

# The Highland Council

<b>Agenda Item</b>	<b>8</b>
<b>Report No</b>	<b>ECI/14/25</b>

**Committee:** Economy and Infrastructure

**Date:** 29 May 2025

**Report Title:** Early Adoption of 20mph Speed Limits in Highland – Final Traffic Regulation Order

**Report By:** Assistant Chief Executive - Place

## **1 Purpose/Executive Summary**

- 1.1 The purpose of this report is to provide Members with supporting evidence for the adoption of the 20mph speed limit programme in Highland.
- 1.2 The Highland Council is required to make a decision concerning the implementation of the permanent 20mph speed limit order.

## **2 Recommendations**

- 2.1 Members are asked to:-
  - i. **Note** the background and supporting evidence for the proposed making of the permanent 20mph speed limit Order for Highland;
  - ii. **Note** the support that has been received by the Council for the making of the permanent 20mph speed limit Order;
  - iii. **Note** the representer correspondence received by the Council regarding the making of the permanent 20mph speed limit Order;
  - iv. **Consider** the objections made to The Highland Council (Various Roads) (20 mph Speed Limit) Order 2024 in accordance with the regulations and not withdrawn; and
  - v. Subject to (i-iv), **Approve** the making of the Road Traffic Regulation Order.

## **3 Implications**

- 3.1 **Resource** – No financial implications as Transport Scotland are fully funding the delivery of this project as they approached the Council to be their early adopter pilot Council for 20mph speed limit implementation. Delivery of the project has been managed and undertaken by the Council's Road Safety Team.

- 3.2 **Legal** – If Members agree the recommendations a permanent Road Traffic Regulation Order (TRO) will be made. If Members do not approve the making of the TRO then either all roads will require to revert back to 30mph or The Council can apply for another extension that is subject to approval.
- 3.3 **Risk** - None arising from this report.
- 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 This is an update report and therefore an impact assessment is not required.

## **5 Background**

- 5.1 The National Strategy for 20mph speed limits aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by the end of 2025. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.
- 5.2 In the Autumn of 2022 The Highland Council agreed to become Transport Scotland’s pilot Local Authority for the introduction of 20mph speed limits. As a result, following assessment, 125 settlements across the Highland Area saw the introduction of new temporary 20mph limits in the summer of 2023.
- 5.3 All 125 settlements were delivered using one single Temporary Road Traffic Regulation Order (TTRO) which was valid until 31 January 2025. Following Scottish Ministers approval, the TTRO was extended for 6 months and is now valid until 31 July 2025.
- 5.4 Full details of the 20mph programme, including settlement maps, can be found on The Highland Council Webpages [www.highland.gov.uk/20mph](http://www.highland.gov.uk/20mph).

## 6 Inclusion & Post Implementation Assessment Criteria

6.1 Transport Scotland provided Highland Council with both pre and post implementation criteria against which all settlements were assessed re inclusion and proposed retention of 20mph speed limits.

6.2 Initial Inclusion Assessment Criteria can be found here:-

[https://www.highland.gov.uk/info/1523/transport\\_and\\_streets/1049/20mph\\_programme/4](https://www.highland.gov.uk/info/1523/transport_and_streets/1049/20mph_programme/4)

6.3 Transport Scotland provided Highland Council with their Measurement of Success Criteria against which all 125 settlements in the Council Area were to be assessed to determine if the roads should proceed into the final Traffic Regulation Order (TRO). The full post assessment criteria can be found in **Appendix 1**, however the simplified version of it is as follows:-

Recorded Mean Average Speeds	Action Required
≤ 25mph	No further action required, proceed to final TRO.
25.1mph – 28mph	Further speed management measures to be considered and either proceed to TRO or review for removal.
≥ 28mph	<ul style="list-style-type: none"><li>• Is the road appropriate for a 20mph speed limit?</li><li>• Is there community support for a 20mph speed limit?</li><li>• Consideration for implementation of Engineering solutions if there is the community will to retain the 20mph speed limit.</li><li>• Revert limit back to 30mph?</li></ul>

## 7 Traffic Regulation Order Process

7.1 Roads included in the final TRO reflect the outcome of the formal technical assessments, discussions held with both Members and Community Councils along with direct input from the public. The Documentation for the final TRO can be viewed online as follows:-

- [First Notice](#)
- [Schedule 1 Consultation](#)
- [Schedule 2 Consultation](#)
- [Traffic Regulation Order Consultation](#)
- [Statement of Reasons](#)
- [Extents Plans](#)

7.2 Subject to The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, The Highland Council has proposed 'The Highland Council (Various Roads) (20 mph Speed Limit) Order 2024'. If the Order comes into force, the Order will introduce a 20mph speed limit on the roads listed in Schedule 2 to the order (link to view in 7.1).

### 7.3 Pre Statutory Consultation Engagement

7.4 Prior to the formal Statutory consultation phase of the roll out, the project team were keen to hear the public's views re the new 20mph speed limits. As such, a six-week public engagement survey (*questions along with a map facility to allow suggested amendments to scheme extents*) launched in December 2023. This survey received 11,287 visits, with a total of 5,300 unique respondents recorded. All information received was analysed and taken into consideration during the further consultation and decision-making process.

7.5 Results of the post implementation assessments along with public engagement survey results were provided to Elected Members either via Ward Business Meetings or email, discussions were held where appropriate.

All Community Councils were also provided with assessment outcomes and public survey results specific to their locations and were again invited to comment.

In addition to the above The Council have had a dedicated project specific email address throughout the project which has been widely advertised and used by the public to engage with the delivery team re the project.

### 7.6 Statutory Consultation

7.7 The Statutory Consultation Process began on 3 December 2024 and concluded on 10 February 2025. During this time all statutory and emergency services were consulted, and following this, the proposals were publicly advertised in all local editions of the Press and Journal on 6 January 2025. As can be seen in the notice (link to view in 7.1) the wider public were given until 10 February 2025 to make formal representations on the proposed Order.

### 7.8 Objections/Support/Representation

7.9 In total The Council received 302 representations to the Order during the Statutory Consultation period of the TRO promotion. The breakdown of the final totals (*following liaison with all parties and 9 objections withdrawals*) is as follows:-

<b>Support</b>	<b>Objection</b>	<b>Representation</b>	<b>Total</b>
130	153	19	302
<b>Percentage (%) of Total</b>			
43.0	50.7	6.3	100.0

7.10 The National Records of Scotland shows the Highland Population in 2023 to be 236,330. This equates to **0.13%** of the Highland Population formally responding to the 20mph TRO consultation.

7.11 It is worth highlighting that this level of support is very unusual for traffic regulation order statutory consultations. Experience shows that typically very few people who are supportive of orders engage in the consultation process.

7.12 Full Summary and full redacted Correspondence for all representations can be found within **Appendices 2 to 7**.

7.13 Summary for grounds of support are as follows:-

<b>Reason</b>	<b>Count</b>
Safer for pedestrians/wheelers	44
Agree proposals	40
Safer for cycling	35
Safer for children	23
Reduction in Road Traffic Collisions	19
Improves safety	18
Noise reduction	9
Increased sense of safety	8
Positive environmental benefits	7
Feel it has had positive air quality benefits	5
Request for traffic calming	5
Safer for elderly or disabled	5
Supports Active Travel	5
Allowing children more independence	4
Better for drivers as it gives more time to react	4
Improves community wellbeing	4
Positive impact at home	4
Feel safer as a pedestrian on narrow pavements	3
Quality of life improvements	3
Improved walking experience	2
More time to cross the road	2
Positive impact on local businesses and local services	2
Reduced limit works well	2
Reduced risk of collisions at junctions	2
Safer around shops	2
Less stressful for drivers	2
Safer for vulnerable road users	2
Drivers seem less likely to speed leaving limits	1
Exiting side roads as a driver is easier	1
Fell less intimidation as a cyclist	1
Improvements to public health	1
Reduction in Car Insurance Fees	1
Reduces congestion	1
More pleasant journeys	1
Less stressful for other roads users	1
Safer for all road users	1
Extents should be increased	1

7.14 Summary of grounds of objection are as follows:-

<b>Grounds</b>	<b>Count</b>
Part time 20 mph limits outside schools are enough	67
It hasn't proven effective	49
Waste of money	40
Emissions	31
There are no to very few collisions currently	26
20 mph is too slow modern cars stop well so are safe	20
Fuel Efficiency	20
Not Environmentally Friendly	20
Wales	16
Journey Time	13
Congestion	8
Not for arterial routes	8
Frustrating for drivers	8
Extents should be reduced	7
Virtue Signalling	5
No difference to Road Safety	5
Cost to motorist	2
Unnecessary	1
Will increase accidents	1
Negatively affect the economy	1

7.15 Details of The Highland Council responses sent to objectors, based on their objection grounds (as listed in 7.13), are detailed in **Appendix 8**.

7.16 As a result of both the ongoing and final statutory consultation process the following table provides information on how the scheme 20mph extents have changed through the lifetime of the project has progressed in terms of 20mph extent coverage:-

<b>Total Length of 20 MPH programme (km) (TTRO)</b>	<b>Total Length Removed Post Implementation (km)</b>	<b>Road Length Added Post Implementation (km)</b>	<b>Final Length of 20mph limits in final TRO (km)</b>
606.9km	12.8km	5.9km	600km

## 8 Speed Count Data

- 8.1 Pre and post 20mph implementation speed counts have been taken at over 250 locations in Highland. This has allowed the Council to make informed decisions re implementing the 20mph programme. The results have been available to view on the dedicated Council 20mph webpages throughout the project which can be accessed via <https://highlandcouncil.azurewebsites.net/highlandcouncil/map-full-view>
- 8.2 A significant amount of the roads changed to 20mph had low existing before speeds. The table below provides an accurate reflection of the speed reductions that have been achieved to date. As you can see the results are showing that on the whole where the existing mean average speed was higher a bigger reduction in the mean average speed is shown in the after count.

Existing Mean Average Speed (mph)	Average Reduction in Speed (mph)
Between 20 and 24	-1.1
Between 25 and 27	-2.1
28 and above	-3.2

- 8.3 The highest reduction in mean average speed that has been recorded is 7mph. These speed reduction figures have been achieved using signing alone. It is the intention for a further round of measures, including the introduction of 20mph carriageway roundels and Speed Indication Device Signage, be implemented in the months post the TRO going live. These measures are aimed at helping to further reduce these figures.
- 8.4 It is important to be mindful that for every 1 mph reduction in average speed, collision frequency decreases by around 5% (*Taylor, M. C., Lynam, D. A. and Baruya, A. (2000), TRL Report 421 – The Effects of Drivers' Speed on the Frequency of Road Accidents. Crowthorne: TRL*)

## 9 Moving Forward

- 9.1 It should be noted that, as the final proposed TRO has been through all the statutory consultation stages additional roads are not able to be added to this project. Any requests for additional roads to be included would require to be treated as an entirely new project.
- 9.2 Having considered all representations received, and undertaken an extensive period of consultation, officers have amended the original scheme extents as appropriate and recommend that members agree to the making of the Traffic Regulation Order as now promoted and detailed in 7.1.

9.3 The making of this order links directly to the casualty reduction targets as set in the Scottish Government Road Safety Framework to 2030 which has been adopted in the Council's Road Safety Plan which can be viewed at:-

[https://www.highland.gov.uk/info/20005/roads\\_and\\_pavements/87/road\\_safety](https://www.highland.gov.uk/info/20005/roads_and_pavements/87/road_safety)

Designation: Assistant Chief Executive - Place

Date: 25 April 2025

Author: Lisa MacKellaich, Road Safety Manager

Background Papers: Early Adoption of 20mph Limits in Highland [Report](#)  
Culture and Speed Compliance [Report](#)  
Early Adoption of 20mph Limits in Highland Update [Report](#)  
Members Briefing Note 'Early Adoption of National Strategy for  
20mph in Highland' Update April 2024

Appendices: Appendix 1 – Post Implementation Criteria  
Appendix 2 – Support Summary  
Appendix 3 – Objection Summary  
Appendix 4 – Representor Summary  
Appendix 5 – Redacted Supporter Correspondence  
Appendix 6 – Redacted Objection Correspondence  
Appendix 7 – Redacted Representor Correspondence  
Appendix 8 – Highland Councils Objection Responses

## Appendix 1 – Post Implementation Criteria

### Transport Scotland's Measurement of Success Criteria:

- Average speeds at or below 25 mph is assumed to be at a level where no speed management interventions are required with the new 20 mph speed limit – Monitor for any deviations in future speed - no further action is required.
- Average speeds between 25-28 mph further speed management measures should be considered such as:
  - Gateway features (such as red surfacing, “dragon’s teeth”, countdown signing).
  - Repeater signs (or increasing the number of repeater signs) –
  - Carriageway roundels may be used.
  - Additional road markings to emphasise road features or reduce carriageway widths, such as middle lane hatching, white line cycle lanes.
  - Vehicle activated signs/speed indicators.
  - Liaising with Police Scotland to consider if further enforcement on a local level can be deployed.
- If the collected speed data is evidencing speeds higher than the 28mph threshold, the following should be considered:
  - Is the road still appropriate for 30 mph (assessment criteria)
  - Does the community want the road to remain at 20 mph?
  - If yes, the measures listed above should be deployed initially. If the speeds continue to remain high these roads are likely to require longer term, more significant, speed management measures.
- As all roads have been pre assessed as being appropriate for a speed limit of 20 mph, if not reaching a desired level of speed compliance, it is expected that feasible speed management measures should be exhausted before any consideration to return them to previous speed limit of 30 mph.

## Appendix 2 - Summary of Support

Supporter	Date Received	Reason	Officer Comment
Supporter 1	12/12/2024	Reduced limit works well	
Supporter 2	03/12/2024	Feel safer as a pedestrian on narrow pavements	
		Increased sense of safety	
		More time to cross the road	
Supporter 3	04/12/2024	Feel safer as a pedestrian on narrow pavements	
		Improved walking experience	
		More time to cross the road	
Supporter 4	05/12/2024	Request for traffic calming	
Supporter 5	07/12/2024	Feel safer as a pedestrian on narrow pavements	Community Council
		Reduced risk of collisions at junctions	
		Safer for children	
Supporter 6	07/12/2024	Agree proposals	Community Council
Supporter 7	16/12/2024	Safer for cycling	Highland Cycle Campaign
Supporter 8	17/12/2024	Safer for cycling	Community Council
		Safer for pedestrians/wheelers	
Supporter 9	06/01/2025	Safer for pedestrians/wheelers	
		Safer for cycling	
		Positive environmental benefits	
Supporter 10	06/01/2025	Improves safety	
Supporter 11	06/01/2025	Positive impact at home	
Supporter 12	07/01/2025	Agree proposals	
Supporter 13	07/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 14	07/01/2025	Increased sense of safety	
		Allowing children more independence	
		Safer for pedestrians/wheelers	
Supporter 15	07/01/2025	Agree proposals	
Supporter 16	07/01/2025	Improved walking experience	
		Safer for cycling	
		Safer for pedestrians/wheelers	
		Positive impact at home	
		Allowing children more independence	
		Feel it has had positive air quality benefits	

Supporter 17	08/01/2025	Safer for children	
		Improves safety	
Supporter 18	08/01/2025	Safer for children	
		Safer for pedestrians/wheelers	
		Exiting side roads as a driver is easier	
Supporter 19	08/01/2025	Safer for children	
		Improves safety	
		Positive impact at home	
		Safer for pedestrians/wheelers	
		Safer for cycling	
		Feel it has had positive air quality benefits	
		Improves community wellbeing	
Supporter 20	08/01/2025	Safer for pedestrians/wheelers	
		Drivers seem less likely to speed leaving limits	
Supporter 21	08/01/2025	Safer for cycling	
		Safer for children	
		Safer for pedestrians/wheelers	
		Better for drivers as it gives more time to react	
Supporter 22	08/01/2025	Improves safety	
Supporter 23	08/01/2025	Safer for cycling	
Supporter 24	08/01/2025	Agree proposals	
Supporter 25	08/01/2025	Improves safety	
		Safer for cycling	
		Safer for cycling	
		Positive environmental benefits	
		Feel it has had positive air quality benefits	
Supporter 26	07/01/2025	Noise reduction	
		Positive impact at home	
		Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 27	09/01/2025	Positive environmental benefits	
		Safer for cycling	
		Safer for pedestrians/wheelers	
		Reduction in Road Traffic Collisions	
Supporter 28	09/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Noise reduction	
Supporter 29	10/01/2025	Agree proposals	
Supporter 30	10/01/2025	Reduction in Road Traffic Collisions	

Supporter 31	10/01/2025	Agree proposals	
		Improves safety	
Supporter 32	10/01/2025	Safer for pedestrians/wheelers	
Supporter 33	10/01/2025	Strongly support the 20 mph	
Supporter 34	11/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Safer for children	
Supporter 35	11/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 36	12/01/2025	Improves community wellbeing	
Supporter 37	12/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Improvements to public health	
		Quality of life improvements	
Supporter 38	13/01/2025	Agree proposals	
Supporter 39	13/01/2025	Safer for children	
		Safer for pedestrians/wheelers	
		Safer for elderly or disabled	
Supporter 40	13/01/2025	Agree proposals	
Supporter 41	14/01/2025	Safer for cycling	
		Safer for children	
		Safer for pedestrians/wheelers	
Supporter 42	14/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Positive impact on local businesses and local services	
Supporter 43	14/01/2025	Safer for children	
		Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 44	10/01/2025	Agree proposals	
Supporter 45	14/01/2025	Safer for children	
		Safer for cycling	
		Safer for pedestrians/wheelers	
		Safer around shops	
Supporter 46	14/01/2025	Safer for children	
		Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 47	15/01/2025	Reduction in Road Traffic Collisions	
Supporter 48	15/01/2025	Safer for children	
		Quality of life improvements	
		Safer for cycling	
		Better for drivers as it gives more time to react	
		Reduction in Road Traffic Collisions	
Supporter 49	15/01/2025	Agree proposals	
Supporter 50	12/01/2025	Improves safety	
Supporter 51	16/01/2025	Increased sense of safety	
		Noise reduction	

Supporter 52	16/01/2025	Safer for children	
		Safer for cycling	
		Safer for pedestrians/wheelers	
		Safer for elderly or disabled	
Supporter 53	16/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Fell less intimidation as a cyclist	
Supporter 54	16/01/2025	Safer for children	
		Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 55	17/01/2025	Agree proposals	
Supporter 56	17/01/2025	Safer for pedestrians/wheelers	
		Better for drivers as it gives more time to react	
Supporter 57	18/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Better for drivers as it gives more time to react	
		Reduction in Car Insurance Fees	
Supporter 58	18/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
		Feel it has had positive air quality benefits	
Supporter 59	18/01/2025	Positive impact on local businesses and local services	
		Reduction in Road Traffic Collisions	
		Safer around shops	
		Safer for children	
		Safer for pedestrians/wheelers	
Supporter 60	18/01/2025	Agree proposals	
Supporter 61	20/01/2025	Safer for cycling	
		Reduction in Road Traffic Collisions	
		Safer for children	
		Safer for elderly or disabled	
Supporter 62	20/01/2025	Agree proposals	
Supporter 63	21/01/2025	Improves safety	
Supporter 64	21/01/2025	Safer for pedestrians/wheelers	
		Improves safety	
		Quality of life improvements	
		Noise reduction	
Supporter 65	21/01/2025	Safer for pedestrians/wheelers	
		Reduction in Road Traffic Collisions	
		Improves safety	
Supporter 66	23/01/2025	Safer for pedestrians/wheelers	
		Reduction in Road Traffic Collisions	
		Safer for cycling	
Supporter 67	23/01/2025	Agree proposals	
Supporter 68	24/01/2025	Safer for children	

Supporter 69	28/01/2025	Improves safety	
Supporter 70	28/01/2025	Reduced limit works well	
Supporter 71	29/01/2025	Agree proposals	
Supporter 72	29/01/2025	Safer for cycling	
		Safer for pedestrians/wheelers	
Supporter 73	01/02/2025	Agree proposals	
Supporter 74	01/02/2025	Agree proposals	
Supporter 75	03/02/2025	Agree proposals	
		Improves safety	
Supporter 76	03/02/2025	Safer for children	
		Safer for pedestrians/wheelers	
		Supports Active Travel	
Supporter 77	03/02/2025	Safer for pedestrians/wheelers	
Supporter 78	03/02/2025	Safer for pedestrians/wheelers	
		Increased sense of safety	
Supporter 79	03/02/2025	Agree proposals	
		Safer for children	
Supporter 80	04/02/2025	Agree proposals	
Supporter 81	04/02/2025	Safer for pedestrians/wheelers	
		Reduction in Road Traffic Collisions	
Supporter 82	04/02/2025	Reduction in Road Traffic Collisions	
Supporter 83	04/02/2025	Agree proposals	
Supporter 84	04/02/2025	Reduction in Road Traffic Collisions	
		Safer for pedestrians/wheelers	
		Safer for cycling	
Supporter 85	04/02/2025	Reduction in Road Traffic Collisions	
		Noise reduction	
		Positive environmental benefits	
Supporter 86	04/02/2025	Safer for cycling	
		Safer for children	
Supporter 87	04/02/2025	Reduction in Road Traffic Collisions	
Supporter 88	04/02/2025	Agree proposals	
Supporter 89	04/02/2025	Agree proposals	
Supporter 90	05/02/2025	Agree proposals	
		Request for traffic calming	
Supporter 91	05/02/2025	Agree proposals	
		Request for traffic calming	
Supporter 92	05/02/2025	Agree proposals	
Supporter 93	05/02/2025	Noise reduction	
		Positive environmental benefits	
		Improves safety	
Supporter 94	05/02/2025	Agree proposals	
		Request for traffic calming	

Supporter 95	06/02/2025	Reduction in Road Traffic Collisions	Development Officer for Cycling UK
		Improves safety	
		Increased sense of safety	
		Improves community wellbeing	
		Reduces congestion	
		Less stressful for drivers	
		More pleasant journeys	
Supporter 96	07/02/2025	Improves safety	
		Supports Active Travel	
Supporter 97	07/02/2025	Feel it has had positive air quality benefits	
		Noise reduction	
		Increased sense of safety	
Supporter 98	07/02/2025	Agree proposals	
Supporter 99	07/02/2025	Reduction in Road Traffic Collisions	
Supporter 100	07/02/2025	Reduction in Road Traffic Collisions	
		Request for traffic calming	
Supporter 101	07/02/2025	Positive environmental benefits	
		Safer for vulnerable road users	
Supporter 102	07/02/2025	Safer for cycling	School pupil
		Noise reduction	
		Less stressful for other roads users	
Supporter 103	07/02/2025	Reduced risk of collisions at junctions	
		Safer for pedestrians/wheelers	
Supporter 104	07/02/2025	Improves safety	
Supporter 105	08/02/2025	Safer for cycling	
		Supports Active Travel	
		Safer for vulnerable road users	
Supporter 106	08/02/2025	Safer for all road users	
Supporter 107	09/02/2025	Less stressful for drivers	
		Safer for pedestrians/wheelers	
Supporter 108	09/02/2025	Increased sense of safety	
		Allowing children more independence	
		Safer for elderly or disabled	
Supporter 109	09/02/2025	Safer for elderly or disabled	
Supporter 110	09/02/2025	Agree proposals	
Supporter 111	09/02/2025	Safer for children	
		Safer for pedestrians/wheelers	
		Reduction in Road Traffic Collisions	
		Supports Active Travel	
Supporter 112	09/02/2025	Improves safety	
		Reduction in Road Traffic Collisions	
		Allowing children more independence	
		Safer for children	
		Supports Active Travel	
		Improves community wellbeing	

Supporter 113	09/02/2025	Agree proposals	
Supporter 114	10/02/2025	Reduction in Road Traffic Collisions	
		Increased sense of safety	
		Safer for children	
Supporter 115	10/02/2025	Agree proposals	
Supporter 116	07/01/2025	Safer for pedestrians/wheelers	
		Positive environmental benefits	
Supporter 117	09/01/2025	Safer for pedestrians/wheelers	Wishes for arterial routes to return to 30mph
Supporter 118	12/01/2025	Agree proposals	
Supporter 119	15/01/2025	Safer for pedestrians/wheelers	
Supporter 120	15/01/2025	Agree proposals	
Supporter 121	16/01/2025	Agree proposals	
Supporter 122	10/02/2025	Agree proposals in residential areas	Also Objector 150
Supporter 123	04/02/2025	Agree proposals	
Supporter 124	10/02/2025	Improves safety	Wishes for Culduthel Road to return in part to 30mph
Supporter 125	10/02/2025	Agree proposals	
Supporter 126	09/12/2025	Agree proposals	Community Council
		Extents should be increased	
Supporter 127	24/12/2025	Agree proposals	Community Council
Supporter 128	31/12/2025	Agree proposals	Community Council
Supporter 129	24/12/2024	Agree proposals - wants additions that don't currently meet criteria	Member
Supporter 130	05/02/2025	Agree proposals - wants additions that don't currently meet criteria	

### Appendix 3 - Summary of Objections

Objector	Date Received	Grounds	Officer Comment
Objector 1	10/12/2024	Waste of money	Member
		It hasn't proven effective	
Objector 2	11/12/2024	20 mph is too slow modern cars stop well so are safe	
		There are no to very few collisions currently	
		Part time 20 mph limits outside schools are enough	
Objector 3	14/12/2024	Waste of money	Community Council
		Virtue Signalling	
Objector 4	06/01/2025	Waste of money	
Objector 5	06/01/2025	Emissions	
		Fuel Efficiency	
		There are no to very few collisions currently	
Objector 6	06/01/2025	It hasn't proven effective	
		Not Environmentally Friendly	
Objector 7	06/01/2025	It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 8	06/01/2025	It hasn't proven effective	
Objector 9	06/01/2025	It hasn't proven effective	
		Waste of money	
Objector 10	06/01/2025	Part time 20 mph limits outside schools are enough	
		Waste of money	
		It hasn't proven effective	
		Fuel Efficiency	
Objector 11	06/01/2025	Part time 20 mph limits outside schools are enough	
Objector 12	06/01/2025	It hasn't proven effective	
Objector 13	06/01/2025	Wales	
Objector 14	06/01/2025	Emissions	
		Fuel Efficiency	
Objector 15	06/01/2025	Fuel Efficiency	
		Emissions	
Objector 16	06/01/2025	Part time 20 mph limits outside schools are enough	
		Waste of money	
Objector 17	06/01/2025	There are no to very few collisions currently	
		Part time 20 mph limits outside schools are enough	

Objector 18	07/01/2025	Waste of money	
Objector 19	06/01/2025	Part time 20 mph limits outside schools are enough	
Objector 20	07/01/2025	It hasn't proven effective	
Objector 21	06/01/2025	There are no to very few collisions currently	
		Fuel Efficiency	
		Emissions	
Objector 22	06/01/2025	It hasn't proven effective	
Objector 23	06/01/2025	Emissions	
		Wales	
		Waste of money	
Objector 24	07/01/2025	Part time 20 mph limits outside schools are enough	
Objector 25	07/01/2025	Part time 20 mph limits outside schools are enough	
		Waste of money	
Objector 26	07/01/2025	Part time 20 mph limits outside schools are enough	
		It hasn't proven effective	
Objector 27	07/01/2025	There are no to very few collisions currently	
		Fuel Efficiency	
		Emissions	
Objector 28	07/01/2025	It hasn't proven effective	
Objector 29	07/01/2025	Waste of money	
Objector 30	07/01/2025	It hasn't proven effective	
Objector 31	07/01/2025	Emissions	
Objector 32	07/01/2025	Part time 20 mph limits outside schools are enough	
		20 mph is too slow modern cars stop well so are safe	
Objector 33	07/01/2025	Not Environmentally Friendly	
Objector 34	07/01/2025	Part time 20 mph limits outside schools are enough	
		Waste of money	
Objector 35	07/01/2025	Waste of money	
		Part time 20 mph limits outside schools are enough	
Objector 36	07/01/2025	Emissions	
		Part time 20 mph limits outside schools are enough	
		Waste of money	
		There are no to very few collisions currently	
Objector 37	07/01/2025	It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	

Objector 38	07/01/2025	Waste of money	
		Part time 20 mph limits outside schools are enough	
		Emissions	
		Fuel Efficiency	
Objector 39	07/01/2025	Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	
		20 mph is too slow modern cars stop well so are safe	
Objector 40	07/01/2025	It hasn't proven effective	
		Emissions	
		20 mph is too slow modern cars stop well so are safe	
Objector 41	07/01/2025	20 mph is too slow modern cars stop well so are safe	
Objector 42	07/01/2025	Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	
Objector 43	07/01/2025	Part time 20 mph limits outside schools are enough	
Objector 44	08/01/2025	It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 45	08/01/2025	Part time 20 mph limits outside schools are enough	
		Waste of money	
Objector 46	07/01/2025	20 mph is too slow modern cars stop well so are safe	
		Emissions	
		It hasn't proven effective	
Objector 47	08/01/2025	Part time 20 mph limits outside schools are enough	
Objector 48	08/01/2025	Waste of money	
		Part time 20 mph limits outside schools are enough	
Objector 49	08/01/2025	Waste of money	
		Emissions	
		20 mph is too slow modern cars stop well so are safe	
		Wales	
Objector 50	08/01/2025	Wales	
		It hasn't proven effective	
		There are no to very few collisions currently	
Objector 51	08/01/2025	Part time 20 mph limits outside schools are enough	
		Emissions	

Objector 52	08/01/2025	Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	
		It hasn't proven effective	
Objector 53	08/01/2025	Part time 20 mph limits outside schools are enough	
		Wales	
		Waste of money	
Objector 54	08/01/2025	Part time 20 mph limits outside schools are enough	
		Fuel Efficiency	
Objector 55	08/01/2025	20 mph is too slow modern cars stop well so are safe	
		Part time 20 mph limits outside schools are enough	
Objector 56	09/01/2025		Objection withdrawn
Objector 57	09/01/2025	Fuel Efficiency	
		Emissions	
		Part time 20 mph limits outside schools are enough	
Objector 58	09/01/2025	Not Environmentally Friendly	
Objector 59	07/01/2025	20 mph is too slow modern cars stop well so are safe	
		Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	
Objector 60	10/01/2025	Not Environmentally Friendly	
		20 mph is too slow modern cars stop well so are safe	
Objector 61	10/01/2025		Objection withdrawn
Objector 62	11/01/2025	Emissions	
Objector 63	11/01/2025	Wales	
		There are no to very few collisions currently	
		20 mph is too slow modern cars stop well so are safe	
Objector 64	12/01/2025	20 mph is too slow modern cars stop well so are safe	
		It hasn't proven effective	
		Waste of money	
		Part time 20 mph limits outside schools are enough	
Objector 65	12/01/2025	20 mph is too slow modern cars stop well so are safe	
		Emissions	
		Fuel Efficiency	
		Part time 20 mph limits outside schools are enough	

Objector 66	12/01/2025	Waste of money	
		It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 67	12/01/2025	20 mph is too slow modern cars stop well so are safe	
Objector 68	13/01/2025	20 mph is too slow modern cars stop well so are safe	
		Wales	
Objector 69	12.01.25	No difference to Road Safety	
		Congestion	
Objector 70	09/01/2025	Waste of money	
		Emissions	
		Fuel Efficiency	
		20 mph is too slow modern cars stop well so are safe	
		Wales	
Objector 71	08/01/2025	Part time 20 mph limits outside schools are enough	
		Emissions	
		Wales	
		Journey Time	
Objector 72	10/01/2025	Waste of money	
		Part time 20 mph limits outside schools are enough	
Objector 73	10/01/2025	Part time 20 mph limits outside schools are enough	
Objector 74	10/01/2025	It hasn't proven effective	
		There are no to very few collisions currently	
Objector 75	12/01/2025	Part time 20 mph limits outside schools are enough	
Objector 76	12/01/2025	No difference to Road Safety	
		Fuel Efficiency	
		Emissions	
		Cost to motorist	
Objector 77	13/01/2025	Waste of money	
		It hasn't proven effective	
Objector 78	13/01/2025	Waste of money	
		There are no to very few collisions currently	
		It hasn't proven effective	
		Emissions	
		Fuel Efficiency	
Objector 79	13/01/2025	Part time 20 mph limits outside schools are enough	

Objector 80	13/01/2025	There are no to very few collisions currently	
		Emissions	
		Congestion	
		Journey Time	
		Wales	
Objector 81	14/01/2025		Objection withdrawn
Objector 82	14/01/2025	It hasn't proven effective	
		Emissions	
		20 mph is too slow modern cars stop well so are safe	
Objector 83	14/01/2025	Not for arterial routes	
		Wales	
Objector 84	15/01/2025	Congestion	
		Emissions	
		20 mph is too slow modern cars stop well so are safe	
		Not for arterial routes	
Objector 85	15/01/2025	No difference to Road Safety	
		It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
		Waste of money	
Objector 86	15/01/2025	Frustrating for drivers	
		Cost to motorist	
Objector 87	07/01/2025	Waste of money	
Objector 88	16/01/2025	It hasn't proven effective	
		Frustrating for drivers	
Objector 89	16/01/2025	Fuel Efficiency	
		Not Environmentally Friendly	
Objector 90	16/01/2025		See Representor 1
Objector 91	07/01/2025		Objection withdrawn
Objector 92	17/01/2025	Waste of money	
		It hasn't proven effective	
Objector 93	17/01/2025	Part time 20 mph limits outside schools are enough	
		Emissions	
Objector 94	17/01/2025	Part time 20 mph limits outside schools are enough	
Objector 95	17/01/2025	Part time 20 mph limits outside schools are enough	
		It hasn't proven effective	
		Fuel Efficiency	
		Journey Time	
		Congestion	
		Emissions	

Objector 96	17/01/2025	No difference to Road Safety	
Objector 97	17/01/2025	Virtue Signalling	
		It hasn't proven effective	
Objector 98	17/01/2025	There are no to very few collisions currently	
		Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	
Objector 99	18/01/2025	Journey Time	
		Congestion	
		Not Environmentally Friendly	
Objector 100	18/01/2025	Journey Time	
		Part time 20 mph limits outside schools are enough	
		Waste of money	
Objector 101	19/01/2025	It hasn't proven effective	
		There are no to very few collisions currently	
		Waste of money	
Objector 102	20/01/2025	Virtue Signalling	
		Part time 20 mph limits outside schools are enough	
		Waste of money	
		Not Environmentally Friendly	
Objector 103	19/01/2025	Emissions	
Objector 104	20/01/2025	It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 105	20/01/2025	It hasn't proven effective	
		Frustrating for drivers	
		Part time 20 mph limits outside schools are enough	
Objector 106	10/01/2025	It hasn't proven effective	
Objector 107	20/01/2025	20 mph is too slow modern cars stop well so are safe	
Objector 108	20/01/2025	Waste of money	
Objector 109	20/01/2025	20 mph is too slow modern cars stop well so are safe	
		Frustrating for drivers	
		Waste of money	
Objector 110	20/01/2025	It hasn't proven effective	
Objector 111	20/01/2025	Waste of money	
		Emissions	
		Part time 20 mph limits outside schools are enough	
Objector 112	20/01/2025	It hasn't proven effective	
Objector 113	21/01/2025	There are no to very few collisions currently	

Objector 114	21/01/2025	Part time 20 mph limits outside schools are enough	
		Congestion	
		Frustrating for drivers	
		Emissions	
		There are no to very few collisions currently	
Objector 115	21/01/2025	There are no to very few collisions currently	
		It hasn't proven effective	
Objector 116	22/01/2025	Part time 20 mph limits outside schools are enough	
		It hasn't proven effective	
Objector 117	23/01/2025	It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 118	26/01/2025	There are no to very few collisions currently	
		Part time 20 mph limits outside schools are enough	
Objector 119	27/01/2025	Waste of money	
		It hasn't proven effective	
Objector 120	29/01/2025		Objection withdrawn
Objector 121	24/01/2025		Objection withdrawn
Objector 122	24/01/2025	Waste of money	
		It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 123	25/01/2025	It hasn't proven effective	
Objector 124	28/01/2025	Virtue Signalling	
		It hasn't proven effective	
Objector 125	29/01/2025	Part time 20 mph limits outside schools are enough	
		Journey Time	
		Fuel Efficiency	
		Emissions	
Objector 126	29/01/2025	It hasn't proven effective	
		There are no to very few collisions currently	
		Part time 20 mph limits outside schools are enough	
Objector 127	29/01/2025	Virtue Signalling	
Objector 128	29/01/2025	There are no to very few collisions currently	
		Part time 20 mph limits outside schools are enough	
		Not Environmentally Friendly	
		Journey Time	

Objector 129	30/01/2025	Part time 20 mph limits outside schools are enough	
		Wales	
		There are no to very few collisions currently	
		Waste of money	
Objector 130	30/01/2025	It hasn't proven effective	
		Waste of money	
Objector 131	31/01/2025	Not Environmentally Friendly	
		Part time 20 mph limits outside schools are enough	
		Journey Time	
		There are no to very few collisions currently	
Objector 132	31/01/2025		Objection withdrawn
Objector 133	31/01/2025	There are no to very few collisions currently	
		Not Environmentally Friendly	
		Fuel Efficiency	
		It hasn't proven effective	
		Wales	
Objector 134	02/02/2025	Unnecessary	
Objector 135	04/02/2025	Not Environmentally Friendly	
		Fuel Efficiency	
		It hasn't proven effective	
Objector 136	04/02/2025	It hasn't proven effective	
		Wales	
		Part time 20 mph limits outside schools are enough	
Objector 137	28/01/2025	Part time 20 mph limits outside schools are enough	
Objector 138	04/02/2025	There are no to very few collisions currently	
		Journey Time	
		Not Environmentally Friendly	
		Part time 20 mph limits outside schools are enough	
Objector 139	05/02/2025		Objection withdrawn
Objector 140	06/02/2025	Fuel Efficiency	
		Emissions	
		It hasn't proven effective	
		Part time 20 mph limits outside schools are enough	
Objector 141	03/02/2025	Journey Time	
		Waste of money	

Objector 142	05/02/2025	Journey Time	
		Not for arterial routes	
		Part time 20 mph limits outside schools are enough	
Objector 143	07/02/2025	Not Environmentally Friendly	
		Congestion	
Objector 144	10/02/2025	Part time 20 mph limits outside schools are enough	
Objector 145	10/02/2025	Part time 20 mph limits outside schools are enough	
		Not for arterial routes	
Objector 146	03/02/2025	Waste of money	
		Part time 20 mph limits outside schools are enough	
		Not for arterial routes	
		There are no to very few collisions currently	
		Journey Time	
		Frustrating for drivers	
		Congestion	
		Will increase accidents	
		Negatively affect the economy	
Objector 147	10/02/2025	It hasn't proven effective	
		There are no to very few collisions currently	
		Not for arterial routes	
		Waste of money	
Objector 148	15/01/2025	Wales	
Objector 149	07/01/2025	Prefers to see design over speed limit changes	
Objector 150	10/02/2025	Not for arterial routes	Also Supporter 122
Objector 151	13/01/2025	Extents should be reduced	
Objector 152	19/01/2025	Extents should be reduced	
Objector 153	16/01/2025	Extents should be reduced	
Objector 154	07/01/2025	Extents should be reduced	
Objector 155	03/02/2025	Extents should be reduced	
Objector 156	03/02/2025	Extents should be reduced	
Objector 157	07/01/2025	Frustrating for drivers	
		Extents should be reduced	
Objector 158	23/01/2025	No difference to Road Safety	
		Journey Time	

Objector 159	14/01/2025	Not for arterial routes	
		Wales	
		Emissions	
		Fuel Efficiency	
Objector 160	16/12/2025	Part time 20 mph limits outside schools are enough	Community Council
Objector 161	05/02/2025		
Objector 162	17/12/2024	Multiple speed limits in a settlement are confusing	Community Council
		Frustrating for drivers	
		Not Environmentally Friendly	
		There are no to very few collisions currently	

### Appendix 4 - Summary of Representations

Representor	Date Received	Grounds	Officer Comment
Representor 1	16/01/2025	Emissions	Formerly Objector 91
		Fuel Efficiency	
		Part time 20 mph limits outside schools are enough	
Representor 2	06/01/2025	Extents should be reduced	
Representor 3	06/01/2025	Extents should be reduced	
Representor 4	07/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 149
Representor 5	07/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 154
Representor 6	08/01/2025	Agree proposals	
Representor 7	08/01/2025	Journey Time	
Representor 8	14/01/2025	Extents should be increased	
Representor 9	15/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 148
Representor 10	13/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 151
Representor 11	16/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 153
Representor 12	16/01/2025		
Representor 13	19/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 152
Representor 14	19/01/2025	Extents should be reduced	
		Not Environmentally Friendly	
		Not for arterial routes	
Representor 15	20/01/2025	No difference to Road Safety	
		Early adoption funding issue	
Representor 16	20/01/2025	Extents should be increased	
Representor 17	23/01/2025	Status changed following clarification regarding the intention of original correspondence	Objector 158
Representor 18	24/01/2025	Extent to remain as is at trial site	
Representor 19	24/01/2025	Extents should be reduced	
		Frustrating for drivers	
Representor 20	24/01/2025	Request for traffic calming	
		Lack of clear signage	
		Extents should be reduced	
Representor 21	29/01/2025	Extents should be reduced	

Representor 22	02/02/2025	Extents should be reduced	
Representor 23	03/02/2025	Status changed following clarification regarding the intention of original correspondence	Objector 155
Representor 24	03/02/2025	Status changed following clarification regarding the intention of original correspondence	Objector 156
Representor 25	05/02/2025	No difference to Road Safety	
Representor 26	08/02/2025	Extents should be reduced	
		Lack of clear signage	
Representor 27	08/01/2025	No objections	Police Scotland Response
Representor 28	06/01/2025	Extents should be reduced	
		Agree proposals	
Representor 29	17/12/2024		Community Council
		Status changed following clarification regarding the intention of original correspondence	Objector 162

## Appendix 5 – Full Supporter Correspondence

### **Supporter 1**

Laggan (Gergask) is a very small village community with one road in and out of the one street within Gergask. We have a 20mph limit which works well. We would like to see this as a permanent limit. Moreover I personally would like to see the 20mph limit imposed from the turning into Laggan from the A86 all the way to our cattle grid (at least) which would serve to reduce speeds past all but 3 of our outlying properties. There is no footpath beyond the village hall heading towards the Spey Dam, and no room to have one constructed.

At the junction of the A86 and the Laggan Road we have the Coffee Bothy and the public toilet. Vehicles daily turn into the road and approach the junction to turn onto the A86 at speeds of up to 30mph. I would ask, therefore, that you consider an extension of our existing 20mph to cover this stretch of road.

We are currently in discussions with The Highways Department to have a speed restriction on the A86 in this area and perhaps this is something that your department is able to assist us with. Our concern here is the welfare of our village school children who must cross this 60mph road when they alight from the school bus. A speed reduction or crossing would certainly be of great benefit to our community's safety. It may be worth adding that we are asking for speed reductions on two other road sections in the wider Laggan area, these being Catlodge corner on the Dalwhinnie road and the section passing Strathmashie Cottages opposite Laggan Wolftrax.

### **Supporter 2**

I write in support of the creation of a permanent traffic order for a 20mph limit in and through Strathpeffer.

Since the 20mph limit has been introduced, speeds have definitely reduced, allowing pedestrians more time to cross roads and to walk the narrow pavement along the main though road, with a noticeably increased sense of safety.

### **Supporter 3**

I write wholly in support of the 20mph limit in Strathpeffer and other villages. Since the introduction of the 20mph limit walking through the village has been an improved experience. Many pavements in village are narrow( due sometimes to hedges being overgrown) meaning traffic is often passing very close to pedestrians, often passing from behind. At faster speeds the draft from vehicles can be strong and unpleasant.

The noise levels in the vicinity of the road is vastly reduced. Slower speeds allow pedestrians more time to cross the road. This improves the ambience and experience of living in a busy village.

Initially most vehicles were driven at the new limit, however many do not stick to the limit. Not only are some vehicles travelling faster than 20mph, they are travelling faster than 30mph.

Driving through communities at the lower speed respects the needs of that community, making life safer and more pleasant for everyone.

