

Agenda Item	5
Report No	DSA/002/21

HIGHLAND COUNCIL

Committee: Dingwall and Seaforth Area Committee

Date: 16 August 2021

Report Title: Dingwall 20 mph speed limit and associated traffic calming

Report By: Executive Chief Officer Infrastructure, Environment and Economy

1. Purpose/Executive Summary

- 1.1 This report invites Members to approve the draft Road Traffic Regulation Order 'The Highland Council (Dingwall) (20 mph Speed Limit) Order 2021' to which there has been 2 unresolved objections.
- 1.2 Members are also invited to approve the construction of the associated traffic calming proposed to support the implementation of the Road Traffic Regulation Order.

2. Recommendations

- 2.1 Members are asked to:
 - i. note the background to the proposed 20 mph speed limit order and associated traffic calming for Dingwall and the representations received;
 - ii. approve the making of the Road Traffic Regulation Order;
 - iii. approve the construction of the associated traffic calming; and
 - iv. note the intention to carry out after speed counts to determine effectiveness of the new reduced speed limit.

3. Implications

- 3.1 **Resource** – These proposals are being joint funded with 100% of the design funding from Sustrans Places for Everyone Fund. Construction is being funded through a mixture of Sustrans Places for Everyone, Sustrans Spaces for People and Highland Council. The funding will be split 70% Sustrans combined and 30% Highland Council.
- 3.2 **Legal** - Formal speed limits require to be supported by a Road Traffic Regulation Order. This report sets out the representations received and is seeking approval to make the RTRO.

The construction of traffic calming requires statutory consultation under the Roads (Scotland) Act 1984 with details in The Road Humps (Scotland) Regulations 1998. This report sets out the representations received and is seeking approval to construct the traffic calming.

- 3.3 **Community (Equality, Poverty and Rural)** – Lower vehicle speeds aim to reduce the risks for vulnerable road users and increase active travel choices.
- 3.4 **Climate Change / Carbon Clever** – Reduced vehicle speeds have the aim of increasing active travel choices and thus reducing the number of vehicles, on the roads.
- 3.5 **Risk** – There is an identified risk to funding due to the funding criteria for Sustrans Places for Everyone, 20 mph speed limits being funded require the limit to include traffic calming.
- 3.6 **Gaelic** - There are no Gaelic implications.

4. Background

- 4.1 As part of the Council's strategy to introduce 20 mph speed limits as a measure to improve road safety, and provide an environment to encourage walking and cycling, plans were drawn up to introduce a 20 mph speed limit on various residential streets in Dingwall. Members welcomed the proposals and approved the extents of the proposed Dingwall Road Traffic Regulation Order (RTRO).
- 4.2 As part of the Highland Council response to COVID 19 a funding application was made to Sustrans Spaces for People to install the 20 mph speed limit and temporary traffic calming utilising a Temporary Traffic Regulation Order (TTRO). This application was successful, and the scheme was installed in July 2019 and the TTRO has a duration of 18 months.
- 4.3 When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20 mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming.
- 4.4 During the design process speed surveys were carried out in several locations in Dingwall and as a result of the mean average speeds being recorded above 24 mph traffic calming was designed for Back Road, which consists of a build out and uncontrolled pedestrian crossing point **Appendix 1** and speed cushions on Burn Place **Appendix 2**. A raised table uncontrolled pedestrian crossing point on Old Evanton Road **Appendix 3** was also designed outside the 20 mph limit to aid those crossing in the region of the shop and bus stops.
- 4.5 As of July 2021, there were 12 outstanding objections to the proposed speed cushions on Burn Place and 3 representations in support in agreement with the speed cushions on Burn Place. Two of the objectors are also objecting to the traffic calming on Back Road and Old Evanton Road.

There are also 2 outstanding objections to the 20 mph RTRO, 1 is objecting to the reduced speed limit on Burn Place the second is objecting to the RTRO on all but residential streets.

5. Finance

5.1 Funding for the implementation of the scheme is coming from three sources:-

- Sustrans, Spaces for People, funding allocated to assist with the construction costs of making permanent the temporary speed limit that was installed.
- Sustrans, Places for Everyone, this funding has covered 100% of the design costs and will also be utilised in construction.
- The Highland Council

By utilising the available Sustrans funding, the Highland Council will be liable for around 30% of the construction costs.

5.2 The estimated cost of construction of the scheme as consulted on would be in the region of £125,000.

6. Consultation

6.1 A draft RTRO entitled “The Highland Council (Dingwall) (20 mph Speed Limit) Order 2021” was prepared. Details of the draft RTRO are contained in **Appendix 4** Plan showing the area of the proposed 20 mph speed limit and **Appendix 5** Schedule of roads.

6.2 Prior to statutory consultation taking place residents in the area affected by the speed cushions and current temporary traffic island on Burn Place were consulted on design options. This consultation was restricted due to COVID 19 lockdown and took the form of a letter being sent with design options in February of 2021. This letter offered an online consultation event on 18 February 2021 as well as a direct telephone number to the team and an address for correspondence for those who with no internet access.

As a result of the letter 7 residents chose to engage with this early design consultation and 6 of those preferred the speed cushions over a traffic island. The seventh resident who chose to engage was not in favour of any traffic calming.

6.3 Statutory consultation begun with the Emergency Services, Community Council, Freight Transport Association, Road Haulage Association Highland Cycle Campaign and Bus Companies.

6.4 The residents along Burn Place who were sent design consultation letters were also sent the final design inviting them to make representation, these letters were sent on 24 May 2021. This was done to ensure they were fully aware of the start of statutory consultation.

6.5 The proposal was advertised in the local press in June with a 19 July 2021 deadline for representations.

6.6 Highland Council staff from the Road Safety Team held a public consultation drop-in session to answer questions from the general public on the proposals at a session held from 1 pm – 3 pm and 4:30 pm – 6:30 pm on Thursday the 24 June 2021 in the small sports hall of Dingwall Leisure Centre.

7. Representations

7.1 The Highland Council has received 5 representation in favour of replacing the traffic island on Burn Place with speed cushions. These include 3 residents, Police Scotland and Scottish Fire and Rescue Service.

7.2 Thirteen objections have been received during the public consultation one of which is no longer relevant as the traffic calming feature being objected to was removed before launching the full public consultation. The remaining objections break down as follows:-

- 12 objections to the speed cushions on Burn Place;
- 2 objections to the build out and uncontrolled pedestrian crossing on Back Road;
- 2 objections to the raised table, uncontrolled pedestrian crossing on Old Evanton Road;
- 1 objection to the 20 mph speed limit on Burn Place, Mill St and Strathpeffer Road; and
- 1 objection to the 20 mph speed limit on any road that isn't a residential area.

7.3 A summary of the grounds for objection contained within these objections are as follows:-

Burn Place speed cushions

Increase of vibrations within adjacent properties, increased risk of flooding, location directly outside a property, increase in vehicle noise and emissions, loss of parking, congestion and cost.

Back Road build out

Build out is dangerous, visibility, raised table would be a better option.

Raised table Old Evanton Road

Do not agree with the relocation of the bus stop on safety grounds.

7.4 A summary of the representations and officer comments is set out in the table at **Appendix 6**. Copies of the representations and communications are provided at **Appendix 7**.

7.5 In view of the desire to make progress with making permanent the 20 mph limit and the associated traffic calming in Dingwall. This report is being brought to Committee to seek approval for the making of the Road Traffic Regulation Order and to construct the associated traffic calming on Burn Place, Back Road and Old Evanton Road

8. Reasoning

8.1 Back Road

The reasons Back Road has been included in the 20 mph limit and includes a road narrowing and uncontrolled pedestrian crossing location are:-

- This section forms part of a key active travel route for residents living on the north west of Back Road;
- Maggie's wood is also popular with recreational walkers. Seventy-two pedestrians were recorded using the area around the traffic calming feature over a 12-hour period on the 29 October 2019. This number is likely to be higher during the summer months;
- Back Road is a wide, fast road which is a significant barrier to active travel users; and
- A build out as proposed almost halves the time a vulnerable user is on the carriage way while crossing the road in this location.

The speed surveys carried out as a monitoring exercise for the implementation of the temporary Traffic Regulation Order have shown that the current island has reduced the mean average speed by 9 mph downhill and 4 mph uphill. This level of reduction is a significant benefit to active travel users and significantly reduces the likelihood of a serious injury in the event of a road traffic collision.

8.2 Old Evanton Road

The reasons a raised table, uncontrolled pedestrian crossing and relocation of the bus stop onto the carriage way was proposed in this location are:-

- Pedestrian crossing counts show around 150 pedestrians using this location to cross the road at peak times. Mostly these are school pupils accessing school or the local amenities during break times;
- The raised table provides an element of traffic calming reducing vehicle speeds giving more time for pedestrians to cross the road;
- Removing the bus stop allows the pedestrian movements to be focused on the raised table to make it clearer to motorists where people are crossing; and
- Reducing the road width to 2 lanes and no bus stop reduces the time pedestrians are spending in the carriage way and reduces risk.

8.3 Burn Place

The reasons road humps were proposed in this location are:

- The mean average speeds recorded on Burn Place over a 7-day period were 27 mph Eastbound and 25.4 mph Westbound. These speeds are above the 24 mph threshold to allow 20 mph limits to be installed without traffic calming as per the guidance in section 4.3 of this report;
- Speed cushions allow an even flow of traffic removing the congestion being caused by the current traffic island; and
- Two sets of speed cushions should mean drivers are able to maintain an even 20 mph throughout the route without considerable breaking, acceleration or idling in the street.

8.4 **20 mph Speed Limit**

The reasons the 20 mph speed limits are being proposed are:-

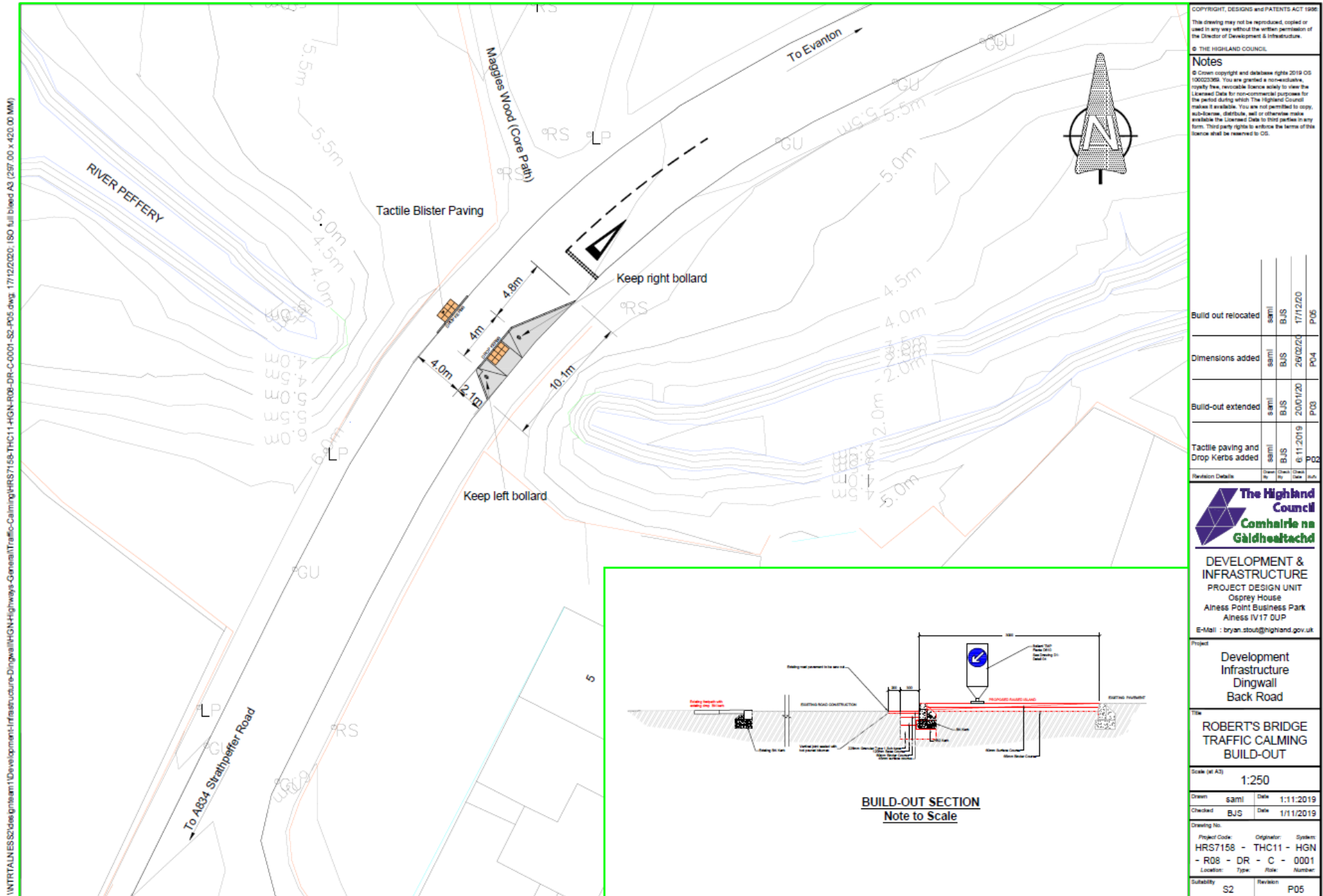
- 20 mph limits have community benefits and encourage healthier and more sustainable transport choices such as walking and cycling;
- Benefits to casualty reduction and severity; and
- Improves the safety of school children who are susceptible to visual looming.

