

Agenda Item	11
Report No	LA/9/21

HIGHLAND COUNCIL

Committee: Lochaber Area Committee

Date: 18th January 2021

Report Title: Banavie Primary Safer Routes to School

Report By: Executive Chief Officer Infrastructure and Environment

1. Purpose/Executive Summary

- 1.1 This report invites Members to approve the footpath widening scheme proposed for Banavie School Road, Banavie, Fort William. Although all the works proposed are within the Adopted Roads Boundary there are four outstanding resident objections. The proposed footpath widening scheme is on the route to Banavie Primary School and are proposed as part of their Safer Routes to School Scheme.

2. Recommendations

- 2.1 We are seeking agreement from members for the implementation of the footpath widening scheme for Banavie School Road, Banavie, Fort William.

3. Implications

- 3.1 Resource – There are no resource implications as the proposal is being funded through the Scottish Government ‘Cycling Walking Safer Routes’ Grant.
- 3.2 Legal - There are no legal obligations. The scheme proposed is all contained within the curtilage of the road boundary.
- 3.3 Community (Equality, Poverty and Rural) – Increased footpath width will increase the safety and reduce risk to vulnerable road users.
- 3.4 Climate Change / Carbon Clever – The aim of increasing the number of pupils using sustainable transport for the school journey will help to reduce carbon emissions.
- 3.5 Risk – There are no risk implications arising from this report.
- 3.6 Gaelic - There are no Gaelic implications.

4. Background

- 4.1 As part of the ongoing Safer Routes to School programme the Council's Road Safety Team has been working with Banavie Primary School on their Safer Routes to School Scheme. The aim of this work is to increase the number of pupils using sustainable transport for their school journey and reduce the number of vehicles using Banavie School Road once this is again possible following the current COVID access restrictions currently in place. The School highlighted a very narrow section of footpath on Banavie School Road as an area of concern for parents/carers and thus it is considered a barrier to the ongoing use of sustainable transport for the school journey.
- 4.2 Funding has been allocated for the implementation of the scheme during the current financial year from the Scottish Government funded 'Cycling Walking and Safer Routes' grant.

5. Footpath Improvement Proposal – Banavie School Road

- 5.1 **Appendix 1** details the plan for the footpath improvement works proposed for the Banavie Primary Safer Routes to School Scheme.
- 5.2 The engineering proposal for Banavie School Road consists of:
- Widen an existing section of 50 metre footpath on the West Side of Banavie School Road from its existing width which is, in the main, 0.9m wide to a new width ranging from 1.4m to 1.9m over its entire length.
 - The road width will remain at 3.25m and a section of the verge ranging from 0.6 – 0.8m from the East side of Banavie Road will be utilised to minimally realign the road to enable the extra width for the footpath to be gained. This verge on the East Side of Banavie Road is within the adopted roads boundary.
 - Following resident consultation, see Section 7, additional kerbing and tidying up the crossing point to the South West at the end of the proposed new widened footpath have been added to the plans following consultation with residents. The original proposal sent to residents can be seen in **Appendix 2**.

6. Adopted Road Boundary

- 6.1 The following description of this section of road is detailed in the 'List of Adopted Roads "U Class" Part 1 (U1001 – U3500) version 1.48 Updated November 2020' Register:

"Adopted Roads Description: Commencing at its junction with the A830 Fort William to Mallaig trunk road at a point 2575 metres (2816 yards) north west of the latter roads junction with the A82T Fort William to Inverness Trunk Road, a single lane road width varying between 4metres and 2.8 metres with a footway on the west side varying in width between 0.8 metres and 1.2 metres and a verge on the east side of width 0.8 metres and 5 metres extending to boundary fences or walls, extending in a southerly direction and terminating in a turning head at a distance of 210 metres (240 yards) or thereby

The adopted road will extend to boundary fences or walls, or in open ground to a distance of 3 metres from the edge of the surfaced carriageway or passing place, or to the top of the slope in cutting or the bottom of slope in embankment, whichever distance is greatest."

6.2 The description in 6.1 confirms that the verge required to undertake this work, to the East of Banavie School Road, is within the boundary of the adopted road.

7. Consultation and Objections

7.1 Members of Ward 11 have been formally consulted re the proposals and have provided their support.

7.2 A member of the Road Safety Team attended the Kilmallie Community Council Meeting held on Monday 23rd November and the Community Council are supportive of the project.

7.3 Out of courtesy residents were informed of the proposals and subsequently four objections were received during the consultation period.

