



Workshop Feedback

PROJECT NUMBER	70075948	MEETING DATE	23 September 2020
PROJECT NAME	A9 North Kessock to Tore Study	VENUE	Microsoft Teams
CLIENT	Transport Scotland	RECORDED BY	
MEETING SUBJECT	Key notes from 1st stakeholder workshop held on 23 September 2020		

Session 1 – Identifying Problems and Opportunities

Tore Roundabout

- Crossing here is a high-risk movement, as it is the only way for local residents and school children to access public transport. Parents are often concerned about their children crossing here to catch the school bus.
- The risk to pedestrian safety is intensified during school terms.
- Pedestrians must often navigate two cars entering the carriageway from the roundabout. This is risky and it is sometimes difficult to see if there is just one car or two.
- Narrowness of the A832 leads to conflicts with south-bound movements from the A9.
- Drivers do not use Tore roundabout to go to Munlochry due to delays on the roundabout and narrow road (A832).
- Queues formed in rush hour (AM and PM) trying to access Tore roundabout and this has an effect on the A835 and A832.
- There is potential for future development to the east and a new park and ride that will use this route – both will add more pressure on the roundabout.
- The sign for Tore roundabout (on the A9 NB) is positioned too early; people slow down but then accelerate when they don't see the roundabout immediately. There is a similar situation on the exit of the A9 north bound and A835 where drivers cannot see oncoming traffic with right of way on the roundabout. This results in vehicles ending up in the ditch due to conflict with the vehicle already on the roundabout.
- The A9 north of Tore roundabout is a single carriageway with very limited overtaking opportunities. This results in a surge of traffic at the roundabout.
- Workshop participant has witnessed a few cars going straight over the roundabout when they haven't slowed down in time.
- Cars accelerate immediately after leaving the roundabout which means they are approaching the pedestrian crossing at speed.

MEETING NOTES

- Safety is an all year-round concern for pedestrians and bus users having to cross the carriageway. For cyclists it is more of a seasonal concern. Cyclists must take risks navigating the roundabout.
- Workshop participant has often witnesses last-minute over-taking on the approach to the roundabout travelling north in order to stop being stuck behind slow moving vehicles on the single carriage way stretch beyond Tore Roundabout.

A9 North Kessock to Tore Route

- Queued traffic on the side roads leads to risk taking behaviour to enter/cross the A9.
- Seasonal issues such as low sun and solar glare make it hard to see the curbs on certain sections resulting in cars clipping them.
- Near misses are being observed but are not being reported.
- A number of junctions have narrow central reserves which offer little protection for crossing pedestrians. Larger vehicles that need to pull out will often sit at an angle, very close to or on the central reserve, to make the manoeuvre easier for them.
- Side roads are narrow and old with poor maintenance which increases safety risks.
- People will often take chances and cut in front of SB traffic. Right turns onto NB lanes are also a risk.
- This section experiences risks due to both speed and volume of traffic (there is not enough space for traffic to merge).
- Some bus services cannot use the northbound bus stops (on A9 approaching Tore) as it's too difficult for the drivers to pull out safely and cross both lanes to get into the inside lane for onward routing.
- Non-local drivers (e.g. tourists) are unfamiliar with the roads and don't know the signage.
- Tourist traffic is increasing, and tourist seasons are getting longer which means there will be an increase in the dangerous driving behaviour resulting from their unfamiliarity with the roads.
- The Harry Gow café and layby is used as a meet-up point for motorhome drivers, they will then continue along the A9 together resulting in a fleet of slow-moving vehicles.
- The southbound carriageway is safer than the northbound – there is a frequent occurrence of southbound drivers moving into the inside lane (out of courtesy) to allow traffic from the B9161 to join the A9, especially in the AM peak with people heading to Inverness.
- The acceleration lane for joining vehicles (SB from B9161 to A9) should be longer.
- It is common behaviour for southbound vehicles to change lane to allow merging traffic (from the B9161) without fully checking it is clear to do so.
- Any future development needs to consider the impact on surrounding roads and ensure they are fit for purpose.
- Right-turn movements on a section of network at the national speed limit are dangerous.

