

**The Highland Council**  
**Skye, Ross and Cromarty Area Committee**  
**30 April 2014**

Agenda Item	<b>9</b>
Report No	<b>SRC 17/14</b>

**Proposed 20mph Speed Limit and Traffic Calming Features in Muir of Ord**

**Report by Director Community Services**

**Summary**

This report invites members to review the objections and approve the draft Road Traffic Order entitled "The Highland Council (Muir of Ord) (20mph Speed Limit) Order 2014" and the introduction of 2no. chicanes in Muir of Ord.

**1. Background**

- 1.1 When the new railway bridge is constructed in Muir of Ord at the bridge on the A862 – Great North Road, there will no longer be traffic lights. The proposed 20mph speed limit and traffic calming features form part of a package of measures intended to reduce vehicle speeds through the Village and compensate for the element of traffic calming that the traffic lights previously provided.
- 1.2 The introduction of a 20mph speed limit is also in accordance with The Highland Council's policy to introduce 20mph speed limits in town and village centres where appropriate. A plan showing the extent of the proposed new 20mph speed limit and the location of the proposed chicanes is contained in **Appendix 1A**.
- 1.3 It is proposed that 2no. chicanes are constructed on the A862 Great North Road. The chicanes would be located immediately within the start of the 20mph speed limit at each of the A862 approaches into the Village centre. The priority system established at these features mean that vehicles travelling toward the Village centre will have to give way to vehicles travelling in the opposite direction.
- 1.4 A plan showing the original design of the proposed chicanes is contained in **Appendix 1B**. Due to objections we received during the initial consultation period, the design of the chicane to the north of the Village centre has been amended and re-advertised. A plan showing the amended design is contained in **Appendix 1C**.
- 1.4 As part of the full traffic calming scheme it was also proposed that an additional pair of speed cushions be constructed on the A832 West Road. However, this proposal has been withdrawn and details of this are included in Section 3.

1.5 These proposals have been developed in consultation with local Members and the Community Council.

## **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 and there were no objections to the proposals.

2.3 The Freight Transport Association, Road Haulage Association, Highland Cycle Campaign and several bus companies operating in the area were consulted and there were no objections to the proposals.

2.4 Letters were sent to households and businesses located within the proposed new speed limit and adjacent to the proposed chicanes.

2.5 Notices of the proposals were published in the local press and were displayed at the road side in various locations in Muir of Ord.

## **3.0 Proposed Pair of Speed Cushions, A832 West Road**

3.1 During the consultation process we received 5no. objections to the proposed additional pair of speed cushions on the A832 West Road.

3.2 A Community Council meeting was held to discuss concerns that had been raised about the proposed 20mph speed limit and traffic calming features. At this meeting it was highlighted that the noise and vibrations caused by large vehicles travelling over the existing pair of speed cushions on the West Road was causing distress to residents nearby. It was therefore agreed that our proposal to install an additional pair of speed cushions would be withdrawn.

3.3 An alternative traffic calming proposal for the West Road, that utilises horizontal deflection, will be investigated. This proposal will also include the removal of the existing pair of speed cushions.

3.4 The consultation process will be repeated for the new West Road traffic calming proposal in due course.

## **4.0 Objections to the Proposed 20mph Speed Limit and Chicanes**

4.1 The following formal objections have been received:

- 1no. objection to the proposal as a whole
- 2no. objections to the proposed chicane to the north of the Village centre.

4.2 Under the Council's Scheme of Delegation, the power to make a permanent 20mph speed limit Road Traffic Order is delegated to the Skye, Ross and

Cromarty Area Committee where there are unresolved objections.

- 4.3 In respect of the proposed Road Traffic Order the Committee has three options:
1. Approve the proposed 20mph speed limit as advertised and instruct its implementation.
  2. Order a formal hearing in accordance with the Local Authorities Traffic Orders (Procedures) (Scotland) Regulations 1999 to decide the matter.
  3. Accept the objection is valid and instruct that the draft Order be withdrawn and be redrafted.
- 4.4 Under the Council's Scheme of Delegation, the power to make a decision on the introduction of traffic calming features is delegated to the Skye, Ross and Cromarty Area Committee where there are unresolved objections.
- 4.5 In respect of each of the proposed chicanes the Committee has two options:
1. Approve the proposed traffic calming feature and instruct its implementation.
  2. Accept the objections are valid. Instruct the proposal be withdrawn and further consultation be carried out with the community in order to discuss a suitable alternative traffic calming proposal to be taken forward.