7.4 Following these initial objections a member of the Lochaber Area Roads Team met the objectors on site and this resulted in additional kerbing being added to the scheme and the new plans sent to the objectors. The residents still chose for their objections to stand.

7.5 Members of the Road Safety Team then met with all the objectors on site on 8th December 2020 to try and resolve their concerns. Following this meeting 2 options were presented to the residents; Option 1 (see **Appendix 1**) detailing works that are within the roads boundary and therefore no landowner approvals are required, and Option 2 (see **Appendix 3**) detailing the scheme with additional accommodation works discussed on site that could be provided as part of the scheme if landowner approval was granted. All residents have now come back and confirmed they still wish their objections to stand so we are therefore bringing Option 1, as detailed in Appendix 1, forward for member agreement.

7.6 A summary of the communication re the outstanding objections is provided at **Appendix 4**. Copies of the objections and communications with Council Officers are provided at **Appendix 5**.

7.7 In view of the desire to progress with the proposed scheme this report is being brought to the Lochaber Committee to seek agreement for the installation of the footpath widening scheme on Banavie School Road. Although technically Member approval is not required to carry out works of this nature within the adopted roads boundary it was felt important to seek agreement at Committee to ensure a transparent and objective decision making process.

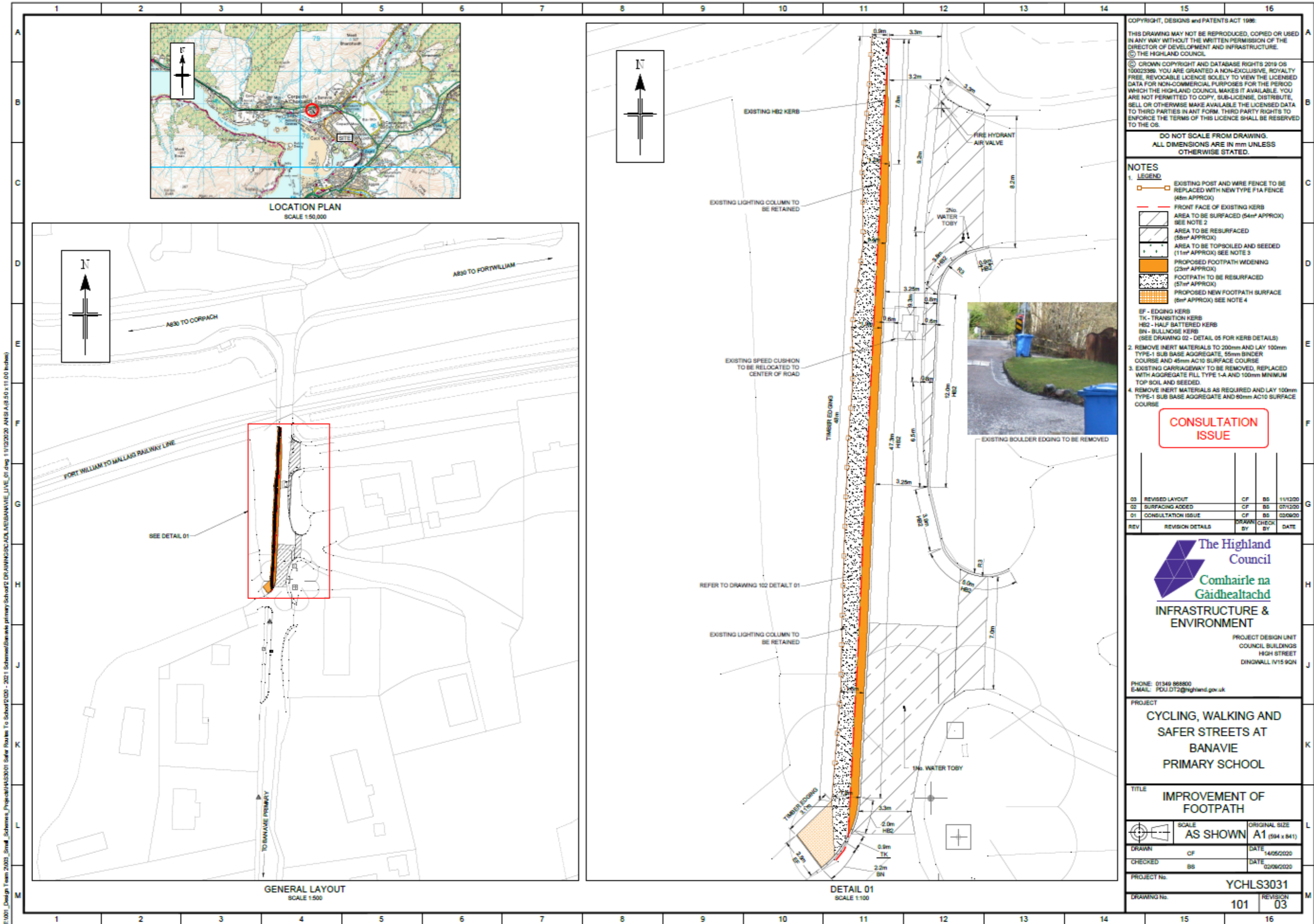
Designation: Executive Chief Officer Infrastructure and Environment