Designation: Executive Chief Officer Infrastructure, Environment and Economy

Date: 30 July 2021

Author: Lisa MacKellaich, Road Safety Officer

Appendix 1 – Build Out and Uncontrolled Pedestrian Crossing Point, Back Road



I:\WTR\ALNESS\design\sa11\Development\Infrastructure\Original\HGN\Highways-GeneralTraffic-Calm\HRST158-THC11-HGN-R08-DR-C-0001-S2-POS.dwg, 17/12/2020, ISO full bleed A3 (297.00 x 420.00 MM)

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Revision	Details	Drawn By	Checked By	Date	Author
P05	Build out relocated	sami	BJS	17/11/2020	P05
P04	Dimensions added	sami	BJS	26/02/20	P04
P03	Build-out extended	sami	BJS	20/01/20	P03
P02	Tactile paving and Drop Kerbs added	sami	BJS	6/11/2019	P02



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PROJECT DESIGN UNIT
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Project
Development Infrastructure Dingwall Back Road

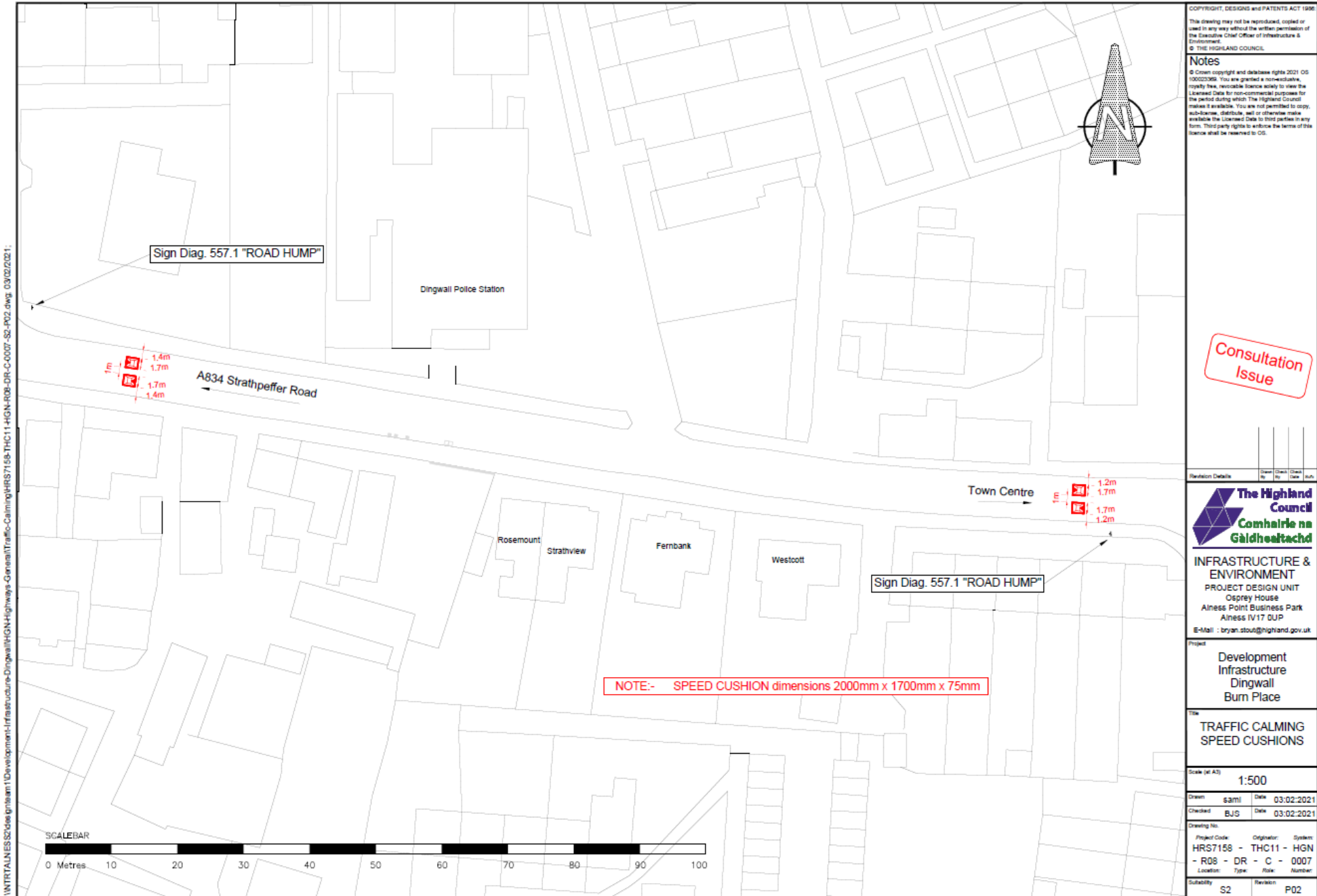
Title
ROBERT'S BRIDGE TRAFFIC CALMING BUILD-OUT

Scale (at A3)
1:250

Drawn	sami	Date	1:11:2019
Checked	BJS	Date	1/11/2019
Project Code	Originator	System	
HRST158 - THC11 - HGN			
- R08 - DR - C - 0001			
Location	Type	Role	Number
Subsidiary	Revision		
S2	P05		

BUILD-OUT SECTION
Note to Scale

Appendix 2 – Speed Cushions, Burn Place



I:\WTR\ALNES\DESIGN\TEAM1\Development-Infrastructure-Dingwall\HGN\Highways-General\Traffic-Calm\HRS7158-THC11-HGN-R08-DR-C-0007-S2-P02.dwg 03/02/2021

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Consultation Issue

Revision Details	Drawn By	Checked By	Drawn Date	Check Date	Auth

The Highland Council
Comhairle na Gàidhealtachd

INFRASTRUCTURE & ENVIRONMENT
 PROJECT DESIGN UNIT
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 E-Mail : bryan.stout@highland.gov.uk

Project
 Development Infrastructure
 Dingwall
 Burn Place

Title
**TRAFFIC CALMING
 SPEED CUSHIONS**

Scale (at A3)
1:500

Drawn: sami Date: 03/02/2021
 Checked: BJS Date: 03/02/2021

Drawing No.	Project Code	Originator	System
	HRS7158 -	THC11 -	HGN
	- R08 -	DR -	C -
			0007
Location	Type	Risk	Number
Subality	S2	Revision	P02

Appendix 3 – Raised Table and Uncontrolled Pedestrian Crossing Point, Old Evanton Road



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Barrier relocated from roadside to footpath & tactile paving added	AKM	BJS	14/06/21	P05
Dimensions added.	saml	BJS	26/02/20	P04
North Barrier removed	saml	BJS	23/01/20	P03
Tactile Paving, Kerbing and Barrier added	saml	BJS	12/11/19	P02

Revision Details

Drawn By	Checked By	Drawn Date	Checked Date
saml	BJS	1/11/2019	1/11/2019

The Highland Council
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Project
 Development Infrastructure
 Dingwall
 Old Evanton Road

Title
 TRAFFIC CALMING
 RAISED TABLE

Scale (at A3)
 1:250

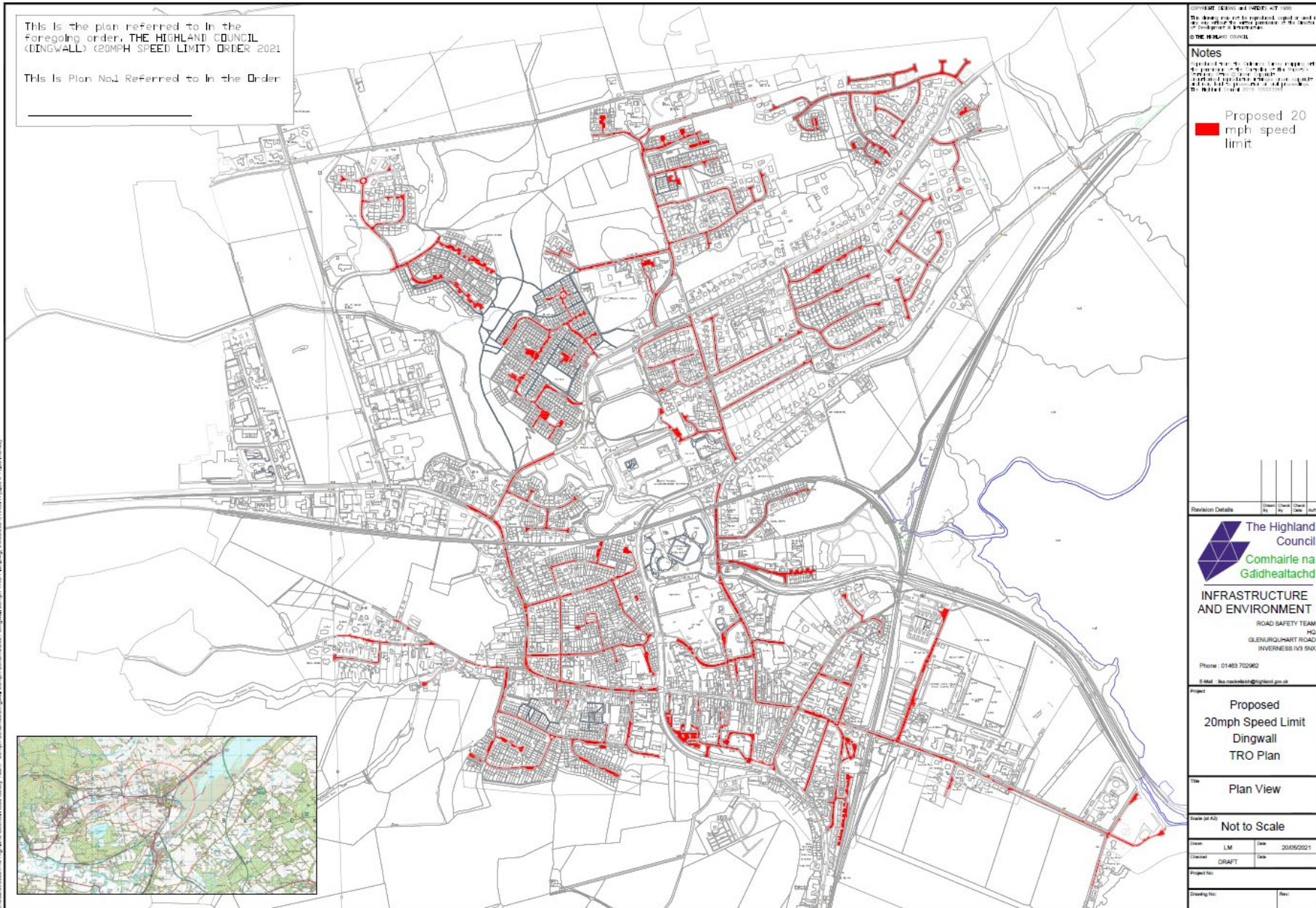
Drawn	saml	Date	1:11:2019
Checked	BJS	Date	1/11/2019

