

The Highland Council

Agenda Item	7
Report No	CIA/17/25

Committee: City of Inverness Area

Date: 19 May 2025

Report Title: Inverness Waiting and Loading Restrictions Consideration of Objections

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

- 1.1 The purpose of this report is to provide Members with information regarding the proposed variations to the Inverness waiting and loading restrictions.
- 1.2 In order to address public complaints received by the Council along with accommodating development a revision of Traffic Management provisions was undertaken to address inappropriate parking and measures for managed parking on the roadside.
- 1.3 The Committee is asked to consider the Unresolved Objections received in relation to “The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024”.

2 Recommendations

- 2.1 Members are asked to:-
 - i. **Note** the extents of the proposed Variation Eight;
 - ii. **Note** the intention to remove the changes proposed for: Greig Street, Balnain Street from the Order;
 - iii. **Note** the intention to remove the changes proposed for: Limited waiting disabled bays, Old Mill Road and Station Lane from the Order to be considered after further engagement activity;
 - iv. **Consider** the impact assessment in Appendix 1;
 - v. **Consider** the outstanding objections received to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024; and
 - vi. Subject to i-1v), **Approve** the making of the Road Traffic Regulation Order.

3 Implications

- 3.1 **Resource** - None arising from this report.
- 3.2 **Legal** - The making of the Order will create enforceable waiting and loading restrictions on sections of Road in the Inverness area subject to the Road Traffic Regulation act 1984.
- 3.3 **Risk** – If Castle Street elements are not approved potential implications to the Traffic management plan of the Inverness Castle.
- 3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - None arising from this report.
- 3.5 **Gaelic** - None arising from this report.

4 Impacts

- 4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children's Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.
- 4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.
- 4.3 **Integrated Impact Assessment - Summary**
 - 4.3.1 An Integrated Impact Assessment screening has been undertaken on 28th April 2025. The conclusions have been subject to the relevant Manager Review and Approval.
 - 4.3.2 The Screening process has concluded that there are some positive and negative impacts arise from the removal of on street parking, but alternative parking is available close by. Positive impacts arise for visitors making use of the new max stay 10 minute drop off parking for visiting the castle or city centre. Members are asked to consider the summary in **Appendix 1** to support the decision-making process.

4.3.3	Impact Assessment Area	Conclusion of Screening/Full Assessment
	Equality	<ul style="list-style-type: none"> • Children and Young People – <i>no impact</i> • Children affected by disability – <i>Positive & negative</i> • People affected by disability – Positive and negative • Older adults – <i>Positive & negative</i> • <i>Pregnant / Maternity</i> <i>Positive & negative</i>
	Socio-economic	<i>no impact</i>
	Human Rights	<i>no impact</i>
	Children's Rights and Well-being	<i>no impact</i>
	Island and Mainland Rural	<i>no impact</i>
	Climate Change	<i>no impact</i>
	Data Rights	<i>no impact</i>

5 Background

- 5.1 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, The Highland Council has proposed The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2023. The Order introduces waiting and loading restrictions including Pay and Display parking within Inverness.
- 5.2 Officers carried out preliminary consultation with Statutory Consultees and concerned parties on the 10 February 2025 allowing respondents time to feed back any observations relating to those proposals.
- 5.3 Taking on board comments from respondents the proposals were finalised and the proposed Traffic Regulation Order was publicly advertised on 21 February 2025. The closing date for formal representations to the proposed Order was 17 March 2025. The Order was available in printed form at the Inverness parking office, posted notices were displayed on-street, a notice appeared in the Press & Journal Highland paper and full details of the order were provided on the Council website www.highland.gov.uk/troconsultations as detailed within Traffic Regulation Order **Appendix 2** and the plans to the Order **Appendix 3**.

6 Objections

6.1 Sixty-one objections were received to the proposed order proposals, most of which were only objecting to one aspect of the proposals. The areas objected to were as follows:-

- a) 15 objections to Old Mill Road no waiting restrictions.
- b) 19 objections to the change of use to the permit bays on Greig Street and Balnain Street to dual use permit and pay and display.
- c) 1 objection to change of use to the permit bays on Wells Street and Huntley Street to dual use permit and pay and display.
- d) 1 objection to the permit and taxi rank proposals in Station Lane
- e) 3 objections to Carsegate Road no waiting restrictions.
- f) 1 objection to Ballifeary permit parking.
- g) 1 objection to the proposed 10-minute limited waiting bay on Castle Street.
- h) 2 objections to proposed limited waiting disabled bays.
- i) 18 objections to the waiting restriction on Cullaird Road.

6.2 The Council proceeded to correspond with objectors with a view to resolving any Objections. Where The Council did not wish to amend the proposals, more clarity and explanation was provided to objectors.

Where the Council were able to take on board issues raised, proposals were amended accordingly and their impact reduced where appropriate. These changes were communicated to the objectors and to date 7 objections have been fully withdrawn with a further 30 being considered no longer valid as the part of the proposals being objected to has been removed.

6.3 The following changes were made to the original proposals which resulted in the pertaining objections received no longer being valid:-

- Old Mill Road, proposals removed in their entirety. This will be redesigned and brought forward at a future date.
- Greig Street and Balnain Street, removal of the proposals, retention of existing permit bays.
- Disabled parking bays limited waiting, removal in their entirety to allow for updated engagement with appropriate groups and proposals to be brought forward at a future date.
- Falcon Square, decision deferred, objections to be heard at a future date pending discussions with railway operators.

These considerations were communicated to all relevant objectors.

6.4 The areas with outstanding objections after the considerations are as follows:-

- Carsegate Road - 3 objections;
- Ballifeary Lane - 1 objection;
- Castle Street - 1 objection;
- Cullaird Road - 18 objections; and
- Wells Street and Huntley Street - 1 objection

Summary of the grounds for objections:-

Objector	Date Received	Grounds
Carsegate Road		
Objector 13	11/03/2025	Reduces on street parking for staff
Objector 46	16/03/2025	Unable to load/unload
Objector 47	16/03/2025	Restriction on loading/unloading
Balifeary Lane		
Objector 39	14/03/2025	Permit times of operation
		Cost to residents
Castle Street		
Objector 61	25/03/2025	Availability for vulnerable/disabled road users
Cullaird Road		
Objector 22	26/03/2025	Safety of children
		Lack of alternative parking
Objector 23	13/03/2025	Safety of children
		Pushing problems to other streets
Objector 24	13/03/2025	Safety of children
Objector 29	13/03/2025	Safety of children
		Making other streets busier
Objector 31	13/03/2025	Safety of children
Objector 32	13/03/2025	Safety of children
Objector 33	13/03/2025	Safety of children
Objector 35	14/03/2025	Safety of children
Objector 36	14/03/2025	Safety of children
		Making other streets busier
Objector 37	14/03/2025	Safety of children
Objector 38	14/03/2025	Safety of children
Objector 40	14/03/2025	Safety of children
Objector 41	14/03/2025	Safety of children
Objector 54	15/03/2025	Safety of children
Objector 55	17/03/2025	Safety of children
Objector 56	17/03/2025	Safety of children
Objector 57	17/03/2025	Safety of children
Huntley Street Wells Street		
Objector 59	19/03/2025	Possible misunderstanding regarding purchase of permits

All outstanding objections are included within **Appendix 4**.

- 6.5 The reason no changes were proposed for the areas with outstanding objections were as follows:-

Carsegate Road

The new traffic order introduces 'No Waiting At Any Time' on major junctions to allow better visibility and to allow for larger vehicles to safely manoeuvre. In addition, some sections of road have been identified as needing similar restrictions in place since the introduction of the pavement parking ban which was agreed as part of the Transport (Scotland) Act 2019. This is to ensure the safe passage of other vehicles, in particular larger vehicles that are common in the industrial area.

We appreciate that local businesses still require on-street parking spaces for their staff. The North side of the road from property No.9 to No.71 has been left unrestricted to allow provision for on-street parking.

Loading is still permitted on double yellow lines if loading is observed, and the vehicle is not causing an obstruction so this should not have a negative impact on business deliveries.

Ballifeary Lane

This area has had repeated complaints regarding parking from non-residents and a permit scheme with limit hours is a suitable solution and in line with other areas locally.

Castle Street

The area in question is being redetermined to a max stay 10-minute area to facilitate drop off and pick up for the new Inverness Castle Experience. There is alternative parking in the Town House car park which includes disabled bays. This car park area is Pay and Display max stay 3 hours which provides enough time for access to local businesses.

Cullaird Road

Following repeated complaints, engagement was held with residents of Cullaird Road at an in-person meeting held on 18 September 2024. Residents' complaints are regarding parents inconsiderate parking whilst dropping off/picking up for Lochardil Primary School resulting in residents being blocked from using their driveways in both the morning and afternoon. The Road Safety Team have confirmed there are suitable walking routes throughout the area allowing pupils to walk from home or be dropped off further away from the school. The use of Cullaird Road as a drop off space also increases the risk of pedestrian vehicle conflict due to the nature of the street not being designed for the volume of turning manoeuvres and pupils entering and exiting vehicles.

Huntly Street/Wells Street

The proposals on Wells Street are making permanent a change from a car club bay to permit holders only which was changed on the road a number of years ago.

At the north west end of Huntly Street there is a long bay at the North-West. This is currently shown on street as 'Permit Holders Only.' Parking enforcement have observed that this bay is rarely used by permit holders throughout the day and is quite often empty of vehicles. The proposals introduce 'Pay & Display 10am-5pm' while also keeping the 'Permit Holders Only', in effect acting as a dual-use bay. Permit holders can continue parking in this bay as before without having to pay and display a ticket.

Non-permit holders visiting Inverness city centre for appointments/errands etc. will be able to use this bay as pay and display for a maximum stay of 2 hours. This will allow local businesses to benefit without having an impact on resident parking.

- 6.6 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, unresolved objections made to a Traffic Regulation Order must be considered by the appropriate committee.

In considering the objections Members may choose to take the following action in relation to the Traffic Regulation Order proposals:-

- a) abandon them;
- b) defer a decision on them; or
- c) make an order or orders giving effect to them in whole or in part

7 Officer Recommendations

- 7.1 Having considered all representations received officers have adapted the original proposals.

Officers are of the opinion that the scheme as scheduled in **Appendices 2 and 3** with the limited waiting disabled parking, Old Mill Road waiting restriction, pay and display on Greig Street/Balnain Street and Falcon Square elements removed is a reasonable compromise. This balances the needs of the residents and visitors in the area and on that basis recommend that members agree to the making of the order with the amendments proposed within this paper.

Designation: Assistant Chief Executive - Place

Date: 1 May 2025

Author: Ross Bartlett, Acting Principal Officer Traffic and Parking

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment
Appendix 2 – Draft Traffic Regulation Order Variation Eight
Appendix 3 – Plans for Traffic Regulation Order
Appendix 4 – Summary of Objections

Integrated Impact Assessment Screening

About proposal

What does this proposal relate to?

Proposal name: The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024

High level summary of the proposal: Various changes to parking restriction in Inverness including the removal of parking bays on Castle Street and converting this to 10 minute max stay to allow for coach, visitor drop off for the new Inverness Castle experience.

Who may be affected by the proposal? All Highland Council Residents and visitors to Inverness

Start date of proposal:

End date of proposal:

Does this proposal result in a change or impact to one or more Council service? No

Does this relate to an existing proposal? No

Author details

Name: Ross Bartlett

Job title: Principal Officer

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Service: Place

Responsible officer details

Name: Tracey Urry

Job title: Head of Roads & Infrastructure

Email address: Tracey.Urry@highland.gov.uk

Sign off date: 2025-05-01

Equalities, poverty, and human rights

Protected characteristics

Select what impact the proposal will have on the following protected characteristics:

Sex: No impact

Age: No impact

Disability: Positive, Negative

Religion or belief: No impact

Race: No impact

Sexual orientation: No impact

Gender reassignment: No impact

Pregnancy and maternity: Positive, Negative

Marriage and civil partnership: No impact

Protected characteristics impact details: he proposed changes have both positive and negative impacts on Pregnancy and Maternity, as well as Disability. The negative impact arises from challenges these groups may face in accessing local businesses. However, a positive impact is evident for visitors to the area, who will benefit from the use of a 10-minute bay for drop-off and collection purposes particularly those visiting the Inverness Castle Experience where current coach drop of is an 8-10 minute walk away.

Importantly, no marked disabled bays will be removed; these will remain available in the Town House car park. With over 1,000 parking spaces in the city centre, the removal of 10 bays to facilitate significant improvements for drop-offs in this area is not expected to cause a major impact. The closest alternative parking is available in the Town House car park, located less than 100 metres away.

Poverty and socio-economic

What impact is the proposal likely to have on the following?

Prospects and opportunities: No impact

Places: No impact

Financial: No impact

Poverty and socio-economic impact details:

Human rights

Which of the below human rights will be affected by this proposal?No human rights will be affected

What impact do you consider this proposal to have on the human rights of people?No impact

Human rights impact details:

Equalities, poverty and human rights screening assessment

What impact do you think there will be to equalities, poverty and human rights? Positive and negative impact (potential or actual)

Is a Full Impact Assessment required? No

Children's rights and wellbeing

What likely impact will the proposal have on children and young people?No Impact

Which of the below children's rights will be affected by the proposal?No children's rights will be affected

Explain how the children's rights selected above will be affected:

Children's rights and wellbeing screening assessment

What impact do you think there will be to children's rights and wellbeing?No impact

Is a Full Impact Assessment required? No

Data protection

Will your proposal involve processing personal data? No

Data protection screening assessment

What change will there be to the way personal data is processed?No personal data will be processed

Is a Full Impact Assessment required? No

Island and mainland rural communities

Does your proposal impact island and mainland rural communities?No

Island and mainland rural communities screening assessment

What impact do you think there will be to island and mainland rural communities?No difference

Is a Full Impact Assessment required? No

Climate change

Does the proposal involve activities that could impact on greenhouse gas emissions (CO2e)? No

Does the proposal have the potential to affect the environment, wildlife or biodiversity? No

Does the proposal have the potential to influence resilience to extreme weather or changing climate? No

Provide information regarding your selection above:

Climate change screening assessment

Have you identified potential impact for any of the areas above or marked any as not known? No

Is a Full Impact Assessment required? No

ROAD TRAFFIC REGULATION ACT 1984

The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024 **(DRAFT)**

THE HIGHLAND COUNCIL in exercise of its powers under Sections 1(1), 2(1), 2(2), 4, 19, 32, 35, 45, 46,47 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act of 1984”) as amended and of the Road Traffic Act 1991 and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order.

1. This Order shall come into operation on the _____ and may be cited as “The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024”
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the Interpretation of an Act of Parliament.
3. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any regulation made or having effect as if made under the Act of 1984 or by or under any other enactment provided that where a prohibition or restriction which is imposed, varied or revoked by this Order is in conflict with a prohibition or restriction imposed by a previous Order, then the provision of this Order shall prevail.
4. If a court, Transport Scotland or the Parking and Bus Lane Tribunal Service for Scotland, declares any part of this Order to be invalid or un-enforceable, such declaration shall not invalidate the remainder of this Order.

5. The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied as follows: (i) the plans specified and attached in Schedule 1 to this Order are inserted therefore and hereby added and incorporated into schedule 1 to the Principal Order; (ii) the following wording is added to Table 3.1 of schedule 3 to the Principal Order; “Station Lane Inverness”, “Burnett Road Inverness”, “Church Street Inverness”, “Bught Road Inverness”.
6. The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied: the plans specified in the Schedule 2 to this Order are deleted from the Principal Order and the plans specified and attached in Schedule 3 to this Order are substituted therefore and hereby added and incorporated into schedule 1 to the Principal Order.
7. The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied: the plans specified and attached in Schedule 4 to this Order are inserted therefore and hereby added and incorporated into schedule 2 to the Principal Order.
8. The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended (hereinafter referred to as the “Principal Order”) is hereby varied: table 4.1 and table 4.2 specified in the Schedule 5 to this Order are deleted from the Principal Order and the table specified and attached in Schedule 5 to this Order are substituted therefore and hereby added and incorporated into schedule 4 to the Principal Order.

This Order and the Schedules annexed hereto are sealed with the Common Seal of The Highland Council and subscribed for and on behalf of The Highland Council by Paul Nevin at Inverness on xx/xx/2025

DRAFT

This is the Schedule 1 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024

SCHEDULE 1

On Street Plans attached with the following Map Numbers thereon are added and incorporated into schedule 1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

LE526

LE527

LE531

LF541

LF542

LG525

LG536

LG537

LG539

LI527

This is the Schedule 2 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024

SCHEDULE 2

On Street Plans with the following Map Numbers thereon are deleted from The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016:

LF530c	LH525
LF531c	LH526
LF534	LH527
LF536	LH528
LF537	LH529a
LG524	LH530b
LG526	LH531b
LG527a	LH532
LG529	LH533b
LG530b	LH534a
LG531a	LH535a
LG532a	LI525
LG534b	LI526
LG535	LI528
LH523	LI533a
LH524	LI534

This is the Schedule 3 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024

SCHEDULE 3

Substitute On Street Plans attached with the following Map Numbers thereon are added and incorporated into schedule 1 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

LF530d	LH525a
LF531d	LH526a
LF534a	LH527a
LF536a	LH528a
LF537a	LH529b
LG524a	LH530c
LG526a	LH531c
LG527b	LH532a
LG529a	LH533c
LG530c	LH534b
LG531b	LH535b
LG532b	LI525a
LG534c	LI526a
LG535a	LI528a
LH523a	LI533b
LH524a	LI534a

This is the Schedule 4 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024

SCHEDULE 4

Index Plans attached thereon are added and incorporated into schedule 2 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016

Inverness Overview

This is the Schedule 5 referred to in the foregoing The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Variation Eight Order 2024

SCHEDULE 5

Table 4.1 and 4.2 attached are amended and incorporated into schedule 4 to The Highland Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Decriminalised Parking Enforcement and Consolidation) Order 2016 as amended

Table 4.1 On-Street Designated Parking Place Tariffs

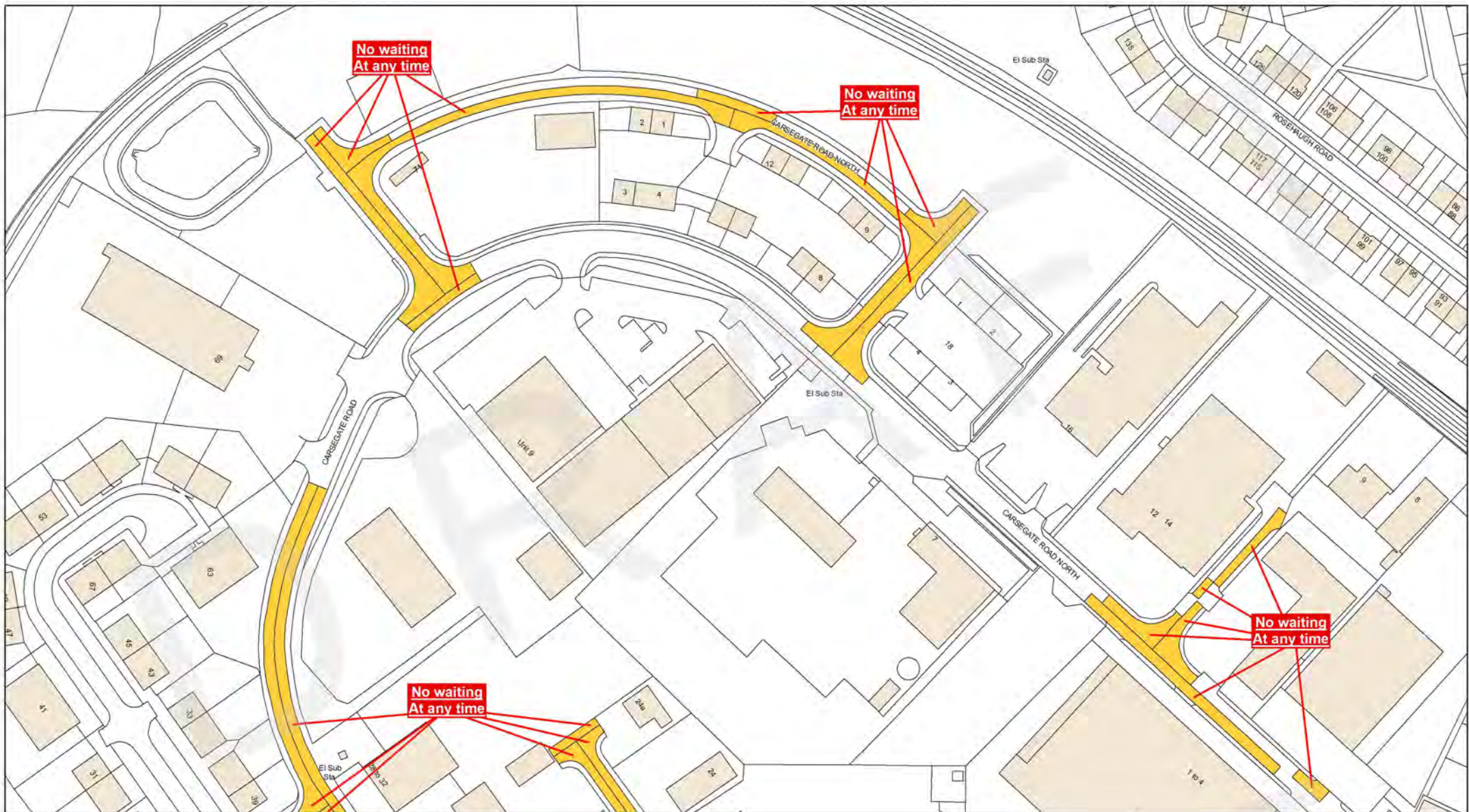
Ref	Location of Parking Place	Charging Hours	Scale of Charges	
		HMS - Hours Maximum Stay	Periods	Charge
PD001	Ardross Street, Inverness (Pay & Display)	Mon to Sat	Up to 1 Hr	£2.00
		10am to 5pm	Up to 2 Hrs	£3.00
		2 HMS		
PD003	Church Street, Inverness (Pay & Display)	Mon to Sat	Up to 1 Hr	£2.00
		8am to 6pm		
		1 HMS		
PD004	Crown Shopping Centre, Inverness (Pay & Display)	Mon to Sat	Up to 30 mins	£1.00
		8am to 6pm		
		0.5 HMS		
PD005	Culduthel Road, Inverness (Long Stay Pay & Display)	Mon to Sat	Up to 3 Hrs	£2.00
		24 hours	Up to 4 Hrs	£3.00
		24 HMS	Up to 24 Hrs	£4.00
PD006	Friars Lane, Inverness (Pay & Display)	Mon to Sat	Up to 2 Hr	£2.00
		8am to 6pm		
		2 HMS		
PD007	Hill Place, Inverness (Pay & Display)	Mon to Sat	Up to 1 Hr	£2.00
		8am to 6pm		
		1 HMS		
PD008	Huntly Street, Inverness (Pay & Display)	Mon to Sat	Up to 2 Hr	£2.00
		8am to 6pm		
		2 HMS		
PD009	Ness Bank , Inverness (Pay & Display)	Mon to Sat	Up to 2 Hrs	£2.00
		10am to 5pm		
		2 HMS		
PD010	Ness Walk, Inverness (Pay & Display)	Mon to Sat	Up to 2 Hr	£2.00
		10am to 5pm		
		2 HMS		
PD011	Stephens Brae, Inverness (Pay & Display)	Mon to Sat	Up to 1 Hr	£2.00
		8am to 6pm		
		1 HMS		