## **5. Objection to the Proposal as a Whole**

- 5.1 There has been 1no. objection to the proposal as a whole and this was on the grounds that:
- The traffic calming features do not extend far enough from the Village centre.
  - The proposal would have a negative impact on driver behaviour within the Village. Particularly, on the roads immediately out with the proposed new speed limit as drivers would be frustrated and speed up to make up time.
  - No speed checks will be carried out (except close to the Primary School) in order to enforce the new 20mph speed limit.
  - The proposal will not improve safety in the Village centre as the volume of traffic, parked cars and road junction does not generally allow for vehicles to travel at 30mph.
  - The introduction of similar schemes in neighbouring villages has had a negative effect on driver behaviour.
- 5.2 We made the following points in response to this objection:
- Existing vehicle speeds are above the recommended threshold for introducing a 20mph speed limit through signing alone.
  - The chicanes have been located immediately within the proposed new speed limit to ensure that vehicles reduce their speed appropriately.
  - If we were to extend the 20mph speed limit and/ or include more traffic calming features on this road we feel that this may indeed have a negative impact on driver behaviour.

- The proposal aims to balance the reduced vehicle speeds at the centre of the Village and minimise traffic delays.
- The proposed new speed limit will be largely self-enforcing, however, speed counts will be undertaken once the scheme is complete in order to monitor its effectiveness.
- The proposal will see vehicle speeds reduced along many pedestrian and cycle routes in the Village centre which will improve road safety and make the environment more pleasant for pedestrians and cyclists.
- Reduced speed limit will allow more time for pedestrians to cross the road and this will be of particular benefit at the junctions of the A862 Great North Road / Seaforth Road / A832 Black Isle Road and the A862 Great North Road / A832 West Road.

5.3 The objector is upholding their complaint against the proposal as a whole and has 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 this objection is contained in **Appendix 2**.

## **6. Objections to the Proposed Chicane north of the Village centre**

6.1 A plan showing the original location and design of the two proposed chicanes for the A862 Great North Road is contained in **Appendix 1B**.

6.2 During the public consultation period we received three objections to the proposed chicane north of the Village centre. Correspondence from these objectors is contained in **Appendix 3**.

6.3 Two of the objections came from owners of businesses near to the proposed chicane and they raised concerns that the design of the chicane would make it difficult for lorries to make deliveries to their premises.

6.4 In response to these concerns, software was used to evaluate vehicle movements for their premises. This confirmed that the siting of the build outs would not restrict access, however, large vehicles travelling northbound would be unable to turn into their premises if there were oncoming vehicles waiting at the giveway line.

6.5 The design of this chicane was amended by moving the chicane slightly further south and introducing a yellow box marking. A plan showing the amended location and design of this chicane is contained in **Appendix 1C**.

6.6 The amended design of the chicane was discussed with the owners of the adjacent businesses and the response was generally positive.

6.7 The consultation process was repeated for the amended design of the chicane.

6.8 There have been 2no. objections to the proposed amended chicane and they were on the grounds that:

- At the moment they have to be cautious when exiting their driveway and

they are concerned that this proposal could make it more difficult for vehicles to exit their property safely.

- The chicanes will cause queues of vehicles outside their gate and this will further compromise safe exit from their property.
- They do not consider that the yellow box junction will be effective as many drivers are ignorant of the rules or take chances.
- The vehicles manoeuvring through the chicane would be within the required visibility splay from their access.
- The chicane would be a cause of frustration to drivers.
- The chicane has been moved closer to the West Road junction and this is not a quieter section of road.

6.9 We made the following points in response to these objections:

- Existing vehicle speeds are above the recommended threshold for introducing a 20mph speed limit through signing alone. Traffic calming features are therefore required to provide a self-enforcing measure to keep vehicle speeds close to the new limit.
- The priority system established at the chicane will mean that vehicles passing their access will have priority and there should be no queues of traffic at this location.
- The introduction of a 20mph speed limit will mean that vehicles are travelling at a reduced speed and this will allow additional time to assess the presence of vehicles on the road and make the exit manoeuvre safely.
- The visibility splay that is required from a private access onto a public road is a measured area across the land adjacent to the road. The proposed chicanes and any vehicles on the road would not be within the a visibility envelope.
- Both of the chicanes on the A862 Great North Road have been located immediately within the proposed new speed limit and by associating the physical traffic calming features with the change in speed limit it is hoped that this will minimise the likelihood of driver frustration.
- The location of the proposed chicane has been moved further south to allow for the movements of large vehicles delivering to both the timber yard and the petrol station.

6.10 The two objectors are upholding their complaints against the build outs and have been informed that the proposal, including all correspondence, will be included in the agenda for the Skye, Ross and Cromarty Area Committee. All correspondence in relating to these objections is contained in **Appendix 4**.

6.11 We received no objections to the proposed chicane to the south of the Village centre.

## 7. Implications

7.1 The introduction of a 20mph speed limit and associated traffic calming works are part of the capital funded Muir of Ord bridge replacement project.

- 7.2 The 20mph speed limit will require to be supported by a Road Traffic Order.
- 7.3 There are no equality implications arising from this report.
- 7.4 Reduced vehicle speeds as a result of the proposed 20mph speed limit will help to reduce carbon emissions. The traffic calming measures will, however, result in a small increase in emissions as vehicles slowing down and speeding up again.
- 7.5 There are no risk implications arising from this report.
- 7.6 There are no Gaelic implications arising from this report.

