional artificial obstructions in the road. In addition, a path has been made, above and away from the road, to enable school children to access the school without even coming down onto the road.

There are occasions when the EMERGENCY SERVICES (Police, Fire and Ambulance) need to use the road to make the maximum speed to reach anyone living to the East of the village in an emergency. Chicanes would slow down these vehicles perhaps with fatal consequences. I repeat, this is a MAIN access road.

There are several farms that farm on both sides of the village, including our own. These need to use the village with their ever-wider machinery and ever-bigger tractors. At busy times, such as Springtime and Harvest, chaos would result. From October onwards there is an endless stream of tractors and trailers carting Christmas trees to Drynie. Chicanes are totally unsuitable. All of the width in the road is needed.

I have heard it said that the Council have got themselves into a knot over a deal that it made with the developers in Fortrose. It is said that the Council made a deal with the developers specifically to get money for these new chicanes, in return for giving them planning permission for the new houses that they wish to erect. If this is true, it is an outrage that every inhabitant of the Black Isle to the East of the village, including the new houses, should be held to ransom. Either Planning Permission should stand on its own merits or it should fail. However, the money having been taken off the developers for use at Munlochry, consideration should be given as to the BEST use for the money at the village.

I have stated that nothing extra is required in the village, and that is my opinion. But if you absolutely insist, how about making a 20mph speed limit, coupled with a smiley face or speed indicator signs? Also red paint warning signs could be put on the road. These should be the first measures to be taken. None of these narrow the road.

However, a much higher roads priority at the village is to make the crossroads above the village safe. This IS a place where accidents have occurred, and will occur again if nothing is done. The visibility at the crossroads, in the direction of Fortrose, as you leave the village is abysmal. As it is also when approaching the crossroads from above, where the visibility in the direction of the Garage is awful.

Yours sincerely,

Monday 12th August 2013

Drew Anderson,
Highland Council, TEC Services,
Glenurquhart Road,
INVERNESS,
IV3 5NX

Dear Mr Anderson,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

Thank you for your letter of 31st July in answer to mine of 25th June.

Your plan is to place chicanes into the stretch of the road at the top end of Munloch village. This stretch is straight, visibility is good, children hardly ever go there and it is perfectly safe. An extra speed limit indicator half way between the present one and the crossroads at the top of the village would be a better alternative.

I believe that your letter needs answering in detail, hence this letter. I will take the points in order as written in your letter as much as possible.

You state that the road through Munloch is not a main road because it is a B road. However, there is no question that this is the road that anyone from East and North of Munloch village, will take when going to and fro the Highland Capital of Inverness. It is also the road that will be taken by the Emergency Services (Police, Ambulance and Fire Engines) when travelling from Inverness to all of the rest of the Black Isle to the East and North of the village (Avoch, Fortrose, Cromarty etc). These communities need to be taken into account very seriously, and not held to ransom by what would appear to be a very selfish move by the villagers of Munloch.

You state that some people choose to ignore the 30-mile limit. Additional measures can be taken that do not involve placing obstructions in the road. For example, red paint marks, dragon's teeth, another speed indicator or smiley face or two, periodical Police speed traps. The point is that measures have already been taken: the present speed indicator, the pedestrian crossing, cars parked at the shop. The result is that, regardless of what some villagers may perceive, there is not a record of accidents in the village.

There is no doubt that I have heard it stated by Councillors, that the hope is to divert the traffic from the East and North of the village via Tore. That is the road that you would claim is the main road because it is an A road. It must be clearly understood that, regardless of the official class of the road, in the eyes of those travelling to and fro Inverness from East and North of the village, the sensible road to Inverness is through Munloch. There is a saving of 2½ miles as well as a saving in time. It is only common sense to use the road through the village, and this must be respected.

You mention quite a bit about the Munlochy villagers. Surely the situation is no different from a million and one other places where the locals would love to ban everyone else. However you need to bear in mind that the proposed measures would be holding to ransom all of the Black Isle to the East and North of the village, as well as three farming businesses that operate on both sides of the village. This is not acceptable.

You mention that the emergency services have not objected, but it is common sense that they do not need obstacles on a main road. You mention that the Community representatives have not objected. The answer is that they did not consult us. As a matter of fact we have bombed out similar plans at least twice in the last ten years, and I believe that we all thought that the matter was dead and buried. However, rest assured, we object vigorously again now.

By all means paint lines on the road that make it look narrower if you must, but don't make chicanes. Make any number of this sort of measure, but don't block the road. It is not true that the speed indicator is totally ineffective.

It is good news that funding for the village has been provided by the developers in Fortrose, but how about a sense of priorities? As I have mentioned, there is not a history of accidents in the village, and anyway measures have already been made there (20mph during school times, a pedestrian crossing and the cars parked at the shop). However there IS a history of accidents at both ends of the village; namely at the Littlemill Burn Bridge below the village, and at the crossroads above the village. And there will be more accidents at these places for sure. It is abundantly clear that this is where the priority should be.

As you will have gathered by now, I will not withdraw my objection to the proposals to place chicanes on the road through the village. I oppose the notion vigorously. Please enclose this letter along with my other one when the TECS Committee discusses the matter.

Yours sincerely,

Wednesday 21st August 2013

Highland Council, TEC Services,
Glenurquhart Road,
INVERNESS,
IV3 5NX

Dear Mr Anderson,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

Further to my letter of 12th August. I have attended the meeting of the Knockbain Community Council last night, and I was absolutely horrified by the closed mind, even rudeness, of the Chairman of the item. Several of us made alternative suggestions to the proposed blockages in the road. He insisted that the worst culprits are the tractors speeding at "well over 30mph". You should be aware that tractors cannot go more than 50km per hour (31mph). They are large, so the impression is that they are going faster. Our views on any matter seemed to be of no consequence. They knew best, we were the idiots. This is not good enough. He made no secret that the intention was to get everyone from North and East of the village to go the extra 2½ miles via Tore to get to Inverness. This is a scandal. People will not do this anyway, and if they did, it would make the cross-roads even more dangerous than they are now, and if they didn't there are likely to be tailbacks from the proposed chicanes onto the cross-roads. The volume of traffic is only going to get larger. Chicaines are not acceptable. Well designed speed bumps would be marginally preferable. These DO slow down traffic, they DON'T block off the carriageway and the traffic can continue to flow in both directions.

There is an additional point that I could have made before. The fact that very few children need to come onto the main road through the village going to and from school from their houses, as there is now a pathway that leads to the school above and away from the road.

I stated before that the two areas of obvious priority are the cross-roads above the village and the Littlemill Burn bridge below the village. These are places where there HAVE been accidents and where there WILL be more. At the cross roads, the lack of visibility is dangerous, both when approaching from below and when approaching from above. I have had some very nasty frights at both sides.

Below the village, it is no solution to place speed restrictions between Munloch village and the A9, as was mentioned last night. What is needed is a much wider bridge over the Littlemill Burn. I have had frights there too.

As regards alternative measures to slow down the traffic in Munloch Village. At the meeting there seemed to be unanimous agreement that a 20mph limit through the whole village would be a good move. I know that you have reasons against this, but you should be aware that this seemed to be what everyone could agree to.

I have other suggestions that I would like to see put into place before blockages in the carriageway are even contemplated. For example:

1. Place another speed indicator camera half way between the cross-roads and the present speed indicator camera, to make people even more aware of their speed.
2. Paint dragon's teeth in red on the road (as in Avoch) by the Village Hall.
3. Paint a wide red stripe and '30' on the road (as in Contin) at the Post Office.

Chicanes are not acceptable at all. It is not acceptable to place blockages in what is the main road of choice for anyone travelling from North and East of the village when going to Inverness. Another point was made at the meeting, about the chicanes in Culbokie: namely that people rush them, regardless as to the right of way. Chicanes, blockages in the road, are NOT a good idea.

Yours sincerely,

Wednesday 9th October 2013

RECORDED DELIVERY

Hugh Logan
Highland Council, TEC Services,
Integrated Transport, Road Safety,
Glenurquhart Road,
INVERNESS,
IV3 5NX

Dear Mr Logan,

**CHICANES on the MAIN ROAD
that runs through MUNLOCHY VILLAGE**

In addition to the four letters that I sent you on Monday, please may I say one more thing?

