

Agenda Item	10
Report No	CIA/26/19

HIGHLAND COUNCIL

Committee: City of Inverness Area

Date: 30 May 2019

Report Title: The Highland Council (Inverness West Link (A8082) Stage 1) (30mp and 40pmh speed limits) Order 2017

Report By: Director of Development and Infrastructure

1 Purpose/Executive Summary

- 1.1 This report invites Members to approve the making of the Road Traffic Regulation Order entitled 'The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017'.

2 Recommendations

2.1 Members are asked to:

- note the background to the proposed 30mph and 40mph speed limit orders and the representation received; and
- approve the making of the: 'The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017'.

3 Background

- 3.1 The Inverness West Link Road project was undertaken by the Highland Council to alleviate current and future traffic congestion in the City centre, other benefits include improving connections and journey times, promoting active travel through cycling and walking and assisting the economic development of the City of Inverness.
- 3.2 The Southern Distributor was constructed to facilitate the expansion and consolidation of Inverness City and to provide a strategic route around the south side of the City. Phases 1- 4 of the Southern Distributor Road from Inshes to Holm Roundabout were completed in 2002. Phase 5 (Inverness West Link Stage 1) was completed in in 2017 from Holm roundabout across the River Ness to Tomnahurich roundabout providing a direct link between the A9(T) and the A82(T) via the Southern Distributor Road allowing key development sites to be released and to assist and encourage economic development.
- 3.3 Inverness West Link Stage 2 will provide an additional swing bridge over the Caledonian Canal which will mean fewer delays from the swing bridge opening to allow canal traffic to pass. The two swing bridges will work in tandem to make sure one route is always available to traffic.

4 Statement of Reasons

- 4.1 The 30mph and 40mph speed limits are proposed in the interests of road safety, are consistent with the existing sections of Southern Distributor Road (A8082) and are appropriate to the function and nature of the road.

5 Proposed Road Traffic Regulation Orders

- 5.1 A draft Road Traffic Regulation Order (RTRO) entitled 'The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017' was prepared. Details of the Draft Road Traffic Order are contained in: **Appendix 1** Order and plan showing the proposed 30mph and 40mph speed limits.
- 5.2 The proposed Order and associated plan for the 30mph and 40mph Speed Limits were sent to the Statutory Consultees - Emergency Services, Community Councils, Freight Transport Association and Statutory Undertakers. There were no objections from any of these bodies. The proposals were advertised in the local press. The deadline for representations and objections was 18 December 2017.

6 Representations

- 6.1 During the Consultation Period for 'The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017' one representation was received.
- 6.2 The representation objects to the proposed order stating "all the existing Southern Distributor Road is subject 30mph speed limit and all of the West Link should be 30mph. The land alongside the part that is proposed to be 40mph will soon be built on and then the speed limit will have to be reduced to 30mph". This is not the case as the Southern Distributor is in fact a 40mph speed limit which is appropriate to its purpose as a distributor road. The development plans show an internal housing development road which will typically be subject to a 30mph speed limit and there may well be 20mph restrictions on some of the residential streets. This hierarchy of roads and

associated speed limits helps keep traffic using appropriate routes by encouraging through traffic to use distributor roads rather than cut through residential areas.

- 6.3 The representation uses Millburn Road, Inverness, as an example stating “several years ago the speed limit on Millburn Road was reduced from 40mph to 30mph”.
- 6.4 The representation states “if the Council make an order for the whole length of the West Link to be 30mph then there would be no need for any signs to indicate the speed limit – this would save money and reduce the clutter on the edge of the road”. The proposed speed limit signs and markings have already been implemented under the Inverness West Link Stage 1 and Canal Parks Enhancement Contract which was completed in December 2017.
- 6.5 Following subsequent dialogue the objection was not withdrawn. Copies of the representation and communications are provided in **Appendix 2**.
- 6.6 Under the Council’s Scheme of Delegation, the power to make a permanent Road Traffic Order is delegated to the City of Inverness Area Committee where there are unresolved objections.