Date: 17th December 2020

Author: Lisa MacKellaich, Road Safety Officer

Background Papers:

Appendix 1 – Proposed Safer Routes to School Plan Banavie School Road



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Appendix 4 – Summary of outstanding objections

Person/ Organisation	Date Objection Received	Date Objector written to by Council	Summary of concerns raised by Objector	Officer Comment
Objector 1	14.10.20	30.10.20 email	1. Scheme will be dangerous as railway bridge will remain same width	1. Safety will be improved as at present there is currently around 70m of narrow footpath and this scheme will widen 50m of this.
	15.12.20 email	16.12.20 email	1. Same as previous objection and feels road width is too wide. 2. Feels there is a bigger agenda that simply the wish to widen this section of footpath. 3. Wishes objection to stand	1. Road width reduced back to original size following site visit. 2. Assured Objector on site that this is not the case. 3. Informed this would be taken to area committee.
Objector 2	14.10.20	30.10.20 email	1. Volume of Cars using the access road and vehicles parking in driveways. 2. Issues raised re A830 junction with Banavie School Road.	1. Outlined the proposal will seek to reduce vehicle numbers following the relaxing of COVID restrictions as it makes the area safer for active travel use. 2. A830 concerns passed to BEAR Scotland.
	16.12.20 email	16.12.20 email	1. Wishes objection to stand	1. Informed this would be taken to area committee and assured on site Road Safety will liaise with school re discouraging vehicles back onto Banavie School Road once COVID restrictions have lifted.
Objector 3	15.10.20	30.10.20 email	1. Concerned new tarring would Increase gradient of driveway access to Banavie School Road 2. Kerb extension unnecessary and would impede visibility 3. Drainage 4. Bottleneck from bridge to A830	1. vertical profile of the road/driveways will not change as a result of extending the tar. 2. Kerbing extension proposal has been removed. 3. Due to the vertical profile of the road not changing there should be no change to the flow of water around this area 4. Concerns re Trunk Road have been passed to BEAR Scotland.
	16.12.20 email	16.12.20 email	1. Wishes objection to stand	1. Informed this would be taken to area committee.
Objector 4	15.10.20 email	30.10.20 email	1. clarification on where the bollards are going requested. 2. Requested proposal be marked out on site. 3. A830 improvements required. 4. Requested a new fence be constructed around their property	1. Following site visit with Road Safety Team bollards have been removed from proposal. 2. This was done by a Member of the Local Area Roads Team. 3. Concerns re Trunk Road have been passed to BEAR Scotland. 4. Advised that the Safer Routes to School budget is to be used for making active travel improvements to school and unable to be used for tarring personal driveways or providing fences however agreed to meet them on site to see what accommodation works would be allowable (Appendix 3).
	03.12.20 email	Site Meeting held 08.12.20.	1. Requested their driveway be fully tarred.	1. See 4. Above.
	15.12.20 email	16.12.20 email	1. Advised the Council they have spoken to their lawyer and resident has asked for compensation for the ground required to allow footpath extension to go ahead and will not withdraw objection.	1. Advised paper would be taken to committee and land is within the adopted roads boundary.

Appendix 5 – Outstanding objections correspondence

Objector 1

14.10.20 – 1st email from objector

Hi I'm a [REDACTED].

I believe that the proposed plan to upgrade the path way from the driveway to the bridge will be more dangerous for the children, as you are proposing to go from 1.7m wide path to 0.9m path on the bridge.

I believe that children walking out from school can walk upto 3 or 4 abreast on the new path way proposed but can only walk 1or2 abreast on the original bridge pathway, at the narrowing point this is where the children will walk onto the road with out looking to see if there is any vehicles coming from behind.