**Supporter 4**

I wish to confirm my support for making the 20mph zones permanent in Strathpeffer. There is also a need for traffic calming measures in the A834 through Strathpeffer.

**Supporter 5**

Thank you for consulting with Strathpeffer Community Council on the review of the 20mph speed limit throughout Strathpeffer. As you will know from previous correspondence, the Community Council is very supportive of the current 20mph speed limit and would NOT want to see the extent of road within Strathpeffer over which it applies reduced in any way.

Our reasons for this are set out below:

- While many drivers may not be complying fully with the 20mph speed limit, we believe that most have reduced their overall speed and are now driving at rates below 30mph which is a big improvement on the speeds being experienced prior to the new 20mph limit being imposed.
- To the south of the entrance to the primary school and community centre, the only pavement alongside the A834 is narrow and is prone to experiencing a reduction in available width during the year, due to growth in the adjacent hedges. Keeping the speed limit low over this stretch of road will help to improve the safety of those using the pavement, many of which are parents with children attending the school.
- At the junction with Park Road, there is a recognised school crossing of the A834. This used to be a manned crossing with a lollipop person helping children across the road. This person retired and has not been replaced. The lower speed limit helps reduce the risk to children and others using this crossing point.
- The new community play park has now been commissioned and is being used extensively by children from across the village. Children will come to the park from areas such as Park Road which means they need to cross the A834.
- There are a couple of junctions onto the A834 at the entrance to Blackmuir Wood and to Loch Kinellan where the sight lines for joining the main road are very poor. Keeping the speed limit to 20mph will help reduce the risk of accidents at these junctions.
- The risks to people walking along the narrow pavement on the A834 to access the pedestrian access track to the Eagle Stone is another reason for maintaining the 20mph speed limit as currently exists.
- The junction down to the Victorian Station is also a difficult and dangerous junction with poor sight lines. Maintaining the speed limit at 20mph helps to reduce the risks of people being hurt at this location.

We believe that vehicles entering the village at either end are still travelling too fast and we would be interested in exploring with you further speed reduction measures that might be introduced in these locations.

I hope these various points help to clarify the strongly held views of the community council in Strathpeffer. We fully support maintaining the 20mph speed limit throughout Strathpeffer as it currently exists.

**Supporter 6**

Confirm that we have discussed this at our recent CC meeting and are aligned with proposals.

We are await outcome of current speed monitoring on A82 through Drumnadrochit and Bear Scotland's proposals for A82.

**Supporter 7**

We are contacting you in support of the 20mph limits in built up areas. The Highland Cycle Campaign is a membership organisation with members from across the Highland Region. Our aim is for cycling infrastructure that is safe, inclusive, connected and pleasant.

The Highland Cycle Campaign believes that speeds of 20mph on roads where people live, play, and work, are safer for cyclists and can promote more cycling. We support 20mph limits in the Highland region to be made permanent and supported with traffic calming and enforcement where required.

With regards to the 3 possible outcomes, our position is:

Options	Highland Cycle Campaign
Temporary 20mph speed limit is made permanent with existing signing and lining only	We support this option where speed limits of 20mph are being observed.
Temporary 20mph limit will require additional speed management features in order to become permanent as existing mean average speeds are too high.	We support this option where the speed limit of 20mph is not being complied with. Care should be taken that traffic management does not adversely impact cyclists.
Temporary 20mph limit reverts back to a 30mph limit as road is not appropriate for a permanent 20mph limit.	Roads in areas where people live, work and play with speed limits of greater than 20mph should have separate provision for cyclists. For example a protected cycle lane.

Once this scheme is made permanent we would ask that communities can seek new 20mph designations or extensions to existing areas. Communities should also be able to seek measures to support the 20mph limits, such as road design or enforcement.

We look forward to these limits being made permanent.

**Supporter 8**

Thank you for all this information .

WE the Merkinch Community Council would like the 20mph zone made permanent.

In the light of the 2 separate accident that occurred on Thornbush Road over the year leaving the local residences, both pedestrians one adult and one child with life changing injures ,also all the near misses ,  
Please make 20mph permanent.

Kessock Road ,Thornbush Road Lochalsh Road Telford Road Glencoe Terrace are all routes to  
Merkinch Primary School . Plus, all the other feeder primary Schools ,  
Bishop Eden ,St Joseph .Central Primary School and the youths Inverness High School  
..

All build-up area should be 20mph for speed limits. Safer for Cycles walkers and wheeler.

**Supporter 9**

They've taken a bit of getting used to, but I very much hope the 20 mph limits are here to stay. Experience from Wales shows them to have been a win-win-win – road deaths down, road injuries down, car damage down and therefore insurance claims and demands on the NHS down too.

I realise there'll be resistance from the dinosaurs, but they'll grumble about ANY change that's asked of them. For climate, environmental and safety reasons, we urgently need to make our urban areas more pedestrian-, cyclist- and child-friendly. The days when the car is automatically given priority over everything else are hopefully gone – and if they're not, then let's give them a final shove. And I write that as a car driver myself.

20 really is plenty in built-up areas, where car drivers are sharing the public space with everyone else, and pose the biggest danger to everyone else too.

Please stick with it!

**Supporter 10**

A comment in support of the permanency of the 20mph limit rollout. There is clear evidence that it improves safety outcomes and I am in full support.

**Supporter 11**

Please do not change the 20mph zones. We live on the night street fortrose and it's making a positive huge difference. We still have a problem with drivers going well over the speed limit. If the reduction saves just one life, it's the right thing to do.

**Supporter 12**

I support the 20mph speed limits in villages and towns across the Highlands. However for the urban areas that lie on the main A9 route there should be further consideration to the areas along the route that is covered by the 20mph limit. As a resident of Helmsdale, I think the 20 mph limit starts too soon on the northern approach to the village. The same can be said for Brora and Golspie villages. There should be a gradual adjustment in the speed limits on the approach to the villages and towns on the main route.

To go from national speed limit to 20 mph is dangerous especially when in a line of vehicles.

I have noticed that some adjustments have been made in line of this suggestion in my local villages. I would hope that they are retained and extended in other areas

**Supporter 13**

I am all in favour of 20 mph speed limits in built up areas for reasons of safety for all especially pedestrians and cyclists. Unfortunately all too often these 20 mph limits are not properly enforced, which with modern technology I would have thought was easy to do with automatic speed cameras and subsequent fines.

I am strongly in favour of making the temporary 20 mph speed limit in Newtonmore permanent with one very important extension.

Extension of the 20 mph speed limit at the southern entry (B9150) to Newtonmore – the road from the A9 exit at Ralia + proper signage:

Spey Green (<https://www.tulloch-homes.com/homes-for-sale/11-newtonmore>) is a large housing project by Tulloch Homes now under construction with the first houses nearing completion. Currently this development is only just inside the 30 mph limit. Newtonmore's population will significantly increase once this high density development is complete. It is the only housing estate on the road through the village from Kingussie out to the A9. Given that the development includes 2 and 3 bedroom houses it is likely that there will be a number of small children living in Spey Green who might wander out unsupervised onto the main road through one of the developments 2 exits.

The B9150 road here is fast and straight with only a narrow pavement on the right hand side as you enter Newtonmore. Unfortunately there is no proper large 20 mph sign on this entry to Newtonmore. The first 20 mph sign is a small reminder sign around 100 metres from the junction with the A86.

For the safety of all the 20 mph limit here should be extended at a minimum to where the current 30 mph limit begins with consideration given to whether there should be a 30 mph limit further out perhaps around the entrance to the The Eilan shinty pitch. Consideration should also be given to appropriate traffic calming measures on the B9150 in the vicinity of Spey Green.

**Supporter 14**

Our streets have been part of the pilot and although there are people definitely not driving at 20 (a few not even at 30) the speed of traffic has definitely dropped and I feel safer cycling and walking with my children and letting them have more independence in our neighborhood. Electronic Speed signs to remind people of their speeds on Drummond road would be helpful as this road is often faster than it should be but the reduction means the area feels more residential and less a traffic route. Please keep them.

**Supporter 15**

I understand there is a consultation to move to permanent 20mph speed limits in trial areas. I would like to record my full support for this limit to be made permanent for Shore St, Applecross ... in addition I would support having additional traffic calming installed at each end of the speed limit area (such as speed bumps) and also clear road markings highlighting the speed limit in front of the houses along Shore Street.

It would also be appropriate to install better signage to clearly show this is not a through road and to ask that visitors turn at the carpark rather than driving along Shore Street- sometimes to attempt a turn in front of the houses and at other times turn beyond the houses where the road is a little wider. A significant amount of traffic drives along Shore Street only to return after turning shortly after.. it would be most welcome if the numbers of these vehicles thus driving along Shore St could be reduced.

In summary please retain the 20mph speed limit and please add additional traffic calming and signage for visitors.

**Supporter 16**

Please, please, please keep the 20mph limit in urban areas.

It makes such a difference as someone living near the A96 in Nairn. There is less pollution (in terms of smell) and lower traffic noise. It also feels safer while walking or cycling to the shops. I'm also (a bit) happier about my son walking to school on a pavement next to slower moving traffic.

Sadly, a significant number of drivers are addicted to speeding so it would be fair to say that a considerable number do not adhere to the speed limit but they never did. But, now they travel at 23-28 mph whereas before, this would have been 33-38mph. Alas, understanding that speeding will only save a few minutes (or seconds) seems to be something most drivers struggle to comprehend along with the considerable impact their speeding causes on others around them.

All in all, I feel safer and healthier with the 20 limit. It's a small but significant contribution towards protecting vulnerable road users and creating a more sustainable transport network (we're still a LONG way from that in Scotland).

Please don't bow to those who simply want to drive fast and will manufacture unproven reasons to justify it.

As you can guess, I REALLY like the 20mph and am proud of Highland Council for doing this in the first place.

**Supporter 17**

I'd like to add my comments to the consultation. The 20mph zones in residential and high street areas have been excellent and a lot safer especially for my children.

I would like to see speed ramps and other traffic calming in residential areas to supplement the speed limit for those who continue to speed.

**Supporter 18**

I would like to add a comment about the 20mph through Nairn.

As a parent of children that walk to both Rosebank Primary and Nairn Academy I feel that the 20mph limit is safer for pedestrians and the volume of children/local residents trying to cross the road. It also allows the opportunity for traffic from side streets a chance to exit out on to the A96 for onwards travel.

However - I feel the big issue is that vehicles are not abiding to the 20mph limit and I have witnessed on many occasions traffic not adhering to 20mph and for many they are exceeding speeds far beyond it - often large heavy haulage vehicles. Often hurtling up to pedestrian traffic light crossings with no thought about if they can actually stop in time. More should be done to enforce a speed limit whether it be 20mph or even 30mph - vehicles do not keep to the limit and this poses in my opinion a serious risk to someone or something getting seriously hurt or worse.

I would like to see safer routes to school for local school children, improved signage and traffic being made aware that this is just not a main route through Nairn for onwards travel east or west - but this is a main road that is navigated/crossed by local residents as well.

### **Supporter 19**

I write to urge you to support a permanent adoption of the Traffic Regulation Order for a Highland-wide 20mph scheme. My reasons are as follows:

**1. Safety and saving lives:** I live in the village of Auldearn. Our primary school is located on the main street which runs through the village. At the beginning and end of the school day, the pavements are buzzing with parents, grandparents, carers, prams, pushchairs, children on bicycles, dogs... People need to cross the main street in order to get from my housing development to the school gate (there is a zebra crossing). It's actually a lovely time of day for our village, when different generations gather and share news - there's a very positive sense of community. But cars, vans, lorries and tractors use this main street - it's a potential accident spot just waiting to happen. Since the introduction of the 20mph limit, the main street has definitely, without doubt, felt safer. Cars crawl along and drivers seem watchful.

Of course there are exceptions. Some drivers still speed through Auldearn, doing 30-40mph. I know someone who lives in a house on the main street, whose house shakes and judders when speeding lorries and cars go past. But the majority of drivers do the right thing. Surely that is what is important. Yes, there will always be those who exceed the speed limit and break the law, but if 20mph limits result in a net reduction of speeding, then it is achieving its goal. Speed kills. A permanent 20mph scheme will save lives.

**2. Wellbeing:** Highland Council is, no doubt, experiencing more and more demands on its resources in order to try and bolster mental health services and wellbeing projects. How can we promote wellbeing throughout the Highlands if we prioritise speed above safety? Businesses will tell us that valuable time is lost in 20mph zones and results in losses of efficiency. Are a few minutes really more important than a community's sense of security and wellbeing? Were Highland Council to reverse the 20mph scheme, it would effectively be demonstrating that profit really is more important than people, and all the wellbeing schemes in the world aren't going to change our mental health crisis because speed increases stress, and stress increases the chance of illness, both physical and mental.

**3. Air pollution:** With respiratory diseases in the news again and high numbers of asthma sufferers amongst both children and adults, why would Highland Council choose to allow air pollution levels to rise further? There is a substantial difference in the exhaust fumes emitted at 20mph and 30mph. Electric and hybrid vehicles can drive at 20mph without using any energy at all. It is actually a joy to drive at 20mph and experience the quietness of an engine, knowing that it is causing minimal pollution to the surrounding environment, including wildlife of course.

In summary, I hope that Highland Council can take pride in what it has achieved in its trial of the 20mph so far. As a voter, I can confirm that I think it's one of the best things Highland Council has done in recent years. It would be a catastrophic mistake if the Council reverted to 30mph limits. Please make the 20mph a permanent TRO.

**Supporter 20**

My job includes a lot of driving across the Highlands. The 20mph limit, while at first took a little getting used to, is a welcome change. Drivers seem less likely to speed when leaving the zones, pedestrians feel safer, I really can't see a negative side to this. Please keep the 20mph limit.

**Supporter 21**

I am 100% in favour of the 20mph speed limit.

We really need it permanently to keep schoolkids, pedestrians, cyclists and dog walkers safe.

We get a lot of visitors here and some of them are less than well prepared for driving on our roads, with the many challenges that they present in all weathers.

The 20mph limit also helps when driving in unfamiliar areas looking for a turnoff, as going slowly makes it easier to spot the turnoff in good time. Win-win all round.

**Supporter 22**

We are writing to fully support the continuation of all the 20 mph limits. They have made the roads in villages, town centres and residential areas much safer.

**Supporter 23**

As a disabled woman cycling around Inverness I have felt that traffic in general is less hostile towards me. I have experienced far fewer road rage incidents during the trial period. I do hope it can continue. When folks feel emboldened to tear up the road at 30 mph they get quite aggressive and hostile towards cyclists. When everyone must go no faster than 20 mph then the cars treat me as a fellow road user. It feels so much nicer.

**Supporter 24**

I am very pleased that Highland council have implemented the 20 mph scheme locally. However, I am shocked at the number of speeding motorists who put at risk, in particular pedestrians, children, pets, and other drivers. Many are openly flaunting the speed limit and driving at ridiculous speeds. There have been a number of occasions when I have attempted to video a car but unfortunately because of the rate they are driving the vehicle is away before I can record anything on my phone. I notice the high amount of speeding drivers when we walk and drive along urban streets in Inverness. And it is frightening at times to witness. I do personally wonder if speed bumps may be more effective for drivers who ignore speed limits. Also, Police doing road checks on monitoring drivers' speeds?

The street signs work for many sensible, respectful drivers. However, there are many who have no regard for other people's safety. And I think that certain drivers choose to ignore the 20 mph speed limit rules as an act of defiance, as well as just being in too much of a hurry. Thank you to your Team.

**Supporter 25**

I am writing to add my whole-hearted support for the 20mph limits in towns for environmental, pollution, noise, pedestrian and cyclist safety reasons.

I would urge for consistency in its application as inconsistency causes confusion and frustration for drivers. In Inverness, where I work, the speed limits chop and change regularly to the point that it's hard to remember what it is at times. In Nairn, the 20mph extends beyond the town limits on the B9090 where there is no housing, but the 20mph only comes into effect on the A96 after turn offs to Sandown, Tradespark and Achareidh. Keep it simple please!

**Supporter 26**

I strongly support the movement towards 20mph zones. As a pedestrian and a cyclist, I feel safer and I have also noticed a slight reduction in the noise pollution from my flat which has improved my sleep.

**Supporter 27**

As a resident of Torlundy, Lochaber, I am writing to express my support for the 20 mph speed restrictions.

I believe that the new speed limits will make residential areas safer for communities. There is good evidence that reducing the speed of vehicles reduces both the number and consequences of road accidents. The policy supports those wishing to walk and cycle. It is clear that a reduction in traffic volumes will lead to further public health and environmental benefits.

**Supporter 28**

I am writing in support of the 20 mph limits which have been put in place in the Highlands.

Many settlements which I cycle, walk, or drive through which have had recent changes to 20 mph limits feel (and are!) safer, calmer and quieter.

As a GP I am very concerned about the lack of active travel in the Highlands and the fears folk have around cycling due to traffic. 20 mph limits don't remove these fears but I hope will help.

Beauly is one example I know well... It would be good to see the limit extended at the south end of the village.

**Supporter 29**

I think the 20mph through villages is fabulous, some school routes not be covered are A832 from shop junction, over the bridge through Poolewe. I think our community council are working on this.

Also, I am all for 50mph on single track roads. From Poolewe towards Cove on the B8057, speed limit changes from 20mph to a single track 60mph. Very dangerous and I've noted, not all cars slow down to 20 coming back into the village on the B8057, as it starts abruptly after a dip in the road. I look forward to a 50mph single track road rule.

Keeping people safe is priority and unfortunately not all drivers take that into consideration.

**Supporter 30**

I live in Ardersier where due to the huge increase in the volume of traffic the inevitable result is that vehicles park on either side of the road and on pavements making it quite hazardous for pedestrians and cyclists. Cars even use the footpath which runs parallel to the beach in the village; the drivers inform me that they have been given permission from Highland Council to drive on the pedestrian foot path. Thanks for that.

The introduction of the 20mph speed limit has made a positive difference. Many drivers ignore it but enough adhere to it and as a result possibly slow down some of the faster drivers. If I get hit by a car driving at 20mph it's unlikely to be fatal whereas at 30mph I would be seriously injured or killed.

I am in favour of keeping the 20mph speed limit simply because fewer people are killed at 20mph than at 30mph. Cars are bigger and heavier than in the past therefore the risk of serious injury or death to pedestrians is greater. A driver might arrive at their destination 5 minutes earlier when they drive at speed but they also might just kill a cyclist or a pedestrian.

**Supporter 31**

The 20mph speed limit within Strath, Gairloch is very much needed and appreciated by those of us who live alongside the road areas affected.

The safety aspect is overwhelming as this area has the most housing with regular foot traffic between housing, shops, surgery and school. The signage has never been completed by road surface markings and the pole mounted signage is less effective.

It is also an area affected by NC500 traffic and has considerable tourist accommodation and two camp sites accessed from it.

It would help boost road safety enormously if speed enforcement was applied. During November there were three damage only motor vehicle collisions within 50m of my home alone.

**Supporter 32**

I live in Nethy Bridge and I am 100% in favour of the scheme. Even if, across the Highlands, just one child's life is saved it is infinitely worth it. I am a driver and have struggled to be aware of the change, but a little more time spent is negligible. In addition pedestrians should be encouraged and respected. Their rights to a safe environment should be paramount. Motorists, and in particular delivery drivers, have for too long been encouraged to fast journeys. Such cultural changes have to be challenged. What is the point of the rush?

**Supporter 33**

I strongly support your Traffic Order to introduce a 20mph speed limit in the locations indicated in your consultation.

**Supporter 34**

I write to support the 20mph speed limits introduced throughout Strathpeffer. This has hugely improved safety for pedestrians, cyclists and car users.

Pavements in the village are narrow and with the number of visitors we welcome each year this measure ensures that they can enjoy the place more comfortably. A large proportion of primary school children walk to school and again, reduced speed of traffic means parents can enable this with confidence.

Strathpeffer is about a mile long. Reducing the speed limit from 30mph to 20mph does not create a significant delay over this distance. The benefits far outweigh any minor inconvenience

**Supporter 35**

I've already contacted you in support of the 20mph zones, but now that you're in the consultation period I wanted to reiterate: I'm extremely happy with it, please keep the new limits in place. I cycle, walk, and drive: this makes cycling and walking feel safer and more pleasant, and helps to actually enforce priority for those modes of transportation: when the limits are higher, there's much more occurrence of the "pretend I didn't see them" method of driving where that priority is not given. When driving, this has no meaningful impact on my trips. We should be doing anything we can to encourage alternative forms of transportation in our communities, and the lower speed limits reinforce those alternatives as a priority.

The arguments against that I've heard aren't in good faith; they appeal to people's feelings rather than facts, as far as I'm concerned:

- Arguing that it's expensive with respect to the actual measured speed reduction: that's money's been spent already, it's not relevant.
- Arguing that it's not led to the reduction that was promised: that's an enforcement issue; it means there's a bunch of drivers not obeying the restrictions.

- Arguing that it's hurting small communities by making trips slower: I haven't seen any actual statistics that back this up; it's all opinion. It's also incompatible with the previous argument: if the speed reduction hasn't been as promised, then it hasn't actually slowed down any trips meaningfully. The "hurting small communities" bit is an appeal to emotion: where is proof of this claim.

Anyway, please stick to the speed reduction. As my original message above mentioned: I've lived somewhere that similar changes were made, and have seen them improve things long term, and I'm really glad the Highland Council is taking the same steps.

Thanks for your time!

### **Supporter 36**

Re: THE HIGHLAND COUNCIL (VARIOUS ROADS) (20 MPH SPEED LIMIT) ORDER 2024

I write in support of the proposals for 20mph limits due to the improved road safety and the balance between road users, which feels fairer. This feeling is important as it will hopefully lead to more people choosing active travel. More active travel leads to better health outcomes, saving money elsewhere in the long run. It makes sense.

Also, anecdotally, friends who live in villages have said what a difference there is to the feel of the place, feeling safer and also that it's more their place. It feels like 20mph is more respectful of residents.

I believe we should go for the 20mph limits as proposed.

### **Supporter 37**

I wish to express my support for, and the reasons for the reasons for, more 20mph as standard limit in residential, commercial areas or in any areas where more cycling and walking may be encouraged.

I support the aspiration "to encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods". I support this for reasons of safety, quality of life, public health, a more resilient economy (less sensitive to energy shocks), and sustainability.

### **Supporter 38**

I'm in favour of the 20mph limit but think that, unless it is **policed** it is a complete waste. I live in Ballifeary Road, Inverness which is itself a 20mph street in the centre of other 20mph streets. I can confirm that very, very few vehicles drive within the limit on our street and a significant number are even exceeding 30mph. If speed cameras that would automatically send penalty notices to speeders were installed, the Highland Council would make a fortune. The volume of speeders would fall away but not before the cameras had paid for themselves with a surplus left over (to be spent on road surface upgrades).

**Supporter 39**

**I fully support the 20mph speed limits** going through the villages and towns in Strathspey and Badenoch, first and foremost for the safety of pedestrians particularly young children and the more elderly or disabled.

In Newtonmore, as in most of the villages, the main road through the village is straight and quite narrow with several tricky junctions that have poor visibility because of parked vehicles. The primary school is in the centre of the village and shops/post office on both sides of the road, plus several cafes. Despite this, speeding is a common occurrence.

If the 20mph speed limit is to work, the **signage needs to be improved** particularly on the approach road to Newtonmore from the south from the A9. There is no 20mph sign at the start of the 20mph section of that road, only signs further along which are too small to be clearly visible. I think there is a very strong case for extending the 20mph speed limit to the south, taking in the large new development of houses, Spey Green.

In addition the speed limit needs to be **monitored with the use of cameras and regular police speed checks.**

I am very pleased Highland Council trialled the reduced speed limit and trust it will be made a permanent feature.

**Supporter 40**

I fully support the permanent change to a 20 mph limit for our village of Jemimaville on the Black Isle. I have campaigned for many years for measures to reduce the speed of vehicles through the village and regard this as a vital first step towards this goal.

I must also point out that there is a desperate need for further steps to be taken to improve the current limited compliance with the speed limit such as "smiling face" signs and speed reduction chicanes, this would induce drivers who seem to be deliberately flaunting the limit at present to behave in a more sensible manner.

**Supporter 41**

I support the 20mph limits in built up areas as currently implemented in the vast majority of locations. It makes roads safer and more pleasant for cyclists and pedestrians (especially younger ones)

There are a few locations where the limit could revert to 30 with some extra improvements to segregation of cyclists and pedestrians from the motorised traffic or just a repositioning of the sign (usually where the old 30 signpost was used for this pilot). This would reduce some of the frustration and impatience of drivers which is also a good thing.

**Supporter 42**

I am writing to express my support for the introduction of 20mph speed limits on various roads. As someone who prefers to travel by foot or cycle it has made a noticeable difference to my local journeys. In addition, the reduction of speed of heavy traffic through the heart of Kingussie has made shopping on the high street much quieter and calmer. This is having a positive impact on the local services and businesses located on the high street.

With regard to the possible outcomes:

- I support the permanent implementation of 20mph speed limits
- where 20mph is not being complied with I support the use of additional speed management measures. In these cases I would ask that safe pedestrian and cycle use is prioritised.
- where 20mph is not appropriate, what can be done to enhance the pedestrian and cycle options for that stretch of road?

There are also several roads that would benefit from 20mph that fell outside the criteria for this TRO. What options are available for communities to request a change to 20mph?

**Supporter 43**

I live in Kingussie with my family.

We're strongly in support of the 20mph zone through Kingussie being made permanent. It makes a huge difference to the safety of our children (aged 1 and 3 years), as we are crossing the main road regularly with them on foot to get to the park, and the doctors, and to go for walks up the river. Getting a 3 year old to cross quickly is not always easy! The 20mph limit makes this a lot less stressful.

The High Street in Kingussie has shops on both sides of the main road, so there is a lot of pedestrian foot traffic crossing the road, and the 20mph limit makes that possible and safer without having to walk all the way down to the traffic lights and wait for the red light.

Adherence to the 20mph limit is very patchy, and a lot of drivers still seem to take 30mph as the actual limit, so better enforcement through speed cameras or road adjustments are needed. As someone who tended to have that attitude towards 20mph zones myself until quite recently, it's taken a bit of getting used to, but now that I set my cruise control to 20mph I'm starting to see that it actually makes very little difference to journey times, and is a more sociable and respectful way of driving through people's towns and villages.

Please don't give in to those who just want to get somewhere a minute or two quicker at the expense of other people's safety. Kingussie is a better place to live with the 20mph limit in place.

**Supporter 44**

I approve

Good to stop cars ruling out communities

**Supporter 45**

I am a resident of Kingussie, and I am writing in support of permanent 20mph speed limits in built-up areas.

The new speed limits have had a noticeable benefit to us in Kingussie. The most obvious benefits have been around the schools and A86 High Street through the main shopping zone — both areas with high pedestrian and cycle usage (children and adults), but also with HGVs and logging lorries.

The roads have felt safer and quieter.

In a recent community consultation, to collectively decide on the future aims of Kingussie, there was widespread support for the 20mph limits.

I do request that there are mechanisms to add extra 20mph limits where there are obvious gaps, such as through Kincaig. Currently, one can drive east on the A86 through Newtonmore (20mph), through Kingussie (20mph), to Kincaig, which is, for some reason, still 30mph.

I also request that if any adjustments are needed to help bring down average speeds to 20mph, such as speed bumps or pinch points, that the needs of pedestrians and cyclists are prioritised and not adversely affected.

**Supporter 46**

I moved to Kingussie with my family in May and have been really pleased with the 20mph limit. I regularly take my young children around town on foot and on their balance bikes so having the speed limit kept at 20mph is so important. We have to cross the road to get to the drs, shops on the other side of the road and the park so I feel a lot safer with the kids when the cars are going 20mph. However a lot of cars don't appear to be sticking to the limit so I do think more enforcement using speed cameras are needed.

Really hope the 20mph speed limit stays in place.

**Supporter 47**

I wish to express my support for the temporary 20 mph zones to be made permanent. It is my experience that drivers generally will exceed the limit even by a few miles which means if they hit anyone above 30 mph there is a higher possibility of a fatality especially with a child. If the 20 mph limit is made permanent ( with enforcement) this will reduce that probability.

**Supporter 48**

I am contacting you in my capacity as a private citizen to express my support for the introduction of 20mph limits in built-up areas. My experience with the recent changes has been overwhelmingly positive across all the modes of transport I use:

**Walking** – One thing that has struck me is that walking alongside a 20mph road is much quieter than faster roads. Being able to walk with my children and have a comfortable conversation has been an important improvement to my quality of life.

**Cycling** – Owing to the lack of dedicated cycling infrastructure in Inverness, the 20mph zones are essential for me to plan safe, pleasant routes that would otherwise be done by car. A 20mph road feels like a shared space with other users, whereas on faster roads I feel treated as an obstacle when cycling.

**Driving** – Once I adjusted to driving at 20mph, I found it to be a much more humane and relaxing experience. Having more time to take in and react to my surroundings reduces much of the low-level stress associated with being behind the wheel. I haven't noticed any impact on my journey times, but if there is any, it's more than offset by the improvement in the quality of my journey.

In addition to these personal benefits, it is clear that reducing the speed of cars lowers the frequency and severity of vehicle collisions. Although I have not seen data for the Highlands, the recent 20mph policy in Wales has led to significant road safety improvements: <https://www.bbc.co.uk/news/articles/cydvr2rnm4ro>

I wholeheartedly endorse maintaining the 20mph zones in any areas where people live, work, and play, as well as implementing additional enforcement in areas where the limit is not being observed.

I would also like to take this opportunity to advocate for separated, protected cycling infrastructure on routes with higher speed limits. This could improve the lives of many Highlanders and make the Highlands a healthier, happier place.

#### **Supporter 49**

I am a resident of Feddon Hill, Fortrose. I am in favour of the permanent introduction of the 20mph, but have concerns regarding exclusion of Church Street, which leads up to Feddon Hill, and beyond, to Feddon Hill Woods and the entrance to Broomhill.

The speed limit on Church Street, leaving Fortrose, is 30mph. This changes to 60mph just after the turning to Feddon Hill, when the road becomes single track.

My concerns are -

1. The junction at Feddon Hill is a school bus pick up and drop off point. This is within a few feet of the change from 60mph to 30mph. Vehicles do not slow down and I consider this to be dangerous with the school pick up/drop off so near. There is no pull in for the bus, and often the buses use the Feddon Hill junction to reverse and turn round.
2. Pedestrians, including school children, constantly walk along Church Street, to and from Fortrose. My perception is that the 30mph limit is rarely adhered to, especially for cars coming down the hill, off the 60mph limit. As the road is a fairly steep hill, often the footpath is slippery due to cold temperatures, or fallen leaves, and pedestrians are forced to walk in the road. In addition, mobility scooters have to use the road due to the poor state of the footpath.
3. Where Church Street changes to 60mph, up to Feddon Hill Woods, there are a number of properties which front onto the road, and a number whose gardens back onto the road. Also, this is used daily by pedestrians, particularly by dog walkers heading to the woods, riding stables and beyond. There is often water running down the road which turns to ice in cold temperatures. There is no footpath. The 60mph limit on this stretch is inappropriate and unsafe and should at least be reduced to 30mph.
4. Turning into Church Street from the High Street. The road is narrow with properties fronting onto the road. In addition there are busy premises (Fortrose Free Church and the Town Hall) in regular use for meetings, activities and events, and there is a blind junction (Station Road/Church Street).
5. Church Street is a fairly quiet road until there is a problem on the A832 eg road works, or blockage due to an accident, fallen tree or land slip. Church Street then becomes the main alternate route to enter and leave Fortrose and the speed limits, especially the 60mph stretch, are not appropriate based on the presence of nearby properties and the pedestrian usage up to Feddon Hill woods.

My only other comment relating to the 20mph consultation relates to Ness Road. In my opinion, there is poor adherence to the 20mph limit and the only way to reduce speed on this road would be to implement chicanes.

Thank you for considering my email.

**Supporter 50**

Dear Sirs, I write in relation to the above ongoing consultation.

As a resident of Highland I write in support of the above order. Reducing car speeds in and around settlements is essential to improving both the feeling of and actual safety of alternative road users. I am supportive of introducing lower speed limits in the way proposed. Clearly I don't have personal knowledge of all the roads proposed for an ongoing speed reduction to 20mph. I am however very supportive of the principle of the reduction and of what is proposed where I have knowledge of the roads.

This is an important aspect of promoting active travel for both health and environmental benefits.

Over time I would expect the number of roads subject to lower speed limits to increase and would welcome this.

**Supporter 51**

I live on the High Street in Fortrose so have been in a position to experience the trial of a 20mph speed limit, in the town, over the last few months.

I think the lower speed limit has made a positive contribution to a safer and less noisy environment on the High Street. My only concerns are as follows:

- the western approach to Fortrose drops from a 60mph to a 20mph immediately and, whilst I can prepare for this as a local, I've had cars unprepared for me slowing down and who've driven very close and/or flashed their lights. I do think a more gradual decline in speed would be helpful
- it appears that some drivers only think that the speed limit is either unenforceable or only applies to daylight hours. Many drivers ignore the speed limit altogether especially at night when vehicles race along the High Street making a lot of noise.

Otherwise, I'm in favour of the 20mph in the town and have got used to the limit across the Highlands and think it is a positive step for communities.

**Supporter 52**

I would like to **support** the retention and, where appropriate, expansion of the 20mph speed limit for vehicles on roads in built up areas.

My experience, as a driver, cyclist and pedestrian has been overwhelmingly positive of the 20mph speed limit across Inverness and where I have travelled in 20mph built up areas elsewhere in the Highlands and also across the Borders, which has adopted a similar roll-out.

As a driver, the 20mph not only feels sensible and safer where there are pedestrians, including children and the elderly, using adjacent pavements, it is also more equitable, as the measure is more considerate of all people in built up areas, and reiterates that lived in areas should primarily support inhabitants, their safety and quality of life. I have noticed very little impact on travel time, if anything, at any time of the day.

There are individuals who ignore the limit (I live near Leachkin Road, and this is a problem here), and they now appear to be travelling very fast if you are a pedestrian in these areas. Road safety, consideration of community and equality of experience for all road users should be at the heart of this policy, therefore I would very much hope that the Highlands can lead the way and implement the adoption of the 20mph limit in built up areas.

**Supporter 53**

I suspect that there will be many objections to the 20mph limits but I would like to do the opposite and fully support the implementation and continuation of the zones.

Whilst I still, regularly, see folk speeding in the zones I also see a lot of folk adhering to the limit. As a pedestrian, cyclist and motorist this makes me feel safer than previously.

As a walker and runner I have more time to see the traffic and react appropriately.

As a cyclist, I feel less intimidated by motor vehicles in the 20mph zones. Again, I have time to see and react.

And as a car driver, the roads feel calmer to drive on.

Is it perfect? No. There are still folk who don't see why they should slow down. I'd like to see greater enforcement and higher penalties for transgressing. But I realise resources don't allow.

Please stick with the zones and, in the longer term, look at making our roads safer.

**Supporter 54**

I and my family support the 20mph limit.

Please allow me to declare an interest and then justify my support.

My interest is this: my family and I live on Victoria Road in Brora. Historically, the A9 here has been very dangerous such that we would not allow our children to walk along the A9 on the pavements. It was simply too risky. Likewise, my wife and I never walked or cycled because of the dangerous traffic. I was once almost killed by a speeding lorry lurching over the pavement.

Since the 20mph signs have been erected and now road markings added, things have changed, very much for the better. Not only is the road generally safer but (i) exhaust and noise pollution is noticeably down, substantially down and (ii) we can safely pull out from our drive with less of a chance of being driven into by speeding vehicles.

I concede it is very difficult to enforce this new regulation but regardless, the change is noticeable, very much for the general good. Public interest is served by this 20mph restriction.

Should you be inundated with objections and should you (alas) consider relenting then can I please make a sincere request and suggestion: where there is a major trunk road passing through a village like Golspie, Brora, Helmsdale and Lybster, can you please hold fast to the 20? After all, these villages ought to have all been by-passed like every other settlement from Watford to the Dornoch Bridge. These situations are extraordinary, unique and require special measures. Hopefully, you will hold fast. I have previously written to Councillor Gowans to congratulate Highland Council on this bold move. I wish to repeat my thanks here and to note that the well-being of my family and the quality of our lives have been materially improved by Highland Council's courage. I am happy to publicly advocate for you on this policy. All you have to do is ask, such is my strength of feeling and support.

#### **Supporter 55**

Overall, I am broadly in favour of the limit, but would like to make two points.

#### **Avoch -> Fortrose**

The entry to the Fortrose 20mph area has two problems. The most important is that the speed limit goes from "national" (60) to 20 with no buffer zone, unlike most of the other 20mph areas. Locally, most villages have a 30 or 40mph buffer either side of the 20mph boundary. The exception is Munloch from the A832, but the corner into the B9161 has the effect of slowing the traffic without that. I think it would be helpful to introduce a 30mph buffer zone to encourage drivers to slow down before entering Fortrose.

Somewhat ironically, at the start of the 20mph zone, the road itself is currently painted with 30 signs which is clearly incorrect.

#### **Fortrose -> Rosemarkie**

The junction of the A832 with Courthill Road and Greenside Street has incorrect signs within the new development. Coming from Fortrose, the 20mph zone starts at the edge of the Greenside development

#### **Supporter 56**

I live close to Marybank and frequently drive through Muir of Ord, Strathpeffer, Dingwall and the northern stretches of the A9.

I've paid close attention to these 20mph zones and I've come to the conclusion that not only do they make pedestrian life safer and easier, they also generally make driving, particularly through junctions easier, less stressful and sometimes even speed the process up.

One criticism I have is the lack of visible enforcement and the attitude of a significant number of drivers who treat them like they don't exist.

I've experienced on numerous occasions, a kind of 20mph rage, with people overtaking within the zones or driving very close behind in an attempt at intimidation. This is clearly NOT an improvement in safety. Some local-hero has even taken a can of spray paint to the repeater signs through Strathpeffer...

Not only do I think they should be permanent, I think for consistency they should be more widely introduced to reduce confusion - the road through Dingwall is a strange omission.

**Supporter 57**

As an Inverness resident and someone who works in the city I have enjoyed the 20mph limit.

I am a car driver, cyclist and pedestrian and have experienced positive changes in all these areas due to reduced speeds.

I feel less stressed as a driver and I feel much safer as a cyclist and pedestrian.

I would strongly support further expansion of this initiative.

I feel very strongly that a reduction in vehicle speed has not only had a positive influence on safety, but also on healthy travel alternatives.

I've recently heard on BBC Radio 4 that car insurance costs are set to fall in Wales following their trial of the 20mph speed limits.

I've also just read this trial has been described as "the most successful road safety intervention in modern times" by a member of the Welsh Parliament.

The Welsh trial showed around 100 fewer people were killed or injured on these lower speed roads.

I have previously emailed in support purely because of my positive experience as a driver, a cyclist and a pedestrian... but in light of this measurable evidence I felt compelled to email again.

I do hope that sense, and a drive towards safety, will prevail.

**Supporter 58**

The 20 mph shows that Highland Council are committed to improving road safety for pedestrians, cyclists and all other road users as well as cutting emissions...at last we are going forward.

It has to stay.

**Supporter 59**

To whom it may concern,

I am writing to you in support of the introduction of permanent 20mph speed limits in residential areas of the highlands, with additional traffic calming where limits are widely ignored.

This makes urban travel without using motorised transport a practical option for many more people, with health, environmental, congestion, and safety benefits.

For motor vehicular traffic it will reduce congestion, decrease accident risk, and vastly decrease the risk of serious injury accidents. The effect on journey times will actually be negligible.

Our family already cycles more as a result of the temporary 20mph measures, and we are also spending more time (and therefore money) in town rather than shopping online.

**Supporter 60**

I am completely in favour of all the 20mph zones in Highland being made permanent.

**Supporter 61**

**Re: THE HIGHLAND COUNCIL (VARIOUS ROADS) (20 MPH SPEED LIMIT) ORDER 2024**

On behalf of the Cycling UK Scottish Advisory Committee I am contacting you in support of the 20mph limits in built up areas. Cycling UK is a membership organization with members from across Scotland including the Highland Council Area. Our aim is for cycling infrastructure that is safe, inclusive, connected and pleasant.

We believe that speeds of 20mph on roads where people live, play, and work, are safer for all vulnerable road user, reduce KSI collisions and can promote more cycling. We support 20mph limits in the Highland region to be made permanent and supported with traffic calming and enforcement where required.

With regards to the 3 possible outcomes, our position is:

<b>Options</b>	<b>Cycling Uk Scottish Advisory Committee Position</b>
Temporary 20mph speed limit is made permanent with existing signing and lining only	We support this option where speed limits of 20mph are being observed.
Temporary 20mph limit will require additional speed management features in order to become permanent as existing mean average speeds are too high.	We support this option where the speed limit of 20mph is not being complied with. Care should be taken that traffic management does not adversely impact cyclists.
Temporary 20mph limit reverts back to a 30mph limit as road is not appropriate for a permanent 20mph limit.	Roads in areas where people live, work and play with speed limits of greater than 20mph should have separate provision for cyclists. For example a protected cycle lane.

It is also good to remember that if following the introduction of 20 mph speed limits the normal speed of traffic reduces from 32/33 mph to 22/23 mph that 10 mph reduction in speed is a sign of success not "failure of 20 mph speed limits that must be removed".

Once this scheme is made permanent, we would ask that communities can seek new 20mph designations or extensions to existing areas. Communities should also be able to seek measures to support the 20mph limits, such as road design or enforcement.

We look forward to these limits being made permanent.

**Supporter 62**

I approve of the 20mph Highland wide programme and give full backing to the Order being proposed.

I am especially keen that the TTRO in Badenoch and Strathspey becomes permanent. The benefits that a reduction in speed gives, far outweigh the frustration that some people might feel in some 20mph zones.

A recent article noted that "Some UK insurers are observing that in areas where 20mph zones have been introduced result in lower levels of claims frequency."

I am a driver with 50 years experience and an occasional cyclist.

**Supporter 63**

I have been following the development of this proposal over the last year and just wanted to contact you to say that I fully support the proposals. I currently live in Argyll but regularly travel across the Highlands for work, these proposals will make that travel safer, and in many cases faster. My only comment is that they should be rolled out even more widely. Having recently been driving in Wales I can say that their national wide approach has been highly successful and is widely supported.

**Supporter 64**

I have read through your consultation paper regarding 20 mph zones in the Highland region and I just wanted to let you know that I think that this is a great idea and should be retained and even expanded.

I mostly drive around Inverness and find it safer for pedestrians cyclists and all users of the roads.

Unfortunately a number of drivers have still to get on board with the concept and flaunt the rules.

20 mph zones make neighborhoods safer, quieter and more enjoyable for everyone.

Thank you for listening and I look forward to 20 mph zones being formally adopted soon.

**Supporter 65**

I support making the existing temporary 20mph limits in built up areas permanent.

1. As a driver, a 20mph limit does not realistically delay me compared with the previous 30mph limits.
2. As a pedestrian, slower vehicles make it noticeably safer.
3. Statistics are clear that a person hit by a vehicle at 20mph will sustain considerably less severe injuries than at 30mph or faster.

**Supporter 66**

Just a short email to voice my support for the 20mph limits in Inverness. It makes the roads feel much safer as a pedestrian or cyclist when vehicles do stick to the limit, although I find they often don't.

I feel like some people will say that the new speed limit means it takes them longer to get places but this is negligible compared to the safety benefits for everyone including those in vehicles who are less likely to have an accident at 20mph. It would be great if these limits could be enforced some more.

Thank you for introducing this scheme in Inverness, I hope it remains in place, and I hope people are able to understand the benefits.

**Supporter 67**

I would like to raise an objection to the 20mph restrictions in Broadford, Isle of Skye. They don't go far enough!

I am a motorist and totally convinced of its benefits even if it costs me a few extra minutes.

It would make enormous, good sense to include:

- The trunk road just beyond the junction with the Western end of the Old Ford Road
- The Hospital approach road
- The Old Ford Road itself

Why?