7 Implications

- 7.1 Resource - There are no resource implications for the ‘The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017’ as the proposed speed limit signs and markings have already been implemented under the Inverness West Link Stage 1 and Canal Parks Enhancement Contract which was completed in December 2017.
- 7.2 Legal - Formal speed limits require to be supported by a Road Traffic Regulation Order, see **Appendix 1**.

A temporary speed limit order “The Highland Council (Inverness West Link) (A8082) Stage 1) (30mph and 40mph Temporary Speed Limits) Order 2017” is currently in place until the 21 June 2019, see **Appendix 3**.

- 7.3 Community (Equality, Poverty and Rural) - There are no Equalities, Poverty and Rural implications.
- 7.4 Climate Change / Carbon Clever - There are no specific implications arising from this report.
- 7.5 Risk - The following risks are highlighted:
A temporary speed limit order “The Highland Council (Inverness West Link) (A8082) Stage 1) (30mph and 40mph Temporary Speed Limits) Order 2017” is currently in place until the 21st June 2019, see **Appendix 3**.
- 7.6 Gaelic - There are no Gaelic or Rural implications

Designation: Director of Development and Infrastructure

Date: 10 May 2019

Author: Bryan Stout (Principal Engineer)
Alison Macleod (Technician)

THE HIGHLAND COUNCIL

THE HIGHLAND COUNCIL (INVERNESS WEST LINK (A8082) STAGE 1)
(30MPH AND 40MPH SPEED LIMITS) ORDER 2017

The Highland Council in exercise of the powers conferred on them by Section 84 of the Road Traffic Regulation Act 1984 as amended hereby and of all other powers enabling them in that behalf and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the said Act, hereby make the following Order:-

1. This Order may be cited as ‘The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017’ and shall come into operation on *****.
2. Interpretation
 - (1) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
 - (2) The word “plan” in this Order and in the Schedule hereto means the plan HRS7126/HC/01/1200/DR/0003 annexed and signed as relative to this Order.
 - (3) The word “Schedule” in this Order means the Schedule annexed and signed as relative to this Order.
3. No person shall drive or cause or permit any vehicle to be driven at a speed in excess of 40mph on the lengths of road specified in Part I of the Schedule and shown in solid red lines on the plan.
4. No person shall drive or cause or permit any vehicle to be driven at a speed in excess of 30mph on the lengths of road specified in Part II of the Schedule and shown in solid green lines on the plan
5. Exemptions

No speed limit imposed by virtue of Articles 3 and 4 of this Order apply to

 - (1) vehicles being used in an emergency for fire brigade, coastguard, ambulance or police purposes;
 - (2) vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Sealed with the Common Seal of The Highland Council and subscribed from them and on their behalf at *** on

By

.....Proper Officer

This is the Schedule referred to in the foregoing The Highland Council (Inverness West Link (A8082) Stage 1) (30mph and 40mph Speed Limits) Order 2017

SCHEDULE
PART I

40 MPH SPEED LIMITS

Lengths of Road

1. That length of the A8082 from a point 36m west of Holm Roundabout (A8082) to Ness Side Roundabout (A8082) in a westerly direction for a distance of 346 metres or thereby as shown by a solid line in red and marked B on the plan.
2. That length of the A8082 west leg of the Ness Side roundabout for a distance of 40 metres or thereby as shown by a solid line in red and marked C on the plan.
3. That length of the A8082, Ness Side Roundabout (A8082) for a distance of 124 metres or thereby as shown by a solid line in red and marked D on the plan
4. That length of the A8082 from Ness Side Roundabout (A8082) in a north easterly direction for a distance of 817 metres or thereby as shown by a solid line in red and marked E on the plan