If you go ahead with this incredibly ill-thought-out scheme to put chicanes into the main road that runs through Munloch village:

Please do not pretend that you have not been warned. New accidents will be caused by the chicanes themselves. These accidents will then be added to the ones that already happen at the cross-roads above the village and at the Littlemill Bridge below the village, which you appear to conveniently turn a blind eye towards. Your priorities are upside down.

Yours sincerely,

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming, Millbank Road, Munloch

I refer to recent correspondence in relation to the proposed traffic calming scheme for Millbank Road, Munloch.

Due to an omission in the initial formal consultation process, it was decided that the consultation process for this scheme would be repeated. Information on this proposal has been sent to all relevant statutory consultees and the notice was re-advertised in the press.

As this has extended the consultation time frame, we were unable to submit this scheme to the September TECS Committee as we had previously informed you. Instead, it will be submitted to the Skye, Ross and Cromarty Area Committee on the 28th October.

I would like to assure you that any comments and objections we have received, as a result of both the initial and the repeated consultation periods, will be represented in the Committee Report.

With reference to your last letter dated the 9th October, we would like to clarify that improvements at the Littlemill Bridge do form part of the traffic calming works in Munloch. A 40mph speed limit will be introduced south of the existing 30mph limit and will extend beyond the Bridge. A priority / give way arrangement will also be established.

We are aware of the safety issues at the cross roads to the north of the Village and we are currently considering appropriate measures to improve visibility at this junction.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety
Transport, Environment and Community Services

13-06-13

DEAR SIR

TRAFFIC CALMING: MILLBANK RD. MURLOCHY

We are most disappointed to see that our views expressed at the Public meetings held in Murloch regarding this issue has not been taken on board.

We presume by the black arrows that traffic coming down the hill have been given right of way? Consequently vehicles climbing the hill will be forced to stop. This already causes considerable problems in winter conditions and traffic building back for the crossroads at peak times resulting in noise and pollution.

We clearly foresee the entrance and exit to our home becoming severely restricted by day and night.

Please ask for: Drew Anderson
Direct Dial: 01463 702649
E-mail: Drew.Anderson@highland.gov
Your Ref: .uk
Our Ref:
Date: 13 August 2013

Traffic Calming, Millbank Road, Munlochy

Thank you for your letter dated 13th June, relating to the introduction of traffic calming measures on Millbank Road, Munlochy.

My apologies for not responding sooner but as your letter was not addressed to me it only arrived on my desk here yesterday.

I think that you may have misunderstood what you saw on the plan that you mention. The traffic calming system is designed to slow down traffic passing your home and reduce traffic speeds through the village. It will do this by making traffic travelling downhill towards the centre of the village give way to traffic travelling uphill towards the junction with the Tore to Avoch Road. Traffic travelling uphill towards the junction will not be restricted and should be able to run as freely as it does at the moment so there should be no increase in noise or pollution. The system has been carefully designed so as not to restrict access to any homes on this section of Millbank Road.

I hope that I have been able to dispel any concerns that you have had regarding the introduction of speed reduction measures near your home on Millbank Road. It would be helpful if you would write to me confirming whether or not you wish to object to the introduction of these traffic calming measures. If you have any further questions regarding this matter, please do not hesitate to contact me.

Yours sincerely,

DREW ANDERSON
Traffic Technician
Transport, Environmental and Community Services

21-08-13

DREW ANDERSON,
TRAFFIC TECHNICIAN,
TRANSPORT, ENVIRONMENTAL & COMMUNITY SERVICES,
HIGHLAND REGION,
GLASGOW

Dear Sirs

Thank you for your letter of 30th July 2013.

We are absolutely astonished to hear that our letter of the 13th June 2013 took 5 weeks to arrive on your desk.

Having lived at this address for right on 50 years, we are well aware of the traffic problems and having attended previous meetings in Mumlochry regarding traffic calming we still have grave reservations about the proposed measures.

The build-up of traffic entering and leaving the village will seriously affect the junction B9161/A832. Well designed speed bumps please.

Yours sincerely



Please ask for: Drew Anderson
Direct Dial: 01463 702649
E-mail: Drew.Anderson@highland.gov.uk
Your Ref: .uk
Our Ref:
Date: 05 September 2013

**Traffic Calming, Millbank Road,
Munlochy**

I refer to your letter dated 21th August, relating to the introduction of traffic calming measures on Millbank Road, Munlochy.

As we are unable to resolve our differences, all of the correspondence between us will be forwarded along with a report on the proposed measures for Millbank Road, Munlochy, for the consideration of the TECS Committee later this month.

Yours sincerely,

DREW ANDERSON
AIP Technician
Transport, Environmental and Community Services

09-10-13

TRAFFIC CALMING, MILLBANK RD.
MUNLOCHY

HUGH LOGAN,

SENIOR ENGINEER

THE HIGHLAND COUNCIL, TEC SERVICES

INTEGRATED TRANSPORT, ROAD SAFETY,

GLENURQUHART RD.,

INVERNESS IV3 5NX

DEAR SIR, FURTHER TO OUR LETTER OF 21-08-13.

WE WOULD LIKE TO STRESS THAT THE TRAFFIC PROBLEM IS NOT IN THE IV8 8ND AREA OF MILLBANK RD. BUT MOST CERTAINLY EXISTS IN THE IV8 8NL SECTION. (I.E. MUNLOCHY POST OFFICE / MUNLOCHY CHURCH).

THE PEDESTRIAN CROSSING IN THIS SECTION IS A DISASTER WAITING TO HAPPEN AS IT IS IGNORED BY MANY MOTORISTS — THE WHITE LINES & MARKINGS HAVE ALMOST DISAPPEARED AND CONTROL LIGHTS ARE NOW A NECESSITY

NO RED MARKINGS APPEAR ON THE ROAD INDICATING "SCHOOL" OR "SLOW" AT THE HOTEL CORNER NOR THE BEND LEADING DOWN TO THE CHURCH.

THE TRAFFIC CALMING MEASURES PROPOSED WILL CREATE PROBLEMS THAT DO NOT PRESENTLY EXIST WITH VEHICLES BACKING UP ONTO THE JUNCTION

A/832 / B9161

THE ENTRANCE & EXIT OF OUR HOMES WILL BE EXTREMELY HAZARDOUS WITH TRAFFIC BEING DIVERTED TO THE WRONG SIDE OF THE ROAD. A 20 MILE LIMIT FOR ENTIRE STRETCH (IV8 8ND / IV8 8NL) PLEASE.

YOURS SINCERELY,

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to recent correspondence in relation to the proposed traffic calming scheme for Millbank Road, Munloch.

Due to an omission in the initial formal consultation process, it was decided that the consultation process for this scheme would be repeated. Information on this proposal has been sent to all relevant statutory consultees and the notice was re-advertised in the press.

As this has extended the consultation time frame, we were unable to submit this scheme to the September TECS Committee as we had previously informed you. Instead, it will be submitted to the Skye, Ross and Cromarty Area Committee on the 28th October.

I would like to assure you that any comments and objections we have received, as a result of both the initial and the repeated consultation periods, will be represented in the Committee Report.

Yours Sincerely,

Sarah Bryden
Technician- Road Safety
Transport, Environment and Community Services

23rd August 1913

Dear Sir,

I was disappointed to hear at the community council meeting on 20th August at North Kessock that ^{letter} mentioning my objection had not been received and I now enclose a copy.

I have been to two previous meetings in Munloch Hall re traffic calming and did not get the impression that the measures proposed were at all welcome or helpful and have yet to be persuaded that they will not add to present danger at the crossroads.

I have had recent experience of disturbance with works carried out by Scottish Water with the stopping and starting of vehicles on an incline but at least that was temporary and in summer time. I dread to think what would happen in winter time, as past experience of having my boundary fence knocked down and a car in my garden has shown, due to icy conditions.

Why have other calming methods not been tried first? I have not seen chicanes implemented on a slope before anywhere.

[over]

I am very concerned about the safety of my family, visitors and also myself entering and exiting my property when all traffic is on my side of the road.

To Mr. Drew Anderson
AIP Technician TECS
Glenwigham Rd
INVERNESS IV3 5NQ

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munlochy

I refer to your letter dated the 23rd August in relation to the above proposed traffic calming scheme. I apologise for the delay in our response to you.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The purpose of this scheme is to reduce the speed of vehicles travelling through Munlochy and is in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit.