Drawing No.
 Project Code: HRS7158 - THC11 - HGN
 - R08 - DR - C - 0003
 Location: Type: Role: Number:

Subsidiary	Revision
S2	P05

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Appendix 4 – Plan showing the area of the proposed 20mph speed limit, Dingwall



Appendix 5 – Schedule of Roads

Route U4440 – Academy Crescent

For its entire length

Route U4495 – Academy Park

For its entire length

Route U4481 - Achany road

for its entire length

Route U4444 – Back Road

From its junction with A834 Bridgend Avenue north eastwards for a distance of 152 metres or thereby

Route U4500 – Balnabeen Drive

For its entire length

Route U4498 – Bayne Drive

For its entire length

Route U4463 - Blackwells street

For its entire length

Route U4444 – Bridgend Avenue

For its entire length

Route U4446 – Bruce Avenue

For its entire length

Route U5295 – Bruce Court

For its entire length

Route A834 – Burn Place

For its entire length

Route U4450 – Burns Crescent

For its entire length

Route U4472 - Caberfeidh Avenue

For its entire length

Route U4478 – Castle Street

For its entire length

Route U4523 – Castlehill Road

For its entire length

Route U4520 – Church Street

For its entire length

Route U4436 – Churchill Drive

For its entire length

Route U4467 – Cluny Road

For its entire length

Route C1214 – Craig Road

For its entire length

Route U5486 – Craig Wood Street

For its entire length

Route U4442 – Davidson Drive

For its entire length

Route U4449 – Deas Avenue

For its entire length

Route U4458 – Dewar Square

For its entire length

Route U4496 – Drumdyre Road

For its entire length

Route U4482 - Ferry Road

For its entire length

Route U4455 – Fingal Road

For its entire length

Route U4344 – Firth View

For its entire length

Route U4489 – George Street

For its entire length

Route U4457 – Gladstone Avenue

For its entire length

Route U4460 – Grant Street

For its entire length

Route C1214 – High Street

For its entire length

Route C1215 – Hill Street

From its junction with High Street C1214/ Castle Street U4788 southwards for a distance of 140 metres or thereby

Route U4483 – Jubilee Park Road
For its entire length

Route U4438 – Kinnairdie Avenue
For its entire length

Route U4435 – Kintail Place
For its entire length

Route U4437 – Logan Drive
For its entire length

Route U4469 – Macdonald Road
For its entire length

Route U4501 – Macintyre Place
For its entire length

Route U4470 - Macrae Crescent
For its entire length

Route U4466 – Macrae Grove
For its entire length

Route C1216 – Mart road
For its entire length

Route U4461 – Meiklefield Road
For its entire length

Route U4453 – Millcraig Road
For its entire length

Route A834 – Mill Street
For its entire length

Route U4522 – Mountrich Place
For its entire length

Route U4448 – Munro Place
For its entire length

Route U4477 – Old River Road
For its entire length

Route U4456 – Peffery Road
For its entire length

Route U5140 – Ross Place
For its entire length

Route U5297 – Scott Crescent
For its entire length

Route U4451 – Simpson Place
For its entire length

Route U4452 – Slaughter House Road
For its entire length

Route U4536 – St Andrews Road
For its entire length

Route U4480 - St James Street
For its entire length

Route C1214 - Station Road
From its junction with high street C1214 southwards for a distance of 267 metres or thereby

Route A834 – Strathpeffer Road
From its junction with Bridgend Avenue A834 north-westwards for a distance of 100 metres or thereby

Route U5296 – Telford Gardens
For its entire length

Route C1213 Tulloch Avenue
For its entire length

Route U4491 – Tulloch Castle Drive
For its entire length

Route U4491 – Tulloch Square
For its entire length

Route C1214 – Tulloch Street
For its entire length

Route U4511 – Urquhart Road
For its entire length

Route U4447 – West Drive
For its entire length

Route U4439 – Woodlands Road
For its entire length

Route U4464 – Knockbain Road
For its entire length

Route U4464 – Upper Knockbain Road
For its entire length

Route U5212 – Ledvargid
For its entire length

Route U4484 – Harbour Road

For its entire length

Route U4492 - Tulloch Wood Distributor Road

Starting 13 metres or thereby southeast of its junction with Neil Gunn Road continuing in a north-easterly direction for 164 metres or thereby

Route U5093 - Millbank Road

For its entire length

Route U4493 - Chestnut Road

For its entire length

Route U4524 - Neil Gunn Road

For its entire length

Route U4524 - Neil Gunn Place

For its entire length

Route U4528 - Ross Wynd

For its entire length

Route U4525 - Macleod Place

For its entire length

Appendix 6 – Table of Representations and Officer Comments

Representor	Date Received	Summary	Officer Comment
Supporter 1	28 th May 21	Supports the change to speed cushions on Burn Place	Welcome support. No further action required.
Supporter 2	31 st May 21	Supports the change to speed cushions on Burn Place	Welcome support. No further action required.
Supporter 3	26 th May 21	Supports the change to speed cushions on Burn Place	Welcome support. No further action required.
Objector 1	25 th June 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Reduction of on street parking • Increased emissions and noise pollution • Obstruction to emergency services • Increased flooding risk 	<p>Response letter sent 29th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise, emissions and vibration as possible. Available on street parking will not be reduced due to the installation of road humps.</p>
Objector 2	6 th July 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Terrible hazard • Noise for residents 	<p>Response email sent 7th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and emissions as possible.</p>
Objector 3	6 th July 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Increased emissions and noise pollution 	<p>Response email sent 7th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p>

			Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and emissions as possible.
Objector 4	6 th July 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Increased emissions and noise pollution 	<p>Response email sent 7th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and emissions as possible.</p>
Objector 5	19 th June 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Reduction of on street parking • Increased emissions and noise pollution • Excess vibrations 	<p>Response email sent 7th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and vibration as possible.</p>
Objector 6	3 rd June 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Reduced traffic flow, • Traffic volume 	<p>Response email sent 7th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>Explanation was also provided highlighting that speed cushions will not hamper traffic flow in the same way as a priority give way but continue to reduce vehicle speeds in a more even manner.</p>
Objector 7 (No longer relevant as feature removed)	7 th June 21	<p>Objection to raised table Mill Street, Millcraig Road junction on the following grounds:</p> <ul style="list-style-type: none"> • Reduced traffic flow, • Reduced parking 	<p>Letter sent on 13th July 21 to notify objector 7 that the traffic calming on this location has been removed.</p>

Objector 8	20 th June 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Increased emissions and noise pollution • Excess vibrations 	<p>Response email sent 7th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds. Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and vibration as possible.</p>
Objector 9	9 th July 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Reduction of on street parking • Increased emissions and noise pollution 	<p>Response email sent 12th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds. Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and emissions as possible.</p>
Objector 10	12 th July 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Idiotic • Waste of money 	<p>Response email sent 27th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds. Explanation was also provided for the funding sources for the project.</p>
Objector 11	18 th July 21	<p>Objection to all traffic calming proposed on the following grounds:</p> <ul style="list-style-type: none"> • Build outs are dangerous • Road humps are a hazard <p>Objecting to the 20mph limit on non-residential streets.</p>	<p>Response email sent 27th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>The design choices for both Back Road and Old Evanton Road were also detailed to highlight the improvements for pedestrians and active travel users were prioritised over motor transport as detailed in the National Transport Strategy.</p>

			The intention to carry out Road Safety Audits was explained and that all the traffic calming features are of a recognised design and have been designed to current standards.
Objector 12	19 th July 21	<p>Objection to road humps Burn Place on the following grounds:</p> <ul style="list-style-type: none"> • Increased emissions 	<p>Response email sent 27th July 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds. Explanation was also provided for the design of the speed cushions to try and ensure an even speed and as minimal an impact on noise and emissions as possible.</p>
Objector 13 Community Council	1 st June 21	<p>Objection to all traffic calming proposed on the following grounds:</p> <ul style="list-style-type: none"> • Increased emissions and noise pollution • Excess vibrations • Poor visibility • Bus stop relocation unsafe • West cushions on Burn place may hamper exit from Blackwell Street 	<p>Response email sent 11th June 21 replying to the points raised within their objection. They were provided with the rationale behind the design of the 20mph speed limit and the requirement for traffic calming due to higher than desired mean average speeds.</p> <p>Explanation was also provided for the design of the speed cushions on back road to try and ensure an even speed and as minimal an impact on noise and emissions as possible.</p> <p>The design choices for both Back Road and Old Evanton Road were also detailed to highlight the improvements for pedestrians and active travel users were prioritised over motor transport as detailed in the National Transport Strategy.</p>

Appendix 7 – Copies of Correspondence

Supporter 1

Dear [REDACTED]

Thank you very much for taking the time to respond, it is much appreciated.

Regards,
Ross Bartlett

Technician
Road Safety Team
Infrastructure and Environment
The Highland Council
Glenurquhart Road
Inverness
IV3 5NX
www.highland.gov.uk/roadsafety

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

From: [REDACTED]
Sent: 28 May 2021 22:33
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Proposed traffic calming at Burn place

Dear Ross
We have looked at the drawings for the new traffic calming and we have no issues at all.
Kindest regards [REDACTED] Dingwall

Sent from my iPhone

Supporter 2

From: Road Safety
Sent: 01 June 2021 09:59
To: [REDACTED]
Subject: RE: Traffic calming, Burn place, Dingwall

Dear [REDACTED]

Thank you for taking the time to get back to me it is much appreciated.

Regards Ross

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

From: [REDACTED]
Sent: 31 May 2021 20:10
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Traffic calming, Burn place, Dingwall

Ross

Thank you for the letter and plan re: Traffic calming Burn place Dingwall.

This road and extremely busy and we have noticed a race from the South traffic to try and get through first, but over the piece it does works, at times queues go round traffic lights corner dependant on volume coming into town.

The new proposals should see an improvement where the queues will be moving constantly, hopefully they will adhere to the speed limit.

Thanks for info

[REDACTED]

Supporter 3

Ross Bartlett (Policy and Programme Management)

From: Road Safety
Sent: 26 May 2021 13:09
To: [REDACTED]
Subject: RE: Proposed Traffic Calming, Burn Place, Dingwall

Dear [REDACTED]

Your response has been noted and thank you for taking the time to respond it is much appreciated.