PART II

30 MPH SPEED LIMITS

Lengths of road

1. That length of the A8082 west Leg of the Holm Roundabout (A8082) for a distance of 36 metres or thereby as shown by a solid line in green and marked A on the plan.
2. That length of the A8082 west leg of the Mill Lade Roundabout (A8082) for a distance of 60 metres or thereby as shown by a solid line in green and marked F on the plan.
3. That length of the A8082 Mill Lade Roundabout (A8082) for a distance of 144 metres or thereby as shown by a solid line in green and marked G on the plan.
4. That length of the A8082 from Mill Lade Roundabout (A8082) to Queens Park Roundabout (A8082) in a north easterly direction for a distance of 674 metres or thereby as shown by a solid line in green and marked H on the plan.
5. That length of the A8082 Queens Park Roundabout for a distance of 110 metres or thereby as shown by a solid line in green and marked I on the plan.
6. That length of the A8082 from Queens Park Roundabout (A8082) to Tomnahurich Roundabout (A8082) in a northerly direction for a distance of 153 metres or thereby as shown by a solid line in green and marked J on the plan.

.....Proper Officer

STATEMENT OF REASONS

The 30mph and 40mph speed limits are proposed in the interests of road safety, are consistent with the existing sections of southern distributor road and are appropriate to the function and nature of the road.

DRAFT

THE HIGHLAND COUNCIL
THE HIGHLAND COUNCIL (INVERNESS WEST LINK (A8082) STAGE 1)
(30MPH AND 40MPH SPEED LIMITS) ORDER 2017

NOTICE IS HEREBY GIVEN that The Highland Council propose to make the following Order entitled as above in terms of Section 84 of the Road Traffic Regulation Act 1984 as amended

When the Order comes into effect it will impose a 40mph speed limit on the lengths of road specified in Part I of the Schedule hereto and a 30mph speed limit on the lengths of road specified in Part II of that Schedule.

Copies of the proposed Order, as drafted, together with a copy of the relevant plan, a copy of the Authority's Statement of Reasons for proposing to make the Order, can be inspected at the Highland Council Service Point Town House, Inverness, IV1 1JJ on weekdays during normal office hours.

Any person wishing to object to the proposed Order should write to the undersigned specifying the Order to which objection is being made, and the grounds of the objection. All letters of objection must be received by the undersigned not later than Monday 18th December 2017.

Friday 24th November 2017 Mrs Lesley Howie, Legal Manager, Highland Council
HQ, Glenurquhart Rd, Inverness

