

The Highland Council

Agenda Item	9
Report No	BIER/21/25

Committee: Black Isle and Easter Ross

Date: 11 August 2025

Report Title: B817 Saltburn 30mph Speed Limit Order

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

- 1.1 This report invites Members to approve the draft Traffic Regulation Order, 'The Highland Council (B817, Saltburn) (30mph Speed Limit) Order 2025' to which there has been 1 unresolved objection.

2 Recommendations

- 2.1 Members are asked to:-
- i. **Note** the background to the proposed 30mph speed limit order for Saltburn, in particular the collision history, speed data and the representations received;
 - ii. **Approve** the making of the Traffic Regulation Order (TRO) within Appendix 2, and
 - iii. **Note** the intention to carry out after speed counts to determine the effectiveness of the reduced speed limit.

3 Implications

- 3.1 **Resource** - All expenditure will be contained within the existing budget allocation.
- 3.2 **Legal** – The implementation of a 30 MPH speed limit will require a formal Road Traffic Regulation Order.
- 3.3 **Risk** – No implications.
- 3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – No implications.
- 3.5 **Gaelic** - No implications.

4 Impacts

4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children's Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.

4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.

4.3 Integrated Impact Assessment - Summary

4.3.1 An Integrated Impact Assessment screening as detailed in **Appendix 1** was undertaken on 8 July 2025. The conclusions have been subject to the relevant Manager Review and Approval.

4.3.2 The Screening process has concluded that no impact assessment was required.

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

5 Background

5.1 In response to a request from Saltburn residents for a reduced speed limit through the village, the Ross & Cromarty Roads Operational Team asked the Road Safety Team to carry out a Speed Limit Assessment. The purpose of this assessment was to determine whether a reduced speed limit was justified based on current road safety conditions.

5.2 It was agreed with the Roads Operations Manager to include the B817 in Invergordon as part of the assessment. The assessment began at the boundary where the existing 30mph speed limit in Invergordon ends and continued through the village of Saltburn, covering a total distance of 2.3 km as detailed in **Appendix 3**.

6 Speed Limit Assessment

- 6.1 The assessment evaluated the mean vehicle speeds (in mph) along the B817 through the affected sections of Invergordon and Saltburn. It also considered the collision history, the Annual Average Daily Traffic (AADT) and the number of Housing Equivalent Units (HEUs) in the area.
- 6.2 The mean average speed was 28.5mph as detailed within **Appendix 6**.
- 6.3 The AADT sat between 1000 and 1500.
- 6.4 Using the personal-injury collisions reported to Police Scotland in the STATS19 data collection, it was found that between 4 February 2020 and 5 February 2025, there had been one collision on this road involving two vehicles as detailed within **Appendices 4 and 5**. The police report noted that the driver of one of the vehicles had no opportunity to react when the other vehicle crossed the central road markings, resulting in serious injuries for both drivers.
- 6.5 A total of 124 Housing Equivalent Units (HEUs) were identified within the assessment area, meeting the required average density of three HEUs per 100 metres to support the implementation of a reduced speed limit.
- 6.6 The assessment concluded that a reduction of the speed limit in Saltburn from 40 to 30mph was appropriate.

7 Representations

- 7.1 During the statutory consultation process, all relevant statutory bodies and 124 residents directly affected by a reduced speed limit on the B817 were formally notified of the proposals. There was a total of 16 responses received. Thirteen respondents supported the proposals, 1 objected and 2 provided representations.
- 7.2 Respondents were supportive of the change in speed limit on the grounds it would provide improved road safety throughout the village, particularly to pedestrians as detailed within **Appendix 7**. Residents were concerned about the speed of vehicles travelling along the B817 and welcomed a reduced speed limit.
- 7.3 Several respondents suggested that in addition to a reduced speed limit, further traffic calming measures should be considered in Saltburn as detailed within **Appendix 7**. In response, The Highland Council will monitor vehicle speeds following the implementation of the 30mph speed limit to assess whether further interventions are warranted.
- 7.4 Police Scotland confirmed they had no objections to a reduced speed limit in Saltburn as detailed within **Appendix 8**.
- 7.5 Initially one responder wished to object to the proposals. Following correspondence with Council Officers, this objection was withdrawn but the responder wished it to be recorded that they believed improving the condition of the road surface was a more pressing issue than implementing a speed restriction as detailed within **Appendix 8**.