Regards,
Ross Bartlett

Technician
Road Safety Team
Infrastructure and Environment
The Highland Council
Glenurquhart Road
Inverness
IV3 5NX
www.highland.gov.uk/roadsafety

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

From: [REDACTED]
Sent: 26 May 2021 10:00
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Proposed Traffic Calming, Burn Place, Dingwall

FAO Ross Bartlett

Dear Mr Bartlett,

Thank you for your letter dated 24th May regarding the proposed traffic calming measures for Burn Place in Dingwall. Having lived with the traffic island that is currently in place on the road for about a year, both myself and my wife are very pleased to see that the proposal is to remove this island and replace it with road humps.

We are also in favour of the 20mph speed limit on Burn Place. Since lockdown restrictions have eased there has been a marked increase in traffic on the road and not just around peak times. Removal of the traffic island would definitely assist in stopping the back up of traffic heading out the Strathpeffer Road.

Yours Sincerely

[REDACTED]

25 JUN 2021

23rd June 2021

Dear Sir/Madam

OFFICIAL LETTER OF COMPLAINT

RE- Speed calming traffic bumps proposed for Burn Place Dingwall

We received your letter dated 24th May 21 regarding the proposed removal of the traffic island across from the police station in Burn Place and replacing it with two sets of road bumps. I would like to make an official complaint and strongly object to this going ahead.

First, I would like you to know that where these bumps are to be placed (according to the map you enclosed and a phone call I made with Ross Bartlett) is going to be right [REDACTED]. We have been told by Mr Bartlett that this location would be best as it only affects one house and that house just happens to be [REDACTED] which seems very unfair. We have lived in this property for [REDACTED] years.

The speed bumps would cause many problems with parking outside our house. We have elderly relatives who need access to our house and young grandchildren who we need to take in and out of car seats. Also our son has a long term illness which is only going to get worse and will need easy access to our house as his illness progresses. Unloading our shopping from the car will also be hazardous.

Are you allowed to park on speed bumps? and if not, are you prepared to make us a designated parking space?

Also, it would be very close to the junction of Seaforth Gardens where, often, police vehicles come down at speed if there is an emergency. Last Saturday I counted 3 police vehicles in an emergency situation and at least 4 ambulances passing through the day at high speed.

It would also cause more emissions and noise pollution directly next to our garden where our grandchildren play which I feel could cause health problems as one of our grandchildren suffers with [REDACTED].

It will be very noisy where the heavy vehicle traffic has to slow down to approach the speed bump then accelerate again. As you know this road has heavy traffic such as lorries, buses and cars as it is the main road going to Strathpeffer and the West coast.

We are very concerned about the extra emission levels this is going to cause. We feel we would not be able to leave any windows open due to the extra noise and pollution levels.

You are already aware that this road and houses have been flooded several times so surely the speed bumps would cause major problems if this was to happen again as we have been given no assurance that this will not happen again.

There is also a large manhole and drain positioned near to where the proposed speed bumps are to be placed which the fire brigade use to pump away the flooded water.

I look forward to hearing from you regarding this matter.

Yours faithfully,

Please ask for: Ross Bartlett
Email: ross.bartlett@highland.gov.uk
Direct Dial: 01463 702962
Our Ref: Dingwall 20mph
Date: 29th July 2021

20 MPH SPEED LIMIT MILL STREET DINGWALL AND ROAD HUMPS ON BURN PLACE

Many thanks for your letter of 25th of June 2021 regarding the above.

The introduction of a 20mph speed limit in Dingwall along with the associated Traffic Calming is in line with the Council's programme to introduce 20mph speed limits around the Council Area. To date twenty, 20 mph limit schemes, across the Highland Council Area have been successfully implemented. The implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. As you are aware the 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. When installing these 20 mph limits the existing mean average vehicle speeds should be below 24 mph to enable the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph eastbound and 25.4 mph westbound. These figures are above the 24 mph threshold so temporary traffic calming was installed to reduce vehicle speeds and allow the reduced 20 mph speed limit to be installed.

Due to public complaints regarding the current temporary traffic island The Highland Council undertook design consultation with letters and plans being sent on 08/02/2021 to you and 31 other properties on this route offering input on how the design should progress. An online resident's consultation event was also held on 18/03/2021 and for those unable to attend an online meeting there was a telephone number provided which you made use of and we discussed your views on the proposals on 12/02/2021. Once a design was chosen based on the responses to this initial design consultation, formal consultation started with residents by way of a letter sent on 07/04/2021 with a copy of the plan and full public consultation was publicised on 18/06/2021. As I have outlined on the telephone this is a consultation process and construction is dependant on the Council resolving any outstanding objections. If we are unable to resolve objections they will be presented to the Dingwall and Seaforth Area Committee and the committee members will make the decision to allow construction or not. This statutory process is outlined in the Roads (Scotland) Act 1984, in this case the Council have carried out more consultation than required under the legislation. It is unfortunate you feel you were not consulted on the design, but we have carried out as robust a consultation process as possible within COVID restrictions.

With regards to your comment that the location of the speed cushions close to Seafield Gardens will impede the Police in an emergency, I can confirm that the emergency services have all been consulted on the traffic calming. The Police and Fire Service have both responded supporting the change in design to speed cushions. Scottish Ambulance Service have chosen to make no comment during consultation. Speed cushions will not impede an access for the Fire Services if then require access to a manhole or drain for pumping water in the event of a flood.

The cushions are not the full width of the road and this ensures that drainage is unaffected by their presence on the road. These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase feel less of a bump as they straddle the cushion which reduces the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. Reducing the amount of acceleration and braking involved in negotiating the hump also helps to reduce any engine noise and any negative effect that traffic calming can have on emissions. Traffic calming can have a

negative impact on emissions but we try and use as little as possible to achieve the desired results, the hope would be that any negative impact at the few features we have in the 20 mph scheme in Dingwall will be offset by the reduction in emissions from reducing vehicle speeds from 30 mph to 20 mph throughout the town.

With regards to your concerns about parking on the street [REDACTED] these proposals do not form any form of parking restriction people can park directly alongside the speed cushions.

Unfortunately, you have misunderstood our conversation regarding the scheme and traffic calming location. We did not choose the location because it only affects one house it was chosen to provide even speed reduction while avoiding services, junctions, driveways and the underground waterway in the road. What I did say when you raised concerns about it being outside your property was that you were not the only property affected by traffic calming on Burn place as there are two sets of cushions and unfortunately on a residential street like this it is impossible to avoid all properties.

As outlined previously the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. If this date changes you will be notified of the change in advance. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Yours sincerely,

[REDACTED]

Ross Bartlett
Technician

Objector 2

From: Road Safety
Sent: 12 July 2021 14:55
To: [REDACTED]
Subject: RE: BURN PLACE DINGWALL

Thank you for your reply, the continuation of your objection has been noted.

Regards Lisa

From: [REDACTED]
Sent: 09 July 2021 12:49
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: RE: BURN PLACE DINGWALL

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

HI LISA

THANK YOU FOR REPLYING TO MY EMAIL I AM STILL OBJECTING TO SPEED BUMPS OUTSIDE BURN PLACE AND WILL BE DOING ALL WE CAN TO STOP THIS HAPPENING

Sent from [Mail](#) for Windows 10

From: [Road Safety](#)
Sent: 07 July 2021 13:31
To: [REDACTED]
Subject: RE: BURN PLACE DINGWALL

Good morning [REDACTED]

Many thanks for your email below.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you are aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

To respond to the points you have made:

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

I can confirm that the emergency services have all been consulted on the proposed traffic calming and The Police and Fire Service have both responded supporting the change in design to speed cushions.

Vibration/Noise from the bumps

These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase will feel less of a bump as they straddle the cushion which will minimise the vibration, reduce the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. The scheme has been deliberately designed to have 2 set of speed humps on Burn Place so that vehicles should maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required. The noise impact from speed humps inside residential properties is minimal.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised. As you are undoubtedly aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Regards,
Lisa

From: [REDACTED]

Sent: 06 July 2021 12:38

To: Lisa MacKellaich (Roads and Transport) <[REDACTED]>

Subject: BURN PLACE DINGWALL

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi

I AM OBJECTING TO THE SPEED BUMPS IN BURN PLACE DINGWALL THIS WILL BE A TERRIBLE HAZARD IT'S A 20 MILE SPEED SO WHY PUT IN BUMPS I FEEL SORRY FOR THE HOUSE THAT THEY WILL BE OUTSIDE HEARING THAT BUMPING NOISE FORM CARS LORRYS BUSES ECT REALLY SHOCKED THAT THERE EVEN THINKING ABOUT THIS IT MUST BE STOPPED

[REDACTED]

Objector 3

From: Road Safety
Sent: 08 July 2021 11:29
To: [REDACTED]
Cc: Nicola.Sturgeon.msp@parliament.scot; ian.blackford.mp@parliament.uk;
Kate.Forbes.msp@parliament.scot
Subject: RE: OBJECTION to TRAFFIC CALMING MEASURES on BURN PLACE, DINGWALL

Good morning [REDACTED]

Many thanks for your email below confirming that you wish your objection to stand. As per my previous email, your objection will be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting being held on the 16th of August 2021. A copy of the Committee Paper will be available on the Highland Council Website at the following link in due course

https://www.highland.gov.uk/info/20003/committee_information/977/dingwall_and_seaforth_area_committee.

Regards,
Lisa

From: [REDACTED]
Sent: 07 July 2021 18:02
To: Road Safety <Road.Safety@highland.gov.uk>
Cc: Nicola.Sturgeon.msp@parliament.scot; ian.blackford.mp@parliament.uk; Kate.Forbes.msp@parliament.scot
Subject: Re: OBJECTION to TRAFFIC CALMING MEASURES on BURN PLACE, DINGWALL

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good evening & thank you for your response Lisa,

I, as I imagine many, would like to continue with my objection to this matter. I believe the environmental concerns are a blatant contradiction in terms with Scottish Government guidelines and wish this to form the primary basis of my objection. I believe if this is approved then it sets a very dangerous precedent and goes against everything the Scottish Government is pledging to do. As such, I have copied in the First Minister, Mr Blackford and Ms. Forbes as I am intrigued as to hear their views on this. I also wish to draw their attention to the petition against this that Mr Thain, the son of the family who's front door the speed bump would be directly in front of, and who I am led to believe [REDACTED] and needs direct, unrestricted access to and from the road. The petition can be found at <http://chnq.it/BTriw2ww> and it explains things very well.

Burn Place is an important road in Dingwall and I cannot think of another road in stature and traffic volume that has speed bumps on it. I am also unaware of any accident involving a pedestrian on this stretch of road, but if you have information contradicting that then I would be keen to see it.

I look forward to hearing all relevant views on this blatant contradiction of government policy, I am aware the press have already shown an interest. I am also surprised that the Police and Fire Service are supporting this as the word on the grapevine is different. I know 2 local councillors, the 2 who live in Dingwall are also opposed to this and I have that in writing. We must also note that up until a few months ago, this road, a main road through the centre of Dingwall, giving access to Strathpeffer, Contin, Garve, Ullapool, Evanton, Alness, Invergordon, Tain, Dornoch Wick and Thurso to name a few, was 30mph so the speeds you registered as a 7 day average are quite successful given

the short time passed. I hardly think that people travelling to the destinations I mentioned previously would be keen to travel.

In short, please continue to register my objection on this matter, and I look forward to hearing from you in due course.

Yours faithfully

[REDACTED]

On 7 Jul 2021, at 13:28, Road Safety <Road.Safety@highland.gov.uk> wrote:

Good afternoon [REDACTED]

Many thanks for taking the time to respond to the consultation for the proposed traffic calming in Burn Place Dingwall.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you are aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

To respond to the points you have made:

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and

providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

I can confirm that the emergency services have all been consulted on the proposed traffic calming and The Police and Fire Service have both responded supporting the change in design to speed cushions.

