

A photograph of a road with a speed limit sign and trees in the background. The sign is a circular white sign with a red border and the number '30' in black. The road is paved and has a red and white striped curb. The background shows lush green trees and a clear sky.

A830 through Corpach Project report

Prepared by
A830 Corpach Group
A830Corpach@gmail.com

	Pages
1. Introduction	2 & 3
2. Objectives	3
3. Strategy	3
4. Findings	
4.1 Health and safety considerations for communities residing close to busy roads	4
4.2 Signage	5
4.3 Road surface	6
4.4 Signage locally and in other Highland villages	7
4.5 Traffic calming and deterrents	8
4.6 Survey questions and responses	9-16
5. Conclusion	17-18
6. Recommendations	19
7. Appendices	19

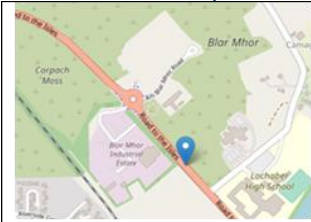
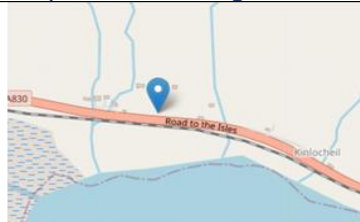
Introduction

The A830 trunk road, also known as the Road to the Isles, is approximately 46 miles long and commences at the roundabout junction at Lochy Bridge and terminates at the port of Mallaig. It is considered one of the most beautiful roads to drive in Scotland thanks to the many spectacular changes in scenery of mountains, lochs and beaches bringing thousands of visitors each year to experience this spectacular scenery as well as to journey on to Skye, the Small Isles and the Knoydart peninsula. The road is the link for locals along the route for shopping and medical facilities in Fort William and beyond to Inverness and Glasgow. The road has significant commercial traffic including fish farming and forestry.

The A830 through the Kilmallie Community Council area commences at the far side of Lochy Bridge and serves Lochaber High School, Fort William Health Centre, Fort William Police Station, the upcoming Blar Mhor development of 250 houses, STEM centre for West Highland College, Belford Hospital replacement and a Community and Commercial area, Banavie bridge, Neptune's Staircase on the Caledonian Canal, Banavie, Badabrie, Tomonie, Corpach, Corpach Basin, Corpach Port, Annat Point, Annat Industrial Estate, Linnhe Lochside and properties along the route to Kinlocheil and beyond. It has for many years been the subject of KCC meetings and articles in its Newsletters and in turn successful KCC campaigns to reduce the speed limit on the Blar Mhor and at Banavie Bridge, and to provide a safe pedestrian crossing at the Co-op.

The short, approximately 3.5-mile journey, from Lochy Bridge to Annat has a confusing four changes of mile per hour speed limits before coming to the national 60mph at Annat. Lochy Bridge to the Blar Mhor roundabout is 30mph. Blar Mhor roundabout to Banavie is 40 mph. Banavie to close to Corpach Hotel is 30mph and close to Corpach hotel to Annat is 40 mph.

Traffic census points within KCC boundaries provide average annual daily traffic flows

	
OS Grid: NN121761 Location: Highland Census Point ID: 793	OS Grid: NM975792 Location: Highland Census Point ID: 30799

Average annual **daily** flow in 2019 (latest data available)

Count Point 793 Blar Mhor		Count Point 30799 Kinlocheil	
Bicycles	137	Bicycles	1
Two wheel motors	158	Two wheel motors	28
Cars & Taxis	7084	Cars & Taxis	1427
Buses & Coaches	144	Buses & Coaches	31
LGV's	1297	LGV's	584
HGV's	393	HGV's	171
	9213		2242

Following a noticeable increase in the volume of traffic breaking the 30mph speed limit from the 30mph sign at Banavie and through Corpach village, and the resulting environmental disruption and safety concerns, coupled with an article in the August 2020 edition of the KCC newsletter, a small group of residents got together to try to find an easily and possibly quickly implemented, low-cost potential solution to the speeding problem. This report has been compiled by the group to provide KCC with the group findings and to request KCC to take this forward to Transport Scotland to investigate and implement, or ask that they facilitate a meeting for the group and KCC members with Transport Scotland.