SCHEDULE
PART I

40 MPH SPEED LIMITS

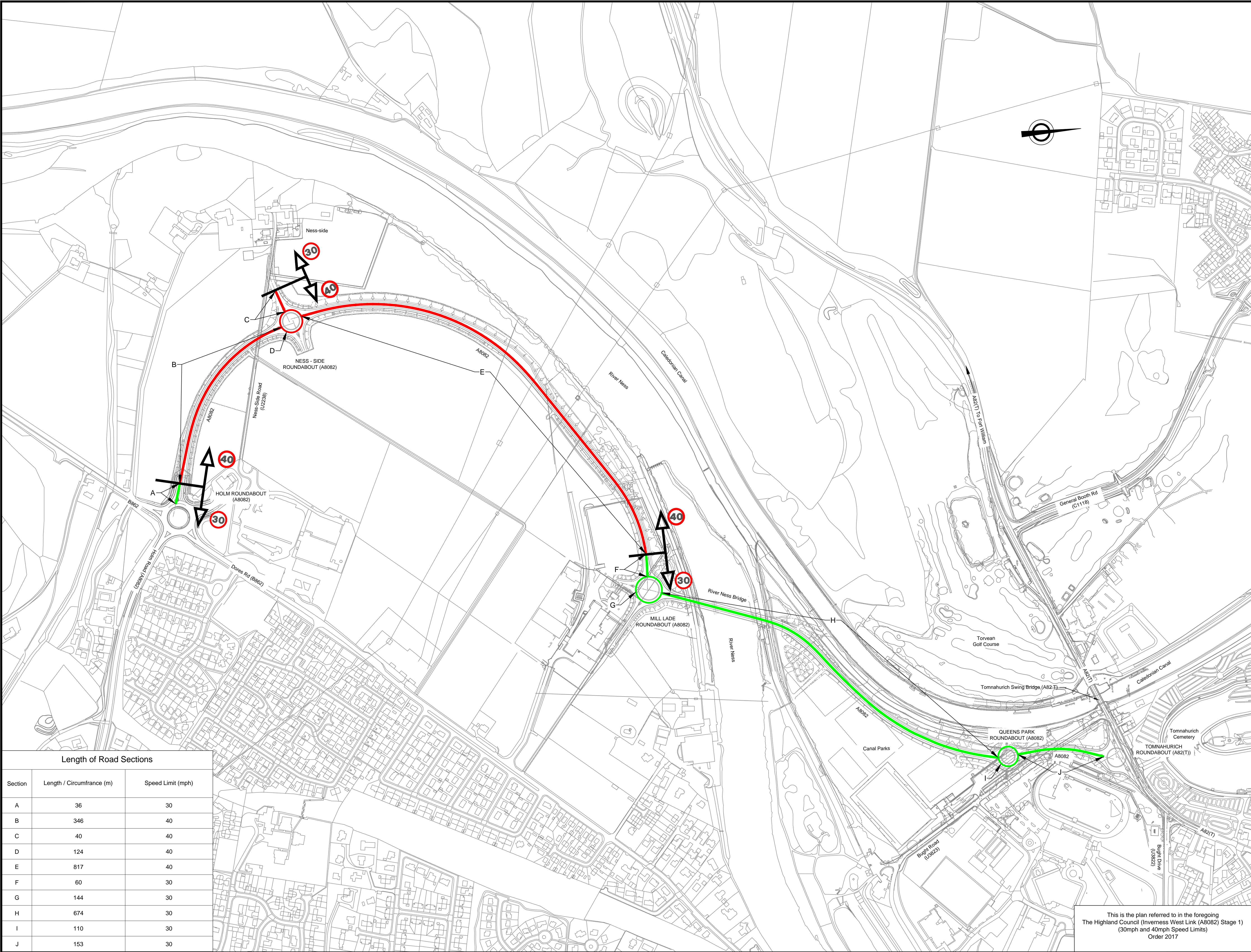
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2. That length of the A8082 west leg of the Ness Side roundabout for a distance of 40 metres or thereby as shown by a solid line in red and marked C on the plan.
3. That length of the A8082, Ness Side Roundabout (A8082) for a distance of 124 metres or thereby as shown by a solid line in red and marked D on the plan
4. That length of the A8082 from Ness Side Roundabout (A8082) in a north easterly direction for a distance of 817 metres or thereby as shown by a solid line in red and marked E on the plan

PART II

30 MPH SPEED LIMITS

1. That length of the A8082 west Leg of the Holm Roundabout (A8082) for a distance of 36 metres or thereby as shown by a solid line in green and marked A on the plan.
2. That length of the A8082 west leg of the Mill Lade Roundabout (A8082) for a distance of 60 metres or thereby as shown by a solid line in green and marked F on the plan.
3. That length of the A8082 Mill Lade Roundabout (A8082) for a distance of 144 metres or thereby as shown by a solid line in green and marked G on the plan.
4. That length of the A8082 from Mill Lade Roundabout (A8082) to Queens Park Roundabout (A8082) in a north easterly direction for a distance of 674 metres or thereby as shown by a solid line in green and marked H on the plan.
5. That length of the A8082 Queens Park Roundabout for a distance of 110 metres or thereby as shown by a solid line in green and marked I on the plan.
6. That length of the A8082 from Queens Park Roundabout (A8082) to Tomnahurich Roundabout (A8082) in a northerly direction for a distance of 153 metres or thereby as shown by a solid line in green and marked J on the plan.