The Hospital Road includes the busy Care Home / Medical Centre / Funeral Business / New Hospital

The trunk road has the only pedestrian crossing in Broadford and a main bus stop

The Old Ford Road has the post office, Cafe Shia and the Pharmacy

These are all well used especially by the young , old and infirm.

**Supporter 68**

A short note to say I am in support of 20mph in residential areas as has been trialled in Inverness - although many road users do not observe this, when observed it makes a positive and noticeable difference particularly when walking with young children to school.

**Supporter 69**

I live just outside Grantown-on-Spey and am very pleased about the introduction of the 20mph limit. Thank you for making our town safer.

**Supporter 70**

Thank you for the opportunity to give feedback.

I am strongly in support of the 20mph limit for vehicles in towns and villages being made permanent.

I live in Kingussie and the trunk road through our town is a serious deterrent to the use of bicycles for most people living locally. The combination of parked cars along the street plus high speed HGVs make the town a dangerous place to cycle. The reduction of the speed limit has been helpful with most traffic travelling noticeably slower. However it seems that it has not had the desired effect on HGV drivers. I would like to see monitoring of the average speed through the town and if necessary further traffic management to be put in place to more effectively manage speeds.

**Supporter 71**

I believe the 20 MPH limit should be maintained going forward in town and city residential areas and those routes which go past schools, hospitals, clinics, high street shopping outlets, parks, sports facilities and churches.

I also believe commercial traffic and HGVs should be tracked and speed monitored as they pass through these zones.

I believe the signage should be more visible and the illuminated signs showing true speed should be more widely installed.

The police should be more visible in these zones and be actively applying enforcement at times.

**Supporter 72**

I am a resident of Inverness, and I am in full support of making the 20mph TRO permanent. Driving around town, 20mph feels plenty fast enough. The reduced speed makes it easier and safer for cyclists to integrate into the flow of traffic, and easier, safer, and just all around more pleasant for pedestrians, and that should be the priority. We need to stop behaving as though motorists are the most important users of shared spaces – instead of just the most dangerous.

Unfortunately a lot of drivers are flouting the 20 mph speed limits, so I would also love to see increased enforcement to bring more people's behavior in line with the rule.

**Supporter 73**

I write to confirm my whole hearted support to the creation of 20mph speed limits in our Black Isle towns and villages.

I would like to comment on the ones in Fortrose, Rosemarkie and Avoch, through which I frequently pass both on bicycle and car.

Avoch: The 20mph limit at the west end of the village should be extended west past the road turn off to the Primary School entrance.

Reason: for child safety

Fortrose: The 20mph limit at the west end of the town should be moved east and be placed just west of the turn off to the harbour.

Reason: I never see any pedestrians on this stretch of road.

The 20mph limit at the east end of the village should be move west to immediately after the turn off to Ness Road.

Reason: No domestic properties open on to this stretch of road

Rosemarkie: The 20mph limit at the west end of the village should be moved east to before the sharp right hand bend with the narrowed pavement on the south side of the road.

Reason: There is only one domestic property accesses this part of the road.

Many thanks for the opportunity to comment on this issue, which in principal. My comments are only on the detail of it's application.

**Supporter 74**

I am very pleased to see the 20mph limits especially in our villages on the Black Isle. I have been puzzled that the 20mph limit in Avoch coming from Munlochy does not start at the beginning of the village but continues at 30mph past a primary school playground and traffic light controlled crossing. This seems an anomaly, and I would suggest 20mph from the beginning of the village. I am concerned about the potential for air pollution from this busy road adjacent to a primary school playground. Air quality may be improved by extending the 20mph limit here. I think there should be testing for air pollution to check what children are breathing as they play beside the fence in case extra screening measures (such as a 'green screen') should be implemented as well as a 20mph limit. If this is not seen as part of the remit of this consultation then could this request be passed to the appropriate department concerned with air quality please?

**Supporter 75**

We write to commend the proposal to limit the speed in Highland Council built up areas. Our particular interest is in Nethy Bridge as well as in surrounding towns and villages.

To date, the experimental limiting of speed in Balnagowan Road between the Nethy Bridge Hotel and the Causar Crossroads has, sadly, gone unheeded. We live on this road with its single side pavement, narrowing in part to allow just one person to walk behind the other and with its varying cambers and usual pothole and grossly uneven resurfacing hazards. Vehicles in all categories still achieve speeds of up to 45mph plus should they choose to do so. In fairness, a small proportion of drivers adhere to the 20 mph, or thereabouts, limit introduced at the commencement of the exercise.

As a couple or singly, my wife and I walk, cycle and motor in Nethy Bridge and surrounding villages. We note that in places where speed limits are announced in a graded fashion, i.e. from 30 mph down to 20mph such as in Aviemore, Grantown on Spey, Boat of Garten for example, there appears to be greater speed limit compliance from motorists. In Nethy Bridge on Balnagowan Road, there is no such grading. To add to the problem, the signage for signalling 20mph on this section is of the smallest size and, in two cases, was erected behind growing shrubs which, during the course of the summer, quite masked the signs. Larger, well placed sigs at both ends of the road might well help. Traffic from the east of the village comes via the housing schemes on the Lettoch Road, soon to be increased considerably should the application from A.W. Laing, Builders for a further housing scheme on that road be approved. Considerable extra traffic from the direction of Tomintoul and The Lecht taking a short cut to Aviemore adds to the flow of traffic in Balnagowan Road. This road is also used twice daily in term time by children, sometimes escorted by an adult, to Abernethy Primary School as well as by many families who come to the village as visitors seeking safe and peaceful walking and cycling routes. Village lanes are well used in this respect but currently are still rendered hazardous.

As I have commented in previous correspondence,, the current situation is like waiting for an accident to happen - even with the current 20MPH signs in place. Is it any wonder that parents and the young choose to ignore the law regarding riding bicycles on the pavement?

#### Action points for consideration

1. Grade and enlarge existing 20MPH signs on Balnagowan Road, Nethy Bridge
2. Re consider and install more useful signage around the Nethy Bridge Hotel entry to Balnagowan Road - larger sign. Similar action at Causar Crossroads
3. Move 20 MPH sign on road from Causar Crossroads eastwards towards Dorback some 100 yards or so to take into account traffic entering and exiting from visitor accommodation at The Lazy Duck. This would be a very suitable site for grading the speed limit from 60mph to 30 mph to 20mph. The road attracts some exceedingly fast driving, particularly from Snow Roads drivers, two wheels and four
4. Consider speed bumps or similar deterrent
5. Consider a speed indicator thanking or admonishing drivers for their response to being instructed to stay within the speed limit.
6. Consider increasing from 20 MPH to 30 MPH a small section of road westwards from the village towards Boat of Garten. The current 20MPH feels unnecessary. Maybe elsewhere too?
6. It is more than likely that none of these suggestions will have the desired effect unless there is a program of sustained Police enforcement.

We wish you well in achieving a safer walking, cycling and driving environment for all.

#### **Supporter 76**

I am emailing in support of continuing the 20mph limits in Inverness. There is no doubt that (when adhered to) it is safer for children going to school and safer for pedestrians and cyclists in general. If we want to make our cities less reliant on cars, then we need to make them suitable for active travel, and 20mph limits is one way of supporting this.

#### **Supporter 77**

I am writing to express my support for the 20mph limits in urban areas of the highlands. Reducing the speed limit in residential and urban areas is an important step towards making our towns and villages safe and friendly for everyone - but especially cyclists and pedestrians.

I would support maintaining all the existing limits, and introducing speed reduction measures in areas where observance of the new limits is poor and the 95 percentile speed remains above the enforcement limit. I think it is important to develop a mechanism where local groups can call for additional 20mph limits - either on new roads or by extending existing zones.

#### **Supporter 78**

I want to voice my support for making the 20mph permanent and extending it to more roads. As a cyclist and pedestrian in Inverness, it has helped make roads feel a bit safer. As a driver I do not notice any difference in journey times or driving experience and it is just a matter of getting used to the new speed limits. We owe it to our young, old and vulnerable citizens to take every measure we can to make our roads as safe as we can, and this is one step in the right direction.

**Supporter 79**

I am contacting you in support of the 20mph limits in built up areas. I particular I would like the area of Sunnyside which is a residential area where children play, to reduce the limit from 40 to 20.

I have young children and it is dangerous for them to play in their own garden, to walk and cycle on the street (particularly where the pavement is only about 20cm due to uncut hedges).

Also please restore the covid cycle lanes in town!

**Supporter 80**

Bu toil leam taic a thoirt do stèidheachadh seasmhach an sgeama seo ann am baile Inbhir Nis agus gun tèid an sgeama a mheudachadh gus na sgìrean Hill is Crùn a ghabhail a-steach.

**Supporter 81**

I am writing to request maintaining 20mph speed limits

It feels much safer to be walking, cycling and living in areas where the traffic speed is slowed.

Recent evidence from Wales has shown a 28% reduction in injuries following the introduction of 20mph, including a reduction in deaths

<https://www.bbc.co.uk/news/articles/c78w1891z03o>

**Supporter 82**

I write in full support of the 20mph limit. As inconvenient as some might find it, it is the only sensible decision to make when you look at the evidence for road casualties and environment. Some decisions are tough but right, and this is one of them. Please don't be swayed by those who find it a nuisance or inconvenient - they aren't the ones dealing with road casualties.

**Supporter 83**

I am writing in support of the 20mph speed limit plan.

I don't have a lot to say about it but I will say that as the family of a child cyclist killed in an RTC, we welcome this move.

**Supporter 84**

I write to the consultation in support of maintaining the 20 mph speed limits in built up areas in Highland.

I think evidence elsewhere shows reduction in deaths and injuries where 20 mph zones are in force. My main concern is that they (together with good traffic calming measures) make the streets simply safer and more enjoyable to use as a pedestrian or cyclist.

Please accept my support for their contribution to improving life in built up areas.

**Supporter 85**

I am writing as a retired public health professional ( and cyclist, walker and driver) to support the implementation of this programme. The evidence that speed reduction from 30mph towards 20mph in built up areas very significantly reduces accidents and morbidity and mortality, and noise and pollution, in the long term is unequivocal.

However, I am concerned that speed reductions as measured by Tracis are less than impressive, and that without enforcement a substantial number of drivers will still exceed even the 30 mph limit without fear of redress. Indeed it would be helpful if the Council would publish the distribution of speeds measured, rather than just an average and indicate how they intend to “police” compliance.

Finally, a point specific to Culduthel Road close to where I live. While a modest average speed reduction of -2mph was recorded at 00151 and of -2.6 at 00153, the reduction at the point between them, 00152 near Sunnybank Ave, was only -0.8. This is despite this point being close to bends and a narrowing of the road, 2 road junctions, a church entrance, and the entrance to Hedgefield flats and the Mackenzie Centre - ie a particularly dangerous area. The fact the recordings are northbound means speeds after the Sunnybank Ave recorder are likely to be even higher given that a significant number of cars will still be accelerating after the traffic lights at Drummond Road. It would seem some other traffic calming measure is needed in this area if a meaningful speed reduction is to be achieved.

I hope the Council supports the 20mph limit as permanent and publishes it’s plans to improve compliance.

**Supporter 86**

As a parent of two children of 4 and 6 who live half a mile from the nursery and primary school in Kirkhill, I am a huge fan of the 20mph limit. It means I feel happy (or happier, depending on how compliant other road users are too the new limit) to cycle with my kids to school. It's the quickest and most convenient way of getting to school, but when the speed limit was 30 going through the village (which realistically meant cars would drive a bit faster than that) it felt much more risky.

People in cars by no means stick to the limit There is a speed sensor, and some drivers still go over 30mph and the idea of my children cycling to school alone in a few years does really worry me, unless there is better overall adherence to the speed limit.

I once drove through the village, timing how long it took from speed limit sign to speed limit sign, at both 20mph and 30mph. I am a car driver, and also a human who is sometimes in a rush. I was astonished at how few additional seconds you actually use by driving at 20 rather than 30, and knowing this has actually increased how much I stick to 20mph limits when I am in a rush. I think there would be merit in adding this information to the speed limit signs, or running a campaign on this if you decide that the 20mph zones are here to stay.

I also think there there is huge potential for generating revenue by having speed cameras in these zones.

I'm a huge fan of the 20mph. It makes Inverness a much nicer place to be, it makes me feel less vulnerable as a pedestrian and a cyclist, I know it makes unconfident cyclists more likely to cycle (I worked for Velocity before it was put into liquidation, and speak from the viewpoint of people starting to cycle on the road, and who feel scared by traffic).

For me, the 20mph limit does something more than just slow cars down. It makes the road feel like it's not just for people in cars, but is for sharing between all people who are on their way somewhere, no matter how they are traveling.

**Supporter 87**

I think this is a wonderful scheme and would love to see it continue and be developed even further.

I am a Humanist Celebrant based by Inverness, and I have seen first hand on numerous times, as well as with my previous role in the Police, what destruction speed can cause for communities.

If I can help in getting the word out, please let me know.

Fully support this scheme.

**Supporter 88**

I totally agree with the 20mph speed limit.

**Supporter 89**

As a cyclist, driver, pedestrian and hospital doctor, in my experience the introduction of the 20mph limits locally has been an unqualified success. Good work!

**Supporter 90**

I write in full support of permanent 20mph zones in those areas currently identified across Highland.

However there is no point in the zones if, as at present, there is no associated enforcement.

The 20mph in Clachnaharry – where I live – is routinely and almost universally ignored by traffic sometimes going twice that, or even more. Even the electronic speed monitor on Clachnaharry Road remains set at 30mph.

And if anyone does try to stick to 20mph, they are tailgated, overtaken and the subject of other aggressive driving behaviours.

So yes to 20mph. But don't bother if you are not going to bring in enforcement.

**Supporter 91**

I would like to support wholeheartedly keeping the 20 mph on High Street Clachnaharry to the Telford roundabout- however it must be the most ignored speed limit in the city and so any speed limit reduction must be accompanied by enforcement, adjustments and messaging!

Can I suggest traffic calming measures - such as identified marked parking bays - along the road from the bridge and traffic lights at clachnaharry to the Muirton canal bridge - anything to slow down traffic along what is a 'rat run' where cars and vans go excess speeds and aggressively overtake or drive behind any cars following the current 20 mph. Education and follow up enforcement is an absolute must.

**Supporter 92**

I fully support the 20 mph limit in all built up areas. This should be extended to rural communities eg Balnain . Cars regularly exceed the 40 mph limit endangering pedestrians and cyclists.

**Supporter 93**

I'm writing in strong support of the 20mph limits being made permanent.

As someone who does not own a car, and travels mainly on foot or by bike I support any measures which increase road safety. In addition slower speed are reducing noise and pollution, and car dominance.

In order to support the 20mph limits i would like see street design measure that promote slower speed put in place, and better enforcement of the law.

**Supporter 94**

I fully endorse this scheme and do believe that it will save lives but at the same time it is frightening to watch the amount of speeding cars that drive through our "Access Only" scheme, using it as a "rat run" to avoid the queues on the main road.

The scheme is also an extremely busy route for both Primary and Secondary School children.

Our Community Council did a lot of campaign work as it was so dangerous and the Highland Council agreed to put speed calming measures in place as cars were caught doing 60mph but unfortunately the gentleman in THC that agreed to do this has moved to a different department and we've been told we've to start from scratch again!!!!

There are many other roads out there too that drivers don't stick to the 20mph. I personally don't think your signage is clear enough.

It's all very well changing the roads to 20mph, but drivers simply aren't adhering to it.

**Supporter 95**

I am [REDACTED] a development officer for Cycling UK. Our project is the Inclusive Cycling Experience which works providing people with Disabled People and people with Long Term Health Conditions cycle sessions and loans on a range of standard and adapted cycles.

I am writing to support the 20mph limit in Inverness on behalf of my organisation and participants. We, Cycling UK, support the previous comments from Highland Cycling Campaign.

When drivers are going at 20mph not only do the roads feel much more pleasant and less stressful, but they are safer. The initial findings from the limit in Wales shows that there have been fewer injuries and fatalities. 20mph changes in Wales led to fewer collisions and casualties new data shows | ITV News Wales

For our participants who are vulnerable adults both safety and the perception of safety are very important. Concerns about safety are amongst the leading reasons why people don't try cycling. I think it is also important to add that reducing the speed of drivers also makes cycling feel much nicer meaning people have much better experiences of it and are more likely to use it for short journeys - reducing congestion for everyone, strengthening communities whilst also improving their own health and wellbeing.

My colleague, [REDACTED], said in a statement: "Having looked at road safety stats for over 10 years, I can confidently say this is the single most significant and positive change we've ever seen in any nation in the UK.

"It's proof that slower speeds on our roads save lives. It also means more people having the freedom to make their journey by foot or by bike, because it's safer to do it, which in turn can lead to a healthier, and more sustainable Wales.

"The Welsh Government's determination to get 20mph as a default over the line should be a beacon for the rest of the UK as it clearly demonstrates how we can save lives and make our roads safer.

**Supporter 96**

Please find attached my response to the above consultation. To be clear I fully support the retention of the 20mph schemes as they are. It is a vital step in encouraging active travel and making our streets safer:

I fully support the policy of making the maximum speed limit 20mph in all residential, workplace, educational and social areas. I thank the council for making these changes. As someone who walks and cycles for everyday purposes but also occasionally uses the bus and our car I have been interested in observing the effectiveness of this measure.

My following comments refer to Inverness unless otherwise stated.

I understand from Highlands' and other's statistics that average speeds have fallen by about 2 to 3 mph. This in itself does reduce accidents and deaths although it is not perceived as much of a change.

My experience as a motorist :-

I try to observe the 20mph limit. I find driving at this speed less stressful. Had I tried to stay at 20mph prior to the lowering of the limit I would have been aware that I would probably be annoying other motorists and stimulating them to perform unsafe over and under taking. By the latter I mean overtaking on the inside lane as can happen in Telford St. driving towards the city between Muirtown canal roundabout and friars' bridge roundabout.

I do not now get harrassed by other motorists while driving at these speed. I believe that even if they do not observe the speed limit themslves they motorists understand that the one in front " holding them up" is only observing the law and not being annoyingly selfish or incompetent. This in itself communcates something and helps educate others and change culture.

As a motorist I would like this limit to remain in place generally.

My experience as a pedestrian/ cyclist; - I have regular occasion to cross busy roads e.g. At the junction of Firthview road, King Brude road and Pict Avenue. This is something I do at least twice a day and usually more often

Firthview road – Pict Ave, - Canal road – Fairfield road forms a vital walking and cycling route to the city centre and is well used. In either direction it is a hostile road crossing and slower or infirm people are unlikely to use it

Firthview road to Pict road . Traffic coming downhill towards Clachnaharry road usually appears to be moving at a speed which dissuades a cyclist or pedestrian from " going for a gap". On the occasions when the lead motorist is actually travelling at 20mph or thereabouts it is easier to find a safe gap.

Pict Ave. to Firthview rd. The sightline to traffic coming uphill from Clachnaharry rd. is awful. Furthermore motorists are in acceleration mode coming up towards Pict Ave. If 20mph were fully observed it would greatly reduce this problem. Speed cameras and active prosecutions should be pursued at this section of road. The only other solution would be a Toucan crossing a few metres uphill from Pict Ave. The current road crossings are too far away to be used by people using this route.

There are many pavements in Inverness which are very narrow and uneven. Pedestrians experience HGVs and Artics thundering by at very close quarters e.g. Muirtown and Bught park swing Bridges, Telford/Kenneth Streets, Clachnaharry road, Waterloo bridge ( cars and vans are the threat here). The minimum that should be done in these locations is to police ( by camera) the 20mph limit and fine/prosecute offenders.

There is an anomaly in the imposition of lowered speed limits. It has not been applied to smaller rural settlements. Bunchrew and Inchmore on the A862 are two such settlements. The speed limits of 40mph in these locations have been in place for many years. It seems that a very old road engineering parameter is used to assess the appropriate limit i.e. that if over 20 % of motorists break the limit it should not be retained.

This “rule” has prevented proactive measures to change culture and encourage active travel for the 35 years during which I have been working to try to achieve improvements. Most recently at Inchmore HC's refusal to lower the limit to 30mph was a contributory factor to the loss of funding for a much needed path link through the village Thus at least 2 very hard working community volunteers had their time and effort over two years written off.

At the very least such settlements should have the speed limits reduced to 30mph. If Transport Scotland can do it in Contin what exactly is the problem with it here?

Thanks for giving me this opportunity to present my views.

**Supporter 97**

I think ALL villages should automatically be 20mph but can opt out under given criteria.

Wales is finding fewer accidents and insurance claims and I wonder too about air quality in more urban areas.

The road through Achmore is a through road to Plockton so we get all the cavalcades of motorcycles and campervans. The noise of motorcycles is much reduced if they travel more slowly.

Our village hall often has parked cars with wee ones dogs and people milling around, especially during summer events. There is no pavement at either end of the village so fast traffic is definitely intimidating and potentially dangerous. Especially for buggies and wheelchairs.

Motorcyclists increasingly treat the roads as race tracks and there should be general traffic calming measures outwith villages.

**Supporter 98**

I would like to support this speed limit being imposed on the road through our village.

Thank you for the opportunity to comment.

**Supporter 99**

I would like to add my support for 20mph speed zones in the Highland council area.

As a pedestrian, a cyclist, a car driver, a mother and a GP, there is clear evidence that this reduces pedestrian injury and mortality. See the BB report: BBC News - Welsh 20mph limit: 100 fewer killed or seriously hurt in first year - BBC News

<https://www.bbc.co.uk/news/articles/c78w1891z03o>

We elect our representatives to make decisions that are best for the whole population, not a vocal minority.

I am aware that some drivers are frustrated by 20mph. I would point out that drivers are not a representative sample of the population due to a variety of factors: financial, physical ability, and are in a privileged position, in control of a deadly weapon. I hope that you can make an objective decision, based on evidence and the benefit of all residents.

**Supporter 100**

Firstly, I would like to thank you for your steadfast and continuing work to improve road safety within the Highland Council region. This is no mean feat in a geographic area the size of Belgium and against constant criticism based solely on crude opinions that are not rooted in evidence. This takes strength and commitment that your team shows in tonne loads!

Perhaps unsurprisingly, I am writing to express my wholehearted support for the 20mph roll out becoming permanent in Highland region. For too long have vulnerable road users been terrorised, injured and killed needlessly by motorised use throughout Scotland and the wider UK and it's fantastic to see that our Council has taken the lead with an effective and evidence-based approach to combat this.

Recent evidence from the earlier roll out in Wales included the lowest level of harms over a three month period since records began in 1979, and though short term evidence should be interpreted with caution, the wider sphere of evidence that continues to trickle in from the Welsh context all indicates reduced death and injury on their roads.

Their conservative politicians have ignorantly called for "a more sensible and effective approach" as an alternative which flies in the face of how sensible, effective, and comparatively simple a 20mph limit approach is. It is crystal clear that this has been the most effective road safety intervention in recent memory, so my support is without reservations.

My only slight criticism is around further work to ensure compliance and enforcement of the limits in the area. Folks still drive noticeably and considerably faster than this limit in my neighborhood specifically - particularly on Old Edinburgh Road at the distributor road end - which still poses a risk and leads to poor active travel function of the traffic lights near Dows public house, especially at peak times.

Aside from this small, though significant point, this change is essential to promote the welfare of vulnerable users at a barely significant difference in motorised journey times and no other disbenefits to any users to my understanding.

More of the same please! Keep up the amazing, life-saving work!

**Supporter 101**

I am emailing with my full endorsement of the permanent 20mph limit programme.

I am a resident of Inverness and I love to cycle for mental and physical health, as well as for the environment. I also currently rely on my partner's car every now and again because I am scared of the cycling on some of these roads after a bad bike/car collision. I'm scared a car will speed around a corner, over a hill or just not see me on a road. We all hear stories and I don't want to become another road death statistic.

I wish to one day raise children here and not have to worry about them walking or cycling to school. I know if things stay the way they are I will be forced to use a car for most of the journeys if I have children. I wish I could dream about doing these journeys by cargo bike, for example. I think this 20mph limit is especially important in the Highlands with the bigger and heavier cars which are much more likely to be lethal in a collision.

I want to live in a Scotland where I can dream of not having to rely on a car for journeys further afield. Where I can hop on a train or bus and cycle further out to a destination, where eco-tourism is embraced. I believe the Highlands can be an amazing destination for cycle/e-bike holidays, and I have done a couple of these myself (and spent good money on the local economy!). I want Inverness to be a pleasant place to walk/cycle around, and not a scary place to drive. Car ownership is not universal (I don't own a car), even here, so make your decision on behalf of those people too.

I believe as a council, keeping people (especially more vulnerable kids/older/disabled etc. people) safe is your biggest responsibility to residents, and you should look at these statistics first and foremost. You also have responsibilities to encourage active travel for our health, the environment, air pollution, and congestion all of which lighten the burden on the NHS and cost to you.

I hope you will consider the above points and be the visionary council we want you to be. Be bold for us, please. Keep us safe!

### **Supporter 102**

I am 16 and an S5 pupil at [REDACTED]. I am writing to support the continuation of the 20mph speed limit. I either walk or cycle two miles to the school.

Before the new speed limit I have had lots of close passes and also drivers coming out of junctions without looking. I think the lower speed limit has made things a bit safer for me when I am cycling.

I think it has made it nicer to walk: it is less noisy and less stressy when people follow the speed limit. Parents going to the school do still drive fast, I think they are driving at more than 20mph, but it is still better than it was before.

### **Supporter 103**

I have already written representing my organisation but I would also like to write to support this personally.

I walk and cycle across Inverness with my kids and we have experienced first hand people making mistakes while driving. Most of these were near misses or close passes but also a driver who rammed into the back of me and my son (who was two at the time) while we were waiting to turn right at a junction, we were taken to Raigmore by ambulance.

People will continue to make mistakes but if those mistakes happen at lower speed then hopefully everyone will walk away from it. My son had concussion and also anxiety afterwards but it could have been much worse if the driver had been going faster.

I had a friend visit who said that it felt like being on holiday: the roads were less noisy and people seemed less stressed and I think the lower speed limits contribute to that. It feels better to walk than it did.

**Supporter 104**

As a cyclist and pedestrian of the Black Isle and Inverness, I urge you to RETAIN the 20mph speed limits in built-up areas of the Highlands - it makes a huge difference to the safety of the community.

**Supporter 105**

I am contacting you in support of the 20mph limits in built up areas.

As both an active cyclist, pedestrian, car and heavy-goods vehicle driver I believe that speeds of 20mph on roads where people live, play, and work, are safer for cyclists and can promote more cycling. I support 20mph limits in the Highland region to be made permanent and supported with traffic calming and enforcement where required. Especially due to the larger size and higher bonnet-height of modern cars "cars" which often look more like tanks than cars, and the high proportion of lorries and vans in Highland, vulnerable traffic members must be protected by Lower speeds of those more-dangerous cars.

With regards to the 3 possible outcomes, my position is that also supported by the Highland Cycle Campaign:

- Temporary 20mph speed limit is made permanent with existing signing and lining only: I support this option where speed limits of 20mph are being observed.

- Temporary 20mph limit will require additional speed management features in order to become permanent as existing mean average speeds are too high; I support this option where the speed limit of 20mph is not being complied with.

Care should be taken that traffic management does not adversely impact cyclists.

- Temporary 20mph limit reverts back to a 30mph limit as road is not appropriate for a permanent 20mph limit: I do not think this applies anywhere. Any remaining roads in areas where people live, work and play with speed limits of greater than 20mph should have separate provision for cyclists. For example a protected cycle lane.

Once this scheme is made permanent I would ask that communities can seek new 20mph designations or extensions to existing areas. Communities should also be able to seek measures to support the 20mph limits, such as road design or enforcement.

I look forward to these limits being made permanent.

**Supporter 106**

regarding the 20mph trial scheme eastwards on the A938 in Carrbridge.

I should like to state that the 20mph limit should remain on the above stretch.

This part of the road is frequently used by:-

Walkers, many with dogs, crossing to the golf course using the two official core paths.

Children and parents crossing to ski and sledge when there is snow on the golf course.

Tourists staying at Lochanhully Lodges walking into the village in the evening when dark, as well as during the day.

Also many residents of Carrbridge cycle along this stretch to go to Lochanhully and gain access to the nearby Cycle Route 7.

And of course the residents of the house on the golf course<sup>20</sup> along with the residents of Dalmore and Dalbeg using their cars to access their homes.

To return to a 30 mph limit would undoubtedly put all their lives in danger.

As the lowering of speed limits is to preserve life and make roads safer for all users, I strongly feel that this stretch of road should remain at 20mph to the benefit of all, including drivers.

**Supporter 107**

I would like to express my support for the 20mph zone particularly in the Haugh and Crown areas of Inverness. Although there are still excessive speeds by some drivers it does feel as though speeds have dropped making it feel safer when I cycle and walk. When I'm driving going at 20mph is no hassle and actually feels a more appropriate speed anyway.

**Supporter 108**

I was reminded that today is the deadline and I would like to say that I feel safer and happier when getting from a to b in Inverness with the 20 mph limit.

I also feel more comfortable letting my teenage children have their freedom to go about in Inverness, to the Aquadome, the play park, and to walk to school.

It's difficult, sometimes, when a street has a 30 mph design speed and a 20 mph enforcement speed. This problem should, however, be temporary, as it can take longer to update the streets to a <20 mph design speed.

I cycle around Inverness a lot, for example, from Crown to Inverness Leisure, and to Dalneigh. I may add that I am a cancer patient and since last month, disabled enough to be barred from driving at the moment, so for me, the safer streets are not only a matter of health and practicality etc. but also a matter of non-discrimination for me as a disabled person.

**Supporter 109**

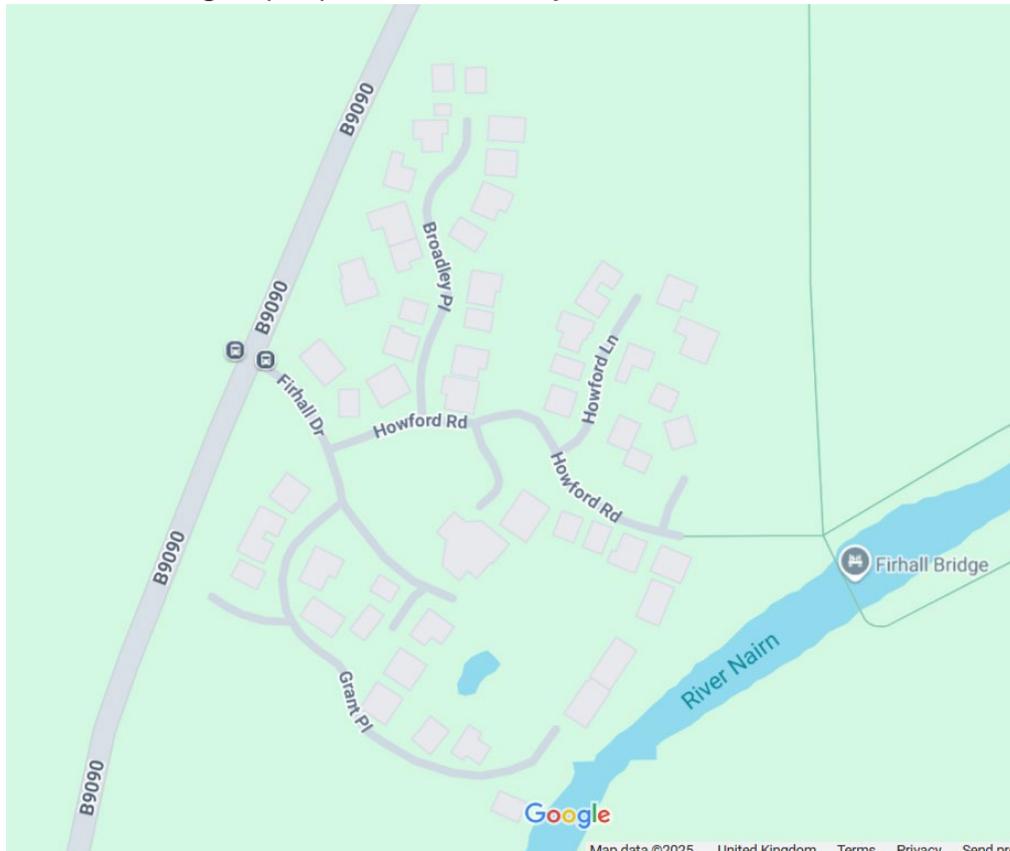
I am writing to express GENERAL SUPPORT for the 20mph scheme throughout Highland. I was recently in Inverness with my brother who is mobility-impaired and was struck by how impossible it is for anyone who is not as completely able bodied as I am to safely cross the street in many communities.

Please keep up the good work and don't be discouraged by nay-sayers who are full of objections to change but are curiously short of positive suggestions as to how to make our communities safer and more pleasant to live in.

**Supporter 110**

I'm writing to express full support for the Council's introduction of 20mph limits in appropriate areas as per your guidelines.

If anything, I'd like to see further expansion of the 20pmh limits including where there is a section of road with high walking / wheeling / cycling from nearby residences but there is only one entrance off the main road to all those residences, so currently wouldn't necessarily meet the criteria. I'm thinking of places like the stretch between Mey Avenue and Holm roundabout. There are hundreds of new houses at Ness Castle which are generating trips, only one road access to the main road, and a footway which is narrow & poor quality. A 20mph limit there, where traffic is slow anyway, would support walking / wheeling / cycling (including on the carriageway). There's a similar situation at Firhill on the outskirts of Nairn - loads of houses but only one entrance, so again people ww&c are very close to faster traffic:



Thank you all so much for your hard work and for making Highland a leader on this in Scotland. It is very much appreciated.

**Supporter 111**

I am writing to express my strong support for maintaining and expanding the 20 mph speed limit in Scotland. As a mother of a young child living in Inverness, I know firsthand how important it is to make our streets safer, particularly for children, pedestrians, and cyclists.

Lower speed limits are not just about statistics—they are about real lives. A 20 mph limit dramatically reduces the likelihood of serious injuries or fatalities in collisions, making our communities safer and more accessible for all. It encourages more families to walk and cycle, promotes independence for children, and fosters a sense of security in our neighborhoods.

In rural and semi-rural areas, where pavements are often lacking, the 20 mph limit is even more critical. Children should be able to walk, cycle, and explore their communities without fear, and parents should not have to worry that excessive speed poses a constant risk to their safety.

I urge the Scottish Government to uphold and strengthen this policy, ensuring that safety is prioritized over the convenience of faster driving speeds. The benefits—fewer road deaths, healthier communities, and safer spaces for children—far outweigh any drawbacks.

Thank you for taking the time to consider my views.

**Supporter 112**

I am writing to voice my strong support for the 20 mph speed limit in Scotland. As a father of a young child living in Inverness, I believe that reducing speed limits in our towns, villages, and rural communities is one of the most effective ways to improve safety and quality of life for families.

The evidence is clear: at 20 mph, the risk of serious injury or death in a collision is significantly lower than at higher speeds. Slower roads mean safer streets, where children can walk, cycle, and play without the same level of risk. As parents, we should not have to feel constant anxiety when walking with our children near traffic.

Beyond safety, lower speed limits help create calmer, more liveable communities, where people feel more comfortable walking or cycling instead of relying on cars. This benefits not just families but also older people, disabled individuals, and anyone who values safer, quieter public spaces.

I strongly encourage the Scottish Government to maintain and expand the 20 mph limit to ensure that the safety and well-being of our children and communities come first.

Thank you for your time and consideration.

**Supporter 113**

I generally agree with the 20mph speed limits.

There is however a problem with the wider straighter roads where these roads are designed for a traffic speed of 30mph but have 20mph speed limit signs. Motorist do not obey the 20mph limits because driving at this speed feels too slow for the road layout.

e.g. Tomnahurich Street and Stratherrick Road.

If 20mph limits are to stay on these roads then measures need to be put in place to physically reduce traffic speeds, e.g. lane narrowing.

The traffic calming on the Dores Road is a poor example of a means to reduce traffic speeds as the give way signs lead to idling traffic and delays for motorists at the give way road markings.

Where 20mph limits are to remain, measures need to be put in place on the faster roads to reduce traffic speeds without causing traffic to come to a stop.

You need to make the road feel like a 20mph road and not a 30mph road.

#### **Supporter 114**

I am in favour of retaining the 20mph zones - road traffic travelling any faster in built up areas is more likely to have accidents or knock people down. A review of the 20mph limit in Wales has shown that there has been a reduction in accidents and collisions.

I mainly travel around Inverness on foot/ by bus and it is a lot less intimidating if vehicles are travelling more slowly in built up areas, particularly residential areas.

I have two young grandchildren who know they need to stop at the kerb and watch out for traffic, However, they have dashed across the street where we live a few times in order to investigate something they think is interesting - as children do. They have no freedom to play in the streets as I did when growing up, nor is it safe for them to learn to ride a bike unless they are taken to a park or somewhere with no vehicles.

It seems to me that many people prefer give priority to their cars rather than to people!

It also seems that many people are unaware that the funding for the 20mph zones comes from Transport Scotland.

I lived in Edinburgh for 20 years and remember the resistance to any measures to improve the environment (for example, 20 mph speed limits, LEZs, pedestrian only areas, cycle lanes etc) from decades ago. Now these measures are in place in Edinburgh some people still enjoy complaining, but from my point of view (as a pedestrian and sufferer from asthma) these measures have greatly improved my ability to breathe and enjoy walking in the city when I visit. An added plus is it takes less time to get about in buses and taxis!

#### **Supporter 115**

I'm writing to you in opposition to reverting the A938 Carrbridge/Dulnain back to 30mph. I believe it should remain a 20mph limit.

Several years ago, I was a part of a 20's Plenty Campaign for the village, set up by myself and several residents. This received widespread support, and we setup a social media presence to share evidence-based benefits of a 20mph limit. During this time, we created a petition which received 118 signatures in favour of the 20mph limits.

Since then, we frequently organise a Bike to encourage children to bike to school. This has grown over the years, and now we have five bike buses departing from each route into the village, including Dalmore Road, which exits directly onto the A938 at the proposed 30mph limit. We receive several comments from parents concerned about the speed of traffic entering the village. If we are to encourage active travel, as proposed in government and CNPA strategies, we must ensure that our roads are designed appropriately, including speed limits.

The recent average speed study of vehicles in the village is affected by the ambiguous signage that remains in place, 30mph signs are still painted onto the road. I appreciate that this is due to the 20mph scheme being a pilot, however, this is likely to have two effects: 1 - drivers may be confused or not realise what the speed limit is, 2 - drivers who do not want to comply realise they cannot be penalised for not adhering to 20mph. Both of these would affect the results.

Residents of Dalmore Road and Dalbeg Road, which exit directly onto the A938 have been lobbying the Highland Council for over ten years to help to reduce traffic speeds on this stretch of road.

Removing the 20mph limit would be a backwards step in meeting the concerns of these residents. The 20mph limit is fundamental to reduce traffic speed, alongside development of road design and village gateway presentation.

The recent incorporation of the UNCRC into Scots Law means that this should be considered in any decision that affects children. The following Articles relate to this decision and reverting back to 30 mph seems to go against these rights: 3 Best Interests of the Child - as their safety is compromised, 12 Respect for the views of the child - I'm not aware of children's views being sought on this issue.

### **Supporter 116**

Thanks for the opportunity to comment on the trial 20mph zones in Highland.

I would like to strongly support the move to permanent 20mph zones and to investigate the scope for increasing the areas already covered.

I am a car driver, but also a cyclist and pedestrian. In my view the 20mph zones will have a significant long-term positive impact for cyclists and pedestrians - hopefully reducing accidents but also shifting the balance away from cars having priority.

I also believe that the overall reduction in speed will contribute in small part to lower carbon emissions.

Having recently visited the south of Spain, it's clear that we can do a lot more. All settlements we visited had 20kph (not mph) zones throughout with very regular speed control measures and far more zebra crossings than we have in Scotland. The settlements were alive with people walking and cycling and car drivers were generally very considerate. A very positive atmosphere was created.

In summary, I hope that the trial zones are made permanent and extended as much as possible.

**Supporter 117**

We wish to respond to the invitation to share views and suggestions regarding the 20mph speed limits which have been introduced throughout Highland Region.

We are generally supportive of the 20mph speed limit, but we do feel that the distribution needs to be changed.

A 20mph speed limit in residential streets and in the centre of towns and villages is appropriate for reasons of pedestrian safety and traffic volume.

However a 20mph limit on main roads (e.g. in Inverness, Culduthel Road or Glenurquhart Road) is not appropriate because pedestrians on these roads are few and in any case, wide pavements are provided. Also the 20mph limit is largely ignored on these roads, probably in part because it really is extremely difficult to drive along a main road at 20mph. We have never seen that speed limit policed.

We therefore support the maintenance of the 20mph limit in residential streets and in town or village centres, but propose the limits on main roads be increased back to 30mph.

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*Thankyou for this detailed response.*

*Regarding your final point asking us to confirm whether we want our objection to stand or be withdrawn, our communication was not actually an objection. On the contrary, we are supportive of the 20mph limits and we simply wanted to make a suggestion about urban roads where we thought a 30mph limit would be more appropriate, and to observe that we have never seen the 20mph limit being policed.*

**Supporter 118**

Generally I agree that slower speed in busy streets is a good safety and traffic calming measure.

It is difficult to transition to and from 40mph and in some cases 50mph( the road to Cawdor) however.

No doubt we will get used to it,

**Supporter 119**

In general I support the 20mph restriction on residential, side roads in Nairn. There are a few caveats.

1. The 20 mph restriction is not observed by the majority of motorists. I have observed this as a driver and pedestrian. Driving at 20mph I will invariably have a vehicle appear from nowhere, come up to my rear bumper and on some occasions flash lights as if I am in the wrong. The 20mph restriction has to be enforced eg speed cameras ( good source of income for HC), wandering camera traps, ' sleeping policemen' etc.
2. Many motorists are arrogant re the 20mph restriction. Need more education re the risks to pedestrians and cyclists. Use societal pressure to change attitudes, 3. The 20mph restriction on A96 is not sensible. Keep it at 30 mph but have an extra pedestrian crossing at Achareidh to Academy. Also extend 30mph on A96 west to Sandown Road. Very dangerous to encourage motorists to go from 20- 40mph just before traffic lights at Moss-side Road. There have been fatalities on that stretch of road between Moss-side and Sandown Road.

These are my views. My general observation is that vehicle drivers have become faster and more reckless since the Covid lockdowns. There is nothing to be gained by driving > 20mph in towns and villages. The safety of pedestrians and cyclists should have greater 'weight' than the convenience of motorists.

**Supporter 120**

I wish to make a statement about the 20mph in Aviemore, I think that the 20mph is a good thing however if the police don't control the actual speed limit, at the moment I live in Croftside which is at the top of the village.

Day to day when I am out and about there are vans doing between 30-40 miles per hour and there are the cars doing 30-to 40 miles per hour as well so if the kids have an accident they will be dead.

If the police don't do something then it is an accident waiting to happen, I have two grandsons and one of them is at Aviemore Primary school and every time he comes out of school I worry like hell in case one of the vans or cars doesn't stop in time in an emergency.

I spoke to a local policeman and they have told me that they aren't stopping anyone if they are doing between 30-20mph so there is no point of having a speed limit of 20mph if there is no one to monitor the motorist or van drivers.

**Supporter 121**

As residents of Nethy Bridge on the above stretch of road we were delighted when the 20mph was introduced, as excessive speed was a constant problem. Unfortunately, the 20mph speed limit has had virtually no effect in reducing speeds (other than the very few who observed 30mph now observing 20mph) with many cars, vans, lorries and buses continuing at speeds of 40, 50 and some even faster. Without enforcement the whole exercise has sadly been a waste of resources and achieved virtually nothing! If you don't believe this observation, come and park in our driveway and observe for half an hour.

In my opinion to make it effective requires much more prominent signage, for example 20mph signs painted on the road every few hundred meters and regular and frequent enforcement by the police with those caught being named and shamed in the press. Then the message might get through.

**Appendix 6 – Full Objector Correspondence  
(follow up correspondence in italics)**

**Objector 1**

Thank you for your reply, please see my objection and comments in full to be included in the papers. I would appreciate if you would confirm receipt of this.