- 7.6 The single objection received was made on the grounds that a reduced speed limit was unnecessary and would not be safer for vulnerable road users, such as cyclists as detailed within **Appendix 9**.
- 7.7 There were no responses received during the public consultation that ran from 13 June 2025 until 11 July 2025.

Designation: Assistant Chief Executive - Place

Date: 18 July 2025

Author: Scott Hunter, Road Safety Officer

Background Papers: None

Appendices:

- Appendix 1 – Integrated Impact Assessment Screening
- Appendix 2 – Draft 30 MPH Saltburn Speed Limit Order
- Appendix 3 – Plan for proposed 30 MPH Saltburn speed limit
- Appendix 4 – B817 Saltburn Collision Plot.
- Appendix 5 – B817 Saltburn Collision Report.
- Appendix 6 – B817 Saltburn, Agilysis *Speed Compliance Tool*
- Appendix 7 – Full Supporter Correspondence
- Appendix 8 – Full Representations Correspondence
- Appendix 9 – Full Objector Correspondence

Integrated Impact Assessment Screening

About proposal

What does this proposal relate to?

Proposal name: 30mph Traffic Regulation Order for Saltburn

High level summary of the proposal: Seeking member approval for the making of the permanent Traffic Regulation Order for a 30mph speed limit in Saltburn.

Who may be affected by the proposal? Road users travelling either in vehicles or actively in the proposed 30mph limit.

Start date of proposal:

End date of proposal:

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

Author details

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Service: Place

Responsible officer details

Name: Lisa MacKellaich

Job title: Road Safety Manager

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Sign off date: 2025-07-08

Equalities, poverty, and human rights

Protected characteristics

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

Sex: No impact

Age: Positive

Disability: Positive

Religion or belief: No impact

Race: No impact

Sexual orientation: No impact

Gender reassignment: No impact

Pregnancy and maternity: No impact

Marriage and civil partnership: No impact

Protected characteristics impact details: Positive impact age and disability as the reduced speed limits make environments safer and easier for active travel users.

Poverty and socio-economic

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

Prospects and opportunities: No impact

Places: No impact

Financial: No impact

Poverty and socio-economic impact details: The proposal will have with no effects on the above.

Human rights

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

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

Human rights impact details: The proposal will have with no effects on the above.

Equalities, poverty and human rights screening assessment

What impact do you think there will be to equalities, poverty and human rights? Positive impact

Is a Full Impact Assessment required? No

Children's rights and wellbeing

What likely impact will the proposal have on children and young people?

Positive as they are classed as vulnerable road users and a reduction in speed limit will makes the road environment safer whether they are an active travel user or passenger.

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

Explain how the children's rights selected above will be affected: The introduction of a permanent 30mph speed limit will have a positive effect on children as it makes the in town and village environments safer, however, we do not believe this has a direct link to their rights.

Children's rights and wellbeing screening assessment

What impact do you think there will be to children's rights and wellbeing?

Positive impact **Is a Full Impact Assessment required?** No

Data protection

Will your proposal involve processing personal data? No

Data protection screening assessment

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

Is a Full Impact Assessment required? No

Island and mainland rural communities

Does your proposal impact island and mainland rural communities? Yes

Could people in island and mainland rural communities be affected differently?No

Have any negative impacts been identified?No

Island and mainland rural communities screening assessment

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

Is a Full Impact Assessment required? No

Climate change

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

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

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

Provide information regarding your selection above: Due to low volumes of vehicle traffic in the area, it is thought that any impact on the environment will be negligible.

Climate change screening assessment

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

Is a Full Impact Assessment required? No

**THE HIGHLAND COUNCIL (B817, SALT BURN) (30mph Speed Limit) ORDER
2025**

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

1. This Order may be cited as “The Highland Council (B817, Saltburn) (30mph Speed Limit) Order 2025” and shall come into effect on **XXXX 2025**.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. All provisions contained in any Order enactment or others insofar as the same are inconsistent with the provisions of this Order and the true intent and meaning hereof shall cease to have effect and are hereby revoked.

In particular, the provisions of THE HIGHLAND COUNCIL (INVERGORDON AND SALT BURN) (SPEED LIMITS) ORDER 2001 are revoked insofar as they relate to lengths of road specified in the schedule hereto (“the Schedule”).

