Subject: Urgent – A702 Moniaive Road Closure, 7–11 September 2026 – Traffic Management and Local Access Concerns

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Good Morning,

Following receipt of letter to residents (attached) and representations from Glencairn residents, organisations and businesses, Glencairn Community Council is raising concerns regarding the proposed closure of sections of the A702 through Moniaive from **7 to 11 September 2026, between 8.00am and 5.00pm**, for resurfacing works.

The Community Council fully recognises the need for these works and welcomes investment in improving the condition of all roads including the A702. The initial concern is not with the resurfacing itself (albeit there are real concerns that the resurfacing does not address the underlying structural root causes of the rapid surface deterioration of the Dunreggan section of the A702), rather it is the practical traffic-management arrangements during the closure and the potentially significant consequences for residents, school transport, essential services, businesses and surrounding minor roads.

The notified diversion via the **A702, A713, A75 and A76** represents a journey of approximately **60 miles to travel from one side of the village to the other**. It is therefore entirely predictable that many local residents, visitors, delivery drivers and potentially sat-nav-directed traffic will instead use the much shorter alternative minor-road route.

That alternative is particularly concerning. It is a **single-track road with relatively few passing places and is also a designated timber extraction route**. There have previously been substantial delays and blockages on this road when relatively modest increases in traffic have resulted in vehicles meeting at locations where passing is difficult. The combination of displaced local traffic, unfamiliar drivers, school traffic, agricultural vehicles and timber HGVs therefore requires careful consideration.

The closure hours also encompass both the morning and afternoon school periods. We need clarity regarding arrangements for **Moniaive Primary School, nursery provision, parent drop-off and collection, and secondary-school buses travelling between Moniaive and Thornhill**. These movements cannot reasonably be dealt with simply by reference to the published 60-mile diversion.

There are similar concerns regarding access to the **dispensing surgery**, shops, petrol station, garage and other village businesses and services, together with their deliveries. There will also be carers, refuse and service vehicles and other essential journeys that need to cross or access the affected area.

The letter states that emergency services will be able to access via normal routes and that alternative arrangements have been made to ensure attendance without delay. We would appreciate confirmation of what arrangements have been agreed and that the relevant emergency services have been consulted.

We would therefore be grateful if the Council could urgently provide clarification on the following:

1. **Traffic Management Plan** – the closure points, phasing of the works and arrangements for local or controlled access through the works.
2. **Minor-road displacement** – whether an assessment has been undertaken of the volume of traffic likely to use the alternative single-track routes rather than the official diversion, and whether its capacity, suitability and current state of repair have been assessed.
3. **Timber traffic** – whether the relevant forestry/timber operators have been consulted and whether timber movements on the designated extraction route can be restricted or coordinated during the closure, particularly around school travel and commuting periods.
4. **Moniaive Primary School and nursery** – arrangements for school transport and parent drop-off/collection, including how additional traffic immediately around the school will be managed.
5. **Secondary-school transport** – the arrangements for school buses travelling between Moniaive and Thornhill, including routes, stops and any alterations to collection/drop-off times.
6. **Public transport** – whether scheduled bus services are affected and, if so, what alternative arrangements are proposed.
7. **Dispensing surgery and essential services** – how reasonable access will be maintained for patients, particularly those approaching from the opposite side of the closure, together with access for carers and other essential services.
8. **Emergency services** – confirmation that Police Scotland, Scottish Fire and Rescue Service and the Scottish Ambulance Service have been consulted and that immediate passage through the works can be facilitated where required.
9. **Businesses and deliveries** – arrangements for access to village shop, the petrol station, garage and other businesses, including deliveries and commercial vehicles.
10. **HGV and sat-nav traffic** – measures proposed to prevent HGVs and other unsuitable vehicles being directed onto constrained minor roads.

11. **Residents and parking** – clarification of what is meant by resident access being maintained "when suitable", from which direction access will be available during the various phases of the work, and what arrangements are proposed for residents who normally park within the affected area. This is particularly important for residents with mobility issues where access to their vehicles is essential. Has an assessment been made of where residents are expected to park given the limited parking space available in the car park (which, during closure is assumed to be only accessible via single track minor road with no passing places) and at the other end of Dunreggan where there is no designated parking area.
12. **Working hours and phasing** – whether alternatives to a continuous 8.00am–5.00pm closure have been considered, including shorter work sections, controlled access at defined intervals, or reopening around critical school-transport periods.
13. **Contingency arrangements** – what measures will be available should the surrounding single-track road network become congested or blocked.
14. **On-site management** – who will have responsibility and authority during the works to respond to unforeseen traffic or access problems and amend the traffic-management arrangements where necessary.

The Community Council is particularly concerned that consideration of the official diversion alone may significantly underestimate the effects of this closure.

While the A702/A713/A75/A76 route may provide an appropriate signed diversion for through traffic, it is not realistic to expect someone making a short local journey from one side of Moniaive to the other to undertake an approximately 60-mile round trip. **Use of the surrounding minor-road network is therefore a reasonably foreseeable consequence of the closure and needs to be incorporated into the traffic-management and risk assessment.**

We would also ask the Council to consider whether **temporary traffic management on the alternative minor route**, additional temporary passing arrangements, traffic marshals at critical locations, restrictions on timber/HGV movements or other measures may be required.

Given that the notification is dated **25 August and the closure is scheduled to commence on 7 September**, there is very limited time for residents, schools, businesses and service providers to understand and prepare for the arrangements.

We would therefore appreciate an **urgent written response**, together with the relevant traffic-management information from the responsible Roads officers before the works commence.

For the avoidance of doubt, **Glencairn Community Council is not seeking to prevent or unnecessarily delay the resurfacing works**. We want to ensure that they can proceed safely while maintaining reasonable local access and avoiding foreseeable congestion and safety problems on the surrounding road network.