PD012	Bishops Road, Inverness (Pay & Display)	Mon to Sat 10am to 5pm 2 HMS	Up to 2 Hrs	£2.00
PD013	Bellfield Park, Inverness (Pay & Display)	Mon to Sat 8am to 6pm 4 HMS	Up to 2 Hrs Up to 4 Hrs	£2.00 £3.00
PD014	Station Road, Mallaig (Pay & Display)	Mon to Sun 10am to 5pm 1 HMS	Up to 0.5 Hrs Up to 1 Hr	£0.00 £1.00
PD015	Davies Brae, Mallaig (Pay & Display)	Mon to Sun 10am to 5pm 1 HMS	Up to 0.5 Hrs Up to 1 Hr	£0.00 £1.00
PD016	A855 Storr Roadside (Pay & Display) Lochaber Season Ticket	Mon to Sun 8am to 8pm 12 HMS	Up to 6 Hrs Up to 12 Hrs Coaches per visit	£5.00 £7.00 £7.00
PD017	Ford Road, Broadford (Pay & Display) 1 st March to 31 st October	Mon to Sun 8am to 6pm 3 HMS	Up to 1 Hr Up to 2 Hrs Up to 3 Hrs	£0.00 £1.00 £2.00
PD018	The Quiraing, Roadside, Skye (Pay & Display) Lochaber Season Ticket	Mon to Sun 8am to 8pm 12 HMS	Up to 3 Hrs Up to 6 Hrs Minibus per visit	£3.00 £5.00 £5.00
PD019	Lisigarry Court (Pay & Display) Coach, Minibus, Motorhome Only	Mon to Sun 8am to 8pm 12 HMS	Up to 1 Hr Up to 3 Hrs Up to 6 Hrs Coaches per visit	£0.00 £3.00 £5.00 £5.00
PD020	Fairy Glen Roadside, Skye (Pay & Display) Lochaber Season Ticket	Mon to Sun 8am to 8pm 4 HMS	Up to 4 Hrs	£3.00
PD021	Glenmore, C1126 Roadside (Pay & Display) 1 st March to 31 st October	Mon to Sun 24 HMS	Up to 3 Hrs Up to 6 Hrs Up to 24 Hrs Per day	£3.00 £4.00 £5.00 £5.00
PD025	Huntly Street, Inverness (Pay & Display) (Permits)	Mon to Sat 10am to 5pm 2 HMS	Up to 2 Hr	£2.00
PD026	Balnain Street, Inverness (Pay & Display) (Permits)	Mon to Sat 10am to 5pm 2 HMS	Up to 2 Hr	£2.00
PD027	Greig Street, Inverness (Pay & Display) (Permits)	Mon to Sat 10am to 5pm 2 HMS	Up to 2 Hr	£2.00

Table 4.2 Annual Tariffs, Permits and Suspensions

INVERNESS	Note	Frequency	Fee
Resident's and Residents visitor permits (RP, RVP) (limit to 2nr resident and 1nr visitor)		annual	£63.00
Blue Badge discount (One per eligible property)		annual	100%
Senior Citizens resident's permit		annual	£31.00
Lost or damaged permits		single fee	£31.00
Business and business visitor permits (BP, BVP)		annual	£203.00
Lost or damaged business parking permit		single fee	£99.00
Contract parking card - Rose St MSCP (CP)		monthly	£66.00
Contract Permit Bay - Rose St MSCP (CP)		monthly	£97.00
Business Contract Parking - other (CP)		monthly	£42.00
Change of Vehicle – Replacement Permit			Free
ALL OTHER HIGHLAND COUNCIL LOCATIONS	Note	Frequency	Fee
Resident's and Residents visitor permits (RP, RVP)		annual	£44.00
Blue Badge discount (One per eligible property)		annual	100%
Senior Citizens resident's permit		annual	£22.00
Lost or damaged permits		single fee	£22.00
Business and business visitor permits (BP, BVP)		annual	£109.00
Lost or damaged business parking permit		single fee	£52.00
RingGO Local Parking Season ticket (LPST)		monthly	£11.00
Business Contract Parking (CP)		Annual	£184.00
COUNCIL WIDE	Note	Frequency	Fee
Residents Visitor Parking Vouchers*	Book of 10 x 3hour periods	single	£21.00
Trades Permit (TP)*	Trades Services Providers	annual	£218.00
Essential User Permit (EUP)*	Medical , registered domiciliary care etc.	annual	£31.00
RingGO Highland Parking Season Ticket (HPST)		monthly	£23.00

General – Suspensions	Fee
Suspension of On Street Pay & Display Parking Bay	£50 fixed administration fee plus £10.00 per bay per day of suspension
Suspension of other On Street bay	£50 fixed administration plus £5.00 per bay per day of suspension beyond 5 days
Suspension of an Off Street Car Park Bay (Non Pay & Display) - Minimum	£50 fixed administration plus £5.00 per bay per day of suspension beyond 5 days
Suspension of an Off Street Car Park Bay (Pay & Display)	<p>Fee Calculation used:</p> <p>Number of Bays X Bay Hourly Rate X Charging period X Number of Days X Average Occupancy for location + Admin Fee (£50).</p> <p><i>e.g. 1 bay for 5 days if bay hourly rate for car is £1 for and 10hrs per day and average occupancy for location is 70% = 1 (bay) x £1 x 10(hrs) x 5 (days)x 70% + Admin Fee (£50) = £85</i></p>



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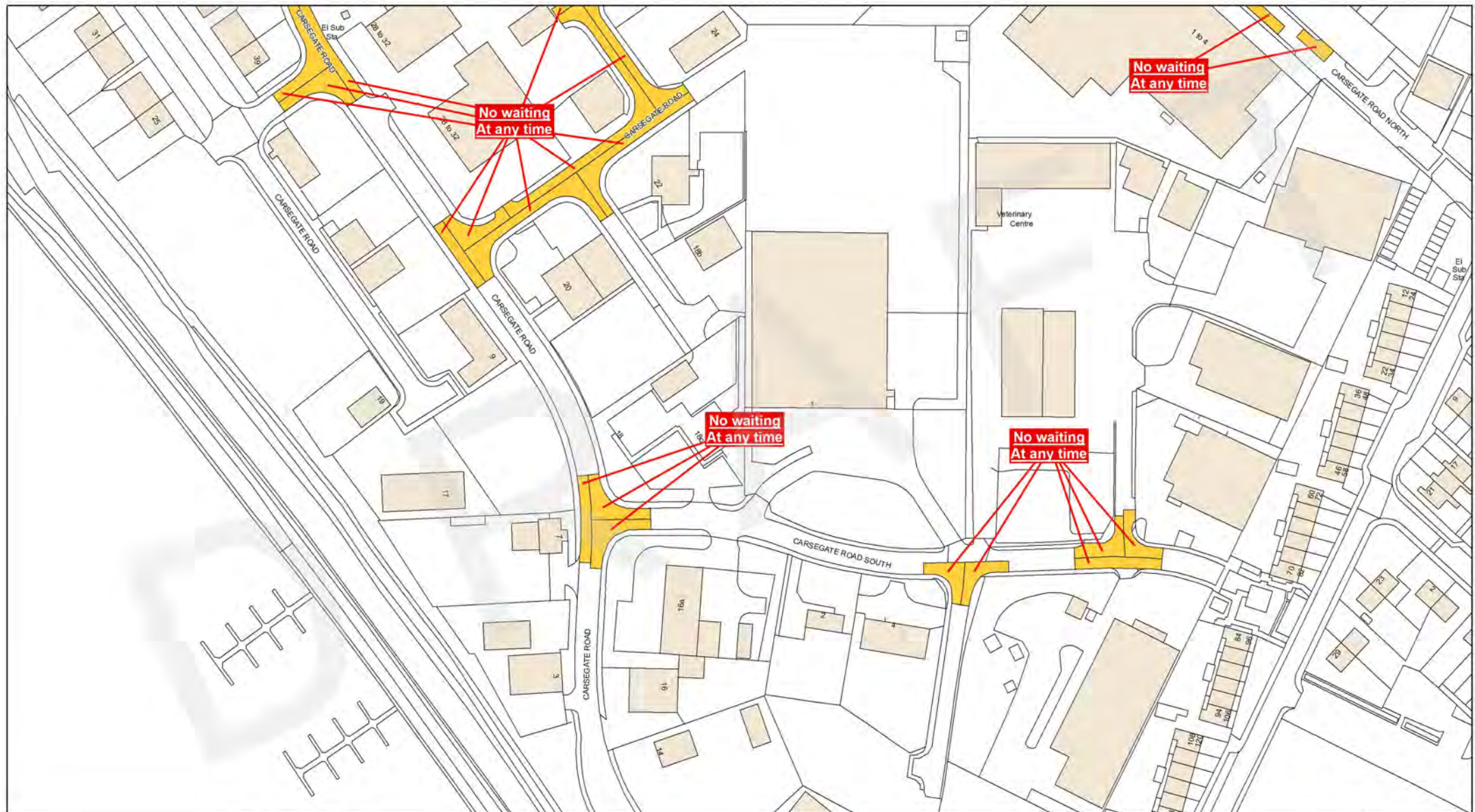


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IV35NX

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MAP NUMBER
LE526



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MAP NUMBER
LE527



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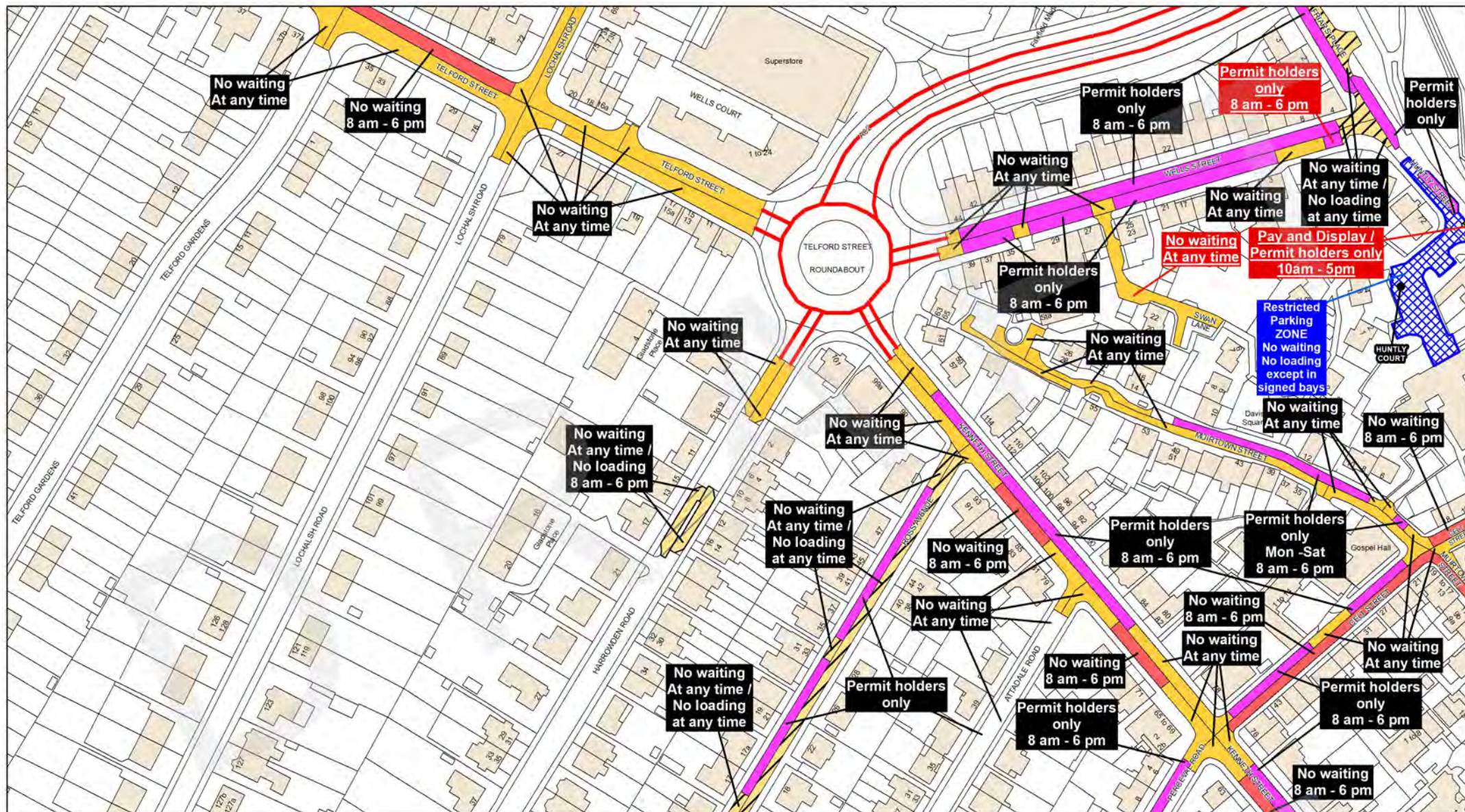


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LE531



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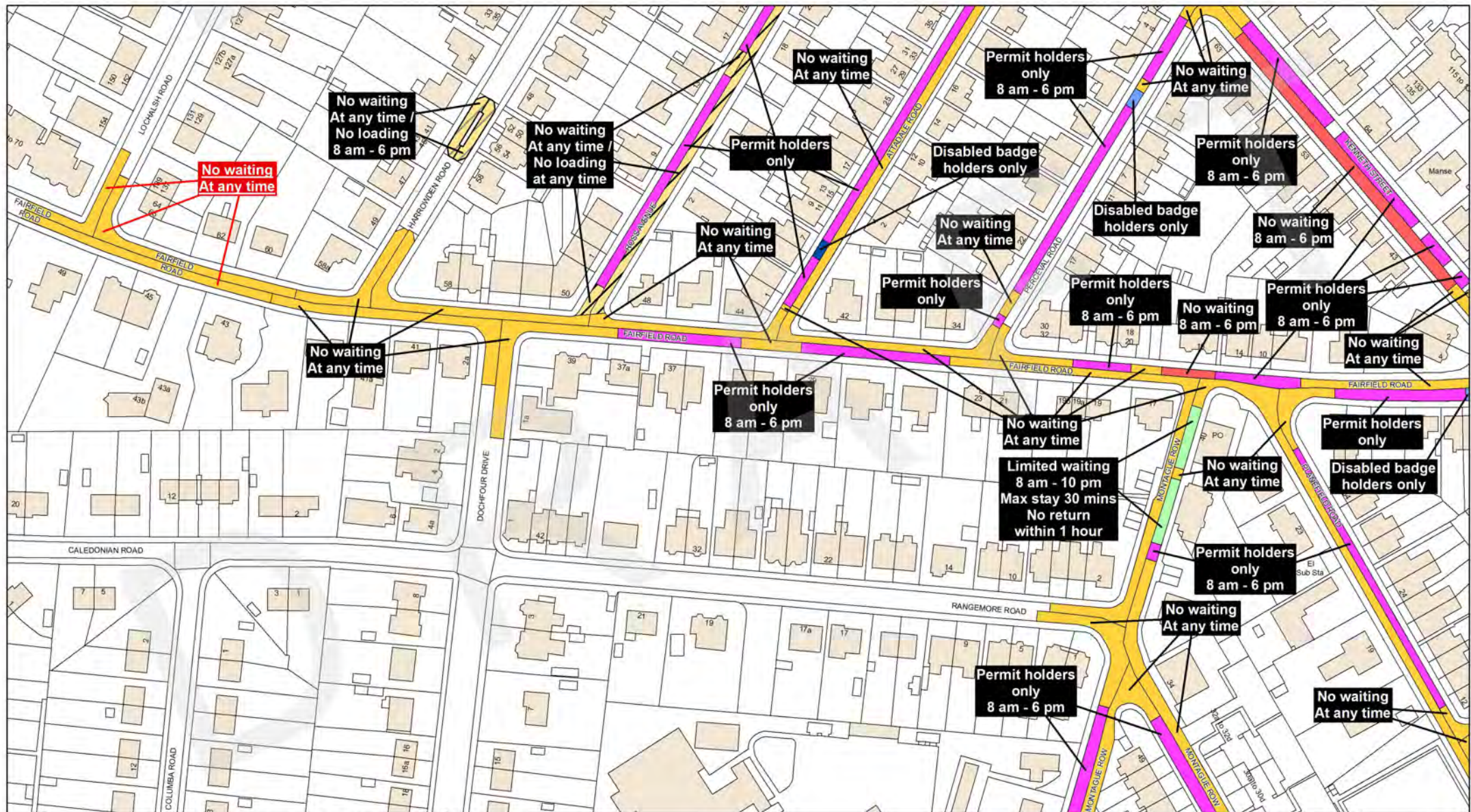


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LF530d



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LF531d



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LF534a



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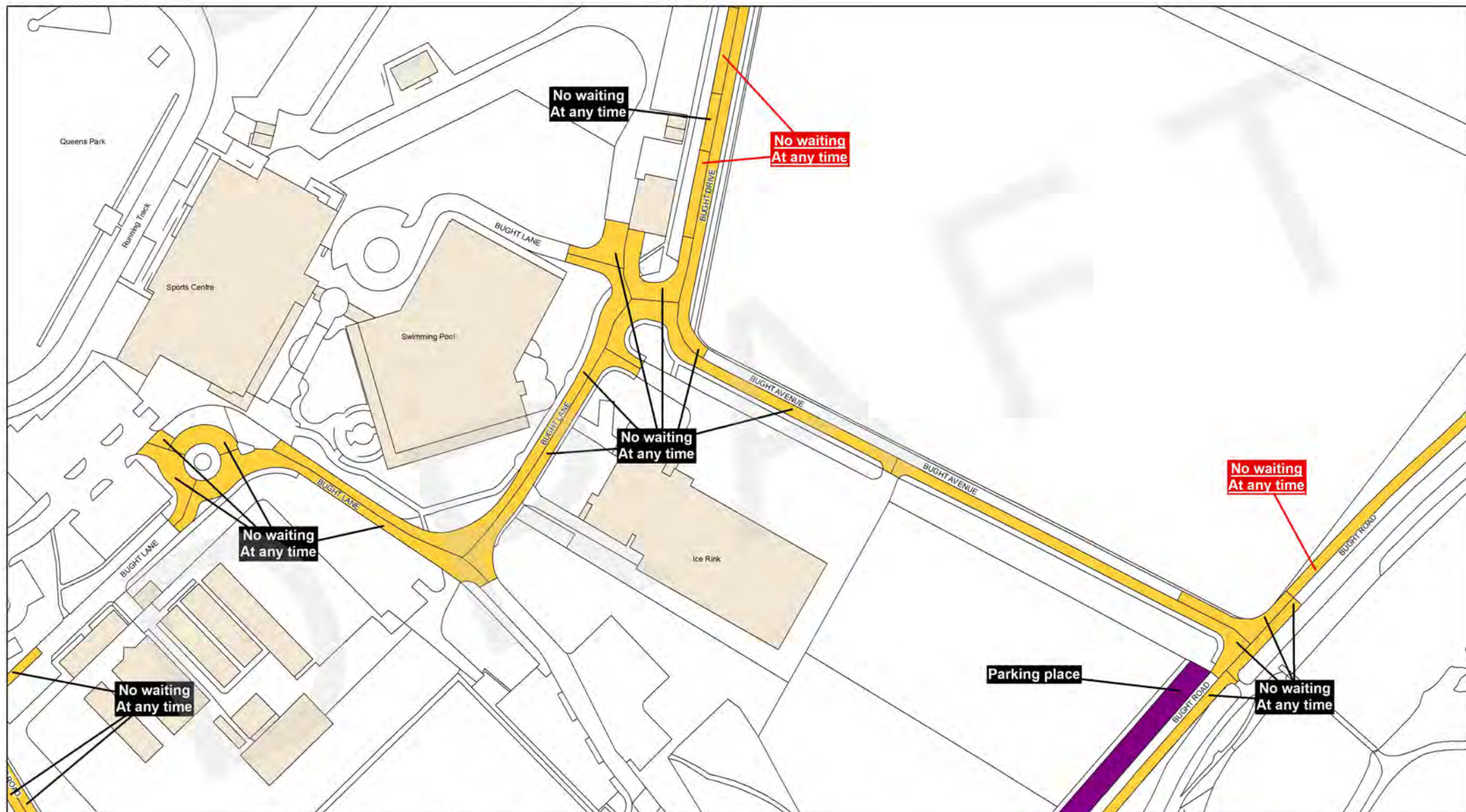


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LF536a



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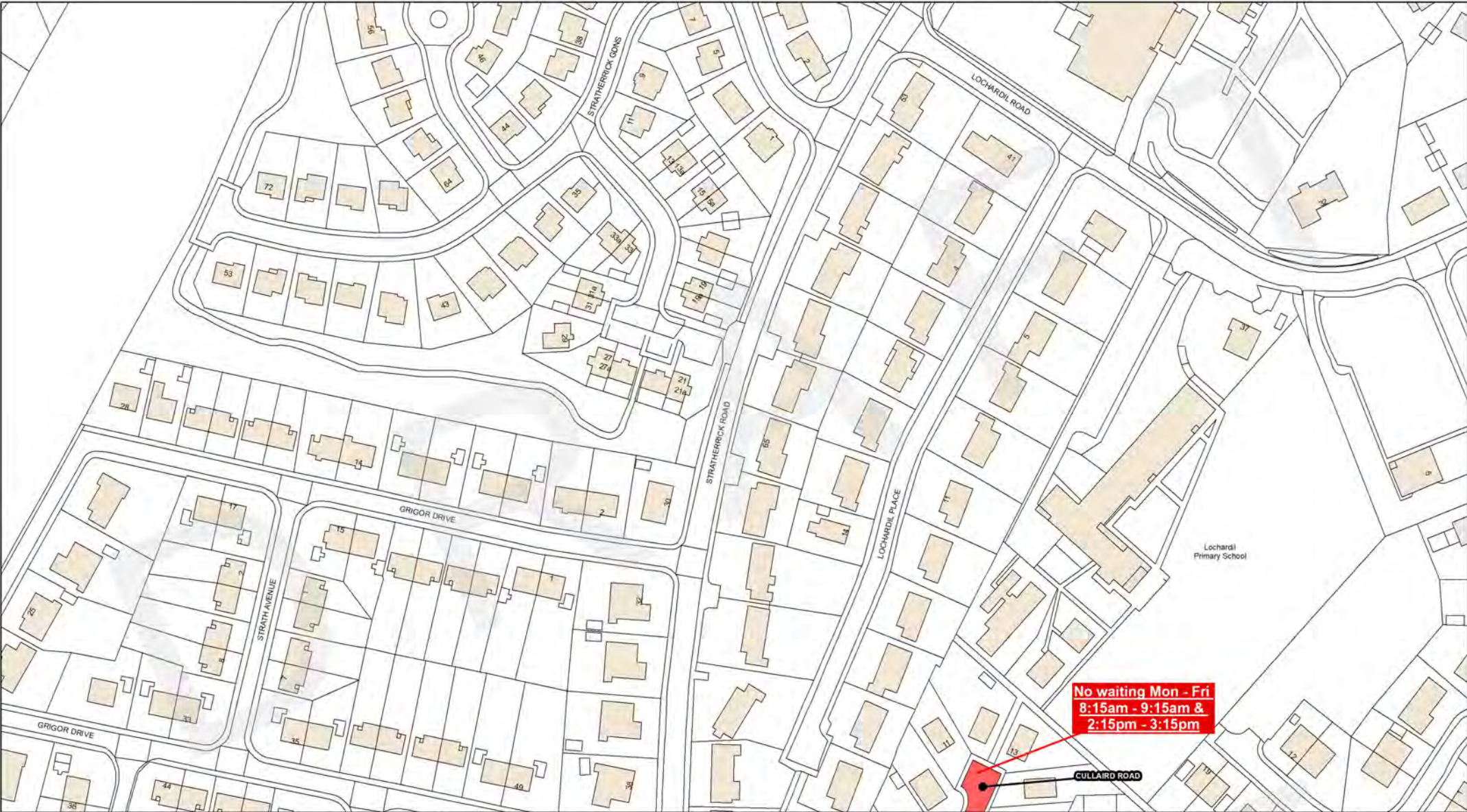