Objectives

The Primary objectives were:

- To gauge the views of the residents and users of the A830 through Corpach.
- To request that KCC to take forward any findings for improvements to the relevant bodies with a view to investigating and implementing the recommendations.

Strategy

To achieve the group's objectives;

- Research was undertaken on the Health and Safety considerations concerning living and working by a busy road.
- Research was undertaken on the signage, road condition and main traffic calming measures/deterrents in place on the A830 stretch from Banavie through Corpach to Annat.
- Research was undertaken online and with the Area Communications Officer of the North Safety Camera Unit on villages on the route of main trunk roads throughout the Highlands to ascertain what is in place to protect roadside dwellers and users in other such village locations.
- KCC was approached to request Newsletter space for an article detailing findings to date.
- The article was then placed in the November 2020 issue of Kilmallie Community News.
- A survey was posted on the Survey Monkey website to allow users of the A830 through Corpach to provide their views.
- A dedicated email address and Facebook page was provided to allow the group to be contacted directly.
- A Freedom of Information Request of data was requested from Police Scotland regarding the Safety Camera Van and its times on site.
- A local prominent business was approached for their view on the A830 through Corpach.

Findings

Health and safety considerations for communities residing close to busy roads

In Transport Scotland's publication **Speed Limit Review: The Assessment Process** the introduction states "The trunk road network is a vital link connecting cities and rural communities, as well as ports and islands. It represents just 6% of the Scottish road network but it carries 37% of all traffic and 62% of heavy goods vehicles." The 2019 statistics of the count points on the Blar Mhor and Kinlocheil show that it is an extremely busy trunk road.

The World Health Organisation (WHO) noted in **Road safety: a public health issue** "Throughout the world, roads are bustling with cars, buses, trucks, motorcycles, mopeds and other types of two- and three-wheelers. By making the transportation of goods and people faster and more efficient, these vehicles support economic and social development in many countries. But while motorized travel provides many benefits, it can also do serious harm unless safety is made a priority. Pedestrians and cyclists using roads are particularly at risk. Crashes are frequent. Deaths and injuries are common."

The EEA briefing '**Managing exposure to noise in Europe**' states that noise pollution remains a major environmental health problem in Europe, with the transport sector being a major cause. Road traffic noise is the dominant source affecting human exposure above the EU's threshold of 55 decibels (dB) for daily exposure and 50 dB for night exposure. Railways is the second largest source and Aircraft noise, close to major airports, is the third main source, followed by industrial noise within urban areas.

Noise from road traffic alone is the second most harmful environmental stressor in Europe, behind air pollution, according to the World Health Organization (WHO). The harmful effects of noise arise mainly from the stress reaction it causes in the human body, which can also occur during sleep. These can potentially lead to premature death, cardiovascular disease, cognitive impairment, sleep disturbance, hypertension and, at the least, annoyance.

Communities close to major roads are exposed to tailpipe emissions from vehicle traffic, non-tailpipe emissions (such as brake and tyre wear), and noise that may have adverse effects on residents health and well-being.

Speed and Road Traffic noise, a report commissioned by the UK Noise Association states:

Road traffic noise: the impact of speed

There is a measurable link between traffic noise and speed. In urban areas with speeds of between 20 and 35 mph, reducing speeds by 6 mph would cut noise levels by up to 40%.

Road traffic noise: other important factors

The traffic mix is an important factor in both overall noise and noise peaks. Heavy vehicles, mopeds and motorcycles are disproportionately noisy. At 30 km/h (19mph) one heavy vehicle can emit as much noise as 15 cars. However, light vehicles dominate traffic noise because they account for most of the traffic. Even on roads where there is a greater percentage of heavy traffic, cars will still usually dominate noise levels.

Signage on the A830 through Corpach



Signage on entry to 30mph area from Banavie bridge. No countdown chevrons from 40mph area. No safety camera van signs. No welcome village signs.



Corpach signage travelling West. No indication that Corpach is a residential area. Poor faded road markings.



Corpach travelling West. Poor road markings.



Sign on entry to 30mph area travelling from the West. No countdown chevrons. Poor road markings.



Corpach sign at Annat.



Poor road markings just past Ravenswood.