### **Recommendations**

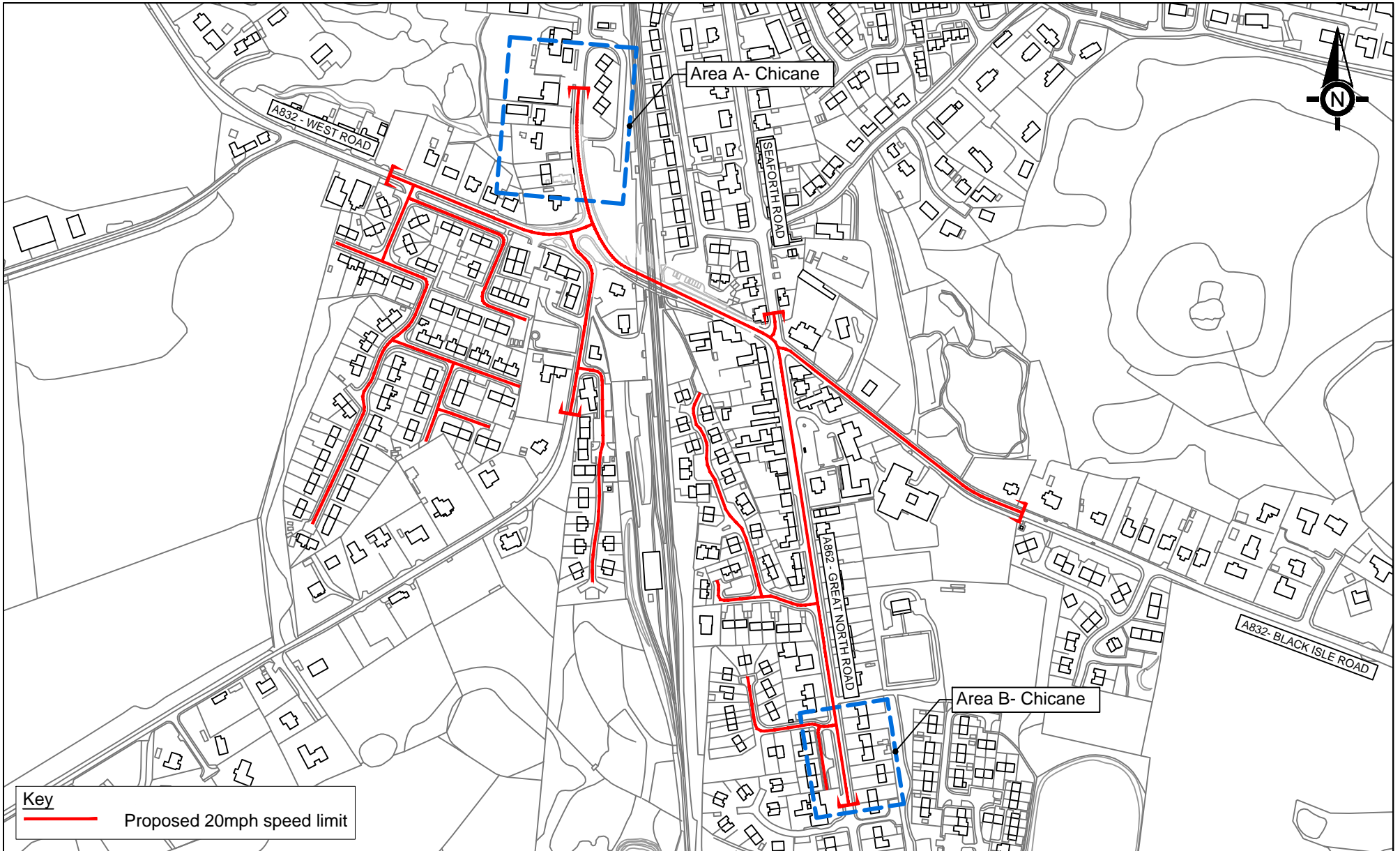
- Members are invited to approve the draft Road Traffic Order entitled “The Highland Council (Muir of Ord) (20mph Speed Limit) Order 2014”.
- Members are invited to approve the 2no. chicanes on the A862 Great North Road.