ROADS (30MPH)

4. No person shall drive or cause to be driven any vehicle on the lengths of road specified in the Schedule at a speed in excess of 30 miles per hour.

Sealed with the Common Seal of The Highland Council and signed for them and on their behalf at Inverness **XXXX** by Emma Linn, Principal Solicitor.

..... Proper Officer

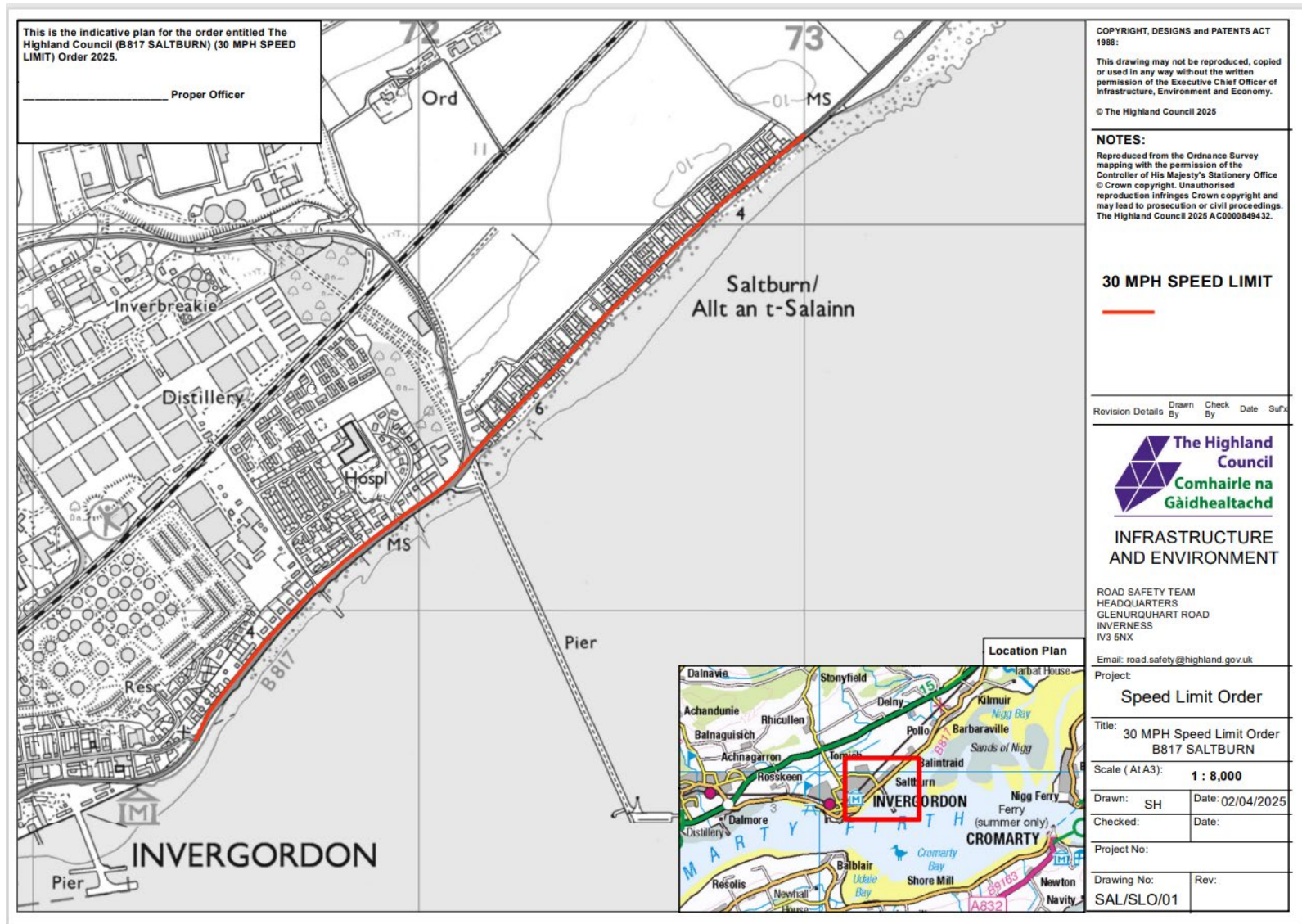
This is the Schedule referred to in the foregoing - The Highland Council (B817, Saltburn) (30mph Speed Limit) Order 2025