Road surface on the A830 through Corpach



Sunken drain cover at Kilmallie Gardens bus stop.



Sunken drain cover close to Hillview Drive.



Traffic island by Kilmallie Gardens. Poor and sinking road surface.



Sunken drain cover close to Kilmallie Gardens.



Sunken drain cover close to Kilmallie Gardens.



Traffic Island by Hillview Drive.

Signage locally and in other Highland villages



Fort William

Clear town welcome signage. Clear road markings. Clear safety Camera signage. Countdown chevrons.



Spean Bridge

Clear village welcome signage. Clear road markings. Countdown chevrons.



Drumna Drochit

Clear village welcome signage.



Connel

Clear village welcome signs. Countdown chevrons.



Lewiston

Welcome. Please drive safely. Clear village signage.



Strathyre

Clear village welcome signs. Countdown chevrons. Clear road markings.



Strathyre

Thank you. Have a safe journey.

Traffic calming measures/deterrent to Speeding on the A830 through Corpach

Safety Camera Van

The operations and activity of the Scottish Safety Camera Programme is undertaken by Police Scotland and funded by grant from the Scottish Government. There are 3 safety camera vans covering 124 locations in the Highland Council area; their role is one of casualty reduction, not revenue generation. A safety camera van is not allocated to any one particular enforcement location.

The 124 safety camera van locations are fixed locations, the location having been chosen either as an accident black spot or where it is known speeding occurs. The fixed location for the safety camera van in Corpach is titled "near Banavie School".

A recent Freedom of Information (FOI) request shows:

- In 2019 a safety camera van was enforcing at "near Banavie school" for a total of 38 times for 69.86 hours. 14 cars and 1 motorcycle were detected travelling at speeds greater than 30mph.
- In 2020 to the 31st. October a safety camera van was enforcing at "near Banavie school" for a total of 12 times for 20 hours. 6 cars were detected travelling at speeds greater than 30mph.

To the best of our knowledge the safety camera van was not on site in November or December 2020.

Vehicle Activated Speed Sign (VAS)



The use of interactive traffic signs is designed with safety initiatives in mind, for use in busy pedestrian zones or accident black spots. There is 1 vehicle activation sign on the A830 through Corpach. The sign flashes 30 if a vehicle approaches travelling at speeds 30mph or greater. Other VAS are available that flash the speed the vehicle is travelling at and provides a message to slow down.

Police car and radar gun presence

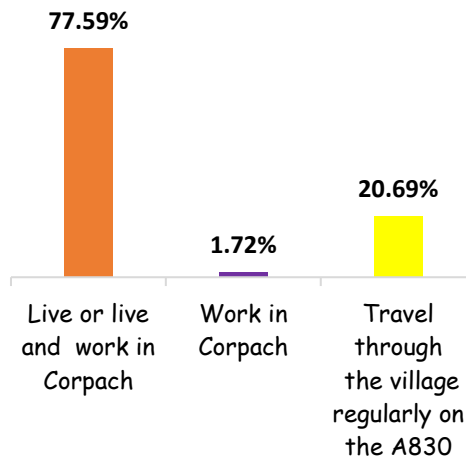
Our Community Police Liaison Officer, Ross McCartney reported to the KCC November meeting that speeding on the A830 and parking on the pavement remain issues that the local officers have been addressing. Eighteen officers have been recently trained in the use of the speed gun which should help act as deterrent to speeding. It is not known at this point if the speed guns have yet been deployed in the KCC area.

Survey Questions and Responses

The survey was posted to Survey Monkey in time for the delivery of the November edition of the Kilmallie Community News and remained on-line until the 6th. January 2021. Fifty-eight individuals responded.

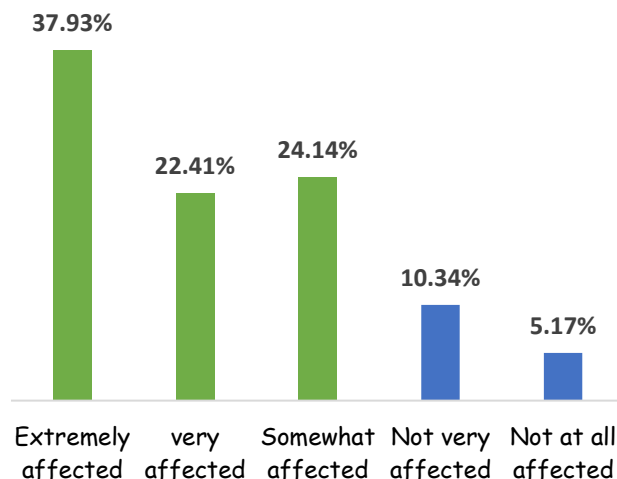
Q1.