M:\West_Link_HRS7126\Stage3_Detailed_Design\Orders\Road_Orders\Speed_Limit\HRS7126-HC-01-1200-DR-C-0003.dwg 2011/2017 ISO A1 (landscape)



Length of Road Sections		
Section	Length / Circumfrance (m)	Speed Limit (mph)
A	36	30
B	346	40
C	40	40
D	124	40
E	817	40
F	60	30
G	144	30
H	674	30
I	110	30
J	153	30

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KEY:


30 mph SPEED LIMIT

40 mph SPEED LIMIT

SPEED LIMITS IN DIRECTIONS SHOWN

40 30

	Drawn By	Check By	Check Date	Surf.



The Highland Council
Comhairle na Gàidhealtachd

DEVELOPMENT & INFRASTRUCTURE

PROJECT DESIGN UNIT
Osprey House
Alness Point Business Park
Alness, IV17 0UP

Phone : 01349 886720
Fax : 01349 886749
E-Mail : bryan.stout@highland.gov.uk

Project

The Highland Council
(Inverness West Link (A8082) Stage 1)
(30mph and 40mph Speed Limits)
Order 2017

Title

Speed Limit(s)
30mph and 40mph

Scale (at A1)

1/3000

Drawn	AKM	Date	14/11/2017
Checked	BJS	Date	14/11/2017

Project No:	HRS7126
Drawing No:	HRS7126/HC/01/1200/DR/C/0003
Rev:	-

Alison Macleod - TECS Alness

From: Bryan Stout
Sent: 01 May 2019 15:17
To: Alison Macleod - TECS Alness
Subject: FW: West Link Speed Limits

I have recently discussed Mr Tuley's objection to the speed limit with him and it is clear he is not going to withdraw his objection.

Hello Bryan

Speed limits – I have given this a lot of thought and still think that 30mph is right for the section from the river to the roundabout on the Dores Road. The other side of the river is 30mph plus Millburn Road was reduced to 30mph although the taxis still behave as if it was 40mph.

From: Graham Tuley [REDACTED]
Sent: 21 December 2017 22:52
To: Bryan Stout
Subject: RE: West Link Speed Limits

Dear Mr Stout

Thank you for your email of 20 December 2017. I am disappointed that I am the only person objecting to the 40mph proposal.

What are the significant re-engineering work and traffic calming that would be required to slow vehicles to 30mph? When the speed limit on the dual carriageway Millburn Road was reduced from 40mph to 30mph I was not aware of any re-engineering or traffic calming.

I am aware of the comment in last Friday's Inverness Courier about the West Link and the new routes that are possible. "... while the paths connecting the roadside cycle paths with the canal path are also surfaced – through the inclusion of chicane barriers at the end of many of these may make it awkward for larger bikes or cycles with trailers to negotiate.". Chicanes can make routes impassable for people in large motorised disabled vehicles. Producing shared facilities for non-motorised users is not ideal for either pedestrians or cyclists. Pedestrians do not like sharing what they regard as a pavement with cyclists and dedicated on road cycle routes allow cyclists to travel safely at speed.

I look forward to hearing from you.

Yours sincerely

Graham Tuley

From: [Bryan Stout](#)
Sent: 20 December 2017 17:19
To: [REDACTED]
Subject: RE: West Link Speed Limits

Dear Mr Tuley

Thank you for your response and clarity on your objective. Sorry for the delay in response as I was waiting to see if there were any other comments on the proposals. The consultation period has now passed and your objection is the

only one holding up the introduction of these speed limits. I therefore write again to ask you to reconsider and remove your objection.

It would not be a simple exercise to introduce a 30mph speed limit on the section of new road between Holm Roundabout and Mill Lade roundabout. This section of the road has been designed as a 40mph distributor road and we could not simply install 30mph signage and expect it to be effective. Significant re-engineering work, traffic calming, would be required to slow vehicles to a reduced speed limit. Traffic calming on this road would change its whole purpose as a distributor road. The road is designed to provide vehicle drivers with an alternative route bypassing residential areas and city streets and if it is not seen to provide that we will not get the benefits we need to see in these areas for cyclists and pedestrians.