I am compelled to express my absolute dismay at the utter failure and shocking waste of resources that is the blanket 20mph speed limit scheme imposed across the Highland Council area.

This ill-conceived initiative has squandered taxpayers' money, ignored public opinion, and failed to deliver even the most basic improvements in road safety. It is time to put an end to this farce.

Highland Council's own data unequivocally exposes the policy as a fiasco. Despite draining at least £450,189.36 from the public purse, the scheme has delivered an insignificant 1.7mph reduction in average speeds. The community has overwhelmingly rejected this nonsense, with only 17% of surveyed residents supporting it and a paltry 15% seeing any benefit to themselves or their communities. These figures are damning and leave no room for further justification of this failure.

This "consultation" has been nothing but a cynical box-ticking exercise. The voices of the public have been ignored entirely, making a mockery of the council's claims to be "listening" to the communities it proports to serve. This blatant disregard for public opposition is both shameful and unacceptable.

Furthermore, the execution of this policy has been described to me as "a spectacle of incompetence." Money that could have been used to address the real and urgent issue of pothole-ridden roads has been wasted on temporary measures like stickers that are already peeling off. This is nothing short of an insult to every Highland taxpayer who has to endure unsafe roads while their money is frivolously spent on a scheme that achieves next to nothing.

The Scottish Government "transport hierarchy" is an absolute nonsense when applied to the Highlands. It is yet another urban-centric policy forced upon rural communities without due consideration for our unique realities. This ongoing war on motorists is entirely unjustifiable and must come to an end. Private car use in the Highlands is not a luxury—it is a necessity.

For many residents, cars are the only practical means of transportation to work, school, and essential services, such as basic healthcare across vast and poorly connected area. Policies that seek to penalise drivers are an affront to the very people this council claims to represent. It is time to embrace reality and develop policies that work with, not against, the needs of Highland communities.

It is evident that this initiative was designed to serve ideology rather than practicality or evidence-based road safety improvements. The scheme fails on every front and has achieved nothing beyond eroding public trust in this council's ability to govern responsibly.

Thank you again for taking the time to contact me and If I can provide any further assistance, please get back in touch.

**Objector 2**

Unfortunately, we disagree with the proposed lower speed limit enforcement. We feel cars are now safer than ever with advancements in braking technology and so this extra reduction is unnecessary. If the imposed limit is maximum 20mph, this means vehicles would need to be doing around 18mph to ensure they do not exceed the limit. We feel that even in residential areas, if a vehicle is abiding to the current 30mph limit and children are being taught and following the Green Cross Code, there should be very minimal to no accidents already. We do completely understand the temporary 20mph zones during school start and finishing times due to higher risk with increased volumes of both pedestrians and traffic. Can anyone provide the statistics for accidents on these roads and in particular those in Lochcarron? What other justifiable reason would there be to lower the limit than safety and we are unaware of any issue with accidents. Therefore, you are trying to prevent a problem where there simply isn't one.

**Objector 3**

Dunvegan and District Community Council feel that Highland Council are wasting money virtue signalling about road safety by introducing 20mph zones. In Dunvegan the 20mph signs were installed without consultation and the speed limit is not enforced - and is therefore routinely ignored.

We feel that not a penny more should be spent on 20mph zones until such time as every inch of Skye's A-Roads get white lines - down the centre as well as at the road edges. A night time drive from Dunvegan to or from Portree is a white-knuckle ride for which Highland Council should be thoroughly ashamed. The same applies to many A-Roads on Skye. Additionally, although outside our area, the zebra crossing outside the Portree Co-op has been out of use for months - presumably because there's no machinery to paint the markings.

If Highland Council are unable to provision a road marking machine suitable for use in Skye AND available on a regular basis, perhaps it's time to bring back the man (or woman) with a tin of hot paint on wheels!

Road markings are much more vital for road safety than unenforced 20mph zones.

**Objector 4**

Please restrict the use of the 20mph Traffic Regulation Order to the immediate areas near or at schools, shops and places with a history of accidents. Elsewhere this is a pointless and unwelcome exercise, a waste of money. Money I might add would be better spent on repairing the road surfaces which are blighted with potholes, lack of road markings and poor drainage.

**Objector 5**

I do not think the above should be made permanent.

In the area where I stay we have 20 mph, but I have to leave a 40 mph road to enter and on exit I am straight onto a 40mph road which seems ironic considering this is the main route to a Secondary School.

Added to this it does actually take longer to travel along these routes which with petrol/diesel vehicles uses more fuel and pollutes the atmosphere. Electric cars are weight bearing for longer and therefore damaging our already badly maintained roads.

Until you have actual statistics that have been verified independently from these areas showing a reduction in accidents plus an independent study on the effects to the environment then these speed restrictions should not in my opinion be made permanent.

**Objector 6**

The 20 mile an hour scheme in residential areas is not working well and should be reversed and not continued. It is also not environmentally friendly and in the majority of areas not necessary.

**Objector 7**

I wish to indicate my strong opposition to the 20mph speed limit which has been imposed on drivers in and around the city of Inverness - and beyond.

The reduction of speed, which in my experience the vast majority of drivers ignore anyway, causes stress and frustration which in turn has the opposite effect on road safety which the reduced speed limit was designed to tackle.

I would propose the return of the 30mph speed limit for most residential and city centre traffic and, with the support of the police, more stringently enforce this limit.

The one exception I would have would be to roads around school buildings, where I would have a 20mph speed limit from 8:00am - 9:00am and from 2:30pm - 4:00pm.

**Objector 8**

There are three 20mph limits that I find unnecessary and frustrating and that appear to be regularly ignored by many drivers.

Contin on the A835? Tore to Ullapool Road  
Golspie on the A9  
The road through Hill of Fearn in Easter Ross.

30mph would be perfectly adequate for these three areas.

**Objector 9**

I am writing to strongly object to the roll out of the 20mph limits.

This is the second public consultation following the last one which was strongly against the proposals. It's high time that this council listen to public opinion rather than bulldozing unpopular ideas through. This quote from the Courier says it all. Councillor Ken Gowans said: "We are entering the final stage of the Highland-wide 20mph scheme. We remain committed to making our streets safer and to enabling more sustainable travel choices that benefit public health and the environment.

This quote suggests that you are already in the final stages of implementation, so this consultation is a complete waste of time. Again there is no interest in listening to to the public.

I have rarely seen a car driving at 20mph in the new 20 limit zones. All it does it normalise speeding and causes dangerous driving through frustration. I have seen 4 occasions where cars have over taken a car driving at 20 which is far more dangerous than driving at 30.

This is just another extremely expensive failed experiment by the Highland council which has turned into more of a dictatorship of late. Wasting money at every opportunity in the most unpopular ways possible.

**Objector 10**

I would like to make the following comments on the 20mph scheme, based on areas I commute.

1) Trunk roads (A9, A96, etc) should not have been reduced to 20mph as this causes confusion as people travel from one council region to another.

2) I also think that main runs through towns, for example Grantown On Spey, through The Square, High Street, etc should still be 30mph but when you turn off into the side streets the 20mph is acceptable.

An example of where this has been done is as you come into Nairn on the A939.

I do appreciate the extra cost in this due to having to put up signs at every street entry off of the 30 zone.

3) I don't understand why in Grantown On Spey as you come into town there is a small 30mph zone before the 20 zone. This cost extra money when the 20 could have started at the entrance to town. Meaning new post and lights would not have been required.

I have seen else where it was as you entered the town that the 20mph zone started but can't remember where it was.

4) To go through Nairn you have to pass through 3 speed limits entering from the East again could it not have gone straight to 20 from the 40 zone rather than 40, 30 then 20. Again there was the cost of new post and lights.

5) There is no way of this being Policed. In the time these limits have been in place very few people have followed them.

6) In my car I gave found fuel economy to be worse trying to do 20mph rather than 30.

**Objector 11**

I agree to the 20 mile an hour speed limit on roads off main roads. It is hopeless having 20 mile an hour on Stratherrick Road or Balnakyle Road, et cetera.

Please keep the 30 mile an hour speed limit on all main roads.

**Objector 12**

Am sorry but this 20 mph across the highlands is unbelievable extremely frustrating for drivers, am a highly experienced hgv driver and this is just a disgrace this has zero impact, folk and even the police do not follow this 20 mph limit, this one that the highland council need to open there eyes and see this is not good for the highland community, and the roads in Inverness are disgusting pot holes get a temporary fix and 4 weeks later pot holes are back am sorry but am getting fed up of putting my personal car into the garage bet you can't maintain roads in the Inverness area and in the city I think it's a disgrace, and a disgrace off a council

*Am sorry but I disagree with everything in that email that I have received, there is more cars on the roads than ever and including with the tourists and at the highlands busiest time of year the road network in and around the highlands it shot not be 20mph I totally understand it around schools, how is 20mph efficient with the amount of cars buses hgvs camper vans etc that's way more pollution in and around the*

*inverness area and other parts of the highlands if any of the counsellors could honestly see what damage this is doing would be an eye opening experience as you honestly can't see the problems this is causing the general public get extremely frustrated with the 20mph speed limit, but it is the same old (highland council) that have no clue, and what about the roads in Inverness and surrounding areas nothing seems to get done the pot holes are way out of control but nothing gets done due to funding not being there? Well am sorry but it's an absolute disgrace the state of them I could walk out my front door and within 10 minutes could easily send pictures of the disgrace of what so called roads are in I have reported the roads and was told my area isn't on the highland council's property list it's an absolute joke*

**Objector 13**

Please do not make the same mistake as Wales - also have in mind that the speed limits already in place across the country fail to have any consistency or in many cases, meet the regulations.

**Objector 14**

I would like to submit my objection to the blanket 20mph order on the grounds of air quality. Modern cars have been designed for many years to perform in a certain way, emphasis on low emissions has been the most recent driver, a car designed to be driven at the standard set speeds 30/60/70 primarily will be efficient at those speeds, reducing the speed to 20 is likely to produce higher emissions per litre of fuel, in doing so at low speeds will cause emissions hot spots and due to the location of 20mph limits, this will be in densely populated areas or areas where people will walk/tun/cycle, breathing in poorer quality air. There should be a move towards lower emissions at lower speeds such as hydrogen powered ICE's rather than fully electric due to their excessive carbon footprint from manufacture.

**Objector 15**

Having lived with these new 20 zones on my daily commute in and around town I find that having 20 zones is safer. I feel that they are best placed to residential streets and public areas such as Around the centre of town, eg Academy Street and surrounding streets. I completely agree with this. However what I find infuriating and something that causes people a lot of frustration and time is the 20 zones along places such as Culduthel road where you hardly see anyone walking or cycling the majority of the time or the likes of through Nairn, it holds traffic up, the lights have more cars waiting so congestion is worse at times. I also find that the cars we use currently cannot sustain 20mph zones as they need to be in a much lower gear such as 2nd in these areas. This is completely against our green goal as we all sit burning extra fuel compared to being able to get in to 3rd gear which is far more environmentally friendly and but also prohibits speed. I would like to draw your attention to behind the Culloden Moor in where it is a built up residential area yet you have the signs set at 50? There is a lot of confusion around what anyone should be driving and is a distraction to what is actually in front of us.

It is a disruptive thing to deal with every journey taken and I am sure that you will find that most people do not do 20 and will be happier driving 25 - 30mph.

I understand the fundamentals of your ideas but I feel it has been very short sighted.

**Objector 16**

I'm not in favour of the 20mph limits, I see the need in the vicinity of schools, but people should be driving with due care and attention at all times. I feel they are unnecessary and an added expense that Highland Council could not afford. Spend our taxes wisely please.

**Objector 17**

As a Kiltarlity resident, the blanket wide introduction of 20mph speed limits on built areas was completely overkill, what research was carried out? What consulting took place? What enforcement had been carried out? What increases or decrease in accidents has been recorded?

Whilst I completely agree certain locations do require to have a 20mph speed limit, it should not have been a blanket introduction across the region.

I look forward to your response and hope the 30mph limits can be re introduced where appropriate

**Objector 18**

I would like to state my my objection to the 20mph new zones. Please return them to 30mph. It is a waste of tax payer money changing them in the first place. It made me very annoyed that you changed them all and did not divert the money to better use.

**Objector 19**

I would like to object to this complete madness idea of the 20mph scheme in Caithness as most of the spots they have brought in are ridiculous, yes I fully agree with these zones outside schools etc but for the most they have put these in some stupid areas where 30mph is adequate and it really just confuses people as to what speed we are actually supposed to be travelling at as they are so up and down in such small areas, 1 minute it's 30 then down to 20, back to 30 and down to 20 then out the towns and up to 40 and 60 and back down again.

And the council can't even get the signs in Caithness correct, Have seen 1 side of the road say 30 and opposite side say 20, it's laughable.

It should either be all 20 or all 30 as people are now too busy watching what speed they should be travelling at now as they change so much in different areas of the towns and villages. And if drivers are now busy being distracted trying to look for the signs as to which speed area they are it this is then taking their eye of the road and also a danger... Please stick to the 30mph on all areas except outside schools where yes these should be 20mph where all drivers should really be using common sense in these areas.

**Objector 20**

Regarding the 20mph speed limit. I'm for it around school areas, that I understand the speed limit to be implemented. But against it on main trunk roads example Ullapool to Inverness road, down to 20mph in contin. Also main roads in & around Inverness & villages. I don't feel that 20mph is doing anything other than cause frustration to road users.

**Objector 21**

I object to the proposal to make permanent the 20mph speed limits on the following basis.

1. Having observed drivers on various occasions overtaking slow moving vehicles at 15-20mph in these zones, this would seem to be less safe than the 30mph implemented in the rest of Scotland.
2. Vehicles travelling at this speed tend to be less fuel efficient and generate more emissions as they are not designed to be driven at lower speeds for longer periods.
3. Pedestrians still have ample space on pavements with no 2m rule in place.
4. None of the zones address the poor quality of driving on the NC500 and improve the drivers awareness of their surroundings. Current state of the roads with potholes are a considerably more dangerous condition. The lack of adequate road markings eg. Junction markings, midline and road edge marking should be addressed as a matter of primacy over maintaining 20mph signage.

To reiterate, for the above reasons I object to the permanent designation of the 20mph zones in Highland Council Region

**Objector 22**

I am writing to object to the proposal to make the TRO permanent for the Highland-wide 20mph scheme.

Without a full segregated cycle lane I do not believe the scheme promotes cycling as a means of transport. A reduction in speed on its own makes little or no impact to remote cycling.

The blanket roll out of the 20mph limit is overkill in some areas and about right in other areas where speeding over the previous 30mph limit was not followed. However, it could be argued that proper policing of the 30 mph could be more effective than the artificially low 20 mph limit or traffic calming measures would in fact be more effective.

In short a traffic strategy for motorists, cyclists and pedestrians needs to be produced to provide a coherent plan for improved safety, and promotion of active travel.

No data has been provided to compare and contrast pre and post 20mph implementation impact on safety, or increased active travel. There is no information to corroborate the suggested success of the 20mph limit.

**Objector 23**

I would like to provide comments when you are considering this permanency.

I am a resident in Westhill, Inverness (off Tower Road). The introduction of the chicanes on Caulfield Road has been absolutely awful. During (many) times when the traffic has had to be diverted along that road due to RTAs or road works, the cars end up tailing way back towards main roads and oncoming drivers can be extremely ignorant and aggressive by either not stopping, flashing lights regardless of who has the right of way, etc. Then the speed limit dips to 20 when the school is operating and then the speed changes again, bizarrely at the very top of that road when you should in fact be slowing down. The whole layout is questionable and over the top given that the main Tower Road remains at 40. That should definitely be 30 there as cars can't get out from the top of Westhill onto Tower Road on busy school traffic mornings etc. Folk drive far too fast along there and there are minimal concessions for drivers trying to get back on to the main traffic thoroughfare at busy times.

The 20mph limits in almost every single side street and larger roads is problematic. For example, past the Kingsmills hotel where one should be slowing down to get to the roundabout, surely 20mph there is not required from the main junction lights on the hill, heading towards the roundabout to Old Edinburgh Road?

Another example is along the Scorguie main drag. The 20mph crawl there, given the size of that road; it has good visibility, traffic lights where they need to be and other calming measures is cumbersome and usually only results in a long line of traffic tailgating each other with a melee of exasperated delivery vans in-between. Combined with the times the canal bridge is shut, this area is a real headache to navigate through.

Another road that comes to mind which is almost always heavily congested, already has many traffic light stops, and the 20mph has added to the congestion, is the main road through Nairn. Why was 20mph necessary there in that short expanse of road? Many times I've seen cars struggling to get out of the side streets there because of the congestion and no one giving way to let more people out because of the already slow moving traffic there. I've even had folks behind me sounding their horn if I happen to be courteous and let someone out of a side street there.

You should also consider that there are many studies to suggest that vehicles travelling at constant lower speeds, in lower gear ratios contribute to higher engine revolutions and increased emissions (Alliance of British Drivers, ABD discusses this).

Notably the Welsh Government has had to revisit their guidance around implementing 20mph zones and revert back to 30mph in areas where there was least or no positive impact of the reduction in speed. This was based on a pragmatic review following feedback from constituents from all areas and groups; such as emergency services, delivery services, residents, businesses, vulnerable people, etc. Their review and admission that the reasoning hasn't always been correct has been a costly one but at least they admit that changes are absolutely necessary. Highland Council needs to adopt the same, fair and balanced approach and remove the 20mph restriction where there is no real benefit, and in particular where other calming measures are already in situ. Surely a one method layout is enough, rather than excessive signage and stop/starts, general all round confusion? I think we can safely say that you can no longer determine what the speed limit should be by observing the positioning of the street lights on a road. That used to be the yardstick in the Highway Code.

Direction of funds would be much better utilised by fixing the roads properly and maintaining byways as the area has become very shabby - the huge ongoing pothole debacle below Simpsons Garden Centre comes to mind. I can't imagine that the image is a welcome one when our tourists do happen to visit and it certainly isn't welcome when one has a huge mechanical bill due to the front of one's car becoming mangled when it bounces out of the crater forming on that main road towards the UHI Campus junction.

Please do not mistake this communication as from someone who doesn't agree with safety measures on the roads. That is absolutely not my intention! I totally agree with restrictions where needed however, a sensible 'one or the other measure' implementation approach would be much more preferable than to throw every weapon you might have in your arsenal to any given road in the area.

I hope you do pragmatically review and revise this situation as required.

**Objector 24**

I believe the 20mph is not required where you have out them in certain areas. There is a 20mph near me where there are no houses on one side and the other side the houses are well away from the road. There doesn't need to be a 20mph.

They should be reverted back to 30mph.

**Objector 25**

I have always been in agreement with the 20s plenty in side streets I do not agree with 20 MPH on main thoroughfares, since this scheme was imposed without prior notice or consultation, apart from the obvious increase in emissions as vehicles are continuously in lower gears, the standard of driving has gone backwards, more mobile phone use would appear to be a consequence of keeping to this speed limit.

**Objector 26**

20mph speed limits should only be used for around schools and residential streets where there is an increased risk to pedestrians.

Main roads, for example, Stratherrick Road, Island Bank Road, Dores Road should be 30mph.

The overuse of 20mph dilutes the purpose and likely efficiency of what is trying to be achieved.

**Objector 27**

After driving through the restricted 20mph zone over the last period it is now time to complain.

The 20mph is designed for heavy congested areas like London, Birmingham etc where bikes, pedestrians and vehicles all share our small narrow British designed roads.

The Highlands are completely different in that regard. Our drivers are considerate and observant of the laws and other road users.

When last was any pedestrian run over or cyclist squashed?

These 20mph zones are over the top and basically put in place by people who like to think they're at the top of their game.

But in practical terms the zones are unnecessary and lead to increased fuel consumption and emissions as cars typically run in 2 Gear causing higher the engine to rev higher than in 3 or 4 th gear at 30 mph. Emissions are very important for the air quality in the suburbs streets for health and wellness.

Why don't you look at that aspect as an important detractors in this context too.

My hope is that this needs more thought other than just making a blanket decision.

**Objector 28**

Please add my name to the list of objectors to the proposal to make permanent the current 20mph trial zones.

I support 20mph zones in limited areas where they have a specific impact eg outside schools and hospitals.

I travel through many of the trial areas regularly and due to the excessively large areas chosen to set the new 20mph limits, they then lose their impact in areas they are actually needed.

Overuse of a preventive measure always lessens the impact of that measure meaning where it is really needed.

By reserving the 20mph limits for a very few selected areas (schools, hospitals and old peoples homes), this reinforces their impact and ensures greater adherence to the limit.

While it may seem advantageous to the council to be a pioneer in this scheme to attract Scot Gov funding, I suspect you will end up eventually spending more money rolling back the measures when they are proven ineffective.

**Objector 29**

I don't agree with a blanket 20 mph a complete waste of money impossible to police money would be better spent making safer zones around schools and dare I say it fixing pot holes .

**Objector 30**

I would advise that I don't support the 20 mph speed restrictions.  
This penalises drivers who have no alternative to car travel in the highland region due to the poor or unavailable public transport availability.  
I also suggest this causes frustration with many drivers travelling at excess once they reach the boundaries and trying to make up for lost time.  
Better education and improvement in drivers responsibility would be a better investment.

**Objector 31**

I thought we had already had a consultation, but since we seem to be going round again I wish to make the following points:

The slower that traffic moves past, the greater the pollution being spread to and breathed in by pedestrians.

This is grossly unfair to rural communities here who at present (thank goodness) have not yet been corralled into '15 minute' towns and need to travel some miles for shopping, appointments etc.

The village where I live has no traffic problems and people just drive to the conditions, as they have done for years.

The A9 is a much bigger problem around here, just dual the road.

When you do get someone who insists on sticking to and indeed driving below the limit, this causes dreadful frustration and that in itself will be the cause of far more traffic accidents, as people desperately try to overtake.

Aviemore has become a disaster for travelling through and this holds up all the regular bus services.

Personally having seen workmen putting up loads of these 20 signs, I would far have preferred that the blocked drain outside the boundary of my property was cleaned, as this alone floods the road in wet conditions and in fact is really dangerous. This has been reported twice but no action as yet.

**Objector 32**

I object to the 20mph restrictions that have appeared across the region for the following reasons:

- Unnecessary slowing of traffic across large sections of towns. Within 100m of a school can be seen as having some value but not anywhere else.
- The low speed reduces driver attention to driving due to the boredom of travelling so slowly.
- New cars are designed in a far more pedestrian friendly way. Yet, we are continually reducing speed which is not necessary.
- A motorist risks losing their licence on every journey through being slightly over the 20mph speed limit.
- Public transport in the Highlands is inconsistent, does not service rural areas in a convenient manner so everyone has to drive. Yet the motorist is continually blamed for climate, accidents, etc.

**Objector 33**

I object to the proposed 20mph limits because in most places they are unnecessary and serve no other purpose than to increase pollution and are the result of misguided targeted funding by the economically illiterate SNP government

**Objector 34**

I wish to log my objection to the 20mph speed limit becoming permanent across Highland.

It's appropriate along areas where schools are located and the road speed is in excess of 30mph.

Outwith those areas 20mph is completely inappropriate especially on busy main roads. Glenurquhart road Inverness is one example of the inappropriate 20mph limit as it's a main road and certainly doesn't improve safety. If, like with other areas, erect traffic lights to allow safe crossing for pedestrians

A lot of money has been spent marking out those 20mph area, putting up and changing signage for a temporary trial was a ridiculous waste of money

Get road safety back into schools and teach children how to use roads safely, road safety is not just about drivers !

In winter conditions there are areas of Inverness that would essentially become inaccessible where the 20mph is in place, many areas of Westhill are impossible to climb at 20mph and results in cars being left all over the main road to the detriment of public transport and gritters.

30mph is a perfectly acceptable speed limit to set in residential areas.

I hope this matter will be given serious consideration

**Objector 35**

I would like to object to the proposed permanent implementation of the 20mph speed limit .

The reason for my objection is that this speed is too slow and unnecessary , the speed limit should remain at 30mph .

The cost of this 20mph trial has been completely unnecessary and the money could have been better spent filling pot holes or having a more localised 20mph zone implementation scheme at primary schools on main roads for example . Not a 20mph limit everywhere .

**Objector 36**

I would like to object to the blanket implementation of a 20mph speed limit within roads that are under highland council control.

The highlands are more than the urban sprawl of Inverness and represent diverse townships spread across a large geographical area and rural communities need to drive by necessity.

Few motorists drive for pleasure anymore due to an inadequately maintained road infrastructure, coupled with rising maintenance and insurance costs and a general deterioration in driver behaviours post covid. Vehicles are a means of travel for areas with poor or unavailable public transport and should not be seen as a luxury that people can choose to avoid or spend excess time driving

Blanket implementation of a 20mph limit in the name of road safety is somewhat missing the point as the increased frustration already being caused by excessive journey times and inappropriate speed control, will undoubtedly lead to increased road traffic incidents as drivers zone out on monotonous journeys, daydreaming about what they might just have time to do once they finally get to their destination or become drawn into conflict situations with the inevitable risky overtaking in the face of oncoming traffic once the national speed limit sign is passed exiting rural villages. Additional, at 20 mph, few cyclists can safely and legally be overtaken, leading to more traffic jams, work commutes lengthen leading to a further erosion of work life balance, vehicle efficiency is also not optimised for lower speeds, likely leading to higher emissions as vehicles labour in the wrong gear.

I would fully support reduced speeds in appropriate areas, ie outside schools, hospitals and within high density residential areas, please note, the A82 does not satisfy any of these criteria.

If there is a genuine desire to improve road safety the money would be better utilised to provide training and coaching of drivers, early intervention at school with government funded driving academy's and compulsory attendance on online driver safety sessions for everyone once they reach age milestones or gain citizenship, reducing the speed is not resolving bad driving or reducing road risk its just masking the symptoms and severity to achieve an arbitrary Kpi.

#### **Objector 37**

I write to OBJECT to making the idiotic 20mph limit permanent. The idea of making the limit city wide was and is ridiculous, it doesn't slow cars down . I would say you have to keep it outside schools as it was before. The limit makes driving around the city long and not very good for the environment as most new vehicles use more fuel going slow than at 30mph , including ALL your buses that you run that are not clean running until they run at 45 mph!! , the same goes for your diesel vans and cars , so the excuse of environmental pollution is not valid !

#### **Objector 38**

How much money is being spent on signage and road markings for this so called 20mph 'trials'? As if the higher ups haven't wasted enough money thus far. Is the Highland Council aware that Cauldeen Primary currently can't use their gym all properly due to damaged floors, and are constantly having plumbing and heating issues. Not to mention the fact that they can't afford maths books for several of the classes.

But, what the Highland Council do have a budget for, is to waste money on signage for a 'trial'. Incredible.

Shall we even start on schools being MASSIVELY understaffed, risking thousands of children's education?

I fully agree with having 20mph speed restrictions around Primary Schools at peak times, and current speed restrictions already in place at the likes of hospitals etc. However, I think the 20mph restriction in the general area is ridiculous. I will simply highlight these, instead of hammering on.

1) 20mph restrictions will cause further congestion which is already a massive problem in Inverness.

2) Following from above this is going to cause much more harmful emissions, for longer periods of time. Worsening an already world wide problem.

3) Higher fuel consumption. Much like above, cars being stuck in lower gears, means more pollution. The average person having to buy more fuel, means less money on what is already a very tight budget for some.

4) Traffic & times. There will eventually be a knock on effect with the volume of traffic effecting peoples times. Meaning being late for work, school etc, or having to pay more money for childcare.

5) Unreliable bus service. It's no secret Stagecoach is a joke of a company. If people don't have a reliable option other than their cars, then there isn't really much of an option. Which won't help reduce traffic management either.

6) Cyclists. The 20mph will cause significant tailbacks due to road using cyclists. Not being able to safely overtake, and stay within 20mph is near impossible. This is very apparent on Culduthel Road, especially at peak traffic times.

Please reconsider implementation a permanent 20mph wide restriction.

I don't only sent this email on my behalf, I send it on behalf of many, that are unable to email or afraid for their email address to be known.

### **Objector 39**

I fully support this in our streets ONLY where we live, but not on the artery network that feeds our residential areas, these streets with traffic moving effortlessly allow our town to function.

In the housing areas, there are very little crossings and kids live a play on these streets, 20, or less is a good thing but on the roads feeding our town, there are crossings, underpasses and systems to allow traffic to flow safety at 30 or 40.

20 does not improve air quality, it reduces it as all traffic travels at a gear less than at 30, with the engine speed the same, cars rum smoother at certain rpm.

Also, from my experience the traffic travels closer together, this also means more vehicles are in a giving stretch of road at a giving time as opposed to travelling at 30, adding additional exhaust fumes. Plus reduced opportunities to cross the road.

Cars lorry's busses and vans have far improved stopping abilities compared to the traffic on the road at the time the current speed limits were set.

I'm my view, education of the motorist's cyclists and walking public would have a greater effect on safety.

Remember the cycling proficiency tests we all sat at primary school, the green cross code man, these don't exist these days, if they do have something, it's not getting the exposure it should. No kids in our child's school receive road safety education out in the roads. Only covered in the class. I have a child at school localy.

It's too easy to jump on the political bandwagon and make everything 20mph without looking at the whole picture.

I collect my child from school, I see the complete failure of the public respect at the school junction, zig zag lines being completely ignored, many parents have brought this up with the school, but the HT explained this is not on her school grounds and not her responsibility. It's a shambles.

There are many aspects on this, but the big obvious thing to me is education of all users, not additional lines or speed limits reduction.

The public as a whole need education on how to respectfully behave around roads and traffic.

Many cyclists use the roads, and like some drivers, a few cyclists abuse the system, shooting straight through red lights, passing between moving traffic, forcing their way in traffic, damaging cars and leaving etc.

A wee bit of mutual respect would work better, again more education needed.

Biggest problem between cyclists and vehicles, other than the personality's, is the average speed difference, exaggerated on our often tight roads.

I also know that our already stretched police service would not welcome the additional workload policing this political proposal.

Please can some common sense be employed here, and consider all aspects of this proposal.

#### **Objector 40**

I am emailing to express my objection and concerns about the recent implementation of 20mph speed limits across the Highland area. While I support reduced speed limits in specific zones, such as those surrounding schools, I have reservations about their widespread application.

#### **Lack of Consultation and Communication**

The speed limit changes appear to have been introduced with minimal public consultation and limited communication. The abrupt implementation has led to confusion among motorists, especially in areas where 20mph and 30mph signs coexist, including road markings. This inconsistency can cause uncertainty and may inadvertently lead to non-compliance.

#### **Enforceability and Public Engagement**

The enforceability of these new speed limits is questionable. Without adequate enforcement measures, compliance is likely to be low, as suggested by RAC research indicating that compliance with 20mph limits is often poor, with many road users viewing slower speed limits as inappropriate.

Furthermore, I have noticed that social media posts from the council regarding this change have limited reach, with commenting turned off. This approach restricts public discourse and feedback, which are essential components of genuine public consultation.

#### **Safety and Effectiveness**

Regarding safety, evidence on the effectiveness of widespread 20mph speed limits is mixed. A study published in the *Journal of Epidemiology & Community Health* found that a city-centre 20mph intervention had little impact on long-term outcomes, including road traffic collisions and casualties, except for a reduction in traffic volume.

Additionally, research by the Royal Society for the Prevention of Accidents (RoSPA) has highlighted concerns that traffic calming measures used in 20mph zones can have unintended negative consequences, such as causing vehicle damage and increasing vehicle emissions.

### **Driver Frustration and Compliance**

Driving at 20mph on roads designed for higher speeds (A82 or A9, for example) can lead to driver frustration and distraction. Maintaining such a low speed requires constant attention to the speedometer, potentially diverting attention from the road. An article in *UnHerd* discusses how cars are not designed to be driven at such low speeds, which can make driving more hazardous.

### **Conclusion**

In light of these concerns, I urge the council to reconsider the blanket implementation of 20mph speed limits. A more targeted approach, focusing on areas with high pedestrian activity, such as school zones, may be more effective and publicly acceptable. Additionally, I recommend enhancing public consultation processes to ensure community engagement and support for such initiatives.

### **Objector 41**

I am a local resident (address included below). I responded to the original 20mph zone consultation, however, it appeared that the zones were introduced even before that consultation was completed.

As a Health and Safety manager when I was working (now retired) I was always trained that safety controls should be proportional to the risk.

In Aviemore in my professional judgement I believe the 20mph zone should extend from the Happy Haggis Chip Shop until Muirton, the primary school access.

At the present extent it clearly causes frustration to motorists, taxis and long distance buses, and most of them clearly do not observe the 20mph limit.

If the zone was limited to the extent suggested above, in my experience it would be accepted and better observed, resulting in a positive outcome.

I look forward to your response.

### **Objector 42**

I object to these restrictions to all areas. I feel that other than around schools or in city centre there is no need for this. There is nothing in proof to prove this has made any of the roads safer if anything it causes more tailbacks which causes more pollution.

### **Objector 43**

Regarding these 20mph zones I strongly disagree with this mass implementation of them.

20mph in and around schools or in housing estate/schemes yes okay, but not on main routes that people use to travel through to get from A to B such as island bank road/Glenurquart road for example, main routes like that 20mph are not required, traffic travelling at 30mph is more than sufficient for everyone.

Not sure where this push for mass implementation for 20mph zones has come from anyway, can't say this has ever come up as a priority with anyone I have ever spoken to! I'd like to think those that represent us would know what the priorities of the local people are and this definitely isn't one.

*I would like my opposition to this to stand.*

*To start with It's about time common sense is returned and people stop coming up with ridiculous "aspirations of vision zero" and literally wasting public money on these things. So long as people are on this planet they are going to make mistakes and to have a vision that by 2050 that no one is seriously injured or killed on roads is madness (don't get me wrong that would be a good thing, however it is unrealistic) what's the plan, have us all walking everywhere?!*

*Also reducing speed limits may well help reduce accidents or serious injury however as you have highlighted yourself this is not a guarantee and accidents clearly do still and will happen. This is why I believe a 30mph tends to be a reasonable speed limit to maintain, which allows drivers to get from A-B at a reasonable speed/time without a build up of frustration which in turn could cause more serious accidents. Where I do agree 20mph zones may be of real benefit is in mainly residential areas/housing estates outside schools etc. Not roads such as Glenurquhart Road and Island bank road as examples which you have to use to drive through to get from A-B and are really roads to distribute traffic through parts of the city.*

*Your criteria for 20 properties on a road in a 400m section, that basically be the whole of Inverness or any other built up area or town in the highlands. Which is very concerning and can only hope common sense prevails!*

*The emissions argument, well that should sort itself out when the countries electric infrastructure sorts itself out*

*We all want to minimise risk of things however there always has to be a balanced approach otherwise we wouldn't leave our houses, driving at 30mph in the majority of built up areas feels reasonable.*

*Ultimately it would be a breath of fresh air if those in power started having more of a common sense approach to decisions, it would also be great if there was more time/money put in to things people actually worry about rather than trying to achieve unrealistic visions.*

**Objector 44**

I would like to put forward my objection to the 20mph all over.

Its causing frustration with people driving so slow that its stopping you from driving properly, or on the other hand you can see no one is doing it unless around the schools, which is the only bit that should be kept at this speed limit.

Common sense should prevail and we don't need to live in a nanny state.

If we put these up like the bollards that are still in town that have and still cause frustration this will happen with the blanket 20mph.

**Objector 45**

I agree with the 20mph near schools and perhaps shopping streets, but on some roads it is ridiculous.

Also, how much did these signs cost the councils? And as they are not adhered to in most case, a waste of money totally.

Filling in potholes would have been a better way to spend our tax money and make streets and roads safer.

**Objector 46**

As a Highland resident I wish to object to the above scheme.

I reside in Nairn and have seen no benefit, but plenty of negatives from the long running trial throughout the region.

1. Firstly, congestion. Rather than cars being spread out as they drive through the town, they are clumping together in large groups, significantly increasing journey time and congestion.
2. Pollution. It is taking longer to get from A to B in a lower gear. I've previously had issues with my car failing its MOT due to the cat spitting out excessive emissions due to not getting up to temperature due to running at lower speed. Yet when I got it on to the A9 Dual Carriageway 15 miles away for a run at decent speed, the issue resolved itself and the car passed its re-test without any mechanical intervention.
3. Disproportionate to safety concerns. I drive around the area a lot and find having 20mph sign in many areas excessive to any legitimate safety concerns, such as Cawdor Road in Nairn after you pass the hospital heading towards Cawdor, as an example. The 20 zone continues past the hospital for around a mile further, the road is relatively straight, there is a pavement and you rarely see a pedestrian. Clephanton would be another prime example of a 20mph zone being excessive as I've never seen a pedestrian there yest, despite driving though it several times a month.

I hope you take these legitimate concerns into account, however fear this objection will be buried, along with others, and that the outcome is already decided. As I responded to a very similar consultation to this one around 12 months ago from Highland Council, yet when I go online, I cannot seem to find the results or response to this previous so-called consultation anywhere?

**Objector 47**

I do not want the 20 mph limit in my town of Nairn. It would be acceptable around the schools and hospital but not anywhere else.

**Objector 48**

This is just another nonsense waste of public money, you know the money that you say you are short off!

20 mph should only be introduced around schools, town centres and residential areas.

There are places around Nairn where people haven't a clue what speed they should be doing, and to have a 20mph zone on the A96 is just absolutely ridiculous.

I bet someone is getting very well paid to sit on their butt and make up this nonsense. Next time get someone with a bit of common sense to come up with your stupid ideas.

### **Objector 49**

regarding your desire to hear responses to the confirmation of the 20mph limit no-one asked for, why don't you hold a referendum to decide the issue democratically rather than a rushed response of early February by e-mail only?

There are a number of reasons why this imposition is dubious:-

1. Starting with the fact that the money will be coming from central government who are even better at wasting taxpayers money than you are. Why not request the money to fill in the myriad of potholes instead?

2. This will reduce pollution within the town.

Cars which are stationary or driving in a lower gear than necessary actually create more pollution. They are stationary more than ever now since travelling at 20mph there are more occasions when a vehicle will be stopped by changing traffic lights. This slows progress through town causing tailbacks, meaning a reduction in emissions is not very likely. Having a blanket 20mph 24 hours a day increases this even more. Why is 20mph necessary at 3am?

3. Driving at 20mph is safer for everyone due to decreased stopping distances.

Highway code stopping distances which are always used to make the case for the imposition of these limits are badly outdated. They are what was achievable by a Ford Anglia in 1965 which had drum brakes all round and cross-ply tyres.

All modern family cars which now have as standard ABS, traction control, all round servo assisted disc brakes, and modern tyre technology, are capable of stopping in a third of the highway code quoted distance at most speeds, especially at for instance 30mph. There is simply no case for this on safety grounds.

4. But councils need the income. Here we come to the whole point of the exercise.

Government funding for the collection of an extra tax on the motorist in the form of speeding fines for exceeding a speed limit nobody wants. I have no doubt this will go ahead regardless of any responses from the public, and the police will be camped out at the Westerlea Hotel layby 24 hrs a day collecting funds from people who are simply trying to get somewhere in a reasonable time on our hopeless road network. I suppose it's simpler than bothering to investigate burglaries properly.

Given that the Welsh government wasted millions on a similarly misguided project, why don't you spend some effort in pressing the useless Scottish government to give us the bypass that would negate the need for any of this.

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*No my objection is not withdrawn for the following reasons:-*

*Vision Zero, where no one is seriously injured or killed on our roads by 2050, becomes a reality. The only way to achieve this is to make sure that no-one can afford to drive anymore, which is obviously the long term aim of this brain dead Scottish government, and all the quangos and charities such as Sustrans etc who have to preserve their over inflated salaries by promoting this nonsense.*

*News flash - human beings are inherently stupid especially when driving, and no amount of cloud cuckoo thinking will change this. Seems strangely reminiscent of the promise that The Curriculum for Excellence would make Scottish Education the envy of the world. So just another waste of taxpayers money no doubt.*

*On the subject of which, your boast "that it is commendable that a project of this scale has been delivered to date for under £500k". Does this include the cost of putting the signs up too early, taking them down again, and then putting them up again? Is it great news that Highland Council tax payers are footing this bill rather than Scottish tax payers? Or is it just Scottish tax payers money from a hidden source? Either way it is probably safe to say the £500k will be just the tip of the iceberg by the time the "team" is finished, since you have admitted the costs are potentially large.*

*You say "This has ensured that a blanket one size fits all approach has not been taken". Having a 20mph speed limit 24 hrs a day, 7 days a week 365 days a year is exactly that is it not?*

*"20 mph speed limits are designed to ensure road safety in various road conditions, as well as accounting for pedestrian and driver response times." Every street in Nairn is now 20mph despite the fact you never see a pedestrian in most of them.*

*Vehicle emissions:- once again I repeat the point I made that the SNP government likes to postpone forever - a bypass would remove almost all of the pollution problems. Why not spend the money on this or the potholes the A96 is littered with? Oh that's right there is a separate non-existent budget for that.*

*Vehicle exhaust emissions can increase with congestion and increased acceleration and braking in urban areas. That is exactly what has happened since the 20mph signs went up.*

*Unsusprisingly you have failed to address the main issue here - the introduction of a measure that no-one asked for by stealth and apathy rather than democratic means such as a referendum which would allow the long suffering A96 drivers to have a say. You'd rather spend the money first and then try to justify it. I made similar points to local councillors - one didn't even reply, one was in favour based largely on hearsay, and one abdicated responsibility. So much for democracy. Next stop the even more popular drive everywhere at 50mph idea with it's massive economic benefits.*

#### **Objector 50**

As has been found in Wales, introducing a blanket speed limit does not work, and is generally treated with derision.

I write as someone who was for close on 30 years a traffic police officer, and am confident that introducing a 20mph is more concerned with making those who makes the laws appear to be doing something, rather than bringing down accident figures.

In London, I know of the ludicrous situation where motorists are prosecuted for travelling at 26mph at 2 o'clock in the morning on a deserted road.

I would concede that there may be conditions when even 20mph is too fast ... but am of the opinion that the majority of motorists adjust their speed accordingly.

Those would don't, are likely to be those who ignore statutory speed limits anyway.

By bringing in 20 limits, you risk causing motorists to feel they are pointless, and risk them being ignored .... only to find that when a statutory limit has a genuine purpose, that too is ignored!

This seems an ill thought out proposal.

**Objector 51**

Yes keep the 20's in side streets where children may be playing but not in main thoroughfares where low gear emissions cause pollution.

**Objector 52**

In response to your consultation on the above, I wholly endorse the 20mph speed limit near schools ,nursery's and built up areas near housing.

That said, the rest of the roads should be put back to 30mph as travelling at the slower speed (20mph) causes tailbacks and more pollution.

I have also noticed that since the introduction of the 20mph temporary speed limit that vehicles are still travelling at the old 30mph limit passing schools etc.

If the limit was 20mph near schools etc. it would give the road police more scope to catch the speeders than tho try and catch speeders throughout the Highland. Ouncil area.

**Objector 53**

In favour of 20mph outside schools etc

It should not be rolled out everywhere as is excessive and has already been reverted back to 30mph in such places as Wales as trying to do the same thing, and has wasted an incredible amount of money doing so.

**Objector 54**

I agree with 20 mph around schools. However I have noticed a drastic increase in fuel use when doing school runs. This cannot be environmentally friendly.

Other 20 mph zones are a nuisance on roads that don't end in a for example cul-de-sac

Also a layby for parents collecting children from all high schools would be better. At Culloden academy parents will park on both sides of the road, restricting traffic.

**Objector 55**

I do not agree with the speed limit changing to 20mph.

The 30mph was introduced in 1935 when the breaking distance at that speed was astronomical, with modern cars this is reduced to 12mtrs.

I will agree that around schools 20mph could be a good idea but this must be national, not done randomly by different councils.

Bring back road and cycling proficiency in schools. That will be a better use of money.

**Objector 56 – Objection Withdrawn**

**Objector 57**

I do not think a blanket approach is a good idea.

Most cars labour at the lower speed and use more fuel. Also emissions increase making it worse for the environment.