Do you live, and/or work, in Corpach or do you travel through the village regularly on the A830?



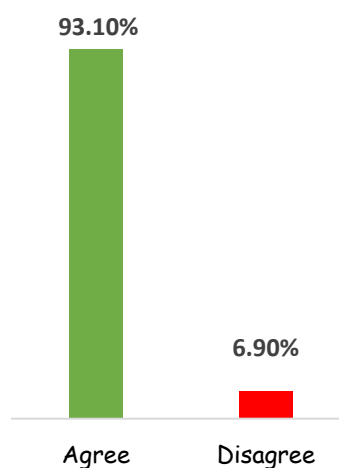
Q2.

Are you affected by the speed, noise or pollution generated by vehicles travelling the A830 through Corpach?



Q3.

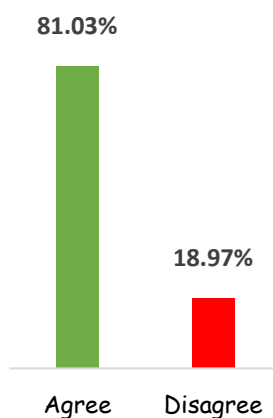
Would you agree that a flashing "your speed" sign would be a better speed indicator than the current flashing 30 sign?



Survey Questions and Responses (cont.)

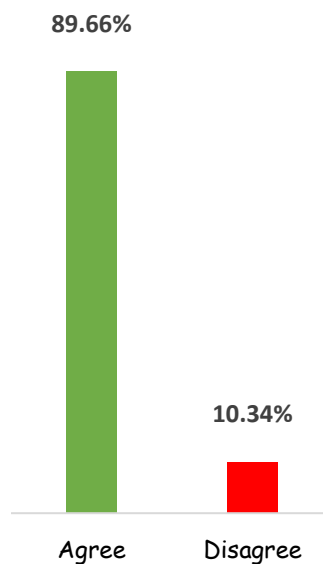
Q4.

Would you agree that the 30 and 40mph road signs on entry to Corpach do not have the prominence to inform motorists that they are entering a village?



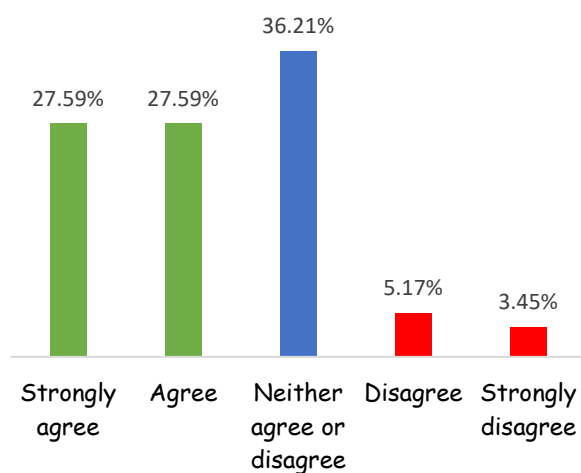
Q5.

Would you agree that "Welcome" signage, such as at entry to Drumnadrochit, would be more likely to advise/remind motorists that they are entering a village and to reduce their speed accordingly?



Q6.

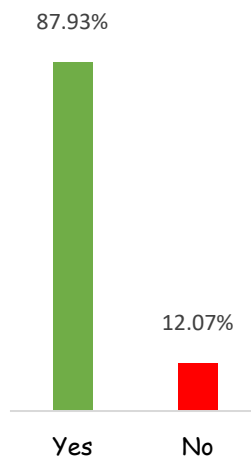
Would you agree that "Thank you" signage, such as on leaving Drumnadrochit, would make motorists more likely to reduce their speed accordingly on the next visit?



Survey Questions and Responses (cont.)