The West Link construction has provided much in the way of pedestrian and cycle facilities. Not only are there shared use footways either side of the carriageway which provide at least the same length of shared use network as road but there is in addition a network of interlinking foot/cycle paths which open up additional new routes and provide links with existing infrastructure. There is greatly improved access at Canal Parks and to the canal tow path, there are two pedestrian/cycle underpasses near to the sport facilities and there is a path allowing a route under Holm Mills Bridge too.

A vehicle free link is also provided between the Mill Lade roundabout and Dores Road which can already be used by pedestrians and cyclists to bypass the whole new section of 40mph distributor road. Adjacent to this section the housing development will provide further alternative routes so there really is no shortage of non-motorised user (NMU) provision in the area. It is also worth noting that the investment in NMU infrastructure in the West Link scheme has enabled the Council to lever in additional external funding to directly address NMU issues in the city centre.

I believe that a 30mph speed limit on this section of road would actually be counterproductive and I again urge you to remove your objection to the proposed speed limits.

Yours sincerely

Bryan Stout

From: Graham Tuley [REDACTED]
Sent: 10 December 2017 22:47
To: Bryan Stout
Subject: RE: West Link Speed Limits

Dear Mr Stout

THE HIGHLAND COUNCIL (INVERNESS WEST LINK (A8082) STAGE 1) (30MPH AND 40MPH SPEED LIMITS) ORDER 2017

Thank you for your email of 5 December 2017 which explained about the re-numbering of the road and the reasons you wish to have a 40mph limit on part of the road. I wish to maintain my objection to the proposal for a 40mph limit on part of the new road.

In 2014 Transport Scotland produced “**A long-term vision for active travel in Scotland 2030**” and on page 6 it says “The built environment puts people and place before the movement of motor vehicles. Main roads into town centres all have either segregated cycling provision or high quality direct, safe and pleasant alternatives. Pedestrian and cycle paths are in place.” The West Link contributes nothing towards this long-term term vision:

1. Pedestrians are third class users – they have to share the pavement with cyclists and must wait for a break in the traffic before they can cross the road at any location.
2. Cyclists are second class – they have to share the cycleway with pedestrians and must wait like pedestrians to cross the road. Cyclists have the option of using the road where they will have priority over pedestrians but without any special facilities. If they use the road then the surface they utilise may be treated when weather conditions are difficult. [Millburn Road ice free this weekend but not the cycleway!]

3. Motor vehicle are first class – they have priority over all other users.

If I can achieve a reduction in the traffic speed from 40mph to 30mph it will be of some benefit to the second and third class users of the route.

Yours sincerely

Graham Tuley

From: [Bryan Stout](#)
Sent: 05 December 2017 11:07
To: [REDACTED]
Cc: [Sharon Wares](#)
Subject: West Link Speed Limits

Dear Mr Tuley

THE HIGHLAND COUNCIL (INVERNESS WEST LINK (A8082) STAGE 1) (30MPH AND 40MPH SPEED LIMITS) ORDER 2017

I refer to your letter of objection of 4th December in relation to the above. It appears that you are not opposed to a speed limit in principle, but to the actual limits proposed.

There is indeed a timing issue here which is complicated by the renumbering of the road. When the West Link section opens on 11th December the whole of the Southern Distributer, including Sir Walter Scott Drive, will be re-numbered from the B8082 to the A8082. The proposed speed limits are therefore to apply to the A8082 as advertised. The Contractor still has some landscaping and finishing works to do so temporary 30mph and 40mph roadworks signage will be maintained until the permanent Order can take effect.