The build outs will require vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will slow down vehicles travelling towards the centre of the Village and keep any increase in noise or pollution to a minimum. Careful consideration has been given to the position of the build outs so that they do not restrict access to any properties on Millbank Road.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

26 August 2013

Dear Sirs,

I find myself in the position where I must object to the traffic calming proposal for Munloch. My neighbour, [redacted], who is a member of the Knockbain Community Council submitted a letter on our behalf in regard to this proposal in June 2013, but he received no response. I then discovered at the Knockbain community council meeting on Tuesday 20 August that this objection from [redacted] has not been logged as an objection. I find this strange to say that this is the case, especially as a copy was emailed to Drew Anderson and others at tech services, as well as the Knockbain Community Council and our local Councillor, I have attached a pdf copy of this email for reference.

As [redacted] had submitted our objection to this proposal on our behalf we had not felt the need to object ourselves, we had put our faith in the system, but that seems to have been the wrong thing to do as this was not logged as an objection.

At the Community Council meeting on the 20th August we were advised that the Community Council have agreed to support the proposal for traffic calming, which is contrary to [redacted] letter dated 14 June 2013. [redacted] letter had confirmed that the Knockbain Community Council were objecting on several grounds to this proposal.

As I understand it the reason for the original project to find a solution was to slow down the traffic and prevent children being struck by cars, and to slow down the cars, so surely the area where the traffic needs to be slowed down is near the shop and the school, not at the other end of the village, where there is no requirement for anyone to cross the road? Also where one of the proposed build outs are being suggested is at the point where traffic is already slowing down for the junction, or has just entered the village, surely the need to slow the traffic is not at this point?

I find it difficult to comprehend how a consultation which was completed 4 years ago is grounds for agreement by the community at this point in time? Having spoken recently to quite a few people in the village, there seems to be a distinct lack of knowledge in the locality regarding this proposal, and when people are told about this they seem to be far from in agreement with it. The main concern in the village seems to be the pedestrian crossing. There are many people who choose not to use it as they feel it is unsafe, indeed they feel it is safer to cross the road at other locations! I have been advised that children have been seen using the crossing when cars have not stopped in many instances, it is therefore suggested that a crossing with lights which would physically stop the traffic would be the safer and preferred option. This would have the affect of stopping the traffic when required, and should also slow down the traffic at the busy location in the village, thus avoiding the need for the proposed traffic calming.

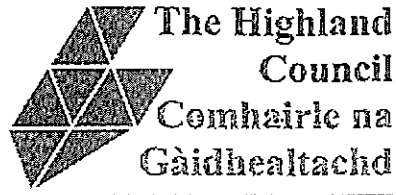
I would also suggest that more electronic signs which show the drivers the speed also have a positive impact on behaviour, why can these not be installed?

I am most concerned about the impact on [redacted] who lives at 4 Millbank Road, Munloch who at [redacted] has recently experienced the inconvenience works on the road in this proposed location, with traffic stopping and starting all day and night for a period of three weeks, she was unable sleep, plus the inconvenience when entering and exiting her property.

If this proposal goes ahead, how is she and her family and friends expected to enter and exit her property safely, with all the traffic being thrown on to her side of the road. Particularly when exiting, should they look left or right first? How is she to take delivery of items from large lorries, or her Tesco delivery shop, should they park just block the road to all traffic whilst parked outside her property until the delivery is complete? How is she to sleep with the constant stopping and starting of vehicles outside her home?

There must surely be a better solution which keeps our children and other pedestrians safe, while not adversely impacting the villagers? I therefore ask that this proposal be revisited, and a new consultation completed which the villagers are advised about to find a more appropriate solution which will serve those who are most directly impacted on this stretch of road in the village.

I look forward to receiving your response to our objections to this proposal, and would be happy to meet at the proposed location should you wish to discuss further.



Please ask for: Drew Anderson
Direct Dial: 01463 252902
E-mail: Drew.Anderson@highland.gov.uk
Your Ref:
Our Ref: DA/DT
Date: 03 September 2013

Traffic Calming, Munlochy

I refer to your letter dated 26th August, relating to the introduction of traffic calming measures on Millbank Road, Munlochy.

I have to inform you that your letter of objection is dated some considerable time after the end of the published consultation period for lodging objection to the proposals mentioned.

However your letter will be forwarded along with a report on the proposed measures for Millbank Road, Munlochy, for the consideration of the TECS Committee later this month.

Yours sincerely,

DREW ANDERSON
AIP Technician
Transport, Environmental and Community Services

Drew Anderson

From: Drew Anderson
Sent: 05 September 2013 16:14
To:
Cc:
Subject: RE: Munlochry Traffic calming proposal

Dear ,

Further to my previous correspondence, I can confirm that all the objectors to the scheme including the e-mail from [redacted] will be included with the report on the proposed Traffic Calming measures to the TECS Committee which meets on 19th September.

The traffic calming has been designed to slow traffic entering the village for the safety of pedestrians, cyclists and road users in general. Other options were considered and discussed with the Community Council but the proposed design was deemed to be the most suitable for Millbank Road.

I'm sorry to hear that you still have objection to the proposals but it will be considered by the committee.

Regards,

Drew Anderson

-----Original Message-----

From: Neil Gillies
Sent: 05 September 2013 12:17
To: Drew Anderson; Hugh Logan
Subject: RE: Munlochry Traffic calming proposal

Drew - can you respond to [redacted]

Thanks,

Neil Gillies
Director of Transport Environmental and Community Services

Niall MacGilliosa
Stiùiriche Seirbheis nan Seirbheisean Còmhdhail, Àrainneachd is Coimhearsnachd

-----Original Message-----

From:
Sent: 04 September 2013 18:17
To:
Subject: FW: Munlochry Traffic calming proposal
Importance: High

Firstly my thanks to Drew Anderson for his response dated 3 September to my objection to the traffic calming in Munlochry.

I would however reconfirm that although we had not objected ourselves to the original information letter, our objection was lodged by our then Community Councillor [redacted] (letter attached), to whose letter there has been no response from the council to date, and indeed no log of that objection as far as we have been notified. The original letter to residents on Millbank Road also confirmed that there would be a further opportunity for people to

raise their concerns at a later date, which is where we find ourselves now. Due to the fact that our original objection has been overlooked we must therefore now raise our objections which we hope will be taken into account..

Having spoken with many people in the village, I am surprised to find that people do not seem to be aware of this proposal, and indeed when I have asked them for their thoughts on what is needed for the village, the answer is always a safer crossing for people in the village, especially children. Surely a better proposal for the village is to have traffic lights on the current pedestrian crossing, which according to those who live in the village is ineffective?

My understanding is that during the consultation what people wanted was to slow the traffic down, but this has since become traffic calming, and the discouraging of commuters travelling to Inverness from driving through the village. If the intent is to slow down traffic and make the village safer when crossing the road, then surely a 20mph speed limit as is being implemented in Avoch and Fortrose is another option which should be considered?

I would again request that the objections of those who are most affected by this proposed development be taken into account and the build out near the end of the village in Munlochry be reconsidered, and other options investigated. Again I would advise that we would be happy to meet with anyone who wishes to see the actual location and understand why we feel this is not the best solution.

Regards

-----Original Message-----

From: I

Sent: 04 September 2013 09:16

To:

Subject: FW: Munlochry Traffic calming proposal

Importance: High

I am disappointed that we have not yet had any response from anyone regarding our concerns on this proposal. We do not understand the reasoning for having a traffic calming measure in a location where traffic is already slowing down for the junction, or have just entered the village in a 30 mph zone?

We look forward to receiving a response from the council on this issue.

-----Original Message-----

From:

Sent: 27 August 2013 08:15

To:

Cc:

Subject: Munlochry Traffic calming proposal

Importance: High

Please find attached my objection to the proposed traffic calming measures for Munlochry, along with the original objection submitted by [redacted] from Knockbain Community Council. I look forward to receiving a response.

6 October 2013

Dear Mr Logan,

Please find attached various objection letters, which were submitted to the Highland Council regarding the proposed traffic calming in Munloch.

We appreciate that there is a high level of traffic which passes through the village of Munloch each day due to the additional houses which have been built in the last few years in the villages of Avoch, Fortrose and further afield. However I would ask what is the reason for the implementation of this traffic calming measure? Is it to deter "commuters" driving through the village, or is it to make the village a safer place for those who live there?

I would assume that it is to make the village a safer place for those who live there, if so why not implement a 20mph zone for the village as is the intention for Avoch and Fortrose, which would slow the traffic and make it safer for the villagers?