SCHEDULE

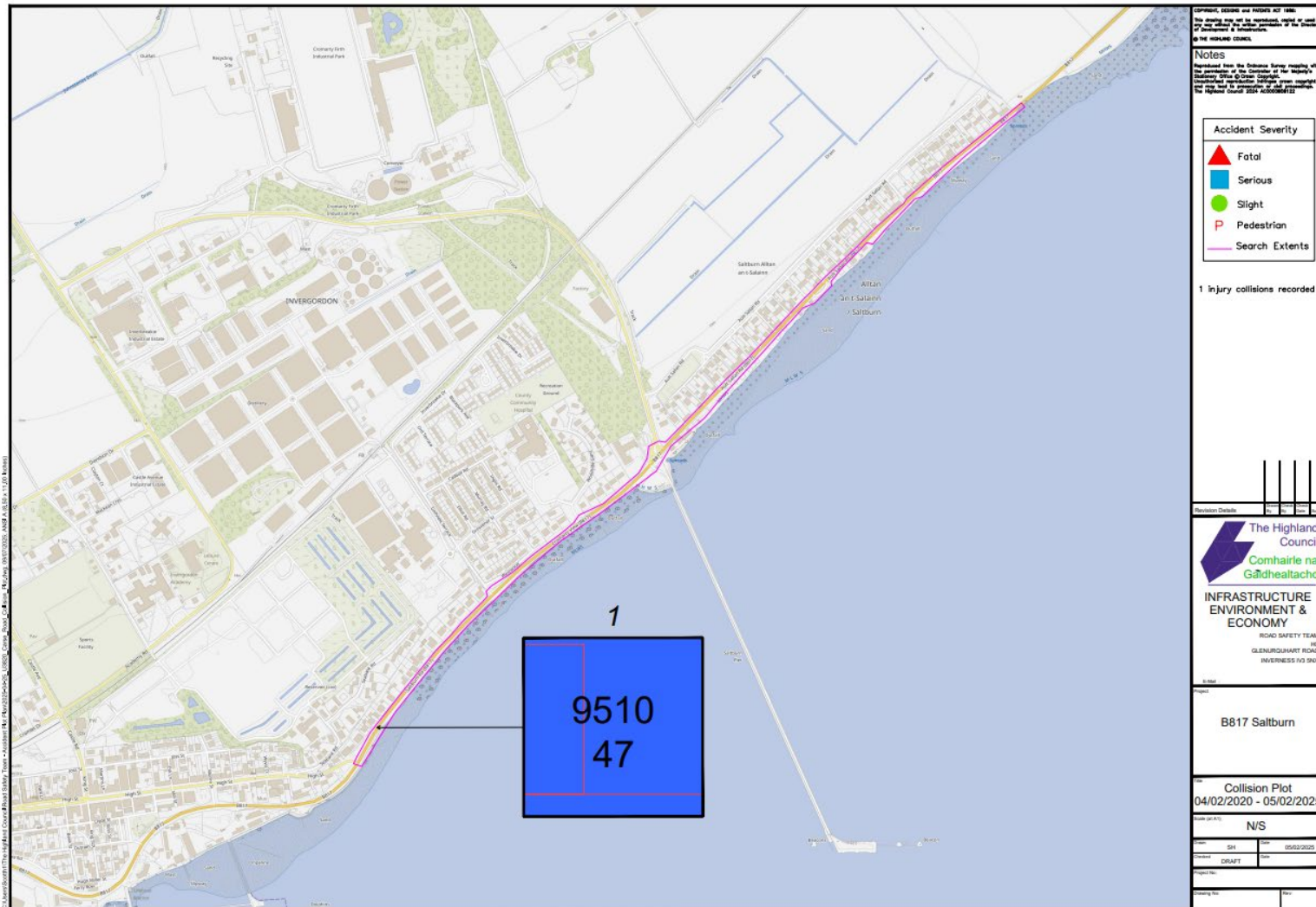
Route B817, EVANTON – ALNESS – INVERGORDON – KILDARY ROAD

From its junction with the C1210, extending in a north-easterly direction for a distance of 2243m or thereby.