The previous system of a general speed limit of 30mph with 20mph on certain roads eg round schools etc was much better.

**Objector 58**

I would like to register my objection to the 20mph speed limit being made permanent because:

I have been a driver for over 40 years, driving Taxis, Coaches, and currently Delivery vans. since the introduction of the 20mph limit in Aviemore and surrounding villages, I have seen more near misses with traffic getting impatient at junctions waiting on a gap to join the main road and pulling out in front of other vehicles. I have been overtaken on the main street in Aviemore.

I have on numerous occasions had to stop to let oncoming traffic pass stationary traffic on their side of the road because they have got impatient waiting on the oncoming traffic approaching at the slower speed.

And apart from all that, it is not good for the environment to have traffic travelling so slow as lower gears are required thus causing more pollution.

In my opinion the 20mph is more dangerous than the 30mph limit.

**Objector 59**

This formal consultation doesn't feel like "consultation". It feels like mind was made. Scottish SNP and Green Party want us to get back to cave time, with no electricity, cars, heating, etc. This consultation should be made BEFORE any of signs 20mph appeared in our towns.

Firstable:

- 1) I agree with part of research saying that reduction speed in areas in neighbourhood where people live, children are playing 20mph is required and I was happy to see it at front of my house, but any other roads. Public roads where people commuting to and from work, businesses using to transport goods - absolutely not. There is a big misconception where this 20mph has been implemented. Road like Tomnahurich until Torvane! I can't believe that research refers to that kind of areas. Rather than generalising area, this should be checked manually.If
- 2) 20mph will not help if we do not educate public how to behave on pavement and road. Schools should like in old days invite Police to schools who takes children outside the school and show them do and don'ts. On TV we should have educational commercial how to behave on the road which would teach adults. I don't see in our area cars driving on pavements, but individuals with low intelligence who run under the car. Why punish driver for pedestrians' irresponsible actions? Spend money on educating people, not penalising drivers.
- 3) 20mph ACTUALLY incise pollution! Traffic goes painfully slow; therefore, more pollution goes to the air. From driving 40mph and then change to 20mph you would go from 4th to 3rd gear. Think about raves, and where do we save planet from pollution?
- 4) 20mph cause frustration and overtaking by frustrated drivers where is not desirable, which causes frustration in both drivers.

5) Parcel businesses like DHL, etc. already charging us extortionary in comparison to England because we don't have two lane highways (which feels like leaving in third country in XXI century). This 20mph will give them - and other businesses - ammunition to charge us even more. And rightly so, as time is money.

6) Government would happily spend money to implement this 20mph, but promised dual road from Inverness to Perth and Inverness to Aberdeen is going away farther and farther....because there is no money. But they happily spend more on this!

I want our planet to be clean and leave better place for our children, but in right order. If we want people use bikes, we need to build bike roads. Example is Sweden where they have big wide (double what is on distribution road) pavement divided on half, one side for bikes, other for pedestrians. Unfortunately, bikes don't have registration numbers and in case when cyclist run into your car who will cover cost of repairing your car- as it happened to two of my neighbours. With new right given to cyclist some of them taking whole road arriving no faster then 10mph (often at Highstreet near Primark to Tomnahurich) and creating long traffic behind them. How is that environmentally friendly to the environment?

Why don't spend this money delegating to Police to educate those drivers who are not driving properly, not using indicators (Inverness managed to end up in English newspaper as a city who seems to not need indicators) which slows traffic and congests our roads? Or how to behave on roundabout which in Inverness looks like we have our own rules on that one competing to the rest of UK.

**Objector 60**

While I agree with the implementation of local 20mph speed limits on roads within housing areas with frequent direct frontal vehicular access, I object to the blanket application of the Order on local and district distributor roads across the Highland Council Area.

I would suggest there is obvious inconsistency in the application of the speed limits between areas, an example being between the retention of 30mph zones in Inverness and Dingwall but not in Nairn.

I also have concerns regarding the environment impacts of the proposals, as it is widely accepted that cars travelling at 20mph create more pollution than those travelling at 30mph. Given the extent of this Order should an environmental assessment not have been undertaken?

I trust you will consider my concerns in undertaking your Review.

**Objector 61 – Objection Withdrawn**

**Objector 62**

I am writing to object to the 20mph imposed on certain villages in the Highlands. I live in Strathpeffer and have had the 20mph at school times since many years with no problems. The 20mph on the whole village is just a nonsense. When has there been any accidents in Strathpeffer?? You are always banging on about green energy so how much more emissions are used going uphill at 20mph? If you know Strathpeffer, it is all uphill then go straight into a 40mph speed limit.

It is long passed time common sense was reinstated as it has gone out the window with Highland Council since long.

Please revisit this as many other places are in the same boat, especially on the west coast and Skye. Most people I know travelling from the west avoid Strathpeffer for that reason it takes so long and their journeys are long enough anyway.  
Listen to the people who live in the villages not clowns in head quarters who only know how to work computers.

**Objector 63**

I am against the permanent 20mph road schemes enforced in many Highland towns and villages. As a resident of Culbokie our 1 mile long straight village road adds unnecessary travel time delay. The road already has automated speed warning signs and 2 chicanes plus automated 20mph signs near school.

Adequate footpaths run along the entire village..

Modern cars are well equipped with safety breaking systems and unless I am very wrong I know of no pedestrianised traffic injuries in our local communities in the last 10 years.

Whilst speed restrictions of 20mph make full sense near schools or largely pedestrianised zones I see the blanket 20mph as badly thought out bureaucracy . See the outcome in Wales that reveals the truth!

**Objector 64**

As a resident of Kinlochewe, I object to the proposed permanent blanket imposition of 20mph speed limits to settlements in the Highlands area. This will unnecessarily slow down traffic resulting in unacceptable and unaffordable additional cost for business and consumers in the Highlands. I have lived and worked in the area for over 20 years and can recall no accidents or personal injury in my area when traffic moves at the current restriction of 30mph. The cost to blanket implement the proposed speed restriction will be out of proportion to any anticipated benefit and monies would be better spent elsewhere and especially for the effective long term pothole repairs to roads. A 20mph speed limit will not stop those few drivers who regularly exceed the current 30mph speed limit.

I agree that a 20mph speed limit outside schools (when open) and in densely populated residential areas would be sensible and acceptable.

*As a resident of Kinlochewe, I object to the proposed permanent blanket imposition of 20mph speed limits over the Highlands area. This will unnecessarily slow down traffic resulting in unacceptable and unaffordable additional cost for business and consumers in the Highlands. I have lived and worked in the area for over 20 years and can recall no accidents or personal injury in my area when traffic moves at the current restriction of 30mph. The majority of motoring incidents in my area seem to be on the rare occasion when tourists from countries that drive on the right hand side of the road pull away from local business, parking or accommodation on the wrong side of the road. The cost to blanket implement the proposed speed restriction will be out of proportion to any anticipated benefit and monies would be better spent elsewhere and especially in more and effective long term pothole repairs to roads. Also, a 20 mph speed limit will not stop those few drivers who exceed the current 30mph speed limit.*

*I agree that a 20mph speed limit outside schools (when open) and in densely populated residential areas would be sensible and acceptable.*

**Objector 65**

It is clear that you intend to make the temporary 20mph speed limit a permanent order but I would stress that the Scottish Government says "...all appropriate roads..." should be made 20mph. Whilst I broadly agree with a low speed limit on housing estate roads and close proximity to schools, where children may be at risk, I would like to add that making every road in every town and village a blanket 20mph is a nonsense. It can serve no purpose other than to delay traffic and cause frustration, which has to be admitted, causes accidents. The excuse for such blanket imposition is that less damage is caused to people when hit by a car doing 20mph than at 30mph. That being the case then why not revert to having a man walk in front of each vehicle waving a flag to warn people of the car's approach - surely that would be safer still and serve to satisfy those who would control our every movement? I see the blanket imposition of 20mph as nothing short of control for the sake of exercising power by those in charge and what a shameful use of that power it is, too! Many of you will be drivers who must realise that driving a modern car at such low speeds for such lengths of time increases fuel consumption and atmospheric emissions, or are we now saying that emissions no longer matter?

In summary: I object in the strongest possible terms to the imposition of a blanket 20mph speed limit and suggest that only "Appropriate roads", as suggested by the Government's guidance, be imposed. By "Appropriate roads" I mean housing estates and close proximity to schools.

**Objector 66**

I would like to inform you that i feel that 20mph on any road with a school should be applied but as for other roads they should remain at 30Mph This is yet another idea from Inverness council which will cost a lot of funds that the council do not have and will probably change back again when they realise its not working.

**Objector 67**

20 MPH speed limit is too slow and speed limits should revert to 30mph. Drivers slow down when roads are busy, due to pot holes and good driving therefore 20 MPH limit not required.#

**Objector 68**

Total against 20mpg unless directly outside school.... Idiot ideas just copied from idiots in Wales

*Yes I want it to stand... All this 2030 stuff is agenda 2030...dictate from un.  
I disagree with agenda 2030.  
And I definitely want to object to 20mph..  
Only place for it is outside school Monday to Friday....*

**Objector 69**

I am writing to object to all proposed 20 mph changes in all areas. In my opinion, this makes an insignificant difference to road safety. It will worsen congestion, which is already bad enough.

**Objector 70**

regarding your desire to hear responses to the confirmation of the 20mph limit no-one asked for, why don't you hold a referendum to decide the issue democratically rather than a rushed response of early February by e-mail only?

There are a number of reasons why this imposition is dubious:-

1. Starting with the fact that the money will be coming from central government who are even better at wasting taxpayers money than you are. Why not request the money to fill in the myriad of potholes instead?

2. This will reduce pollution within the town.

Cars which are stationary or driving in a lower gear than necessary actually create more pollution. They are stationary more than ever now since travelling at 20mph there are more occasions when a vehicle will be stopped by changing traffic lights. This slows progress through town causing tailbacks, meaning a reduction in emissions is not very likely. Having a blanket 20mph 24 hours a day increases this even more. Why is 20mph necessary at 3am?

3. Driving at 20mph is safer for everyone due to decreased stopping distances.

Highway code stopping distances which are always used to make the case for the imposition of these limits are badly outdated. They are what was achievable by a Ford Anglia in 1965 which had drum brakes all round and cross-ply tyres.

All modern family cars which now have as standard ABS, traction control, all round servo assisted disc brakes, and modern tyre technology, are capable of stopping in a third of the highway code quoted distance at most speeds, especially at for instance 30mph. There is simply no case for this on safety grounds.

4. But councils need the income. Here we come to the whole point of the exercise.

Government funding for the collection of an extra tax on the motorist in the form of speeding fines for exceeding a speed limit nobody wants. I have no doubt this will go ahead regardless of any responses from the public, and the police will be camped out at the Westerlea Hotel laybay 24 hrs a day collecting funds from people who are simply trying to get somewhere in a reasonable time on our hopeless road network. I suppose it's simpler than bothering to investigate burglaries properly.

5. Why is 30mph considered deadly for most of Nairn, but 40mph OK between the Mossie Road traffic lights and Sandown crossroads? Are Acharaidh/Tradespark dwellers more expendable?

Given that the Welsh government wasted millions on a similarly misguided project, why don't you spend some effort in pressing the useless Scottish government to give us the bypass that would negate the need for any of this.

**Objector 71**

I am writing to express a robust objection to making the 20mph limits in Nairn permanent.

I am especially against keeping the 20mph limit along Lochloy Rd and up in the Meadowlea Springfield housing development, as there were already excessive speed calming measures in place for a 30mph zone, i.e. chicanes AND speed bumps.

The 20mph limit here just causes totally unnecessary frustration in an area already congested by kerbside parking and a very long interval set of traffic lights. The potential for bad outcomes from this frustration at peak traffic commuting times is far more hazardous than driving at speeds of up to 30mph, because there is a far greater likelihood of drivers making rash decisions when unreasonable restrictions are placed upon their travel flow.

By all means place a zebra crossing or pedestrian crossing at key road crossing points, eg. near the school bus layby on Montgomerie Drive so pedestrians can safely cross when they need to. In term-time, the imposition of a twice daily speed restriction to 20mph for 20-30 minutes, within a 50m radius of a primary school to allow safe drop-offs and collection and pedestrian access for young children would be a perfectly adequate and reasonable measure, also

However, as for the 20mph stretches of the A96, main Inverness to Aberdeen trunk road, through the centre of what must be the most congested town with highest number of sets of traffic lights per mile in Highland, well, they're nothing short of a travesty beyond ridicule!!!

Since these temporary 20mph restrictions have been in place, subsequent reduced traffic speed and consequent longer time spent nose-to-tail, stop-start-crawling all the way through Nairn has caused ever more idling traffic to be belching ever-increasing quantities of toxic, carbon emissions into the local biosphere.

So, in an era where central government and local authorities are pressuring us all to comply with their lower carbon emissions goals, for fear of carbon causing catastrophic climate change, the idea that those officials whose responsibility it is to serve the greater good of the public by reducing these supposedly deadly and dangerous toxins, would consciously choose to force drivers of cars, buses, vans and haulage trucks to idle even more slowly through the narrow, congested streets of a residential town like Nairn, is utterly nonsensical and demonstrates a breathtaking ignorance of the negative environmental impact of slow moving traffic.

All this in addition to the aforementioned, inevitable increase in extremely stressful and hazardous driver-frustration levels makes it a no-brainer that the temporary 20mph zones should be abolished - especially in the areas of Nairn and for the reasons I have outlined in this email.

**Objector 72**

This is a waste of council money - spend the money on repairing the numerous potholes that are wrecking tyres on vehicles and causing accidents.

However, This limit is needed where there are schools for the safety of children walking to school.

20 on a major "A" road is not acceptable. 30 through a village is enough to keep everyone safe.

Stop this silly unnecessary spending of public funds.

**Objector 73**

I think the 20mph limit should be restricted to around schools during the start and finishing times.

We are in danger of becoming a nanny state, as Scots we should remember what a hardy race we are and by treating everyone as if they can't think for themselves it breeds an atmosphere of no confidence.

Please take a look at your trunk road messages, they are verging on insulting to car drivers, best have no message unless actually passing on important information rather than the condescending tone, for example:

Take care whilst towing  
Check you vehicle for winter (in March)  
Use approved car seat for your child  
Don't take drugs and drive

Visitors to our country must be surprised to see we appear to be incapable of thinking for ourselves.

**Objector 74**

I will use Avoch and Fortrose's differing approaches to comment on the scheme.

What I like about Avoch's approach is that it has a 20mph limit precisely and only where it is needed. The 30mph limit operates elsewhere on the main road, which allows traffic to flow more readily. I believe that this pragmatic approach leads to higher compliance with, and respect for, the lower speed limit.

What I dislike about Fortrose's approach is that the 20mph limit is a blanket one. I can see no justification for the whole of Canonbury Terrace, nor Ness Road remaining at 20mph.

I believe that drivers do lower their speed initially, a bit, but the sheer pointlessness of the limit leads to speeds gently increasing as drivers get closer to where the limit is actually a good idea.

There again, would that you could get up to 20mph when it comes to the High Street in Fortrose. Make the High Street a no parking zone and let vehicles pass through efficiently. The 20mph limit is both unachievable and barely necessary.

If a limit is seen as pointless by a majority of drivers, this erodes compliance overall.

That said, where the 20mph limit operates in high density housing schemes, I support it absolutely - except where that road is also a trunk road such as Glenurquhart Road leaving Highland Council HQ towards Fort William.

**Summary**

The need for safety has to be balanced against the need for smooth through flow of traffic.

The severity of a potential accident has to be set against the likelihood of one happening - which is the basis for all Health&Safety assessments.

20mph is best enforced when it carries public support.

I believe Avoch is the template for an intelligent 20mph limit. Please bring other villages in line with their approach.

*Thank you for such a detailed response.*

*I note the figures from Edinburgh, and the percentages recorded.*

*The majority of Highland 20 mph limits are in settings markedly different from big cities such as Edinburgh. I would be very interested to see what improvements there have in actual accidents in say Munlochry or Fortrose. I am more interested in recorded accidents than lower driving speeds. I am also interested in knowing what enforcement has been taken to uphold 20mph limits. I worry that the impact of people regularly breaking the limit corrodes respect for speed limits in general.*

*In short, I am even more determined to let my objection stand.*

#### **Objector 75**

I am writing to say I think some of the routes where the 20mph has been put in place need looked at more closely. 20mph is a fantastic idea for roads by schools and housing developments where people walk, but it makes little sense when some of the roads included are not applicable for either of the above.

The main road travelling through Kyle of Lochalsh goes from a 60mph to a 20mph. It starts at a strange point on the outskirts of the village and not near houses or the school. This makes no sense being a 20mph for this entire stretch. It creates a dangerous hazard for vehicles braking coming off the 60mph stretch, and certainly even more so when it's peak tourist season.

The 20mph zone in Dunvegan is also a lengthy stretch which is not all near the school. Ironically you would have a job driving more than 20mph with the state of the road surface through the village anyway, but it makes no logic for this whole road to be 20mph instead of a 30mph. The stretch of road in Dunvegan where speeding is a concern, and where animals have been hit by traffic remains at a 40mph.

Therefore I ask more common sense is used about where the 20mph is productive and having benefit for local people. Not where it is imposed but makes zero logic.

*I'm afraid I do not agree with the logic or argument that is being put forward here. It also does not make sense. You have said "In the 5 years prior to the implementation of the Council wide 20 mph speed limit there were only 4 collisions within a part-time 20 mph speed limit area on the proposed 20 mph roads".*

*There is also mention of criteria being used. This is also not correct as some areas have the 20mph in place where no schools/ shops are present and no built up housing.*

*I can also advise my experience to date is that traffic in 20mph zones outwith school times are actually taking greater risks which increases the probability of accidents. They are pulling out more frequently in front of other moving cars and vehicles expecting traffic to take action to avoid them. It also does not make any sense in rural communities to have traffic at 10pm/11pm drive at this speed when no one is about.*

*Very poorly thought through and a blanket decision of 20mph is not working. This needs to be close to schools or other built up areas. 20mph with the criteria you have mentioned would cover the whole of Inverness. Which is clearly not the case. This creates frustration. It also means drivers will be less likely to adhere to a speed limit which has no logic.*

**Objector 76**

It is now six years since the 20mph limits were considered and then implemented. I wrote to object on several ground which I will now revisit and reiterate my objection.

I wrote: “Exhaust emissions will rise due to driving in lower gears bringing an unseen however far more proven health risk. This risk far outweighs any potential safety risk a 10 mph reduction in speed limits can achieve. I concede there is some empirical evidence to negate this claim however common sense tells you that if you drive your vehicle in 1<sup>st</sup> gear you are not going to get the same mpg you would in a higher gear regardless of your driving style – this will certainly add to pollution in the town”.

This has been proved beyond doubt by my own experience. In a normal month sticking to between 26 and 30 mph my car is able to be in 4<sup>th</sup> gear and I get around 320 miles to a tankful. When driving at 20 mph I am in a lower gear and as predicted my car uses more fuel. I get around 280 miles per tankful at 20mph That is an increase of 8-10 litres of fuel which is around 27.4kg of CO2 per month - or almost 2 tonnes during this experiment! I am not claiming every car on the road will suffer this way however from asking around most drivers agree their car is not comfortable at 20mph unless they are in a lower gear. I invite you to provide real evidence that driving at a lower speed does not increase CO2 emissions if you have to be in a lower gear. Please try this yourself for one month in your own car and I will be very surprised if you can honestly tell me that driving in a lower gear saved you fuel.

All studies which show otherwise are paid for by bodies with an agenda – such as the highland Council.

I wrote: “The roads in the town of Wick are in such poor condition speeds of much over 20mph are hard to achieve. The Highland Council claim they do not have the money to repair the roads other than temporarily patch them yet they apparently have the money to implement an almost town wide 20mph zone with all the associated costs involved. Better road surfaces would in itself improve safety as drivers would not be constantly looking for potholes and adjusting their position in the road if the surfaces could be relied upon to be of a good standard.”

Absolutely nothing has changed here. The roads are in such a bad state only someone living on the moon would not have seen the media coverage around the state of the roads in Caithness. Repairing the roads should be a priority and would be a much greater boost to road safety. Just ask at our local garages and they will tell you of shocking damage to cars, damage that could very easily cause a serious accident.

I then mentioned the following: “Roadside Parking on yellow lines is not enforced in Wick, especially in Bridge Street, the main street through Wick. Poor parking in general, which effectively narrows most roads to single track, keeps speeds down almost town wide. Average speeds around town must be well below 20mph without the need to spend resources which are desperately needed elsewhere.”

Again nothing has changed, in fact it has got worse. Some days Bridge street has more cars parked on it than the nearby car park! The shore now has people parking on the brow of a hill in total contravention of the Highway code effectively making this a single track road. Have the Council done anything about the dangers of on street parking - no.

Next I wrote: "If the Council are genuinely concerned about child safety then I ask why they allow parents collecting children from school to park on the road right outside the primary school when there is an almost empty car park just 50 meters away where they can load their children in perfect safety? This is a genuinely serious risk yet nothing is done – perhaps no revenue can be raised here?"

Yet again no change – from a Council which claims it wants a 20mph limit to improve safety! I would also like to add here a comment regarding the pupils attending the High School in Wick. The uniform is all black, the children walking to school are almost invisible on dark mid winter days. Instead of wasting money enforcing a limit very very few people agree with, why not provide the children with Hi-Vis vests and enforce use of the same?

To finish I wrote: "By lowering the speed limit to 20mph there will not be a reduction in injuries in Wick however there may well be funds raised in the form of speeding fines. Is there any evidence whatsoever these lower limits are needed in Wick? Most importantly will there be an assurance that Wick will be rid of these zones if they prove to actually increase injuries as happened in both Bath and Manchester?"

Have we seen a reduction in injuries – no. If you believe otherwise please provide the evidence? You cannot as the evidence is not there and it is not there for two reasons. One, people are for the most part ignoring the 20mph limit, and two there has as expected been no reduction in accidents.

If we are to remove the 20mph zones now is the time to do it as it would be government funded. Leave it any longer and it will be at Council tax payers expense. This experiment has gone on too long and has achieved nothing except drive up the cost of motoring at a time when we the tax paying working population can least afford it.

To summarize, I object to the 20mph limits on safety grounds, environmental grounds and cost to the motorist. I also object on the grounds the Council claim to have no money to repair the absolutely appalling roads of Caithness yet they have money for schemes such as this that have no proven benefit to Council Tax payers, motorists or even pedestrians.

**Objector 77**

I see little to no benefit that the 20mph zones have made to my area of Fortrose. Living in a fairly rural location there are streets that are marked as 20mph zones that have little to no foot traffic. I am yet to see other road users that actually adhere to the new limits in place, the vast majority ignoring what has been put in place. Seems like a waste of time and money invested in new road signs and markings for somethings that provides no benefits and that very few actually wish to adhere to.

**Objector 78**

Reference the proposed change in the speed limits to 20mph, there are many questions that should be asked and much data that has been ignored, and not relying on totally unsubstantiated opinion:-

- The cost of changing all the signs is prohibitive and the only person that pays is the tax payer.
- Lower speed limits give pedestrians a greater incentive to cross roads where they shouldn't.

- Cycles, scooters, manual and electric, are not governed by any speed limits or practical laws to keep pedestrians safe from these homicidal users of the before mentioned. 20mph zones increased collisions by up to a third, since 2020, to pedestrians by these cyclists and scooter users, these are only the reported incidents as many are not reported so the collision rate is much higher. Therefore, the main cause of accidents is not the speed of the motor car.
- Information from the UK Government is a guidance only and not meant to modify or override any road traffic legislation. According to studies from Belfast, Edinburgh and Cambridge Universities reducing the speed limit to 20mph had little impact on road safety and road traffic collisions. Evidence surrounding the effectiveness of 20mph is complex.
- Biggest problem with 20mph is that almost nobody obeys the limit. Government stats show 81% are above the limit while only 51% above at 30mph. Largest study into effect of 20mph found that the median speed fell by 0.7mph in residential areas.
- Lower speed limits produce unpredictable driving, eg speeding up, weaving between restrictions, **increased noise and pollution.**
- Given that accidents are investigated by authorities, various factors are largely subjective as they reflect the opinion of the reporting person into how and why collisions occur.
- By and large the most common factor into fatal or serious collisions with a pedestrian is that nearly 14,000 pedestrians failed to look properly, approx. 5,000 pedestrians by careless and reckless behaviour and approximately 4,500 pedestrians failed to judge the vehicle's speed or path. These are the top 3 reasons why pedestrians are involved in accidents.
- Road traffic is responsible for pollution especially particulate matter (PM), which occurs from vehicle braking and tyre wear this is greatly increased when electric vehicles are driven due to their 30% extra weight. PM can travel large distances and given that internal combustion engines emit various gases, electric vehicles do not emit these gases, however these gases result from the generation of electricity and how the vehicle was charged (NIMBYism). Imperial College showed that air quality is no worse or better at 20mph. It should be noted that the biggest contributors to PM are restaurants and fast-food outlets so reducing speed limits or taking cars away from city centres will not reduce pollution.

To sum up, from the various studies there are conflicting results from the different parameters used and various aspects were cherry picked to accommodate one's personal campaign to influence the decision-making process of others at the expense of ignoring proper data. I therefore strongly object to changing the speed limits from 30mph to 20mph.

**Objector 79**

I wish to object to Highland Council's proposals for the introduction of 20 mph speed restrictions.

Any imposition of such speed limits should be restricted to streets which have a school fronting onto that street(s) and in addition the said speed limit should be restricted to times when the school is in session.

**Objector 80**

I fell this is a stupid backward imposition but a un elected officials .,their reasoning is it will save life's ,we'll home .any deaths in the Highlands has there been ,that added pollution will cause more more damaged ,the congestion is another point ,but also the time it will take. As a constant user of chemist shops due to health I will no longer be able to finish work and get to my local chemist to uplift my meds ,I'll have to take more time off work ..

Non wants it like the same in Wales so lidten to the public

**Objector 81 – Objection Withdrawn****Objector 82**

I live right in the centre of Inverness on Southside Road and would like to voice my concerns about the new 20 MPH speed limits.

In this area prior to the 20 MPH signs going up there was fairly good compliance with the 30MPH limits. Unfortunately since the introduction of the new lower limits quite a large number of drivers see the lower limit as impractical both in terms of their car's ability to hold 20 (even on cruise control since some cars cannot set as low a figure as 20 into the system). The net result is that roads round us, particularly Mayfield Road, have become a race track as drivers adopt the 'might as well be hung for a sheep as a lamb' approach. It is no wonder then that surveys have shown such a small decrease in average speed. It also begs the question, has there been an increase in the number of vehicles exceeding 30 in the 20 zone..... ie those just completely ignoring the limits.

Another point is that there is no differential between estate roads and main feeder arteries, as an example I name the Culduthel Road/ Drummond Road area. As there is now no longer any time incentive to stick to Culduthel Road and Drummond Road (the feeders) then the roads around there are being used more and more as 'Rat Runs'.

Most conventional cars are not happy at 20 MPH without holding a low gear, in my Audi this needs to be 2nd or 3rd to avoid 'hunting' and at that speed the engine is inefficient pushing out more pollutants than it would at 30.

Finally no consideration is being given to learner drivers. If they spend their learning hours crawling around at 20 how can we expect them to be able to control a car properly at normal driving speeds in other towns and cities.

*Thank you for your response. I started my working life as an engineer in the highways department of Cumbria County Council so I understand the arguments which you have set out below fully, but I think that there are other considerations which have not been taken into account.*

*Driving Schools : at 20 mph reactions do not need to be as fast. Learners need to be taught to drive in all situations and need to be able to cope with 30mph urban speed limits in the rest of the UK. Additionally the lower rate of progress is going to mean longer time will be required under instruction to achieve a pass rate.*

*Emergency vehicles, Police Fire and Ambulance are the obvious ones and they have the option of blue lighting, but there are others who need to move quickly to an incident ..... Medical deliveries, Nurses, Vets, to name but 3 and these do not have a blue light option.*

*Road Rage: I have experienced an increase in aggressive overtaking on Inverness urban roads by those who are not prepared to stick to the limit.*

*Delivery Drivers: These people are under pressure to meet targets and any unnecessary delays will in the end mean higher delivery prices.*

*The effect on the economy: Although the time wasted in dawdling along at 20 mph on an open quiet city road is not large in an individual case when aggregated over the whole area it is bound to have an economic impact and I have been unable to find any references to an economic study of the effects of the proposal.*

*In life we all take risks and they cannot be eliminated completely. We have had 30 mph urban speed limits now for approaching a century and with modern vehicles the risks have become less over time. With a 30 mph limit I feel that the risk/progress balance is right and for that reason I think that the proposal should be rejected. The reduction in risk is there, but it is marginal in the majority of cases and only just outside the bounds of statistical error in some.*

*I do not wish to withdraw my objection.*

### **Objector 83**

This idea is ok for towns residential areas but NOT  for arterial routes which then causes more congestion.

Trying to make people use public transport doesn't work as the services available are so few and only operate at certain times.

As for also trying to get people to use so-called green electric vehicles is so impractical due to the high cost and lack of charging points, time taken to charge .

Their endurance is also impractical especially here in the Highlands with such long distances involved.

And trying to force people to cycle , well, will the cyclists stick to the speed limit? Or just ignore them like they do with every other rule of the road.

As has been seen in Wales, they abandoned their 20mph as it was so impractical.

Arterial routes through towns and villages should revert to the normal 30mph.

### **Objector 84**

All through roads should return to their OLD speed limits. i.e. 30/40mph as appropriate. The 20mph limit is clogging up the through roads. With the addition of traffic lights and pedestrian crossing we have a mass of traffic in line astern travelling at 20mph belching exhaust fumes. 4 or 5 12 wheel trucks in line astern is not a pretty sight!!

Modern cars were never built to drive at 20mph, this obviously missed specification causes drivers to engage a much lower gear, thus causing more pollution and noise discomfort to pedestrians.

Speed up deliveries, reduce noise and pollution, GET RID OF 20MPH LIMITS ON THROUGH ROADS. Let Highland rejoin the 21st century.

20mph is fine on the back roads/housing estates.

**Objector 85**

I object to blanket 20mph speed limits as you have no proof or data that supports that it is now safer.

I viewed multiple Tracsis speed survey data in Caithness locations and none I found have a “before and “after” data, there is only one set of data so there is no proof speeds have now lowered. Also if you look at the data many averages are around 25mph, well below 30mph. The public have no interest in driving at 20mph or below and continue to drive at their normal 20-30mph speed, this is shown wherever I drive in Caithness towns, very few if any drivers stick rigidly to 20mph. The 20mph zones and signs achieve nothing and you have no evidence of speed reduction.

If the 20mph was restricted to targeted locations such as Schools and playparks, drivers would be much more likely to drive at 20mph for those stretches. A blanket 20mph limit means people drive at average 25mph everywhere so you have actually made it less safe in the zones that need to be safer. You are treating motorists with contempt and not working with them to achieve an agreeable solution. 30mph limit with 20mph target zones is the best solution for safety and compliance. A blanket 20mph is the wrong solution and unsafe.

Finally, the thousands of 20mph signs are a waste of money, resources and energy. The potholes meanwhile get worse. I suggest a eco green recycling scheme where a mobile metal chipping machine is employed to be fed the removed 20mph signs and posts and re-use them as filler into the millions of potholes that break suspension, damage tyres and bend wheels. Everyone I know has suffered damage and yet money is wasted on unnecessary 20mph sign campaigns that achieve nothing.

**Objector 86**

I raise objection to this proposal. 20mph would potentially make roads safer but then so would 10mph. There's a limit and it's been 30mph for many years with relative success. A 20mph limit only frustrates communities and drivers, it's also dangerous in that many cyclists also go this speed and there is a continuous battle on the road between who's got control of an area at any given time/space.

The highland council seem to have an ongoing battle with motorists be it this ludicrous scheme or the failed pedestrianisation of Academy st.

Perhaps speed checking of the city centre roads would be a better idea.

More people would use public transport if it were cheap and reliable, it's neither and given the geographical position of our various infrastructures it's little surprise many opt for their cars.

I for one seriously question why we moved my workplace UHI Inverness to its current location when it costs people to travel out from town. It's previous location was far superior.

**Objector 87**

I wish to propose that Culduthel Road be no longer a 20mph zone. This is a main route out of the city and is not really a area of high density. I am not aware of any evidence of serious accidents involving pedestrians or cyclists. This should be extended to Green Drive where the ridiculous calming measure ensures that no motorist can go above 20mph. There many improvements to roads which could be carried out which be a better use of available money.

*We wish to respond to the invitation to share views and suggestions regarding the 20mph speed limits which have been introduced throughout Highland Region.*

*We are generally supportive of the 20mph speed limit, but we do feel that the distribution needs to be changed.*

*A 20mph speed limit in residential streets and in the centre of towns and villages is appropriate for reasons of pedestrian safety and traffic volume.*

*However a 20mph limit on main roads (e.g. in Inverness, Culduthel Road or Glenurquhart Road) is not appropriate because pedestrians on these roads are few and in any case, wide pavements are provided. Also the 20mph limit is largely ignored on these roads, probably in part because it really is extremely difficult to drive along a main road at 20mph. We have never seen that speed limit policed.*

*We therefore support the maintenance of the 20mph limit in residential streets and in town or village centres, but propose the limits on main roads be increased back to 30mph.*

**Objector 88**

I am writing to express my objection to the proposed 20mph speed limit scheme in the Highland Council area. While I understand the aim is to improve safety and encourage active travel, I have concerns about its effectiveness and major drawbacks which have come about as a result.

First, the scheme is not effective, it does not take an exceptionally long journey through Inverness, Nairn, or any of the other smaller settlements to notice that most traffic is simply ignoring the proposed 20mph limits. That is not to say that their driving is particularly dangerous, most cars just drive at 30mph like before the change. This also leads to major frustrations arising when several cars drive at 30mph and one driving at 20mph causing major tailbacks. I have even seen extremely dangerous overtaking of multiple cars take place in busy built-up areas.

Another point I'd like to make is s strange argument that the 20mph will slow people down in general to a speed closer to 26-28mph, I can see the argument for the lower speed, however as a result of this particular project this seems absolutely baffling, if the intent is for drivers to stick to the limits, enforcement of the pre-existing 30mph limits may be more effective. Otherwise, the new 20mph limits are there to slow down drivers by 3-4 miles an hour, whilst still breaking the speed limit.

There is a bigger issue arising from this, anecdotally speaking to friends and family, all this scheme has achieved is made people comfortable with driving above the speed limit and I would argue to a very opposite effect than intended. There are roads in Inverness which used to be a sacred 20mph, and hardly anyone would ever drive above that, such as the city centre, riverside etc.

Since this overall 20mph rollout, drivers got so used to ignoring the 20mph limit, that those 20mph areas where it really matters, are just blatantly ignored. The scheme has made some roads more dangerous than prior to the changes.

My opposition to the scheme is primarily due to the blanket approach of its rollout. There are streets that most definitely should be 20mph and I would never argue otherwise, small access roads within housing schemes most definitely benefit from the reduced limit. My biggest issue is the main roads through Inverness which have been lumped into this, main examples in Inverness are Old Edinburgh Road, Strattherick Road, Culduthel Road, Telford Street, Clachnaharry Road and King Brude Road. These roads are by far the most ignored by drivers as far as the 20mph limits because they function as the primary traffic routes through Inverness. Whether we like it or not, Inverness simply does not have enough main roads as viable alternatives. I personally stay in Westhill, and an example of where this does not work at all is Woodside Farm Drive (and Woodlands Drive), I completely agree that every side road from that road should be 20mph, however Woodside Farm Drive itself, which is off the 40mph Tower Road is a very strange approach, and since scheme introduction I have encountered no more than four cars actually driving at the intended 20mph.

**Objector 89**

I believe reducing speed limits to 20mph in towns & cities is wrong. Driving at that speed uses more fuel so is harmful to the environment and more costly for the driver. Also drivers become frustrated and impatient and therefore lose concentration.

Such restrictions detract from drivers and pedestrians being responsible for their own safety.

**Objector 90 – Objection Withdrawn, See Representor 1**

**Objector 91 – Objection Withdrawn**

**Objector 92**

I am writing to express my concerns and objections regarding the permanent implementation of the 20mph speed limit through Lochcarron. While the intention of reducing speed for safety is commendable, the current execution has created confusion and inconsistency, resulting in many drivers continuing to exceed the new limit.

Several issues need urgent attention:

**1. Non-compliance with the New Limit:**

Many drivers, including locals and tourists, continue to travel at 30mph or higher. This not only undermines the purpose of the 20mph limit but also poses a safety risk to pedestrians and other road users.

**2. Conflicting Speed Limit Signage:**

The road markings still display 30mph, creating uncertainty about the actual limit. Local police have openly stated that they are unable to enforce the 20mph limit due to the conflicting signage, rendering the new limit effectively unenforceable.

**3. Poor Placement of Signs:**

The new 20mph signs are obscured by trees in some areas, and there is no countdown signage on one side of the village to alert drivers to the change in speed. This makes it easy for drivers to miss the updated limit entirely.

#### **4. Road Condition Concerns:**

The main road through the village, along with the side roads, is in a deteriorating state. It would be more beneficial to allocate funds toward road repairs to ensure safer and smoother travel for all road users.

As someone who adheres to the new 20mph limit, the current situation is frustrating and confusing. I urge the relevant authorities to address these issues promptly to improve compliance and enhance safety. Ensuring clear, consistent signage and addressing the poor road conditions would be a step in the right direction.

Thank you for considering my concerns and objections to the 20mph scheme rollout.

#### **Objector 93**

I find the 20mph blanket speed limits across the highland more of a danger than the previous 30mph limits.

Apart from near schools and childrens play areas, they cause more fumes from engines so endanger health and more than that a lot of un necessary frustration. A pointless expensive scheme that ises money that could be spend elsewhere.

A danger to drivers as slow moving causes more danger and unpredictable driving.

Why dont you listen to what the majority of drivers are saying.

#### **Objector 94**

These are my thoughts regarding HRC's currently blanket 20 mph speed limits.

***In principle***, I support 20 mph speed limits within, say, a 100 to 150 metre radius of primary and secondary schools.

Pedestrians already have rights under the law but this cannot and does not absolve **each and every** road user from their personal responsibilities regarding their own, and others', safety. This applies to all pedestrians, regardless of age. How many primary-age children walk themselves to schools nowadays? Not many, and those accompanied by adults should be properly supervised thus ensuring their safety when crossing roads. However, many are delivered to school by parents and these are the worst drivers for speeding and causing traffic congestion and general mayhem around schools with their "stop and drop" attitude. Driving near schools at in- and out-muster is an absolute nightmare (not just because of the need to be careful of the children) and appropriate punitive action must be taken against this type of driver.

Attitudes amongst secondary school students must also be changed; it is not acceptable to jaywalk or play "chicken" with traffic. Are they even taught how to properly cross roads nowadays?

Speed restrictions should be in place where there is a higher, obvious, clearly and properly identified risk. Many of the currently restricted zones **do not** carry this level of risk and do not therefore warrant traffic being slowed down to 20 mph. Blanket 20 mph speed limits just for the sake of it are unfairly punitive against those situationally aware drivers who **DO** follow the law, are careful and recognise and respond appropriately to actual risks. There will be instances when speeds above 20 mph are perfectly appropriate e.g. no pedestrians present.

Equally, there may be times when speeds less than 20 mph may be applicable e.g. near to schools at the start or end of the school day when young people are about.

Modern thinking seems to be to punish everybody not just those actually at fault. This is wrong and must desist. Careful, observant drivers who recognise, anticipate and react appropriately to danger are treated the same as those who cannot see past the end of their bonnet. Stronger actions **MUST** be taken against those who blatantly disregard road laws and do not drive sensibly and appropriately for the road conditions. Many of these people are parents or grandparents themselves yet still exceed speed limits. In my own village I'd say 50 % of traffic exceeds the 20 mph speed limit past the school but there is no deterrent so they repeat offend.

Blanket 20 mph speed limits are unnecessary and must be removed. A much fairer solution would be installation of **unmarked** speed cameras within unambiguously demarcated, properly risk-assessed speed restriction zones. Those who appreciate and understand the reason(s) would adhere to the speed limits and would not be affected. These devices would certainly help reduce speeding near my local school by punishing the wrongdoers financially and by adding points to driving licences. They would also be a source of revenue for HRC.

Finally, I sincerely hope these views will be properly and fully considered and that this consultation is not just another "box ticking" exercise.

**Objector 95**

As a local resident in Rosemarkie would like 20 mph restrictions to be removed of major roads.

It should only be implemented at schools and main highstreet areas.

No one has abided the 20 mph. I've watched buses travel 60 mph on this areas. Also bin lorries and Highland council buses.

If kept in place all residents will withhold our rents and taxes . Till further notice  
You are repretivives not our rulers !!.

It's evident since introduce more fuel is used . Late for for appointments, also tail backs caused .

For zero carbon footprint to work no vehicule should move. Inclusions of emergency services must not show up as using carbon .

I would like to have a local public meeting at our Rosemarkie hall or the library to debate this matter .

**Objector 96**

Living in Nairn and having experienced the trial 20mph period I cannot see the benefits of the speed limit on major roads, for instance the A96 through the town. It is also of no benefit, to my mind, to be extended so far out the Cawdor road past the hospital as it is currently. These are but two local examples of inappropriate application.

Supposed benefits to health are unproven, encouraging more to walk or cycle is just wishful thinking, again unproven. This typifies, to my mind, today's woolly attitudes to invented "green" problems when those making these proposals should be concentrating their efforts on what is real and happening in society right now; the NHS, homelessness, child poverty, care of the elderly, falling educational standards, for example.

That said, if agreed through real open dialogue with those living in densely populated residential areas of some towns, 20mph may be appropriate in some, selected, circumstances but not, I stress, applied as a general rule.

**Objector 97**

I agree that 20mph is sensible for all side roads in housing schemes and for high density housing with narrow roads and poor pavements. My comments relate to those roads I use regularly and know well over decades of driving and cycling.

20 mph should not apply to what are and always have been distributor roads between parts of Inverness and towards the centre of town; subject to obvious pinch points with poor pavement/sight lines and in the town centre, eg Southside Road, or Bellfield Park and Haugh Road.

For what are distributor roads themselves such as Dores Road, Stratherrick, Drummond and Culduthel Roads the 30 mph limit should be reinstated. All are wide roads, good pavements and have clear sight lines and there is plenty of room for cyclists.

In 40 years I cannot recall any issues with any of these roads involving pedestrians or cyclists (and I was a regular cyclist for decades). The big danger was and still is in the centre of town with crowded busy roads and lots of distraction.

The only time as a cyclist I have been hit by a car was on Crown Road under the Eastgate flyover (glad to say I was fine but I left a huge scratch on the BMW) - I commuted into town by bike for years.

Kingsmills Road and the B006 (Old Perth Road) have remained 30mph during the trial but it is very hard to see why that decision was taken in either case.

The number of cyclists and pedestrians on Kingsmills Road in particular and on Old Perth Road near Raigmore Hospital is by orders of magnitude higher than on say Drummond or Culduthel Roads which are both wide with excellent pavements and very low traffic flow compared to near Raigmore which is relatively narrow and with narrower pavements and very high traffic at peak times. In fact it is arguable that this section should be 20 mph where sensible- why wasn't it included in the trial? Was there any logic in the choice for roads?

It would be farcical to retain 20 mph on the existing major distributor roads but retain 30mph on Damfield Road and Old Perth Road (at least from the roundabout at their junction).

Because of the issues about primary schools Holm should have the same flashing lights and 20mph applied at the relevant hours as does Drummond School. This works really well for Drummond, and always has. At the start of the 20mph I recall the sign was covered up but at least it was restored, presumably because the school noticed drivers no longer slowed down.

Observationally I have noted police, fire and ambulance cars, and buses do not adhere to the 20mph limit at any point. I have been doing 20/22 mph and they disappear ahead.

Nor I might add do cyclists and I have followed a road bike down Stratherrick brae doing well in excess of 30 mph, and another down the distributor road to Holm at over 45 mph (and there are cycle paths to the side). But then speed limits do not apply to bicycles but they are harder for pedestrians to hear or see.