On the Southern section of the West Link between Holm Roundabout towards the new Holm Mills Bridge we are proposing a 40mph speed limit which is appropriate to its purpose as a distributor road and maintains the speed limit on the adjoining Southern Distributer. The speed limit between the Holm Roundabout (where the West Link joins Dores Road) all the way along the Southern Distributer Road to Inshes roundabout is actually 40mph so the default expectation for the new West Link section would be 40mph. The development plans show an internal housing development through road which will typically be subject to a 30mph speed limit and there may well be 20mph restrictions on some of the residential streets. This hierarchy of roads and associated speed limits helps keep traffic using appropriate routes by encouraging through traffic to use distributor roads rather than cut through residential areas. There is no alternative route North of the River and you will have seen that the proposal is to provide a lower limit of 30mph from South of the new Holm Mills Bridge right through to the A82.

I would be pleased if you would consider the above and ask that you remove your objection so that we can introduce the permanent restrictions as soon possible.

If you would like to discuss further then feel free to call me on 01349 886720

Yours Sincerely

Bryan Stout
Principal Engineer



Development & Infrastructure,
Osprey House,
Alness Point.
bryan.stout@highland.gov.uk TEL: (01349) 886720

Unless related to the business of The Highland Council, the views or opinions expressed within this e-mail are those of the sender and do not necessarily reflect those of The Highland Council, or associated bodies, nor does this e-mail


Mrs Lesley Howie
Legal Manager
Highland Council HQ
Glenurquhart Road
Inverness

Dear Mrs Howie

THE HIGHLAND COUNCIL (INVERNESS WEST LINK (A8082) STAGE 1) (30MPH AND 40MPH SPEED LIMITS) ORDER 2017

I wish to object to this proposed order. All the existing Southern Distributor Road is subject to a 30mph limit and all of the West Link should be 30mph. The land alongside the part that it is proposed to be 40mph will soon be built on and then the speed limit will have to be reduced to 30mph. In anticipation of this housing development it was planned to install ducting so that a light controlled crossing could be installed for the core path when there was sufficient demand from the new housing. It is unreasonable not to anticipate the housing in relation to the speed limits.

There was a letter in the Inverness Courier of 28 November 2017 from Stuart Hay, Director Living Streets Scotland with the heading "High time 30mph speed limits were slashed to 20mph" seeking support for the bill lodged by Mark Ruskell MSP to have the default speed limit on restricted roads to be 20mph. Several years ago the speed limit on the dual carriageway that is Millburn Road was reduced from 40mph to 30mph, apart from a ridiculous short length near the Raigmore Interchange, but now it is proposed to have a 40mph limit on a single carriageway road.

According to the Press and Journal of 29 November 2017 the West Link is to be opened on 11 December 2017. The deadline for consultation on the proposed speed limits is not until 18 December 2017 and so the speed limits cannot be confirmed before the road is opened. Until the speed limit is confirmed, I believe, the default limit of 60mph will apply.

If the Council make an order for the whole length of the West Link to be 30mph then there would be no need for any signs to indicate the speed limit – this would save money and reduce the clutter on the edge of the road which will affect both pedestrians and cyclists. According to the Transport Scotland website the recent consultation on the East Link the Council's proposals for the Inshes junction indicated that the Sir Walter Scot Drive was the B8082. The advertisement of the proposed order states that the road is the A8082. Which is correct?

This is a personal objection to the proposed order and I am not claiming that it is supported by any organisation.

Yours sincerely


Graham Tuley

**THE HIGHLAND COUNCIL (INVERNESS WEST LINK (A8082) STAGE 1) (30MPH
AND 40MPH TEMPORARY SPEED LIMITS) ORDER 2017**

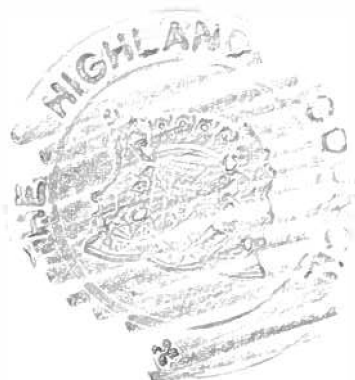
The Highland Council in exercise of the powers conferred on them by Section 14 (1) of the Road Traffic Regulation Act 1984, as amended, hereby make the following Order:-