Appendix 3 – Plan for Proposed 30 MPH Saltburn Speed Limit



Appendix 4 – B817 Saltburn Collision Plot



Appendix 5 – B817 Saltburn Collision Report

B817 Saltburn

Accident Date BETWEEN '04-Feb-2020' AND '05-Feb-2025' AND Accident Severity BETWEEN 1 AND 3

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
1		S12000017	951047	Serious	Wednesday	13/05/2020	16:00	271464 / 868748		

1st Rd: B817 2nd Rd:

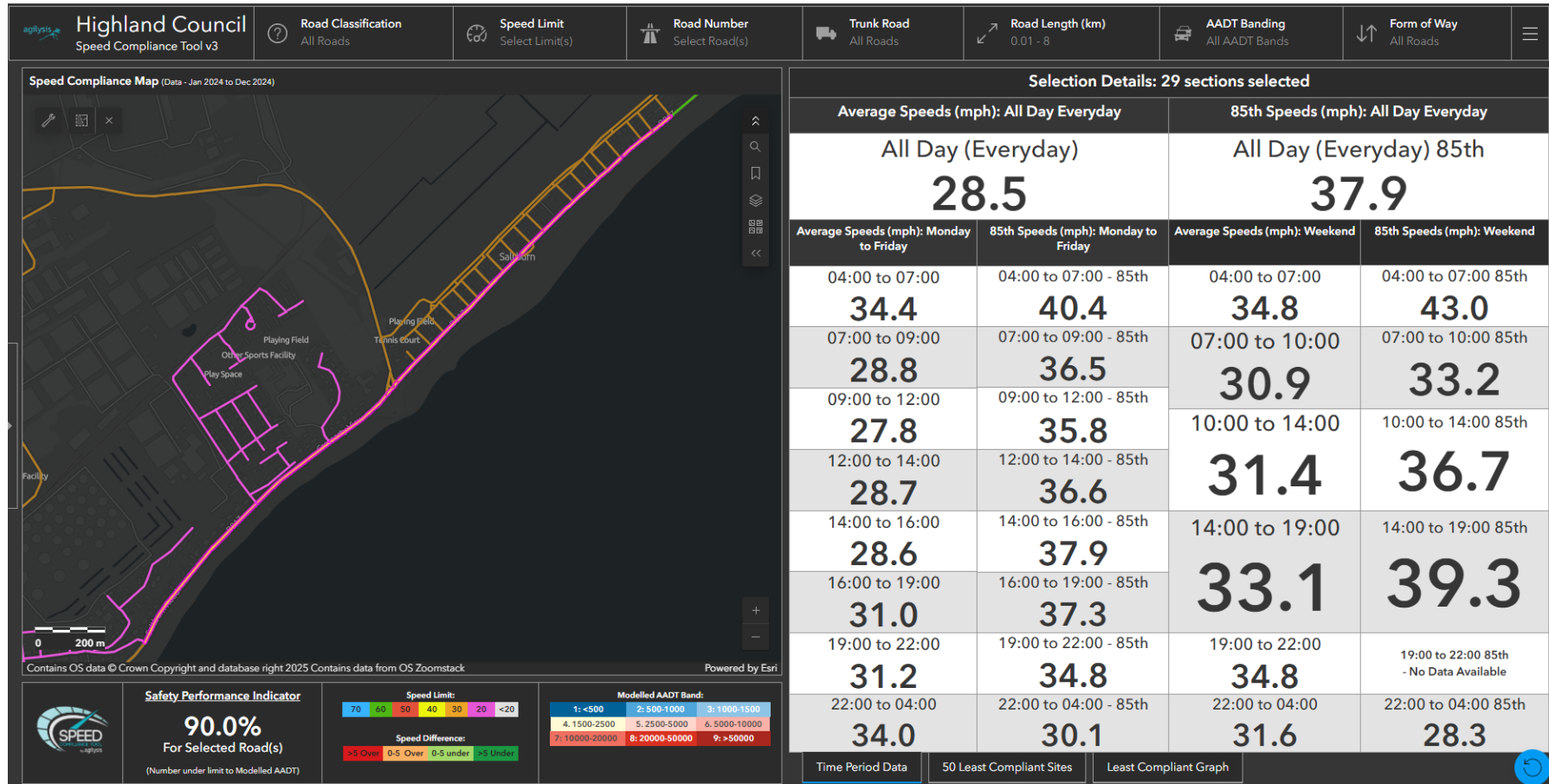
Location: SALT BURN ROAD (B817) - 97 METRES FROM JUNCTION WITH HIGH STREET