In my opinion this proposal is dangerous for the children unless you upgrade the footpath over the railway bridge!?. I believe the path that is there just now is better as its narrow from the driveway to the bridge so the children dont have a sudden narrowing and forcing them onto the road.

As it stands just now with the covid19 restrictions on vehicles down the school road, this is the safest way for the road to be kept.

I also believe that the upgrade at the junction onto the main road a few years ago made the road more dangerous as you have to sit on the busy road to the isles if there are more than one car waiting to get out the junction as there is no filter lane anymore, so encouraging more cars to use this road is more dangerous for the children and the vehicles.

Hope you can answer some of my concerns, look forward to your reply.

Thanks

30.10.20 – 1st response to objector

Dear [REDACTED],

Many thanks for your email and for taking the time to look over the proposed Safer Routes to School improvements for Banavie Primary School.

As you can see the original proposals have been amended to take into cognisance the concerns residents expressed on site to the Highland Council local Senior Engineer and kerbing has now been added to the project proposal with the aim of alleviating the concerns raised with regards to parking on the side road accesses and in particular improving the visibility of access/egress to/from the first driveway on the left when travelling south immediately over the bridge.

To answer the concerns raised in your email below:

- The new proposal will see a 50 metre section of footpath widened from, in the main, 0.9m in width to a width ranging from 1.4m to 1.9m over its entire length. This will significantly improve the safety for the pupils and public using this section of footpath as, if constructed, they will only have to negotiate the section of narrow 0.9m footpath (over the bridge) over a length of 20m or thereby as opposed to the current 70m of narrow footpath that they are currently having to negotiate.
- Increasing the width of the existing footpath only aids the ability to social distance on the footpath.
- As this proposals will see the new wider section of footpath over a 50m section it will significantly improve safety within the realms of what is practicably possible and achievable at present, any alterations/improvements to the pedestrian safety on the bridge is an incredibly significant project and thus a longer term aspiration to achieve. The opportunity is there at present to improve the 50m section highlighted.
- The aim is also, by way of making the route safer, to encourage active travel to and from Banavie Primary School and thus reduce vehicle usage on the school access road.

We hope this outlines the reasons for the promotion of this Safer Routes to School project, you can see the benefits to the proposal and it alleviates the concerns you have raised. Should you still wish to pursue your objection, the next stage of this formal process is for your objection to be heard by the Elected Members at the Local Area Lochaber Committee Meeting which is due to be held in mid January 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

I would be grateful if you can confirm by 21st November if you wish to withdraw your objection or if you wish it to stand.

I look forward to hearing from you.

Regards,

■

11.12.20 – 2nd response to objector (all 4 objectors were sent this email)

Good afternoon all,

It was lovely to meet you all on site on Tuesday afternoon this week and chat through all your concerns re the Safer Routes to School footpath widening scheme for Banavie.

As promised we have taken your comments on board, spoken to our design team and as such have 2 drawings attached for you to look at.

Following all the discussion that has taken place with yourselves the situation we are in with the scheme now is as follows:

Drawing Rev 03 (first one attached)

This outlines the works the Council are able to undertake within the Roads boundary, without resident/landowner permission, and will be the version of the plan that would therefore be taken to committee for approval if we cannot achieve resident/landowner agreement.

Drawing Rev 04 (second attachment)

This drawing outlines what additional accommodation works we would be able to provide for residents, within the strict parameters of the funding criteria, should we get your resident and landowner permission for the overall scheme. If you provide this resident/landowner permission to Rev 04 we would let the contract on this basis and deliver these accommodation works as part of the job on site.

Again please note if agreement is not reached we would take Rev 03 to committee as we are unable to progress the accommodation works scheme as we wouldn't have resident/landowner permission.

I hope this all makes sense and reflects our discussion on site and if you are able to get back to me by **noon on Wednesday 16th** of next week that would be very much appreciated.

Have a nice weekend.

Kind regards,

11.09.19 – second email from objector

Hi ■

Still have to object to the proposed drawings/work for the safer way to school project at Banavie primary school.

1. In my opinion the pavement from the bridge to the main road (A830) is more dangerous for the kids to walk and this is the same width or narrower than the part you want to up grade.
2. The drawings still show the road being widened is taken more land than is needed, infact no land needs to be taken as there is alternative options!!.
3. The lower side of the pavement at my driveway doesn't need 6m square of new tar to upgrade the pavement unless you're upgrading my entrance for some reason! 🙄

4. I still think there is a bigger agenda behind this that needs to be getting explored before some person/persons are using a school grant to aid their profit.