There is a clear rationale for 20 mph in most housing schemes and on narrow roads, especially with poor pavements, but it is hard to see why major arterial roads within Inverness that are wide, with good pavements, good sight lines and have relatively few pedestrians/cyclists should not remain 30 mph.

If that does not happen and speeding is penalised on safe roads then this will look like a cynical money making exercise.

If it also involves deploying our severely stretched police services away from more important work that will be deplorable. As a regular user of the A9 it is obvious that there are far fewer patrols and one cannot help but notice the accident rate seems to be creeping up again, with speed and poor overtaking a major factor.

Gesture politics to please a particular political group while achieving neither an increase in "active" travel (fix the potholes!!!!) nor a reduction in road safety is why voters have become increasingly cynical.

Blanket approaches are almost always nonsense. 20 mph where sensible is very welcome, but leave major roads at 30mph. And if you want to make life safer for cyclist and pedestrians fix the potholes.

#### **Objector 98**

I object to the permanent introduction of 20mph zones in Inverness and the surrounding area.

#### Accidents

Statistically there are low numbers of road traffic accidents in the area involving cars and pedestrians and/or cyclists therefore there is little to know justification for the reason for this introduction of 20mph zones.

#### Prevention of accidents

I am a believer in preventative measures, therefore the introduction of 20mph should only be in areas such as directly outside schools, city centre, high concentration of people and not in the numerous locations which have been proposed. Introduction of zones could also be timed i.e. when children are walking to school, however there is no reason for these to be permanent during off peak times and where vulnerable road/pavement users are low to none i.e. Clachnaharry.

There are very little pedestrians using the pavements in Inverness and surrounding areas (Kirkhill/Kiltarlity etc.) compared to other cities/towns in Scotland, therefore who are these 20mph speed limits being introduced for? I drive through the proposed areas at various times of the day and I often see less than 10 people using the pavements - never mind the road.

The 20mph zones I believe will cause frustration to all road users, especially taxi and bus drivers, with little known benefit.

If the introduction is based on environmental reasons, there are other more cost effective ways to make the city more environmentally friendly.

### Strategy

I note comments from the Scottish Government include 'The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers' - this is where a blanket application of an agenda does not work. How can this be introduced across towns/cities in Scotland when they all have varied population, habits, cultures - this one size fits all approach does not work and each town/city/village should be considered individually. For example, in Glasgow, the streets are busy in suburbs / village areas - they are not busy in Inverness. I do not require the speed limit to be 'simplified' I drive to the conditions of the road and consider other road users as per the highway code.

'It seeks to reduce perceptions of road danger, encourage people to walk and wheel, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.' - reducing the speed limit is not going to encourage people to walk or wheel more, if job locations, local transport, schools do not support timings for people to walk or wheel they will never be able to give up other transport methods. The biggest constrain to people walking or wheeling is time. For example, if they need to get 2 buses to work due to working out within the city centre, they cannot make school pick up time - the reduced speed limit will not support them to walk or cycle as it does not generate enough time for them to walk or cycle. Investment in city centres would be far more beneficial to encourage people to walk or wheel to the centre for work/shopping/dining, rather than continuing to invest in out-of-town areas which people are limited to walk or wheel to.

### Conclusion

I believe the speed limit should not be changed, the money spent on the permanent introduction could and should be invested else where in the local community. There is limited advantage to local residents and road users by reducing the speed limit within the proposed areas, this should not progress any further.

### **Objector 99**

I am writing to formally **object** to the proposal to impose a 20mph speed limit in built-up areas across the Highland Council area. While I fully support the goal of improving road safety and reducing accidents, I believe that the implementation of such a blanket speed limit may not achieve the desired outcomes and could potentially cause unintended negative consequences for both motorists and local communities.

Firstly, there are areas within the Highland Council area where a 20mph speed limit would be disproportionate to the needs of the locality. For example, many rural communities or areas with already low traffic volumes do not require such a reduced limit, as the existing speeds are already safe and reasonable. Implementing a 20mph limit universally could lead to unnecessary delays, increased congestion, and frustration for drivers in areas where the reduced limit is not justified by traffic conditions or safety concerns.

Furthermore, imposing a 20mph speed limit across the region could potentially undermine the importance of targeted road safety measures. Rather than applying a one-size-fits-all approach, I believe a more focused strategy would be more effective. For instance, speed limits could be adjusted according to specific areas of concern, such as school zones, areas with a high concentration of pedestrians, or locations with a history of accidents.

Another concern is the possible impact on local businesses and residents. Lower speeds may lead to longer travel times, reducing efficiency for commuters and businesses alike. Additionally, the constant monitoring and enforcement of the 20mph speed limit could impose unnecessary costs on local authorities and divert resources from other crucial public services or infrastructure projects.

Lastly, it is essential to take into account the enforcement challenges and the potential for diminished compliance among drivers. If drivers perceive the limit as excessive or unnecessary, they may become less likely to respect it, which could undermine the overall effectiveness of the speed reduction.

In conclusion, while I share the Council's commitment to improving safety, I respectfully suggest that a more tailored and evidence-based approach be considered instead of an overarching 20mph speed limit. This would allow for greater flexibility in responding to local conditions, ensuring that the speed limits are both appropriate and effective in reducing accidents.

Thank you for considering my views on this matter. I hope that the Council will reconsider its proposal and explore alternatives that strike a better balance between road safety and the needs of the community.

**Objector 100**

I am writing to express my objection to the proposed implementation of a 20mph speed limit in built-up areas across the Highland Council region. While I support initiatives aimed at enhancing road safety and reducing accidents, I am concerned that a blanket speed limit may not yield the desired results and could inadvertently create challenges for motorists and local communities.

Firstly, there are parts of the Highland Council area where a 20mph speed limit may not align with the specific needs of the locality. For instance, in many rural communities or areas with low traffic volumes, current speeds are already safe and appropriate. Enforcing a uniform limit in these places could result in unnecessary delays, increased driver frustration, and congestion, despite no clear safety benefit.

Additionally, applying a universal 20mph limit risks overlooking the benefits of targeted safety interventions. A more focused approach—adjusting speed limits in areas such as school zones, pedestrian-heavy locations, or accident-prone stretches—would likely be more effective than a one-size-fits-all policy.

Another concern is the potential impact on residents and local businesses. Reduced speed limits may increase travel times, leading to inefficiencies for commuters and commercial operations. Moreover, enforcing the limit could impose additional financial and administrative burdens on local authorities, diverting resources from other critical public services or infrastructure improvements.

Finally, the challenge of enforcement and driver compliance should be considered. If motorists perceive the lower speed limit as unnecessary or inappropriate for certain areas, adherence may diminish, potentially undermining the overall effectiveness of the policy.

In conclusion, while I support efforts to improve road safety, I urge the Council to consider a more tailored, evidence-driven approach instead of a blanket 20mph speed limit. This would better accommodate local conditions, ensuring that speed restrictions are both practical and effective in achieving safety goals.

Thank you for considering my perspective. I encourage the Council to explore alternative solutions that balance road safety with the needs of the community.

**Objector 101**

I live in Fortrose and can categorically say they are not beneficial or needed. I have yet to see anyone to actually adhere to them. Especially on the stretch coming in to the village and ness road. Totally unnecessary. I have lived here for over 30 years and never heard of anyone being struck by a car in one of these zones. So I struggle to see what the benefits are. I think it would be perfectly reasonable to go back to 30 mph. The whole exercise has been a complete waste of money and time.

**Objector 102**

My first question is ...Highland Council are consulting but will they actually take any notice whatsoever of any response that does not agree with their agenda?  
The Highland Council has a track record of ignoring public opinion.

A 20 mile an hour speed limit outside schools during entry exit times and along main streets in the centre of town are sensible. Anywhere else they are unnecessary. Reducing traffic to 20 miles an hour is simply increasing pollution.

Or is that part of the plan so that they can then bring in Low emission zones And charge people for the privilege?

Having 20 mile an hour restrictions through towns which are on trunk roads is simply ridiculous, for example Contin.

Another thing that should be considered is changing every pedestrian crossing in Inverness to have a flashing Amber

**Objector 103**

I object to the 20 mph as I do not believe that it makes journeys any safe and it has been implemented without consultation . The one in our area does not even go to 20 past he local primary school Avoch . I would be more supportive if this had been in the 20 mph zone . It's causes more pollution as cars are going slower through the villages .

**Objector 104**

I wish to indicate my strong opposition to the 20mph speed limit which has been imposed on drivers in and around the city of Inverness - and beyond.

The reduction of speed, which in my experience the vast majority of drivers ignore anyway, causes stress and frustration which in turn has the opposite effect on road safety which the reduced speed limit was designed to tackle.

I would propose the return of the 30mph speed limit for most residential and city centre traffic and, with the support of the police, more stringently enforce this limit.

The one exception I would have would be to roads around school buildings, where I would have a 20mph speed limit from 8:00am - 9:00am and from 2:30pm - 4:00pm.

**Objector 105**

I oppose the 20mph speed limit which has been imposed on drivers around the city of Inverness.

The reduction of speed, which drivers ignore anyway, causes stress and frustration which in turn has the opposite effect on road safety which the reduced speed limit was designed to tackle.

I would propose the return of the 30mph speed limit and more stringently enforce this limit. The one exception I would have would be to roads around school buildings, where I would have a 20mph speed limit from 8:00am - 9:00am and from 2:30pm - 4:00pm.

**Objector 106**

Hello, I am writing to say my comments on the proposal to keep the temporary 20mph limits which have been placed around communities and areas in the highlands.

As a resident of Inverness and someone who works as a bus driver. I am massively in favour for some speed limit reductions in some areas. However strongly against others in other locations.

For the communities and villages/towns that surround Inverness, I am in strong support of these limits same with several in Inverness.

I believe that, and have seen personally, that many of these 20mph speed limits which have been implemented are ignored by the vast majority of drivers, especially on Glenurquhart road. Which I do not blame people for continuing to travel at 30mph on this road.

This is because for Glenurquhart road and many others such as, but not limited to; Culduthel Road, Drummond Road, Balloan Road, Kenneth Street, Telford Street, Kessock Road, Smithton Road/Murray Road & Keppoch Road.

They all do not feel like they should be 20 zones as people instinctively and subconsciously drive at a speed they feel safe and/or comfortable at. Which goes directly into the design of the road itself. Where you may feel safe and comfortable driving at 30mph instead of 20mph.

Due in part of wide comfortable lanes, long straight roads, and few roadside objects like planters, bushes, trees, or other street furniture which help remind drivers of the speed they are going.

A few of these roads do not have any, or very few properties facing the road/serviced by the road. For example Smithton Road, Sinclair Terrace, and most of Keppoch Road have the buildings facing the road, serviced by parking and footpaths at the rear of the buildings on side-roads. Which in turn makes the road feel like a "road" and not a "street" where people live.

With how the roads are now, within inverness at least i OPPOSE the 20mph speed limit.

And SUPPORT the 20mph speed limit in the towns and villages surrounding inverness.

I would support making the temporary 20mph speed limits in inverness itself permanent if they also came with full reconstructions of these roads to make them into actual streets. Like was done on island Bank Road.

To make people drive the posted lower slow speed limit, you can not post a new limit on a road previously posted as 30mph on a road constructed to be a 30mph limit.

They should be reconstructed under some-kind-of masterplan for the whole of inverness to construct safe and intuitive infrastructure which insentivises people to leave their vehicles and cycle or take public transport to their destinations. With simple signage changes people won't see anything has changed and continue on their ways of driving fast, and driving in general.

Take the Netherlands as an example of having proper infrastructure for transport for publix teansport, bicycles, and even cars. These people respect and use fully due to smart and thought out design which is safe, and usable to people of all ages and abilities.

An example of a master-plan is within the Netherlands, Amsterdam. With their master-plan to show their walking, cycling, public transport, and car routes which help to separate them onto their own infrastructure for both convenience and safety.

Although Inverness itself does have cycling infrastructure, it is not well maintained and in many cases, not implemented properly. Such like on Drummond Road and culduthel road.

These can be temporary solutions, along with general traffic calming measures.

However proper reconstructions should be taken place to make the roads considered for the 20mph reduction to make these roads, into streets for all people to use. And to make them safer in conjunction with the 20mph limit.

As the limits by themselves will still make these roads, massive tarmac runways for cars where only cars will use. With near zero use by pedestrians, cycles, and other modes.

**Objector 107**

I'd like to lodge my objection to the 20mph zones in villages. I feel it is totally not required and a farcically slow speed for modern cars, tyres and abs brakes. They are so good now that stopping distances are excellent.

**Objector 108**

Complete waste of taxpayers money, why not make it safer and we can have someone walk in front of traffic with a red flag!

**Objector 109**

I do not support the 20mph speed limit for the following reasons:

The 20mph limit is too slow and will lead to frustration and stress on the driving public.

From my personal experience the present 20 and 30 mph speed limits are not enforced so what's the point on making it all 20mph.

The money required for all this signage would be better spent on repairing the state of our roads.

Where is the risk assessment that says these new proposed speed limits are necessary.

**Objector 110**

I write to you because of your consultation of 20mph Traffic Regulation Order.

I do understand that you intend to make our roads as safe as possible. Unfortunately I do not think that reducing the speed to 20mph in towns and villages does work. There are drivers who are visibly annoyed with such a slow speed, that an accident might happen because of them becoming annoyed or even angry. I myself have problems to stick to the limit. I constantly have to check the speed on my dashboard. This takes my attention off the road and its surrounding. That might result in recognizing a football rolling onto the road a bit late and I would have problems to stop for a child racing after this ball. That is a scenario I dread to come across!

Please cancel the 20mph Traffic Regulation Order.

**Objector 111**

I would like to express my disgust at the proposal to extend the current period of 20 mph zones in town and villages across the Highland Region . They are a total waste of time and money . The funds could be put to better use repairing the increasing number of potholes , draining roadside gulleys .which in my area are sitting full of water even on a dry day !! also cutting back roadside bushes which would lower the risk of Deer Strikes due to better visibility . I fail to work out how the traffic calming traffic islands are helping the planet .On a recent visit to Muir of Ord 1 Service Bus and 5 cars had to give way to me as I had priority .given that all these vehicles would be ticking over how can this be better than before when all vehicles would have passed unhindered. I have no problem with 20mph when the schools are going in or out but they are totally unnecessary 24/7 .

**Objector 112**

My name is [REDACTED], I live in Inverness and I would like to share my thoughts with you as requested about the 20mph scheme and this consultation period that has been allocated. I trust that you will take the critiques that I and no doubt many others in Inverness and indeed the Highlands make of this scheme seriously and that they have an impact on the permanence of the 20mph zones. I'll go over where I believe 20mph zones to be valid and an active benefit to those surrounded by them, and also make an argument on rolling back some of the areas that have been designated as 20 zones which I, and no doubt many others, believe to be a mistake.

Many side streets in Inverness, particularly those in residential areas, are small and narrow, such as those branching off Balloch Brae for example, or those branching off from the main road in Smithton, and with the narrower roads and higher concentration of houses bordering them, I do think that 20mph limits there do make a difference and are a good idea, however it seems that the main streets in these areas, such as Balloch Brae, and the main roads going around Smithton, Culloden, Moray Park, Hilton, and many others within Inverness have also had a 20mph limit enforced on them. In these cases, as they are main streets, they are wider, with wider pavements and in many instances have no houses bordering on them at all, which does reduce the risk of pedestrian traffic being on the road. These roads used to be, rather sensibly I thought, set to 30mph, which increases respect for the 20 limit, and allows people to travel through the town faster without being dangerous. In many cases, as these roads have been reduced from 30, people do not seem to respect the limit as it's deemed unnecessary and overreaching, which creates more dangerous driving in the narrower streets as people do not respect the 20 limit, even where it is very valid and does make a difference. Glenurquhart road, particularly between the end of the Southern Distributor road and the Highland Council headquarters, is an excellent example of this point. The side streets off Glenurquhart road are often narrow and with a large concentration of houses; an ideal area to have the 20mph zones, however Glenurquhart road itself in this area is very wide, and can easily accommodate a 30mph limit, which would be more respected by the motorists who use this road which, if I am not mistaken, is what the arrangement was prior to the 20mph programme. Wider roads also off the Southern Distributor being 20mph zones is also, in my opinion, a mistake, with an example being Culduthel road past Rollerbowl and the Inverness Royal Academy. Setting this stretch to 20 during school dropoff, pickup and lunch times I believe is a fantastic idea, however having it at 20 permanently isn't.

Outside Inverness, there's several places that have 20mph limits that really confuse me as to why they were deemed necessary. A lot of Drumnadrochit has been zoned as a 20 and, while the areas with buildings and car parks bordering the A82 this is a good idea, such as the stretch from Bridgend House to the Community Fire Station, the fact that it stretches as far as it does onto the A831 (all the way to the 50 if I'm not mistaken) and past the roundabout where the Scotmid is always surprises and, if I'm honest, somewhat irritates me. Dores, also, is another place that has a very surprising and not entirely needed 20mph section on its main trunk road, which was perfectly acceptable at 30mph. Areas like Torr Gardens within Dores, and the small stretch of the B8852 where several houses border the road, I can understand and support being a 20, but the main road going through the village? That, I think, is a stretch too far.

In conclusion, the 20mph limits, I believe, are a good idea on the smaller streets of housing areas, and around schools during times where the concentration of schoolchildren is high, such as pickup, lunch and drop off times, however the rollout has been rather heavy handed and that has damaged the effectiveness that the programme could bring through frustrated drivers not respecting the lower limits on the larger roads that could, and in my opinion should, be 30mph zones. In order to improve road safety and reduce injury and death in built up areas, might I suggest that the council fixes the, in many cases appalling, road surfaces in and around Inverness and the Highlands as a wider area? In many cases, potholes are large enough that they could cause punctures or a cyclist or motorcyclist to crash if they were forced into going through one in an emergency situation. As a motorcyclist myself and a member of the Institute of Advanced Motorists this, in my opinion, would not only make the roads safer, but would also significantly improve the public perception of how the council runs the roads in our fantastic part of the world.

I would also like to make a point of constructive criticism regarding the way this consultation has been handled, the website has plenty of information about the 20mph zones and the programme itself, however there's no instruction on how to take part in the consultation, only that it is happening. This will no doubt put people off engaging in it, and should be amended in future consultations.

As earlier, please take these points seriously and in the manner of a citizen who wants the best for the area he lives in, as I have no doubt my fellow road users agree with many of them as they have told me in conversation. If there is anything else you require from me as part of this consultation that would make a difference to my feedback being received and, hopefully, actioned please let me know. Thank you.

**Objector 113**

I object to the undemocratic methods being used to force this on the public. There has been no public consultation, I only happened on this whilst reading an article on something else.

It's possible that a vehicle travelling 10mph slower could cause less trauma however, there are so many factors involved eg. place contact occurs on the body, type of individual, contact point on vehicle.

Where is the evidence for and against?

Having spent the last year having to put up with this stupid notion I now realise the public does not matter.

It is nothing more than the latest fad and more than likely a way for the council to generate extra income having wasted it on so much else.

**Objector 114**

I would like to submit my objection to the blanket application of 20mph speed limits throughout Inverness and the greater Highland Council area.

I agree that in some areas the 20mph speed limit is very much appropriate - roads directly next to primary and secondary schools for example, or in residential areas that are not through-roads (such as Kessock Avenue, Craigton Avenue, Bridgeview Drive, Rosehaugh Road, Ashton Road, Chattan Avenue, and Ashton Crescent). These areas see high traffic from pedestrians and especially children, and for that reason I support the implementation of 20mph limits on these roads.

For roads such as Kenneth Street, Kessock Road, Thornbush Road, Old Perth Road, Old Edinburgh Road, Telford Street, General Booth Road, Leachkin Road, and Clachnaharry Road - these are roads with much lower numbers of pedestrians and much higher levels of through traffic, key connection roads for services within Inverness. These roads easily become congested, especially with the 20mph limit in place, thus leading to frustrated drivers and many cars idling for extending periods releasing unnecessary pollution into the air. The heightened frustration of the drivers can also lead to poor decision making and risky driving as they fight to get through traffic. This surely puts all road users at higher risk of accidents or injuries.

Thank you for taking the time to take my thoughts into consideration.

**Objector 115**

My objection to extended 20mph limit is

There is no evidence that 30 mph speed limit has caused any injury to pedestrians over a period of 30 years

The nearby A9 has had many fatalities but speed limit has not been lowered therefore the logic behind village 20 mph limit is invalid. If it was valid then surely matching action would be taken In addition as a person who actually uses this road every day I have not noticed any enforcement action. This has led to my vehicle being dangerously overtaken by drivers impatient with 20speed limit. Most are aware there is no enforcement ( or none that I have seen or heard of) so know they will not face any consequences

Many many other drivers tailgate and intimidate those who do comply again with no enforcement visible these incidents continue daily A much more pressing situation is that most of the area covered by this safety measure HAS NO WHITE LINE in the middle of the road for several years Taking a one dimensional approach such as this is lazy and appears to be a tick box exercise Respect for speed limits is being eroded and the end result is likely to be more damage to pedestrians and drivers who follow the rules

Despite it being obvious that 20 mph in Aviemore and 60mph on adjacent A9 is broken by the vast majority of drivers I will continue to observe it I hope some real honest attempts are made in the near future to make our roads safer as that's a real problem

**Objector 116**

I have been informed that there are ongoing consultations around the 20mph speed limits in inverness and I would like to have my say.

While 20mph limit in the town centre is understandable, it is unnecessary in the surrounding areas. Aside from residential housing estates, I cannot fathom a reason why people would need to drive at such a slow speed. In most other urban cities and towns, similar roads have a 30mph limit.

Additionally, it is very rare that anyone actually stays at 20mph in the surrounding areas. This means that people become frustrated when people occasionally do drive at 20, and it causes some unsafe overtaking.

**Objector 117**

I am very surprised to hear that the 20mph limits are working. Has anyone actually policed these? I have certainly noticed little difference on the roads I frequent either when driving or walking my dog. Annfield Road, Darnaway Road, Old Edinburgh Road, Southside Road, Kingsmills Road, Culduthel Road, Glenurquhart Road, Bught Drive parallel to Bught Park, and the main road through Nairn, are all under the umbrella of 20mph. It is quite common to be overtaken or tailgated going at 20 on any of these roads. Cars frequently go at well over 30mph on Annfield Road, let alone 20. However, I would point out that I consider the majority of those roads to be arterial routes which should be 30 mph. I am in full agreement with 20 mph limits in housing estates and close to schools but, as the majority of drivers appear to ignore the 20 mph limit on the above roads, is there any point in keeping it there?

It is also very confusing that speed limits change from 40 to 30 or 20mph. For instance, Culcabock Road and Damfield Road are 30mph, but all of the roads leading from them, with the exception of Old Perth Road, are 20mph. I rarely see anyone slowing down coming from Damfield Road on to Annfield Road. Incidentally, cars frequently go at well over 30 on Damfield Road, and boy racers enjoy speeding and overtaking each other on Old Edinburgh Road.

I trust that someone will check on these routes before deciding that the 20 mph limit is a success which should be put in place throughout Inverness.

**Objector 118**

I write in response to the 20MPH consultation.

Writing this email will have darn all effect as the decision will have been made to fully implement this. However I would like to bring up the following:

1. I don't see the need for permanent 20mph limits in all areas - I think the timed 20mph outside schools and the Twentys Plenty scheme in housing estates worked well - the blanket approach is just lazy on the part of the council road safety team and not based on risk - how many people have died in the old 30mph speed limit areas in Highland?
2. Areas on trunk roads such as Golspie, Brora, Helmsdale etc - mind numbing that roads like the A9 could have 20mph speed limits on them.
3. The Highland Council approach to installing temporary 20mph signage over 30mph signage is laughable - worse than amateur - take a look at some of the signage and hold your heads in shame. God only knows what speed limits drivers should be doing in some areas. The driving test didn't include a memory test for speed limits!
4. Inconsistencies - some areas e.g. A( Golspie go 60/40/20 heading southbound, but 60/40/30/20 heading northbound - again amateurish, inconsistent and not based on risk.

I fully support road safety and think penalties should be in place for those who flout the rules, however if the temporary arrangements are anything to go by this permanent implementation will be another embarrassment for our highly paid civil servants.

Thanks for giving me the opportunity to respond to another sham consultation. I await the full implementation of this scheme.

**Objector 119**

Its seldom that I agree with Councillor Ruraidh Stewart but I agree with him that the 20mph is a complete waste of money. I live on Harbour St Plockton with a fairly new 20mph limit and hundreds of cars pass my window daily, and not one observes the limit!!!

**Objector 120 – Objection Withdrawn**

**Objector 121 – Objection Withdrawn**

**Objector 122**

OVERALL.

The introduction of the 20mph speed limit in Lochcarron has been badly implemented, a waste of money, un-enforceable and ineffective. It should therefore be scrapped in favour of spending the money it would take to properly implement on improving the road conditions (pot holes) instead.

DETAIL.

- The 30mph signs remain on the road in the 20mph zone leading to confusion and motorists ignoring the 20mph limit.
- The only survey recorded on the HC website shows the average speed to be about 24mph. There is NO RECORD of speeds being 20mph or less!
- There is no record that I can see where an incident/accident has occurred with a vehicle doing less than 30mph but more than 20mph; so what has the 20mph limit achieved that 30mph has not?
- There has been no enforcement of the 20mph limit because of the confusion over what the limit is. Yet it would appear that motorists are using common sense and sticking to old 30mph.
- The “smiley/scowly face” lights are wrongly positioned. One complains that you are doing more than 20mph while you are still in the 30mph zone. The other is facing the wrong way when you are about to exit the 20mph zone.
- The only place where the limit remains 30mph is outside the Primary School(!) when the control lights (reducing to 20mph when pupils are entering, leaving or playing in the premises) are on. These are notoriously mis-managed such that motorists are frustrated and don't believe them. Oh by the way the “sleeping

policeman” outside the School would seriously damage a vehicle proceeding lawfully at 30mph!

- There is no logic as to why the 20mph does not apply on Colonels Road nor along most of the built-up stretch of the road to North Strome. I doubt it would have made much difference anyway.

- The “before and after” surveys have not been done in most areas of the Highlands as indicated by the map provided by Tracsis to Highland Council and on their website. Yet the reading of the website seems to suggest that the information provided by Tracsis is conclusive and that HC intends to make the measure permanent on that basis.

- The HC website says:

Speed data provided by Tracsis along with consultation with communities helped inform the decision-making process. Tracsis data can be found on the 20mph Programme webpage (external link). Speed counts have been taken at over 250 locations around Highland pre and post 20mph implementation to aid the process and assess speed compliance with the new reduced limits.

I can find no evidence that this is true:

- There seems to be a view circulating that, although the 20mph has not been obeyed or enforced, it has reduced the speed of vehicles passing through Lochcarron and therefore should remain. Not only is this subjective and unproven but I think it is a dangerous precedent to allow citizens to break the law by ignoring road signs on the basis that the ends justify the means. Either the law is an effective, sensible one and enforced or it is not and needs rescinding.

#### RECOMMENDATION

The 20mph restriction be lifted in Lochcarron and the 30mph regime restored. The temporary arrangements for 20mph around the Primary School be retained but placed under the control of the School not remotely.

#### **Objector 123**

As a resident of Nairn I wish to share my experience of the 20mph programme and my objection to the proposal for implementing a permanent scheme.

I was at the outset pleased to see a move to lower the speed limit on our streets, as for certain areas, high speed was a major issue.

Unfortunately my experience as a road user, pedestrian and cyclist within the town has not been pleasant.

The wide spread and blanket coverage in implementing a far reaching 20mph speed limit has back fired. I find motorists have been become so disenfranchised with low speeds they often exceed the lower limit and travel much faster.

This is especially noticeable on the journeys along Nairn High Street out Cawdor road. With our hospital facilities within this section the previous 20mph zone was adhered to more frequently than my experience since the extension to the scheme.

Also many streets in the town which are straight and of length also experience speeds well in excess of 20mph.

I believe motorists have become disengaged with the scheme and it has lost its effectiveness, reduced and removed the benefit of previous 20mph zones and only provides a false sense of security as motorists zip along our streets.

I have experienced the use of traffic calming measures in many parts of Highland region. I do believe the use of the 20mph sign has lost all significance due to the diluting effects of introducing a blanket scheme rather than targeted approach.

I am against the proposal to make this scheme a permanent feature of Highland life.

**Objector 124**

I object to this scheme being made permanent on the following grounds:-

1). It is not democratic to introduce a scheme which you then consult on, having already incurred expenditure which would clearly only be appropriate after the scheme is made permanent. Work was carried out at Kingussie, and presumably elsewhere, to lay down permanent road markings barely a week after you launched your supposed consultation.

2) this scheme will bring the law into disrepute - virtually every vehicle which passes my door (within the 20mph limit) is travelling well in excess of 20mph. This scheme will only succeed if there is concerted enforcement by the police which is not going to happen, given the massive reduction in police numbers over recent years. Motorists will simply therefore ignore this politically concocted scheme thought up by the Green Party.

Your undemocratic actions in this will not quickly be forgotten by Highland voters.

**Objector 125**

Further to your request for opinions regarding the proposed 20mph permanent speed limits throughout the Highlands I would like to comment as follows;

20mph within housing schemes or outside schools during busy times is a good idea but on trunk roads and main roads through the region it's madness.

The likes of the A835 through Contin was perfectly fine at 30mph, as far as I'm aware it wasn't an accident black spot. The A96 through Nairn again was fine as a 30mph, you're lucky if you're even moving through Nairn after all.

If folk wouldn't adhere to the 30mph limit then I don't believe they'll stick to the 20mph either.

People in the Highlands have long distances to travel and 20mph limits everywhere will make these take even longer.

The 20mph limits are distracting as it takes so long to travel through an area, it feels painfully slow and you find your mind wandering. Cars aren't happy travelling so slowly and it can take a bit of concentration to ensure you're adhering to the limit and your car isn't about to stall, this detracts from what you should be concentrating on.

Surely emissions are higher the longer it takes you to travel through an area?

The apparently temporary 20mph zone through Contin appears to be very much permanent given the recent road markings and signage so I'm not convinced this consultation is anything but a box ticking exercise.

**Objector 126**

Comments on the temporary 20mph speed limits in built up areas.

I do not agree with this blanket application of 20mph limits in built up areas of the Highland Council, or indeed in any other areas. I have no problem with 20mph limits near schools, nursing homes and hospitals, or where the road is narrow, or has poor visibility. Many roads around built up areas are plenty wide enough to allow vehicles to travel at 30mph safely, like they always used to. I don't believe this trial has had any effect on the accident rates, in fact there are probably more accidents caused by potholes, or trying to avoid them, than caused specifically by vehicles traveling at 30mph.

I do not believe that it makes the roads safer, as many drivers get frustrated at such a slow speed leading to unsafe overtaking manoeuvres when the limit comes to an end. Also those frustrated drivers stuck behind a vehicle doing 20mph tend to follow far too close increasing the chance of an collision if the vehicle in front was to brake. From my own experience buses, lorries and work vans are the worst culprits in following too close and regularly exceeding the 20mph if the road ahead is clear.

Clearly no law will work unless it has support from the majority of the population, because the police do not have the manpower to enforce a minority supported low speed limit. I have not met anyone who supports this trial idea, but many who think it is a bad idea. People I meet outside the Highland Council area are very pleased that such a 20mph blanket speed limit in built up areas is not in their local area.

It is time to call an end to this failed experiment and revert most streets back to 30mph, except where it is fully justified.

**Objector 127**

I wish to object to the imposition of all the 20mph speed limits in the Highland Council Area.

This action is unjustified and is an attack on the travelling public.

**Objector 128**

I am [REDACTED] and I reside at [REDACTED], Inverness, [REDACTED].

I do not understand the councils view that the 20mph speed limit should be enforced permanently.

I do not subscribe to the following views of the council (especially in the absence of evidence).

1. The 20mph speed limit will make it safer for pedestrians and motorists - How? I do not get a feel or in talking to family members friends and general people I have discussed this with recall anyone who personally knows of a case or of anyone being knocked down by any vehicle or harmed by any vehicle with the exception of the person committing suicide under the refuse truck (an inevitable act unrelated to vehicle speed) or a vehicle pedestrian incident at the Inverness Royal Academy (IRA). This event was however preventable and indeed inevitable due to the councils transport/health and safety team failing to identify a glaring opportunity for harm and even death to come to a child attending the IRA that continues to exist (be warned). Unless the council can back up genuine injuries and death with verifiable statistics then the claims are inaccurate.
2. A blanket 20mph will force us to consider alternatives to car transport such as buses/walking/cycling. Again my experience from all those I have discussed this with is "no it will not". On a personal note I will never give up my car as the sole mode of transport and I am not alone. As for the buses I do not view a grand tour of the far flung reaches of Inverness to get to a relative close by destination while wishing to attend perhaps an appointment is not my idea of fun or efficiency.
3. I do however concede that 20mph zones within built up areas is reasonable or the installation of traffic calming measures in the same areas to achieve the same results. Children are unpredictable and where they play on the streets as some do certain protections are reasonable.

Culduthel Road is not one of them. I live in a street where most people are older generation, very few children and none who you will ever see playing in the street. Culduthel Road is a very wide street with very little on road parking due to driveways at every house and it is also a main link road to the bypass at Walter Scott Drive and as such it is stupid to consider this for a 20mph speed limit. Of course for some reason Old Perth Road which is narrower, has more twists and turns, has blind spots etc. is deemed okay for 30mph (as it should be) where was the risk assessment here by comparison?

4. Saving the planet- I now drive my polluting car at 20 mph (if I am lucky) which sees me on the road for longer, using 1st and second gear only which now uses more fuel, emits more pollutants into the atmosphere as a result and for longer periods (as does every other car on the road).

5. Safety - For nearly 50 years driving I never overtook any car in the Inverness suburbs but since the introduction of the 20mph I have. Why, because for some a 20mph speed limit means they feel they have to drive at 15mph or indeed 10mph in fear of breaking the law. Again I am not alone having witnessed it often. A speed of 10-15 mph is extremely frustrating and leads to risk taking.

6. Finally if we are to see business grow then how does a blanket 20mph speed limit achieve growth and attract investment, especially tied in with the nonsense of a 50mph speed limit on the A9. It is hard enough to get parcel delivery to the Highlands as it is.

Thank you for the opportunity to put forward my opinions and feel free to contact me if you desire.

**Objector 129**

This is to notify you of my objection to the blanket 20mph speed limit across towns / cities in Highland for the following reasons:

I agree with 20mph limits in certain areas such as around school areas which should also have lit warning signs. I also agree with 20mph on narrow residential roads but NOT across all main arterial routes which I believe just adds to congestion and pollution and is not practical in modern day cars.

As seen in Wales, the blanket 20mph limit was abandoned due to it being impractical. I am also not aware of any injuries in Inverness that have been caused by motorists driving at 30mph - are there any factsheets that cover this?

Being a pedestrian, cyclist and motorist, I think it would be more beneficial to put more effort into sorting the state of the roads/pavements and the potholes which are probably more of a contributory factor in causing injury and maybe encouragement for motorists to take advanced driving lessons / cyclists - proficiency training and road safety awareness / and educating pedestrians on road safety awareness. I would also add on to that some legislation is required around use of "electric" bikes which are not regulated at all and are probably more of a hazard than anything!

**Objector 130**

In relation the perceived benefits of reducing limits from 30 to 20mph.

There are strong arguments that reduction in limits would have the opposite effect.

This is due to the established Risk Homeostasis theory. If you give people the perception their environment is safer they will take more risk.

For example, the introduction of ABS to a number of taxis in a German company saw an increase in accidents by drivers of cars fitted with ABS simply because they thought they could drive closer to other cars, corner more sharply, maintain speed for longer, etc.

A study when Sweden changed the driving lane from left to right did not result in the envisaged increase in accidents but a decrease because the population had a heightened awareness of risk.

Why are there more accidents at marked pedestrian crossings? Because people think they are safer.

Also, reducing the speed limit when there is no police to monitor accidents is merely going to make drivers ignore the limit.

Also, you could be struck by a car travelling at 5mph and still the result could be tragic depending on a host of circumstance including age, health, vehicle, contact point, etc.

This seems like a complete waste if money best spent elsewhere.  
I assume those lobbying for this have shares in sign manufacturing.

**Objector 131**

Totally unnecessary and likely to increase emissions because most vehicles will not be driving at optimum speeds.

20 mph is sensible around school entrances etc but unnecessary for most town roads. Every extra few seconds and minutes wasted by delivery drivers, postmen, tradesmen etc has a small impact on overall efficiency of the whole economy. 30 mph has worked fine for years and vehicles have become even safer so this is unnecessary and counterproductive.

**Objector 132 – Objection Withdrawn**

**Objector 133**

Re: Highland 20MPH Consultation – Objection to Proposed Traffic Regulation Order  
I write with reference to the proposed plan to implement the Traffic Regulation Order for the Highland-wide 20mph scheme. I would like to put forward my objection to this proposal for the following reasons:

The previous 30/40 mph zones throughout built-up areas were more than sufficient.  
Can you provide evidence of the excess deaths caused by previous 30 or 40mph zones, specifically for this area?

Unnecessary frustration is caused by drivers who adhere to the current 20mph speed limit; more often than not, they are driving at an average 15-17mph instead of 20mph. This, in turn, leads to more aggressive driving (i.e., intense acceleration and deceleration, which your proposal wishes to avoid?) when the 20mph zone ends and moves immediately into a 40mph or higher zone.

The environmental factors - are they negligible? Does a reduction of 10mph validate this proposal?

Noise reduction - specifically referencing 'decreased school performance', seems to be a case of 'clutching at straws.'

With the ever-growing link and drive to improve our climate, is this truly the most effective measure?

The current traffic situation in Nairn is already problematic; positive changes are required, not further implications to impede traffic.

Instead of penalising drivers, I would suggest more relevant and pressing changes and use of finances - for example, the current state of Highland-wide roads is well below standard. Potholes are a major issue - focus on real problems.

There is no evidence to suggest that a permanent introduction of a 20mph limit will improve road traffic matters.

What are the figures in terms of increased cycle or pedestrian usage to invalidate the previous assessment, which was based on vehicular use?

Please provide evidence that suggests this implementation leads to better efficiency and environmental benefits for the area, such as reduced noise pollution and improved air quality. See my final comments below in relation to data from the Welsh Government.

Social cohesivity and community severance - I find this plausible at best. In Nairn and other villages/towns, there appear to be sufficient means of crossing the road, including zebra crossings, pathways, and traffic lights (the irony being that Nairn is known for being 'traffic light city'). Similarly, this applies to your 'congestion' argument.

Emerging effects around the world - how do these countries/towns/villages compare to Scotland?

Common sense - most of the driving population have enough common sense to know that slowing down is essential when in a built-up area, such as around schools or busy crossings, which are already adhered to. The phrase 'don't fix what ain't broke' springs to mind.

How about following the Welsh example and working with local communities to determine what is acceptable based on the everyday road user? Their current data reports that there were 'no discernible changes in local air quality and slight negative changes on journey times.'

I respectfully urge you to reconsider the necessity and effectiveness of this proposal, taking into account the concerns of residents and road users. Instead of implementing a blanket speed reduction, alternative solutions should be explored to enhance road safety without negatively impacting traffic efficiency.

Thank you for taking the time to consider my objection. I look forward to your response.

**Objector 134**

There is no need for 20km restrictions from clachnaharry to the canal bridge.

**Objector 135**

I am writing to express my objections to any further extension of the existing 20mph zones here in the Highland area.

These zones were set up as being beneficial for the general health of the local population and being good for the environment. I fail to understand how this can be correct - lower speed limits mean cars being driven in lower gears, thus being less fuel efficient, and so increasing pollution from their emissions. This must be more harmful to the environment and to those who live in the area.

It is also claimed that the impact of road accidents will be reduced at lower speeds. I can understand there can be a significant difference where the impact has reduced from 30mph to 20mph. However figures published in a recent edition of the Rossshire Journal indicated that average speeds had only decreased by around 2mph in 20mph zones, presumably as it was already difficult to drive steadily at 30mph in these areas.

Hence it appears that the reduced speed limit will not have reduced the impact in road accidents by the scale anticipated.

Finally I will point out that many people do not appear to pay much attention to the 20mph limit. Presumably this includes those who would drive over the 30mph limit. The way to reduce the impact of road accidents and protect the health of the population would be to enforce the 30mph speed limit across the Highlands, through increased policing, speed traps and cameras, rather than bringing in 20mph limits.

**Objector 136**

Firstly I would like to put on record that I'm all for road safety and the safety of pedestrians, however I feel that this total blanket of 20MPH through Highland towns and villages is ill thought out and there's no hard evidence to show that motorists do not exceed the 20MPH restriction, and any evidence I've read identifies that motorists reduce their speed by only about 2mph from the previous 30mph speed restriction. In Wales they have reverted many roads back up to 30mph.

It would be a much better use of the public's money to have these restrictions in the areas where there is a larger than normal number of children such as approaches to schools and play parks etc as there is evidence that motorists will normally slow down when seeing these restrictions near schools etc.

**Objector 137**

Until the relatively recent change to the 20mph speed limit, our small village of Marybank functioned to all intents and purposes perfectly safely with a 30mph speed limit and flashing lights when the children were going into school in the morning and coming out in the afternoon. Decades ago children played a lot out of doors in the streets but nowadays with greatly increased traffic, you rarely see and children out and about. They're much more preoccupied online or watching TV. There are pavements to walk safely in the village & most of the time when you're keeping to 20mph, an awful lot of drivers are going faster, so I do think 30mph with flashing lights twice a day is what's required.

**Objector 138**

This makes zero sense to myself and many others to change the current speed limit of 30mph to 20mph.

I would like to know the statistics of how many accidents and incidents that have happened in the highland area because of vehicles driving at 30mph. I hazard a guess the numbers will be low, but you will have likely taken the numbers from a national level, where this will be extremely high due to the higher population out with the highlands.

I regularly travel in most highland areas, and when the towns and villages were at a set 30mph traffic flowed perfectly, now with the varied limits traffic congestion is at an all time high. Which will of course be causing more pollution due to cars being stuck not moving, this was quite apparent when I travelled through Nairn.

I understand in housing estates and outside schools (during school hours) for reduced limits.

Also due to sheer incompetence in Thurso especially signs are facing the wrong way, the 20 stickers have fallen off, and the signs which stated " 20 when lights are flashing" have bog standard white tape over them, which would not make them legal, thus making these areas still 30mph zones.

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*Funny you have used Inverness as the area of description. It's not for time Inverness the so called city acted like the rest of the cities and became its own council like every other city. To that, your stupid 20mph in towns and villages who have virtually zero foot traffic really doesn't work in their centres. But as per usual if it suits the Inverness the rest of the highlands has to follow suits.*

**Objector 139 – Objection Withdrawn**

**Objector 140**

I did not see any official form so am sending an email.

I am totally against the way the 20mph limit is being imposed.

My reasons are:

1. To drive at 20mph you have to use second gear emitting more emissions into the air - in urban environments where we don't need this.
2. At present it is the most broken rule in Scotland as it is much too slow and VERY unpopular.
3. When you drive this slow you lose concentration, get distracted, get bored and frustrated - leading to less focus on the road and build up of pressure on the drivers.
4. The response of number 3 will lead to more road rage and accidents as people lose focus.
5. 20mph zones need to be continued near schools, hospitals, care homes etc. and through main shopping streets.
6. Driving in the lower gear will increase fuel consumption. Cars and gears are not set for sustained driving at this low speed.

Please do not impose this restriction except for areas as per my response number 5.

**Objector 141**

I would like to object to the proposed adoption of the 20 mph speed limit by Highland Council as this will just add further delays to journeys on poorly maintained roads across the council area.

The assertion by Ken Gowans that the Council remains committed to promoting more sustainable travel choices is particularly gauling for residents in Corpach following the reduction in local bus services. For the Council to then find the resources to add new bus routes in Inverness shows once again that Inverness receives far too much funding at the expense of other communities.