Vibration/Noise from the bumps

These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase will feel less of a bump as they straddle the cushion which will minimise the vibration, reduce the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. The scheme has been deliberately designed to have 2 set of speed humps on Burn Place so that vehicles should maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required. The noise impact from speed humps inside residential properties is minimal.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised.

As you are undoubtedly aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Regards,
Lisa

From: [REDACTED]
Sent: 06 July 2021 09:13
To: Lisa MacKellaich (Roads and Transport) [REDACTED]
Subject: OBJECTION to TRAFFIC CALMING MEASURES on BURN PLACE, DINGWALL

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello Lisa,

Having seen the online petition regarding your intention to place speed bumps on Burn Place, Dingwall, primarily outside a poor families front door!!, which frankly is absurd, I am writing to you to register my OBJECTION to this ludicrous plan.

I would love know how you would feel if this was planned outside your front door? Maybe the Highland Council should get a new planning committee as the ones they have at the moment are absolutely horrendous!

Can you please confirm your receipt of my objection?

Yours Faithfully

[REDACTED]

Objector 4

From: Road Safety
Sent: 07 July 2021 13:39
To: [REDACTED]
Subject: RE: Proposed speed bumps- Burn Place

Good afternoon [REDACTED]

Many thanks for taking the time to respond to the consultation for the proposed traffic calming in Burn Place Dingwall.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you are aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

I can confirm that the emergency services have all been consulted on the proposed traffic calming and The Police and Fire Service have both responded supporting the change in design to speed cushions.

To cover the points you have made:

Vibration/Noise from the bumps

These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase will feel less of a bump as they straddle the

cushion which will minimise the vibration , reduce the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. The scheme has been deliberately designed to have 2 sets of speed humps on Burn Place so that vehicles should maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required. The noise impact from speed humps inside residential properties should be minimal.

Emissions

The question of increased pollution is not a straightforward one as driving styles, acceleration, braking, vehicle condition, distance travelled, engine temperature all play a part in the levels of emissions produced. The scheme has been deliberately designed to have 2 sets of speed humps on Burn Place so that vehicles will maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required as, if driven at 20 mph the humps will mean vehicles will drive at a more constant pace thus reducing the level of pollution created unless an unnecessary low gear is used. Traffic calming can have a negative impact on emissions but we try and use as little as possible to achieve the desired results, the hope would be that any negative impact at the few features we have in the 20 mph scheme in Dingwall will be offset by the reduction in emissions from reducing vehicle speeds from 30 mph to 20 mph throughout the town. The introduction of the speed limit around Dingwall will make a positive contribution towards encouraging walking and cycling throughout the town. Facilitating a modal shift for short local journeys will have a positive impact on emissions as vehicle engines produce a disproportionately high amount of emissions while their engines are reaching optimal operating temperature. Increased active travel will also have a positive effect on health, and the overall reduction in the speed should have the effect of reducing carbon emissions and improving the local environment throughout the town. Over the longer term the question of an increase in pollution will be negated by the more frequent use of electric vehicles and active travel.

Drainage

The cushions are not the full width of the road and this ensures that drainage is unaffected by their presence on the road.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised. As you are undoubtedly aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Regards,
Lisa

From: [REDACTED]

Sent: 06 July 2021 11:30

To: Lisa MacKellaich (Roads and Transport) [REDACTED]

Subject: Proposed speed bumps- Burn Place

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello,

I am writing to make my objection to the proposed speed bumps to be placed at Burn Place, just along from my property [REDACTED]

I have several concerns:

1. Increased noise from cars/vans/trailers/lorries/emergency vehicles slowing down and accelerating over the bumps.

2. The deceleration and acceleration of vehicles across speed bumps has reliable, peer-reviewed research and evidence to suggest speed bumps, in particular, increase CO2 emissions, and other carbon gases by up to 90% on roads with no calming measures. (<https://trid.trb.org/view/476285>, <https://www.sae.org/publications/technical-papers/content/2005-01-1620/>)

3. This is already a busy through road, with high CO2 emissions, and has already experienced some terrible flooding, which was blamed on climate change rather than incompetent drainage. Why would there be a proposal which would increase environmental concerns considerably when this flies in the face of worldwide and national strategies to reducing climate change, and especially zero carbon emissions by 2045?

4. The majority of the houses, and my cottage included, are over a hundred years old. It is already a busy main road in which heavy traffic, especially large lorries and tractors etc, can physically shake these properties. Having speed bumps will make this much worse through the bumping and slowing down and speeding up of vehicles.

The exiting 'island' further down the road caused enough issues (and the one on the back road on a blind spot is downright unsafe!)

I urge the council to listen and represent the residents who live here, and all those who have expressed concern, and start spending out taxes wisely.

A suggestion of an example of this would be CCTV on the Main Street, as this may have been crucial in finding the culprit who damaged to defibrillator box recently, which puts this life saving piece of kit out of action while a 'crowd finder' has to be raised for a new box!

Myself and the residents of this area feel strongly about this, and have started an online petition which, since going live only yesterday, has received nearly 200 e-signatures. We urge the council to listen.

Regards



Sent from my iPhone

Objector 5

From: Road Safety
Sent: 08 July 2021 11:30
To: [REDACTED]
Subject: RE: Objection to Road Traffic Calming on Burn Place, Dingwall

Good morning [REDACTED]

Many thanks for your email below confirming that you wish your objection to stand. As per my previous email, your objection will be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting being held on the 16th of August 2021. A copy of the Committee Paper will be available on the Highland Council Website at the following link in due course

https://www.highland.gov.uk/info/20003/committee_information/977/dingwall_and_seaforth_area_committee.

Regards,
Lisa

From: [REDACTED]
Sent: 07 July 2021 16:37
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Re: Objection to Road Traffic Calming on Burn Place, Dingwall

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello Lisa,

Thank you for your email.

As you undoubtedly will guess, my objection will still stand and I look forward to it being heard on 16th August 2021, [REDACTED] house has been singled out as being the most 'convenient' and believe the environmental issues far outweigh anything else, something I am aware the press are now interested in. I am also surprised to hear that the police are supportive of this, as I know a very senior officer, and he said he has not been consulted on this whatsoever, he is going to look into it more and may be in contact with you shortly regarding this issue. I believe the average speeds of 27mph eastbound and 25.4mph west are, although clearly over the 20mph speed limit, not a severe concern considering the limit was 30mph up until several months ago. Has a pedestrian ever been killed, or even hit on Burn Place? I am glad I will be able to park on the speed bump, but this still causes problems for me should I need a disabled bay?

As previously mentioned, I have no argument with 20mph limits, speed cameras or increased signage, simply the speed bumps and traffic island (which the Highland Council initially insisted was the most suitable option, but now seemingly have changed their minds).

Regarding the matter of the petition, I look forward to hearing from you in due course,

Kind Regards

[REDACTED]

On 7 Jul 2021, at 13:21, Road Safety <Road.Safety@highland.gov.uk> wrote:

Good afternoon [REDACTED]

Thank you for taking the time to send in your response to the public consultation for the proposed 20 mph speed limit and traffic calming scheme for Dingwall and apologies for the delay in responding to your objection of 19th June.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you are aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

I can confirm that the emergency services have all been consulted on the proposed traffic calming and The Police and Fire Service have both responded supporting the change in design to speed cushions.

To answer the questions you have asked:

Parking

The proposals do not include any form of parking restrictions so your ability to park outside your parents property will be unaffected as you will be still be able to park alongside the speed hump.

Vehicle Fumes

The question of increased pollution is not a straightforward one as driving styles, acceleration, braking, vehicle condition, distance travelled, engine temperature all play a part in the levels of emissions produced. The scheme has been deliberately designed to have 2 sets of speed humps on Burn Place so that vehicles will maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required as, if driven at 20 mph the humps will mean vehicles will drive at a more constant pace thus reducing the level of pollution created unless an unnecessary low gear is used. Traffic calming can have a negative impact on emissions but we try and use as little as possible to achieve the desired results, the hope would be that any negative impact at the few features we have in the 20 mph scheme in Dingwall will be offset by the reduction in emissions from reducing vehicle speeds from 30 mph to 20 mph throughout the town. The introduction of the speed limit around Dingwall will make a positive contribution towards encouraging walking and cycling throughout the town. Facilitating a modal shift for short local journeys will have a positive impact on emissions as vehicle engines produce a disproportionately high amount of emissions while their engines are reaching optimal operating temperature. Increased active travel will also have a positive effect on health, and the overall reduction in the speed should have the effect of reducing carbon emissions and improving the local environment throughout the town. Over the longer term the question of an increase in pollution will be negated by the more frequent use of electric vehicles and active travel.

Vibration from Bumps affecting house foundations

These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase will feel less of a bump as they straddle the cushion which will minimise the vibration, reduce the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions.

Drainage

The cushions are not the full width of the road and this ensures that drainage is unaffected by their presence on the road.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised. As you are undoubtedly aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

With regards to your online petition we are awaiting the answers to your questions from our legal team and will be in touch when we have a response.

We look forward to hearing from you.

Regards,
Lisa

From: [REDACTED]
Sent: 19 June 2021 21:40
To: Lisa MacKellaich (Roads and Transport) [REDACTED]
Subject: Objection to Road Traffic Calming on Burn Place, Dingwall

Hello Lisa,

I would like to firmly object to the Road Traffic Calming Measures in Dingwall, especially in Burn Place.

[REDACTED]
[REDACTED] have not seen one accident in all this time, until 6 weeks ago, after the island was installed). [REDACTED]
[REDACTED]

[REDACTED]
questions are, will I be able to park my car on the speed bump which you are seemingly installing [REDACTED] If not, should I apply for a disabled bay outside their door as part of my objection? The car fumes and emissions of cars slowing and starting are a big worry to me and my daughters health, especially with [REDACTED]. The houses in this street are very old (the oldest in Dingwall I am led to believe), and I don't think the foundations would be able to handle the constant banging of heavy lorries after they have gone over the speed bumps, have you got any reassurances that if my concerns are founded the Highland Council will undertake costs to repair properties etc? Haven't the residents of Burn Place, Dingwall suffered enough with the instances of flooding over the last 15 years? Surely erecting these traffic measures, whilst I concede I can see some logic in a 20mph limit if I'm pushed, are only piling on more misery to residents. You'd have to be a fool to go over the speed limit in Burn Place anyway as the Police Station is situated in the middle of the street, but speed bumps and islands are completely unnecessary for Burn Place and truthfully Dingwall in general.

I look forward to your answers to my concerns, and give you full permission to discuss my illness with both Dingwall Medical Practice and Raigmore Hospital if you need to investigate my illness and disability.

Kind Regards

[REDACTED]

Objector 6

From: Road Safety
Sent: 27 July 2021 17:10
To: [REDACTED]
Subject: RE: Dingwall Traffic

Dear [REDACTED]

Thank you for taking the time to reply, your objection to the traffic calming on Burn place and the 20 mph limit has been noted and will be presented to elected members on the 16th of August.

Kind regards
Ross Bartlett

Technician
Road Safety Team
Infrastructure and Environment
The Highland Council
Glenurquhart Road
Inverness
IV3 5NX

From: [REDACTED]
Sent: 27 July 2021 16:00
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Re: Dingwall Traffic

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Ross,

Many thanks for your reply to my letter about traffic in Mill Street and Burn Place, Dingwall.

My complaint still stands, because the volume of traffic is, by Highland Council's own admission, inappropriate for the existing road. The increase in traffic has come as a result of house building schemes and industrial expansion which has been granted planning permission on the condition that the traffic generated is relieved by the construction of the Kinnairdie Link Road. Until that road is built it my view is that reduced speed limits and other forms of traffic calming should be removed. I also believe that this is the view of Dingwall Community Council.