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LF537a



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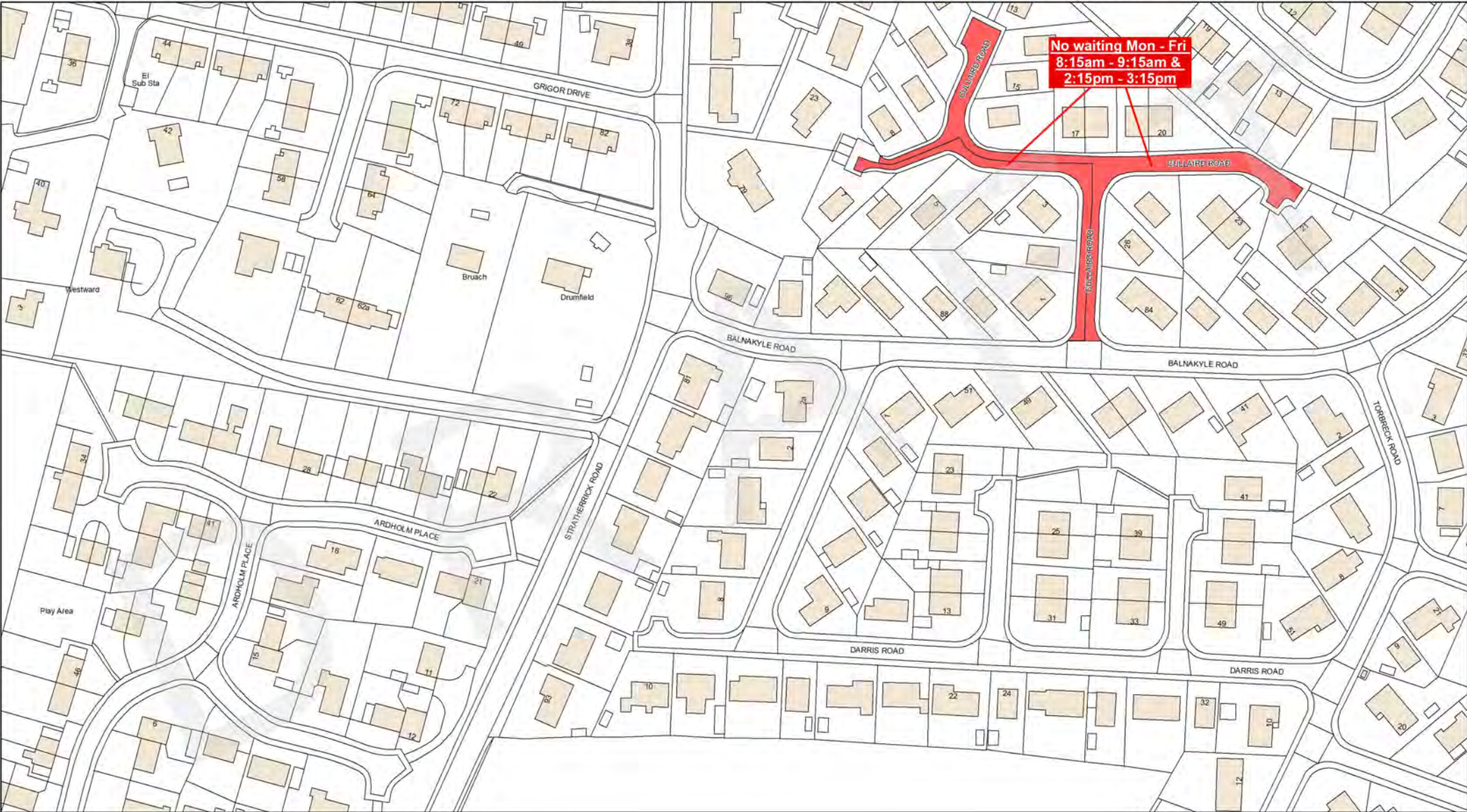


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LF541



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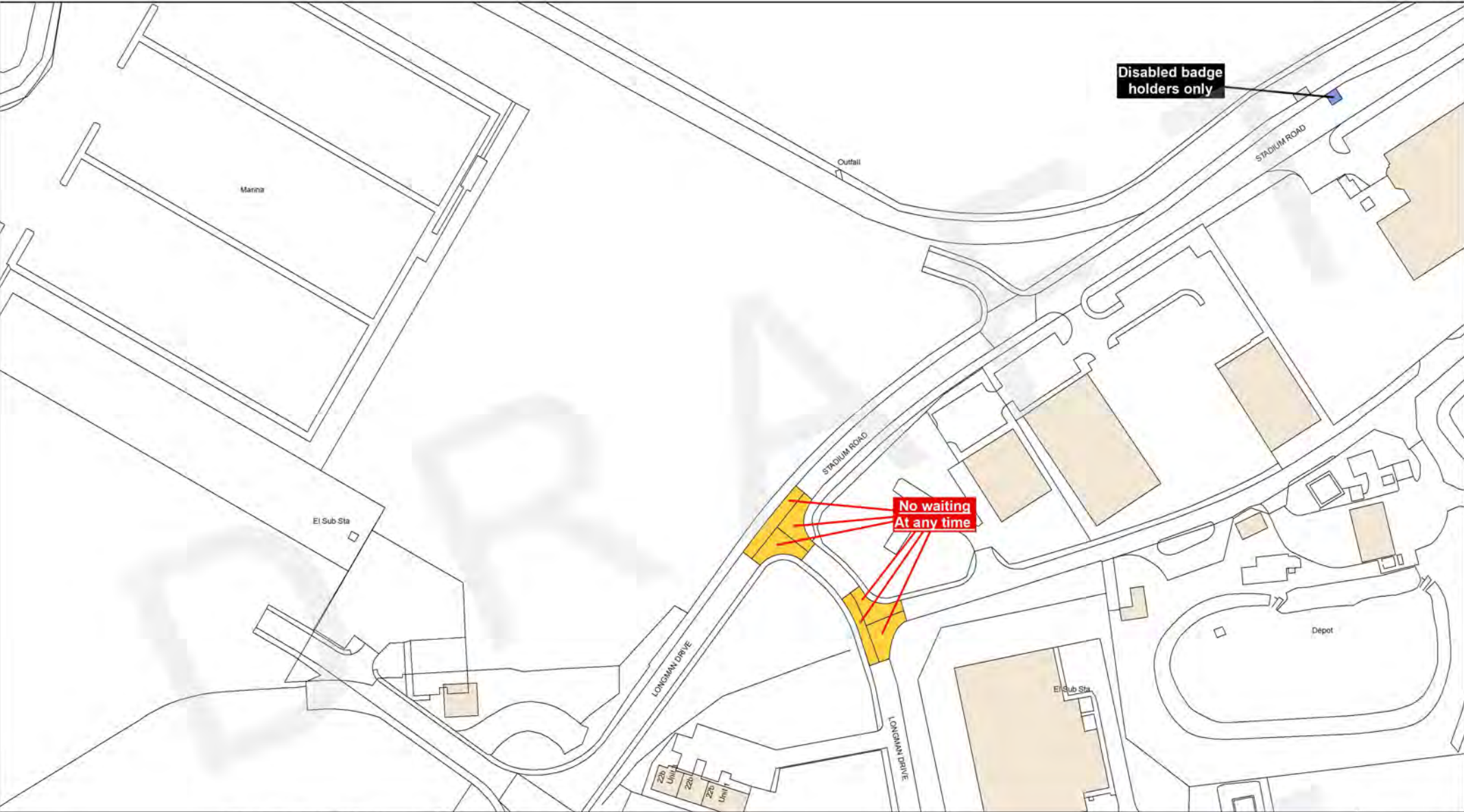


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LF542



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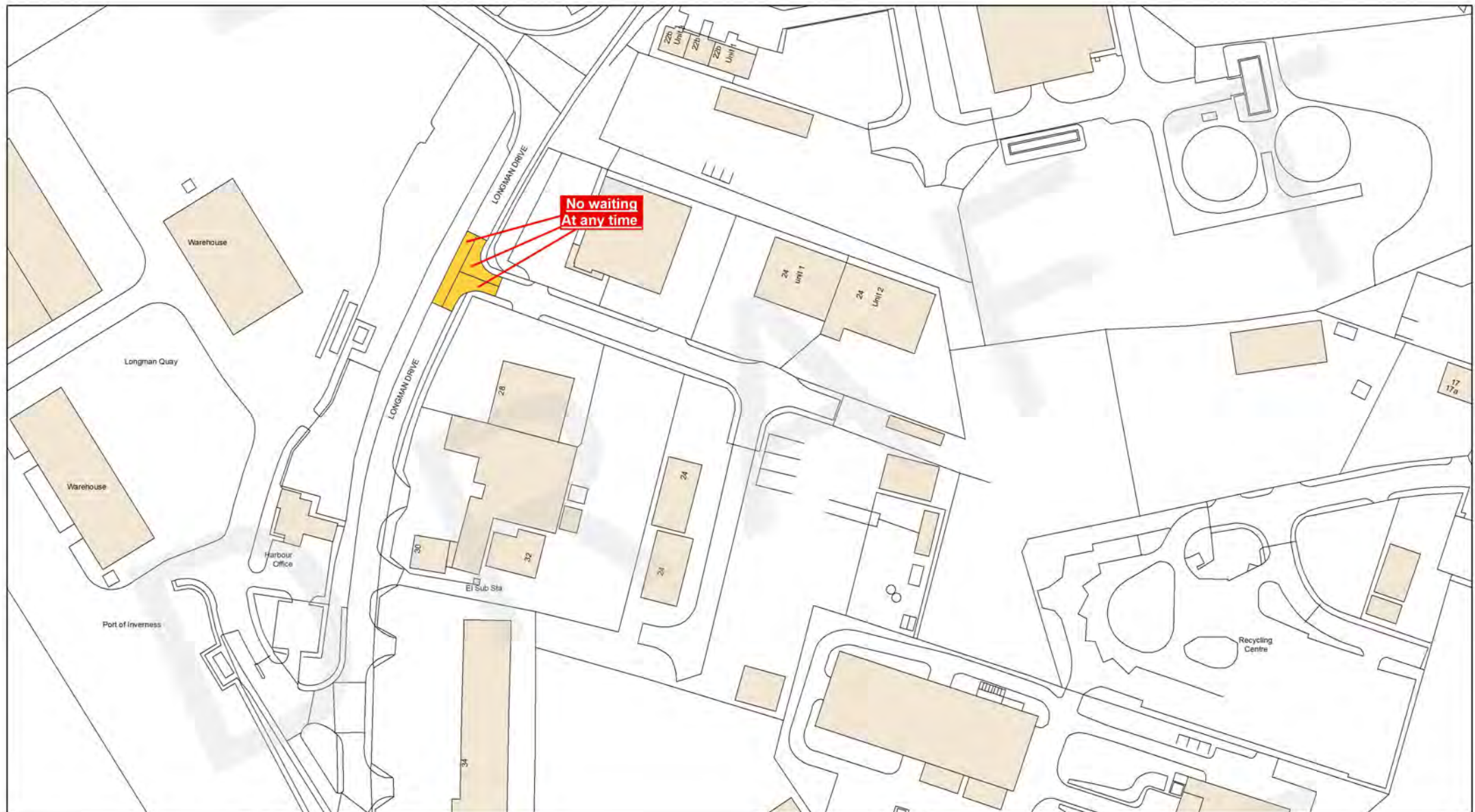


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LG524a



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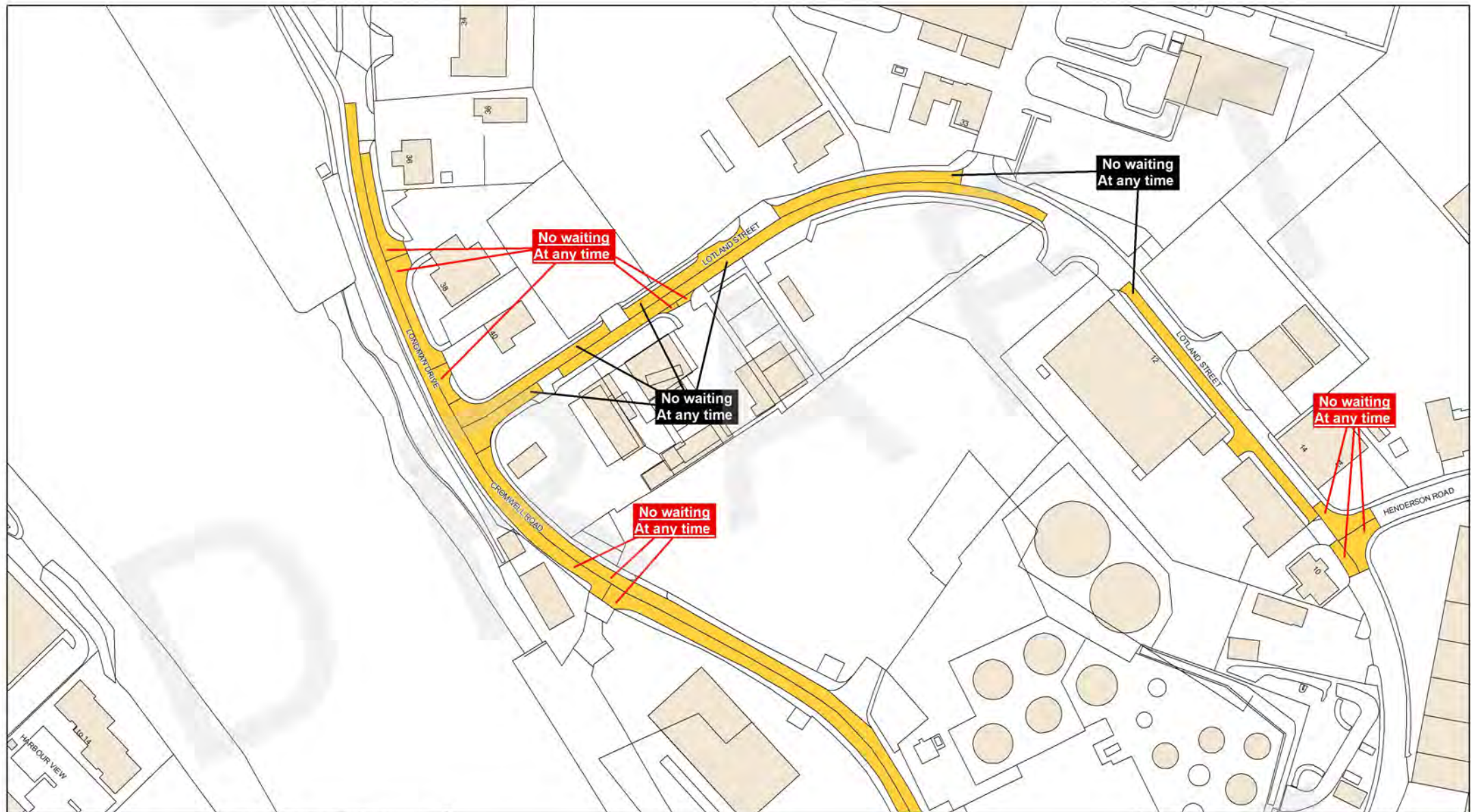


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LG525



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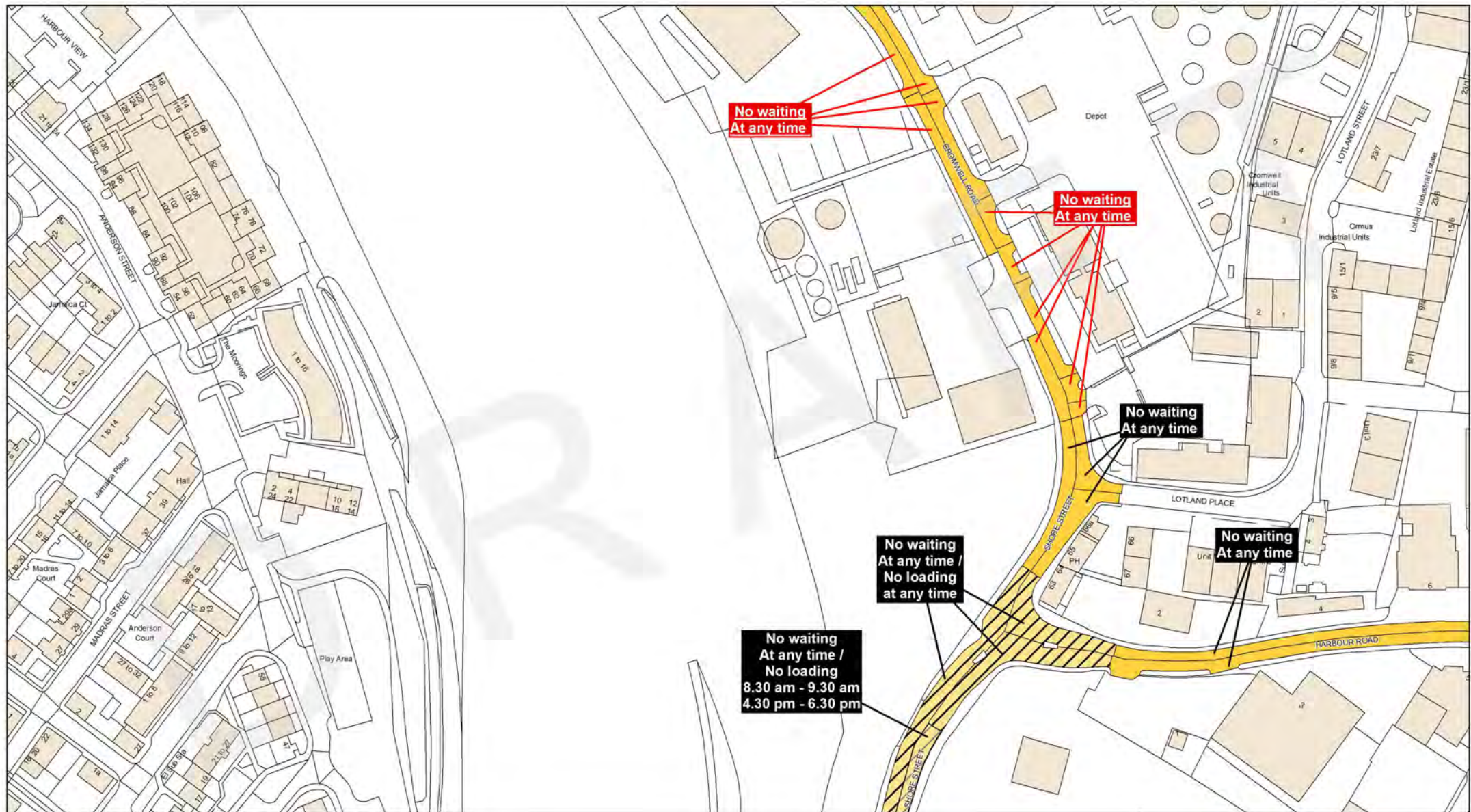


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MAP NUMBER
LG526a



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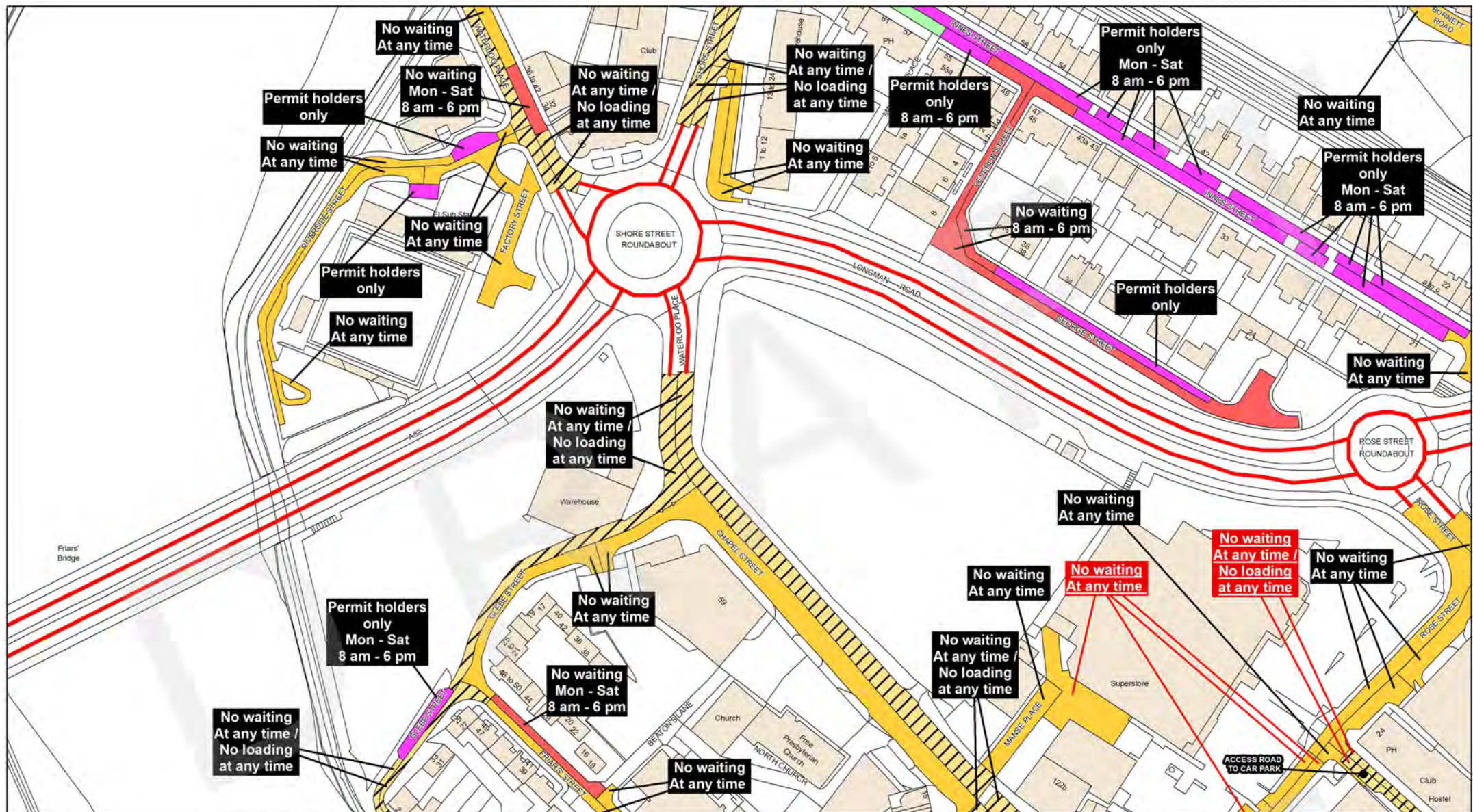