Designation: Director of Community Services

Date: 14 April 2014

Author: Sarah Bryden / Hugh Logan

Background Papers:



**Key**  
 Proposed 20mph speed limit



TEC SERVICES  
 Glenurquhart Road  
 Inverness  
 IV3 5NX

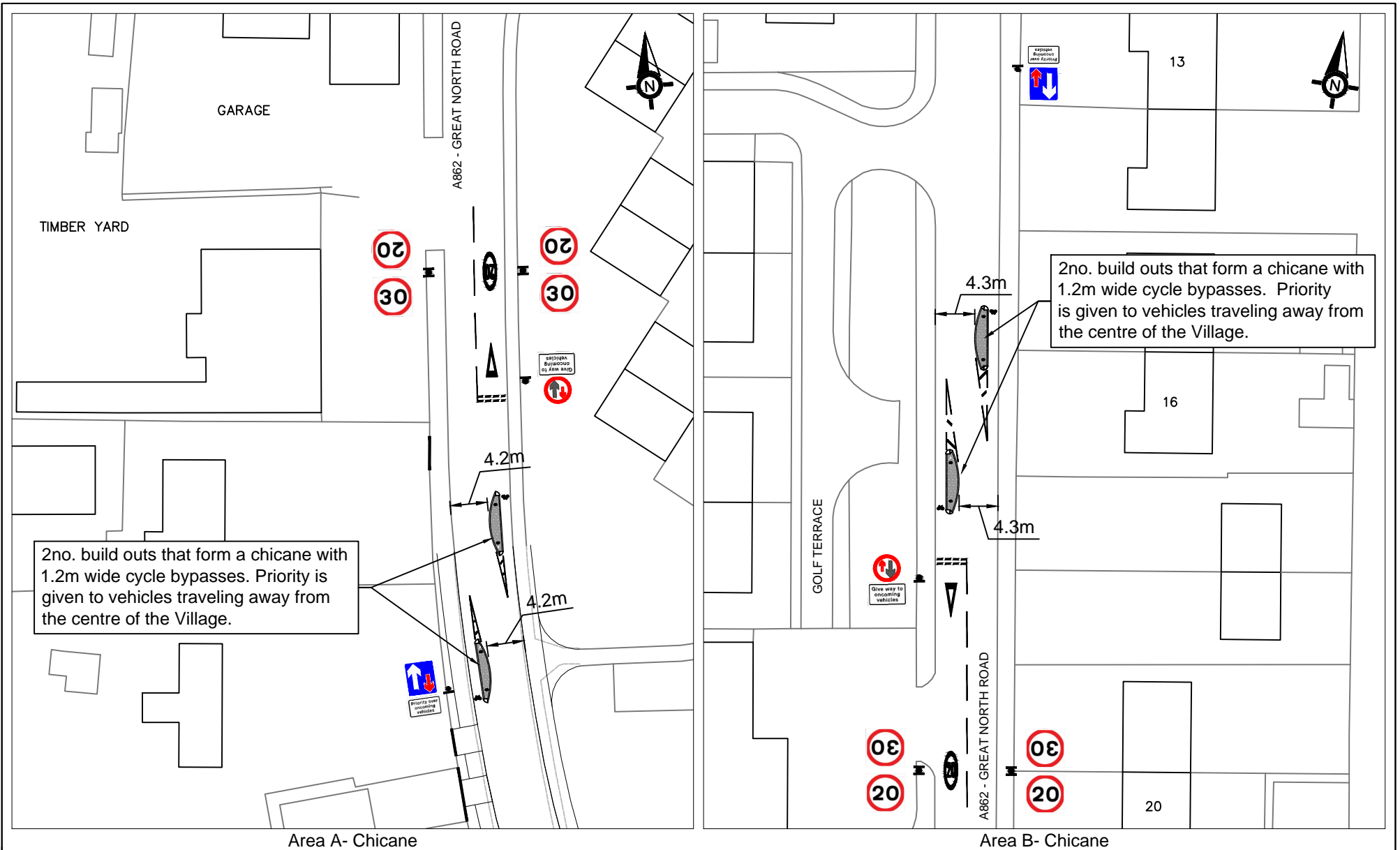
# The Highland Council Muir of Ord - Proposed 20mph Speed Limit & Traffic Calming