With kind regards,

[REDACTED]

On 7 Jul 2021, at 13:46, Road Safety <Road.Safety@highland.gov.uk> wrote:

Dear [REDACTED]

Unfortunately the Road Safety Team are not in a position to make comment on the link road and planning decision process. Our focus is on implementing a permanent 20 mph speed limit to replace the current temporary 20 mph speed limit which is the purpose of the current consultation.

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

From your email dated the 3rd of June your objection is on the grounds of congestion being created by traffic calming features. Our current proposals are to remove the temporary island from Burn Place and replace this with two sets of speed cushions to control the speed of vehicles while maintaining two way vehicle traffic flow. This should solve the problem detailed in your first picture titled "Typical scene at Burn Place".

With regards to the Mill Street, Millcraig Road Junction we have removed the raised table element, we are proposing to continue with the narrowing of the Millcraig Road bellmouth to provide drop kerbs and a shorter crossing point for pedestrians. There are currently no drop kerbs around this junction to facilitate crossing for those walking or wheeling which will have a positive impact on the safety of vulnerable road users.

I trust this has provided enough information to satisfy your concerns but if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. If this date changes you will be notified of the change in advance. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Regards,
Ross

From: [REDACTED]
Date: 3 June 2021 at 07:54:43 BST
To: Donna Manson <chief.executive@highland.gov.uk>, Colin Howell <colin.howell@highland.gov.uk>, Road.Safety@highland.gov
Subject: Dingwall Traffic

Dear Donna, Colin and Ross,

Dingwall Traffic, Mill Street and Burn Place

I write as a Dingwall Community Councillor and also as a resident [REDACTED] the past fifty years, whose activities particularly require daily use of Blackwells Street, Burn Place and Mill Street.

It is with shock and dismay that I experience and anticipate the disastrous effects of THC's current and proposed actions for the management of traffic in Burn Place and Mill Street. The problem with this road is that the volume of traffic far exceeds its capacity.

This traffic is as a direct consequence of Planning approvals over the past twenty years for the development of the industrial estate and the construction of large numbers of houses. The true extent of the problem is being hidden currently by the fact that we have been under travel and work restrictions because of Covid. When things return to normal, and industry, construction, call centres, offices and tourism are back at pre Covid levels, plus the increasing number of residents using the route, the situation will be intolerable.

Several years ago THC announced that all future developments would require to contribute to a fund towards the construction of a link road to relieve the traffic on the existing route and that this new road was a requirement which **MUST BE BUILT** to handle the new levels of traffic.

Years have gone by and all we see is more housing and industry being approved without ANY announcement of the start date for this road. I believe that it is irresponsible and, possibly illegal, that THC has allowed the traffic situation on this route to reach the crisis point that it is in at the moment. We ask where the money is that has already been taken from developers and why has the road building programme not been announced?

FURTHERMORE, THC has seen fit to make the problem infinitely worse by creating an unnecessary obstruction to the flow of traffic outside the police station as well as proposing other costly and obstructive modifications to Millcraig junction. Local residents and road users are currently experiencing the most appalling congestion and frustration as the result of the Burn Place obstruction alone. Long lines of idling traffic in both directions together with associated noise, pollution and delay. This includes problems for fire, police, ambulance and public transport vehicles. There are also problems for school crossing keepers who have to find gaps in the heavy and, often stationary traffic. I attach a photograph of a typical scene at this location which is as a direct consequence of the Burn Place structure. Journey times at busy times of day can be in the order of five minutes or more to negotiate these artificial hazards.

As a Community Councillor, I am lobbied constantly by local residents and, particularly, business owners about their opposition to the existing and proposed measures which do nothing to address the fact that most of this traffic should not be there in the first place. In fact THC proposals will make things go from bad to worse.

Regarding the 20 MPH speed limits, I concur that they can be a good thing, but speed is not the problem here except at occasional times when traffic volumes are low.

In conclusion, I insist that THC abandon any further obstruction to the orderly flow of traffic through Burn Place and Mill Street until such time as the proper link road has been constructed and that no further developments are approved until a firm and unbrakeable date has been set for the new road to be built.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

Ross Bartlett,
Technician
Road Safety Team
Infrastructure & Environment
The Highland Council
Glenurquhart Road
Inverness
IV3 5NX

DEVELOPMENT AND INFRASTRUCTURE

DATE RECEIVED:

07 JUN 2021

3rd June, 2021

Dear Mr. Bartlett,

Millcraig Junction, Dingwall
Traffic Calming Raised Table

I write with reference to the above proposal of traffic calming measures

This is a section of Mill Street that I have passed almost every day of the last 50 years to reach the garage, farm stores, recycling and industrial estate, school, and others.

But, above all, it is the hairdresser Carmon and the butcher Cockburn's I am worried about – for myself as a regular user but primarily for them as Dingwall retailers. Both are run by enterprising local people and are highly respected in the town and beyond. The hairdresser alone generates an average of 2 parked cars an hour and where will these clients park? The road opposite – Millcraig – is always full to capacity with parked cars.

It is hard to understand the need for calming measures when the very nature of the street means drivers proceed with caution and pull in as required for traffic heading into town.

Whyever does The Highland Council insist on irritating its local population, not to mention the huge expenditure and disruption during the works?

Is it not at The Highland Council's own insistence on the construction of the link road and their subsequent refusal to implement this that is the root cause of the problem?

Yours sincerely,



c.c. Donna Manson
Colin Howell

Please ask for: Ross Bartlett
Email: [REDACTED]
Direct Dial: [REDACTED]
Our Ref: Dingwall 20mph
Date: 13th July 2021

Dear [REDACTED]

20 MPH SPEED LIMIT MILL STREET DINGWALL AND ASSOCIATED TRAFFIC CALMING

Many thanks for your letter of the 3rd of June 2021 regarding the above.

The introduction of a 20mph speed limit in Dingwall along with the associated Traffic Calming is in line with the Council's programme to introduce 20mph speed limits around the Council Area. To date twenty, 20 mph limit schemes, across the Highland Council Area have been successfully implemented. The implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. As I am sure you are aware the 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. When installing these 20 mph limits the existing mean average vehicle speeds should be below 24 mph to enable the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph eastbound and 25.4 mph westbound. The mean average speeds on Mill Street were 25.9 mph eastbound and 23.4 westbound. The figures for Burn Place were above the 24 mph threshold so temporary traffic calming was installed to

reduce vehicle speeds and allow the reduced 20 mph speed limit to be installed. The figures on Mill Street were only high in one direction and the decision was made to forego temporary traffic calming in this location.

As outlined previously if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. If this date changes you will be notified of the change in advance. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Yours sincerely,

[REDACTED]
Ross Bartlett
Technician

Objector 8

From: Road Safety
Sent: 08 July 2021 11:30
To: [REDACTED]
Subject: RE: Opposing Burn Place Traffic Calming

Good morning [REDACTED]

Many thanks for your email below confirming that you wish your objection to stand. As per my previous email, your objection will be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting being held on the 16th of August 2021. A copy of the Committee Paper will be available on the Highland Council Website at the following link in due course

https://www.highland.gov.uk/info/20003/committee_information/977/dingwall_and_seaforth_area_committee.

Regards,
Lisa

From: [REDACTED]
Sent: 07 July 2021 17:01
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Re: Opposing Burn Place Traffic Calming

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Hi Lisa,

Thank you for taking the time to email me back. After reading your explanations, I would like to continue with my objection as I do not believe they address any of the issues raised in any real way. To my knowledge there has been no major incidents in Burn Place, certainly not any involving pedestrians. In a time where the Scottish Government are committing to reducing CO2 emissions, I believe this plan directly contradicts that, making it a major environmental issue going against the Scottish Government as a whole. There also seems to be a very significant petition online which has nearly 200 signatures in 48 hours, which I hope will be taken into account at the committee meeting.

I am very much looking forward to the outcome of the meeting on 16th August 2021.

Thank you once again for your reply,

[REDACTED]

On 7 Jul 2021, at 14:04, Road Safety <Road.Safety@highland.gov.uk> wrote:

[REDACTED]

Many thanks for taking the time to respond to the consultation for the proposed traffic calming in Burn Place Dingwall.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you are aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

To respond to the points you have made:

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

I can confirm that the emergency services have all been consulted on the proposed traffic calming and The Police and Fire Service have both responded supporting the change in design to speed cushions.

Funding the traffic calming and limit

The 20 mph speed limit in Dingwall has been in design for a number of years and the temporary features that were installed were always going to be removed as they were installed under temporary powers. These features were funded by Sustrans and not paid for by the Highland Council, the new proposals are being funded 70% Sustrans and 30% Highland Council. The design choices have been made in consultation with residents and the majority of those who made comments on the design consultation preferred the speed cushion option as this reduced the impact on traffic flow and the amount of stationary traffic. Unfortunately signing alone doesn't get the compliance to the speed limit from drivers on streets of this nature which is why traffic calming is required.

Vibration/Noise from the bumps

These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase will feel less of a bump

as they straddle the cushion which will minimise the vibration , reduce the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. The scheme has been deliberately designed to have 2 set of speed humps on Burn Place so that vehicles should maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required. The noise impact from speed humps inside residential properties is minimal.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised.

As you are undoubtedly aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Regards,
Lisa

From: [REDACTED]
Sent: 20 June 2021 06:08
To: Lisa MacKellaich (Roads and Transport) <Lisa.Mackellaich@highland.gov.uk>
Subject: Opposing Burn Place Traffic Calming

To whom this may concern,

I would like to strongly oppose the proposed Traffic Calming Measures on Burn Place, Dingwall. Restrictions on this road are completely unnecessary, the Police Station is situated in the middle of this area. People do not speed on this road, I have family who have lived there for decades, there is simply no need for ANY calming measures.

Money has been wasted on erecting an island, an island which was met with strong opposition from residents, but the powers-that-be insisted it was the right fit for this street. We are now seeing, yet again, the residents of Dingwall were right... The solution in the eyes of the Highland Council?: Lets place SPEED BUMPS, on a main road, with old houses which foundations can barely handle the traffic already, and churn exhaust emissions into the air, from the centre of Dingwall. What a total waste of money it would be, and it would, yet again, make the Highland Council look foolish and unsympathetic. I have no doubt it would be a fleeting measure, so please don't waste anymore time or money on this ridiculous idea, in a time where all councils are pleading poverty, especially if certain local councillors and ex-budget holders are to be believed... The public have long lost faith in the Highland Council, surely you should be trying to regain that, not being hell-bent on losing more?

If the Highland Council have money to spend, maybe invest it in repairing the roads, reviving the park and boat pond, cutting public grass and regenerating the High Street?

Yours sincerely,

[REDACTED]
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 gnòthachas Chomhairle na Gàidhealtachd, 's ann leis an neach fhèin a chuir air falbh e a tha iad, is chan eil iad an-còmhnaidh a'

Objector 9

From: Road Safety
Sent: 12 July 2021 14:53
To: [REDACTED]
Subject: RE: Burn Place Objection

Good morning [REDACTED]

Many thanks for your email below.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you may be aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

To respond to the points you have made:

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

Emergency Services

I can confirm that the emergency services have all been consulted on the proposed traffic calming and The Police and Fire Service have both responded supporting the change in design to speed cushions.

Vibration/Noise from the bumps

These cushions have been designed to be suitable for a bus route which means they are only 1.7 metres in width. This width means that larger vehicles with a wider wheelbase will feel less of a bump as they straddle the cushion which

will minimise the vibration , reduce the noise generated from vehicles negotiating the cushion and helps to reduce the amount of acceleration and braking involved in negotiating the cushions. The scheme has been deliberately designed to have 2 set of speed humps on Burn Place so that vehicles should maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required. The noise impact from speed humps inside residential properties is minimal.