Cheers

Objector 2

14.10.20 – 1st email from objector

Hello [REDACTED]

My main objection to the proposal is the volume of traffic on the road to the school and as I have said to Mark Smith on his previous visit to the site you plans will only increase the problem four fold, the problem is not the residents it's the school traffic!!!. [REDACTED] told us he was out observing the traffic in the area one morning and he could not believe the traffic on the road.

For me personally I have had cars park on my hill road blocking my [REDACTED] in [REDACTED], from taking my [REDACTED] and being late as [REDACTED] had to go and find the vehicle owners at Banavie school, also they use [REDACTED] road entrances to wait and let cars past again we cannot get out. On return when school finishes for the Day I have sat on the main Mallaig road and counted 27 cars pull out before any one thinks about letting you in to school road, also witnessing cars trying to overtake me on same road as I was sitting there trying to turn on to school road very dangerous, I have witnessed so many frightening things on this road in my [REDACTED] years as a [REDACTED] ie parents overtaking kids on bikes on single track road, parents mounting kerbs and pavements, attempting three point turns at road end, a parent reversing on to the pavement at road end and nearly wiping out 3 children only have other parents stop them just in time. The previous upgrade on Mallaig road has been an absolute disaster!!! and this is why you need to get this right. Why don't you use this time to study the road, by putting in a week long traffic counter on school road and also road safety department witnessing the volume of traffic from 08:30 to 9:15 and 14:30 to 15:30, this was done sometime ago about 18 years ago with frightening numbers of road users, I agree with the principle of widening pavement but this has to come with restrictions on the road use. The current system due to co-vid 19 means no cars are allowed down to the school has been a breath of fresh air for residents here and is a lot safer for everyone. Also I understand that the school parents are also very happy at this.

There are other options, the bus stop across the road has plenty of land for parking cars "drop off point" has this been looked at??

Finally to sum up there has to be a lot more THOUGHT, RESEARCH-AND PLANNING and to re-look at the A830 entrance as there will be an accident at some point here,

Thanks for your time

Regards

30.10.20 – 1st response to objector

Dear [REDACTED],

Many thanks for your email and for taking the time to look over the proposed Safer Routes to School improvements for Banavie Primary School.

To answer the concerns raised in your email below:

- As you can see the original proposals have been amended to take into cognisance the concerns residents expressed on site to the Highland Council local [REDACTED] and kerbing has now been added to the project proposal with the aim of alleviating the concerns raised with regards to parking on the side road accesses, blocking residents access and in particular improving the visibility of access/egress to/from the first driveway on the left when travelling south immediately over the bridge.
- I confirm that with regards to your concern re traffic levels on the school access road, the main way to tackle this is to encourage active travel on the school route and this will only happen if the safety of the pupils route on this access road is improved. Therefore one of the key aims when promoting this Safer Routes to School Scheme is, by way of making the route safer, to encourage active travel to and from Banavie Primary School and thus reduce vehicle usage on the school access road.
- The new proposal will see a 50 metre section of footpath widened from, in the main, 0.9m in width to a width ranging from 1.4m to 1.9m over its entire length. This will significantly

improve the safety for the pupils and public using this section of footpath as, if constructed, they will only have to negotiate the section of narrow 0.9m footpath (over the bridge) over a length of 20m or thereby as opposed to the current 70m of narrow footpath that they are currently having to negotiate.

- Increasing the width of the existing footpath only aids the ability to social distance on the footpath.
- As this proposal will see the new wider section of footpath over a 50m section it will significantly improve safety within the realms of what is practicably possible and achievable at present, any alterations/improvements to the pedestrian safety on the bridge is an incredibly significant project and thus a longer term aspiration to achieve. The opportunity is there at present, within the current financial year, to improve the 50m section highlighted.

We hope this outlines the reasons for the promotion of this Safer Routes to School project, you can see the benefits to the proposal and it alleviates the concerns you have raised. Should you still wish to pursue your objection, the next stage of this formal process is for your objection to be heard by the Elected Members at the Local Area Lochaber Committee Meeting which is due to be held in mid January 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

I would be grateful if you can confirm by 21st November if you wish to withdraw your objection or if you would like it to stand.

I look forward to hearing from you.