MEETING NOTES

- Workshop participant often witnesses undertaking due to frustration with slow moving vehicles preparing to turn right onto the B9161.
- There is public concern with slow traffic coming onto the A9 from the car park at North Kessock.
- The A9 was not designed to accommodate traffic from all the development that has happened, and any future development must take this into consideration.
- There are near misses regularly observed but very rarely recorded. There should be a way of recording this.
- The road was built in 1982 when the bridge was built – there is very little illumination and safety measures in place that other sections of the A9 have, such as flashing signs to warn of side road movements.
- The walking and cycling routes coming from Inverness are regularly used so any changes must not impact the safety of these.
- There is an aspiration to have more people commuting into Inverness from the Black Isle so this route is key to that and must take this additional traffic into consideration.

Munlochy Junction

- Near misses occur at the junction due to poor lighting and visibility.
- Turning right into Munlochy is a high-risk manoeuvre.
- Munlochy junction particularly dangerous at night with high traffic flows and low visibility.
- It is a two-step junction for those coming out of Munlochy heading north.
- There are no adequate alternative routes – it would mean going to Tore roundabout and using a narrow road (A832) that is often used by HGVs travelling to the refuelling station, resulting in an increased danger to cyclists and pedestrians.
- People are required to take more risks here due to the junction layout and there are issues with the queuing signage.
- The current signage encourages drivers to use the junction to turn right into Munlochy.
- Workshop participants reported witnessing long queues going beyond the end of the right turn lane (NB along A9 to the B9161 junction).
- Navigating the junction is more dangerous in poor weather and dark conditions due to inadequate lighting.
- Drivers' frustration with the junction and not being able to turn leads to risk taking behaviour.
- Comments have been made about the turning lane being full and the fast lane having to slow down/stop due to heavy traffic daily during the PM peak, particularly on Fridays.
- Before Covid-19, it was notable that you would have to wait at the junction for quite some time before being able to make the right turn.
- The junction creates a conflict of movements which is dangerous.

MEETING NOTES

- Accidents occur when someone is waiting to turn right, and they are shunted by cars coming up behind at speed – the reason these are more fatal is because the wheels are positioned towards the right in preparation for the turn, so they are shunted onto the south bound carriage way into oncoming traffic. If they have their wheels positioned forward whilst waiting, they would only be shunted up the carriageway their own side meaning the accident wouldn't be as severe.

Session 2 – Draft Transport Planning Objectives

Draft Transport Planning Objective 1

Objective:

To achieve a reduction in accidents, and/or potential conflicts at the junctions along the A9 between North Kessock and Tore.

Comments:

- Look to reduce the number of potential conflicts at the junction. But be careful of time of year when surveys are done as there might be concerns that they're not done at the appropriate time of year.
- Park and ride could reduce the number of cars accessing the city centre.
- Possible implementation of a roundabout at Munloch.
- If the Munloch junction is not fixed then there will be more traffic avoiding the junction and coming to Tore - so they are very much linked, and both need improving at the same time.

Draft Transport Planning Objective #2

Objective:

To improve – make positive statement - To achieve a reduction in risks to safe use of network for active modes (walking and cycling) at the junctions along the A9 between North Kessock and Tore.

Comments:

- An indicator for this would be a reduction of conflict.
- Tore roundabout has a problem with pedestrian AND road safety.
- TPO is very aligned with the environment agenda and in line with the climate emergency. Can't have PT at Tore unless it's safe for pedestrians to access.
- Is welcomed for NMUs.
- Have conversations with developers re park and ride, active travel and public transport alternatives.
- There should be more cycling infrastructure.
- Encourage active travel/modal shift away from cars - especially with development growth. This needs to be away from the road for safety.
- Bus service to serve Munloch village.
- Access to public transport /provision of public transport or both.

MEETING NOTES

Suggested additional Transport Planning Objective #3

Objective:

Timescale of deliverability

Comments:

- All in agreement that they would like to see short term solutions that can be put in place immediately, as well as medium and longer-term solutions that will take longer to put into place.
- Agreement that there should be short, medium and long-term solutions.
- That which can be delivered quickly (vs long-term) should be identified.