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LG527b



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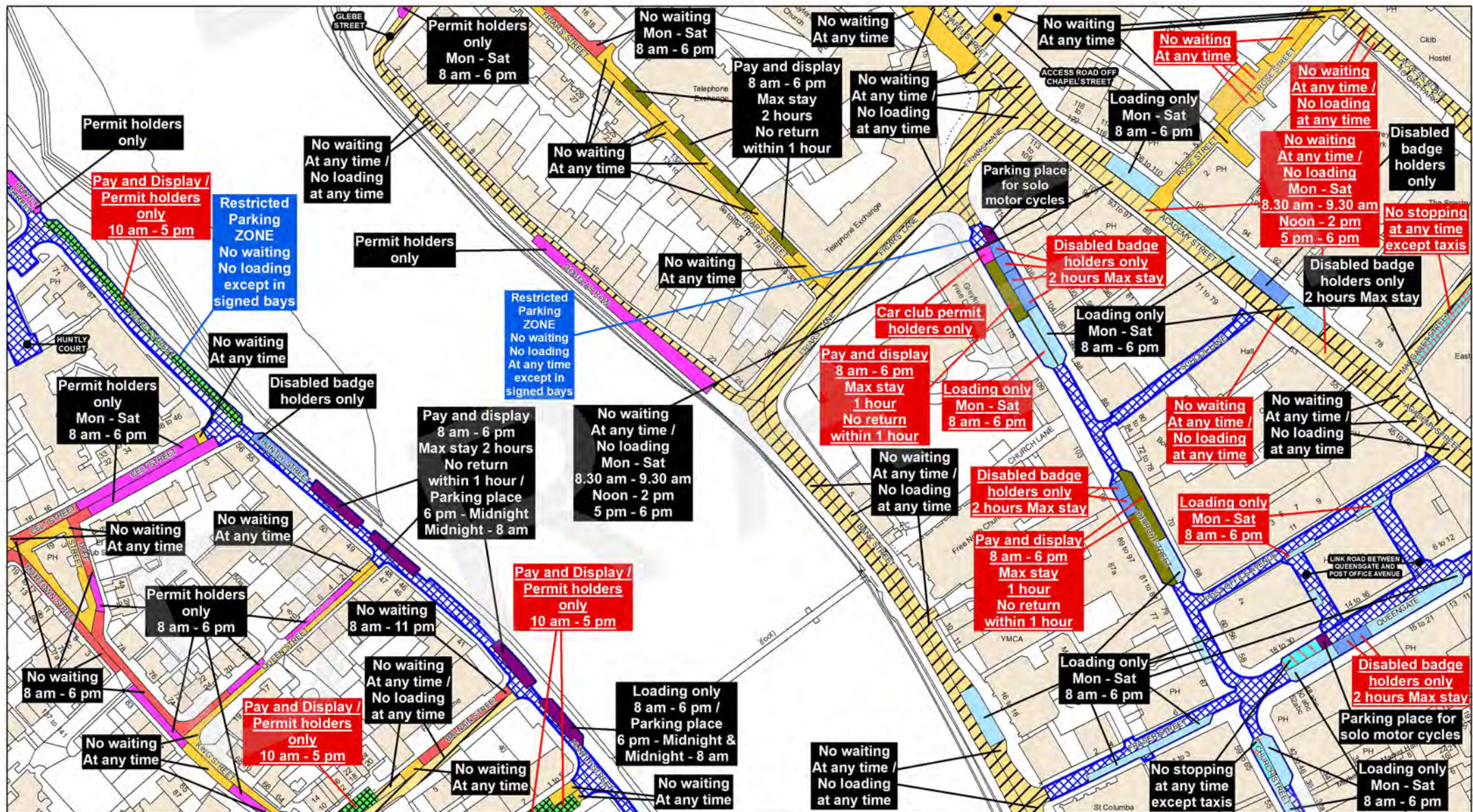


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LG529a



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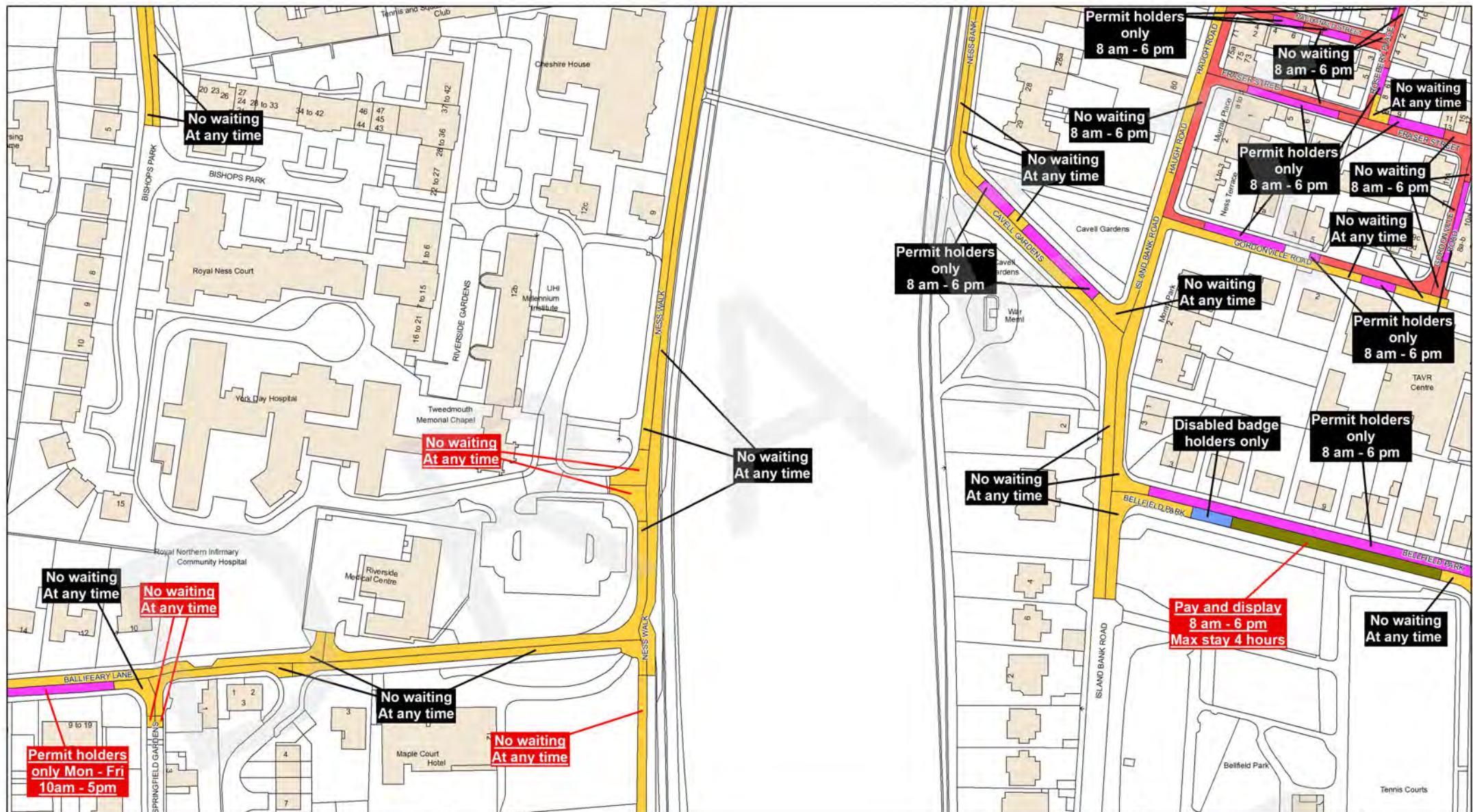


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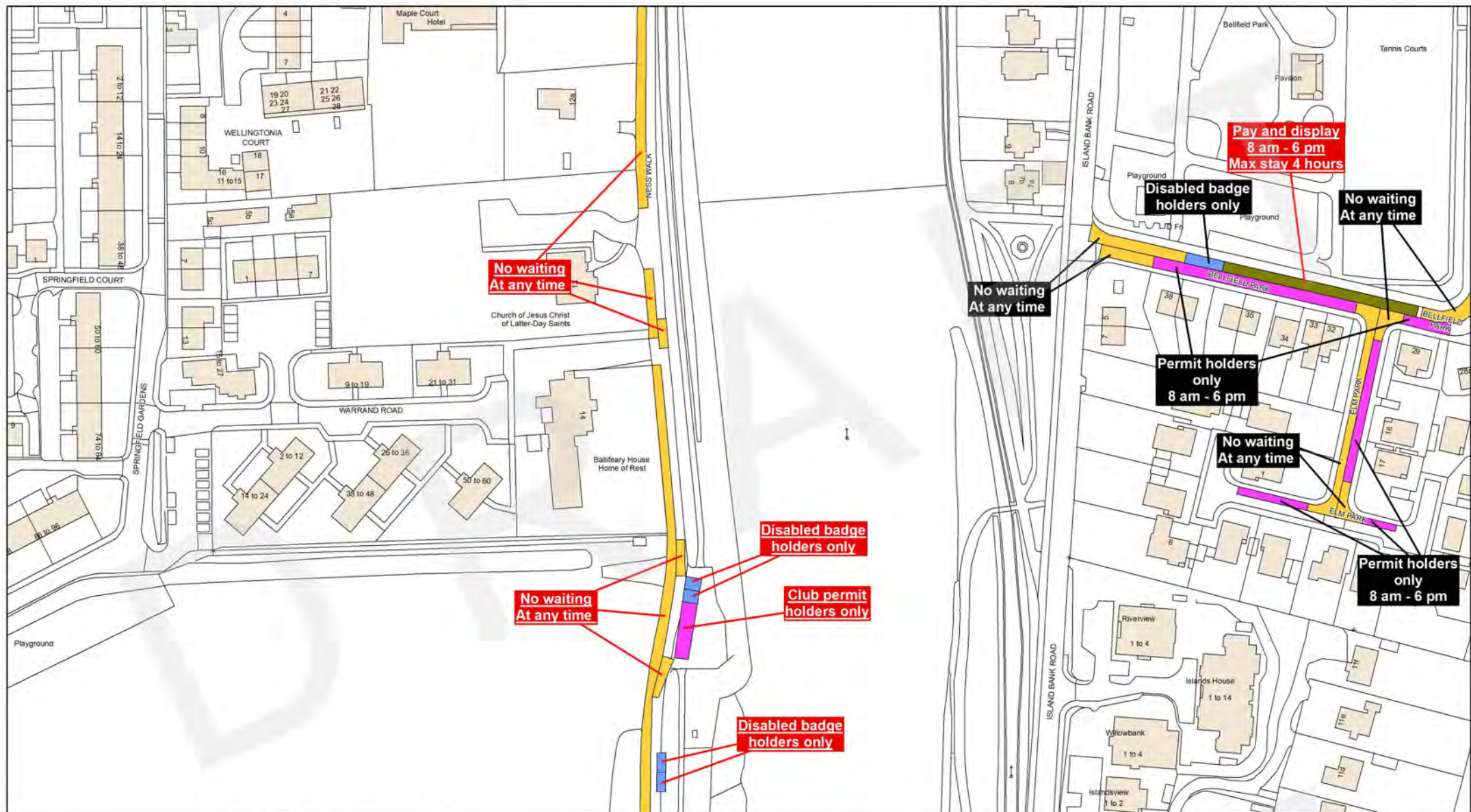


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LG534c



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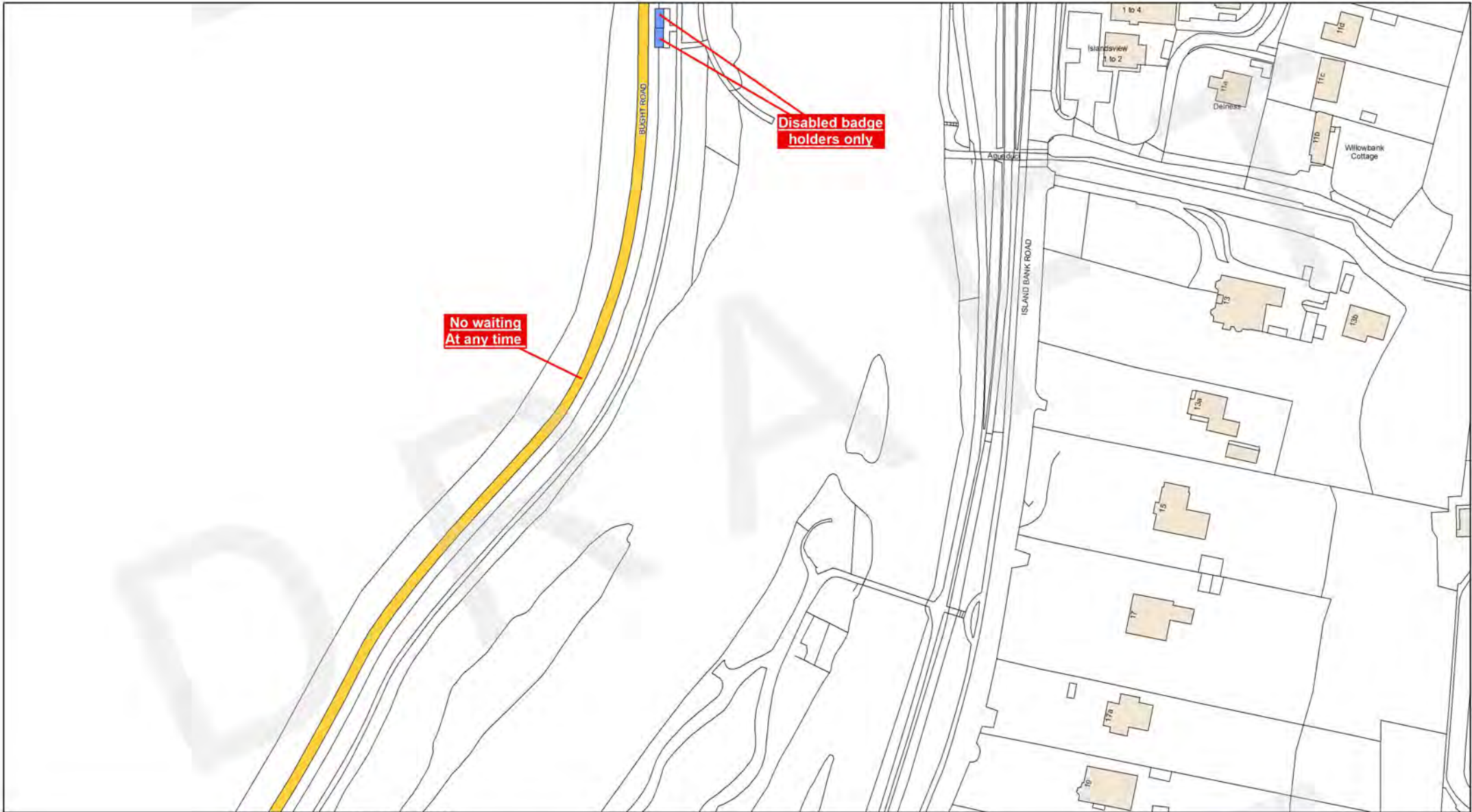


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LG535a



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LG536



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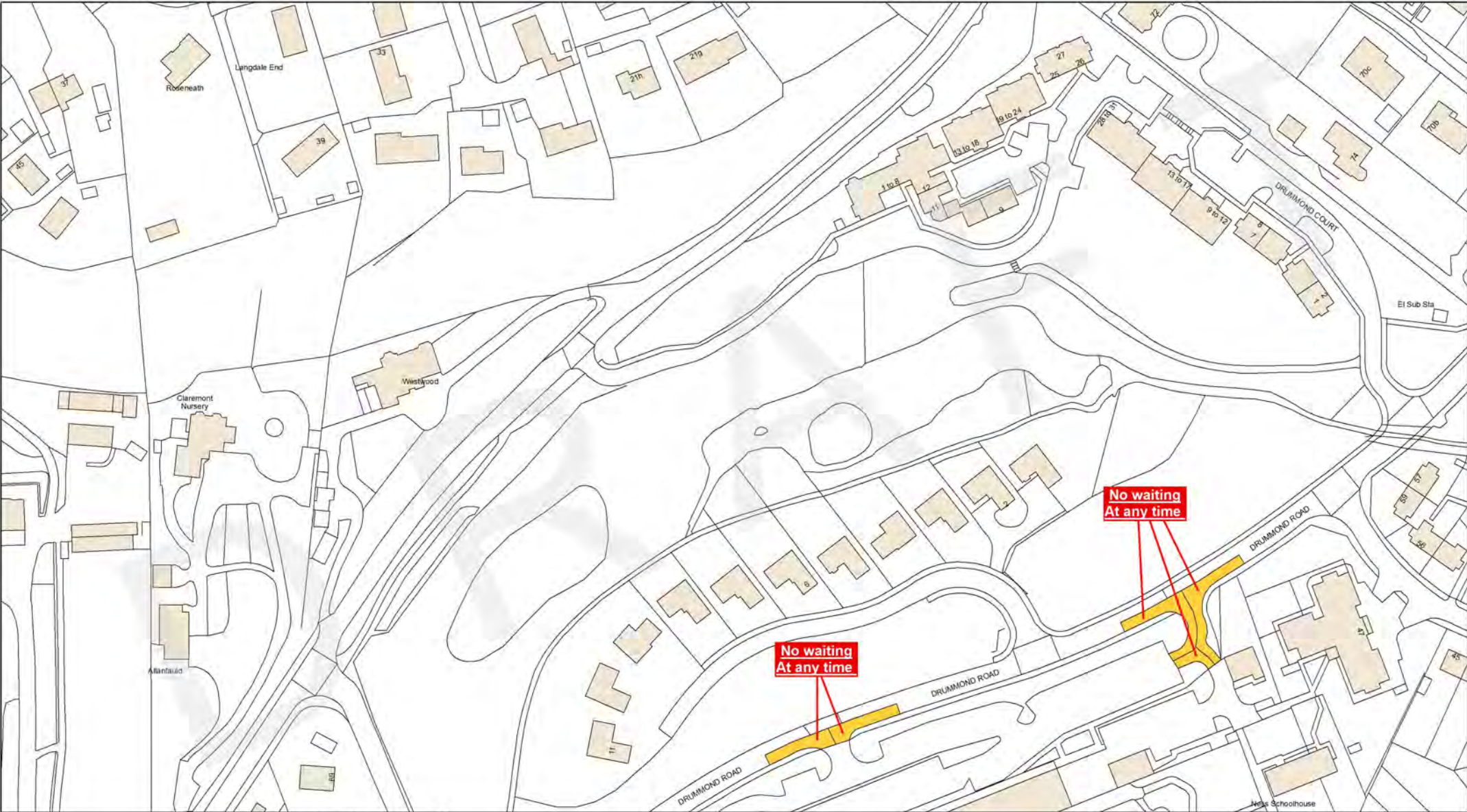


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LG537



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| Permit Holders Only | Limited Waiting | Miscellaneous Restrictions | Disabled Badge Holders Only |
| No Stopping At Any time On Verge Or Footway | Dual Use Restrictions | Zonal Restrictions (Excluding Pedestrian Zones) | Pedestrian Zones |
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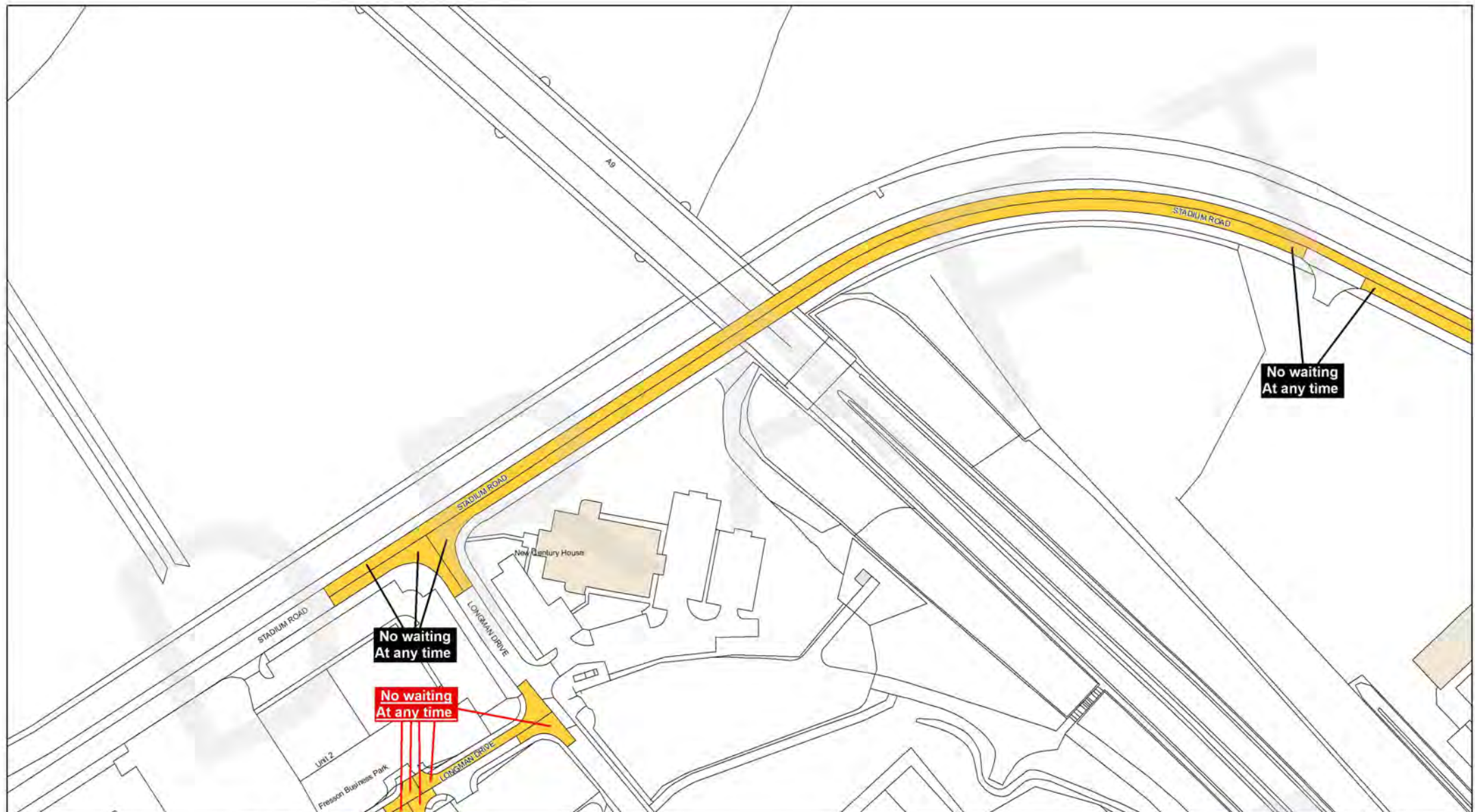


The Highland Council
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Inverness
IV35NX

SCALE
1:1250

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MAP NUMBER
LG539



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No Waiting	Loading Restrictions	Taxi Ranks	Pay And Display
Permit Holders Only	Limited Waiting	Miscellaneous Restrictions	Disabled Badge Holders Only
No Stopping At Any Time On Verge Or Footway	Dual Use Restrictions	Zonal Restrictions (Excluding Pedestrian Zones)	Pedestrian Zones
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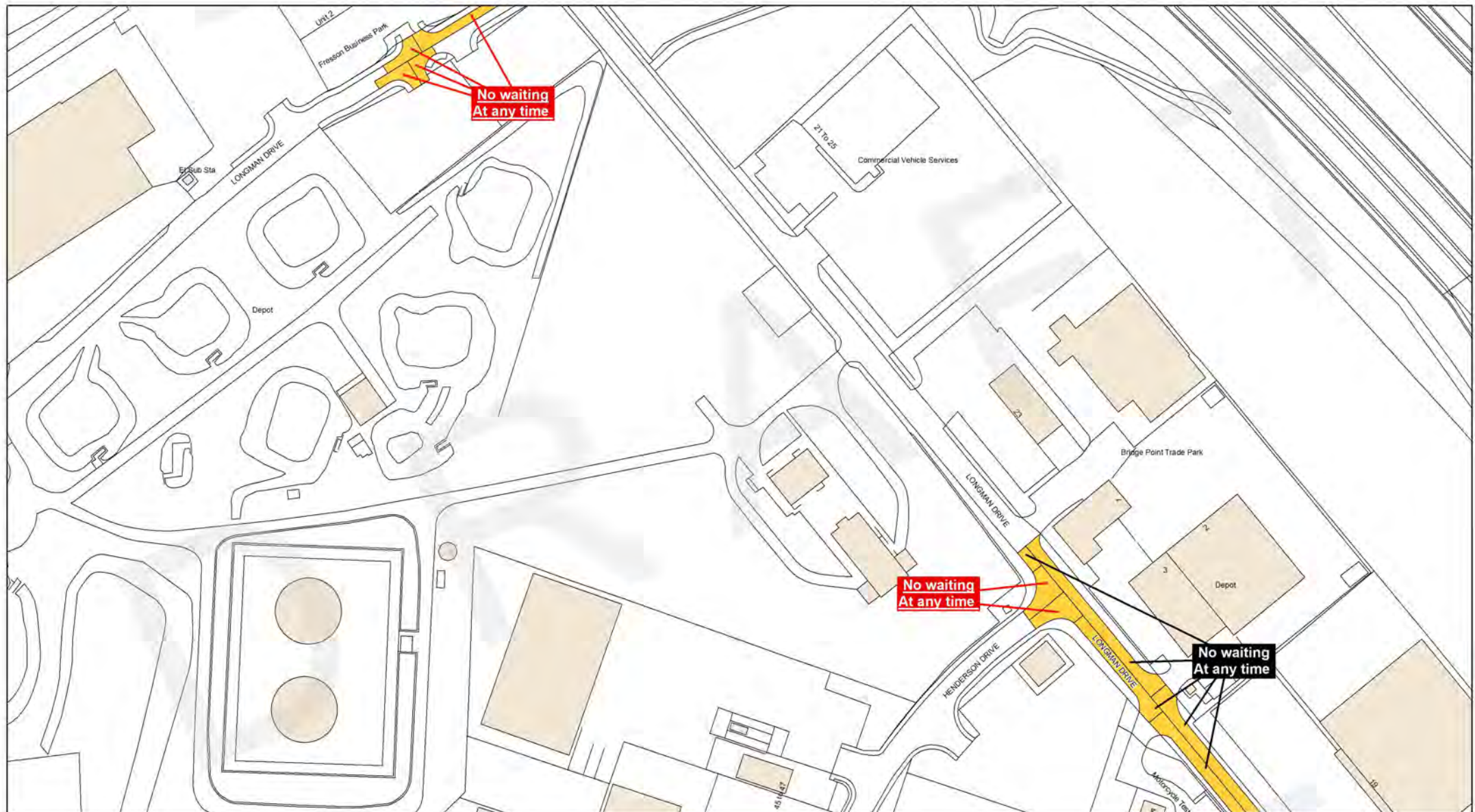


