

what we have now

In this special pull-out supplement, we follow up the concerns on speed limits and safe road crossings that were brought to everyone's attention in the last newsletter.

Rather than campaigning for reductions in speed limits in a piecemeal fashion, KCC decided to produce a community plan for a speed limit strategy for Corpach, Banavie and the Blar.

On this page we show the present speed limits between Lochybridge and Annat, and we highlight some of the dangers and hazards that are faced by the community. Overleaf we show a draft proposed strategy and we highlight how everyone can contribute to the chances of making it a reality.



slower, safer, smilier

Read about KCC's campaign in this special supplement. Outside pages show what we have now. Inside pages show KCC's draft plan and how you can help.

safe crossing places obstructed by parked cars

roads effectively single track due to unavoidable lack of off-street parking - too narrow for 30mph

poor sightlines for pedestrians due to bends in roads

why does Badabrie have advisory 20mph but busier residential streets like at Drumfada still have 30mph?

children's playground and sheltered housing on bends with poor sightlines

majority of community live on opposite side of road to our only shop, to our primary school, and to our community centre

traffic islands not wide enough to feel safe on

no safe route for cyclists through the whole length of village

children's play area

sharp double bend

no pavement alongside houses & rugby club

no pavement in residential area

very narrow pavement

frequent timber lorries and increasing tour buses

blind summit

route for schoolchildren

instead of zebra crossings, we have a white elephant crossing!

confusing road signs leading nowhere

route for schoolchildren

visibility for pedestrians on Great Glen core path is obscured by bridge at canal crossing - it's frightening for high numbers of local people and tourists trying to cross or stopping to watch the steam train; it's a hazard for people on Great Glen Paddle Route who need to carry their canoes across

very poor visibility at station exit

current speeds cause difficulties for Scottish Canals who have to stop traffic to open the canal bridge

all Road to the Isles freight traffic passes through village centre, incl forestry, fishing - with no feasible opportunity for a bypass

traffic has poor sightlines of pedestrians trying to cross between parked cars on either side

no safe place for young, elderly or disabled people to cross the road at the village centre independently without anxiety

sharp bends, steep hill, poor sightlines

hazard of queuing traffic at swing bridge

very grateful thanks to Lorna and Finlay Finlayson for sponsoring the increased costs of producing this supplement in colour

very poor visibility at station exit

frequent hazard of queuing traffic waiting for swing bridge

CRANNOG RESTAURANT

Thank you

CURRENT SPEED LIMITS

- No speed limit, ie on this type of road, the National Speed Limit of 60mph
- 40mph
- 30 mph
- 30 mph but reduced to 20mph when lights flash (ie for schooltimes)
- 30 mph but advisory 20mph
- 20 mph mandatory
- signage is currently ambiguous: 60mph travelling east, not clear whether 60 or 30mph travelling west!

slower, safer, smilier: what we'd like to see



and how we can all help

- KCC's proposals aim to:
- improve road safety for everyone
 - make walking and cycling a more pleasant experience
 - avoid undue slowing of trunk road traffic by encouraging slow but steady traffic flow
 - avoid unnecessary urbanisation

If all these measures are put in place, it would add a mere 25 seconds to a typical journey from Lochybridge to Annat. Small price to pay for all the increased safety, reduced anxiety, and increased independence. What driver wouldn't be willing to trade that extra 25 seconds for the increased independence, confidence, safety, security and, ultimately, happiness, of our families?