Those I have spoken with who live in the village feel that the real problem lies at the other end of the village near to the school, where traffic needs to be slowed down. The zebra crossing in the village is perceived as dangerous as drivers seem to ignore it on many occasions, due perhaps to the lack of signage relating to the crossing?

Would a better option not be to use the available funding to install a puffin/pelican crossing which should be a safer option for all to use? Why has there been so little consultation with those who are directly affected by this proposal, and why is there so little awareness of this proposal within the village itself?

As someone who has lived in the area all my life, I am surprised that so few people who actually live in the village are unaware of this proposal and would ask whether the 4 year old consultation should be redone.

I believe that there have been many people who have submitted letters to Drew Anderson relating to the recent consultation period, and hope that these have also been forwarded to you for consideration?

My reasons for objecting to this proposal are:

- 1) Why does the traffic need to be slowed down in an area where the traffic is already slowing down to exit the village, or has just entered the village? This is not required in this location outside 4 Milbank Road.
- 2) How are residents who live on the affected part of the road to safely exit their property when all the traffic will be travelling on their side of the road, which way should they look first to ensure their safety?

- 3) How are these residents to take delivery of items from van and large vehicles without blocking the main thoroughfare for the village? E.g. Tesco weekly deliveries and larger items.
- 4) How are residents whose bedrooms are close to the road supposed to sleep with constant stopping and starting of traffic overnight? Those who work night shift would have the constant stop start of traffic during the day when they are trying to sleep?
- 5) Why do so few people in the village know about this proposal?
- 6) Why is a 4 year old consultation being used?
- 7) How is implementing traffic calming at one end of the village going to slow down traffic at the other end of the village where the school is?
- 8) Why are there no measures to slow the traffic down near to the school, which is where local people feel the need is for the village?
- 9) Why is a 20mph speed limit not being implemented to slow down the traffic?
- 10) Why can a pelican/puffin crossing not be installed to ensure the safety of those crossing the road in the village?

It is generally accepted that Traffic Calming and management measures have the following disadvantages:

- (a) They do not significantly reduce vehicle speed unless the chicane is tight i.e. the stagger is short; this is not possible to achieve where lorries and buses still need to use the road.
- (b) Some drivers see chicanes as a challenge and accelerate to get through.
- (c) Expensive to construct, especially if drainage works are necessary.
- (d) Large loss of on-street parking.
- (e) May create opportunities for head-on conflicts on narrow streets

I hope that the many people in the village who object to this proposal will be listened to and this proposal will be revisited, and a more appropriate solution found which will mean the road is safer to cross in the area where the school and the majority of the village traffic is located. The feeling in the village from many is that the decision has already been made and the Council will push this through despite any objections which are made, but I would hope that this is not the case, and if the proposal is revisited this will show that the Council do listen to residents.

I look forward to receiving a positive response to this objection.

Regards

From:
Sent: 26 August 2013 08:55
To:
Cc:
Subject: RE: MUNLOCHY TRAFFIC CALMING
Attachments:

Good morning

Our thanks for forwarding the amended drawings of the proposed traffic calming.

I have attached a copy of the letter that [redacted] (Community Council) had forwarded to all parties in June this year on behalf of [redacted] to object to this proposal. As far as I can see the members of the Knockbain Community Council were cc'd on this communication, so we are disappointed that the recommendation which [redacted] outlined in his letter seems to have been ignored by the Community Council in their final decision to support this proposal.

As we mentioned on Tuesday night at the meeting, there are a few people who are directly impacted by this proposal who are very concerned about this. We had understood from [redacted]'s letter in June that the Community Council were not going to support this and they had therefore not acted at that time, they are however now submitting letters to object to this proposal.

Both [redacted] and [redacted]: who lives next door to her have lived in Munlochry their whole lives and are very concerned about how they are to safely exit their properties when all the traffic will be pushed to their side of the road, which way are they to look first? How does my mother in law get items delivered to her house which must come on a large lorry, does the lorry have to block the road until delivery is complete? How is she expected to sleep with vehicles stopping and starting outside her bedroom window all night, she has already had short term experience of this earlier this year, as reflected in Tony's letter?

It is a shame that [redacted] objections have not been taken into account regarding this proposal. We had naïvely assumed that as [redacted] had submitted this objection for us that the Community Council were objecting to this and thus we need do nothing further. We can only hope that submitting our own objections will have some impact.

I would hope that the Community Council will rethink their support of this proposal now they are aware of the objections for those who are directly impacted. If you wish to visit the location and understand more about our objections please do not hesitate to contact me to meet up and discuss.

From:
Sent: 25 August 2013 13:34
To:
Subject: Fw: Fwd: MUNLOCHY TRAFFIC CALMING

Hi
Attached electronic copy of Traffic Calming Documents as discussed.
Regards,

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munlochy

I refer to recent correspondence in relation to the above proposed traffic calming scheme.

Due to an omission in the initial formal consultation process, it was decided that the consultation process for this scheme would be repeated. Information on this proposal has been sent to all relevant statutory consultees and the notice was re-advertised in the press.

As this extended the consultation time frame, we were unable to submit this scheme to the September TECS Committee as we had previously informed you. Instead, it will be submitted to the Skye, Ross and Cromarty Area Committee on the 28th October.

I would like to assure you that any comments and objections we have received, as a result of both the initial and repeated consultation periods, will be represented in the Committee report.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The purpose of this scheme is solely to reduce the speed of vehicles travelling through Munlochy. The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys.

The build outs will cause vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch Road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will keep any increase in noise and pollution to a minimum. At night, traffic flows are low and there will be few instances where vehicles will have to stop and start to pass through the build outs. Careful consideration has been given to the position of the build outs so that they do not restrict access to any properties on Millbank Road.

In the centre of the Village speeds are lower and the shops, parked cars and zebra crossing all indicate to drivers that they are in an area where pedestrians will be present. The existing part-time 20mph speed limit near the Primary School and a path, remote from the road, provide additional the safety measures for children as they travel to and from the Primary School.

With regard to your suggestion to introduce a full time 20mph speed limit instead of traffic calming, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It could therefore not be introduced without the need for much more

extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munloch was not put forward as a priority during initial consultations but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

As I mentioned above, the proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden
Technician- Road Safety
Transport, Environment and Community Services

Mr Drew Anderson
Highland Council, TEC Services
Glenurquhart Road
Inverness
IV3 5NX

17/8/13

Chicanes on Millbank Road Munloch

Dear Sir,

I am writing to you to convey in the strongest possible terms my disapproval of the proposed traffic calming measures on Millbank Road Munloch.

My company has farms on both sides of the village and have to travel through the village on average of 5 to 10 times per day, this will increase to up to 40 times per day during harvest operations. If we had a choice we would of course use an alternative route but as there isn't any other viable alternative we are forced to travel through Munloch.

Farm Machinery is getting bigger year on year, with Combine & Potato harvesters nearly 4.00 metres wide we have a difficult enough task getting from one side of the village to the other, to put more obstructions in the middle of the road I consider to be utter madness. Where I believe the chicanes are being positioned will still allow cars to speed up again by the time they reach the centre of the village (Between the post office & the Hotel). I believe that the cars parking at the shop are a natural chicane & are all that is necessary. Having witnessed their ineffectiveness in villages such as Culbokie I urge you to use some common sense when considering this matter.

I realise this has come about as the result of money being made available from developments in the Avoch, Fortrose & Rosemarkie area. I would like to suggest that any available money would be better spent on improving the Junction at the top of the village. Coming from Culbokie (Mount Eagle) and turning towards Tore there is absolutely no visibility what so ever. I have lived in the area all my life and have seen many accidents at this very dangerous Junction. I realise public safety is what you are trying to achieve and believe there is a far greater chance of a fatal road accident at this junction than in the village. To improve the visibility the Council would have to take control of some land owned by Munloch Garage, knowing the owner I realise this would be no easy task but urge you to consider a compulsory purchase. Of course this will take time but this has to be looked at before someone is killed.

Your sincerely

Please ask for: Drew Anderson
Direct Dial: 01463 252902
E-mail: Drew.Anderson@highland.gov
Your Ref: .uk
Our Ref:
Date: 02 September 2013

Traffic Calming, Munloch

I refer to your letter dated 17th August relating to the introduction of traffic calming measures on Millbank Road, Munloch.

I have to inform you that your letter of objection is dated some considerable time after the end of the published consultation period for lodging objection to the proposals mentioned.

However your letter will be forwarded along with a report on the proposed measures for Millbank Road, Munloch, for the consideration of the TECS Committee later this month.

