

**THE HIGHLAND COUNCIL**

**ROSS & CROMARTY EAST LOCAL PLAN INQUIRY**

**STATEMENT by PRINCIPAL ENGINEER, ROSS & CROMARTY AREA  
TRANSPORT, ENVIRONMENTAL and COMMUNITY SERVICES**

**ISSUE 12: Housing and a Remote Footpath at Jamestown by Strathpeffer**

**1. Introduction**

- 1.1 The following is the Statement from Jim Yuill, Principal Engineer, Ross and Cromarty Area, Roads and Community Works, in support of case by the Director of Planning and Development

**2. Statement**

- 2.1 The road network serving the community of Jamestown consists of what is known as the Jamestown Loop Road off of which lead three side roads.
- 2.2 The Loop Road is single track, width varying but never more than 2.8 metres. There are no passing places along its length. There are several service bays these associated with recent house development. Boundary fences and walls are tight to the road edge with minimal verge width. There is no suitable pedestrian way other than the road. Servicing of the properties on an ongoing daily basis leads to a blocking of the public road.
- 2.3 The two junctions with the main A834 road at either end of the Loop Road fall short of current standards in terms of junction visibility. Associated with this is a similar difficulty with regard to forward visibility on the A834 road on both approaches to both junctions. This compounds the problem especially with regard to the north junction.
- 2.4 There is insufficient width within the curtilage of the adopted road to allow for any upgrade of the Loop Road. The same applies to any all-round improvement of the two junctions. Both would require the acquisition of land from adjacent properties and/or landowners. Improvements to both the Loop Road and the two junctions are essential in relation to further development and road safety.
- 2.5 Mention has been made as to extending the speed limit (currently 30 mph, not 40 mph) from Strathpeffer to cover these below current standard junctions at Jamestown. I would advise that this is not possible at this time within the guidelines currently applicable for the consideration as to the implementation of a speed restriction.

- 2.6 The side road known as Bealach is similarly substandard. It is a single track road with no passing places and no turning area at the end of the adopted road. Vehicles serving on an everyday basis the few properties at the end of this road have to reverse out. The fence adjacent the road edge on the south side is tight to the road edge with minimal verge width. On the north side the wider verge is subject to what I would describe as amenity growth. The surface of this side road is in poor condition. TEC Services have no plans to upgrade this road nor carry out other than the most basics of road repairs. Any further development along this road would require an associated upgrading of the road at the expense of a developer.