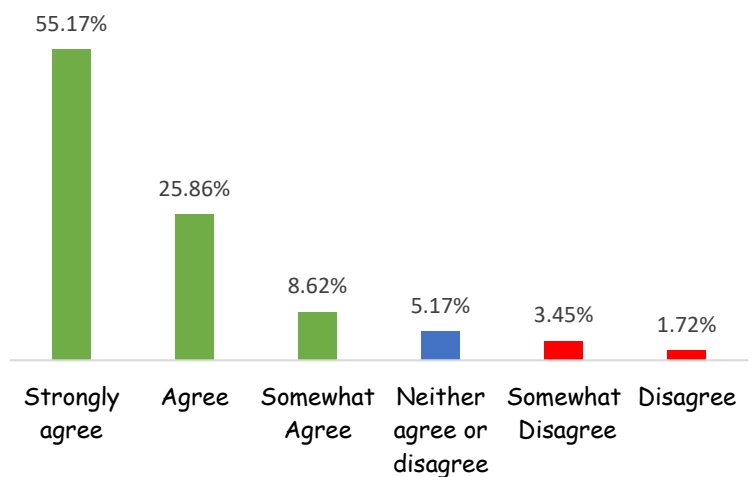
Q7.

"Would you like to see Welcome and Thank you signage, such as at Drumnadrochit, installed at entry and exit to Corpach?"



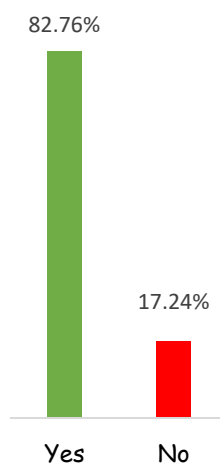
Q8.

Would you agree that residents of Corpach West should be given the same 30mph speed limit protection as residents of Corpach East?



Q.9

Do you consider that the Safety Camera should be sited near Banavie school on a more regular basis to catch or deter speeding motorists?



Survey Questions and Responses (cont.)

Q10.

Do you have any comments, questions or concerns?

I would really like all traffic travelling through Corpach adhered to speed limit of 30 mph.

~

I would like to see the speed limit set to 30mph, from the canal crossing right through to Annat. I would also like to see a permanent speed camera instead of the temporary one that occasionally visits near Banavie school.

~

I think that prominent 30mile signage and a speed limit of 30 miles from Banavie Bridge to Drumfada would alleviate the speeding through Corpach. A speed Camera would also alleviate the problem.

~

I would like to see permanently mounted speed camera sited at Corpach, instead of the temporary one that is very rarely there.

~

Very few people obey the speed limit currently when driving through Corpach and speeds are often extraordinarily high during the hours of darkness. This is dangerous in a residential area. In addition, due to the noise of the speeding traffic, and to the increasing amount of heavy traffic on the road, walking along the pavements through the village (as many residents, old and young, do for exercise and to access the shop, schools, etc.) is becoming a very unpleasant experience.

~

Surely q8 should be the other way around as it is Corpach West who suffer with the 40mph limit? *(This was an error picked up and corrected on the day the Survey was posted)*

~

While there should be more speed checks, the location of the speed camera should vary.

The noise of HGVs travelling through the village Increase in traffic noise, pollution, litter etc when the marina opens Noise from BSW sawmill

~

I am concerned about traffic noise, especially HGVs. Cyclists, adults and children, please use a bell to warn pedestrians!! Vehicles parking in and leaving the lay-by at the Coop can be a danger. Can we do anything to make it safer?

Survey Questions and Responses (cont.)

I feel the main traffic speed problem is at the area between the two bus stops on the south side of the road at the "shopping" area. The "20" reduction, I think, is relatively successful at the Banavie School road end, and, importantly, is accepted by motorists, and if it could be replicated for that short stretch, could lead to a successful improvement in traffic speed and safety. This also needs to include good advance warning of the speed reduction, especially on the 'downhill' stretch entering from the eastern end. The other potential crossing problem is at the canal bridge. If the *Great Glen Way* increases in popularity, the peak crossing in summer will coincide with peak traffic numbers and could lead to this being the most dangerous crossing for walkers on the whole 60-mile route. Is a pedestrian crossing with lights a feasibility here? I know there are problems since it is a trunk road and siting is extremely important (see debatable value of the crossing at Corpach shops), but at the moment, I would think there is real danger at this "chicken run" having a fatality sometime soon

~

Local shop and crossing places create areas that require extra caution . Traffic volume is increasing and seasonal traffic is greater which all require extra caution .