Suggested additional Transport Planning Objective #4

Objective:

Improve driver behaviour

Comments:

- Issues related to poor decisions, driver error, high speed limit and own responsibility identified. Speed compliance has also been identified as being poor for both lanes.
- Driver frustration associated with lack of overtaking north and west of Tore.
- Improve driver behaviour by reducing risk e.g. short term a reduction in speed limit over both areas which will reduce risk and improve driver behaviour.
- Driving errors, poor decisions and speed compliance all identified causes of collisions.
- Make speeds / energy lower at roundabout.
- Provide driver education.

General TPO Comments

- The difficulty of having an overarching TPO is you will have a high level and crude sifting process, so I would like to suggest a note of caution of having a blanket TPO across all intervention as there will be a difference in scale and geography of areas.
- Some concern that overarching won't capture nuances between Tore, Munlochy and other junctions.
- Consider reduction of conflict risk.

MEETING NOTES

Group 1



Problems and Issues identified during pre-workshop engagement

WINDSPEED CONCERN

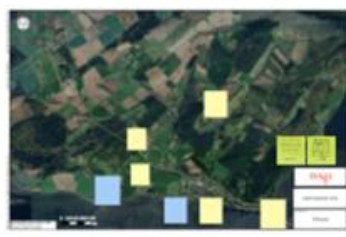
- High in after-noon, especially approaching Wexford port and Ferry Road
- High in after-noon, and lower in evening, resulting in poor atmospheric visibility and potentially harmful pollution, adding to the air quality and visibility issues
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On the map, please comment on current problems and issues and what you wish and supported in this regard? Why do you think these problems occur?

MEETING NOTES

Perceived risk of the junction being dangerous for visitors not used to the area. Recommends using the roundabout and going south on the A9 again. Tore roundabout has the sign too early... people slow down and then speed up again when not seeing the roundabout.

Munlochy junction particularly dangerous at night with high traffic flows and low visibility.

Risk at Munlochy for people turning right onto SB oncoming traffic.

Problems and Opportunities

Alternative to B9161 takes traffic through Tore and on A832 - past fuel station with HGV's.

Increased danger to cyclists and pedestrians trying to cross the A9.

Personal Injury Collision Statistics

Two collision clusters at Tore and Munlochy.

Note: Serious classification amended in 2019

Year	From	From	From	From	From	TOTAL
2010	0	0	0	0	2	2
2011	0	1	0	0	1	2
2012	0	1	0	0	2	3
2013	0	0	0	0	3	3
2014	0	0	0	0	5	5
2015	0	0	0	0	2	2
2016	0	0	0	0	6	6
2017	0	0	0	0	1	1
2018	0	0	0	0	1	1
2019	1	0	0	1	0	3
2020 (to 06/09/20)	0	0	0	0	1	1
TOTAL	1	2	0	1	0	29

use Munlochy to reduce risk of collisions

Traffic backing up in RT lane on NB approach to Munlochy

Pedestrians try to avoid crossing at the roundabout. Cyclists use the roads.

Queues formed in rush hour AM & PM trying to access Tore roundabout. Effect on A835 & A832.

Traffic coming from Dingwall area as well as traffic piling up at peak times traveling home. Intensified during school terms.

School bus services go to North Kessock and then head back to drop off children on the other side. Children on the western part of A9 have to cross the A9, either at the roundabout or the pedestrian crossing on the A9.

Driver behaviour

Speeds / energy lower at roundabout

Drivers that are unfamiliar to the area (tourists and campervans) have a more dangerous driving behaviour as they don't know the signage and roads.

Narrowness of A832, and issue of conflicts with SB movements from A9.

Side roads are narrow and old/poor maintenance that increase safety risks.

Queues of traffic on A9 roads - not being broken up. Slower queues to the bus. New houses not being inspected.

Mix of traffic on A832 causing an issue.

Crossing uncontrolled with only flashing lights.

Drivers unfamiliar with vehicle entry on the roundabout but not on the roads.