Parking

The proposals do not include any form of parking restrictions so your ability to park will be unaffected as you will be still be able to park alongside the speed hump.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised. If your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

We look forward to hearing from you.

Regards,
Lisa

From: [REDACTED]
Sent: 09 July 2021 12:34
To: Road Safety <Road.Safety@highland.gov.uk>
Subject:

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Good Morning

I am writing this email to say how shocked I am at your proposed speed bumps on Burns place Dingwall . Having been brought up in Dingwall and sadly having to move away for work .I still have family and friends who this will impact severely on their day to day lives . They have already endured the speed islands you installed and severe flooding . Which will be made worse by lorries slowing down going over the bumps . Also parking on this road is going to be a no no for us visiting . Not to mention the pollution this is going to cause . I don't understand how you can even think of doing this on a main road in a town which lorries and campervans have to go through to go up West . Also how does this impact the police station and emergency services .? I urge you to reconsider this ridiculous costly action .

[REDACTED]

Objector 10

From: Road Safety
Sent: 27 July 2021 10:15
To: [REDACTED]
Subject: RE: Proposed speed bumps A834 - Dingwall

Good morning [REDACTED]

Thank you for taking the time to send in your response to the public consultation for the proposed 20 mph speed limit and traffic calming scheme for Dingwall and apologies for the delay in responding to your objection of 12th July.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the road wise website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you are aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

Funding for the currently installed traffic calming and 20 mph limit was secured from Sustrans Spaces for People as part of the Highland Councils response to encouraging active travel during the COVID 19 pandemic. Funding for the permanent measures proposed will be split between the Sustrans and the Highland Council.

I trust this provides you with the rationale behind the scheme proposals. Moving forward if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence

pertaining to your objection will be anonymised and contained within the papers that go to this Committee. The Elected Members will then decide if the traffic calming is to be constructed or not.

Kind Regards,
Ross Bartlett

Technician
Road Safety Team
Infrastructure and Environment
The Highland Council
Glenurquhart Road
Inverness
IV3 5NX

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

From: [REDACTED]
Sent: 12 July 2021 16:37
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Proposed speed bumps A834 - Dingwall

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,

I would like an objection noted to the proposed installation of speed bumps on the A834 outside my fathers property. This decision is utterly idiotic as is the current "traffic island" installed and must be reviewed. A budget has been wasted already on this ludicrous decision which now requires uproar from residents.

Kind Regards,

[REDACTED]
Sent from my iPhone

Objector 11

From: Road Safety
Sent: 27 July 2021 12:37
To: [REDACTED]
Subject: RE: Dingwall 20mph Speed Limit & Traffic Calming

Dear [REDACTED]

Thank you for taking the time to send in your response to the public consultation for the proposed 20 mph speed limit and traffic calming scheme for Dingwall and apologies for the delay in responding to your objection of 18th July.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.
- at 20 mph there is a 2.5 percent chance they will be killed.

As you may be aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

Burn Place and Mill Street although these streets are on an A route leading to the Industrial Estate and west they were included within the 20 mph limit because they are also residential streets with house fairly close to the road. These are also both streets which form part of the route to school for young people living on the South side of Burn Place.

Why 20 mph and traffic calming is required on Back Road, Bridgend Avenue

The inclusion of Bridgend Avenue and the lower section of Back Road was due to the fact that this area forms part of a key active travel route from the North west of Back road down into the town centre. Maggie's Wood is also a

popular route for recreational walkers so creating a shorter crossing with slower vehicle speeds will improve the safety of active travel users in this area. The idea is that improving this crossing and slowing vehicles will also encourage more people to use active travel reducing the number of vehicles on the road particularly those carrying out short vehicle journeys. Improving active travel opportunities also has health benefits if more people are using the routes to get active.

Raised Table and Uncontrolled Pedestrian Crossing on Old Evanton Rd

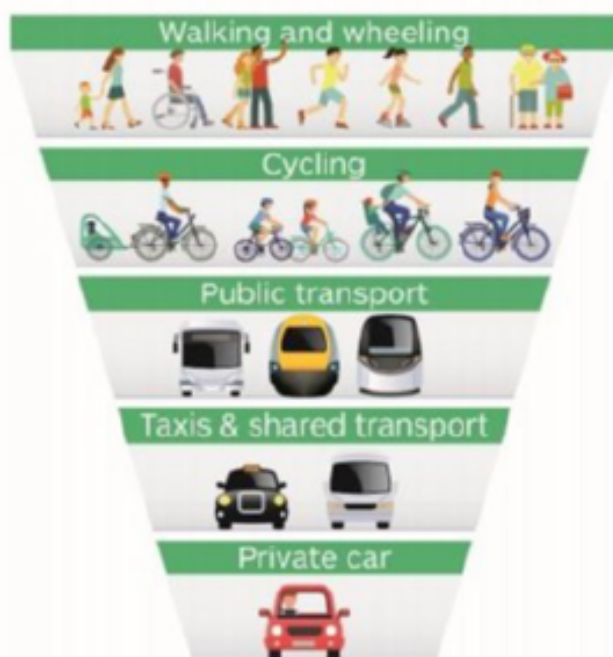
The traffic calming proposed on Old Evanton Road has been designed to provide a safer area for school pupils as well as the community to cross the road. Dingwall Academy pupils cross this road in large numbers multiple times a day so something to help highlight to vehicles there are pedestrians crossing and reduce vehicle speeds is only a benefit to roads safety for pedestrians and other active travel users. The nature of pedestrian and vehicle flows in this area does not support the use of formal controlled crossings which is why we have chosen to use a raised table.

Safety of Traffic Calming.

I can assure you our use of traffic calming in this scheme and others is never random or unsafe. All our traffic calming is designed to current standards with all the appropriate signing and lining associated to warn and inform drivers of these features. These features will also have independent Stage 1 and 2 Road Safety Audits carried out to ensure their safety prior to construction.

The important point to take from this is to recognise that, where existing speeds are high the introduction of traffic calming feature(s) is a requirement to allow the actual 20 mph speed limit itself to go in and the attention then turns to the usage of the road environment to determine the most appropriate traffic calming features at the locations. The hierarchy of street design is determined in the pyramid below (taken from the National Transport Strategy) which as you can see gives priority to active travel promotion and pedestrian safety:

Prioritising Sustainable Transport



I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised. To make you aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within

the papers that go to this Committee. This committee will then make the decision as to whether or not the traffic calming is constructed

Kind Regards,
Ross Bartlett

Technician
Road Safety Team
Infrastructure and Environment
The Highland Council
Glenurquhart Road
Inverness
IV3 5NX

From: [REDACTED]
Sent: 18 July 2021 21:49
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Fwd: Dingwall 20mph Speed Limit & Traffic Calming

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Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 18 July 2021 at 21:45:54 BST
To: [REDACTED]
Subject: Dingwall 20mph Speed Limit & Traffic Calming

Dear Lisa,

Having read carefully the documents provided in the current consultation on speed limits and traffic calming I disagree with the proposals put forward other than implementing 20mph outside schools and within housing schemes.

Any speed bumps on our road network present yet another hazard to vehicles and various other road users on a road surface which is already in horrendous condition due to pot holes, previous botched repairs along with other miscellaneous road works and excavations. The road surface is never and will never be satisfactory.

Also forcing traffic which is travelling in opposite directions into the same area on a road is extremely dangerous and flies in the face of best road safety practice. (This is evident in Maryburgh and Conon Bridge where the random traffic islands are scattered carelessly on the public highway. These are extremely difficult and dangerous for large goods vehicles to negotiate). Any similar attempts to restrict the roadways in Dingwall would be an unmitigated disaster!

Please don't make our roads any worse, as your proposals will. Our roads are safe as they are.

Regards

[REDACTED]

Objector 12

From: [REDACTED]
Sent: 27 July 2021 10:46
To: Road Safety
Subject: Re: Traffic Calming - Burn Place

Follow Up Flag: Follow up
Flag Status: Completed

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Dear Ross,

As I mentioned in my original email, I understand the rationale for the 20mph speed limit, I do not agree with the traffic calming measures for the reasons given before, I therefore will not be withdrawing my objections to the traffic calming measures being implemented.

I would also like the [change.org](https://www.change.org/p/highland-council-stop-traffic-calming-measures-on-burn-place-dingwall/u/29310150) petition to be taken into consideration - <https://www.change.org/p/highland-council-stop-traffic-calming-measures-on-burn-place-dingwall/u/29310150>

Regards

[REDACTED]

On Tue, Jul 27, 2021 at 10:35 AM Road Safety <Road.Safety@highland.gov.uk> wrote:

Dear [REDACTED]

Thank you for taking the time to send in your response to the public consultation for the proposed 20 mph speed limit and traffic calming scheme for Dingwall and apologies for the delay in responding to your objection of 19th July.

To provide some context to the proposed scheme, the Road Safety Team have been tasked with delivering 20 mph speed limits across the Highland Council Area. The proposed introduction of a permanent 20mph speed limit in Dingwall along with the associated Traffic Calming is therefore in line with the Council's programme to introduce 20mph speed limits with to date twenty, 20 mph limit schemes, across the Highland Council Area having been successfully implemented. The implementation programme has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. This vision of creating an environment that provides greater protection for our vulnerable road users is backed up by the following evidence from the [road wise](#) website which shows that if a pedestrian is hit:

- at 35 mph there is a 50 percent chance they will be killed.
- at 30 mph there is a 20 percent chance they will be killed.

- at 20 mph there is a 2.5 percent chance they will be killed.

As you may be aware the current 20 mph speed limit in Dingwall was introduced on a temporary basis as part of The Highland Council response to COVID 19 and we are now undertaking the consultation process to make this a permanent 20 mph speed limit.

Why traffic calming is required on Burn Place

When designing 20 mph schemes The Highland Council follows Government guidance set out in 'Setting Local Speed Limits: Guidance for Local Authorities: Enterprise, Transport and Lifelong Learning Department (ETLLD) Circular No 1/2006', 'The 'Traffic Signs Regulations and General Directions' (TSRGD) and Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions, Review June 2016, Version 2'. This guidance states that when installing a 20 mph limit, the existing mean average vehicle speeds should be below 24 mph to allow the 20 mph limit to be installed without traffic calming. The mean average speeds recorded on Burn Place over a 7 day period were 27 mph Eastbound and 25.4 mph Westbound. These figures are above the 24 mph threshold required for a signing and lining only scheme and the reason why traffic calming is proposed at this location as without the traffic calming, the 20 mph limit is unable to become permanent.

Due to public complaints regarding the current temporary traffic island on the A834 Burn Place, The Highland Council undertook design consultation with the effected residents along the A834 which involved writing to the effected residents, holding an online residents consultation event and providing residents with the design options. The final design proposal taken forward to public consultation was chosen as it was favoured by the majority of residents who responded at this time.

Vehicle Emissions

The question of increased pollution is not a straightforward one as driving styles, acceleration, braking, vehicle condition, distance travelled, engine temperature all play a part in the levels of emissions produced. The scheme has been deliberately designed to have 2 sets of speed humps on Burn Place so that vehicles will maintain a constant slow speed along the entire length of road and therefore minimising the amount of braking/accelerating required as, if driven at 20 mph the humps will mean vehicles will drive at a more constant pace thus reducing the level of pollution created unless an unnecessary low gear is used. Traffic calming can have a negative impact on emissions but we try and use as little as possible to achieve the desired results, the hope would be that any negative impact at the few features we have in the 20 mph scheme in Dingwall will be offset by the reduction in emissions from reducing vehicle speeds from 30 mph to 20 mph throughout the town. The introduction of the speed limit around Dingwall will make a positive contribution towards encouraging walking and cycling throughout the town. Facilitating a modal shift for short local journeys will have a positive impact on emissions as vehicle engines produce a disproportionately high amount of emissions while their engines are reaching optimal operating temperature. Increased active travel will also have a positive effect on health, and the overall reduction in the speed should have the effect of reducing carbon emissions and improving the local environment throughout the town. Over the longer term the question of an increase in pollution will be negated by the more frequent use of electric vehicles and active travel.