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Permit Holders Only	Limited Waiting	Miscellaneous Restrictions	Disabled Badge Holders Only
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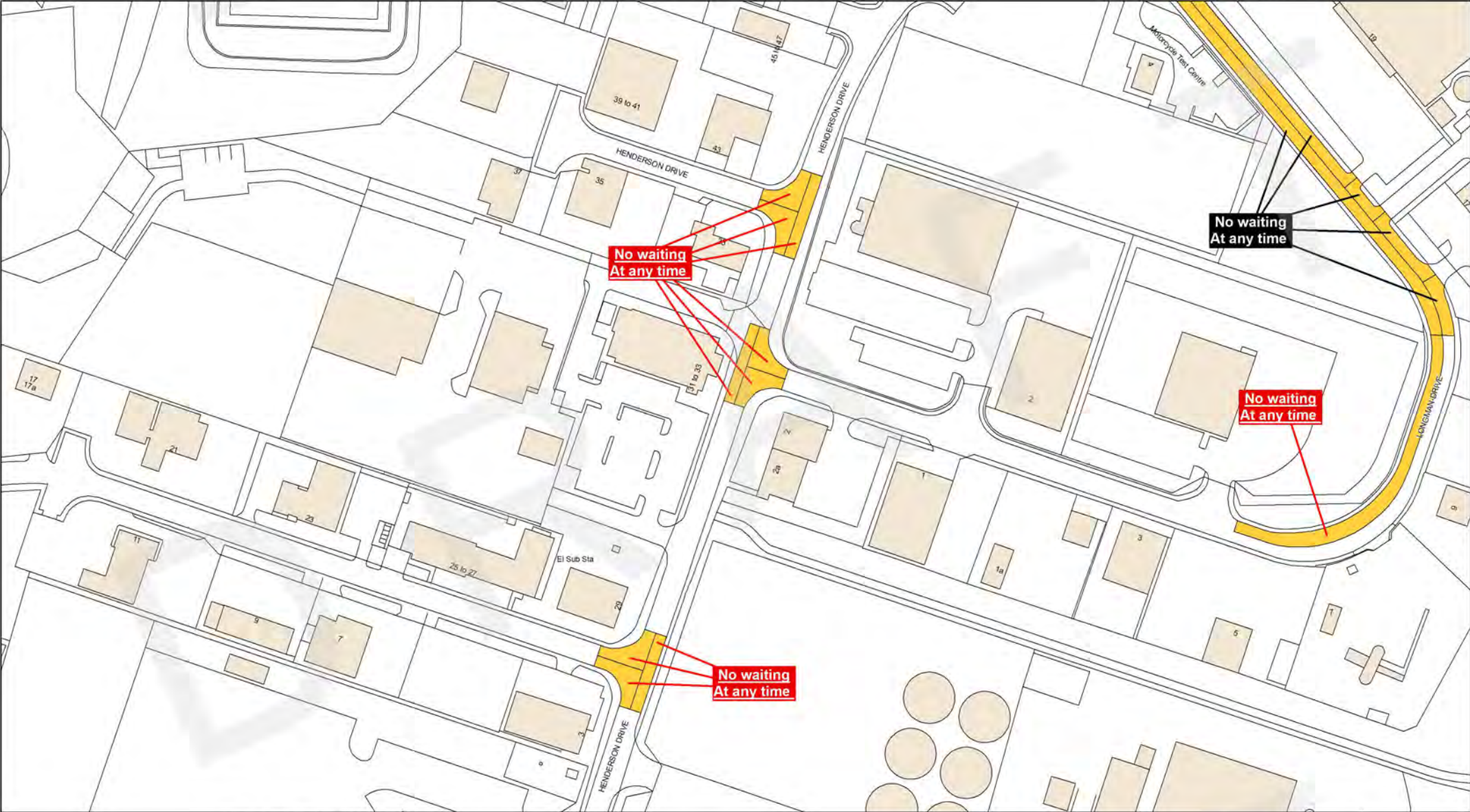


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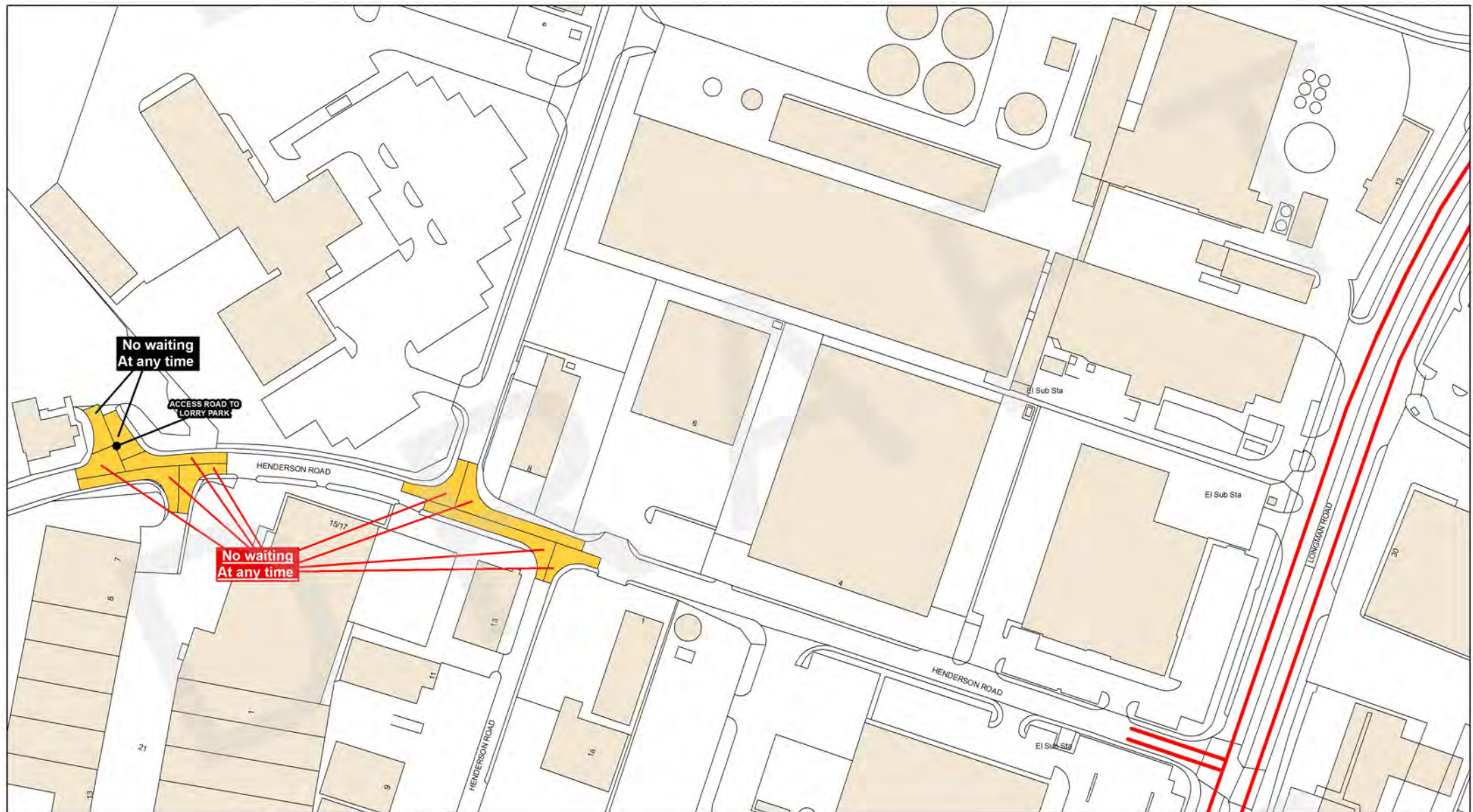


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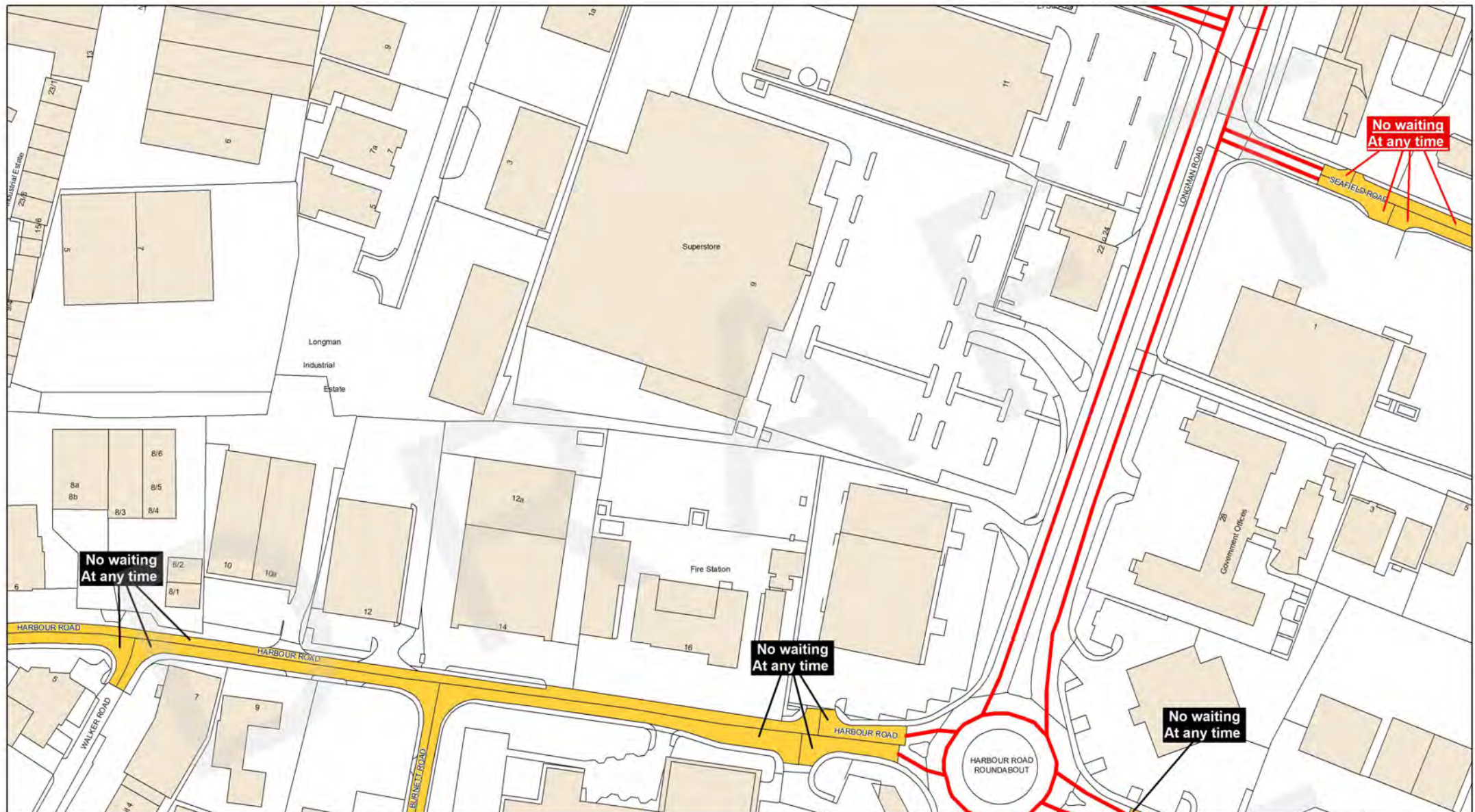


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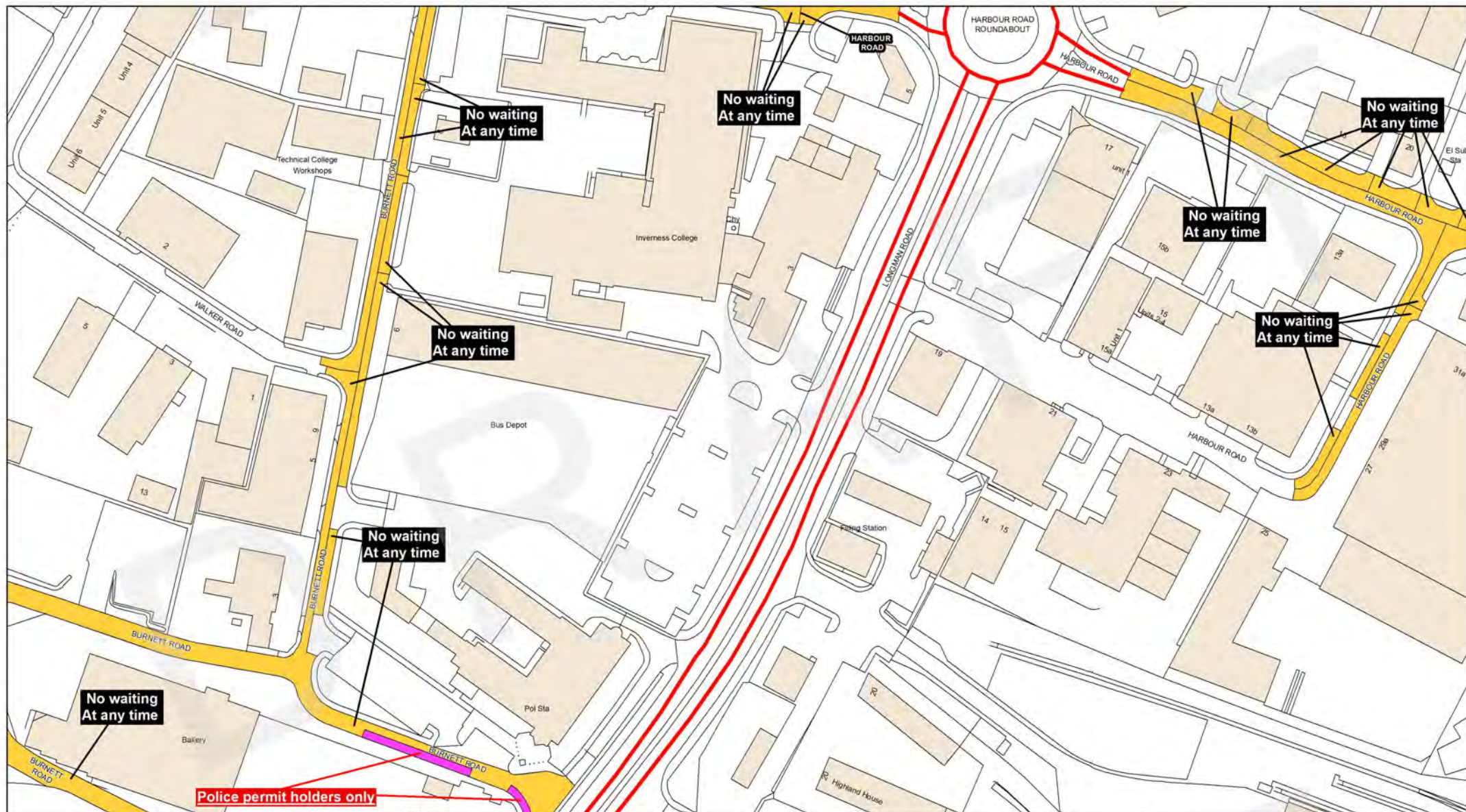


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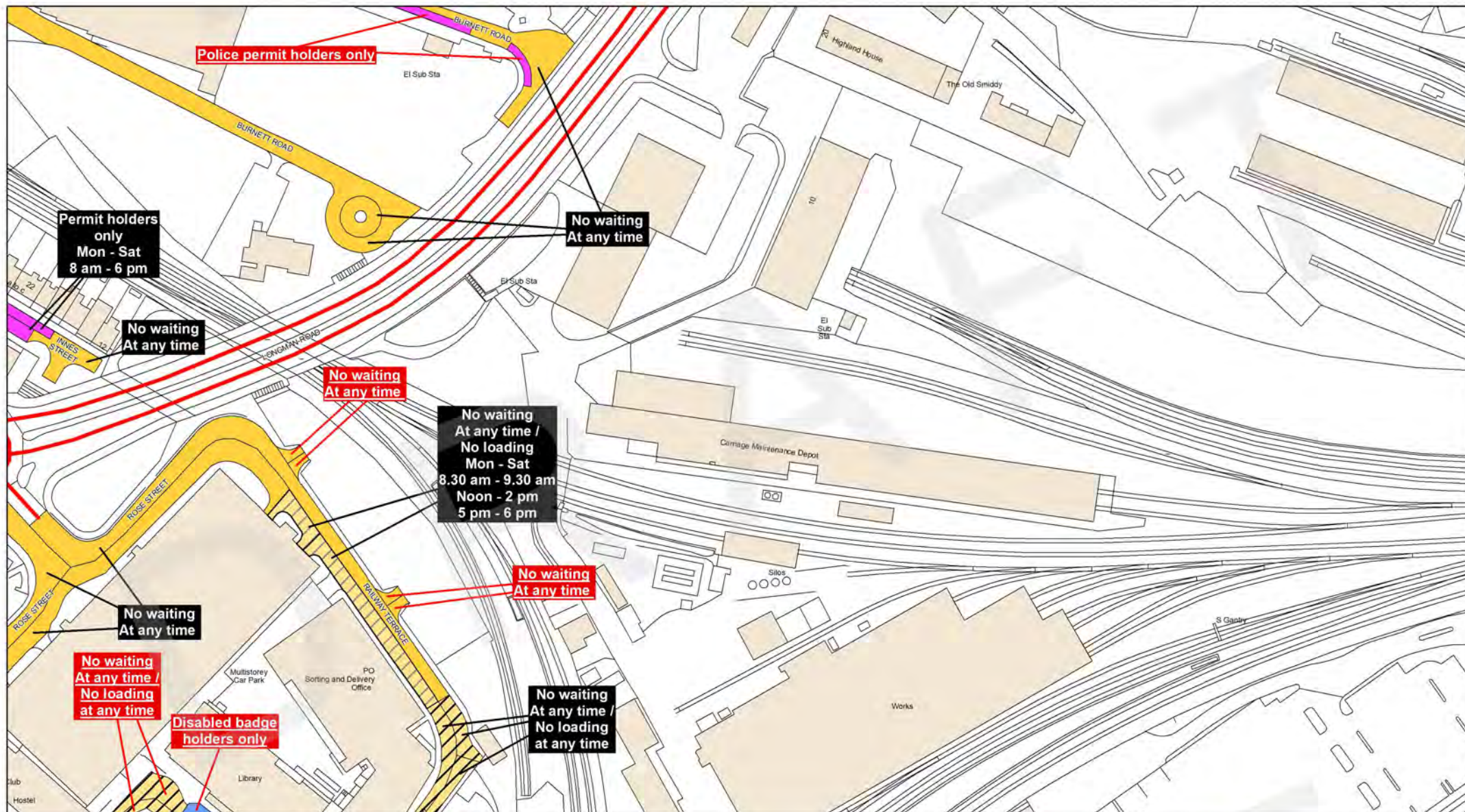


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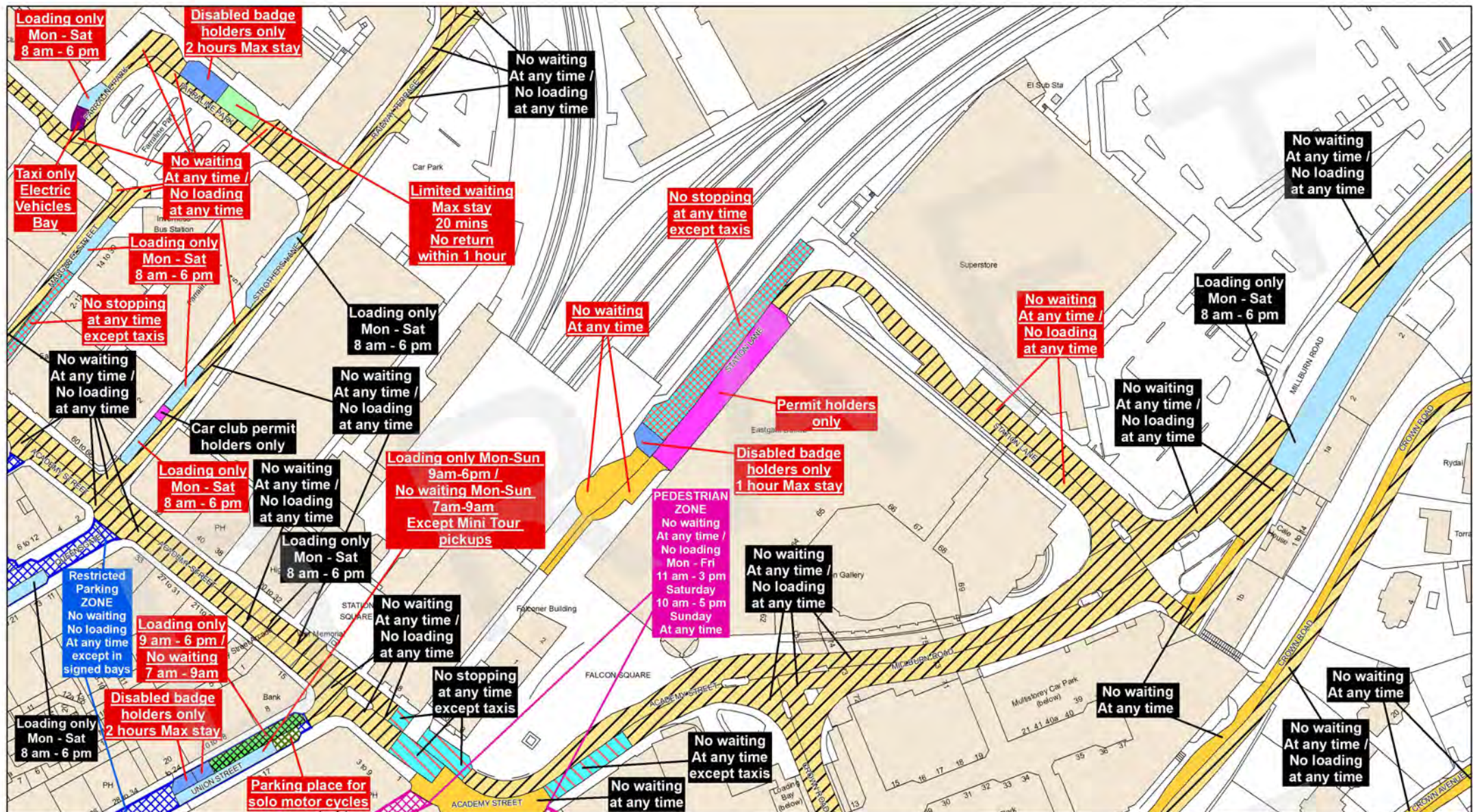