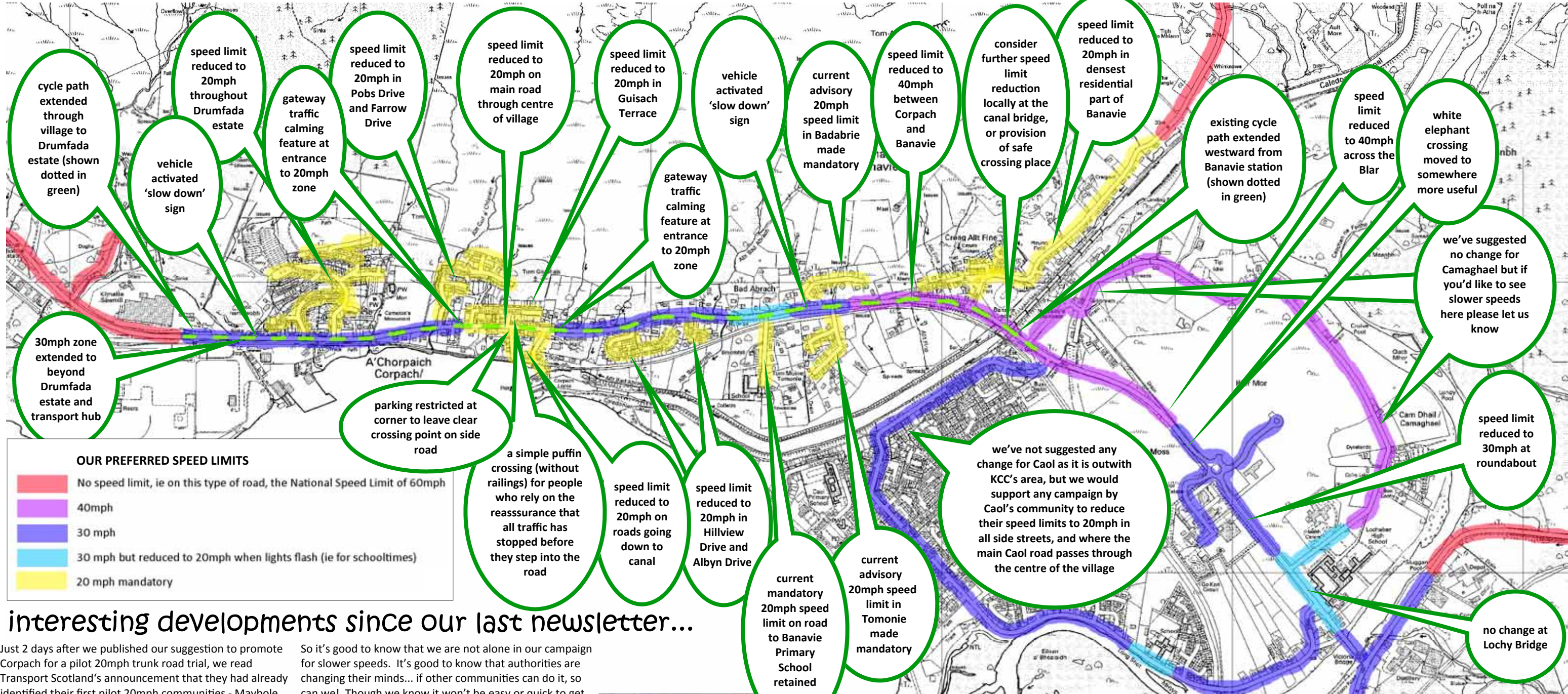
Our vision is unlikely to become reality unless we can make a really good case to Transport Scotland. Being able to demonstrate strong community support for the strategy will help create the political pressure to make it happen.

- if you have been involved in, or witnessed, any accidents or near misses in the area (because Transport Scotland are more likely to be responsive the higher the accident rate);
- if you would like even more reductions in speed limits than we've shown here;
- if you have positive feedback after driving or walking through Oban once the 20mph trial is in place.

Please let us know:

- if there are other hazards we've not mentioned overleaf;
- if there are other places where you have difficulty crossing the road or don't feel safe as a pedestrian or cyclist because of the traffic;

Please email us or fill in the enclosed flyer and drop it back to us either via one of our suggestion boxes (at the Corpach and Banavie noticeboards) or direct to any Kilmallie Community Councillor.



interesting developments since our last newsletter...

Just 2 days after we published our suggestion to promote Corpach for a pilot 20mph trunk road trial, we read Transport Scotland's announcement that they had already identified their first pilot 20mph communities - Maybole, Largs, Biggar, Langholm and Oban. So RATS! Corpach got missed out - inspite of KCC having earlier asked Transport Scotland for speed reductions. But good news nevertheless. If the trials are successful it will strengthen our own case. The trials are due to start in spring/summer this year. We will be watching them closely.

And just four weeks after that we read that the whole centre of Edinburgh is to become a 20mph zone apart from strategic through routes. This decision followed a successful pilot in some parts of the city, and is due to be implemented by spring 2017.

So it's good to know that we are not alone in our campaign for slower speeds. It's good to know that authorities are changing their minds... if other communities can do it, so can we! Though we know it won't be easy or quick to get any changes agreed and implemented.

And finally, we learned of another community's brilliant initiative to take speed reduction into their own hands: in the village of Lockeridge, they made scarecrows (or should they be 'scarecars?') in the form of scampering children, old people, joggers, animals about to run into the road, etc and placed them at strategic places in the village to catch drivers' attention. Apparently it really works! And it's even held up as good practice by Lockeridge's local authority - see pictures right. Any ideas for Banavie and Corpach?