Councillors and officials should be spending more time addressing the condition of the roads which are in a dreadful state. I have to travel on the road between Lochailort and Glenuig on a regular basis and there are sections of the road that are littered with potholes. If a road in the Inverness area was in a similar condition I know which would be resurfaced first.

Perhaps if the Council didn't continue paying salaries to employees who had already retired, or on grandiose infrastructure projects in Inverness the council taxpayers in the rest of the council area may see some money being spent in their area for a change.

Ps If the local councillors for Corpach would like to let me know what they are doing to fight the Inverness stranglehold on council funds that would be appreciated. I have to say you all seem very low profile though anybody who is actively trying to do their best for their area deserves respect.

**Objector 142**

I wish to lodge a strong general objection to continuing, with many of the 20mph limits that have been imposed on some roads in the Highlands.

While this is a general objection to many of the 20mph limits I have come across, there are of course some which are justified, such as in tight residential areas and I do not object where definite justifiable circumstances exist.

20mph limits on main roads are mostly unjustified.

Examples:

The limit on A82 through Fort Augustus is justified ONLY around the area from the main car park, passing the river and canal bridges - but NOT for the long stretches on the road heading south from there, towards Fort William.

Similarly, on the A82 through Drumnadrochit, where the only piece of 20mph necessary is from the area of the main bridge/junction at the north end, stretching southwards to just past the main Car Park in the village - and NOT all the way to the south end of the village, towards Fort William.

The 20mph limit on C1162 Glen Nevis Road, near to its junction with the A82 at Nevis Bank, is also excessively long and should be shortened by about half.

Grounds are that -

20mph as a LIMIT, meaning in practice 17 to 20 mph in order to stay within the limit, is excessively slow and time-wasting.

Allow DISCRETION to drivers within say a 30mph limit to travel at a safe speed - which may even be 20mph or less,

Making a LIMIT does not mean that even 20mph is slow enough at times - discretion should be encouraged.

A too slow LIMIT results in disrespect and non-observance, whereas a reasonable control is better observed.

For working people in particular, any unnecessary limit is TIME WASTING.

When conditions demand low speeds such as 20mph, it is ALREADY against the law to use excessive speed anyway.

Reason for 20mph often only exists for a few hours, perhaps 4 to 6 hours out of 24 hours, at other times unnecessary.

**Objector 143**

The people should get a fair vote on this. Yet again the government has been sneaky and not been clear about this and not advertised it enough. Scrap the stupid 20mph limits or give the people a proper yes no vote on these stupid speeds. I hope this is challenged in court as it will do more harm than good, already drivers are frustrated and brunching up in the villages which is causing more risk and pollution for my children. Get a grip on reality, this will be the end of the Scottish government. Also the fact that the 20mph zones have been introduced before any votes means it's an insult to our democracy and freedom, the government really has lost its way. I know this will be ignored, just like the wishes of all the native Scots!

Time for reform.

*I fully object to this.*

*There should only be 20mph zones on side streets and in front of schools, but you can't even put crossings in front of schools and this is what would actually protect our children.*

*The net zero goal is a complete waste of time and is going to cripple Scotland, we already produce more green energy than we can use but no one benefits from it, and that's only one green thing amongst many that don't make a difference.*

*The Scottish government has lost its way and is destroying Scotland, the only way forward now is reform.*

*Please find someone with some common sense before it's too late and no one can afford to go to work, especially in the highlands where only the rich non workers can afford electric vehicles and the crazy price of road tax*

**Objector 144**

I object most strongly to making the 20mph speed limit permanent.

I would draw your attention to this being a 33% reduction which is quite large. Because it seems to have been applied almost universally, no account can be taken for the nature of the road, including any hazards, time of day or night, weather conditions, school holidays, tourist activity etc.

What was wrong with the old speed limits, modified by school operated reductions when appropriate?

**Objector 145**

I object to the excessive 20mph speed limit areas in Inverness. Major roads such as Culduthel Road, Old Edinburgh Road, and Glenurquhart Road are the areas I wish to highlight.

I understand the 100mtr zones near schools, but other than that, I feel the overuse of this limit is not good for Road safety or the environment.

**Objector 146**

I note that the Council has invited submissions to be made which are to be considered when reviewing the success/failure of the 20mph speed limit initiative. I wish to have this submission considered when carrying out your review.

I am a retired Chartered Engineer and I have designed numerous major road schemes around the Highlands and been involved in the design of many more. I was a Divisional Engineer managing the road network in a large area of the West Highlands for nearly 20 years. In the 1980s I carried out research into the risk of accidents occurring on single track roads which was published nationally in 1987 along with a similar paper, produced by engineering civil servants on the effect which "dualling main routes" has in reducing accident risk.

Figures published by the Department for Transport (DfT), have for years shown that those managing the Highland road network have failed to keep pace with the massive fall in the number of road accident casualties which has occurred in every other area of Britain. The gap between what has happened in Highland and that achieved in every other part of Scotland and the rest of Britain, is so large that it is obvious that thousands of people have been killed or seriously injured in accidents on Highland roads, which would not have happened had road development in Highland been managed as it has been in every other part of Britain.

When Highland Council launched the Scottish Government's 20mph initiative in 2023 we were told that it was supported by research, we were referred to Transport Scotland's "Good Practice Guide on 20mph speed restrictions" and we were told that this was just the first stage in applying 20mph speed limits on all roads throughout the whole of Scotland.

I am not aware of there being any credible research supporting this initiative and it is a matter of common sense that reducing speed limits below the normal 30mph limit on roads carrying traffic routes is virtually certain to lead to an increase in the number of accidents. The 20mph speed limit initiative has been a complete waste of money, it is likely to result in a small increase in the number of road accidents and, if it is extended as we were told is planned, it will wreck the economy in much of the Highlands.

Transport Scotland's Guide, far from advocating the blanket use of 20mph limits, simply offers guidance on what Road Authorities need to take account of when considering whether or not to impose 20mph limits. The purpose behind producing the Guide is to ensure consistency in the use of these low limits across the whole of Scotland. It seems obvious that someone in the Scottish Government, who does not understand the casualty reduction strategy which has been running for decades, has "cherry picked" some of the comments made in the Government's Guide, which chime with their own eccentric views on how to reduce the number of accidents and they have misrepresented the Guide as being a means of reducing accidents in Highland.

The Guide notes that 20mph limits serve a useful purpose in some very specific circumstances, such as at school accesses, a programme of work already completed. It is suggested that 20 mph limits might be one of the measures used alongside measures used in densely populated urban areas to encourage people to walk, cycle and make better use of public transport so as to reduce car use. Clearly, these are not measures that can usefully be applied to small remote rural communities in Highland which have no effective public transport.

Paragraph 37 of the Guide sets out the factors which need to be addressed when, considering applying a 20 mph limit. These ensure that roads carrying traffic routes and bus routes are screened out; roads ought only to be considered where there is an unusually high risk of accidents occurring and there is an established speeding or accident problem and finally, it needs to be established that the people likely to be affected by the lower limit support the imposition of 20mph limits. This is the opposite of having 20 mph limits imposed on all roads in an area as the Council has done.

Paragraph 40 notes that 20mph limits have to be self enforcing by installing traffic management measures where necessary, as it is not practical for the police to enforce them except on the traffic routes where the lower limits increase the risk of accidents occurring. The fact that the 20 mph limits cannot be enforced on residential roads and local access roads, where most drivers already observe low speeds, renders the lower speed limits pointless. However, the traffic management measures needing to be installed in problem locations to ensure that average vehicle speeds are low, will themselves have some positive effect without any need for 20mph limits.

Paragraph 42 advises that where compliance with the 20mph limit is low due to drivers being unable to see any justification for imposing them, the 30mph limits should be reimposed as it is the established appropriate speed limit which most drivers will comply with.

As can be seen, the Government's "Guide" simply gives common sense advice on where 20mph limits might be applied which is totally different to advocating the blanket use of 20mph limits which the Council has done in many, mostly remote, communities.

There are three very obvious reasons why 20mph limits are likely to produce an increase in the number of accidents when applied to roads carrying traffic routes:

Life in large areas of the Highlands relies on our ability to routinely make return journeys in excess of 100 miles and few drivers on long journeys will comply with speed limits of 20mph, which they regard as being unreasonably low. Conversely, drivers on short journeys within their own locality are more likely to comply. Mixing compliant and non-compliant drivers on the traffic routes leads to frustration and confusion thereby increasing the risk of accidents occurring.

Traffic routes carry far more traffic than residential roads creating continuous flows of traffic during part or throughout the whole of each day. Reducing the limit from 30 mph to 20 mph results in compliant drivers taking 50% longer to pass through a community where 20 mph limits apply. When applied to a traffic flow, the lower speed results in 50% more traffic moving along the road within a community at any time, adding significantly to congestion and the risk of accidents occurring.

On heavily trafficked routes the extra congestion caused by imposing lower limits has the effect of filling the road to the point where total gridlock occurs requiring the construction of wider roads so as to accommodate the extra lanes needed. The chaos created simply increases the risk of accidents occurring.

Those in Highland applying the Scottish Government's accident reduction strategy ought to be aware that for decades the number of reported road accident casualties in Highland, as elsewhere, has been steadily falling. Published records show that prior to the Kessock bridge opening, around 1,500 road accident casualties were reported annually in Highland. By the Millennium the annual toll had been reduced to a little over 1000. A decade ago numbers were down to around 600 reported casualties per year whilst, prior to the 20mph speed limits being imposed, numbers were down to around 300 per year. In promoting a new initiative it is necessary to understand why numbers of casualties are already falling so as to differentiate between the effect of the existing initiative and the new one. I strongly suspect that no one has given any thought to this and I doubt that they understand the existing initiative which has operated for over 50 years and has already and still is producing spectacular results.

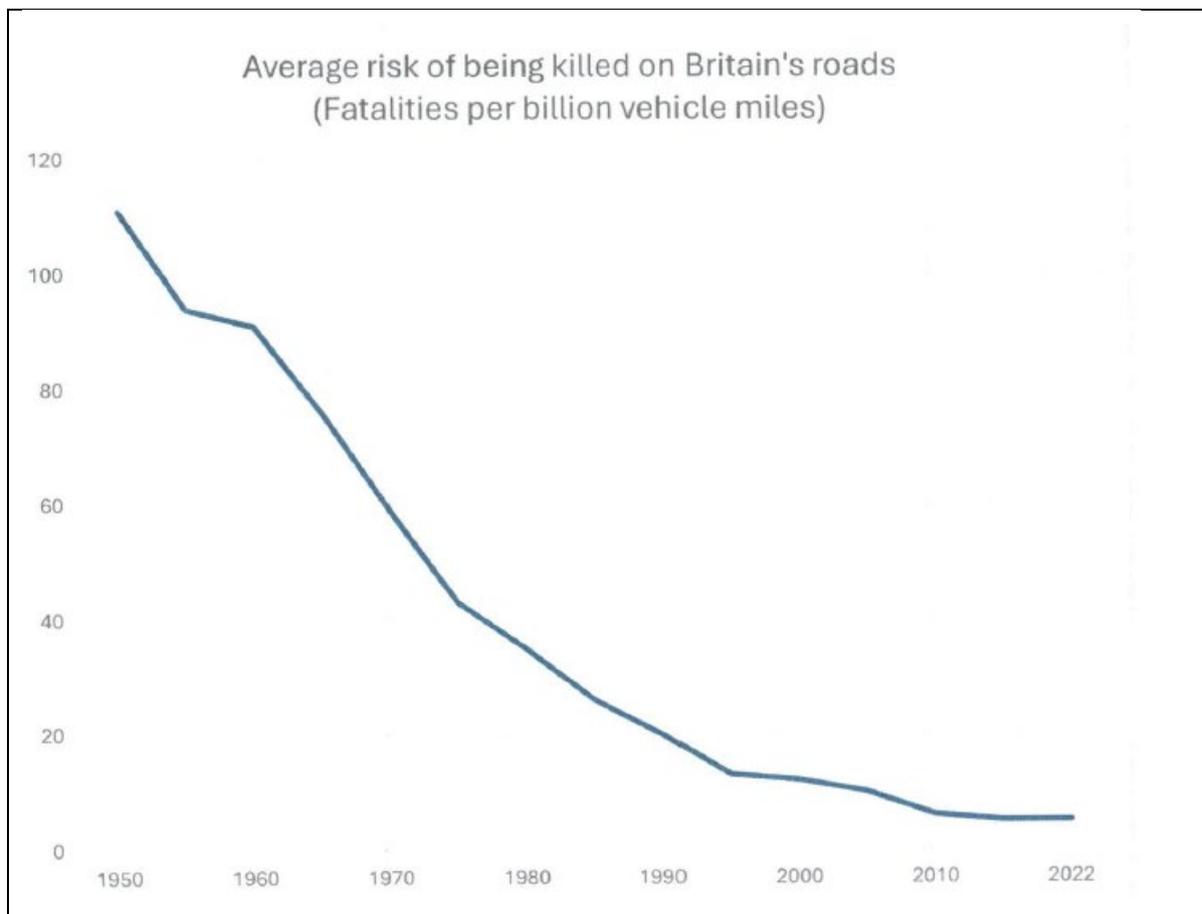
It seems obvious to me that those in the Scottish Government who are promoting this misguided initiative are either ignoring advice being given to them by their engineering officials or, as seems more likely, their officials do not understand this highly specialised aspect of road engineering.

For years the DfT has produced an annual update of the progress of the real casualty reduction strategy and table RAS0101, issued a few months ago, shows that the average risk of being killed in a road accident in Britain has fallen from 91 fatalities per billion vehicle miles in 1960 to the current level of 5 fatalities per billion vehicle miles. The practical effect of this fall is that there are currently 50,000 (I really do mean fifty thousand) fewer road accident fatalities per decade in Britain than occurred in the decade of the 1970s. Tables RAS0402 and RAS0403 show that accident risk in all parts of Britain except Highland has been brought down to between 4 and 6 fatalities per billion vehicle miles and rates are still falling. The rate for Highland is currently averaging twice that applying to the rest of Britain and this equates to there being nearly 100 excess KSI (Killed or Seriously Injured Casualties) each year on Highland roads, a situation set to continue for some years ahead.

I feel that the Council ought not only to scrap the 20mph speed limit initiative but they also need to develop an understanding of the real casualty reduction strategy which has been operating for decades. This would enable the Council to make properly reasoned representations to Government about their failure to fund the development of the Highland road network properly which has cost a great many lives and held back growth of the Highland economy.

I am still fairly well up to speed in understanding how the real casualty reduction strategy came to evolve, when it was actively applied, how the strategy later developed and the massive impact it has had in reducing the number of road accident casualties. If it is of any help, I would be happy to explain the strategy which the Scottish Government ought to be pursuing and where the details can be checked.

I have attached a graph showing the enormous fall in the average risk of being killed in a road accident in Britain which has been mostly brought about by the strategy applied by engineers in the DfT, a strategy which the Scottish Government seems not to understand. This graph is based on the DfT table RAS0101.



**Objector 147**

As you can see from the address, I live in the village of Fasaig in Torricon. Since the introduction of the 20 MPH Speed Limit in our village the vehicles visiting or passing through the village seem to be travelling at an even faster speed than they did when it was the 30 MPH Speed Limit. There did not seem to be this large volume of speeding traffic completely ignoring the 20 MPH limit as it was when it was the 30 MPH limit.

I can state this with a certain degree of accuracy.

The Main Road running through the village runs directly past the front garden of my property. There is no pavement on this section of the road. I spend a lot of time in that front garden throughout the year and from years of experience it is very easy to distinguish between speeding vehicles and those trying to abide by the speed limits. The increase in the amount of speeding traffic is quite apparent.

This situation becomes worse in the summertime with the heavier volume of holiday traffic although this is now extending to most months of the year.

In the 1990's the road through the village was widened and pavement constructed from the village shop to the village hall with street lighting. Pavement was also constructed when the Albyn Houses were erected at Darroch Park.

Unfortunately, nobody from the council came back to widen the road and construct a pavement with street lighting between the village hall and Darroch Park.

There is a slight bend in the road at this section and the trees in Springfield garden are overhanging the verge obscuring the line of sight so when the vehicles come speeding down from the direction of the hall invariably they skid to a halt in front of my garden when another vehicle suddenly comes into view coming from the Darroch Park direction.

This is another indicator of vehicles travelling at excessive speed.

It did not happen so much when it was a 30 MPH Limit.

On a weekly basis I travel into Dingwall /Inverness and pass through the village of Contin. This too has been subjected to a 20 MPH Speed limit.

The A835 passing through Contin is a main trunk road with a high volume of the traffic making its way to and from the Ullapool Ferry Terminal. The 20 MPH restriction in Contin results in the traffic bunching up into groups and slows down the free flow of vehicles heading in either direction. This is especially so in the summer months with the increased traffic volumes of tourists who do not appreciate that many of the vehicles are work related and not on the road for pleasure.

I cannot recall any accident involving a pedestrian that has occurred in Contin for many years that would warrant the imposition of a 20 MPH Speed Limit. It is noticeable that you have kept the 40 MPH limit in Garve and Achnasheen and part of Kinlochewe.

In summary, 20 MPH Speed limits in Housing Estates and Housing Schemes in the cities and towns are at least trying to ensure the safety where there is a denser population and higher number of young people.

For the remote villages scattered around the highlands with a low population and much fewer young people it seems to be a complete waste of money.

The majority of drivers simply ignore the new restrictions, and the police have insufficient manpower or resources to enforce the new limit.

It would have been far better to spend the money in places like Contin by installing at least two pedestrian crossings, one at the shop and the other at the garage for the safety of people wanting to cross the road.

In Fasaig, it would be better to have completed the road widening and constructed a pavement in the section of road between the Hall and Darroch Park housing. The overhanging trees need cutting back to ensure line of sight for drivers.

These are the kind of improvements that are required in the villages instead of installing 20 MPH signs being installed and creating a virtually unenforceable speed limit.

**Objector 148**

I cannot believe that after the disaster in Wales wrt the 20mph speed limit introduction, the same farce is being contemplated and practised here. It is both inappropriate and inconceivable that a modern vehicle be limited to 20 mph on a road that is meant for a speed of at least 30 mph. Sure, there are those roads where travelling any faster than 20 mph would be dangerous and the cast majority of drivers are careful in this regard. But limiting a vehicle to 20 mph when it is safe to travel faster is childish and shows little consideration for drivers.

*Thank you for your reply*

*I feel that there are multiple areas in this country which can be improved before road safety is of concern. Cars are not constructed to travel at 20 mph for any length of time. It is counterproductive and a waste of time. Poor driving at any speed causes more accidents than good driving at speed. Driving behind supposedly safe drivers driving at 20 mph is frustrating and likely to result in overtaking at a bad time.*

*Nevertheless, I would appreciate you treat my views as an objection and not merely a comment.*

**Objector 149**

As is happening on many roads the roads should be made safer by design and not by restricting the speed limit. Return the 20mph roads to 30mph.

*Thank you for you e-mail. Please treat my correspondence as an objection. 30mph has been good for the last 100 years. Cars are safer than ever. Better things to be spending government time and money on - leave at 30mph.*

**Objector 150 – See also Supporter 122**

Within the comment time for the relevant TRO, I would like to comment / object to the imposition of the 20mph speed limit on the following section of urban road:

Clachnaharry Road, Inverness between Muirtown canal bridge (or the nearby roundabout accessing Telford Retail Park(s), leading on to Clachnaharry High Street (different street labels on different maps in relation to where Clachnaharry Road ends and High Street begins) and the beginning of old Clachnaharry village at or near the gated entrance to Scottish Canals sheds.

On this section of road there are no house doors abutting on to pavement (most are well set back from road), no schools or infant nurseries, and no parks or busy retail outlets. There is reasonable open space on each side of the road for much of the section I am commenting upon. There are several bus stops / shelters but these are well-recessed off the road.

Perhaps not of a nature specific to the TRO feedback on this section of road, but relevant I think, are the cycle lanes (not maintained adequately by council) and the observation that most vehicles (including buses and council / highway maintenance vehicles) travel at around 30mph on this section of road (i.e. no TRO enforcement) – the latter does demonstrate some benefit of this TRO as before its implementation a considerable percentage of traffic was travelling at 35-40mph (personal observation).

*Thanks you.*

*The answer to your final question is "Both" - the submission had two components - one area of 20mph being Objected to, and one area of 20mph being Supported - as follows:*

*My comment on the "small section" of road in Inverness stands - "Clachnaharry Road, Inverness between Muirtown canal bridge (or the nearby roundabout accessing Telford Retail Park(s), leading on to Clachnaharry High Street (different street labels on different maps in relation to where Clachnaharry Road ends and High Street begins) and the beginning of old Clachnaharry village at or near the gated entrance to Scottish Canals sheds. On this section of road there are no house doors abutting on to pavement (most are well set back from road), no schools or infant nurseries, and no parks or busy retail outlets. There is reasonable open space on each side of the road for much of the section I am commenting upon. There are several bus stops / shelters but these are well-recessed off the road." - I wish it to be noted as an Objection.*

*I have only made a comment on one road in one town so cannot comment Highland-wide.*

**Objector 151**

While in agreement with the policy of reducing traffic speed in the interests of public safety, particularly in residential areas with narrow or twisting roads and where vehicles are parked, there are a few routes that I use on a regular basis where I regard the 20mph restriction as being unnecessary. For example:

\* Harris Road from Damfield Road to the mini roundabout. This is a wide straight bit of road with light use by both vehicles and pedestrians. Cars are seldom parked on the road and in any case visibility is very good. It is considered safe enough to be used by many driving instructors

\* Glenurquhart Road from the junction with Montague Row to the canal roundabouts. Again a long straight stretch with excellent visibility. Being a primary route the speed limit should be raised to at least 30.

**Objector 152**

It feels like a done deal already with 20mph zones, so seems like a waste of consultation.

Feedback - zones need to be more tailored to local geography, pure residential areas yes, but main road through towns - A96 in Nairn - no. Loch Loy road probably no as well - as traffic calming already there.

Long linear towns with main roads need the 20 mph kept to a minimum, carrbridge entrance from the east far to long and slow at 20, but 300m on the high street yes.

**Objector 153**

Thanks for the opportunity to comment.

Is made the following points:

- just because something is funded doesn't mean it's the right thing to do in all circumstances.

- the policy is applying an urban approach to rural roads which isn't effective for businesses or individuals.

- I fully support 20th in large housing schemes and around schools but feel it should be more graduated in longer stretches of rural roads.

- the 20mph entering Fortrose from Avoch side suddenly drops from 60mph to 20mph on a corner - this is dangerous considering the high number of visitors unfamiliar with the roads.

- it was be more appropriate to run the 30mph to the junction with the road down to the harbour.

**Objector 154**

Trying to keep a vehicle below 20 mph going down the Balloch hill without using brakes (and an environmentally-polluting low gear), is almost impossible!

Accordingly, there should be NO new 20 mph limit on Culloden Road going through Balloch village! If you doubt my word, then come along and try for yourself!!

Thirty mph endangers no one, I'll wager! 😬. It's also a very long way from start to end of village ... I've measured that, at 20 mph, it takes 3 days, 7 hours and 36 minutes to journey through Balloch village from start to finish! Sacre bleu! 😞

Ridiculous medieval speed!

**Objector 155**

I wish to propose a more graduated reduction in speed limit along the western approach to Fortrose. Going from 60mph down to 20mph is too abrupt. There should be a 30mph section along to approximately the St Andrew's Walk junction. The road to that point is straight and allows traffic to see what is coming.

Allowing a graduated reduction in speed limit would also be consistent with the approaches to Avoch and Munloch.

I feel it is important for there to be consistency and rationalisation throughout the settlements in all the areas within the remit of Highland Council.

**Objector 156**

Thank you for allowing me the opportunity to comment on the suggested permanent 20mph roads in Fortrose.

I believe that a 20mph speed limit is significantly safer than 30mph in many residential situations, in crowded places and certainly in the vicinity of schools etc. However, there are roads in Fortrose, that are long and straight, that offer clear visibility and I believe it's reasonable that the speed along these roads should be covered by a 30 mph limit.

Two examples that I'm aware of in Fortrose:

At the western approach to Fortrose, on the A832 coming from Avoch, there is a sudden change from the national speed limit to 20mph. Far too abrupt. A 30 mph limit from the village boundary (i.e. the current first 20mph sign), to just before the junction of St Andrews Walk would be much more appropriate, in my opinion.

Likewise, Ness Road is long and straight, and also benefits from good visibility. A 30 mph limit from A832/High Street to the Ness Road junction with Chanonry Crescent (certainly before the junction with the Golf Club-house Road) would be very reasonable.

Speed limits are there for a purpose, but they should be seen as reasonable, otherwise drivers are more inclined to disobey them.

**Objector 157**

I am a local resident (address included below). I responded to the original 20mph zone consultation, however, it appeared that the zones were introduced even before that consultation was completed.

As a Health and Safety manager when I was working (now retired) I was always trained that safety controls should be proportional to the risk.

In Aviemore in my professional judgement I believe the 20mph zone should extend from the Happy Haggis Chip Shop until Muirton, the primary school access.

At the present extent it clearly causes frustration to motorists, taxis and long distance buses, and most of them clearly do not observe the 20mph limit.

If the zone was limited to the extent suggested above, in my experience it would be accepted and better observed, resulting in a positive outcome.

**Objector 158**

I note the proposal in the local press that where trial 20mph speed limits were introduced you are planning to make these permanent.

The pretext for this is as always safety. The overriding driving consideration, at all times, should be to drive within the prevailing road conditions. By imposing a 20 mph mandatory speed limit in many locations this significantly detracts from this overarching need, due to the loss of situational awareness, caused by having to closely monitor the speedometer, 'heads down', rather than being aware of what is going on in the road in front of you by being 'heads up'.

In my own village in the Highlands I can virtual see the whole of the 20 mph zone ahead, and thus maintain the continuity of my situational awareness, rather than having to continually monitor my speed 'heads down'.

If this proposal goes ahead I trust statistics will be kept as to the accident rates on previous 30 mph zones which have then been reduced to 20 mph, and that these will be published in due course to indicate as to whether accident rates have in fact decreased, OR as is more likely in my opinion will have increased, due to the lack of driver focus on the road ahead, due to now needing to monitor the speedometer more closely.

For the first time in modern history the time to travel on UK roads between point A and point B is getting slower and slower. For example the average speed camera's on the A9. This has only increased frustration on this already frustrating road, and now the further delay to completing the dueling of this important arterial link.

Please consider carefully the proposed blanket imposition of 20mph zones. YES where clear evidence exists that it will improve safety, but NO where it doesn't, and simply impedes lawful progress.

*Please treat my previous correspondence on this subject as an objection. I have to assume from the response below that if the blanket speed limit was reduced to 15 or 10mph the achievement of the 2050 objective could be achieved even sooner.*

*A point I forgot to mention in my original e-mail was the atrocious state of the roads due to pot holes and the constant need to watch out for where I am driving, whether in a 20 mph zone or on the open road.*

*I hate to think of how much of my Council Tax was spent on the 'research' below to justify what appears to me to have been a forgone conclusion to impose a blanket 20 mph speed limit.*

**Objector 160**

We have not seen any data that supports the implementation of a sub 30mph speed limit anywhere on Skye. Our view is that it should be necessary to demonstrate a need or a case before implementation, not just slavishly implement it. That said, we are not against 20mph, but in our view it is only appropriate outside schools and then only when the pupils are arriving and leaving the school.

There may be other places that could similarly justify a time limited speed restrictions but as a general policy, we disagree with it unless there is data to support implementation at each specific location.

*Thanks for your e-mail, I can confirm that the objection from Struan Community Council to the "Highland Wide 20 mph Speed Limit Traffic Regulation Order" stands.*

### **Objector 161**

**Subject of Objection 1:** Dalbeg Road, Carrbridge

**Subject of Objection 2:** A938 Carrbridge - Blackmount to Dulnain Bridge Road from a point 75m or there by to the west of its junction with the U1994 Dalrachney Road extending in an easterly direction for a distance of 720m or there by

**Statement of Objection 1:** That the above (Dalbeg Road, Carrbridge) should be included in the list of roads where a temporary 20mph limit is to be made permanent.

**Statement of Objection 2:** That the above TRO (A938 Carrbridge) does not include the full extent of the temporary 20mph limit (i.e. the trial scheme) eastwards beyond the junctions of Dalbeg Road and Dalmore Road.

#### **Objection 1 Reasons:**

This road should be included so the objectives of the 20mph are made permanent to the benefit of residents as follows - to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users.

#### **Objection 2 Reasons:**

The decision taken by the Council to exclude the full extent of the previously trialled section of the A938 from the permanent 20mph TRO is squarely against community wishes which have been communicated in detail to the Council. The community has run an official campaign for 20mph, identified it in our Community Action Plan and many individual representations in support have been made to the Council, either directly or via elected representatives. The decision is insufficiently informed, has not followed expected procedural standards and is not supported by the community.

Furthermore, the process carried out towards making the decision is considered deficient in a number of key areas leading to affected residents having no confidence their best interests are being served. One of the most serious consequences of the proposals affecting the residents of Dalbeg Road and Dalmore Road will be the implied permanent separation from the wider Carrbridge community. Residents are outraged by this and object to it in the strongest possible terms. Such an outcome would be a materially detrimental change to a currently consistent speed limit regime. It would also be fully at odds with the objectives of the 20mph scheme being applied to the rest of the village namely 'to introduce a consistency for 20mph speed limits across the Council area, simplify speed limits for drivers and enhancing the overall liveability of urban areas'. By creating new barriers and zones of separation within a previously integrated situation it will introduce permanent impairment to safe active travel, reduces village integration, and embeds a permanent imbalance between road users vs the rest of the village.

The Council has also failed to account for other crucial factors of particular relevance to the community and the objectives of the scheme, these include disregarding the existence of two popular core paths (LBS62 and LBS123) each of which interface with the road directly, including crossing it. LBS62 is directly adjacent to the road for much of the excluded distance and also crosses it. The existence and use of these core paths has received no mention in the assessment material presented to elected members and has been absent within the assessment process. The same is true of use of the road by local cyclists seeking to reach the nearby National Cycle Route 7 (which is contiguous with the A938), including use by school children to reach the local primary school. No material assessment of cycling (or wheeling in any form) has been made despite it having been raised by residents and being a key objective of the 20mph scheme (encourage people to walk, wheel and cycle). In short, safe cycling and walking are principal interests affecting residents however they have received no perceptible attention towards securing improvements within the decision-making process.

Significant concerns have been raised concerning the reliability of the survey data and thereby the speed increases referred to in making the decision. This is due to residents observing the consistent malfunction/failure of the Tracsis survey apparatus during the second survey. The equipment deployed by the survey contractor during both surveys and particularly the follow up (Feb 2024) survey failed and each time it was put out, eventually becoming completely detached from the road over the period. The contractors returned and re-fixed them each time however the fixings failed again almost immediately. Residents are fully of the view the survey results were distorted by this with the rubber detection strips becoming dislodged during the survey period. (see attached email raising the issue with Bill Lobban). This is a matter of the utmost seriousness however the council have chosen not to respond when asked about it, consequently residents have no confidence whatsoever in the survey findings.

The community have also complained bitterly that the Council, in conducting their consultations, have chosen to ignore the fact there has not been a functioning Community Council (CC) in Carrbridge since May 2023 (the 20mph programme was rolled out from June 2023). It would have been obvious to the Council that consultation with the CC would yield no response and was effectively useless because there are no members to receive it or make comment. Despite this and the fact all consultation material directed towards the CC over the 20mph has been knowingly pointless, the Council has consistently referred to this consultation mechanism as being the primary source of interaction with the community. This approach has once again been the cause of outrage and points to a grave administrative discrepancy in the Council's approach to consultations in such instances.

A number of failures have been raised throughout the process leading to the decision each which has been communicated in detail, including via a relevant elected member (the absence of a CC has necessitated this). Relevant [guidance](#) issued by the Scottish Government/Transport Scotland on the implementation of 20mph speed reductions in Scotland has been referred to as regards expected standards and has underlined the community view - that the process has been deficient and falls far short of what we have a right to expect. A summary of the principal discrepancies previously raised is given below.

Yours Sincerely

1. That no meaningful nor demonstrable community consultation (i.e. involving reciprocated exchange) took place at any stage during the decision-making process relating to the 20mph trial. The fact remains there has not been a functioning community council in Carrbridge since May 2023 and the 20mph programme was rolled out from [June 2023](#). As a directly affected resident I can advise that the only means by which our household has remained informed is via one-to-one communication with our locally elected member. We have not been canvassed for input nor had our views sought despite living adjacent to the road affected and our household being regular user of it for all forms of travel including cycling. No alternative local communication channels have been opened in the absence of a community council despite there being a clear requirement in both the Guidance and the Council's stated procedure as follows:

20mph Speed Limits in Scotland. |  
Transport Scotland

## Communications

A comprehensive and early formal / informal consultation of all those who may be affected by the introduction of a 20 mph scheme is an essential part of the implementation process.

- Community councils will be surveyed in the coming months for their experiences of the trial, while a public consultation will take place in early 2024

2. We are being told that the road concerned now “*does not meet the criteria for the 20 mph speed limit*” despite it having been subject to the trial. This position is absurd and lacks any credibility given there has been no material change in the circumstances affecting the road between selection for the trial and now. In addition, and crucially, the lack of community consultation has not allowed for 'local knowledge and community feedback' to inform decision-making when and where it should - again as is proposed by the guidance at P9:

**Points to Note** - The presumption is that all 30 mph roads are appropriate for a lower speed limit of 20 mph. However, there will be some anomalies, where roads meet the criteria but are not appropriate and others which do not meet the place criteria but are appropriate for a 20 mph speed limit. **This is where local knowledge and community feedback is key to setting the most appropriate speed limit for the environment.**

2. Furthermore, this not a credible stance because the final 200m of the B9153 to the southern boundary of the village exhibits almost identical characteristics yet has been included in the programme and the reduced limit is to be implemented there. I suggest that the agreed criteria cannot applied selectively without the understanding of the residents for whom it apparently doesn't apply and therefore this anomaly requires a clear explanation if it is to be held.
2. From the outset there is/was an obvious discrepancy in the number of repeater signs attached to lamp posts along the Grantown road vs the Inverness road - both form part of the A938 within the programme. Only **one** repeater is located along the length of the Grantown Road where the Council themselves recognise "*there are no visual ques for drivers as to why this road should be 20 mph*" vs **four** over a similar distance along the Inverness Road. Both roads comprise the A938 however not surprisingly the better trial results were yielded where more repeaters signs were used. This was unquestionably detrimental to the trial outcome on the Grantown Road and was raised as such with our local councillor who in turn raised it with the council however no action was taken to rectify it. Again the guidance suggests the council should have accounted consistently in the deployment of repeater signs for the trail as follows on P13:
- 3.

## **Repeaters – 20 mph Limit**

The TSRGD (2016) [removes the requirement for a minimum of one repeater sign](#) to be placed within a 20 mph speed limit. It is for road authorities to determine how many repeater signs are needed and where they should be placed, taking cognisance of the [Traffic Signs Manual Chapter 3](#) **ensuring there are sufficient repeater signs placed to inform road users of the speed limit in force.**

**Point to Note** - When lit roads have a speed limit other than 30 mph, repeater signs can assist road users to understand the limit of the road and assist with compliance.

4. The speed survey locations (i.e. the point where the speed survey apparatus was attached to the road surface) differed by some distance over the two survey periods and consequently were more likely than not to report different speed profiles. It stands to reason that reliable data demands surveys are carried out in the same place on the road. Again this is the subject of the Guidance at P15:

- d) Conduct at least two “post implementation” speed analysis to be collected at approximately 3 months apart, or as appropriate.
- e) Ensure consistency in measurement by monitoring the same sites to gain an equivalent comparison.

5. The Council appears to be inexplicably ruling out the potential for additional speed management interventions to support a speed reduction, these, we are being told, are contingent on the reduced speed limit being abandoned. Affected residents simply do not understand this lack of logic and why it should be the case? Once again, the guidance, quite clearly, refers to the two being very much relevant in combination, with P9 detailing such as lane narrowing, refuge islands and kerb extensions amongst others. The key point is as follows:

## Speed Management Interventions

Following the introduction of signs, repeaters and roundels when implementing 20 mph speed limits, if the desired reduction of speed is not being reached, speed management interventions can be considered.

*Your email incorrectly states - "you object to the 20mph speed limit because two sections have not been included".*

*In fact, my submission is, as stated, an objection to the proposed Order in respect of its effects at Carrbridge, such that the Order does not carry forward the trialled sections of local road into a permanent speed reduction and consequently the higher 30mph limit is to be reinstated, whilst the procedures followed in reaching this decision and thereby informing the Order have not followed appropriate standards.*

*Whereas certain of the procedural considerations are universal, others are variously set out in the Road Traffic Regulation Act 1984 and The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.*

*The form of the objection follows Section 7(1) of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 :*

*7.-(1) Before the end of the objection period mentioned in paragraph (3), any person may object to the making of an order.*

### **Objector 162**

I am writing on behalf of Tannach and District Community Council to raise concerns regarding the recent proposal to make permanent the 20mph speed limits in Caithness, particularly in relation to its impact on road safety and consistency across the area.

1. Inconsistency Across Caithness: The proposal introduces speed limits that are not consistent across the region. The only village in our district with a proposed 20mph is Thrumster. Milton and Haster are not mentioned. Given both villages are popular walking and cycling routes we believe this is an oversight. Furthermore, we notice that Thurso is not included either. Given it has similar roads to Wick why is it not being considered? Thurso Road is similar to the A836 along Burnside yet the A836 is 40mph. This lack of uniformity and consistency has created confusion among drivers and has contributed to varying driving behaviours, especially in areas where speed limits differ significantly from one stretch of road to another. In practice, this inconsistency leads to confusion and drivers are often unsure of what speed they should be adhering to.

2. Safety Concerns – Increased Risk of Near Misses and Overtaking: A significant unintended consequence of the speed reduction is that some drivers are driving dangerously below the speed limit at around 10mph. This has resulted in frustration among drivers stuck behind. This slow pace has led to an increase in near-misses and dangerous overtaking manoeuvres. These behaviours create an unsafe driving environment for all road users, including pedestrians and cyclists.

3. Environmental Impact of Driving at 20mph: It is also important to consider the environmental implications of driving at low speeds. Studies have shown that vehicles driving at speeds as low as 20mph typically consume more fuel, producing higher levels of emissions compared to driving at more efficient speeds. This not only contributes to local air pollution but also undermines efforts to reduce overall carbon emissions in line with Scotland's climate targets.

3.No incidents of pedestrian collisions: To this community council's knowledge there have been no incidents of a pedestrian being hit by a vehicle where the 20mph limits are proposed.

For these reasons, we strongly urge the Council to reconsider the proposal. Thank you for taking the time to consider our views. I look forward to hearing from you.

*The community council would like it's correspondence to be treated as an objection.*

## Appendix 7 – Full Representor Correspondence

### **Representor 1**

I live in the town of Fortrose.

I think the restriction from 30 to 20 is unnecessary. Also around the roads leading into the main town ,from single track roads ,to the 2 way road ,unnecessary.60 down to 20,some of the single track ,the condition of safety is common sense, in the speed you will travel.going out of town ,on the 2 way roads ,the old 60 mph was very rarely done,and approaching Avoch and the school area ,20 to 30 was the norm.

My car uses 4th or even 3rd gear to travel at the 20mph .so exhaust and fuel consumption is greater.not environmentally friendly.

We have many visitors in the summer who find our national speed limit ,confusing and they travel below 30.,causing frustration and unwise overtaking,by other road users.would 20 make this better,or worse?

On a safty note,The requirement to give cycle users a good distance to overtake them,is laughable on the single tracks,and few seem to know the use of passing places to help.a few warning type notices showing,to use passing places might help?

On A9 it advises slow traffic to use laybys to let traffic build up pass.

I also have concerns for the safety of horse riders.overtaking must be considered and directions from the horse rider,needs to be followed.too many drivers think to go as close to the back of a horse,will encourage speed.i know,they could well cause panic in the horse and a serious accident.slowng the traffic to 20 will not help the nervous horse move along any better and a wide berth can only happen at passing places.i think some drivers consider horses with rider ,a challenge to get by ,with as little room as possible.

Back to areas of 20 mph ,sensibly around school areas ,at entry and exit times is surely adequate in our small towns and villages on the Black Isle.

I have been driving for over50 years

In built up areas of U.K.,in my experience slow traffic results in risky actions,by those wishing to get somewhere.

I hope this does form a definite response to a NO for 20 mph across the road network on Black Isle.

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*Thank you for the detailed reply to my concerns in regard to 20mph overall speed limit.*

*I acknowledge I did not know all the details on safty and fuel economy which you shared with me.*

*I feel that the decision has really been made,but I would hope there will be areas ,of scenic beauty,where we can drive at our own safe levels,within the national level of 60mph.*

*I have classic cars ,and there fuel consumption is not that of a modern car or electric version.*

*So thinking this through I do not require my objections to pass to my member of parliment,but I would like my comments retained.*

**Representor 2**

The only place in Fort William that should be a 20 is Alma road, plantation, Argyll Road, upper acintore, inverlochy, claggan and town centre. Lundavra Road in upper acintore leading to the 60 at blarmacfoldach should be a 30. Acintore Road should be a 40 until the 50 sign then not a 50 but rather a 60. The Blar that was a 40 and stupidly is now a 30 should be a 50 minimum until where it used to go down to 30 on the corpach and then it should go down to 30 and remain at 30 until the 40 again even then that should go to a 50 but can understand with the Lorrie's turning out etc. the other side town side it should be a 40 continuously from the roundabout until road end/costa junction

**Representor 3**

Re 20mph limits.

Whilst I applaud the introduction of appropriately placed 20 mph limits such as town centres residential streets and schools. There are some on Skye which are completely inappropriate.

1. Kyleakin there is absolutely no justification for the limit between the A87 roundabout and the area built up on both sides.

2. Kyle of Lochalsh.

This again on the A87 is unjustifiable between the bridge and the village centre and the railway station and the southern village limit .

3 Dunvegan outwith the area of the shops and School there is no justification for the 20 mph limit.

**Representor 4 – Converted to Objector 149****Representor 5 – Converted to Objector 154****Representor 6**

For the record, I have no objections to the proposed limits - it means I am unlikely to kill anyone! As the current limits are not enforceable, there is only partial compliance, with some drivers deliberately speeding as if they have a personal point to make! Others are more compliant and drive responsibly. I believe it will have more impact if it becomes law and can be enforced.

**Representor 7**

I have lived in the highlands for over 30 years. I think the 20 mph zone is a bad idea.it slows up the distribution of needed goods via road transport and the frustration will be seen later on faster roads.summer extra traffic from visitors brings its own problems.

**Representor 8**

I have cycled to work in Inverness most days for the last 30 years.

I note on the map showing proposed speed restrictions that the stretch of Damfield and Old Perth Road that runs between Old Edinburgh Road and the Inshes roundabout is not to be restricted to 20mph.

That is disappointing as in my view it represents to cyclists one of the most significantly dangerous sections of urban roadway in Inverness. The section near the curling club is particularly dangerous - it can be dark and icy in winter, it drains poorly during wet weather, it is narrow especially when two lorries pass in opposite directions. In the past pot holes have opened up in the road surface and these can be hard to see/avoid. The other really unpleasant section is the stretch from King Duncan's Well past Raigmore Hospital which is also very narrow and prone to pothole formation.

Most Milburn Academy pupils cycle on the footpaths to avoid the traffic thereby creating a hazard for pedestrians.

Declaration of interest- I am a member of Inverness Golf Club so might stand to benefit from a slowing of vehicle speed. That said I feel far far more at risk cycling this stretch of road than I do crossing the at the golf course.

I appreciate that it might be too late to consider adding this stretch of road to the proposed plan but as part of a wider programme speed restriction to 20mph should be considered here. Motorists would not experience any significant delay and cyclists would be encouraged.