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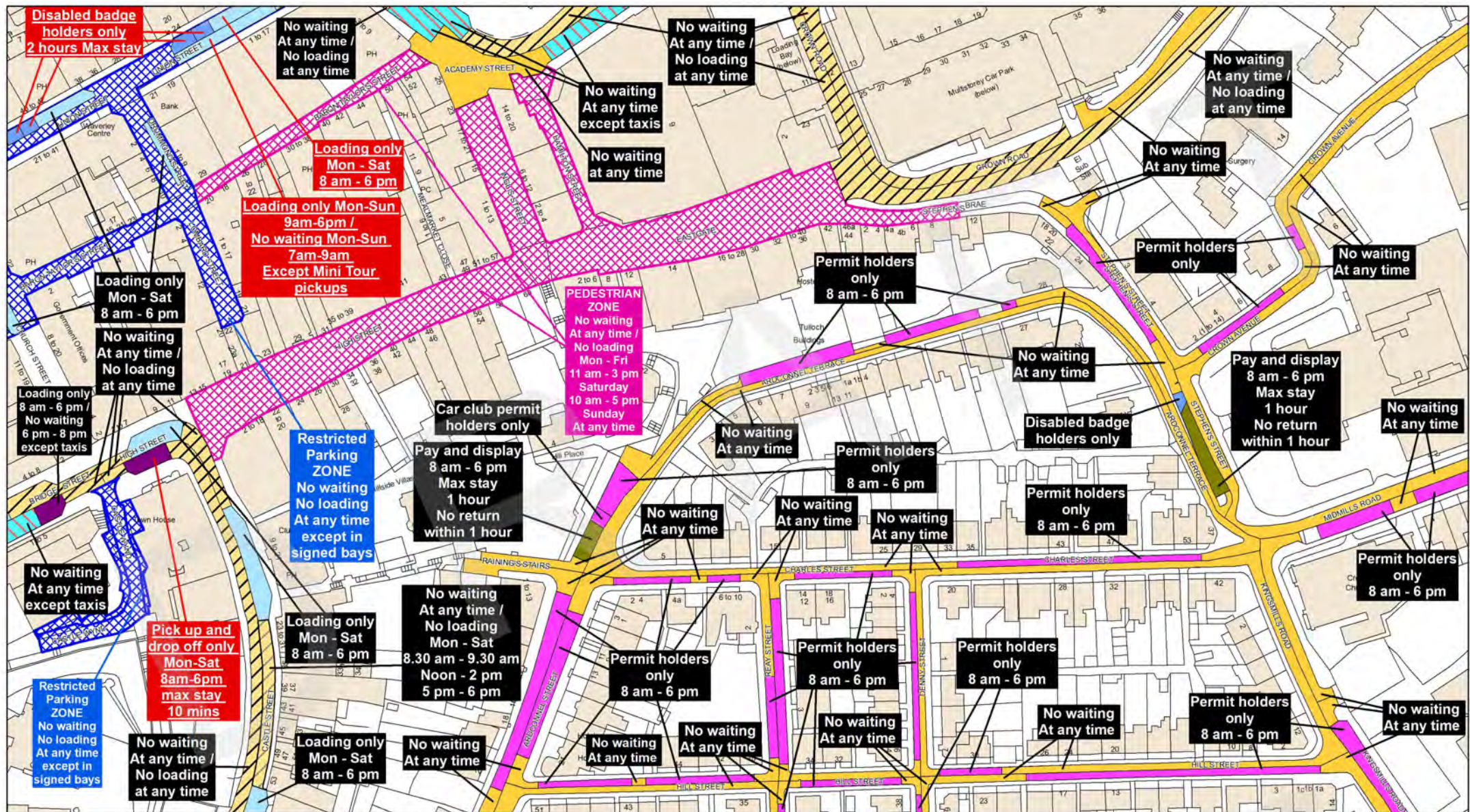


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LH530c



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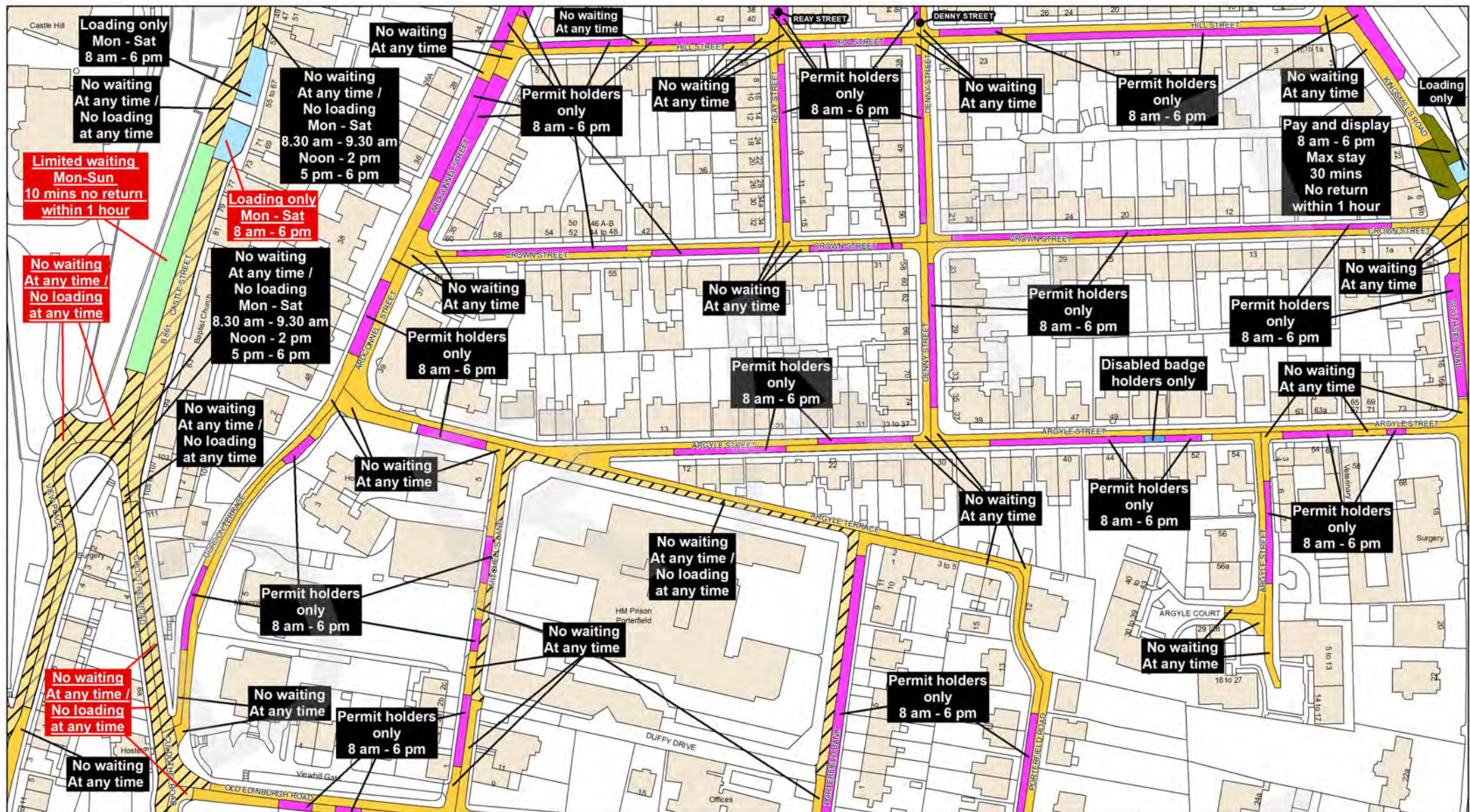


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LH531c



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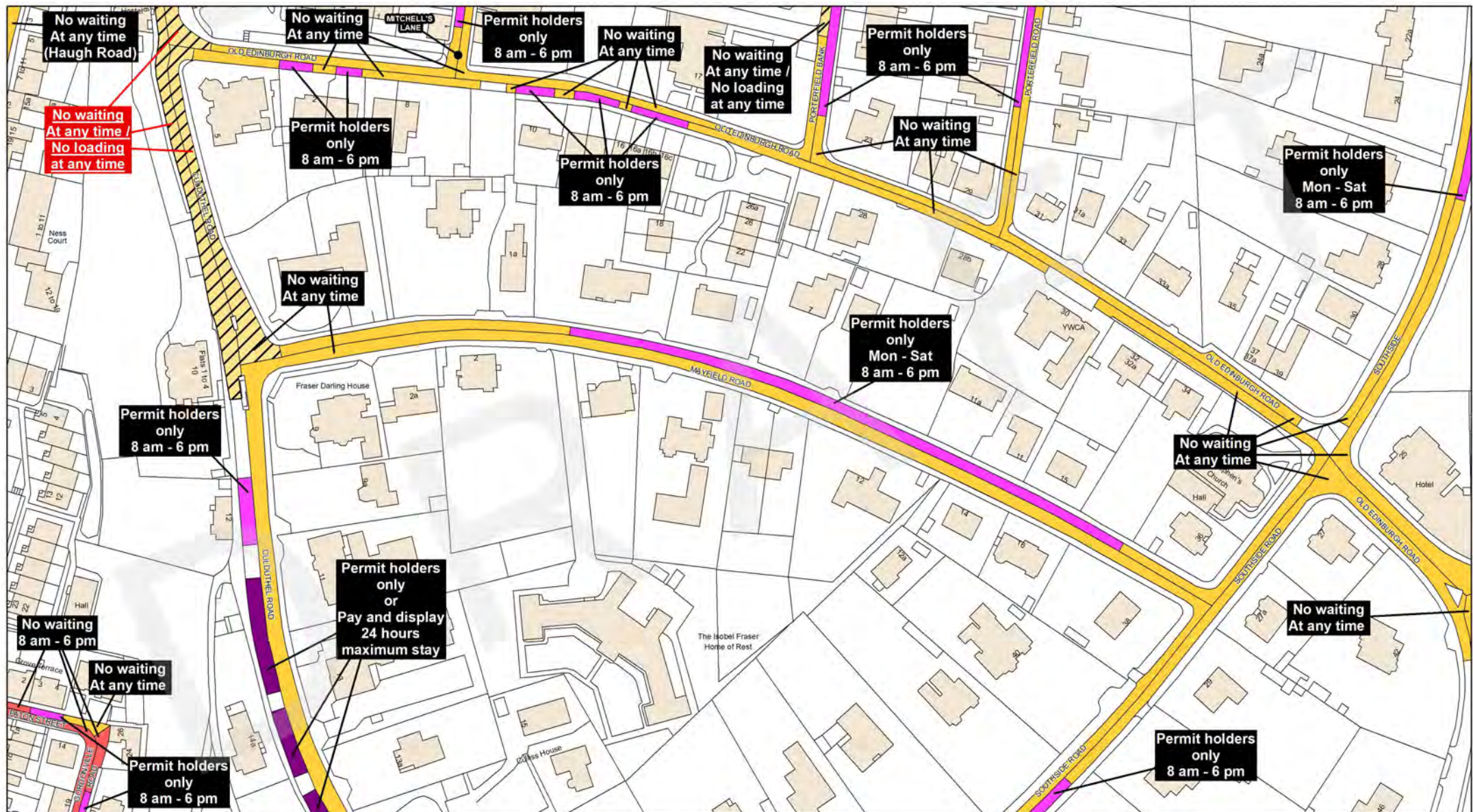


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LH532a



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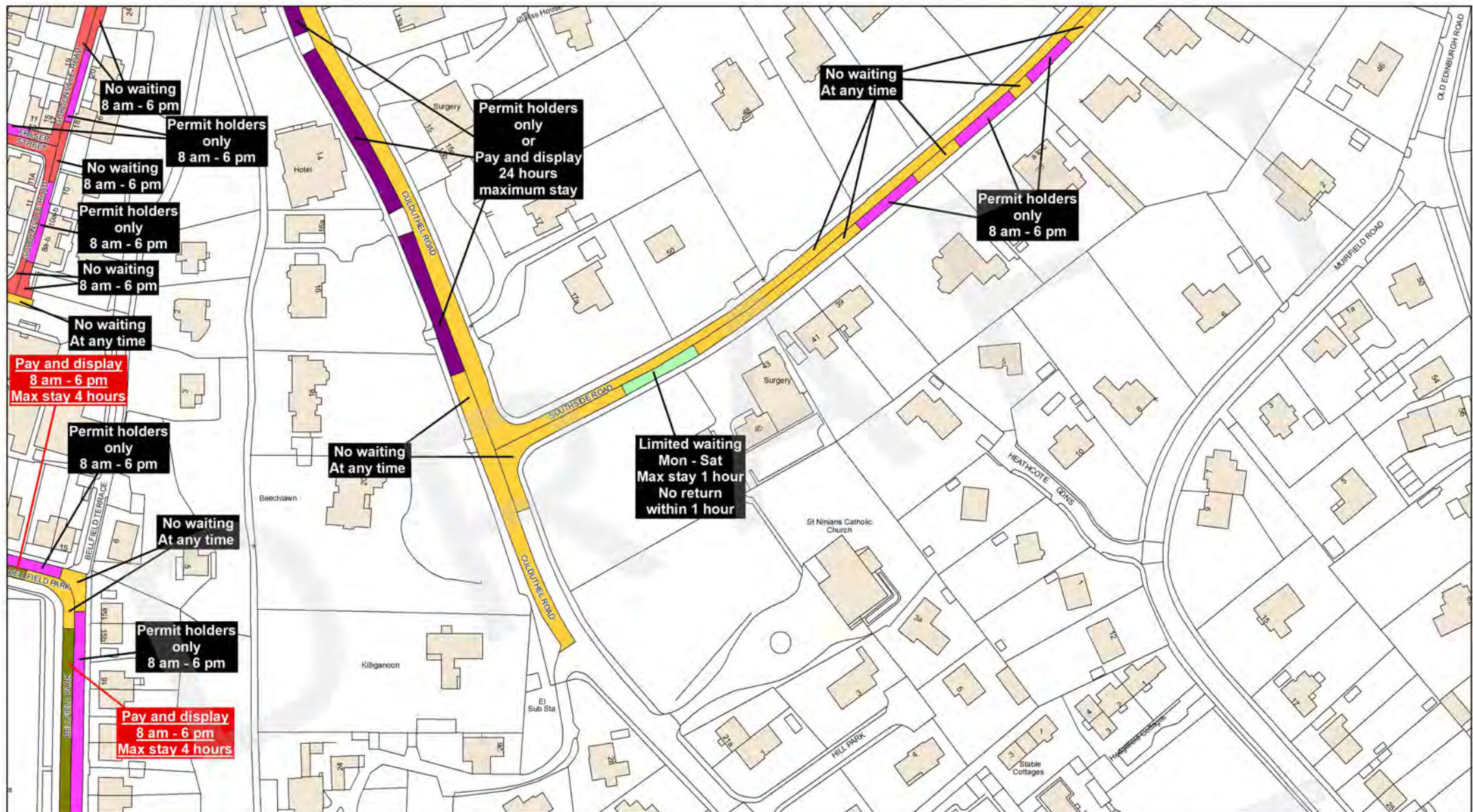


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LH533c



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No Stopping On Main Carriageway			



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LH534b



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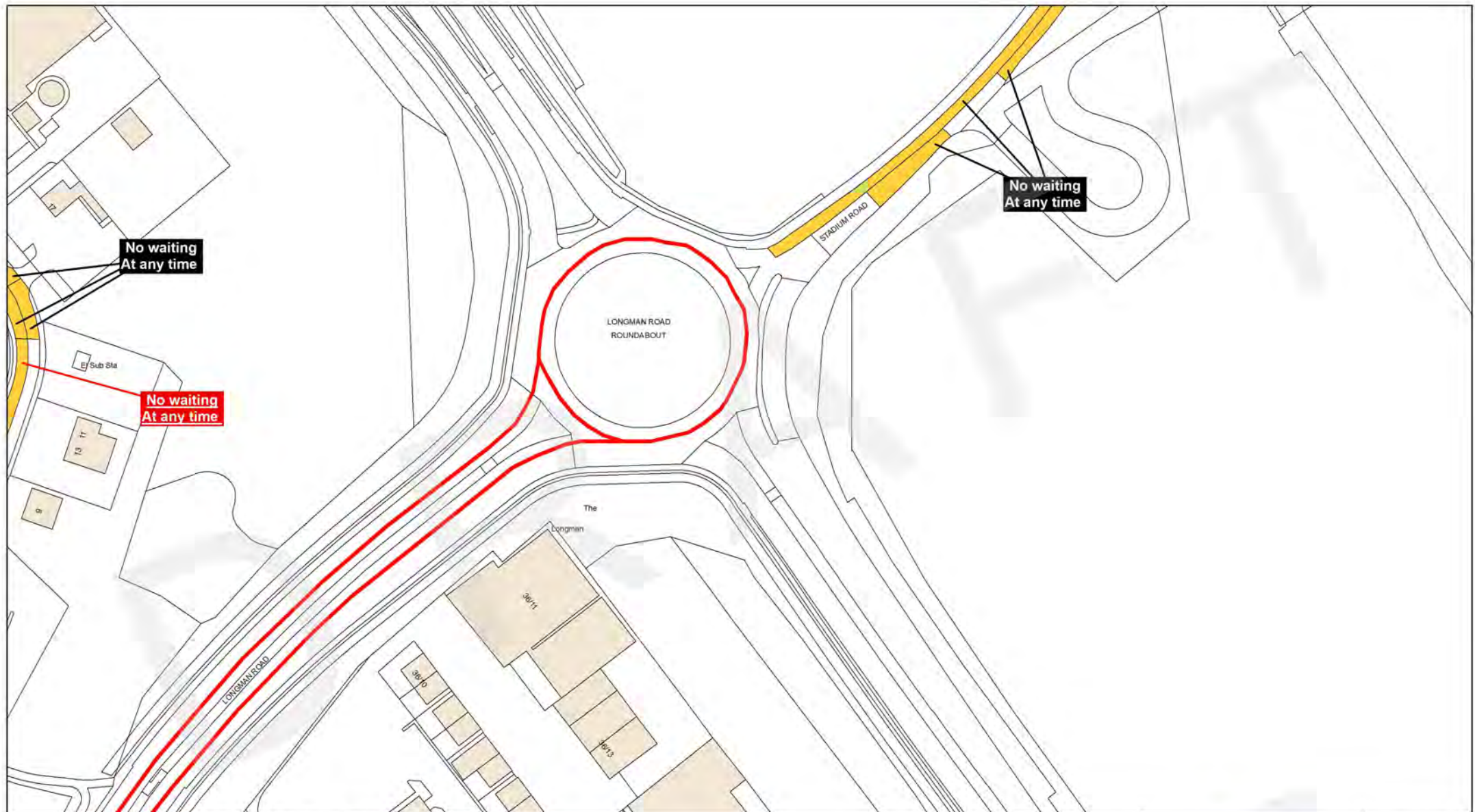


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No Stopping On Main Carriageway			



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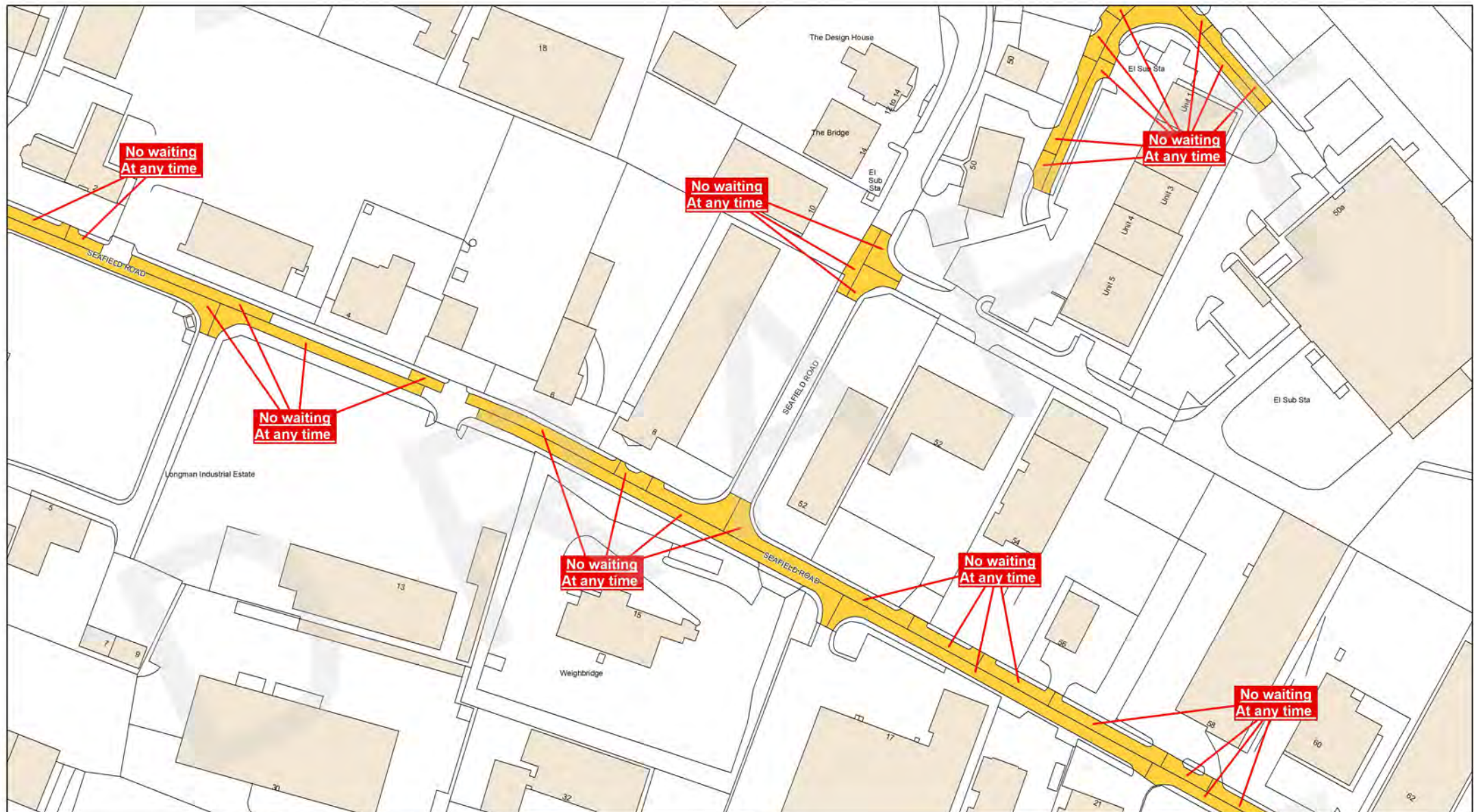