Speed 30 MPH	C'Way Single c'way	Jct Det/Ctrl Not JCT		Lighting Daylight		Weather Fine	Rd Surf Dry	PedX - Human None	- Phy Fac None	Special None	Hazard None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	NE SW	On main	Not at	No	None	No	None	Male	87	N/P
2	Car	No	Going ahead	SW NE	On main	Not at	No	None	No	None	Female	26	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	87	Serious	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Female	26	Serious	No	Not ped	Not ped	Not ped	Other			

Description: Veh001 was travelling Southbound at the locus where the driver has crossed the central road markings. Veh002 has had no opportunity to react and as such a head on collision has occurred.

User Information:

Appendix 6 - B817 Saltburn, Agilysis Speed Compliance Tool



Speed data provided has been taken from the Agilysis Speed Compliance Tool, the data is collected using vehicle telemetry data from connected vehicles. The results produced are aggregated data for the period Jan 2024 to Dec 2024.

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© Agilysis – Speed Compliance Tool 2024. **The data provided is for ‘personal use only’ and must not be published without permission.**

Appendix 7 – Full Supporter Correspondence

Supporter 1

Thank you for sharing the speed limit proposal for Saltburn. This issue was raised at both Invergordon and Saltburn and Westwood Community Councils at their last meetings and I fully support this proposal.

Supporter 2

I am in support of this scheme to introduce a 30mph speed limit. I am glad that the Highland Council has been able to respond positively to the requests of the Invergordon and Saltburn & Westwood Community Councils.

Supporter 3

We are happy to support

Supporter 4

Thank you for your email — I'm really pleased to read this, as we've been awaiting a more suitable speed limit for the B817 Saltburn Road. A 30mph limit is definitely a positive step for that stretch.

That said, we may want to consider an enforcement measure, such as a speed indicator device with a smiley face, to help encourage drivers to adhere to the new limit.

Supporter 5

Thanks for your letter about this. I think it's a great thing and I'm really pleased that it's happening and will make our village safer. However, most research shows that 20 mph limit makes residential streets safer and much more encouraging for pedestrians and cyclists. Is this something we can look forward to sometime in the future?

Supporter 6

I would just like to record my delight at the decision to reduce the speed limit through Saltburn. I live at 43 and have become increasingly aware that more and more people are not even sticking to 40mph.

Could I suggest other possible traffic calming be introduced, such as signs that indicate speed, or chicanes at either end of the village?
Hopefully this will make our wee village a safer place.

Supporter 7

Just emailing in support of the proposed reduction to 30mph communicated recently. Hoping it happens & many thanks for the proposal.

Supporter 8

I refer to the above proposal and write in full support of reducing the speed limit on the B817.

However, speed limits are only one of the measures available to improve the environment and road safety in our village. Whatever the posted limits, there are always those who will ignore them. I would say that holistic package of measures is necessary.

I realise there is nothing THC can do *directly* about enforcement but, however infrequent, and visible enforcement is essential. The only time we see police in Saltburn they are on their way somewhere else - and usually at high speed. If the limit *is* reduced from 40mph I would urge THC to encourage the police to robustly enforce the new limit, at least until people are used to the new limit, but permanent illuminated digital speed "reminder" signs are also very effective.

People park, quite legally, on the 'north' side of the carriageway in front of their houses. This is, in effect, an informal traffic calming measure. However, some drivers drive considerable distances along the B817 through Saltburn (towards Milton) on the wrong side of the road. They can't be bothered to regain right side of the carriageway between parked cars. This is potentially very dangerous because there are formal off-road parking spaces, as well as a few houses, gardens, private off-road parking, and bus stop shelters on the *shore* side of the road.

Finally, I would say that the council should consider a limit on the weight of HGVs passing along the B817. Obviously buses, farm vehicles and deliveries need to be accommodated, but many HGVs use the B817 as a shortcut between Invergordon and the A9 at Kildary, rather than going up to the Tomich junction, and this *may* be made much worse when traffic associated with the proposed Phase 5 extension of the Cromarty Firth Port starts to flow.