1. This Order may be cited as 'The Highland Council (Inverness West Link) (A8082) Stage 1) (30mph and 40mph Temporary Speed Limits) Order 2017' and shall apply from 22 December 2017 until the 21 June 2019.
2. Interpretation
 - (1) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
 - (2) The word "plan" in this Order and in the Schedule hereto means the plan HRS7126/HC/01/1200/DR/0004 annexed and signed as relative to this Order.
 - (3) The word "Schedule" in this Order means the Schedule annexed and signed as relative to this Order.
3. No person shall drive or cause or permit any vehicle to be driven at a speed in excess of 40mph on the lengths of road specified in Part I of the Schedule and shown in solid red lines on the plan.
4. No person shall drive or cause or permit any vehicle to be driven at a speed in excess of 30mph on the lengths of road specified in Part II of the Schedule and shown in solid green lines on the plan
5. Exemptions

No speed limit imposed by virtue of Articles 3 and 4 of this Order apply to

 - (1) vehicles being used in an emergency for fire brigade, coastguard, ambulance or police purposes;
 - (2) vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Sealed with the Common Seal of The Highland Council and subscribed for them and on their behalf at Inverness on the 21st day of December Two Thousand and Seventeen by Mrs Lesley Howie, Legal Manager, Conveyancing and Commercial, and Proper Officer



.....

....Proper Officer

This is the Schedule referred to in the foregoing The Highland Council (Inverness West Link) (A8082) Stage 1) (30mph and 40mph Temporary Speed Limits) Order 2017

**SCHEDULE
PART I
40 MPH SPEED LIMITS**

Lengths of Road

1. That length of the A8082 from Holm Roundabout (A8082) to Ness Side Roundabout (A8082) in a westerly direction for a distance of 346 metres or thereby as shown by a solid line in red and marked B on the plan
2. That length of the A8082 west leg of the Ness Side roundabout for a distance of 40 metres or thereby as shown by a solid line in red and marked C on the plan.
3. That length of the A8082, Ness Side Roundabout (A8082) for a distance of 124 metres or thereby as shown by a solid line in red and marked D on the plan
4. That length of the A8082 from Ness Side Roundabout (A8082) in a north easterly direction for a distance of 817 metres or thereby as shown by a solid line in red and marked E on the plan

PART II

30 MPH SPEED LIMITS

Lengths of road

1. That length of the A8082 north Leg of the Holm Roundabout (A8082) for a distance of 36 metres or thereby as shown by a solid line in green and marked A on the plan.
2. That length of the A8082 west leg of the Mill Lade Roundabout (A8082) for a distance of 60 metres or thereby as shown by a solid line in green and marked F on the plan.
3. That length of the A8082 Mill Lade Roundabout (A8082) for a distance of 144 metres or thereby as shown by a solid line in green and marked G on the plan.
4. That length of the A8082 from Mill Lade Roundabout (A8082) to Queens Park Roundabout (A8082) in a north easterly direction for a distance of 674 metres or thereby as shown by a solid line in green and marked H on the plan.
5. That length of the A8082 Queens Park Roundabout for a distance of 110 metres or thereby as shown by a solid line in green and marked I on the plan.
6. That length of the A8082 from Queens Park Roundabout (A8082) to Tomnahurich Roundabout (A8082) in a north easterly direction for a distance of 153 metres or thereby as shown by a solid line in green and marked J on the plan.



....Proper Officer

This is the plan referred to in the foregoing The Highland Council (Inverness West Link) (A8082) Stage 1) (30mph and 40mph Temporary Speed Limits) Order 2017

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The Highland Council 2017 100023359

KEY

30 mph SPEED LIMIT
40 mph SPEED LIMIT

SPEED LIMITS IN
DIRECTIONS SHOWN



Revision Details

Rev	Drawn By	Check By	Check Date	Surf
1				