~

Having lived in Corpach 55 years There was a + years ago. A lorry had a blowout at Drumfada. A van crashed through barriers and landed in gardens at . A car landed in ditch across from . 2 cars have landed in ditch at and a car collided into Corpach Hotel Garage.

~

There have been numerous accidents over the years between Drumfada Terrace and Banavie side of Banavie School. With the added traffic it can only get worse. Nightmare crossing at Drumfada Terrace and hate these stupid islands!!!

~

I regularly see vehicles break at the flashing sign, then speed up again - they seem to need more prompting to maintain the speed limit.

~

Over the years the volume of traffic has greatly increased creating many safety issues and severe noise pollution to residents.

~

The road is very, very busy with the volume of traffic travelling through the village. Visiting traffic passing through entering the 30 do not realise they are in a 30 zone. But something needs to be done before someone is killed in the village

Survey Questions and Responses (cont.)

my family have lived here for . I find it truly upsetting that the truck drivers whose bases are at Annat do not care a straw about the village residents and drive much faster, than the speed limits dictate, through the village at all times of the day and night. Heavy vehicles should be banned between 10pm and 8am in residential areas like ours. It is thoughtless, unsafe and residents are frightened to speak up in case they become singled out and there are consequences for doing so. The police should be doing more and have a stronger presence and commitment to watching what is happening especially during the night and early hours as well as peak times when workers go to and from their work. Not only is it a noise and pollution problem but also a safety issue. I regularly have trucks speeding up behind me and braking noisily ,

. It is quite intimidating and does not in any way encourage people to use environmentally friendly alternatives to get around.

~

Speed bumps + more frequent speed checks

~

Since lockdown there has not been a speed camera at the school and although I have noted that drivers are more likely to speed, they don't seem to go above 35 to 40mph and obey the school 20 sign when it is on. Also keep to a reduced speed when it fails to work and school is out. At the shop, there ought to be a 20mph section to past the hotel then a 30mph section to past the last house on the Loch side but feel the visibility and width of the road after that is good so no point in putting in a longer 30mph section that will be ignored by many. The 40mph section should be extended to past Annat Point Industrial Estate.

~

Traffic through this route has greatly increased over the past few years. Speeding vehicles especially HGVs are particularly dangerous due to their size and longer stopping distances. Noise and exhaust pollution is also an ongoing danger. Slowing all vehicles through Corpach should be a priority.

~

The noise from lorries hitting every drain cap along the A830 stretch next to our house is a health hazard as it interferes with our ability to sleep. In addition, "" boy racers"" regularly fly along the same stretch outside our home again causing a noise disturbance and have the potential to cause a serious RTA.

~

The current 30mph illuminated warning sign is excessively bright and too accurate! You really have to be down to 28-29mph to not flash up a warning - which means it's mostly on for all traffic.

~

Although the camera vehicle did slow traffic down it was only there occasionally and a longer term, 24 hour a day solution is the only way to stop the speeders.

Survey Questions and Responses (cont.)

The excessive speed of vehicles is not restricted to any particular time of the day or the night but, all of the time. Whether it be small vehicles or large 38tonners.... the excessive speed of vehicles is consistent. I have observed cars overtaking, blasting horns at those travelling at 30mph and being abusive to other road users. I don't know what the answer to the speed is but, there is no deterrent at the moment and the presence of the camera is only a temporary and short lived restriction. Average speed cameras may be an answer but that is probably not even remotely feasible. It's a busy road (no surprise there) but has so much 'open' and free flowing straights that it will be difficult to find a suitable solution which doesn't increase annoyance to residents in the area (eg. rumble strips, raised chevrons or speed humps etc.). The HGV's obviously require specific considerations too. Potentially a serious accident waiting to happen and when I see the children at the scout hall on evenings when it is dark, I guess I am always thankful that responsible parents ensure their safety. Good Luck with the campaign....