Supporter 9

We are writing in strong support of the proposed speed limit changes on B817 (Saltburn).

We are local residents directly adjoining the B817 towards the end of Saltburn as the road heads towards Ballintraid. We regularly observe vehicles travelling well in excess of the current speed limit of 40mph, in particular as they accelerate towards the upcoming 60mph limit which causes safety concerns.

We therefore welcome the proposed changes and would recommend further traffic calming measures to aid implementation of the new speed limit e.g. vehicle activated speed feedback signs.

Supporter 10

As a resident of Saltburn Road, Invergordon I welcome the proposed changes for the speed limit in this area. However, I feel the changes do not go far enough.

A 30 mph speed limit is going to do very little to reduce the hazards on this road. There are frequent 'boy racers' in cars & motor bikes using this stretch as a race track. I have reported to the police many times but nothing gets done as I can't stay out there all day long waiting to 'catch' these irresponsible drivers. In the almost 6 years of living here I have never seen the police in attendance in the lay-by situated on this stretch of road. I of course understand this is a police issue & not a Highland Council one however it's frustrating. There is also a car that parks on this stretch of road (albeit legally) which causes a lot of hazards due to drivers taking risks passing it. I have witnessed many near misses on this particular part of the road.

It is a constant hazard trying to navigate leaving & returning to our property due to the volume of traffic as well as the speed at which vehicles go on this stretch.

To enable us to get in/out of our drive safely we tend to reverse in to our property due to it being next to impossible to reverse out onto oncoming traffic. Traffic frequently drives up at speed, taking chances & acting aggressively towards us no matter how slow we go & signal in plenty time etc.

I frequently walk along this stretch of road with my child in a pram & it's incredibly frightening the speed at which vehicles go. Lorries in particular due to how close they are to the pavement. The increase in traffic from lorries going to/from the Saltburn Pier & to the Distillery has also increased traffic volume greatly in the past few years.

Could I please ask if other traffic calming measures were considered for this stretch of road and why only a reduction in speed limit is all that's being considered?

Supporter 11

while we support the Council's intention of reducing the speed limit on the above road. We would like to know if any other methods of controlling the speed of vehicles will also be introduced?

At present the 40mph speed limit is not policed, so why would a 30mph limit be any different? Our neighbours have had two dogs killed on the road, and we have seen another dog knocked down by speeding traffic which then failed to stop. Some of the worst offenders are motorbikes.

Many residents have to cross this road as their gardens are on the other side.

maybe we could have an additional sign that says 'pedestrians crossing' or 'please drive carefully through our village' or 'slow down'.

Supporter 12

We are in receipt of your letter dated 23rd May advising the proposed speed limit changes which we wholly welcome and support.

However we feel additional measures are required at the Barbaraville end of the village. We live at Benula, 75 Saltburn, and note that many vehicles start to speed up before this as they leave the village heading North. Likewise traffic entering the village from the North often does not slow down until well inside the village. We would suggest the addition of traffic calming measures such as those entering and Evanton. We would appreciate if this could be seriously considered.

Supporter 13

Thank you for consulting me about the proposed speed limit change to this section of the B817.

I welcome this long awaited proposal and look forward to it being enacted.

I live near the end of the village and note that traffic speeds up significantly as it approaches the end of the village and often only starts to slow down on entering the village when they pass the 40mph sign.

I suggest some traffic calming such as installed at the east end of Evanton would be an effective way of getting drivers to enter the village at 30mph and reduce the temptation to increase speed before the end of the village. This is a necessity as drivers have been used to the 40mph for years and muscle memory will prevail if we are to rely solely on a 30mph sign on it's own. Further to this I suggest smiley face speed activated signs mid way through the Saltburn and a further set close to the hospital turning at Cromarty view. These will be necessary to remind drivers, especially at the early part of enactment just to get everyone used to travelling at that speed.

I see elsewhere that you have access to speed information from vehicles fitted with tracking technology which indicate a general compliance with existing limits. Can I offer that drivers with this technology in their vehicles are very aware that they have a "spy in the cab" and drive accordingly to secure their insurance credentials. Other drivers have no such restriction on their behaviour.

While Saltburn, Westwood and Saltburn Road may be viewed as a community living on one side of the road, most people are crossing the road regularly to access their beach gardens, the beach as the nearest green/blue space, access their parked vehicle or catch the bus.