**SCALE** Not to scale

**PLAN NO.** RC/MOSL20TC/14/001A

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Area A- Chicane

Area B- Chicane



TEC SERVICES  
 Glenurquhart Road  
 Inverness  
 IV3 5NX

# The Highland Council Proposed Traffic Calming, Muir of Ord - 2no. Chicanes

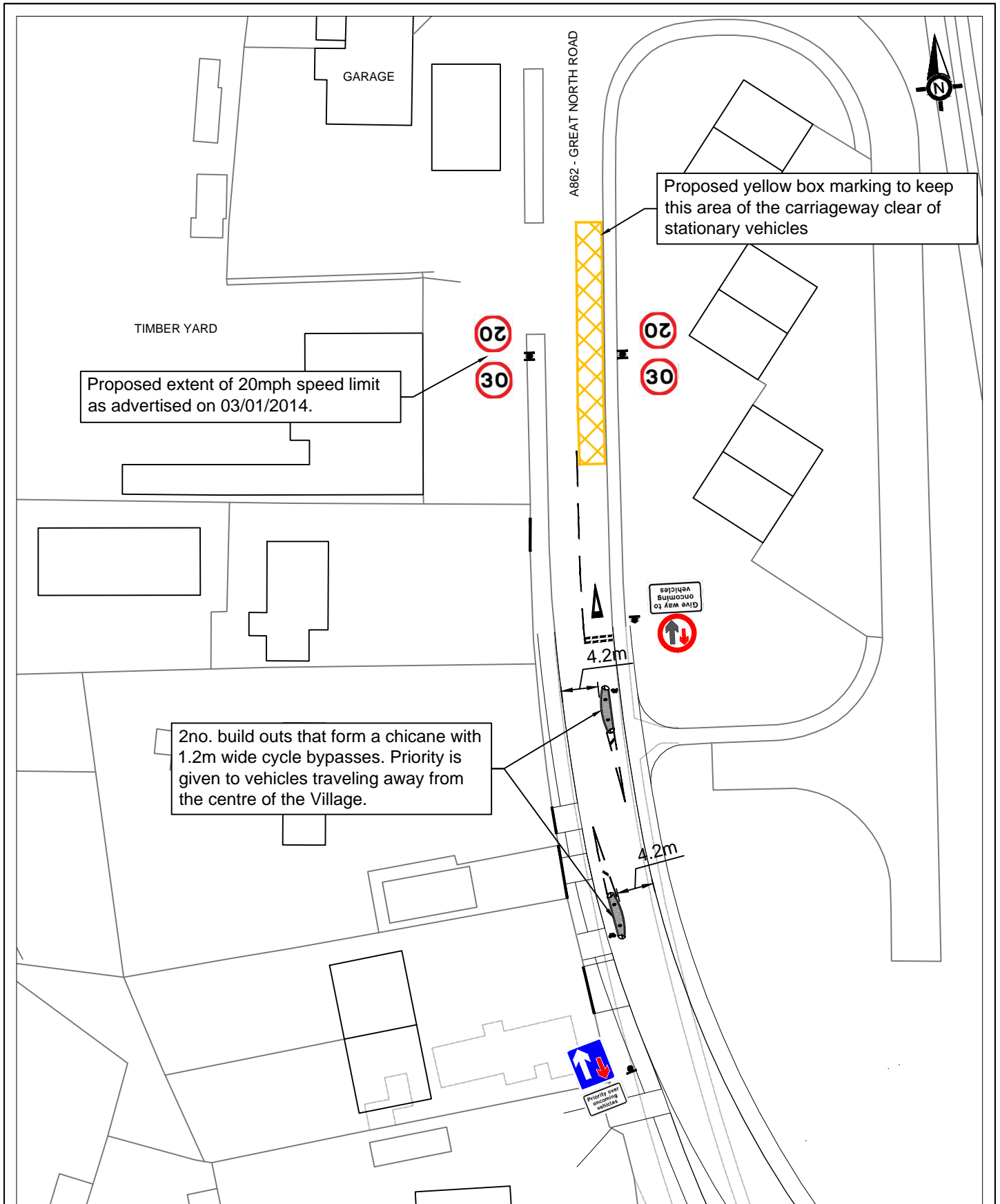
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Area A- Chicane



TEC SERVICES  
Glenurquhart Road  
Inverness  
IV3 5NX

**The Highland Council**  
**Proposed Traffic Calming, Muir of Ord - Amended Chicane**  
**(advertised 21/03/14)**

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17<sup>th</sup> January 2014.

To Whom It May Concern:

I am writing in response to The Highland Council Muir of Ord – Proposed Traffic Calming Features.

I wish to make it clear that I have concerns with the Proposed Plans as follows:-

Firstly, where I live on A862, Great North Road , I am plagued by drivers driving in excess of the current speed limit of 30mph. As a resident I have reported my concerns to the Police and as a Police Officer I have also carried out static checks (when duties permit). I feel that the current proposals to introduce speed calming chicanes as you exit the bridge and before the filling station/garage do not extend far enough from the village centre and I have genuine concerns that this will actually have a negative effect with drivers then driving even faster away from the village to "make up time" or just out of sheer frustration and a relatively straight piece of road between houses at Ordale onwards as far as Chapleton Farm & Stables.

I am personally aware of one relatively serious road collision involving a child having been struck by a vehicle having just come off the School Bus on this particular stretch of road and fear it's a matter of time before a similar collision occurs. Obviously this particular section of road effects me directly however I believe it would be the same for those living and using Black Isle Road, the Beauly Road and the West Road as all routes have housing developments and are the primary routes used for walking and cycling to and from Tarradale Primary and Nursery.

Secondly I understand that in respect of enforcement the implementation of 20's is geared around self enforcement , however my fear is that with the introduction of 20's primarily in and around the village centre/school no speed checks will be carried out (with exception of outside school) as this is the current policy.

I have difficulty seeing how the current proposals will help within the Village Centre as the current volume of traffic as well as parked vehicles/entrance access to the shops as well as the Junction at Tarradale does not generally allow for 30 mph as it is, so how will these proposals improve the safety of those using the village on a daily basis. The way I see it is the current volume of traffic will only become more congested in and around the centre making the crossing of junctions for pedestrians more hazardous.