Regards,

06.12.20 - 2nd email from objector

Hello [REDACTED]

After talking to my [REDACTED] asking if they had heard anything about the road improvement, it has come to my attention this email went to my spam folder, I would still like to keep my objection in, sorry about this

Regards

16.12.20 – 3rd email from objector

Hi [REDACTED]

After looking at the amended drawings, I still feel this is being totally rushed through, I myself asked what the school were going to do to encourage people to give a bit of come and go on the road but have not heard anything so I don't think this has been communicated to the school, which I would understand as it's just been a week since your visit I feel this is very rushed, I know the council is on time and budget constraints but we have to live with the consequences. Also as you are well aware of people shouting going past give us our pavement is this what this is coming too???. We live in a quiet neighbourhood and my self and some of the neighbours did not take to kindly this. Has anyone checked to see if the council are aloud to take Croft ground?? which hasn't been decrofted, as well we think what the council are doing to [REDACTED] with his land is quite shocking. So I would want to keep our objection in place to this proposal on the grounds of what we wrote in our initial rejection letter,

Regards

Objector 3

15.10.20 – 1st email from objector

Dear [REDACTED],

RE: Project No. YCHLS 3031

We feel this project is totally un-necessary now that the traffic has been reduced to Banavie school. We will see if that continues during severe weather. We think any money would be better spent on providing better drop off/pick up areas on the A830.

A re-positioning of the bus stop on the west carriageway to opposite the bus stop on the east carriageway. This would help bus users from Badabrie and Tomonie east. This would free up space in the old bus stop for drop off / pick up. At present cars are parked illegally in both bus stops and as a bus user its not right to get off the bus on the road and walk through parked cars to access the pavement. An additional drop off / pick up point should be built on the eastbound carriageway of the A830 as there is plenty of grass verge available to use.

In relation to the drawing provided we would like to make the following points.

- 1- The proposed plan does not show the gradient of the road extension at the end of the Levenvale /Chevalier Cottage driveway. If this is flat, it would mean a steeper approach up to the new tarred area from both driveways. Maybe a further 3m of tarred area into both driveways would alleviate the problem.
- 2- The extension of the kerb at the corner going into Chevalier Cottage is un-necessary. It would force vehicles to and from Chevalier Cottage to swing into the end of [REDACTED] to take an even sharper corner. It would also cause erosion to [REDACTED] driveway. As a local contractor [REDACTED] would have difficulty accessing/leaving the road if he had a trailer on his van.
- 3- There is no provision for drainage from water coming of the proposed extension of the road on to our driveways.
- 4- Most importantly the sighting from the end of [REDACTED] would be further impaired. [REDACTED] further back on [REDACTED] driveways and it would be impossible to see any traffic coming over the bridge, especially young cyclists. I invite you to come with your car to see and try for yourself the added dangers that are being created by this project.

Regardless of the width of the pavement from the school you can never eliminate the "bottleneck" from the bridge to the A830.

We are extremely disappointed that you can take land from [REDACTED] without any recompense.

When all the new campuses were built in Lochaber and the parents of Banavie school fought to keep it open, they were aware of the limited access. In hindsight they should have relocated to a custom built new school with proper access. They can live with the consequences of that decision.

Until the problems are resolved on the A830 this project should be shelved and revisited at a later date.

Yours sincerely

30.10.20 – 1st response to objector

Dear [REDACTED],

Many thanks for your email and for taking the time to look over the proposed Safer Routes to School improvements for Banavie Primary School.

I confirm that any improvements to the Trunk Road is out with the realms of responsibility for the Highland Council and therefore out with the scope of this proposed project. The trunk roads are the responsibility of BEAR Scotland and I can however confirm that I have passed your ideas onto them.

To answer the concerns raised in your letter re this specific project:

1. The vertical profile of the road/driveways will not change as a result of extending the tar as shown so there will be no change to the gradient on exiting the driveways. In addition to this the area of surfacing proposed is a proportionate amount in relation to the amendments being made however we are happy for the additional of a further 3m being added to this to be discussed with our [REDACTED] on site.
2. As you can see the original proposals have been amended to take into cognisance the concerns residents expressed on site to the Highland Council [REDACTED] and the kerbing has now been added to the project proposal with the aim of alleviating

the concerns raised with regards to parking on the side road accesses, blocking residents access and in particular improving the visibility of access/egress to/from the first driveway on the left when travelling south immediately over the bridge (Chevalier Cottage driveway). We do not anticipate an issue accessing and egressing this driveway to Chevalier Cottage but to alleviate your concern regarding erosion we can bring the tar line further back towards your property as per point 1 above.