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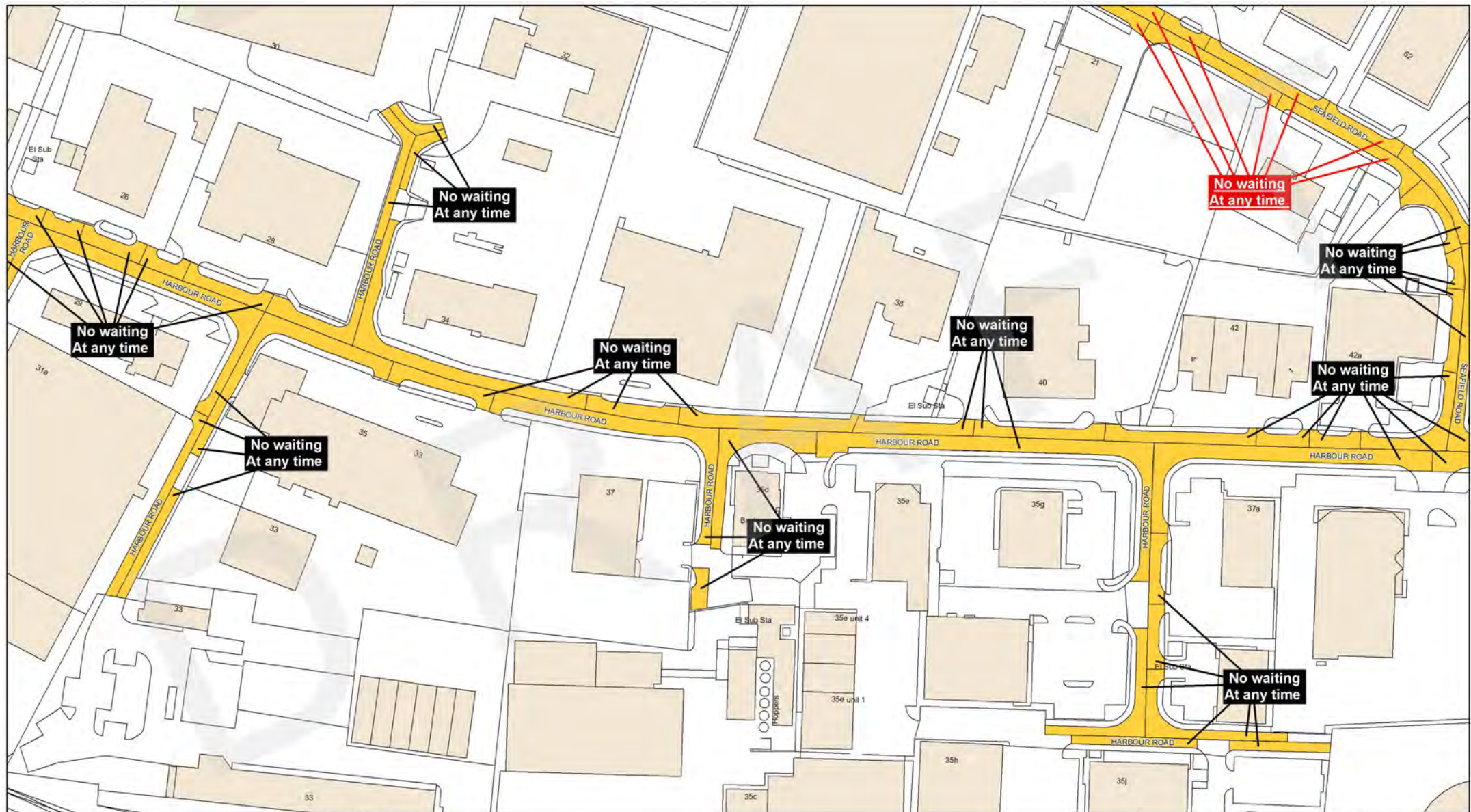


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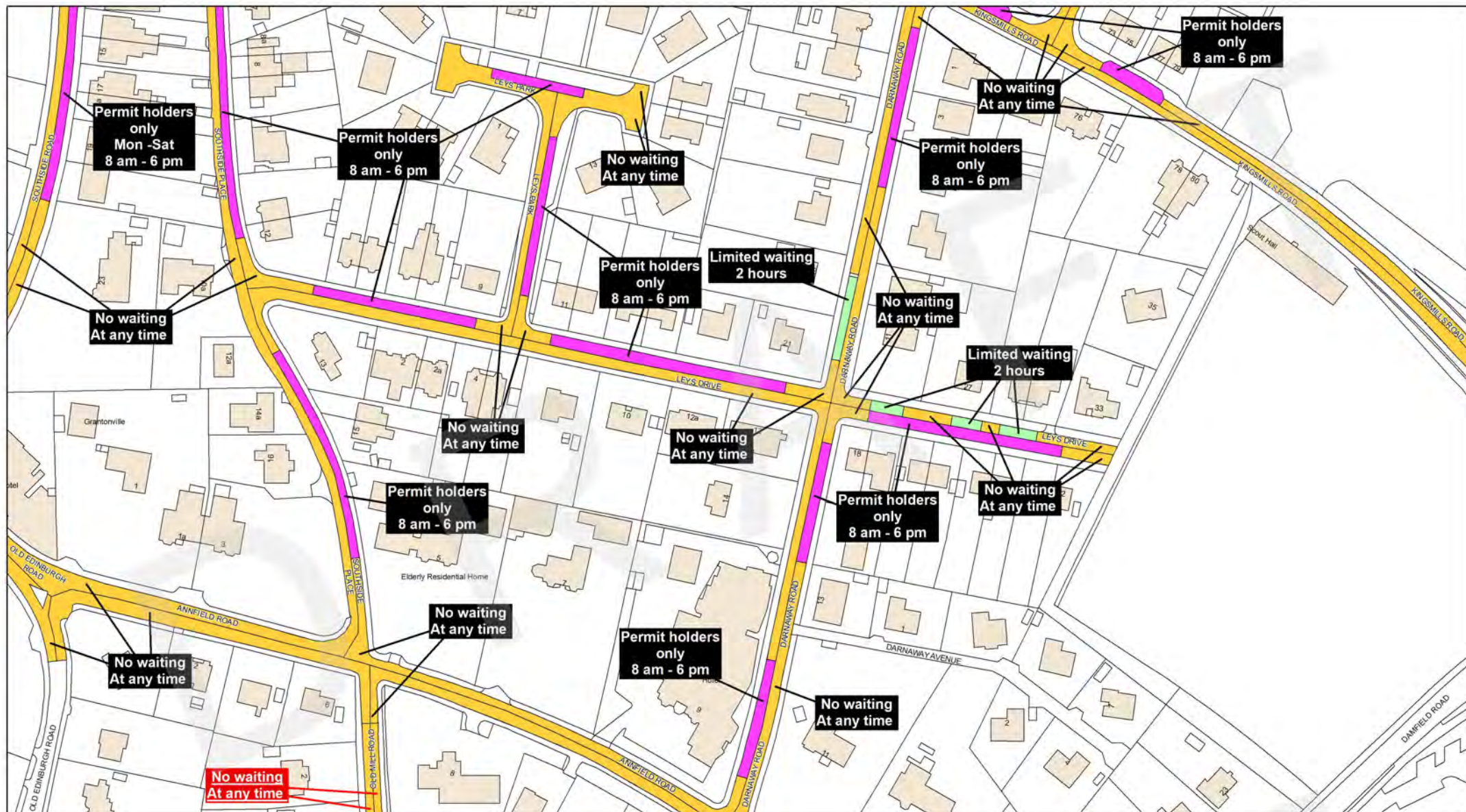


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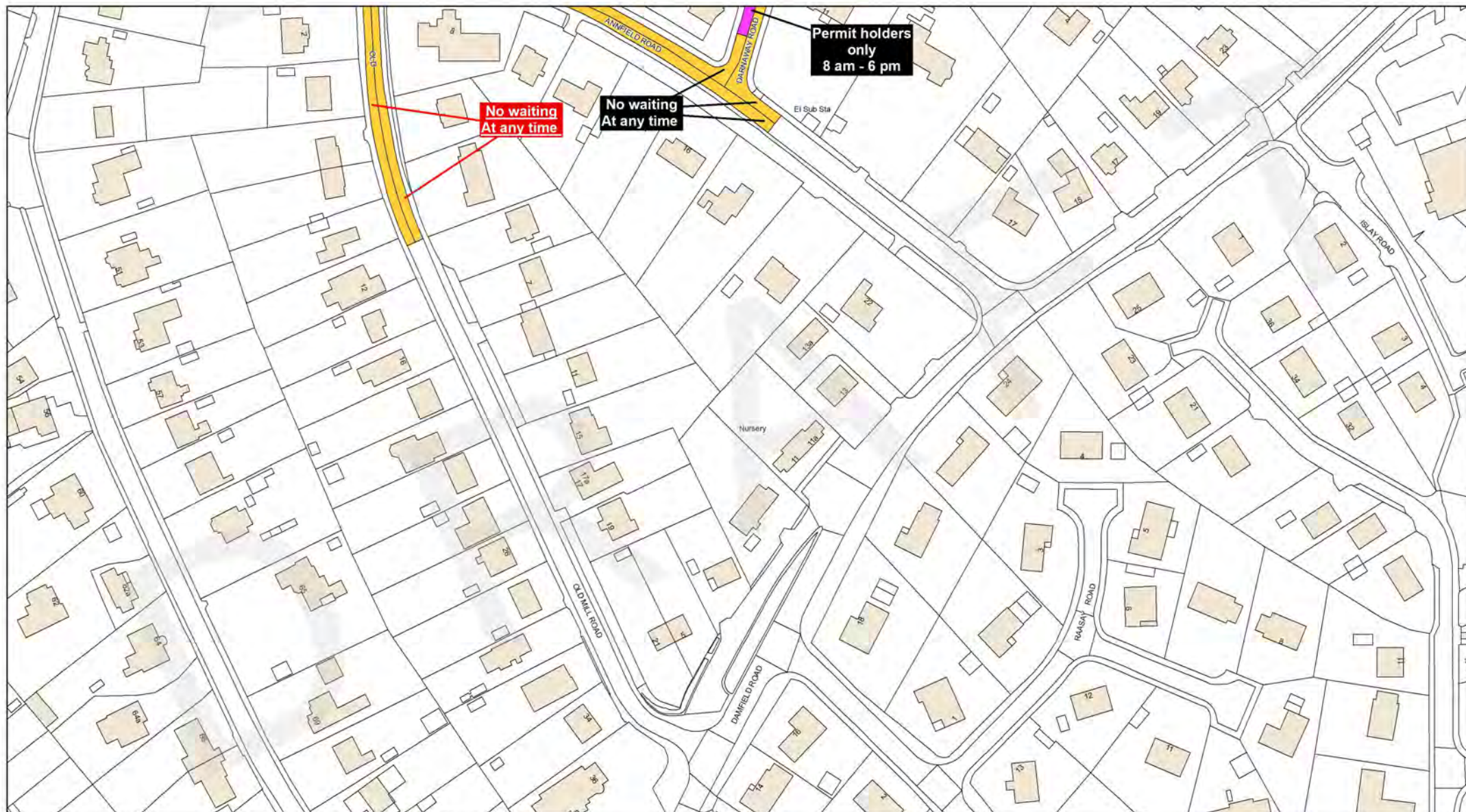


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MAP NUMBER
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Appendix 4 – Full Objector Correspondence (follow up correspondence in italics)

Objections to Carsegate Road

Objector 13

I am writing this objection on behalf of Spence Transport Services (STS) based at 15 Carsegate Rd, Inverness IV3 8EX.

STS is an established haulage firm employing local people to keep the company running. In order to do this STS requires space to park vehicles in and around the above address. These staff cars can often be parked for 2/3 days dependant on what work is available locally/further afield.

I do not feel that parking is an issue around Carsegate road for those who do so sensibly.

As such I do not feel that permit or pay and display would be beneficial to this small local business employing local people and fundamentally object to the implementation of these.

Officer response to Objector 13

Thank you for your email.

I have attached a plan which only shows the proposed restrictions in the Carsegate area.

The new traffic order introduces 'No Waiting At Any Time' on major junctions to allow better visibility and to allow for larger vehicles to safely manoeuvre. In addition, some sections of road have been identified as needing similar restrictions in place since the introduction of the pavement parking ban which was agreed as part of the Transport (Scotland) Act 2019. Again, this is to ensure the safe passage of other vehicles, in particular larger vehicles that are common in the industrial area.

We appreciate that local businesses still require on-street parking spaces for their staff. We have left the North side of the road from property no.9 to no.71 unrestricted to allow provision for on-street parking near your premises. We will not be proposing any Pay & Display or Permit Parking on Carsegate Road.

I hope that the above alleviates any concerns that you have. Based on this explanation, would you be willing to remove your objection?

If you still wish to maintain your objection then it will be presented to local members who will decide if the proposed restrictions will go ahead.

If you have any other questions then please feel free to get in touch

Objector 46

As a garage located within the Carsegate area for 35 years, we have noticed that there are notices up displaying plans to implement parking restrictions around our premises. In response to these, we ask for you to reconsider your intentions, following that we object to them, as it will certainly affect our business alongside many others in the area.

We completely understand and appreciate that parking in certain areas is unacceptable, such as on corners or bends where visibility is already low; parking here creates danger for drivers.

We have three members of staff who have to take cars to work and cannot car-share or find other means of transportation, and therefore we need three spaces all day to accommodate for them. Alongside this, we also can take up to ten to twelve customers a day, allowing for our business to survive. However, with the proposed parking restrictions, our business will be badly affected due to the lack of spaces and suitable areas for our staff and customers to park. Our business only has the allocation of four parking spaces, so we rely on between four to five spaces across the road from our property, which is on the straight road and has no complications.

We do not understand why these restrictions are necessary on the long straight road from Caledonian Logistics to M&H Carriers, where visibility is high, and there are plenty of areas where drivers can safely pull in – as this has been the common practice for the past 35 years. We do understand the two corners before this for the reasons stated above. However, we would like and appreciate it if the extensive cover of this plan could be explained and re-evaluated with us business owners in mind before it goes ahead. If this has to be enforced, this will certainly have an impact on our business, in which we will have to consider closing which will create a loss of jobs and have great detriment to us

Officer response to Objector 46

Thank you for your email.

Please see attached plan which only shows proposed restrictions to the advertised traffic order.

The section of 'No Waiting At Any Time' that you have highlighted has been lined on street for a number of years now, albeit these double yellow lines may have faded considerably. I have also attached a word document with photos of the existing double yellow lines. The extent of the restrictions on the proposals replicate what is currently on the ground.

By making this section of road part of a permanent order will allow The Highland Council to enforce any contraventions, in particular vehicles parking and obstructing access/egress to local businesses such as yours.

The 'No Waiting At Any Time' restriction mainly extends along the South side of the road and is to prevent vehicles parking in front of parking spaces. A section along the North side of the road that you mentioned will remain available for vehicles to park including your staff.

I hope that the above explanation alleviates any concerns that you have. Considering this response, would you be willing to remove your objection?

If you have any other questions then please feel free to get in touch.

Objector 46 Final Response

I do not wish to withdraw my objection, until a further matter is confirmed to me. Does the above mean that we are able to load and unload our work van on our premises and on the road side closest to the 3 Carsegate Road North premises?

Officer final response to Objector 46

You will be able to load/unload on the double yellow lines outside of your premises. Our Parking Enforcement Officers would usually allow a 10-minute observation period on a restriction like this, however if active loading/unloading is observed and it is not causing an obstruction or safety issue to other road users then they would allow this to be completed

Objector 47

We object to the proposed parking restrictions around the Carsegate area as they will unduly affect the running of our business. We rely on the space outside of our business for when our staff members and customers are dropping off or loading bikes and require a place to park to do so. Implementing the proposed restrictions will stop them from parking on the road and, in turn, deter customers from using us due to the difficulty of visiting the area. We do not have allocated parking spaces and require the space outside our shop to display our bikes for our customers, maintaining the need for suitable space where these restrictions are planned. This will force our business to suffer and lose customers, which will not be good for us and potentially threaten our closure and put our three staff members out of jobs. Given the geography and location of the Carse, there is no other opportunity for all of this to happen – therefore, we are not alone when fearing these proposed difficulties.

We understand that there are issues around the corners and bends, but we propose that restrictions be tried out first on these to see if the problems are decreased or stopped before covering the entire area. The proposed restrictions appear very drastic, especially when there is a long stretch after a bend which have never encountered problems in the past.

We need to state the problem of the abandonment of cars dumped down the Carsegate Road/Glendoe Terrace area before going ahead – some of which I know are not taxed, without MOTs, or broken up for bits, and therefore are illegally parked. I am sure their removal could fix the problem better than the parking restrictions could

Officer response to Objector 47

Thank you for your email.

Please see attached plan which only shows proposed restrictions to the advertised traffic order.

The section of 'No Waiting At Any Time' that you have highlighted has been lined on street for a number of years now, albeit these double yellow lines may have faded considerably. I have also attached a word document with photos of the existing double yellow lines. The extent of the restrictions on the proposals replicate what is currently on the ground.

By making this section of road part of a permanent order will allow The Highland Council to enforce any contraventions, in particular vehicles parking and obstructing access/egress to local businesses along the South side of the road.

A section along the North side of the road will remain available for vehicles to park including staff, customers and deliveries.

Thank you for bringing the potential abandoned cars at the Glendoe Terrace side to our attention. We will have this investigated and may have to involve the Police to remove these vehicles.

I hope that the above explanation alleviates any concerns that you have. Considering this response, would you be willing to remove your objection?

If you have any other questions then please feel free to get in touch.

Objections to Ballifeary Lane

Objector 39

I note that the times proposed for Permit Parking for residents are Monday - Friday 10am - 5pm

These times will not work for people who work shifts.

Another problem is overnight parking by non-residents, especially in the tourist season.

Thirdly, there is a problem with non-residents parking during the day at weekends.

These are all reasons why the times for Permit Holders need to be Monday - Sunday at all times

Officer response to Objector 39

Thank you for your email received on 14th March 2025. We have reviewed your email of objection and comment as follows.

We have found that when introducing permit schemes in Inverness that the majority of residents prefer the times of operation to be within the bracket that is currently proposed on Ballifeary Lane.

Some households with more than 1no. vehicle comment that they would struggle to pay for multiple permits if the restrictions were set at Mon-Sun 24 hours.

Some residents also rely on care throughout the day and on weekends from family and friends who need to park along this road. This would not be possible if permits had not been purchased due to affordability and could mean that residents would not receive the care that they need.

The times of operation proposed replicate that of nearby permit bays on Ballifeary Road. These times were preferred by residents during that consultation period.

To address the points that you made in your objection:

- 1. Typically residents working shifts (later evening/early morning) would have their vehicle parked on Ballifeary Lane during the proposed times, making use of their permit.*
- 2. We would expect most resident vehicles to be already parked on-street in evenings before any non-residents look for spaces to park.*
- 3. With the need for visits from family and friends (including care) and affordability issues as explained above, it would not be practical for many of the residents on Ballifeary Lane to extend the permits days of operation to include the weekend.*

As with any new restriction that has been implemented, we would be happy to monitor the effects to local residents and adjust the restrictions in the future if required.

I hope that the above alleviates any concerns that you have. After addressing these points, would you be willing to remove your objection?

If you have any other questions then please feel free to get in touch.

Objector 39 Final Response

I acknowledge receipt of your email of March 20. On reflection, and in addition to the points I raised, I don't agree with the principle that residents should have to pay to park outside their properties at any time.

Residents with no driveways who work 9 - 5pm Monday - Friday may not have to pay for a permit whereas retired residents like myself would have to pay as well as residents who work alternating day/night shifts. Those of us who are retired and wish to have visitors or need visits by care workers during the day would have to pay for visitors parking permits as well under your proposals. I do not think this is a fair system and council tenants have enough to pay with increasing bills without another bill.

Your proposals would not really solve the problem of parking by non-residents.

Where would the regular non- residents park if the scheme is implemented?

Probably the south end of Ballifeary Road. What you need to look at is building another car park in the area for those people who attend your meetings, those people who play tennis and bowls, those people who attend Eden Court and also workers from the Hospice and hotel who apparently are known to park on Ballifeary Lane.

Will there not be a further need for parking spaces once the Shinty Museum and Northern Meeting Park are completed and refurbished and probably with all the new houses being built on the south and south west of the city? As I have suggested several times before, a multi storey car park could be built between the Council Offices and Eden Court or out at the car park at the canal with bus transport into the city centre.

Castle Street Objections

Objector 61

Concerns Over Proposed Parking Restrictions on Castle Street

Accessibility Challenges for Customers

It is crucial to ensure that all customers, particularly elderly individuals and those with disabilities, can access Castle Street in a way that is both fair and practical.

Currently, alternative parking options—such as Raining Stairs, Rose Street, and Eastgate—present significant challenges. Many of these locations are too far away, involve steep gradients, or require navigating inaccessible staircases, making them unsuitable for Blue Badge holders and those with mobility issues.

Restricting Pay & Display parking on Castle Street to just 10 minutes is not sufficient for vulnerable customers who need more time to access goods and services. Such a strict time limit could deter customers, reduce footfall, and negatively impact local businesses.

Impact on Business Operations

Beyond customer access, businesses rely on practical loading zones to manage daily operations. Without clear and accessible loading arrangements, those that depend on frequent deliveries or customer pickups will face unnecessary disruptions.

What's Needed

To ensure the proposed changes support both customers and businesses, we urge the council to:

- Reconsider the 10-minute parking restriction and introduce more practical time limits that accommodate all customers.
- Provide clear details on loading arrangements to prevent disruption to essential business activities.

Officer response to Objector 61

I am writing in response to your objection received during the public consultation on the above Traffic Order. Your objection was based on the proposed restrictions on Castle Street, replacing 'Pay & Display' bays with '10 minute Limited Waiting' bays. The reason behind the proposals is to allow a safe pick up/drop off location for visitors to the recently renovated Castle.

The points raised in your objection and responses as follows:

Restricting Pay & Display parking on Castle Street to just 10 minutes is not sufficient for vulnerable customers who need more time to access goods and services. Such a strict time limit could deter customers, reduce footfall, and negatively impact local businesses

Response - Blue Badge Holders will be able to use the 2hr disabled bays located in the Castle Street Car Park for as long as required at no charge.

Beyond customer access, businesses rely on practical loading zones to manage daily operations. Without clear and accessible loading arrangements, those that depend on frequent deliveries or customer pickups will face unnecessary disruptions.

Response - The 3hr existing loading bays located along the East side of Castle Street will remain.

On-street loading is also permitted along the East side outwith these times: Mon-Sat 8.30-9.30am Noon-2.00pm 5.00-6.00pm

Thank you for the time taken to contact us during the consultation period. Based on the response above, would you be willing to remove your objection? Please be advised that if you would like your objection to stand then it will be presented to local members as part of a committee team who will decide if the restriction will go ahead. You will be notified of the date of the meeting is to be held in due course

If you have any further questions then please feel free to get in touch.

Objector 61 Final Response

Thank you for your response regarding the new Pay & Display parking arrangements on Castle Street and for confirming that Blue Badge holders can use the two disabled bays in the Castle Street Car Park free of charge for as long as needed. I appreciate the council's efforts to accommodate those with mobility challenges.

However, I remain concerned that the strict 10-minute time limit on the Pay & Display spaces does not take into account other vulnerable individuals who may also require additional time. For example, pregnant mothers, families with young children, and elderly residents—many of whom regularly visit the shops and services on Castle Street—may struggle to complete their errands within such a short timeframe.

Additionally, many elderly individuals who frequent local businesses may not qualify for a Blue Badge but still require extra time to walk safely to and from their destination. If parking becomes too restrictive, it could discourage these customers from visiting the area, potentially reducing footfall and negatively impacting local businesses.

Would the council consider extending the Pay & Display time limit to a more reasonable duration or introducing a short-term permit option for those who need slightly longer but do not qualify for a Blue Badge? A small adjustment could make a big difference in ensuring that Castle Street remains accessible and welcoming for all members of the community.

Thank you for your time and consideration. I look forward to your response

Cullaird Road Objections

Objector 22

I am writing to formally object to the proposed parking restrictions around Cullaird Road. My objection is based primarily on the safety of children and the lack of viable alternative parking options.