Yours sincerely,

DREW ANDERSON
Traffic Technician
Transport, Environmental and Community Services

INVERNESS SUPPORT HQ

1/10/13

Mr Hugh Logan,
Senior Engineer,
TEC Services,
Highland Council
Glenurquhart Road
Inverness
IV3 5NX

Dear Sir

I am writing to you in connection with the Plan to impose traffic calming measures on the Village of Munloch on the Black Isle, having looked at the latest plan I wish to make clear I am very much against the idea and I am very unhappy that this pointless exercise shows no sign of coming to an end.

It is vital to my company with having farms on either side of the village that we can move machinery, which in this day and age can be approx 4m wide through the village without having to come up against the "gridlock" which could well be caused by the overzealous use of traffic islands in the road, add to that the transportation of grain and potatoes being taken from the fields to be stored and I am sure our business could account for upwards of 1000 trips through the village each year.

I am the 1st to admit that this is not ideal but short of building a bypass, I do not see anyway around it. We are far from the only farm that needs to gain passage through the village and it is vital to all farms in the area that Munloch which is a village in the country after all that it is not turned into a no go area for farm equipment, when people who come to live in villages like Munloch they must accept it as part of the country way of life, what has been suggested I believe will have no effect on the traffic speed between the Hotel and Hall where I would say the vast majority of pedestrians will be.

I believe the road is more than able to handle such volumes of traffic, not only farm traffic but cars heading from the east of Munloch to Inverness. Any such action to stop traffic coming through the village could also threaten the viability of both the Spar shop and Post Office which has a great importance to the village not only in the services they provide but also in creating employment.

I realise that for the council to be seen to be helping in "reclaiming the Village" as the community council put it could prove a vote winner for the councillors from a section of the community but I urge you to use common sense, traffic islands with full height kerbs are not the answer for Munloch.

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to recent correspondence in relation to the proposed traffic calming scheme for Millbank Road, Munloch.

Due to an omission in the initial formal consultation process, it was decided that the consultation process for this scheme would be repeated. Information on this proposal has been sent to all relevant statutory consultees and the notice was re-advertised in the press.

As this has extended the consultation time frame, we were unable to submit this scheme to the September TECS Committee as we had previously informed you. Instead, it will be submitted to the Skye, Ross and Cromarty Area Committee on the 28th October.

I would like to assure you that any comments and objections we have received, as a result of both the initial and the repeated consultation periods, will be represented in the Committee Report.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys. The purpose of this scheme is solely to reduce the speed of vehicles travelling through Munloch and it is not intended to encourage traffic to divert to Tore.

The design of the build outs has been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

We are aware of the safety issues at the cross roads to the north of the Village and we are currently considering appropriate measures to improve visibility at this junction.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could respond no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

As I mentioned above, the proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

To: Drew Anderson
Highland Council, TEC Services
Glenurquhart Road
Inverness
IV3 5NX

Date: 22nd August 2013

Dear Mr Anderson

As one of a few farm businesses who farm either side of the village of Munloch, it is with obvious interest and concern to hear of the traffic calming measures being proposed for the village.

I attended the Knockbain Parish Community Council meeting last month in Munloch Hall where I discovered plans have already been put in place for the implementing of chicanes in two places throughout the village. Now that the harvest period is upon us, this emphasises the need to stop such traffic obstructions in the village. Natural traffic calming has always existed in the village by the cars parked outside the post office and the shop, and also with the introduction of the pedestrian crossing. The speed indicators have also helped with the slowing down of traffic coming into the village.

Surely, any cash pot of Community Council money must be spent on the historical accident black spots at the junction at the north side of the village adjacent to the garage or further south of the village at the Little Mill Bridge. It seems absolutely ludicrous to be spending any money on traffic calming measures within the village without addressing the areas where the accidents have occurred in the past.

More speed indicators, a possible 20mph speed limit and alternative road markings must be more suitable to traffic chicanes, which would not only make the shifting of our agricultural machinery more difficult but will ultimately cause traffic frustration and mini tailbacks at peak traffic time.

If this Community Council spend within the village is inevitable, then it must be a prelude to a bigger investment to sort out the real problems and danger areas to the traffic users of Munloch. Please can you reconsider the plans pending for chicanes within the village of Munloch.

Please ask for: Drew Anderson
Direct Dial: 01463 252902
E-mail: Drew.Anderson@highland.gov
Your Ref: .uk
Our Ref:
Date: 02 September 2013

Traffic Calming, Munloch

I refer to your letter dated 22th August, relating to the introduction of traffic calming measures on Millbank Road, Munloch.

I have to inform you that your letter of objection is dated some considerable time after the end of the published consultation period for lodging objection to the proposals mentioned.

However your letter will be forwarded along with a report on the proposed measures for Millbank Road, Munloch, for the consideration of the TECS Committee later this month.

Yours sincerely,

DREW ANDERSON
Traffic Technician
Transport, Environmental and Community Services

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to recent correspondence in relation to the proposed traffic calming scheme for Millbank Road, Munloch.

Due to an omission in the initial formal consultation process, it was decided that the consultation process for this scheme would be repeated. Information on this proposal has been sent to all relevant statutory consultees and the notice was re-advertised in the press.

As this has extended the consultation time frame, we were unable to submit this scheme to the September TECS Committee as we had previously informed you. Instead, it will be submitted to the Skye, Ross and Cromarty Area Committee on the 28th October.

I would like to assure you that any comments and objections we have received, as a result of both the initial and the repeated consultation periods, will be represented in the Committee Report.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys.

As you have mentioned, in the centre of the Village, the presence of parked cars and the pedestrian crossing do provide natural traffic calming and vehicle speeds are lower in this area. However, the proposed build outs are to be located north of this, between the Munloch Village Hall and the junction with the A832 Tore to Avoch road. They will reduce the speed of vehicles entering the Village.

The design of the build outs has been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

Funding for this scheme was provided by the developer at Ness Gap, Fortrose to introduce measures in Fortrose, Avoch and Munlochy to mitigate against increased traffic flow between these villages and the A9 to Inverness.

We are aware of the safety issues at the cross roads to the north of the Village and we are currently considering appropriate measures to improve visibility at this junction. Part of the traffic calming works in Munlochy will be to make improvements at the Littlemill Bridge. A 40mph speed limit will be introduced south of the existing 30mph limit and will extend beyond the Bridge, and a priority / give way arrangement will also be established.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could respond no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

As I mentioned above, the proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

Drew Anderson
Highland Council
TEC Services
Glenurquhart Road
Inverness
IV3 5NX

12 August 2013

Dear Mr Anderson

Chicanes on the Main Road that runs through Munlochy Village

We are writing to lodge our strong objection to the planned placement of chicanes on the main road running through Munlochy Village.

Our farming business operates on both sides of the village and road width restrictions would reduce our ability to move large agricultural vehicles through the village in a timely manner. This would cause unnecessary congestion and frustration to villagers and other road users.

We understand and agree that traffic calming/reducing measures are necessary in Munlochy but feel that there are other solutions that do not restrict road width (therefore hindering our business activities), such as 20mph speed limits, rumble strips, Dragon's teeth, parking restrictions, signs, interactive signs, speed tables, pedestrian crossings, safety cameras and speed trapping.

Yours sincerely

Please ask for: Drew Anderson
Direct Dial: 01463 252902
E-mail: Drew.Anderson@highland.gov
Your Ref: .uk
Our Ref:
Date: 02 September 2013

Traffic Calming, Munloch

I refer to your letter dated 12th August, relating to the introduction of traffic calming measures on Millbank Road, Munloch.

I have to inform you that your letter of objection is dated some considerable time after the end of the published consultation period for lodging objection to the proposals mentioned.

However your letter will be forwarded along with a report on the proposed measures for Millbank Road, Munloch, for the consideration of the TECS Committee later this month.

Yours sincerely,

DREW ANDERSON
Traffic Technician
Transport, Environmental and Community Services

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to recent correspondence in relation to the proposed traffic calming scheme for Millbank Road, Munloch.

Due to an omission in the initial formal consultation process, it was decided that the consultation process for this scheme would be repeated. Information on this proposal has been sent to all relevant statutory consultees and the notice was re-advertised in the press.

As this has extended the consultation time frame, we were unable to submit this scheme to the September TECS Committee as we had previously informed you. Instead, it will be submitted to the Skye, Ross and Cromarty Area Committee on the 28th October.