*Many thanks for your detailed and thoughtful response, it was very helpful to understand the background to the proposals.*

*I guess my email below is a comment, as I fully support the proposal overall. I wish that the stretch of Old Perth Road I described below was included within the plan as in my observation over 30 years of cycling it it is fundamentally unsafe for cyclists when traffic is moving at 30mph, but despite its busyness and use by many children on the way to school it does not meet the criteria of being near school or high housing density.*

*So in that sense I objecting to that piece of road not being included and would like Highland Council to exercise any flexibility it has within the plans to include the road or at least revisit the position once the current proposal is settled. I doubt there would be many, if any significant objections to a reduction in speed limit here.*

*I would happily conduct a group of interested councillors and HC staff on a cycle along the road one cold, wet and dark morning whilst being splashed by passing cars and trucks moving at 30mph.*

**Representor 9 – Converted to Objector 148**

**Representor 10 – Converted to Objector 151**

**Representor 11 – Converted to Objector 153**

**Representor 12**

I would like to request that the 20 mph limit as you go in to Fortrose from Avoch is changed to 30 mph and the 20 mph limit can be placed where it was before, just going up the hill in to Fortrose. This would create a situation similar to that going in to Avoch from the west, which I consider to be satisfactory.

**Representor 13 – Converted to Objector 152****Representor 15**

I am responding to Highland Council's consultation over the temporary 20mph speed limit zones now in place. I am a little surprised that the consultation is still in place as last week I was aware that very early in the morning a roads team were busy painting the two big 20s on the road outside my house in Kingussie, so I guess here this new speed limit has already been decided?

I have been actively trying out the new speed limit zones up and down the Spey Valley, and my main contention with it is on the main routes into the main communities where previously the speed was 30mph. While I agree the 20 mph speed limit works where there is much activity of people actually crossing the road as well as frequently used junctions, there are some sections of the 20mph roads where very little is happening on a very straight road with good visibility. I contend with the idea that I almost need to go down into 2nd gear to avoid stalling, but these sections of road should not have drivers driving in this gear. Whereas being in 3<sup>rd</sup> gear, the correct gear for these sections roads, which is less polluting and more efficient, I am driving at 22-25 mph, and this feels more possible and logical.

Given that I live at the north end of Kingussie High Street where the 20 zone has already started 200m up the road, I cross this road every time to get to my car parked in the layby on the other side. So I do experience the speeds of cars coming and going. It is a good zone to aim for the 20 mph because like me people are living right next to the road and crossing it frequently. Its noticeable when folk are doing 25+ mph so I agree that the speed we are used to driving in built up areas.

My own experience as a driver is that there are places on the main routes into communities where I believe they should still be at 30 mph that relate to actual road use rather than community boundaries. The road heading south out of Kingussie is such an example where it feels that the 20 zone should start/end around 200m further north than it does at present.

**Representor 15**

A

The published data for Harris Road in Inverness shows that people have gone from driving within the speed limit to driving above the speed limit. This is not an isolated example of effectively criminalising what was and remains sensible safe progress.

Within tightly packed housing schemes and the like, there is good reason for imposing and policing a 20MPH limit. In more open urban zones, such as Harris Road, the 20MPH limit simply causes frustration and increases the likelihood of otherwise sensible drivers being prosecuted for failing to comply with a seemingly insensible restriction.

B

The boast that early adoption has meant that the cost has been borne by the Scottish Government rather than Highland Council is unpalatable. Both organisations are funded by the same people who pay their various taxes (income and council). If we have benefited by being early adopters then presumably it means that someone else has lost out? Are we in competition with our neighbours?

**Representor 16**

As a resident of Denny Road in Cromarty I am emailing to request that the 20mph limit starts at the top of the Denny. Currently it's 30mph until you get down in to the village. Cars/Lorries/Tractors/Vans/Bikes come flying up and down the Denny at speeds beyond 30mph.

**Representor 17**

I note the proposal in the local press that where trial 20mph speed limits were introduced you are planning to make these permanent.

The pretext for this is as always safety. The overriding driving consideration, at all times, should be to drive within the prevailing road conditions. By imposing a 20 mph mandatory speed limit in many locations this significantly detracts from this overarching need, due to the loss of situational awareness, caused by having to closely monitor the speedometer, 'heads down', rather than being aware of what is going on in the road in front of you by being 'heads up'.

In my own village in the Highlands I can virtual see the whole of the 20 mph zone ahead, and thus maintain the continuity of my situational awareness, rather than having to continually monitor my speed 'heads down'.

If this proposal goes ahead I trust statistics will be kept as to the accident rates on previous 30 mph zones which have then been reduced to 20 mph, and that these will be published in due course to indicate as to whether accident rates have in fact decreased, OR as is more likely in my opinion will have increased, due to the lack of driver focus on the road ahead, due to now needing to monitor the speedometer more closely.

For the first time in modern history the time to travel on UK roads between point A and point B is getting slower and slower. For example the average speed camera's on the A9. This has only increased frustration on this already frustrating road, and now the further delay to completing the dueling of this important arterial link.

Please consider carefully the proposed blanket imposition of 20mph zones. YES where clear evidence exists that it will improve safety, but NO where it doesn't, and simply impedes lawful progress.

### **Representor 18**

Our house and garden at [REDACTED], Carrbridge back onto the section of the A938 where the 20 mph speed limit is under review. This is between Dalrachney Lodge and Dalmore Road. We are strongly in favour of making this 20 mph speed limit permanent and for it to continue east of Dalmore Road as it does at present. We would also support the installation of traffic calming chicanes similar to the one in the village itself in order to enforce the limit.

We feel that this is justified by the clear evidence which shows that rate of mortality and serious injury is significantly lower when a pedestrian, particularly a child, is hit by a vehicle travelling at 20 mph compared with one travelling at 30 mph. Also, the collision is more likely to be avoided if the vehicle is travelling more slowly. These facts are well recognised and the following has been copied from the Public Health Scotland website.

*"A person is around five times more likely to be killed when hit by a vehicle travelling at around 30mph than they are from a vehicle travelling around 20mph. If a driver needs to stop urgently, in the distance a 20mph car **can stop**, a 30mph car will still be doing 24mph."*

<https://publichealthscotland.scot/our-blog/2023/december/why-a-20mph-limit-is-plenty/#:~:text=A%20person%20is%20around%20five,will%20still%20be%20doing%2024mph.>

Trials at multiple sites around the world have shown that the rates of accidents, injuries and deaths are all reduced when speed limits are reduced from 30 to 20 mph. Both the World Health Organisation (WHO) and Royal Society for the Prevention of Accidents (RoSPA) support 20 mph speed limits on roads where there is possible conflict between cars and unprotected road users. In the UK, there have been regular "20's Plenty" campaigns to reinforce this message.

There has been a suggestion by Tracey Urry, Head of Roads and Infrastructure at Highland Council, that the speed limit on this section of the A938 should revert to 30 mph, only reducing to 20 mph from where the footpath starts at Dalrachney Lodge, 350 metres beyond the residential areas in Dalbeg and Dalmore Roads. We have seen an email from her in which she states:-

*"Essentially the 20mph limit has made the speeding issue significantly worse on this section of road with vehicles now travelling faster than they were when the limit was 30mph.*

*The sensible approach to tackling the speeding issue on this part of the road is to revert this section back to 30mph..."*

How can tackling speeding by increasing the speed limit ever be described as sensible? Motorists travelling between Carrbridge and Grantown (and vice versa) might save a few seconds at the most by travelling at 30 mph (or more as is frequently the case). A pedestrian or cyclist being hit by one of these motorists would have to live with the consequences for the rest of their life, assuming that they survive. Apart from the safety considerations, the noise of cars and motorbikes accelerating towards Duthil already has an adverse effect on the tranquillity of our homes. It would also be inconsistent with the speed limit in the rest of the village but our lives on the outskirts are no less important.

Increasing the speed limit over these 350 metres would send the wrong message to motorists but make no difference to their lives. It would, however, have a hugely negative impact on local residents and their families as well as discouraging active travel. Exiting Dalbeg and Dalmore Roads can be difficult due to restricted visibility but entering is even more problematic. While cycling (and also while in our car), my wife and I have experienced some near misses. On several occasions, while indicating and slowing to turn right into Dalbeg Road from the village side of the A938, we have been overtaken at speed by impatient drivers despite our intention being obvious.

Something does need to be done to reduce the number of speeding motorists passing Dalbeg and Dalmore Roads. At present the limit is not enforced by policing, safety cameras or physical traffic calming measures and it is not surprising that it is largely ignored. Some vehicles passing the entrance to our road do so at more than double the 20 mph limit so we would strongly support the installation of permanent traffic calming chicanes similar to the one in the village itself. Well-advertised chicanes combined with appropriate prioritisation signs would ensure that drivers would have to slow down. Speed cushions simply do not work since they are frequently ignored, especially by HGV and van drivers. The signage also needs to be improved, as when entering Carrbridge from Duthil, the speed limit on the sign is 20 but that painted on the road it is 30. This inevitably causes confusion among drivers.

In summary, please make the current 20 mph speed limit on the A938 permanent, install traffic calming chicanes and improve the signage.

#### **Representor 19**

I'm a resident of Fortrose. I find the 20mph zones work reasonably well. The only one that I feel could be improved is the section of the A832 between Avoch and Fortrose. The start of the 20mph zone entering Fortrose from Avoch could I think reasonably be moved to beside where it joins with the minor road leading down to Chanonry Sailing Club (St Andrew's Walk). This would reduce the length of the 20mph zone as you travel through Fortrose and perhaps also reduce the frustration of having to drive so slowly on a section of road that sees very few pedestrians. I'm all in favour of reducing speed limits generally, but even I think that takes it a bit too far. I do agree with the 20mph zone on Ness Rd since the service bus and the school buses use it, and many pedestrians use the road.

A bigger sign at the top of Ness Rd where it joins the A832 would make it clear that it's still 20mph. Not many people stick to the speed limit on Ness Rd.

### **Representor 20**

You have asked for comments on the implementation of the 20 mile per hour zones and these are my thoughts (which I have also emailed to two of my Councillors and posted to the two Councillors which do not have emails) .....

I am writing to express my concerns regarding the implementation of the 20 mile an hour speed limit zones. While I fully support measures aimed to improve safety and reduce the traffic speeds I believe that the way in which the new speed limits have been introduced has often been hastily executed and does not effectively address the needs of our communities.

It appears in most cases that the 20 mile speed limit zone was simply imposed onto an existing 30-mile per hour zone without sufficient consideration of each area's layout and infrastructure.

The lack of proper signage, road markings and traffic calming measures has made it unclear and confusing for drivers to understand and adhere to the new speed limits. This lack of clarity has the potential to reduce the effectiveness of the speed reduction and could even lead to drivers disregarding the limit altogether which undermines the purpose of zone.

**Taking Evanton as an example** – although similar observations apply to other areas that I have seen.

The measures taken to reduce speed on Evanton's roads are more symbolic than effective, with the primary change being the replacement of 30mph signs with 20mph signs, with only a few poorly placed small 20mph repeater signs.

The layout of the roads, particularly at the village entrances, has not been modified to support the new limits.

For example, at the north approach to Evanton, there are countdown signs and two previously implemented speed-reducing features which were there when the limit was 30 mph. There is an older chicane and a newer width restriction with a bump. However, the ramp appears unrelated to the speed-reduction goals and does not seem to fit well with the proximity to the chicane.

Additionally, the existing painted roundels still display the 30mph limit, which must confuse drivers. These roundels appear to be too small, especially considering that traffic approaches from an unrestricted speed limit road.

The drivers perception of the road layout and the features in this area are confused by the proliferation of signs (especially at night in darkness). The numerous closely spaced parked cars reduce the road to single lane at all times and the adjacent parked cars influence the effectiveness of the speed bump.

The south approach from the A9 to the village is even more concerning. There are no special speed-reducing features whatsoever. Given that this is the busiest entrance into the village, it seems logical that some form of traffic calming, a chicane, width restriction or speed bumps, would be necessary. Adding painted roundels would help reinforce the reduced speed limit here as well.

Additionally, the lack of speed-reducing features and proper markings on side roads approaching the village is concerning. The access road from Dingwall via Drummond Road, for example, has no traffic-calming measures or roundels whatsoever and I would think it likely the situation is similar on other incoming side roads.

There is a lack of clear distinction at the main junctions as well, with no repeat roundels or other speed-reducing elements (for instance a raised road surface) in place.

The T junction by the shop is the busiest roadside car parking area, ad hoc pedestrian road crossing and pedestrian area. It is unfortunate that the existing zebra crossing does not lead to the shop or the bus stop. Parked cars, carpark entrance, bus stop, turning traffic and lack of road crossings all make this the most hazardous area for pedestrians.

Furthermore, it appears that the current speed limits are not being adhered to. Most of the drivers in Evanton seem to be disregarding the 20mph limit altogether, the majority of traffic appears to be continuing at the higher speed with little to no apparent reduction. I don't think there has been any visible discouragement or actual enforcement of the speed limits.

The 20mph zone, as it stands, is spread too far across the whole length of the village and is not focused enough in the central area where it would be most beneficial. A more concentrated zone would help improve safety and visibility for the majority those walking in the village and may be more appreciated as being a protected zone by more drivers.

Lastly, the cycle lane markings are currently incomplete, which further complicates efforts to make the village safer for pedestrians and cyclists alike.

In summary, I believe that the current speed limit implementation is insufficient and needs to be reassessed. To truly reduce speeds and improve safety, more comprehensive measures should be considered, including better traffic-calming features, clearer signage, and more targeted enforcement. I hope you will consider these points and look into ways to make our village safer for everyone.

### **Representor 21**

I wish to make my views known on the current proposals to make permanent the current 20mph sections.

I live in Grantown-on-Spey and really have no problems with the 20mph limits as they are, although possibly it is unnecessary from the Garth Hotel heading north east along Castle Road.

My main concern is Carrbridge and Dulnain Bridge on the A938, which is the main access route from Strathspey to Inverness. In Dulnain Bridge it is simply unnecessary to have this 20mph limit from the centre of the village heading west. There is only 1 access road on this stretch and indeed a 40mph would be quite adequate.

In Carrbridge entering from the east and heading north, there is again only 1 road off this route until you get to the hotel car park, and beyond that heading towards Bogroy there is the golf course and 2 houses on the right, and the 20mph here is simply an unnecessary restriction. 30 mph would be more appropriate.

I am a National Observer in a UK Advanced driving organisation, although I am writing this in a private capacity

**Representor 22**

In response to your request for comments. I am a resident of Scorguie.

I have liked the 20mph in residential areas of Inverness. However I think the following main routes should be reinstated to 30mph. ( with 20mph temporary speed lights as previously in place if schools area ):

Clachnaharry road to shore street roundabout ( Telford St?) .(With 20mph remaining from clachnaharry bridge to maybe Blackpark

Culduthel Road

Blackthorn road ( from Culloden road to corner)

Also any other similar main routes.

On the main routes I have talked about, some frustrated drivers are becoming aggressive and overtaking dangerously. Which did not happen when these routes were 30mph.

Hoping speed cameras or employing people with speed guns should clamp down on these drivers. With hefty fines.

**Representor 23 – Converted to Objector 155**

**Representor 24 – Converted to Objector 156**

**Representor 25**

I would like to make the following comments on the proposal to make the 20mph speed limits a permanent feature on roads within town areas.

I would support the 20mph limit within residential areas, especially in areas where children could be expected to congregate or travel through in significant numbers. However, these limits need to be enforced through use of physical features e.g. speed bumps, to slow traffic as there is little that will be done to ensure driver adherence by the Police.

I can't support a 20mph limit where a trunk road passes through a 'ribbon development' town such as Helmsdale, Brora and Golspie due to the effect on traffic flow - the traffic is slowed (adding to journey times) and gets 'bunched up', which encourages a 'whacky races' approach on the road when entering the 'national speed limit' section. I would suggest that on these road sections, the 30mph limit should be reinstated, but with the proviso of providing clearly identified safe crossing points either zebra or pedestrian crossings.

I'm sure that the Transport and Roads Research Laboratory will have lots of computer generated models which show how traffic flow is affected by speed limits, but I can perhaps offer an alternative 'imperial' measure of how the 20mph limit has affected the centre of Thurso. This is based on my own experience of navigating the town on foot and by car. First of all, there is no enforcement of the current 20mph limit. As a consequence, I would estimate that 60% of cars are being driven at 20mph, 30% are being driven at 30mph and 10% are being driven in excess of 30mph. In the days of the 30mph limit, I would suggest that 90% of cars were being driven at up to 30mph and the same 10% exceeding the 30mph limit. It should be possible for you to test this assessment with speed measuring signs if helpful. When the 30mph limit was in place, most of the traffic 'bunched up', which freed up gaps in traffic flow to allow pedestrians to cross safely, although there was still a need to watch for the occasional speeding vehicle. With the introduction of the 20mph limit, I have observed a change in driving, where the drivers observing the speed limit seem to have increased the gaps between their vehicles. For a pedestrian, there appear to be fewer gaps in traffic to allow safe crossing of roads. Also, until they get bunched up, the increased number of speeding vehicles makes it more difficult to identify a safe opportunity for a pedestrian to cross the road. An adult pedestrian will get frustrated but recognise the safety hazard but children will not and will be more likely to take a chance. As identified earlier, perhaps it would be better to introduce more safe road crossings for use by pedestrians, although I suspect this would risk creating 'rat runs' for speeding drivers.

I hope you find my comments helpful and would be happy to discuss them in more detail if of benefit to you.

### **Representor 26**

Please find attached my response, based on the following principles:

I agree that 20mph is an appropriate road speed limit for residential areas, heavily-used and intensely-developed village and town centres and outside schools while there is traffic generated by the school. However, in the outskirts, these lower limits do not serve the purpose and risk bringing the whole scheme into disrepute, as noted in the responses.

I understand that the Council wishes to avoid a patchy road speed limit, where drivers are asked to adhere to speed limits which change repeatedly over short distances. As a driver, I am well able to adjust, on approaching a settlement, from the normal national limit (60mph) in stages, without any confusion. This may be from 60mph directly to 30mph, and then, at the centre of the settlement to 20mph, with similar changes on leaving the centre. There is no need to make the whole settlement 20mph because the conditions in the centre demand it. This seems to be what has happened in my own local town, Kyle of Lochalsh.

What I do find confusing is inadequate or contradictory indication of the limit, with 30mph roundels on roads with a 20mph limit, or no reminders in areas with street lights.

However, in this transition period, it is also disconcerting to find 20mph roundels on road surfaces where the consultation applies, as if the outcome had already been decided.

My main concern is as a through-traffic driver very willing to abide by whatever is decided and distressed to be 'pushed on' by drivers who are not, possibly because the restrictions appear to them to be over-applied or over-extensive.

Some of my comments may be about stretches of road where 20mph limits are not covered by this consultation because they already apply or because Traffic Scotland is the competent authority.

**Representor 27**

I can confirm there are no objections from Police Scotland in relation to this proposal.

**Representor 28**

I am writing in response to a social media post concerning the 20mph consultation  
I am not quite sure how you are wanting the feedback, but I would like to say that I think the 20mph restriction in Tomatin, where I live, is a good idea.

Not everyone likes it, nor do they stick to it, but for me (retired and slowing down) it is fine.

There are some places, elsewhere, where the 20mph area has been extended too far (in my humble), and it is difficult to keep to the limit. Tomnahurich Street in Inverness is one such. No doubt people more local will have a better idea of how it is working there.

We visit Beaulieu quite a lot and the 20mph restriction seems very appropriate.

This is not a very scientific response, but I hope it is helpful.

**Representor 29 – Converted to Objector 162**

## **Appendix 8 – Highland Council Responses to Objectors**

### **Virtue Signalling for why we're implementing the 20 MPH Programme**

The Scottish Government's '*Scotland's Road Safety Framework to 2030 - Together, making Scotland's roads safer*' sets out a vision for Scotland to have the best Road Safety performance in the world by 2030. It identifies the part every one of us has to play in ensuring the ambitious long-term aspiration of Vision Zero, where no one is seriously injured or killed on our roads by 2050, becomes a reality. The [Highland Councils Road Safety Plan](#) has adopted this ambition along with outlining our Vision to create a safer, healthier and greener Highland road network.

The 20 mph programme has been implemented to enhance road safety, environmental sustainability, and community well-being within the Highlands. Research shows that lower speeds reduce the severity of accidents and gives drivers more time to react to potential hazards. A reduced speed limit considers the safe system approach to road safety which understands that people are fallible and make mistakes. A reduced speed limit decreases the chances of any mistakes made resulting in life altering consequences.

### **Criteria for inclusion**

In Highland we have used Scottish Government prescribed criteria as the basis for inclusion in our 20 mph programme. This has ensured that a blanket one size fits all approach has not been taken. The assessment criteria can be found on our website [www.highland.gov.uk/20 mph](http://www.highland.gov.uk/20_mph). The criteria requires a road to have 20 or more properties in a 400 m section or buildings like schools shops etc. This criteria ensures the limit was reduced on roads where people live and around key places they visit.

### **Inappropriate use of Council monies**

As the chosen Local Authority to be Transport Scotland's early adopters of 20 mph speed limits the scheme has been fully funded by Transport Scotland. Staff resource for implementation has come from our existing staff asset so aside from this there is no financial commitment to Highland Council. To date the implementation of this scheme has been delivered using signing alone, with lining and the introduction of Speed Indication Device Signs at appropriate locations due to follow in 2025. When considering the geographical scale of Highland, along with the cost of the previous system of supporting 20 mph speed limits with physical traffic calming measures, it is commendable that a project of this scale has been delivered to date for under £500k. This is due to the fact that the installation works for this project have all been delivered in house which has significantly reduced the potential large costs.

For context it is important to note that each collision has a cost to society, as detailed in the table below. Evidence suggests that 20 mph speed limits reduce the number and severity of injury collisions and therefore this project will realise a long term reduction to the public finances e.g. with a conservative 10% reduction in collisions this will save society based on the annual average cost in Highland prior to the 20 mph installation this is a potential saving of nearly £290k per annum.

Table 10: Cost per collision by road type and severity in Scotland (£) for 2023 at 2023 prices

Category of road	Collision Severity			Average for all injury collisions	Damageonly	Average for all collisions
	Fatal	Serious	Slight			
Non built-up roads	2,680,106	345,845	36,893	335,860	3,949	41,666
Built-up roads	2,480,716	304,149	30,096	186,515	2,659	12,491
Motorways	2,495,223	337,894	41,774	212,329	3,797	28,045
All roads	<b>2,597,781</b>	<b>321,719</b>	<b>32,945</b>	<b>239,261</b>	<b>2,948</b>	<b>19,015</b>
Trunk roads only	2,611,038	355,803	37,955	286,500	3,540	31,129
	2,611,037.53	355,803	37,955	286,500	3,539.8	31,129.02

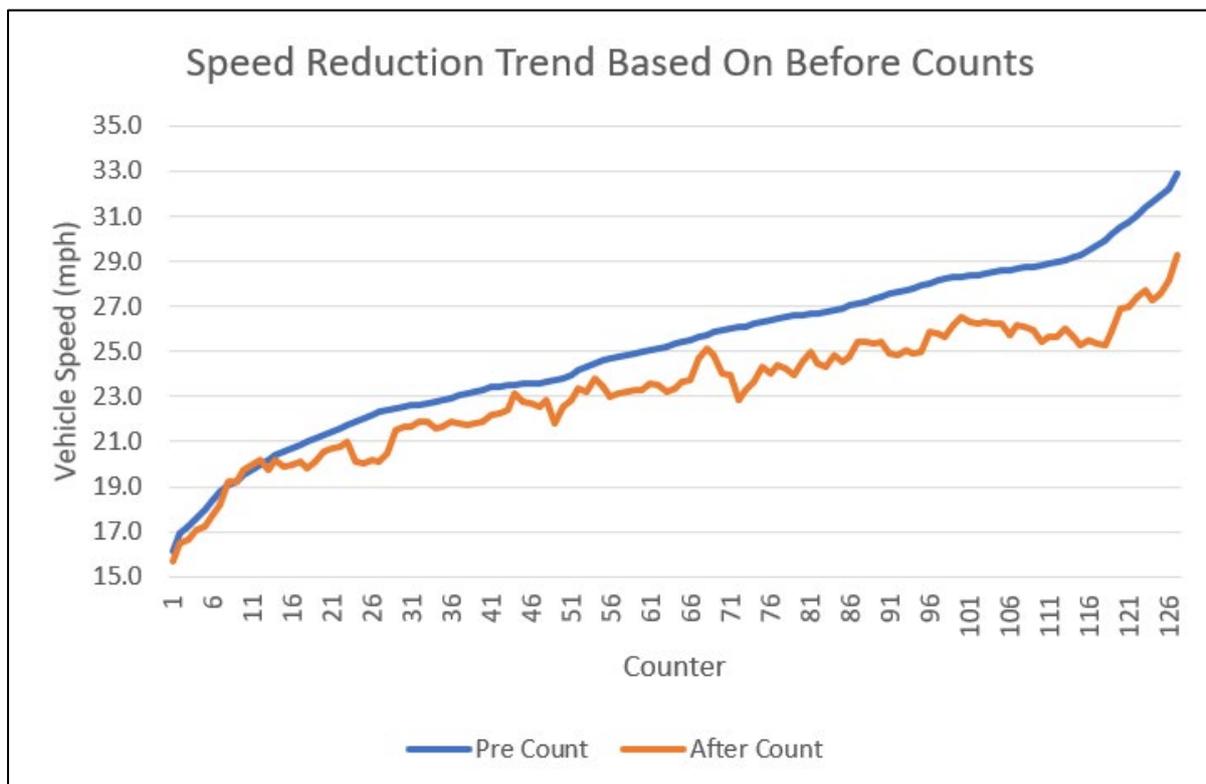
Source: Reported Road Casualties Scotland 2023

### **It hasn't proven effective**

Pre and post 20 mph implementation speed counts have been taken at over 250 locations in Highland. This has allowed the Council to make informed decisions re implementing the 20 mph programme. For full transparency the results have been available to view on our website throughout the project, they can be viewed [here](#).

A significant amount of the roads changed to 20 mph had low existing before speeds. The table below provides an accurate reflection of the speed reductions that have been achieved to date. As you can see the results are showing that on the whole where the existing mean average speed was higher a bigger reduction in the mean average speed is shown in the after count.

Mean Average Speed (mph)	Average Reduction in Speed
Between 20 and 24	-1.1
Between 25 and 27	-2.1
28 and above	-3.2



The highest reduction in mean average speed that has been recorded is 7mph. These speed reduction figures have been achieved using signing alone. A further round of measures including the introduction of 20 mph roundels on the carriageway network and the introduction of Speed Indication Device Signage will be implemented in the coming months should help to reduce these figures further.

It is important to be mindful of the fact that for every 1 mph reduction in average speed, collision frequency decreases by around 5% (*Taylor, M. C., Lynam, D. A. and Baruya, A. (2000), TRL Report 421 – The Effects of Drivers’ Speed on the Frequency of Road Accidents. Crowthorne: TRL*)

**20 mph is too slow. Modern Cars stop well, so are safe.**

While modern car technology has improved braking capabilities, 20 mph speed limits are designed to ensure road safety in various road conditions, as well as accounting for pedestrian and driver response times. Even with modern braking systems, the stopping distance at 20 mph can be significant, especially on wet, icy, and slippery roads. It can take a vehicle ten times longer to stop in icy conditions.

In areas where the 20 mph speed limit has been implemented, the likelihood of encountering pedestrians is higher due to the nature of the road environment where the 20 mph limits have been implemented.

**Collision Reduction**

Highland Council have been working on delivering 20 mph schemes in our settlements for several years. The Council use 5 years of collision information to assess success from a casualty reduction perspective. Prior to the Highland wide roll out, there were 4 existing 20 mph schemes which were delivered to help reduce collisions. These were Inverness City Centre, Nairn Centre, Wick and Alness, all have shown a good reduction in collisions post implementation as can be seen in the tables below:

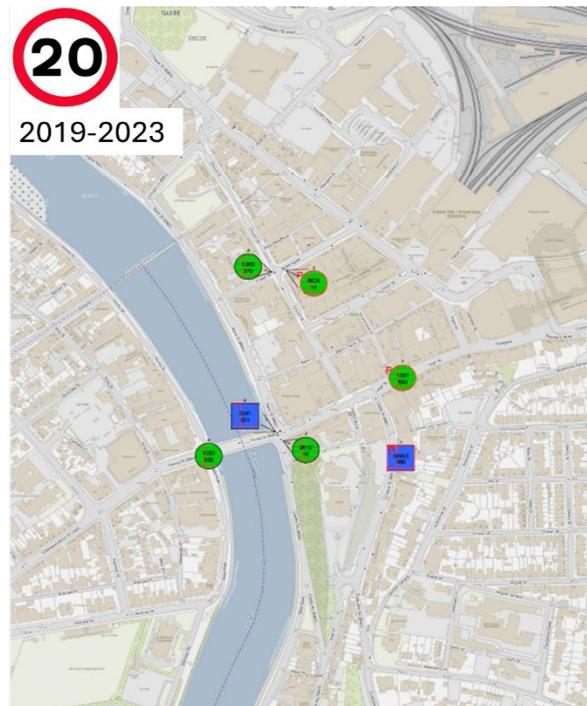
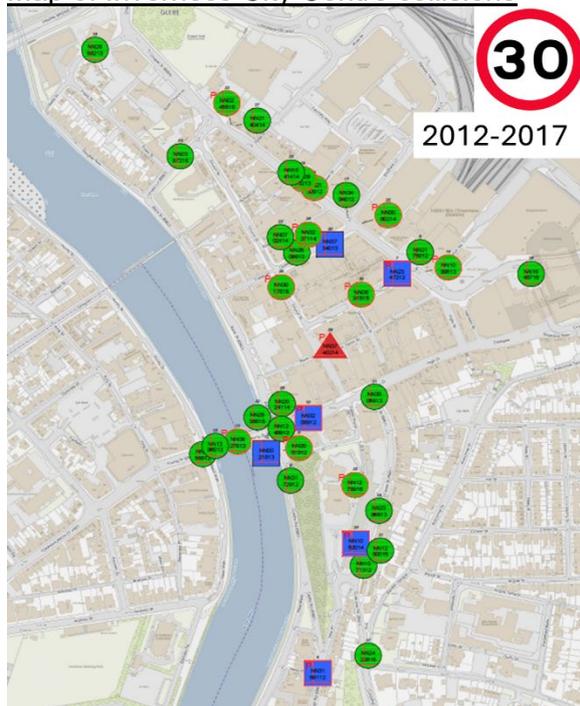
Inverness 2017	
2012	16
2013	9
2014	11
2015	5
2016	5
20 mph introduced	
2018	5
2019	2
2020	1
2021	0
2022	1

Nairn 2017	
2012	4
2013	3
2014	2
2015	2
2016	3
20 mph introduced	
2018	1
2019	2
2020	0
2021	0
2022	0

Wick 2019	
2014	3
2015	3
2016	3
2017	3
2018	6
20 mph introduced	
2020	1
2021	2
2022	1
2023	0
2024	0

Alness 2019	
2014	5
2015	1
2016	3
2017	4
2018	2
20 mph introduced	
2020	1
2021	0
2022	2
2023	0
2024	0

Map of Inverness City Centre collisions

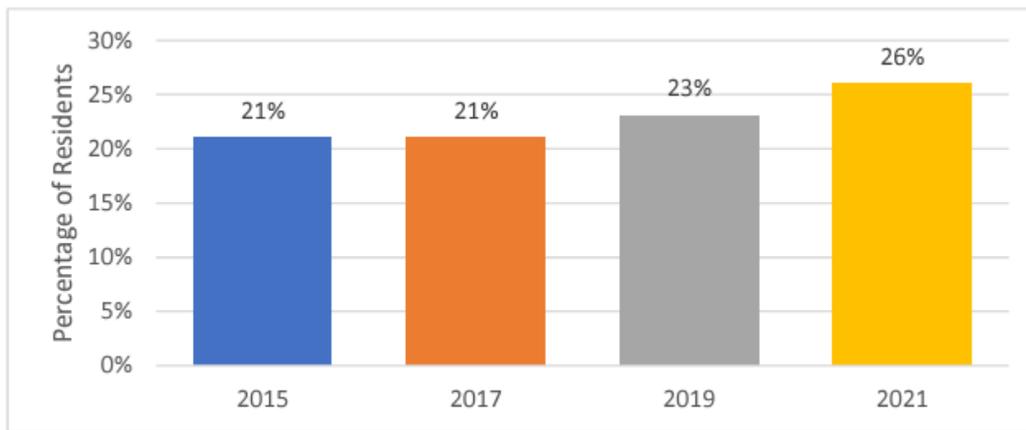


### Edinburgh City Council Findings

Edinburgh City Council installed their 20 mph speed limits across the city between 2016 and 2018, they have reviewed the implementation with some positive findings.

- 31% reduction in the number of casualties on the network in the 3 years post implementation compared to the 3 years before.
- Steady increase in people cycling

Edinburgh Residents Cycling at least once a week



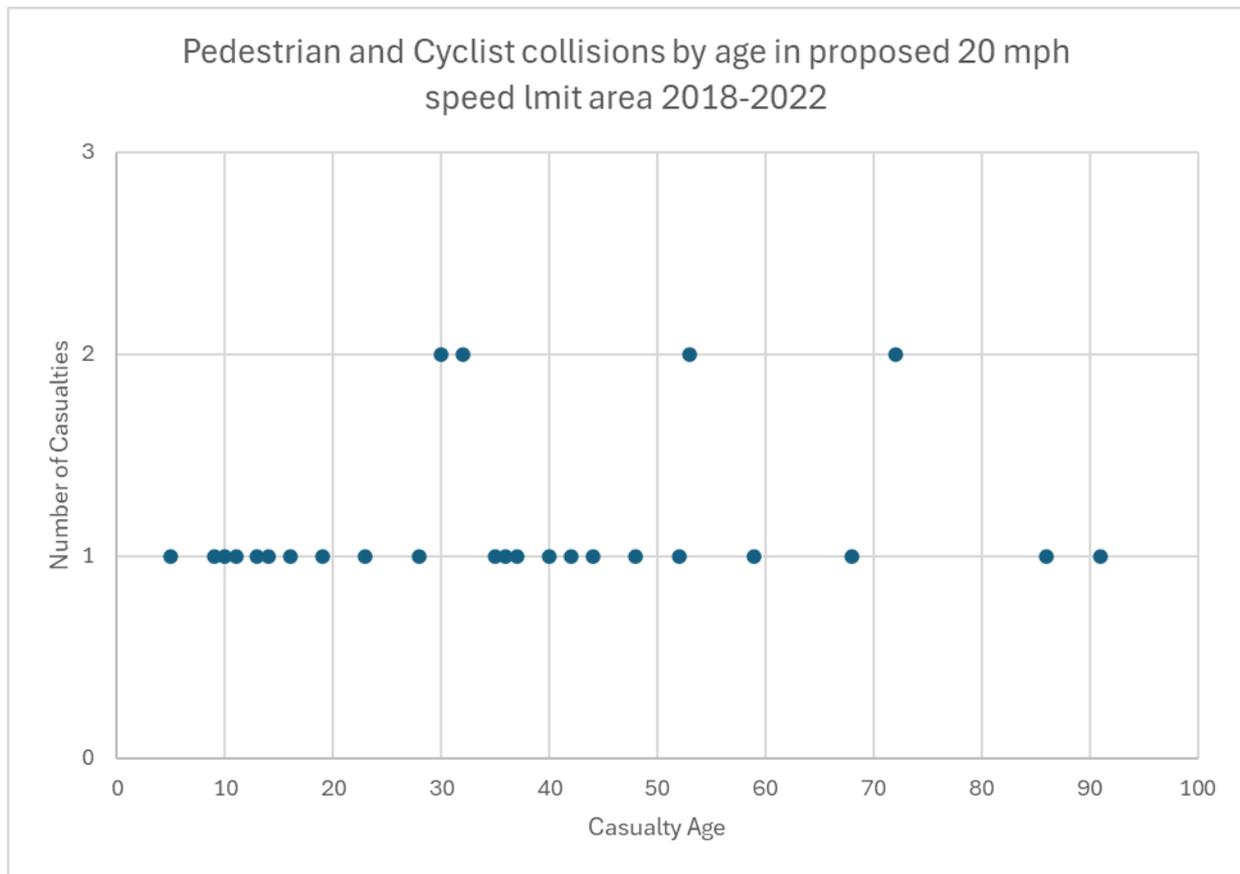
Source: Bile Life 2015, 2017, 2019 and walking and cycling index 2021 (Sustrans)  
Collisions in New 20 mph Area in Highland

A collision analysis has been carried out within the roads which are being proposed for a permanent 20 mph speed limit in Highland. The 5 full years before the 20 mph speed limit was introduced are contained in the table below. This indicates there were 66 people injured in the 5 years prior the installation of the 20 mph speed limit with 31 of these being pedestrians or cyclists.

Temporary 20 mph Speed Limit Collisions									
Year	Severity All Casualties				Severity Pedestrian and Cyclist Casualties				
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2018	0	4	14	18	0	2	9	11	
2019	1	3	13	17	0	2	3	5	
2020	0	5	8	13	0	4	4	8	
2021	2	3	6	11	1	2	3	6	
2022	0	1	6	7	0	1	0	1	
2018-22 Total	3	16	47	66	1	11	19	31	
2018-22 Avg	1	3	9		0	2	4		

### Pedestrian and Cyclist Collisions

The pedestrian and cyclist collisions in the proposed 20 mph speed limit area are split across all ages as all our active travel users, irrespective of age, are at risk of being involved in a collision as can be seen in the graph below. A common contributory factor in pedestrian collisions is that pedestrians have failed to look properly before making a road crossing. Although this is evidenced as being the case, one of the main components of the safe system approach to casualty reduction, is to design our roads, vehicles and speeds in such a way that when a person makes a mistake, they are not to end up fatally or seriously injured.



For every 1 mph reduction in average speed, collision frequency decreases by around 5% (*Taylor, M. C., Lynam, D. A. and Baruya, A. (2000), TRL Report 421 – The Effects of Drivers’ Speed on the Frequency of Road Accidents. Crowthorne: TRL*)

### Part-Time 20 mph Speed limits

It is regularly expressed that 20 mph speed limits should only remain outside of schools in a part-time capacity. Unfortunately, from a collision reduction perspective, this would have little improvement on the current collision numbers. In the 5 years prior to the implementation of the Council wide 20 mph speed limit there were only 4 collisions within a part-time 20 mph speed limit area on the proposed 20 mph roads. The 4 collisions were two car occupants who received slight injuries, one 10 year old pedestrian who sustained serious injuries and one 9 year old cyclist who sustained slight injuries and this collision was when the part-time limit was in operation.

### Wales

The introduction of 20 mph speed limits in Wales, which is often used as a comparison, was introduced in a different way to how 20 mph speed limits have been implemented in Scotland. Wales changed the definition of a restricted road which meant that all current 30 mph roads in street lit areas were changed to 20 mph with only signs at the entrance to these limits. This has resulted in Wales creating traffic orders to revert some roads back to 30 mph as appropriate.

In Highland we have changed our roads to 20 mph using a traffic regulation order and part of this process was assessing roads to meet a set of criteria which can be found on our website [www.highland.gov.uk/20 mph](http://www.highland.gov.uk/20%20mph). This criteria required a road to have 20 or more properties in a 400 m section or buildings like schools shops etc. This criteria was used to ensure that the limit was reduced on roads where people lived and around key places they visit not just a one size fits all approach.

Although short term collisions comparisons are not good practice the first 9 months of operation of the 20 mph speed limits in Wales, early findings show that the collisions on 20/30mph roads have dropped by 28% in the period October 2023-June 2024 compared to the previous year.

### **Emissions**

Vehicle emissions can be broadly split into two categories: exhaust emissions and non-exhaust emissions. Exhaust emissions are primarily produced through combustion in the engine and include pollutants such as carbon dioxide (CO<sub>2</sub>), nitrogen oxides (NO<sub>2</sub>), and particulate matter (PM). Non-exhaust emissions are generally split into three categories: tyre wear, brake wear, and road-dust resuspension. These are typically considered sources of PM.

The introduction of regulations in vehicle manufacturing over the years has substantially reduced exhaust emissions of PM. However, non-exhaust PM emissions remain unregulated and can exceed exhaust PM emissions in many cases (J. C. Fussell et al., 2022). Brake wear and the resuspension of road dust are the two main contributors to non-exhaust emissions and both are reduced with a reduction in speed .

Vehicle exhaust emissions can increase with congestion and increased acceleration and braking in urban areas. TfL (2018) reports in 20 mph zones that vehicles move more smoothly with fewer accelerations and decelerations, thus producing no net increase in emissions.

### **Fuel Efficiency**

There is a common misconception that driving in a 20 mph speed limit uses more fuel than driving in a 30 mph speed limit. It is true that a vehicle driving at a sustained speed of 30 mph will use less fuel than one driving at a sustained speed of 20 mph. This is what most people will notice displayed on the computers in their vehicles, which does not take into account the fuel used to accelerate the vehicle to the desired speed which is the largest contributor to fuel consumption in an urban environment (FTL 2023). In fact, it has been shown that it requires around 0.91 km of sustained driving at 30 mph for it to be more fuel efficient than 20 mph (FTL 2023) which would be an unusual length of time in an urban environment to be able to sustain a fixed speed of 30 mph. In urban environments it is much more common to have to brake and accelerate to negotiate through a settlement, so vehicles use less fuel if they are only accelerating to 20 mph as opposed to 30 mph. Taking a vehicle from 0 mph to 30 mph takes 2.25 times the energy than it does for the vehicle to reach 20 mph (20's Plenty for Us 2025).

### **Trunk Road**

Many thanks for taking the time to respond to the Highland Council statutory consultation for the proposed permanent 20 mph speed limit order.

We note that the concerns you have raised pertain to the Trunk Road. We confirm that Highland Council are not the Roads Authority for the Trunk Road network, and therefore we have no control over the speed limits on the Trunk Roads. In addition to this, as Local Roads Authority, we have no powers to carry out any form of road maintenance on the Trunk Road network.

The consultation, being promoted by Highland Council, which you responded to prior to its closing date of 10<sup>th</sup> February '25, does not include any of the trunk road network. We would therefore recommend you direct your complaint/comments to Transport Scotland [info@transport.gov.scot](mailto:info@transport.gov.scot) and Bear Scotland [enquiries@bearsotland.co.uk](mailto:enquiries@bearsotland.co.uk) or Amey [occr-northeast@amey.co.uk](mailto:occr-northeast@amey.co.uk) regarding the maintenance handling of their network.

For your information Transport Scotland will be going through their own statutory consultation process for their proposed 20mph speed limit orders. Consultation for their orders will be posted on the following website when they go live [Road Orders | Transport Scotland](#) so it is worth keeping an eye on this to allow you to respond to the consultation.

### **Journey Time**

Transport Scotland's 20mph Speed Limits in Scotland Implementation Guide states that in many cases, lowering speed limits have been prevented because of fears that this measure will increase overall travel times and congestion. Research shows that any increases in travel times and congestion are negligible, and in some cases, they can even be [improved through reduced speed limits](#). It is often not understood that in many urban areas, average speeds are already significantly lower than the speed limit due to congestion. In Wales, [research](#) has concluded that on average most journeys will be around one minute longer meaning the journey time changes are negligible.

### **Cost (to motorist)**

The cost of driving at 20 mph compared to higher speeds like 30 mph can vary based on several factors, including the type of vehicle, driving conditions, and how consistently the speed is maintained. Generally, maintaining a steady speed of 20 mph can be more fuel-efficient for many cars, especially in urban environments where frequent stops and starts are common. However, if driving at 20 mph requires frequent acceleration and deceleration, it can lead to higher fuel consumption. At lower speeds, engines might not operate at their most efficient RPM range, potentially leading to higher fuel consumption, however, higher speeds increase aerodynamic drag, which also raises fuel consumption. Thus, the overall cost per mile can be influenced by these varied factors and the key to the cost-effectiveness of driving at 20mph is to maintain a steady speed.

### **Signage**

There are strict criteria around sign implementation which must be adhered to when implementing speed limits. Repeater signage should be no more than 200m apart. The Highland programme signage has been designed in general at around 180m apart to allow for, in the main, use of the existing road infrastructure for sign mounting.