

- **Construction Traffic Management Plan (CTMP)** CTMP to be agreed prior to start of construction and prior to start of road mitigation works. Robust arrangements to be put in place in agreement with Highland Council in consultation with all affected Community Councils (Holm, Dores & Essich, Strathnairn and Stratherrick & Foyers). Routing arrangements including the use of one-way routing/circular routing to be discussed and agreed for all associated traffic, direct contact with developer and principal contractor to be established and maintained throughout construction work. Restricted routes to be adequately signed. All sub-contractors and suppliers to be compliant with the CTMP. The use of marked vehicles for HGV suppliers and white van traffic to be used where appropriate and applicable. The use of Variable Message Signs to advise the public of works and traffic management arrangements to be included. Temporary reduced (30mph) speed restrictions to be utilised where appropriate and signed accordingly. Park & Ride option and mini-bus travel options for staff travel to work should be employed to reduce white van traffic impact. Conflicts with other traffic to be identified e.g. re-routing of A82 traffic due to accidents of tree felling, Forestry extraction vehicles, overlap with other major developments in the area. Coordination and contingency plans established for these scenarios. Convoy of HGV traffic to be avoided. Restriction of construction associated traffic at School opening and closing times.

Full time on-site Traffic / Community Liason manager.

Driver Behaviour to be a disciplinary / contract issue, sub contractors and delivery companies included.

Marked vehicles for all employees.

- **B862 Holm towards Dores** a gateway feature and placement of 30 restriction. Segregated path off-road above and behind masonry wall as far as the Torbreck Junction. Speed warnings on road on this stretch where a number of vehicles have left the road.
- **B862 Scaniport** “ Village Gateways. Road narrows at Bridge, bottom of Cullard Brae (a number of near misses with buses & lorries). Widening or priority in one direction. This is a very fast stretch of road especially as you approach Scaniport – there is a concealed entrance to the right and a concealed entrance to the left at junction with the C1084. This is where everybody tries to overtake – advisory road markings or speed limit reduction
- Scaniport to Dores: Again, narrow road, blind summits, very fast stretches of road. Should be no overtaking on Aldourie Brae or on approach to Aldourie School. (Aldourie School is right on edge of road and outwith drop off and pick up times it is 60 mph).
- **B862 Safety enhancement consideration at Aldourie Primary School.**
- **B862 Dores Village Improvement Scheme.** To be conditioned if developer starts construction work before Scottish Water.
- **B862 single track above Dores** localised passing place improvements. Dores to Junction with 1064 on to Torness. Improvements will have to be made and passing places improved. Narrow road above Dores and very narrow from Park Road End to B862 Balnafoich, road bends at Kindrummond.
- **Achnabat** – Hill Farm – 60mph. Sheep and cows roam free from cattle grid B862 (just past junction with C1064) along the shores of Loch Ceo Glas. Restricted visibility, and very narrow in places. This is predominately a hill farm which is open to and bisected by the B862, farmer concerned about the safety of livestock . Due to the farm being bisected by the road, also concerned about his safety when having to move livestock either across the road or along the road.

Route from East Croachy to Achnabat, Should be a condition **not** to be used).

B862 Loch Ceo Glais passing place and strengthening (overlay) improvement

- **Essich Road** consider extending 30 restriction to beyond all the housing. Good standard of single track road requires a pinch point at existing 30 could be widening although forming as a Gateway provide as a secondary gateway/narrowing with Gateway to move out with 30 extension.

If this is to be used by the workforce or as part of a circular route for HGV's, then the whole road would

need to be assessed.

Further pedestrian crossing on Essich Road side of this roundabout.

- **Torbreck Farm Road** either needs a restriction of traffic or upgrading if traffic is to impact on this route. This is the national Cycle route N78 and is used daily by walkers, cyclists, horse riders with no pavement. Temporary 30mph limit if needed for diversion or when roads works present on section between Torbreck Junction and Holm Roundabout.
- **B862 Dores – B852 Foyers**
- 60mps to Bail-a-chladaich – narrow, with passing places – work will need to be done (length of p.p.)
- **No road closures** – at public road crossing – No 1 B852 or at No2 Public Road Crossing B862
- School buses use both roads ie B852 and B862 so this needs priority factoring into CTMP

Will the DECC be included as a consultee on the robust arrangements to be put in place prior to construction?

Holm to Dores: Do you mean Holm to Torbreck Junction? Taking a 30mph speed limit out to the junction would be a splendid idea

Essich Road: 30 restriction would best be placed before the bottom of the hill so that traffic will achieve this prior to reaching the original hamlet of Essich.

Torbreck Road: The junction with the B862 is very poorly sighted for both in and out traffic to and from Inverness. This road is in daily use by walkers, dog walkers, mothers with prams, horse riders and cyclists (N78), and a safer route to school and is the last flat country lane left in Inverness and should be protected for these uses. Improvements would endanger these uses. The current 60 mph limit is an absurdity.

Any detours make this road a nightmare and dangerous. Restrictions on access would be welcome.

Hello John,

Thanks for your email.

Yes DECC would be included – I've highlighted below where the four CC's are mentioned in brackets for their inclusion in agreeing the CTMP.

Holm to Dores – I recalled discussion about modest adjustment to the 30 sign location as you enter Holm to fit better with the Ness Castle development and it might be useful to install a gateway feature to make the 30 more conspicuous.

The Council would not support an extension of the 30 out to Torbreck junction. It is the road environment itself which has the biggest influence over driver speed and this section of the B862 is not conducive to a 30 limit. Changing the speed limit on this section would do little, if anything to reduce speeds. Vehicle speeds would not meet the criteria to allow a 30 restriction to be implemented. You would potentially create a false sense of security and have vehicles then going excessively over the new limit. I am doubtful that a 30 limit here would be supported by the Police. Unfortunately signs alone don't impact enough on drivers to make such a dramatic change in speed that would be needed here.

Essich Road – Extending the 30 here is feasible but how far will need careful consideration. You really need the roadside frontage development to provide the cue to drivers that the road environment has changed which accordingly requires a change in speed and behaviour. When you get this wrong you may have the unintended effects of increasing speed where the road is clearly a 30. Changing driver behaviour is not easy but I think there is merit in extending here but where to will need thought.

Torbreck Road – visibility at this junction is you say restricted, a visibility improvement here would benefit but may be difficult to achieve. I think a restriction of development related traffic would be beneficial here, appropriately signed and implemented/enforced through the CTMP. Given the shortcomings and limitations of this road it would appear easy to justify a restriction of use for the Red John traffic.

Ella mentioned Achnabat which is good. Although I had not specifically named it I intended it as part of 'B862 single track above Dores – localised passing place improvements'.

This is all good dialogue which will help refine the Council's comments on related conditions and mitigation sought from this development.