I would like to assure you that any comments and objections we have received, as a result of both the initial and the repeated consultation periods, will be represented in the Committee Report.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys.

The design of the build outs has been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

The build outs form only part of the traffic calming scheme and other features including new village gateway signing with prominent speed limit signage and dragon's teeth road markings will also be included.

With regard to your suggestion to introduce a full time 20mph speed limit, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It

could therefore not be introduced without the need for much more extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munloch was not put forward as a priority but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could respond no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

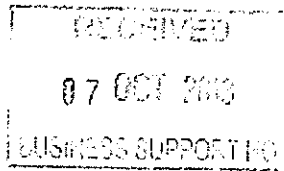
As I mentioned above, the proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services



Hugh Logan
Senior Engineer
The Highland Council
TEC Services
Integrated Transport, Road Safety
Glenurquhart Road
INVERNESS
IV3 5NX

2/10/13

Dear Sir

I wish to formally object to the proposed road calming measures on Millbank Road, Munloch as displayed at Munloch Post Office and advertised in the Ross-shire Journal dated 20th September 2013.

The grounds for my objection are as follows:-

1. The use of full height kerbs projecting into the carriageway is a hazard which could cause damage to tyres and wheels of vehicles using the road particularly in periods of lying snow. It is very likely that snow clearance operations will cause a build up of snow and slush against the kerbs masking their presence greatly increasing the likelihood of being struck by vehicular traffic. This will result in expensive damage to vehicles wheels and tyres and more seriously could cause loss of control of vehicles. I feel that the greatest safety risk is a tyre sustaining damage which is not immediately noticed which at a later time results in a blow out at higher speed. I have personally had to deal with serious accidents from such events when I was a Police Officer specialising in Road Safety. Sloping kerbs or better still painted marking would be safer and paint substantially cheaper. As one of your fellow road engineers once said to me "if you put something in the carriageway the only thing you can be certain of is that sooner or later someone will hit it".
2. Despite previous assurances that large agricultural vehicles with no other possible routes available would be able to use any traffic calmed carriageways, members of the farming community have expressed serious reservations to me as to the viability of the route particularly if inconsiderate motorists park near the obstructions. I am aware that some consideration has been given to this matter but am worried that the concerns have not been fully addressed. At one consultation meeting it was stated that combines should drive over any build outs knocking down any bollards which would be flexible and bounce back, This came from your fellow representative who stated emphatically that there were no countdown markers on the approaches to the start of 30 M.P.H. limits on the outskirts to Dingwall when in fact all approaches have such markers. It

leaves doubts in my mind as to reliability. It was very clear at other consultation meetings that at an element in the non-farming local community would like to see the elimination of agricultural traffic from the village but for some there are no viable alternative routes available and their needs must be accommodated.

3. There appears to be no provision for clear prominent signage on the A832 road indicating straight ahead for the A9 and Inverness with the left turn being signed as Munloch with no mention of Inverness or A9. I accept that this may have little effect on drivers familiar with the area but would divert much of the not insignificant tourist traffic to the Tore roundabout which I understand is the objective of this scheme.
4. Despite denials from Mrs McCallum it appears that the driving force behind this scheme is to spend money extracted from developers in Fortrose and which must be seen to be spent. It strikes me as short sighted when routine maintenance essential to keep our roads free of potholes, gritted properly in winter and signage that can be seen cannot be afforded but money is thrown at such projects as this. I wonder where the money will be found to remove these obstructions when in the future their removal is demanded by the community as has happened with several such schemes in other areas. I would point to the experience of Scalloway in Shetland where a similar scheme cost thousands of pounds to remove after elections where a councillor was elected mainly on the platform of the removal of the traffic calming scheme on Main Street there.

Yours faithfully

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Traffic Calming, Millbank Road, Munloch

I refer to your letter dated the 2nd October, relating to the above proposal.

The purpose of this scheme is solely to reduce the speed of vehicles travelling through Munloch. The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys. The scheme is not intended to encourage traffic to divert to Tore and therefore no consideration has been given to additional signage on the A832 as part of this scheme.

The design of the build outs has been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

It is proposed that an LED illuminated flexible bollard will be positioned at each end of the build out to highlight it. This, along with the other associated road side signage, should provide sufficient warning in wintery conditions of the presence of the build outs on the carriageway.

Funding was provided by the developer of Ness Gap, Fortrose to introduce measures in Fortrose, Avoch and Munloch to mitigate against the increased traffic flows between these villages and the A9 to Inverness.

I hope this addresses your concerns with regard to this scheme and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could respond no later than the 24th October. If I do not receive any further correspondence from you, I shall assume you wish for your objection to remain.

The proposal, along with your letter of objection and all correspondence between us will be submitted, for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety
Transport, Environment and Community Services

5 October 2013

Dear Mr Logan,

I appreciate that there is a high level of traffic which passes through the village of Munlochry each day due to the additional houses which have been built in the last few years in the villages of Avoch, Fortrose and further afield. However I would ask what is the reason for the implementation of this traffic calming measure? Is it to deter "commuters" driving through the village, or is it to make the village a safer place for those who live there?

I would assume that it is to make the village a safer place for those who live there, if so why not implement a 20mph zone for the village as is the intention for Avoch and Fortrose, which would slow the traffic and make it safer for the villagers?

As a local agricultural contractor I frequently drive through the village with large vehicles and find that it can be difficult enough to negotiate my way through the village due to drivers who find it difficult to follow road signs, adding chicanes on this section of the village does not seem to make any sense.

Would a better option not be to use the available funding to install a puffin/pelican crossing which should be a safer option for all to use? Why has there been so little consultation with those who are directly affected by this proposal, and why is there so little awareness of this proposal within the village itself?

My objections to this proposal are:

- 1) Why does the traffic need to be slowed down in an area where the traffic is already slowing down to exit the village, or has just entered the village? This is not required in this location outside 4 Milbank Road.
- 2) How are residents who live on the affected part of the road to safely exit their property when all the traffic will be travelling on their side of the road, which way should they look first to ensure their safety? What if there are accidents after they are installed, will they then be removed?
- 3) How are the affected residents to take delivery of items from van and large vehicles without blocking the main thoroughfare for the village?
- 4) Where are vehicles to park when visiting the affected residences, mainly 4 Millbank Road where a chicane is due to be sited?
- 5) How are large agricultural vehicles to manoeuvre through these chicanes without causing damage to the chicanes or to low agricultural vehicles? E.g. large combines
- 6) How is implementing traffic calming at one end of the village going to slow down traffic at the other end of the village where the school is?
- 7) Why are there no measures to slow the traffic down near to the school, which is where local people feel the need is for the village?
- 8) Why is a 20mph speed limit not being implemented to slow down the traffic?

9) Why can a pelican/puffin crossing not be installed to ensure the safety of those crossing the road in the village?

It is generally accepted that Traffic Calming and management measures have the following disadvantages:

- (a) They do not significantly reduce vehicle speed unless the chicane is tight i.e. the stagger is short; this is not possible to achieve where lorries and buses still need to use the road.
- (b) Some drivers see chicanes as a challenge and accelerate to get through.
- (c) Expensive to construct, especially if drainage works are necessary.
- (d) Large loss of on-street parking.
- (e) May create opportunities for head-on conflicts on narrow streets

I look forward to receiving your response

Regards

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to your letter dated the 5th October relating to the above proposal.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The purpose of this scheme is solely to reduce the speed of vehicles travelling through Munloch. The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys.

The build outs will cause vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch Road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will slow traffic as it enters the Village and keep any increase in noise and pollution to a minimum. Careful consideration has been given to the position of the build outs so that they do not restrict access to any properties on Millbank Road.

The design of the build outs has also been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

In the centre of the Village speeds are lower and the shops, parked cars and zebra crossing all indicate to drivers that they are in an area where pedestrians will be present. The existing part-time 20mph speed limit near the Primary School and a path, remote from the road, provide additional the safety measures for children as they travel to and from the Primary School.

With regard to your suggestion to introduce a full time 20mph speed limit instead of traffic calming, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It could therefore not be introduced without the need for much more extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munloch was not put forward as a priority during initial consultations but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposal, along with all correspondence between us, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

5 October 2013

Dear Mr Logan,

I write to you regarding my concern over the proposed traffic calming measures in Munlochy. [redacted] is a resident at no 4 Millbank Road and I am concerned regarding how this measure will impact her. We had understood that this proposal was not to be supported by the Knockbain Community Council based on the email submitted on [redacted] behalf some months ago, and since we found that this is not the case I find myself having to raise my objections now.