On a personal and professional level I have seen the introduction of similar schemes in neighbouring villages and do not see how driver behaviour has been improved. I have personally witnessed excess speeds, hazardous overtakes, general ignorance and

lack of consideration/concentration whilst navigating these structures, which in turn creates its own dangers.

On these grounds I am opposing the current proposals.

Please ask for: Sarah Bryden  
Direct Dial No: 01463 252938  
Your ref:  
Our Ref:  
Date: 21<sup>st</sup> January 2014

### **Proposed Traffic Calming Muir of Ord**

I refer to your letter dated the 17<sup>th</sup> January relating to the above proposal.

The introduction of a 20mph speed limit is primarily to reduce vehicle speeds through the centre of the Village. It has been extended to include a number of neighbouring residential streets and the lengths of road currently covered by the part-time 20mph speed limit.

As existing vehicle speeds are above the recommended threshold for introducing a 20mph speed limit through signing alone, traffic calming features have been included as self-enforcing measures to reduce vehicle speeds.

The type and location of the physical traffic calming features we are proposing have been carefully considered. On the A862 Great North Road, both chicanes have been located immediately within the proposed new speed limit to ensure that vehicles reduce their speed appropriately. If we were to extend the 20mph speed limit and/ or include more physical traffic calming features on this road we feel that this may indeed have a negative impact on driver behaviour. This proposal aims to balance the requirements of reducing the speed of vehicles at the centre of the Village and minimise traffic delays.

In addition to the traffic calming features advertised, there will also be a number of road markings that will emphasise the 20mph speed limit and encourage drivers to reduce their speed. It is anticipated that this will make the speed limit largely self-enforcing, however, speed counts will be undertaken once the scheme is complete in order to monitor its effectiveness.

This proposal will see vehicle speeds reduced along many of the walking and cycling routes around the Village centre and this will improve road safety and make the environment more pleasant for pedestrians and cyclists. The reduced speed of vehicles will allow more time for pedestrians to cross the road and this will be of particular benefit at the junctions of the A862 Great North Road / Seaforth Road / A832 Black Isle Road and the A862 Great North Road / A832 West Road. A light controlled pedestrian crossing will also be installed on the road between the Co-Op and the Bank to improve pedestrian safety at this crossing point.

I hope this letter addresses the concerns you have raised and 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 and our response, will be submitted to the next available Skye, Ross and Cromarty Area Committee for the consideration of members.

Yours sincerely,

**Sarah Bryden**

Technician- Road Safety

Transport, Environment and Community Services

29. DEC. 2013

F.A.O MR Hugh Logan  
Policy STANDARDS & Safety TEAM  
Highland Council, Inverness.

Dear Sirs,

We wish to declare our objections to the proposed traffic calming measures on the Great North Road, PLAN NO: RC/MOST 20TC/14/001. The exit from is at present difficult enough, without the added hazard of facing oncoming large vehicles, trying to manoeuvre through a chicane in our direction. Having lived here over 60 years, we are not aware of any accidents on this

particular stretch of road, and feel that a 20MPH speed limit sign would be sufficient, as traffic has already to slow down for the bus stop, the Timber Yard, and the Filling Station. Even as ~~the~~ pedestrians we would be more anxious about all this traffic weaving about on the road.

Maybe enforcing the 20mph speed limit with a speed camera would be more considerate.

Yours Sincerely

30th December 2013

**LETTER OF OBJECTION TO PROPOSED "TRAFFIC CALMING MEASURES"  
ADJACENT TO OUR PREMISES**

Dear Mr Logan

1. A chicane so close to the west road junction in my view is dangerous, also "Ord Wood Products" has 40 foot lorries delivering almost daily and we have 40 foot tankers delivering fuel once a week plus our food deliveries and our petrol station/shop traffic this Chicane will make it dangerous for these to lorries manoeuvre.

2. If you come to Muir of Ord in the morning between 0745 and 0845 you will find few children walking past our premises to school but at 0800 you will find possible 40 children standing waiting for the bus at the "Chestnut Groove" junction, many of whom have come over the pedestrian railway bridge.

**In the interest of road safety the chicane should just be changed and replaced with "speed cushions" and the 20 mph zone should be extended further out (towards Dingwall) and start at junction into "The Meadows"**

Yours Sincerely



04/01/2014

Dear Sirs,

I hereby wish to declare my strong objections to the proposed plan  
RC/MOST20TC/14/002

on the Great North Road (Dingwall side). My business involves large Timber Lorries delivering logs and sawn timber to the yard on a weekly basis. These Artic Lorries, are on average 60 feet long, carrying approximately 44 tons weight, some with attached trailers meaning they need more room to manouver into the Yard at a restricted angle. It would be impossible to get these vehicles through a Chicane, and be able to turn into the Yard

with oncoming traffic waiting, or turning into the Petrol Station.

At present the Industrial Businesses have no problems with traffic issues. I would have no objection

to a 20MPH speed limit, as this would benefit all concerned.