Speed Cameras

Speed enforcement cameras of either type are not operated by the Highland Council but the Norther Safety Camera Unit. The Camera Unit have a set of strict criteria that must be met before the installation of a camera and using them to manage vehicle speeds for the design of a 20 mph limit does not meet these requirements.

I trust this provides you with the rationale behind the scheme proposals and provides answers to the concerns you have raised. To make you aware if your objection is not withdrawn the next stage of this formal process is for your objection to be heard by the Elected Members at the Dingwall and Seaforth Area Committee Meeting, on the 16th of August 2021. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee. This committee will then make the decision as to whether or noth the traffic calming is constructed.

Ross Bartlett

Technician

Road Safety Team

Infrastructure and Environment

The Highland Council

Glenurquhart Road

Inverness

IV3 5NX

From: [REDACTED]
Sent: 19 July 2021 08:46
To: Road Safety <Road.Safety@highland.gov.uk>
Subject: Traffic Calming - Burn Place

Hello

Please accept this as objection to the traffic calming measures currently in place and those being considered

It has been proven that speed bumps raise harmful emissions and as a resident of Burn Place who will be directly affected by these increased emissions I do not want the speed bumps to be considered.

I am aware that lowering the speed limit to 20 in built up areas is a recognised safety measure, but, I would like to point out that there have been no incidents on Burn Place that warrant this extra measure of including traffic calming measures.

Could a speed camera / average speed cameras be introduced instead of these physical measures?

Regards



Objector 13

From: [REDACTED] on behalf of Road Safety
<Road.Safety@highland.gov.uk>
Sent: 11 June 2021 13:38
To: [REDACTED]
Cc: Ross Bartlett (Roads and Transport) <[REDACTED]>; Lisa MacKellaich (Roads and Transport) <[REDACTED]>
Subject: RE: Dingwall 20 mph Zones and Traffic Calming

Good afternoon [REDACTED]

Many thanks for your email and to the Community Council for taking the time to consider the proposals sent and for the timeous response.

We would be more than happy to have a TEAMS call with the Community Council to discuss the issues that have been raised re the project if that is something you feel would be beneficial? We are happy to provide a presentation of the proposed features then invite questions/discussion around them. The formal wider public consultation for this project will run from 17th June to 16th July, with a drop in style public consultation event (*adhering to social distancing protocols*) taking place at Dingwall Leisure Centre on Thursday 24th June, so we are happy to meet on TEAMS with the Community Council any time during this public consultation period should you feel this will be of benefit.

We have made comment on the points raised by the Community Council below, and feel it is also important at this point to take cognisance of the parameters dictated by guidance that determine the design of 20 mph limits. The wording from the design guidance is as follows:

'without additional traffic calming, it is recommended that 20 mph limits should primarily be considered where existing mean speeds are no greater than 24 mph.'

The important point to take from this is to recognise that, where existing speeds are high the introduction of traffic calming feature(s) is a requirement to allow the actual 20 mph speed limit itself to go in and the attention then turns to the usage of the road environment to determine the most appropriate traffic calming features at the locations. The hierarchy of street design is determined in the pyramid below (taken from the National Transport Strategy) which as you can see gives priority to active travel promotion and pedestrian safety:

Prioritising Sustainable Transport



We have attached the speed comparison the Road Safety Team has undertaken in regards to data collected prior to the introduction of the temporary 20 mph limit in Dingwall and data collected following its introduction. This provides the Community Council with data as to how each of the temporary features has effected mean average speeds at their locations.

With regards to the Community Council's request to pull the speed limit up back road, we note that this is out with the extents of the current public consultation limits however is something we are happy to look at and discuss with elected members at a later date. It is important to note that, due to the recorded existing mean average speed of vehicles at the School Crossing Patrol location on Back Road which are 30.4 mph northeast bound and 29.1 mph southwest bound, any extension of the 20 mph speed limit at this location would only be achievable if there is a traffic calming feature in the vicinity of the Co op. Thus following this consultation, and should the traffic calming features proposed go ahead, we are happy to undertake further speed count and investigation works into the possibility of pulling the limit up the hill.

Drg. HRS7158 THC11 HGN R08 DR C 0001 - Back Road

As per the above we are happy to discuss this one further with the Community Council.

As you can from the Speed Count Data results attached (*first attachment*), the introduction of the temporary feature at this location has resulted in a significant drop in vehicle speeds in this area. It has also provided a safer crossing point for the pedestrians crossing Back Road at this location which is the reason this form of traffic calming is proposed as it not only slows vehicles, it also provides a safer crossing facility. Vehicles approaching the feature at the appropriate 20 mph speed have adequate visibility. The attached photos show the visibility from the pedestrian perspective at the proposed crossing point.

For your info. as you are likely aware there is a set of criteria which has to be adhered to before the implementation of a formal crossing e.g. a Zebra or lights controlled crossing can be installed, and unfortunately at this location the vehicle and pedestrian numbers fall well short of what is required to install any formalised crossing. Thus the proposed feature has taken cognisance of the different categories of road user in this location and provides the safest solution for pedestrians in this area as the permanent feature will have drop kerbs to aid smooth crossing and they only have half a carriageway width to cross.

Drg. HRS7158 THC11 HGN R08 DR C 0003 – Old Evanton Road at the Co-op

The main point when designing the proposed feature at this location was trying to make it safer for the large groups of pedestrians that are crossing the road at certain times of the day here. Again the low traffic volumes recorded on the road, proximity of bus stops and junctions mean a formal crossing is not an option available to us at this location.

The pedestrian movements are very localised, with 4 different peak hours of the day showing up to 150 pedestrians are crossing at this location within the hour, and the Raised Table is therefore ideal for dealing with large groups of pedestrians.

We have consulted with our Public Transport colleagues and they are happy with the proposal. This is a not a lay-over waiting bus stop so therefore the one bus that does use the stop when the School Crossing Patroller (SCP) is operational will be there for a minimal amount of time and thus the risk is very low. If the SCP feels this is a concern for the minimal amount of time the bus will be there they can wait for the bus to pull away before crossing pupils and they also have the option of standing on the Academy side of the road where the view is unobstructed by stationary vehicles.

Drg. HRS7158 THC11 HGN R08 DR C 0005 – Mill Street/Millcraig junction

Following your comments below, consultation with the local members, on site discussions with local businesses and the recent speed count data we have collected for this location, which shows a drop in the mean average speeds following the introduction of the temp 20 mph limit, we have made the decision to remove the raised table element of the proposed feature at Mill Street/Millcraig Road junction. We still propose to go ahead with the junction

narrowing as this will aid pedestrian safety at this location. Crossing the streets in this location was highlighted as a concern in a Street Audit carried out by community members and Living Streets. Thus in short we are no longer going to promote the introduction of a traffic calming feature at this location – revised drawing shown in second attachment.

Drg. HRS7158 THC11 HGN R08 DR C 0007

With regards to the proposal for the introduction of speed cushions, some form of traffic calming is required at this location to allow the 20 mph limit to go ahead. The proposed cushions are a significant distance away from Blackwell Street and far enough from the Fingal Road junction so to not have an impact on access/egress to these streets. Traffic cushions do not impede vehicle movements, they ensure that the speed of vehicles is reduced which again is required in this area to allow a 20 mph limit be implemented here. Direct resident consultation is currently under way at this location and to date 3 residents are supportive of the proposal, 1 has objected and both the Fire Service and Police Scotland are supportive of the proposal.

As stated at the start of the email we are happy to have a meeting with the Community Council to discuss the proposals and we look forward to hearing from you.

Kind regards,
Lisa

From: [REDACTED]

Sent: 01 June 2021 11:16

To: [REDACTED]
Cc: [REDACTED]
Cc: [REDACTED]

Subject: Dingwall 20 mph Zones and Traffic Calming

Dear Lisa,

Dingwall Community Council have over the last week, considered the revised traffic calming measures along with the 20mph zones, proposed as permanent placements. We do agree in principle, with the 20 mph limits, but again, would urge Roads Safety to consider the arrangements for the Back Road, leading to Old Evanton Road. We have had comments relating to the confusion on this stretch of road having two different limits close together. We can see no good reason for maintaining a 30mph area from halfway up the Back Road to the top off Old Evanton Road. This higher speed limit covers the area where we have two school crossings and seven entrances to residential areas, so surely this area and its pedestrians should be afforded the same consideration for extending the 20mph zone in the interests of added safety/reduced confusion?

Traffic calming throughout the town, has been the subject of much debate and has taken up much of our time at Community Council meetings. The placing of these requires further consideration in view of the fact that in residential areas, they are noisy, especially with LGV/HGVs, travelling to or from the six operating bases at the West of the town. Added to this traffic, are the eight businesses serviced by LGV/HGVs for deliveries. One of these alone, depends on deliveries by 44te tankers on a 24/7 basis, which will generate late night noise pollution.

Drg. HRS7158 THC11 HGN R08 DR C 0001

The build out at this location has already been moved and is still in a position where visibility through the corner is poor due to overgrown bushes. I personally, have witnessed a total disregard for the observation of the 20mph limit at this location, which may be better served by the deletion of the build out and the placing of a full width cushion. This has the positive effect of slowing traffic, while preventing those who will, from 'playing chicken', with oncoming vehicles. The raised cushion would also assist wheelchair users

in negotiating the crossing/kerbing. It would also be an excellent location for the placing of a Zebra Crossing, maintaining smooth traffic flow while making the pedestrian crossing safer.

Drg. HRS7158 THC11 HGN R08 DR C 0003

We do not agree with the relocation of the bus stop between the Co-op junction and the school crossing. This will have busses stopping far too close to the school crossing at Fraser Road, putting the crossing attendant at risk if they have to walk behind a bus to stop traffic. We propose that the measures in place are left as they are, with the off-road bus stop being retained along with the introduction of a 20mph limit on this stretch of road to further bolster road safety.

Drg. HRS7158 THC11 HGN R08 DR C 0005

We do not agree with the placing of the traffic cushion at the Millcraig Junction. This area is residential and shall be severely affected by the noise of heavy vehicles travelling to and from the West of the town. As mentioned above, at least one business requires 24/7 deliveries by heavy tankers. The whole length of Mill street has always been affected by parked cars, which shows no signs of improving, and cannot possibly be improved by the placing of a traffic cushion at this junction.

Drg. HRS7158 THC11 HGN R08 DR C 0007


The proposed deletion of the build out at this location is accepted. This will greatly improve traffic flow, which is already restricted on Burn Place, due to residents parked cars. There are concerns, that the West speed cushions may hamper those wishing to exit the Blackwell Street and Fingal Road junctions. However, the deletion of the build out is seen as a positive step towards smoother and safer traffic flow.

To summarise, the money saved on retaining the bus stop on the Back Road and the deletion of the raised cushion on Mill Street, could be redirected to the build out on the Back Road, by including a full width cushion at this location with possibly a dedicated crossing? The raised cushion on Mill Street should not proceed on the basis that the number of parked cars already has a natural effect on the speed of traffic on this road.

20mph limits should be extended along the full length of the Back Road and Old Evanton Road, in the interests of eliminating confusion and enhancing pedestrian safety.

As a final word, as a H&S professional, I always hear the comment that the cost of just one incident, far outweighs the cost of good, proactive health and safety measures in the first instance.

Kind Regards,

 (Chair),
Dingwall Community Council.