How is a [redacted] adjust to the constant stopping and starting of vehicles outside her bedroom window, and how is she supposed to take deliveries from large vehicles outside her property?

Where are we to park when we visit her if the parking on the property is full? Should we just park and block all vehicles entering and leaving the village?

How is she to safely exit her property, which way to look first? What if she looks the wrong way and a car assuming that they can drive at 30mph heading into the village hits her car as she edges out to of her property? Surely this location is not the right one for a chicane, and will have no impact on slowing down or deterring traffic.

I appreciate that there is a high level of traffic which passes through the village of Munlochy each day due to the additional houses which have been built in the last few years in the villages of Avoch, Fortrose and further afield. However I would ask what is the reason for the implementation of this traffic calming measure? Is it to deter "commuters" driving through the village, or is it to make the village a safer place for those who live there?

My objections to this proposal are:

- 1) Why does the traffic need to be slowed down in an area where the traffic is already slowing down to exit the village, or has just entered the village? This is not required in this location outside 4 Millbank Road.
- 2) How are residents who live on the affected part of the road to safely exit their property when all the traffic will be travelling on their side of the road, which way should they look first to ensure their safety? What if there are accidents after they are installed, will they then be removed?
- 3) How are the affected residents to take delivery of items from van and large vehicles without blocking the main thoroughfare for the village?
- 4) Where are vehicles to park when visiting the affected residences, mainly 4 Millbank Road where a chicane is due to be sited?
- 5) How are large agricultural vehicles to manoeuvre through these chicanes without causing damage to the chicanes or to low agricultural vehicles? E.g. large combines

- 6) How is implementing traffic calming at one end of the village going to slow down traffic at the other end of the village where the school is?
- 7) Why are there no measures to slow the traffic down near to the school, which is where local people feel the need is for the village?
- 8) Why is a 20mph speed limit not being implemented to slow down the traffic?
- 9) Why can a pelican/puffin crossing not be installed to ensure the safety of those crossing the road in the village?

It is generally accepted that Traffic Calming and management measures have the following disadvantages:

- (a) They do not significantly reduce vehicle speed unless the chicane is tight i.e. the stagger is short; this is not possible to achieve where lorries and buses still need to use the road.
- (b) Some drivers see chicanes as a challenge and accelerate to get through.
- (c) Expensive to construct, especially if drainage works are necessary.
- (d) Large loss of on-street parking.
- (e) May create opportunities for head-on conflicts on narrow streets

I look forward to receiving your response

Regards

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munlochy

I refer to your letter dated the 5th October relating to the above proposal.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The purpose of this scheme is solely to reduce the speed of vehicles travelling through Munlochy. The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys.

The build outs will cause vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch Road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will slow traffic as it enters the Village and keep any increase in noise and pollution to a minimum. At night, traffic flows are low and there will be few instances where vehicles will have to stop and start to pass through the build outs. Careful consideration has been given to the position of the build outs so that they do not restrict access to any properties on Millbank Road.

The design of the build outs has also been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

In the centre of the Village speeds are lower and the shops, parked cars and zebra crossing all indicate to drivers that they are in an area where pedestrians will be present. The existing part-time 20mph speed limit near the Primary School and a path, remote from the road, provide additional the safety measures for children as they travel to and from the Primary School.

With regard to your suggestion to introduce a full time 20mph speed limit instead of traffic calming, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It could therefore not be introduced without the need for much more extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munlochy was not put forward as a priority during initial consultations but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposal, along with all correspondence between us, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

10 - 10 - 13

Mr Hugh Logan,
Senior Engineer,
The Highland Council,
TEC Services, Intergrated Transport, Road Safety,
Glenurquhart Road,
Inverness. IV3 5NN.

Dear Mr Logan,

I wish to object to the proposed Traffic Calming Measures for Millbank Road,
Munlochy.

After inspecting the plan, I feel that the siting of the chicanes will prove detrimental to the flow of traffic. It will result in vehicles becoming stacked back on the main Cromarty - Tore road therefore creating a safety issue for all concerned. At present, the lack of vision, plus the additional hazard of speeding vehicles makes it extremely difficult to emerge from either the Culbokie - Killen junction or Frasers garage.

Emergency services , buses, lorries and agricultural vehicles will all have difficulty in negotiating the chicanes. This will affect safety for both cyclists and pedestrians.

It would seem preferable to implement a statutory 20mph speed restriction throughout the village. The implementation of this would seem a much simpler and less expensive option.

Yours sincerely,

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munlochy

I refer to your letter dated the 10th October relating to the above proposal.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys. The purpose of this scheme is solely to reduce the speed of vehicles travelling through Munlochy for the safety of pedestrians, cyclists and road users in general.

The build outs will cause vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch Road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will slow traffic as it enters the Village and keep any increase in noise and pollution to a minimum.

The design of the build outs has also been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

The performance of the traffic calming feature will be monitored to ensure there are no safety issues. Regarding the crossroads at the northern end of Millbank Road, appropriate measures to improve visibility at this junction are being investigated at this time.

With regard to your suggestion to introduce a full time 20mph speed limit instead of traffic calming, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It could therefore not be introduced without the need for much more extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munlochy was not put forward as a priority during initial consultations but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposal, along with all correspondence between us, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

Sarah Bryden

From: Drew Anderson
Sent: 02 October 2013 12:14
To: Sarah Bryden
Subject: FW: Traffic Calming Munloch

Hi Sarah,

Correspondence with [redacted] attached.

Drew Anderson

From: Drew Anderson
Sent: 11 September 2013 07:14
To: [redacted]
Subject: RE: Traffic Calming Munloch

Dear

Details of this project are not on THC website. Details of the proposals will be published in the Ross-Shire Journal on 13th September and if you are of a mind to object to the proposals you can send your letter of objection to me.

Regards,

Drew Anderson

From: [redacted]
Sent: 10 September 2013 11:12
To: Drew Anderson
Subject: Re: Traffic Calming Munloch

Thank you very much for the information. Could you tell if I can access any details on the highland council website if so where. Also could you tell me at what stage the process is and who to send my objections to.
Thank you for your help
Yours sincerely

Sent from my iPhone

On 6 Sep 2013, at 15:48, Drew Anderson <Drew.Anderson@highland.gov.uk> wrote:

Dear

I refer to your e-mail dated 4th September and your request for information about the proposed traffic calming measures for Millbank Road, Munloch. Electronic speed surveys were conducted on Millbank Road which showed vehicles travelling at speeds well in excess of 30mph. Various traffic calming options were discussed with the Community Council. Horizontal traffic calming was the preferred solution.

I have attached a drawing showing the proposed traffic calming measures. This design allows a free flow of traffic leaving the village but slows down vehicles entering the village. The original proposal as sent to the Community Council was for 2 sets of two build-outs but one had to be omitted to allow free access to all entrances along the road. This left the three features referred to

in e-mail and as shown in the attached drawing. All residents along Millbank Road were sent copies of the proposals as part of the consultation.

Yours sincerely

Drew Anderson

From: . . .

Sent: 04 September 2013 19:31

To: Drew Anderson; Sam MacNaughton; Neil Gillies; Murdo MacLeod - TECS 27/11/2012; Ian Hay;

Subject: Traffic Calming Munloch

Dear Sirs

I write to check if my previous email (copied below) was received. I have had no acknowledgements.

Yours sincerely

Dear Sirs

I write to ask if you could provide me with the details of the proposed traffic calming measures for Millbank Road, Munloch.

I spent time searching the Highland council website myself for information and then spent at least 20 minutes on the telephone to the Highland Council while a very helpful member of staff searched in detail for the proposals. She was also unable to find any information whatsoever relating to traffic calming measures in Munloch.

Due to a period of ill health I have been unable to raise my objections to this project. However, I feel able to now and therefore would really like to have all the current and historical information at hand in order to clearly state my objections. In addition I would be keen to see details of any surveys or research carried out and any evidence to support the chosen of traffic calming measures.

I understand that there have been some discrepancies between the information provided initially for comment and the final plan. i.e. initially 2 build outs were proposed not 3. In addition information has not been easily accessible to the community. I believe these issues were raised by in an email in June in addition to objections from my neighbours. Therefore it is very important that the residents who will be directly affected by this development are allowed access to all of the information available in order to be able to raise any concerns fairly.