3. Drainage – Due to the vertical profile of the road not changing there should be no change to the flow of water around this area.
4. The new road line will be around half a metre further back towards property, as you have correctly observed this will have a minor impact on visibility from your driveway. Due to the low vehicle speeds and low traffic volumes this reduced visibility is not considered to be a concern. Our [REDACTED] has indicated that [REDACTED] is happy to come out and discuss this with you on site and will be in touch with you around mid November to arrange the site visit.

With regards to your comments re traffic levels on the school access road, the main way to sustain the current reduction in this is to encourage active travel on the school route and this will only happen if the safety of the pupils route on this access road is improved. Therefore one of the key aims when promoting this Safer Routes to School Scheme is, by way of making the route safer, to encourage active travel to and from Banavie Primary School and thus reduce vehicle usage on the school access road.

The new proposal will see a 50 metre section of footpath widened from, in the main, 0.9m in width to a width ranging from 1.4m to 1.9m over its entire length. This will significantly improve the safety for the pupils and public using this section of footpath as, if constructed, they will only have to negotiate the section of narrow 0.9m footpath (over the bridge) over a length of 20m or thereby as opposed to the current 70m of narrow footpath that they are currently having to negotiate.

As this proposals will see the new wider section of footpath over a 50m section it will significantly improve safety within the realms of what is practicably possible and achievable at present, any alterations/improvements to the pedestrian safety on the bridge is an incredibly significant project and thus a longer term aspiration to achieve. The opportunity is there at present, within the current financial year, to improve the 50m section highlighted.

We hope this outlines the reasons for the promotion of this Safer Routes to School project, you can see the benefits to the proposal and it alleviates the concerns you have raised. Should you still wish to pursue your objection, the next stage of this formal process is for your objection to be heard by the Elected Members at the Local Area Lochaber Committee Meeting which will be scheduled to be held mid January 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

I would be grateful if you can confirm, following your site meeting with [REDACTED], if you wish to withdraw your objection or if you wish it to stand.

I look forward to hearing from you.

Regards,

11.12.20 – 2nd email from objector

Hi [REDACTED],

Thanks for the updated drawings which we will look at closer.

I see you've put a closing date of 16/12/20 for a reply which will be fine IF you can furnish us with the estimated time it will take to do the works and what sort of guarantee is there that we can access our driveway during the works which I have previously asked for. Also when would the work take place if all objections were removed.

Another thing we forgot to ask is the tree being removed that is on the left hand side of the road on the way down to the school after [REDACTED] entrance.

Thanks

13.12.20 – 2nd response to objector

Hi there,

Many thanks for your quick response.

To answer a couple of the questions you have asked the duration of the works on site is estimated to be around 2 weeks as there is a substantial amount of kerbing works involved which will take a bit of time to complete. Firmer timescales for the works duration will be provided once the tender process has been undertaken and a contractor appointed. The tree will not be removed as part of the works. [REDACTED] is better placed to answer your other couple of questions.

[REDACTED] – I'd be grateful if you can provide Mr Wegner with info. re access/egress to his property whilst the work is ongoing. Can you also provide an idea of when the works could be undertaken if the objections were removed this week?

Many thanks,

16.12.20 – 3rd email from objector

Good morning [REDACTED],

First of all let me thank Highland Council for consulting us about the proposed works at the [REDACTED]. At least you have had the decency to consult us more than Banavie school, parent council or Kilmallie community council or anyone else who is supporting this project. They all think they can just "steamroll" over the residents it affects. As you seen on your visit the abuse towards us from parents is a disgrace and no example to children who were with them.

We will not be withdrawing our objections to the proposed works.

Since the traffic volume has been reduced there is a much less risk to anyone using the existing pavement. They have been using it for decades with to my knowledge not resulted in any accidents or near misses. I am sure you can forward any reports you may have received if I am wrong.

The money would be better spent on another project where there is a serious risk or as previously stated around the bottleneck at the junction. Money could be returned to the cash strapped Highland Council at this time rather than wasted on an unnecessary vanity project.

Using both [REDACTED] driveways as a passing place for vehicles is only going to encourage more traffic.

There is a major problem from the bridge to the A830 which I have previously highlighted.

We will not be influenced by your statement of sending Rev 03 instead of the Rev 04.

Finally I see planning permission has just been given for a new house at the bottom of the road which I find strange if this road is so dangerous for pedestrians. Is it an agenda for more houses being built as rumoured.

Regards

Outstanding Objector 3

15.10.20 – 1st email from objector

Dear [REDACTED]

We are still not happy with the plans. I did phone [REDACTED] and left a message to meet, but got no reply. We would like clarification on where the bollards are going, though we don't see what effect this will achieve, as I think the cars will still go up on our verge. [REDACTED] had big boulders there before and it did not work!