Yours Sincerely,

**Sarah Bryden**

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**From:**  
**Sent:** 07 April 2014 17:27  
**To:** Sarah Bryden  
**Subject:** Re: PROPOSED TRAFFIC CALMING MEASURES

Dear Ms. Bryden.

Thank you for your response to my e mail.

Unfortunately in spite of your reassurances, I feel unable to withdraw my objections and also need to add that a new hazard is becoming apparent, that of quarry traffic.

I look forward to hearing the outcome of the planning meeting.

Regards

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**From:** Sarah Bryden <Sarah.Bryden@highland.gov.uk>  
**To:**  
**Sent:** Monday, 7 April 2014, 15:04  
**Subject:** RE: PROPOSED TRAFFIC CALMING MEASURES

Dear

Thank you for your email.

As existing vehicles speeds are above the recommended threshold for introducing a 20mph speed limit through signing alone, traffic calming features have been included in this scheme as a self-enforcing measures to keep speeds close to the new limit.

The type and location of the proposed physical traffic calming features has been carefully considered. On the A862 Great North Road, both of the chicanes have been located immediately within the proposed new speed limit to ensure that vehicles reduce their speed appropriately. By associating the physical traffic calming features with the change in speed limit it is hoped that this will minimise the likelihood of driver frustration. Our proposal as a whole aims to balance the requirements of reducing the speed of vehicles at the centre of the Village and minimising traffic delays.

The priority system established at the chicanes means that vehicles travelling towards the Village centre will have to give way to vehicles travelling in the opposite direction. At the chicane near to your property this arrangement will mean that vehicles passing your access will have the priority and there should be no queues of traffic.

When the new road bridge over the railway is constructed there will no longer be traffic lights controlling the movements of vehicles over the bridge. The absence of traffic lights at this location will mean that drivers will need to assess the presence of vehicles on the A862- Great North Road before they turn onto this road from the West Road as they will no longer be able to rely on the traffic signals to provide this information.

The introduction of a 20mph speed limit will mean that vehicles will be travelling at a reduced speed and this should give you additional time to assess the presence of vehicles on the A862- Great North Road and make your exit manoeuvre safely.

I hope our discussion and this letter addresses the concerns you have raised and you will be able to reconsider your stance on the matter. If you are unable to withdraw your objection, a report including your letter of objection and our response, will be submitted to the next available Skye, Ross and Cromarty Area Committee for the consideration of Members.

Yours sincerely,

Sarah Bryden

Technician- Road Safety  
Community Services  
The Highland Council  
Glenurquhart Road  
Inverness, IV3 5NX

T: 01463 252938

E: Sarah.Bryden@highland.gov.uk

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**From:**

**Sent:** 03 April 2014 19:40

**To:** Sarah Bryden

**Subject:** PROPOSED TRAFFIC CALMING MEASURES

Dear Ms. Bryden

Further to your visit, I am putting my concerns on record.

I felt that the original proposal as published in the Ross shire Journal 3rd January 2014, could cause difficulties for me but I also have really serious concerns over the amendment as it is nearer the entrance to my house.

I already have to be very cautious when exiting my drive by car.

Traffic turning left at the junction of the West / Dingwall road seem to look at the bridge traffic lights and if they are at green don't always check for anything coming from the left.

With the moving of the island and probable queuing of cars outside my gate, my safe exiting is further compromised.

I do not take any comfort in the proposed box grid being effective as my experience has been that drivers are either ignorant of the rules or take chances.

Like any village, Muir of Ord has its share of boy racers who will not observe the limits.

The extension to the distillery has meant that there are more tankers passing my gate.

While I fully appreciate the need to slow traffic, is this your best solution ?

Have similar measures been successful in Maryburgh and Conon Bridge ?

Regards

Unless related to the business of The Highland Council, the views or opinions expressed within this e-mail are those of the sender and do not necessarily reflect those of The Highland Council, or associated bodies, nor does this e-mail form part of any contract unless so stated.

Mura h-eil na beachdan a tha air an cur an cèill sa phost-d seo a' buntainn ri gnothachas Chomhairle na Gàidhealtachd, 's ann leis an neach fhèin a chuir air falbh e a tha iad, is chan eil iad an-còmhnaidh a' riochdachadh beachdan na Comhairle, no buidhnean buntainneach, agus chan eil am post-d seo na phàirt de chunnradh sam bith mura h-eil sin air innse.

Listening \* Open \* Valuing \* Improving \* Supporting \* Partnering \* Delivering  
Èisteachd \* Fosgailte \* Luach \* Leasachadh \* Taic \* Com-pàirteachas \* Libhrigeadh

8<sup>th</sup> April 2014

Sarah Bryden  
Transport, Environmental and Community Services  
The Highland Council  
Glenurquhart Road  
INVERNESS  
IV3 5NX

Dear Sarah

### **Proposed 20mph Speed Limit and Traffic Calming Measures, Muir-of-Ord**

With reference to the above and your letter dated 19<sup>th</sup> March 2014 we are writing to strongly object to the above proposal.