~

Main concern is speed around school time

~

I live on the main drive my wee one goes to school at Banavie the volume of traffic and speed of traffic is unbelievable.

~

I know this is nothing to do with the main road. The junction across from the swing park in Drumfada is very dangerous car can't see anything coming out of the junction at Drumfada if cars can't see how do kids see.

~

Vehicles still travelling too fast through Corpach. Cars travelling after 20.00 are going extremely fast. Have seen cars speeding whist children travelling to and from school

~

Reliability of street lighting seems to be an issue currently

~

Living directly at the school crossing on the main road. The speed of traffic is beyond dangerous. The camera van would need to be there constantly to make a difference it's the only time people will slow down. Children crossing signs would be beneficial also.

~

Now we have traffic lights at the Co-op there is now need to get the same at Banavie School road end also, the speed of vehicles is awful more traffic lights might make an impact also a set at the canal, take your life in your hands crossing there also

~

Would other traffic calming measures like those in place between Conan Bridge and Maryburgh not be more effective than signs especially with the numbers of children walking/cycling to Banavie School. The speed most lorries coming and going from BSW sawmill concerns me.

~

I would like to see the speed limit extended on the West side of Corpach out as far as the caravan site. If that was made a 40 MPH then the 40 MPH at the saw mill would become the new 30 MPH that would make more sense.

Survey Questions and Responses (cont.)

Not sure if its within this district but a 30mph limit should carry on from Corpach right down past the canal and a pedestrian crossing should be put in place near the canal.

~

The number of vehicles that ignore the 20 speed limit at the school is mind boggling. This has to change!

~

Many of the culprits are HGV. drivers and the noise from their vehicles is disturbing day and night. Parking near the shop is another problem with some drivers parking on the pavement.

~

More consideration and voice should also be given to those partaking in 'active travel', of whom I am one. If more people were encouraged and even incentivised to do this, we would automatically receive a significant improvement to the noise problems in Corpach.

Conclusion

The A830, the Road to the Isles, is a major trunk road supporting a high level of local traffic, traffic to the Isles and HGV and commercial traffic to Corpach Port and the Annat Industrial estates.

There are a myriad of reports detailing the health and safety aspects of motor vehicles travelling through communities and concluding that there is a measurable link between traffic pollution and speed.

The A830 between Lochy Bridge and Annat has many confusing changes of speed limits.

Signage detailing changes of mph speed limits, and entry to the village, is poor in comparison to other Highland villages on the route of trunk roads. Other villages have traffic calming methods such as a Welcome, Please drive carefully and Thank you, have a safe journey signage. There is no speed camera sign; according to the Scottish Safety Camera Programme handbook there should be one on display. We believe a sign would be a good deterrent.

There is poor, faded mph road markings on the Corpach section of the A830 and many of the drain covers have slumped causing residents stressful noise pollution when HGV traffic bumps over these drain covers, and is a hazard to cyclists. It can be seen from the photographs that work has been undertaken, unsuccessfully, on these drain cover areas. Modern methods of drainage, such as channel and kerb drainage systems could be employed.

There are speed deterrents on site but are presently not effective. In 2019, pre covid-19, the Camera Safety Van was only on site at Banavie School for a total of less than 70 hours in the year, with a total of 14 detections. When it is on site there is we believe a misunderstanding of the safety role of the camera safety van as it is known that people flash to warn others of its presence, perhaps believing it to have a revenue generating role. The vehicle Activated Speed sign just flashes 30 and does not display the actual speed or a message to slow down. Vehicles travel up to it and onwards either ignoring it or slowing down until they pass. We believe the more informative Vehicle Activated Speed sign may be more of a deterrent. The presence of police officers with radar guns will most likely be a deterrent but we have not as yet seen them on the road to determine this.

The response to the survey questions concludes that:

- The majority (84%) of respondents are affected by the speed, noise or pollution generated by vehicles travelling the A830 through Corpach.
- The majority (81%) of respondents agree that a flashing "your speed" sign would be a better speed indicator than the current flashing 30 sign.
- The majority (93%) of respondents agree that the 30 and 40mph road signs on entry to Corpach do not have the prominence to inform motorists that they are entering a village.
- The majority (89%) of respondents agree that "Welcome" signage, such as at entry to Drumnadrochit, would be more likely to advise/remind motorists that they are entering a village and to reduce their speed accordingly.