My neighbours are elderly and this is causing considerable distress to them and I would like to be able to provide them with accurate information and an opportunity to express their concerns.

Thank you very much for your time and help with my request.

Yours sincerely

Senior Engineer
The Highland Council
TEC Services
Integrated Transport
Road
Safety
Glenurquhart Road
Inverness
IV3 5NX

14th October 2013

Dear Mr Logan

Re: Objections to the proposed traffic calming measures to Millbank Road, Munloch

With reference to the proposed development of traffic calming measures to Millbank Road, Munloch. We object to this development and respectfully submit the following comments:

1. The development will have an impact on the privacy of our home caused by stationary cars and buses having full view into our home
2. Increased noise and air pollution caused by traffic congestion
3. Difficulty accessing and exiting our property
4. We have studied the evidence relating to traffic calming measures and there is nothing to suggest that the proposed build outs are the best form of traffic calming and in light of the issues discussed here we would hope that other considerations could be discussed.

As resident of Millbank Road at the site of the proposed traffic calming measures we are able to give some firsthand evidence to the difficulties this development is likely to cause. The junction at the top of Millbank Road onto the A832 will undoubtedly become congested. This would occur with only 1 bus and a handful of cars for example. This would result in stationary cars on both the A832 and the single track road from Killen and as we have seen firsthand this is likely to cause dangerous manoeuvres due to driver frustration. This could be caused by a queue on either side of the road as approximately 10 cars in a queue going towards the A832 will cause the cars going in the other direction to also come to a standstill.

The area of most risk is the junction from Millbank Road on to the A832. If further consideration could be given to this area at this time then it may be possible that both the dangerous junction and traffic calming through Munloch may be able to be addressed at the same time. From our observations over a number of years we would suggest that a reduced speed limit to 30 miles per hour before and after this

junction and round the bend in the Tore direction on the A832 and a speed reduction to 20 miles per hour through Munloch would be a better solution to the problem.

We think it would also be of benefit to develop a joint plan of action with Northern Constabulary to address the issue of speeding through Munloch. It would be more beneficial to monitor and appropriately deal with speeding motorists as a way of not only reducing speeding in this area but also to act as a deterrent to speeding as a whole.

We have recently observed the traffic flow through what could be described as temporary traffic calming measures for example parked cars and works vehicles. This has not slowed the traffic but instead caused frustration resulting in dangerous manoeuvres by motorists.

We would ask that before going ahead with these permanent measures that will have a significantly detrimental impact on the residents of Millbank Road, that a more conservative option of reducing the speed through Munloch be considered and monitored. We and our neighbours would welcome the opportunity to discuss the situation with you in person at the site as it must be a very difficult task to monitor the changing traffic flow without being resident in the area. We hope we could offer some useful information and support changes that would be beneficial to all.

Yours sincerely

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to your letter dated the 14th October relating to the above proposal.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys. The purpose of this scheme is to reduce the speed of vehicles travelling through Munloch and during initial discussions with the community to develop these proposals, horizontal traffic calming features were the preferred option.

The build outs will cause vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch Road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will reduce the speed of vehicles entering the Village and keep any increase in noise and pollution to a minimum. Careful consideration has been given to the position of the build outs so that they do not restrict access to any properties on Millbank Road.

The performance of the traffic calming feature will be monitored to ensure there are no safety issues. Regarding the crossroads at the northern end of Millbank Road, appropriate measures to improve visibility at this junction are being investigated at this time.

With regard to your suggestion to introduce a full time 20mph speed limit instead of traffic calming, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It could therefore not be introduced without the need for much more extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munloch was not put forward as a priority during initial consultations but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden
Technician- Road Safety
Transport, Environment and Community Services

Mr Hugh Logan.
Senior Engineer.
Highland Road. Garvies.

Dear Mr. Logan.

Regarding the proposed traffic-calming
measures in Millbank Road.

I wish to object strongly on the grounds that
these measures will only increase the congestion
in the village. We already have plenty of
this in the shop area.

Also at busy times they will cause a
tailback at the junction on the Arch. - Bank
road. at the top of Millbank Road.

In my opinion these measures are totally
unnecessary.

Yours faithfully

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

Proposed Traffic Calming on Millbank Road, Munloch

I refer to your letter dated the 12th October relating to the above proposal.

A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys. The purpose of this scheme is to reduce the speed of vehicles travelling through Munloch.

The build outs will cause vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch Road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will reduce the speed of vehicles entering the Village and keep any increase in noise and pollution to a minimum.

The performance of the traffic calming feature will be monitored to ensure there are no safety issues.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could let me know no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

Yours Sincerely,

Sarah Bryden

Technician- Road Safety
Transport, Environment and Community Services

Hugh Logan
Senior Engineer
The Highland Council TEC Services
Integrated Transport Road Safety
Glenurquhart Road
Inverness IV3 5NX

10th October 2013

Dear Mr Logan

Traffic Calming on Millbank Road , Munloch

I am writing to lodge a strong objection to the proposed placement of chicanes on Millbank Road, Munloch.

My farming business operates on both sides of the village and the proposed road width restrictions ("running lane width to be 4.0m") would reduce our ability to move large agricultural vehicles through the village. My combine harvesters are 4.0m wide and require a 5.0m channel to pass through safely.

If the proposed chicanes are the only Traffic Calming option that The Highland Council will deploy, I would like to suggest that the kerb should not be "full height" but shallow and rounded so that a wide tyre can "bump" across it without causing serious tyre damage (running to £5,000+ per tyre).

From a Road Safety prospective, chicanes have been proven most effective when there is an even flow of two-way traffic which is not the case on Millbank Road which is the main commuter route for many Black Isle communities to Inverness.

Chicanes have been proven to create increased incidence of accidents, needless conflict and a safety hazard as well as increasing congestion and pollution.

If traffic calming/reducing measures are absolutely necessary on Millbank Road, Munloch there are other solutions that do not restrict road width (therefore hindering our business activities), such as 20mph speed limits, rumble strips, Dragon's teeth, parking restrictions, signs, interactive signs, speed tables and cushions, pedestrian crossings, safety cameras and speed trapping.

I would be very happy to discuss this further with you and would like to work with The Highland Council to find a practical solution.

Yours sincerely

Please ask for: Sarah Bryden
Direct Dial No: 01463 252938
Your ref:
Our Ref:
Date: 15th October 2013

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A public consultation was carried out and the Community Council came up with a priority list of outcomes that they would like to see for the Village. The Highland Council has developed these proposals into a scheme and this consultation is one of the requirements to take the proposals forward.

The traffic calming proposals are in response to complaints made by the community that vehicles are frequently ignoring the 30mph speed limit and this has been backed up by the electronic speed surveys. A number of traffic calming options were considered at public meetings and horizontal traffic calming was preferred to speed humps/ cushions.

The build outs will require vehicles travelling downhill, towards the centre of the Village, to give way to vehicles travelling uphill, towards the junction with the Tore to Avoch road. Vehicles travelling uphill will not be restricted and should be able to run freely, as they do at the moment. This arrangement will slow down vehicles travelling towards the centre of the Village.

The design of the build outs has been carefully considered to allow for larger vehicles to pass through safely. In addition to the physical build outs, coloured surfacing and white lines on the road will visually make the road look narrower than it actually is and will therefore help to slow down vehicle traffic.

The build outs form only part of the traffic calming scheme and other features including new village gateway signing with prominent speed limit signage and dragon's teeth road markings will also be included.

With regard to your suggestion to introduce a full time 20mph speed limit, our surveys show that the speeds on Millbank Road are well above the threshold for a 20mph speed limit. It could therefore not be introduced without the need for much more extensive traffic calming than is presently proposed. A 20mph speed limit on the main street through Munloch was not put forward as a priority but could be considered in future if speeds are reduced.

I hope this letter addresses your concerns with this proposal and that you will be able to reconsider your stance on this matter. If you would like to withdraw your objection, I would be grateful if you could respond no later than the 24th October. If I do not receive any further correspondence from you, I will assume you wish for your objection to remain.

The proposed scheme, along with all correspondence, will be included in a report submitted for the consideration of Members at the Skye, Ross and Cromarty Area Committee on the 28th October.

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Sarah Bryden

Technician- Road Safety

Transport, Environment and Community Services

Hugh Logan
Senior Engineer
The Highland Council TEC Services
Integrated Transport Road Safety
Glenurquhart Road
Inverness IV3 5NX

10th October 2013

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