Firstly, the current parking arrangement is used for a very short period of approximately 15 minutes during school drop-off and then pick-up times. This brief window is crucial for ensuring the safety of children as they arrive and leave school. Restricting parking in this area will force parents and carers to park on a busy road, which poses a significant safety risk to children. Balnakyle Road flows through Lochardil, is not designed to handle the increased traffic and will create a hazardous environment for school children and other road users.

Secondly, parking around the school is already limited. The proposed restrictions will exacerbate this issue, as there are no alternative parking options that do not slightly interrupt the residents. The catchment area for Lochardil Primary School is extensive, making it impractical for many children and their parents or carers to walk to school. Most parents and carers are working and rely on the ability to park near the school to ensure their children can be dropped off and picked up safely and efficiently. I live 1.7 miles from Lochardil Primary School, which is my catchment area, my youngest child is unable to walk or bike unaccompanied and I have work pressures and weather considerations that I'm unable to always take her by these methods, so I need to use the car on occasions. My eldest in P7, it's fine for him to make his own way across the busy roads, but it is a worry given the parking around the school.

Creating these restrictions will not solve the problem but rather move it to a location that is less safe for children. Our priority should be to ensure the safety of children, and the current parking arrangement, despite its limitations, serves this purpose better than the proposed restrictions.

Has the Highland Council carried out any consultations to assess whether they consider Cullaird Road parking an issue during school times? Furthermore, on what basis have the restrictions been imposed? While I understand that the grounds for these restrictions include improving road safety, promoting active travel, and reducing the likelihood and severity of collisions, I am uncertain how these objectives align with the proposed restrictions on Cullaird Road.

I object to this proposal on the grounds laid out above. I urge you to reconsider these proposals and focus on solutions that prioritise the safety and well-being of the children attending Lochardil Primary School.

Objector 22 Final Response

I appreciate the efforts made by The Highland Council to engage with residents and improve road safety. However, I believe there are critical points that need further consideration.

Firstly, the speed check conducted on Balnakyle Road was observed on a single occasion, specifically on a Tuesday at 5:30 PM. This does not provide a comprehensive view of the traffic conditions. With 400 pupils attending the school the traffic situation during morning drop-offs and afternoon pick-ups is significantly different and more congested.

We are also questioning when your other assessments have taken place, as most of us are there twice a day and we haven't noticed any assessments being carried out during these times.

I conducted my own assessment since submitting my objection and can confirm no driveways were obstructed! The community could enter and exit their driveway! I also noted the road was clear of school traffic by 3:05pm. There was one car that restricted parking at the turning area, however once aware that it could be tricky for the resident to exit their driveway they parked elsewhere. Effective communication could easily resolve the concerns of a few residents. The effort to restrict parking seems to be a disproportionate overreaction. Simply work with parents and the residents!

I am disappointed to hear that the school has had a meeting with the community regarding this issue without informing the parents. Those of us that park there would welcome the opportunity to know about this. I have contacted the parent council about this in case they have more information. Parents were given only three days' notice to submit our objections, which included the weekend, leaving insufficient time for a thorough response.

The school has been a part of this community for 60 years, and the busy 10-minute spells during school pick-up and drop-off times are well-known. These periods are limited to 180 days a year, and the community is aware of the temporary nature of this congestion when moving into the area.

I strongly disagree vehicles could be dispersed on other nearby unrestricted roads without too much impact on congestion. The current situation, where parents park on Balnakyle road has created a safety issue due to the high volume of cars blocking the view for drivers exiting the road while children are trying cross to meet their parents. The children find it hard to judge when it's safe to cross due to the parked cars causing an obstruction. This poses a significant risk to both children and drivers.

Additionally, I have noted that the double yellow lines to restrict parking have already been implemented this week!! However, I have been unable to find any document on your website indicating that the meeting had taken place and the decision was made. We were informed that the meeting was scheduled for the 19th of May, yet there seems to be no record of this. Please can you explain this and provide the link the relevant documents.

Could you also please advise where you feel we could park that is nearby and unrestricted without too much impact on congestion as I and others are not aware of this?

The current proposal does not address the safety concerns adequately and seems to shift the problem rather than solve it.

I urge The Highland Council to reconsider the proposed restrictions and engage more thoroughly with all stakeholders in the community, including parents, to find a solution that ensures the safety and convenience of everyone involved.

Thank you for your attention to this matter

Objector 23

I am emailing to object to the proposed parking restrictions on Cullaird Road on the grounds of the safety of children and lack of a formal solution to parking issues.

Imposing the proposed restrictions will not resolve the issue of lack of parking options for parents dropping and collecting their children from school, it will only push on to another area. My concern is that the next road without parking restrictions is Balnakyle road which is a busy road through the middle of Lochardil. I have concerns about the safety of children who cross this road going to school already as there is no Lollipop person and cars frequently exceed the 20mph speed limit. Adding in parked cars to this road will reduce visibility for children crossing and increase driver frustration meaning they are less likely to notice children trying to cross.

I would ask that the council consider the wider issue of a lack of suitable parking for parents at the school and lack of provisions to ensure children walking to school can cross the road safely as a priority rather than imposing more parking restrictions. The Lochardil catchment is wide, and the vast majority are working parents who need to use a car so the parking issue will not be resolved until a solution is proposed.

Objector 23 Final Response

I would like my objection to remain. I walk the route every day and I disagree that there are sufficient safety measures in place and those certainly won't be sufficient with a lot of cars parked on the road. I also disagree that those parking there currently will disperse and park on lots of different roads, they will all park in the next nearest place creating the same issue. Your assumption that 'these vehicles could be dispersed on other nearby unrestricted roads without too much impact on congestion' assumes that people will consider the impact of their parking which we know they do not currently do so I cannot see why that would change.

The school try to encourage active travel with limited success, and it is unfortunate that the proposed measures are going to hinder that by making it less safe for those of us who chose active travel.

It is disappointing that your only solution is to impose more restrictions. As I said previously the restrictions aren't going to resolve the issue

Objector 24

I would hereby like to object to the proposed restrictions for Cullaird Road, Inverness. As a very limited option for parking, and a person who works full time and doesn't have the option of walking due to time constraints and distance, closing this road will not only negatively impact the variety in drop off zones but it will also potentially create unsafe conditions for the children who attend Lochardil Primary. As more cars will be located at the front of the school, causing traffic congestion, where many students walk each day, there will be an increased risk of accident and injury which ultimately has a negative impact on the health and safety of our young

Objector 29

I am writing to formally object to the proposed parking restrictions around Cullaird Road. My objection is primarily based on concerns for the safety of children and the lack of viable alternative parking options.

The current parking arrangement is used for a very short period, approximately 15 minutes during school drop-off and pick-up times. This brief window is crucial for ensuring the safety of children as they arrive and leave school. Restricting parking in this area will force parents to park on a busy road, posing a significant safety risk to children. You have already imposed restrictions to Morven Way and Lochardil Road which has exacerbated this issue.

Parking around the school is already limited. The proposed restrictions will aggravate this issue, as there are no alternative parking options that do not slightly interrupt the residents. The catchment area for Lochardil Primary School is extensive, making it impractical for many children and their parents to walk to school. Most parents are working and rely on the ability to park near the school to ensure their children can be dropped off and picked up safely and efficiently.

Previous restrictions on Morven Way and Lochardil Road have already led to parking issues being displaced to other areas. Implementing these new restrictions on Cullaird Road will simply move the problem elsewhere, rather than solving it.

Creating these restrictions will not solve the problem but rather move it to a location that is less safe and even hazardous for children. Our priority should be to ensure the safety of children, and the current parking arrangement, despite its limitations, serves this purpose better than the proposed parking restriction.

Has the Highland Council carried out any consultations to assess whether they consider Cullaird Road parking an issue during school times? Furthermore, on what basis have the restrictions been imposed? While I understand that the grounds for these restrictions include improving road safety, promoting active travel, and reducing the likelihood and severity of collisions, I am uncertain how these objectives align with the proposed restrictions on Cullaird Road.

I object to this proposal on the grounds laid out above. I urge you to reconsider these proposals and focus on solutions that prioritise the safety and well-being of the children attending Lochardil Primary School

Objector 31

I am writing to strongly object to the proposed parking restrictions on Cullaird Road in Inverness.

As you will know the road is at the back of Lochardil Primary and many parents park here to drop their children at school as they do in many streets surrounding the school. Preventing parents from parking in Cullaird Road will just shift the problem to other nearby streets and not solve the issue. The school has been there for 60 years and whilst it may annoy some residents in Cullaird Road, this is not a new issue and to extent has to be expected when purchasing a house in the street.

I would also like to draw your attention to the attached photos. These photos show cars belonging to residents of Cullaird Road and are they are purposely moved onto the street just prior to pick up time (witnessed myself and by several others) to actively prevent people turning and simply just clogs up the street more and also causes many safety issues as cars are then forced to reverse all the way back to exit the street whilst small children are making their way home! An accident waiting to happen!

I strongly object on the grounds of safety of children attending Lochardil Primary.

Objector 32

I wish to make a complaint regarding proposed parking restrictions on Cullaird Road. I have been dropping off my child in the morning and collecting her in the afternoon. I am not blocking any driveways or causing a disruption. I have been doing this for many years with my older children and it has never been a problem in the past .

I drop off my child and go straight to work and therefore do not have time to go elsewhere. I feel it would cause more problems parking on the main road and more chance of accidents as it is a busy road.

I hope you will consider this email as I have valid reasons for using this road

Objector 33

I am writing to express my concerns about the proposed parking restrictions on Cullaird Road. I strongly believe this will create significant safety risks for the children attending Lochardil Primary School. With fewer parking options, parents will be forced to park on surrounding streets, many of which are far less safe—particularly Balnakyle Road, where speeding is a real issue.

As a parent of an autistic child, I rely on parking on Cullaird Road precisely because it avoids the need to cross a main road. Losing this option will make the journey to school far more dangerous for him and many other children.

In the years I have parked there, I have never seen anyone blocking driveways or parking for more than 10 minutes at a time. However, I have frequently witnessed residents parking on corners and in the turning area (at the entrance to Cullaird Road, when turning right), which often causes congestion and creates hazards for both drivers and pedestrians. This issue is not caused by school traffic but rather by how some residents park their vehicles.

Many residents already park their cars on the street due to limited driveway space, so having parents park there briefly during school drop-off times should not make a significant difference—especially as most residents have already left for work by then.

I appreciate you taking the time to read my concerns, and I sincerely hope the safety impact on the children is reconsidered before any final decisions are made.

Objector 35

I was just informed that I can't drop off and pick up my child from Cullaird road. This road is the closest to the gate of Lochardil school, which is the back of the school. The front gate isn't that safe for the kids to walk. Much more cars and streets they have to cross. I am unable to walk or cycle my kids to school, as a parent I have the duty of going to work, which I cannot be late for.

So what should I do in your opinion ? Do you have any other suggestions for where I can park so my kid can get SAFETLY to school ?

Objector 36

I wish to object to the above proposed restrictions.

Cullaird Road is used for a short period to park to drop-off and pick-up our children aged 5 and 8 at Lochardil Primary School and ELC. Any restriction will just move the parking to adjoining busier streets and reduce child safety in general. The time for which parents park is short and has never restricted local residents' access or street parking options that I have seen

Objector 37

I would like to object to the traffic order for Cullaird Road on the basis that this is a safer option for stopping beside a primary school for drop offs/collections otherwise the problem will just be moved to the next street, which means a busier road and a danger to kids crossing due to car build up and restricted visibility due to this.

Putting this in place will not resolve the issues it will just push the problem to another location

Objector 38

I would like to object to the proposed parking restrictions on Cullaird Road Inverness. I am a parent whose 3 children attend Lochardil Primary School. Cullaird Road is one of the only remaining safe places to drop children off for school as many other streets such as Morven Road are off limits now with double yellow lines. Restricting parking on Cullaird Road will not stop parents from dropping off their children at school but may push the traffic to surrounding, busy streets such as Balnakyle Road causing more safety issues for children travelling to school. Lochardil has no safe drop off zone at all if you stop people from parking here

Objector 40

I am hugely concerned by the information I have been given with regards to Cullaird road being restricted for parking. As a mother of children who attend the school it a huge risk to reduce parking further.

There is no drop off zone or parking spaces available at present to support the safe drop off and collection of our children from Lochardil primary school. I have a little child who will be attending nursery from August and must walk her into the school grounds and out of them.

All children are entitled to education as per the principles of the Highland council.

As a result of this the matter will only be moved to other roads which are main roads and again significantly increasing the health and safety risk to children.

There needs to be a holistic approach to sorting this matter to ensure all children's and families health and wellbeing are taken into consideration.

Walking or cycling is not an option for me as I am a working mum. I work in the NHs and cannot be late into work due being unable to get my child into school on time.

I would be grateful for this matter to not be authorised and to support families with the safety of getting their children to and from school.

Objector 41

I am writing to object to the restrictions to be put in place for parking on Cullaird road, Inverness. I am objecting due to my concerns that people will park on Balnakyle road, Inverness instead. This would be a danger to children who cross that road to get to school by walking and cycling as it would restrict visibility for children crossing. Putting in restrictions does not resolve the issue it just puts the problem onto another road which could endanger children

Objector 54

I write with reference to your recent letter stating that you potentially plan to put parking restrictions in place in Cullaird Road, Inverness during school drop off and pick up times.

Whilst I understand this can be an inconvenience to residents of Cullaird Road, I urge you to consider the safety of the public, and in particular the children being dropped off at the school.

Simply putting parking restrictions in place isn't going to solve the problem, instead it will push the problem further out and cause chaos on Balnakyle Road, as it will inevitably be used instead for parents dropping children off at the school. Balnakyle Road is a very busy road, particularly at school times as it is a main thoroughfare to Inverness Royal Academy, and also a busy bus route. Having parents drop their kids off on Balnakyle Road instead will be incredibly dangerous, having children being dropped off whilst buses try to negotiate the parked cars.

If you wish to go ahead with the Cullaird Road parking restrictions, you must first put in place suitable alternative arrangements for parents to drop off and pick up their children. May I suggest the green space in front of the pharmacy on Lochardil Road become a car park for the pharmacy, and the current car park for the pharmacy become a safe school drop off and pick up point. Although I understand this section of grass perhaps isn't owned by the council I'm sure you have the ability and powers to acquire it.

I'm sure you think that putting parking restrictions will solve the problem, but we all know it certainly won't as we can see from other areas in Inverness. Bellfield Park had parking restrictions introduced, and now cars simply park on Island Bank Road causing chaos for people trying to drive along the road, and also the added danger of children crossing the road in between parked cars. It's only due to luck that no accidents that I know of have happened on Island Bank Road, but it is only a matter of time.

This risk will be multiplied greatly in Cullaird Road / Balnakyle Road, and I urge you to reconsider your proposal for the safety of the public and children.

If you would like me to discuss this further my details are below.

Objector 55

I write to make an objection on the above proposal on the grounds of safety, specifically that of the children going to and from Lochardil Primary School where there are two lanes from the back gate of the primary school that lead onto Cullaird Road.

If parking restrictions are imposed it will mean parent/carers having to park elsewhere, most likely Balnakyle Road. There are a number of lanes that children that live within walking distance of the school use that come onto Balnakyle Road, and they cross this road to continue onto the path going through Cullaird Road. The worry is the increased risk of accidents with pedestrians (parents/carers and children) trying to cross when there is a considerable number of parked cars on the road and having to dodge them and walking between parked cars.

As we have already seen with Morven Road, when parking restrictions are imposed it simply moves the problem elsewhere.

Lochardil Primary is a large primary school with a large nursery attached. The School is over 60 years old, and as more and more houses have been built over that time the catchment for the school has grown considerably meaning a considerable number of families are now out with a comfortable walking distance and require to take their children by car. The nursery that has been attached to the school is large with 3 classes and caters for i believe between 70 - 95 children (please correct me if my figures are incorrect), that is a lot of 3–5-year-old children. Very young children that may not fully understand road safety yet and/or have not got their "listening ears" on all the time.

I would be pleased if you would give my objection consideration when deciding how best to deal with the above. It maybe you still see fit to impose the parking restrictions and if so, I would hope that you before restrictions come into place you make provisions to allow the safe conveying of the children to and from the school. i.e. providing Lolly Pop persons to safely escort children across the roads, provide a designated parking/drop of area etc

Objector 56

Lochardil Primary School Parent Council writes to formally object to the proposed parking restrictions around Cullaird Road. Our objection is based primarily on the safety of children and the lack of viable alternative parking options.

The current parking arrangement is used for a very short period of approximately 15 minutes during school drop-off and then pick-up times. This brief window is crucial for ensuring the safety of children as they arrive and leave school. Restricting parking in this area will force parents and carers to park on a busy road, which poses a significant safety risk to children. Balnakyle Road flows through Lochardil, is not designed to handle the increased traffic and will create a hazardous environment for school children and other road users. There are 2 cycle/walking paths that lead from the Culduthel area and come out onto Balnakyle Road which many children use. If parking is not available on Cullaird Road, parents and carers will inevitably stop and/or park on Balnakyle Road making it extremely unsafe for children coming out of the paths and trying to cross onto Cullaird road where the back entrance to the school is.

Parking around the school is already limited. The proposed restrictions will exacerbate this issue, as there are no alternative parking options that do not slightly interrupt the residents. The catchment area for Lochardil Primary School is extensive, making it impractical for many children and their parents or carers to walk to school. Most parents and carers are working and rely on the ability to park near the school to ensure their children can be dropped off and picked up safely and efficiently. The roads around the school leading to our wide catchment area means children have to cross busy roads. Cullaird Road ensures a quick drop off to both back paths to the school, ensuring children are safe.

Creating these restrictions will not solve the problem but rather move it to a location that is less safe for children. Our priority should be to ensure the safety of children, and the current parking arrangement, despite its limitations, serves this purpose better than the proposed restrictions.

I would like to ask on what basis have the restrictions been imposed? Whilst we understand that the grounds for these restrictions include improving road safety, promoting active travel, and reducing the likelihood and severity of collisions, we are uncertain how these objectives align with the proposed restrictions on Cullaird Road.

We object to this proposal on the grounds laid out above. I urge you to reconsider these proposals and focus on solutions that prioritise the safety and well-being of the children attending Lochardil Primary School.

Thank you for your attention to this matter.

Objector 57

I am writing to formally object to the proposed parking restrictions around Cullaird Road. My objection is primarily based on concerns for the safety of children and the lack of viable alternative parking options.

The current parking arrangement is used for a very short period, approximately 15 minutes during school drop-off and pick-up times for only 180 days for school term. This brief window is crucial for ensuring the safety of children as they arrive and leave school. Restricting parking in this area will force parents to park on a busy road, posing a significant safety risk to children. You have already imposed restrictions to Morven Way and Lochardil Road which has exacerbated this issue.

Parking around the school is already limited. The proposed restrictions will aggravate this issue, as there are no alternative parking options that do not slightly interrupt the residents. The catchment area for Lochardil Primary School is extensive, making it impractical for many children and their parents to walk to school. As a Grandparent I need to park close to the school to ensure my grandchildren can be dropped off and picked up safely, my mobility is limited.

Previous restrictions on Morven Way and Lochardil Road have already led to parking issues being displaced to other areas. Implementing these new restrictions on Cullaird Road will simply move the problem elsewhere, rather than solving it.

Creating these restrictions will not solve the problem but rather move it to a location that is less safe and even hazardous for children. Our priority should be to ensure the safety of children, and the current parking arrangement, despite its limitations, serves this purpose better than the proposed parking restriction.

Has the Highland Council carried out any consultations to assess whether they consider Cullaird Road parking an issue during school times? Furthermore, on what basis have the restrictions been imposed? While I understand that the grounds for these restrictions include improving road safety, promoting active travel, and reducing the likelihood and severity of collisions, I am uncertain how these objectives align with the proposed restrictions on Cullaird Road.

I object to this proposal on the grounds laid out above. I urge you to reconsider these proposals and focus on solutions that prioritise the safety and well-being of the children attending Lochardil Primary School

Officer response to all Objections to Cullaird Road

I am writing in response to your objection to the proposed parking restriction received during the public consultation on the above Traffic Order.

The Highland Council carried out extensive engagement with the residents of Cullaird Road who have been hindered by cars blocking access to their drives for some time. These engagements included in person meetings at Lochardil Primary School with residents, teaching staff and Councillors.

Your concern on which your objection was based was largely on the grounds of safety, particularly those of children who would potentially need to cross busier roads such as Balnakyle Road as they travel to and from school.

The Highland Council have carried out significant road safety improvements on Balnakyle Road, including the installation of raised tables, speed cushions, a pinch point, and the introduction of a 20 MPH speed limit. These measures have been designed with the safety of vulnerable road users, including children in mind, as well as to encourage active travel for pupils to help reduce the issues with congestion around the primary school.

We have also recently assessed the speeds along Balnakyle Road which found that there is currently favourable compliance to the speed limit on this road.

We have assessed that there is very little on-street parking space for vehicles on Cullaird Road that doesn't affect the access/egress to resident driveways. Since there are only a limited number of vehicles that could safely park in Cullaird Road, we feel that these vehicles could be dispersed on other nearby unrestricted roads without too much impact on congestion.

As is the case with any new restriction that has been implemented, we will closely monitor the impact that it is having and adjust the restriction if necessary.

Based on the evidence above, we will not be removing the proposed restrictions on Cullaird Road. If you feel that you would like to remove your objection after considering this letter, please let us know.

Please also be advised that if you would like your objection to remain in place that it will be presented to members of a committee meeting who will decide if the proposed restriction will go ahead.

If you have any further questions then please feel free to get in touch.

Objections to Huntly Street

Objector 59

We recently received a letter re the above, which explains that instead of permit holders only parking which currently is available to those who live and work on Huntly Street, particularly on the area between Well and Celt street, you are proposing to change to ticket parking between 9am to 5pm.

We utterly oppose that as we currently pay a premium of £200+ for a parking permit as business owners for a holiday let that sleeps 4.

There is already ticket parking on Huntley Street, further up, so why then are you proposing to reduce local permit holder's parking.

The online info states this is to increase visitor parking, however we are catering to visitors and offer on street parking as we have the appropriate permit.

When we have guests, they are inputting to the Highland economy, when I clean the house, I find receipts for all sorts, including meals, clothing, tourist trips and knickknacks, usually in the hundreds. We have families, business and couples visiting, some who continue with touring the Highlands, others who stay in Inverness.

I also ask if you don't listen to us as locals (My family has lived in Inverness for over 100 years) then how would the parking work?

Will it revert to permit only after 5pm and before 8am and will that be policed? Visitors may think they can park for free out with these hours. Are parking attendants going to work overtime hours to ensure permit holders can legitimately park where they are entitled to?

Please listen

Officers' response to Objector 59

Thank you for your email.

Please see attached plan of proposals to which you are referring to:

Wells Street

There is a small bay at the East end of Wells St which is shown as 'Car Club Permit Holders Only' on the current Traffic Order. This had been changed on-street a number of years ago to 'Permit Holders Only 8am-6pm'. The proposed traffic order is to bring this in line with what is currently shown on-street which will allow this section to be enforced. The time restrictions for permit holders replicates what is shown for all other bays on Wells Street.

Huntly Street

As shown on the attached plan, there is a long bay at the North-West end of Huntly Street. This is currently shown on street as 'Permit Holders Only.' We have observed that this bay is rarely used by permit holders throughout the day and is quite often empty of vehicles. The proposals introduce 'Pay & Display 10am-5pm' while also keeping the 'Permit Holders Only', in effect acting as a dual-use bay. Permit holders can continue parking in this bay as before without having to pay and display a ticket. Non-permit holders visiting Inverness city centre for appointments/errands etc. will be able to use this bay as pay and display for a maximum stay of 2 hours. This will allow local businesses to benefit without having an impact on resident parking.

Based on the above explanation, would you be willing to remove your objection to the proposals?

If you have any further questions then please feel free to get in touch.