We would also like someone to come out and mark out the exact area, with the residents there to see.

Since the cars have been stopped going down to the school due to Covid, the volume of traffic has decreased significantly. The school states that the children are ment to be dropped off at the top of the road, so I don't see why this system should be stopped as it seems to be working.

I think the money would be better spent looking at the main road, to making a drop off point. It seems to be working well so far using the bus stops.

If this was to go ahead, we would want a fence around [REDACTED] stop cars going up on the verge. Also the [REDACTED] would be required to be tarred to stop the pot hole that is there due to the cars coming into [REDACTED], [REDACTED]! Also a no parking sign.

Regards

30.10.20 – 1st response to objector

Dear [REDACTED],

Many thanks for your email and for taking the time to look over the proposed Safer Routes to School improvements for Banavie Primary School.

To answer the concerns raised in your email below:

- As you can see the original proposals have been amended to take into cognisance the concerns residents expressed on site to the Highland Council local [REDACTED] and kerbing has now been added to the project proposal with the aim of alleviating the concerns raised with regards to parking on the side road accesses, blocking residents access and in particular improving the visibility of access/egress to/from the first access road on the left when travelling south immediately over the bridge.
- I confirm that with regards to your concern re traffic levels on the school access road, the main way to tackle this is to encourage active travel on the school route and this will only happen if the safety of the pupils route on this access road is improved. Therefore one of the key aims when promoting this Safer Routes to School Scheme is, by way of making the route safer, to encourage active travel to and from Banavie Primary School and thus reduce vehicle usage on the school access road.
- I confirm that this is a separate project to the one the School are currently promoting in terms of vehicles accessing the school. Our team are not involved in this, however this scheme can, we feel only seek to improve the active travel route for pupils up to the main road.
- The new proposal will see a 50 metre section of footpath widened from, in the main, 0.9m in width to a width ranging from 1.4m to 1.9m over its entire length. This will significantly improve the safety for the pupils and public using this section of footpath as, if constructed, they will only have to negotiate the section of narrow 0.9m footpath (over the bridge) over a length of 20m or thereby as opposed to the current 70m of narrow footpath that they are currently having to negotiate.
- Increasing the width of the existing footpath only aids the ability to social distance on the footpath.
- As this proposals will see the new wider section of footpath over a 50m section it will significantly improve safety within the realms of what is practicably possible and achievable at present, any alterations/improvements to the pedestrian safety on the bridge is an incredibly significant project and thus a longer term aspiration to achieve. The opportunity is there at present, within the current financial year, to improve the 50m section highlighted.
- [REDACTED] our local [REDACTED] is happy to come out on site to discuss your specific concerns re the bollards, surfacing, signage and indicate the extents of the new proposed footpath. [REDACTED] will also discuss your query re the fence with you again. [REDACTED] will be available from mid November and will contact you directly to arrange a site visit.

We hope this outlines the reasons for the promotion of this Safer Routes to School project, you can see the benefits to the proposal and, following your site meeting with [REDACTED] your concerns will be alleviated.

As this is a formal consultation process, should you still wish to pursue your objection, the next stage of this process is for your objection to be heard by the Elected Members at the Local Area Lochaber Committee Meeting which will be scheduled to be held in mid January 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

I would be grateful if you can confirm, following your site meeting with [REDACTED], if you wish to withdraw your objection or if you wish it to stand.

I look forward to hearing from you.

Regards,

03.12.20 – Objector emailed plan highlighting request to tar their driveway.

04.12.20 – response to Objectors request of 03.12.20

Good afternoon [REDACTED],

Many thanks for taking the time to have a look at this and mark the plan up.

As this project, if it goes ahead, will be funded via the Scottish Government Safer Routes to School grant funding we are very closely monitored and scrutinised as to what the budget is spent on. The strict criteria dictates that the budget is used directly to make safety improvements on children's routes to school and it covers the entire Highland Council area. For this reason the grant precludes us from tarring personal driveways.

We would however like to come down and meet with you on site to personally to have a look at the concerns you have raised and see if we are able to tar a bit more into the side road for you.

We can come down from Inverness to see you on Tuesday 8th or Wednesday 9th December next week if that would work for you?

I look forward to hearing from you.

Kind regards,

15.12.20 – Objectors final email

Good evening [REDACTED],

After getting legal advice on Friday, my lawyer has asked what compensation I am getting for [REDACTED]. He has advised me not go to agree to anything.

Regards