Conclusion (cont)

- The majority (56%) of respondents agree that "Thank you" signage, such as on leaving Drumnadrochit, would make motorists more likely to reduce their speed accordingly on the next visit.
- The majority (87%) of respondents would like to see Welcome and Thank you signage, such as at Drumnadrochit, installed at entry and exit to Corpach.
- The majority (87%) of respondents agree that residents of Corpach West should be given the same 30mph speed limit protection as residents of Corpach East.
- The majority (82%) of respondents consider that the Safety Camera should be sited near Banavie school on a more regular basis to catch or deter speeding motorists.

The response to the survey question "Do you have any comments, questions or concerns?" further concludes that:

- Respondents would like the 30mph speed limit extended. Given the proposed development on the Blar Mhor, with the addition of 250 housing units, it would appear logical to make the stretch from Lochy Bridge to Annat a consistent 30mph.
- Respondents would like a fixed speed camera as a deterrent.
- Respondents are concerned at the number and pollution caused by HGV's travelling through the village.
- Street lighting is at times an issue; this in turn takes out the flashing 30 VAS.
- Respondents are concerned at the speed of vehicles, with drivers ignoring the speed limit, whilst children are travelling to and from school.

At the time of writing the article and posting the survey, Alvanco British Aluminium had not made public its proposals for making "significant upgrades" to the nearby port of Corpach to "improve efficiency of material flow". In a meeting with KCC and Ardgour Community Council on the 21st. December, Brian King, Chairman of Alvanco British Aluminium, could not give any figures on the number of HGV's that could be travelling between the factory and Corpach Port; he advised that these figures will be available for an expected public consultation on the 24th. February.

The meeting discussed the transportation of alumina from Ireland to the factory and the billets that would be made from this for the domestic construction sector, but did not discuss the aluminium re-cycling and canning plant previously mentioned in the press. It is not known at this point then if they will proceed and if so will have an effect on HGV traffic to and from the port. Presumably this will also become clear with the public consultation.

Whilst Scott Dingwall of HIE at that meeting stated "the location is the largest and strategic on the local plan and HIE were looking to all stakeholders for opportunities", and the Highland Council representative at the public meeting regarding the proposed waste sorting facility at Corpach stated it was "an industrial area", the authorities must consider the health and safety of the communities, many of which have been in the area for several generations, living by and on route to and from the port and Annat Point. Industry and community can co-exist side by side if the correct safeguards are put in place and enforced.

Recommendations

Recommendations based on findings and responses to the survey are:

- ❖ A clear and consistent 30mph speed limit is set between Lochy Bridge and Annat.
- ❖ Current signage is replaced to provide Welcome to our village, Please drive carefully and Thank you, Have a safe journey signs.
- ❖ Speed camera signage is installed.
- ❖ Current road markings be refreshed where required.
- ❖ There are more modern methods of dealing with road drainage. Work should be undertaken as a matter of urgency on the slumped drain cover areas to put an end to the stressful noise created by HGV's travelling over them and the danger to cyclists.
- ❖ Ideally the safety camera van would be replaced by average speed cameras but given the number and location of existing ones in Scotland, coupled with the number of junctions on the route, this will not be feasible. In its place the camera should either be a fixed camera or the safety camera van should visit the site more often than it does.
- ❖ The flashing 30 VAS is replaced by a VAS that displays actual speed and a message telling the driver to slow down if they are driving over the speed limit. Several VAS signs along the length of the route would be a constant reminder of driver speed and a clear reminder to slow down.
- ❖ Local police schedule a regular radar gun traffic speed exercise at different locations within the village.
- ❖ That all future proposals to development at Corpach port and Annat point which will substantially increase traffic through the village be the subject of a traffic impact assessment and public consultation.

We ask that Kilmallie Community Council accept this report and take forward its recommendations to the relevant authorities to implement.

Appendices

- A. Kilmallie Community News article
- B. Freedom of Information request regarding the Safety Camera Van sited at location "Near Banavie School"
- C. Scottish Safety Camera Programme handbook of rules and guidance, March 2019