Speeds / energy lower at roundabout.

Drivers that are unfamiliar to the area (tourists and campervans) have a more dangerous driving behaviour as they don't know the signage and roads.

Bus cannot use the NB bus stops as it's not possible for drivers to pull out in a safe way.

MEETING NOTES



MEETING NOTES

APPENDIX B – SESSION 1 / GROUP 2 MIRO NOTES

A9 North Kessock to Tore Study

Problems and Opportunities during pre-application engagement

KEY STAKEHOLDERS

- Highly visible, generally supporting Maudslayi Junction and Torranish Burn
- Highly visible and controversial, leading to a number of objections
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Group 2


Problems

Opportunities


Tore Torranish Burn



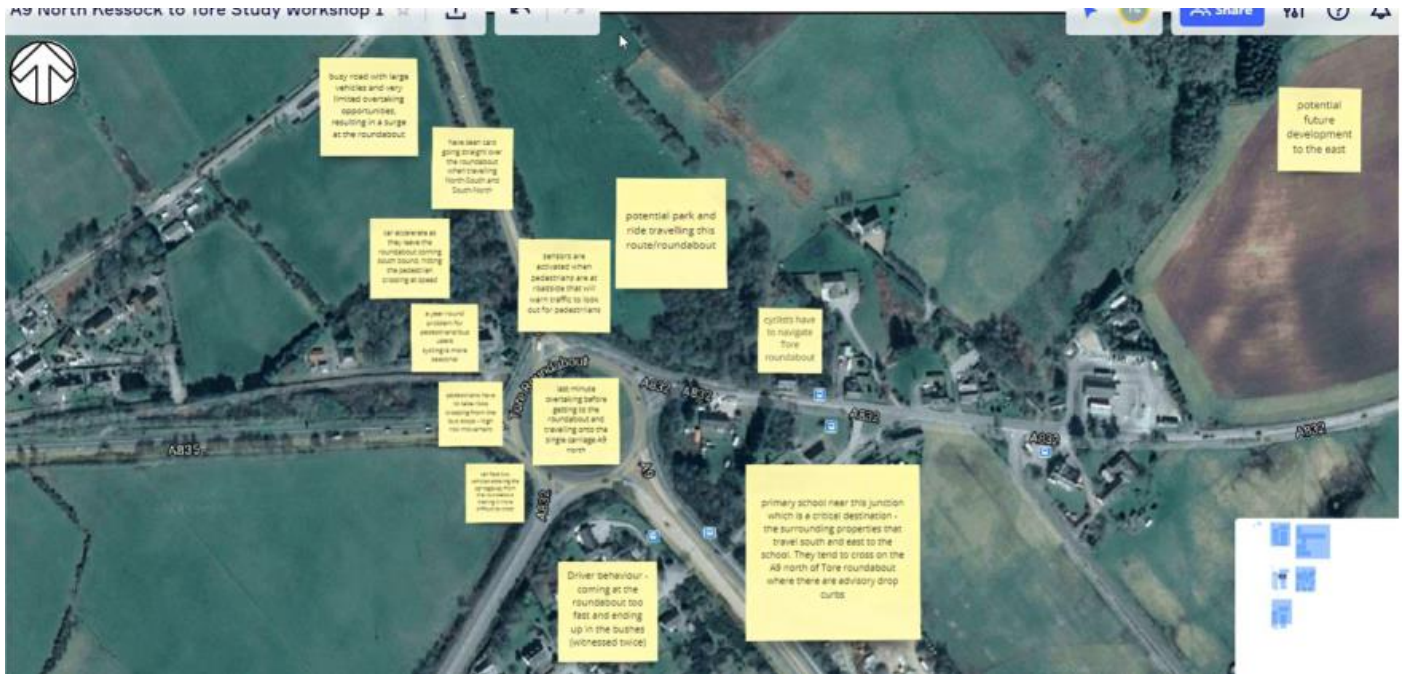
Maudslayi Junction



A9 North Kessock to Tore



MEETING NOTES

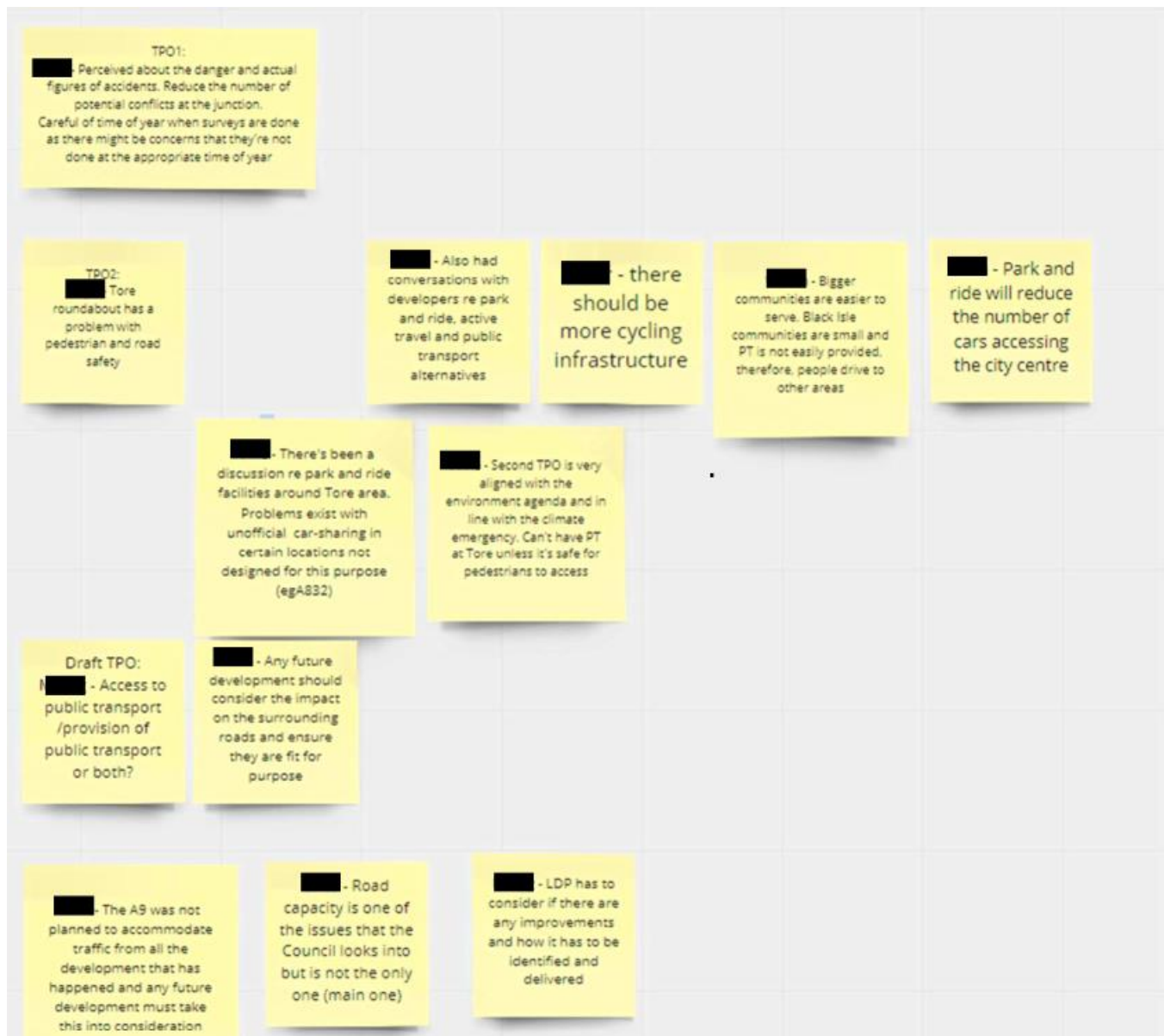


MEETING NOTES

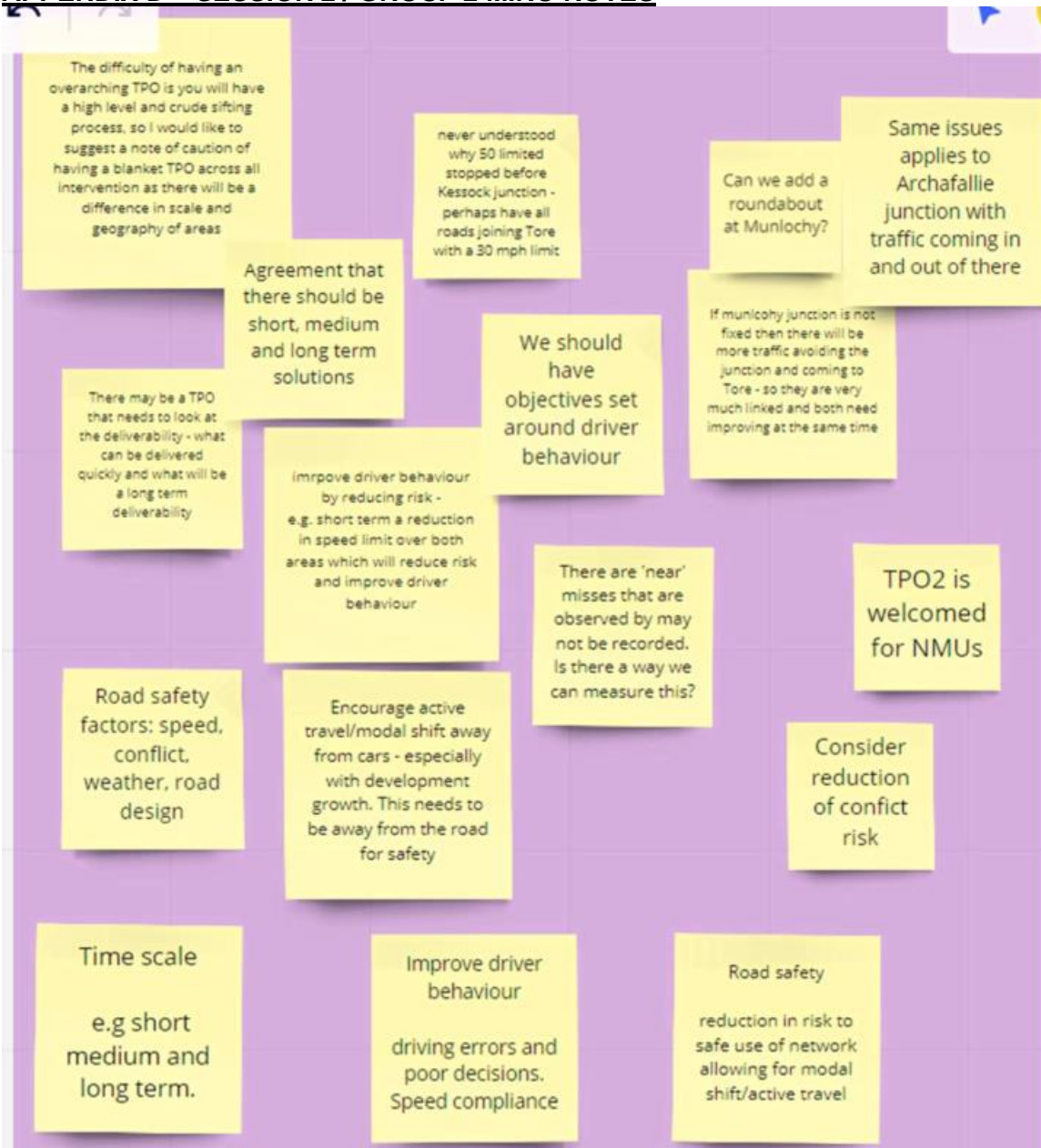


MEETING NOTES

APPENDIX C – SESSION 2 / GROUP 1 MIRO NOTES



APPENDIX D – SESSION 2 / GROUP 2 MIRO NOTES



MEETING NOTES

(NOT FULLY ACCESSIBLE DUE TO ORIGINAL SLIDE FORMAT)