When we applied for planning permission to erect two semi-detached houses at Birchlea, Great North Road, there were very specific demands made to us by the TECS in the interests of road safety, namely

- a. the provision of visibility splays 2.5 x 90 metres in **both** directions.
- b. the width of the access shall be a **minimum** of 5.5 metres enabling **2** cars to pass each other going in and out of driveway.

The proposed traffic calming measures, as we understand them, would inhibit the specified visibility (2.5 x 90 metres) with the inevitable build up of traffic at peak times. We **may** be able to see over the top of the chicanes (as mentioned by your colleague) but certainly not over the top of the traffic which would include cars of various sizes, vans, lorries and buses.

We have noted and witnessed that at peak times there can be a considerable build up of traffic. For up to 2 cars to try and manoeuvre out of the driveway would be not only dangerous but frustrating for drivers trying to negotiate the chicane coming up to a busy junction heading to the West and the entrances to 2 businesses (the saw mill and the petrol station) heading in Dingwall direction.

We were asked to provide parking spaces for 4 cars and we do envisage that both the houses will be utilising this allowance so there would be potentially 4 cars coming in and out as the occupants are all working with both a works van and a car at each property.

It seems that initially the chicane was going to be further out near the petrol station. Why it would be deemed to be any quieter the nearer the main local turn off to the west coast you get, is beyond reason. This road is constantly used by large lorries from the distillery, the local quarry and ongoing Hydro/Forestry works on the Corry Road.

Travelling on a daily basis to Dingwall our observations are that these chicanes only cause frustration and a speeding up as you near them in order to "beat" oncoming traffic to the right of way.

Are there any proven statistics that these methods work?

Would the simple installation of speed cameras not be just as effective and less intrusive?

We would like our objections to be recorded and taken into consideration when this proposal goes to planning and hope that the proposal will not go any further given that it completely contradicts initial demands made by TECS which we are trying to adhere to.

Yours sincerely

Please ask for: Sarah Bryden  
Direct Dial No: 01463 252938  
Your ref:  
Our Ref:  
Date: 11<sup>th</sup> April 2014

Dear \_\_\_\_\_,

### **Proposed 20mph Speed Limit and Traffic Calming Measures, Muir of Ord**

I refer to your letter dated the 8<sup>th</sup> April 2014 relating to the above proposal.

The visibility splay that is required from a private access onto a public road is a measured area across the land adjacent to the road. This area is between a point 2.5m measured from the edge of the carriageway back towards the access and a point 90m measured from the centreline of the access along the edge of the public road, on each side of the access. For your reference, I have enclosed a copy of an extract from The Highland Council guidance "Access to Single Houses and Small Housing Developments" which illustrates the visibility envelope.

The purpose of the visibility splay is to allow vehicles leaving the property to see if there is any approaching traffic on the carriageway and it will also allow for traffic on the public road to see vehicles leaving the property. The proposed chicanes and any vehicles on the road would not be within a visibility envelope and as such does not contradict the requirements that TECS have asked you to comply with.

As existing vehicle speeds are above the recommended threshold for introducing a 20mph speed limit through signing alone, traffic calming features have been included in this scheme as self-enforcing measures to keep vehicle speeds close to the new limit.

The type and location of the proposed traffic calming features has been carefully considered. On the A862 Great North Road, both of the chicanes have been located immediately within the proposed new speed limit to ensure that vehicles reduce their speed appropriately. By associating the physical traffic calming features with the change in speed limit it is hoped that this will minimise the likelihood of driver frustration.

The priority system established at the chicanes means that vehicles travelling towards the Village centre will have to give way to vehicles travelling in the opposite direction. In this arrangement, vehicles passing your access will have the priority and there should be no queues of traffic at this location.

The location of the proposed chicane has been moved further south to allow for the

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#### **Community Services**

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX  
Tel: 01463 252938 Email: [Sarah.Bryden@highland.gov.uk](mailto:Sarah.Bryden@highland.gov.uk) [www.highland.gov.uk](http://www.highland.gov.uk)

movements of large vehicles delivering to both the timber yard and the petrol station. The proposed chicane has been designed to allow for large vehicles to pass through safely.

Chicanes are a recognised form of traffic calming and studies quoted in Traffic Calming guidelines published by the Department of Transport have shown that they are effective in providing an overall reduction in the average speed of vehicles.

Speed cameras are managed by the Northern Safety Camera Partnership, not The Highland Council, and the mobile technology which they use would be unsuitable at this location.

I hope this letter addresses the concerns you have raised and you will be able to reconsider your stance on the matter. If you are unable to withdraw your objection, a report including your letter of objection and our response, will be submitted to the next available Skye, Ross and Cromarty Area Committee for the consideration of Members.

Yours sincerely,

**Sarah Bryden**  
Technician- Road Safety  
Community Services