None of us want to hold up traffic, we just want to live in a safe neighbourhood for everyone's benefit.

Appendix 8 – Full Representations Correspondence

Representor 1

No objections from me.

Representor 2 – initially an objection

As a motorist and cyclist I have no issue with the 40 mph speed limit. Please provide a copy of the safety study, including incidents and accidents caused by the current speed limit, that has led to the decision to reduce the speed limit to 30 mph. Please also advise how the reduced speed limit will improve the "Active Travel" and advise what that phrase actually means.

As a motorist and cyclist I do, however, have an issue with the state of the road surface, which is badly patched and pot holed along its length.

For a cyclist the state of the road is more critical than for motorised traffic. The current state of the road is hazardous for the full length of the proposed new speed limit, in particular the junction around Cottage Brae.

Road safety will be improved with improved road surfaces, and money better spent on this rather than signage for an arbitrary speed limit change.

I look forward to receiving your safety study and trust the condition of the road will be improved soonest.

As stated in the criteria, a study of mean and 85th percentile speeds should be used for speed limit changes. Please advise the results of this study.

I note your mention of a 2 car collision resulting in injury in 2020 but cannot accept that 1 collision in 5 years constitutes a real safety concern. Was it the result of the speed being over 30 mph? We need look no further than the many town and road junctions along the A9 and the number of serious and fatal incidents that occur along it's length to know where road safety measures should be improved and money invested.

I am already aware of the 2007 study on the effects of speed and impact, and on this basis alone would be prepared to accept the reduced speed limit.

I would very much appreciate you speak to the local roads team regarding the state of the road and look forward to your updates.

You can remove my objection as it will happen anyway. However, I would like it noted that monies would be better spent elsewhere.

Appendix 9 – Full Objector Correspondence

Objector 1

I have received letter of proposal to reduce speed limit on B817 to 30mph.
WHY?

Is this an accident black spot? How many accidents or incidents have been reported in the last month? Year? Decade?

This road is relatively straight, with good visibility, houses one side and the sea on the other and very little cross road pedestrianism.

Some of the cruise liners provide their passengers with cycle tours which travel along this stretch of coast road; overtaking these cyclists (around a dozen at a time) safely at 40mph is not a problem. If trying to overtake at 30mph problems arise. How much longer in time and distance will it take to pass the cyclists safely?

A motorist turning right out from the hospital, Kintyre House or any of the side turnings and driveways in Saltburn may see the cyclists and rightly assume he can safely turn onto the road and be on the correct side without inconveniencing them only to then find another vehicle attempting to overtake; motorist stops. What does the overtaker do? Is there enough space for him to complete the manoeuvre safely? If not, what does he do? Stop and block the road, hoping to move across onto his own side of the road when the cyclists have passed? OR will he move over to his left endangering cyclists or even knocking one or two down causing injury or even death.

Reducing the speed limit in the interest of safety is rubbish, you're addressing a problem that isn't there. But I foresee problems you are creating. If there is an incident caused by this speed limit reduction, are you going to admit that you have got it wrong?

I believe that slower speeds on some roads are safer, but on others they are detrimental, and on this one I am convinced it is detrimental.

Yes I do wish to maintain my objection,

I have researched the incident and the incident report shows a two-car collision in a thirty mph zone. The accident took place on 13th May in fine weather on dry roads. One car 3 years old driven by a male over 75 years old, the other car 12 years old driven by a female 26-35 years old. Both cars sustained damage to the front, suggesting a head on collision, leading me to assume one of the cars was on the wrong side of the road. Why? Not having access to the police report and findings I can only speculate, but, it's quite possible the car travelling east pulled out to pass a parked car where no car should be parked as the B817 is clearly marked clearway east and west from this point.

I maintain reducing the speed limit from 40 to 30mph on a flat, wide and reasonably straight road on the grounds of an accident 5 years ago in a 30mph zone is not a realistic proposal, enforcing the rules of a clearway on the other hand should make the road safer.

One accident 5 years ago in a 30mph limit, NOT 40mph, and you think that justifies reducing a perfectly good, reasonably straight road from 40mph to 30mph doesn't make any sense whatsoever. Incidentally, how many accidents have there been prior to this on the road in question? Also what about the clearway classification?