

Agenda Item	10
Report No	CIA/43/25

# The Highland Council

**Committee:** City of Inverness Area

**Date:** 17 November 2025

**Report Title:** Bun-Sgoil Ghàidhlig Inbhir Nis - Part Time 20mph Speed Limit

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

## 1 Purpose/Executive Summary

1.1 This report invites Members to approve the introduction of a Part Time 20mph Speed Limit Traffic Regulation Order “The Highland Council (Bun-Sgoil Ghàidhlig Inbhir Nis) (Part Time 20mph Speed Limit) Order 2025”.

1.2 There are 2 unresolved objections.

## 2 Recommendations

2.1 Members are asked to:-

- i. **Note** the background to the proposed Part Time 20mph Traffic Regulation Order and the representations received;
- ii. **Consider** the objections made to “The Highland Council (Bun-Sgoil Ghàidhlig Inbhir Nis) (Part Time 20mph Speed Limit) Order 2025”; and
- iii. Subject to i) and ii) above **approve** the making of the Part Time 20mph Speed Limit Traffic Regulation Order (TRO)

## 3 Implications

3.1 **Resource** - The introduction of the Part Time 20mph Speed Limit TRO and associated infrastructure works will be delivered via the Scottish Government Tier 1 Active Travel Infrastructure Fund.

3.2 **Legal** - The introduction of Traffic Regulation Orders is subject to formal consultation as per the Roads (Scotland) Act 1984. This report sets out the representations received and is seeking approval for the TRO. If Members agree the recommendations a Part Time Road Traffic Regulation Order will be made.

3.3 **Risk** - No identifiable risk from this Traffic Regulation Order.

3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – No implications arising from this report.

3.5 **Gaelic** – No implications arising from this report.

## 4 Impacts

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

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

### 4.3 Integrated Impact Assessment - Summary

4.3.1 An Integrated Impact Assessment screening has been undertaken on 7 October 2025 as detailed in **Appendix 1**. 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

Impact Assessment Area	Conclusion of Screening Assessment
Equality	<ul style="list-style-type: none"><li>Children and Young People – <i>positive impact</i></li><li>Children affected by disability – <i>positive impact</i></li><li>Older adults – <i>no impact</i></li></ul>
Poverty and Socio-economic	<i>No impact</i>
Human Rights	<i>No impact</i>
Children's Rights and Well-being	<i>Positive 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 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 For a number of years now the Primary School and Parent Council of Bun-Sgoil Ghàidhlig Inbhir Nis have been raising safety concerns with regards to the existing pedestrian crossing areas on the A8082 Inverness Southern Distributor Road (SDR) outside the Primary School. These concerns focus on:-

- speed of vehicles approaching/and going through the pedestrian crossing lights on the SDR either side of the roundabout;

- speed of vehicles exiting the SDR roundabout and coming into the school car park area;
- presence of vulnerable road users accessing the school in this very busy location due to the SDR being a 40mph limit main commuting route, along with the presence of a primary school, a secondary school, supermarket and housing development all accessing off the SDR; and
- lack of visibility/awareness to drivers of the existence of the primary school

5.3 As can be seen within **Appendix 2**, The Council's Speed Compliance Tool shows the existing mean average speed of vehicles approaching the pedestrian crossings to be as follows:-

- Western approach 30.4mph
- Eastern approach 25.9mph

These speeds are higher than we would wish to see on the approaches to pedestrian crossings.

5.4 To provide a safer environment, as outlined in section 6 below, the introduction of a short section of part time 20mph speed limit is required.

5.5 Following the statutory consultation process for "The Highland Council (Bun-Sgoil Ghàidhlig Inbhir Nis) (Part Time 20mph Speed Limit) Order 2025" 2 outstanding objections remain unresolved.

## 6 Road Safety Improvement Proposal

6.1 In order to address the concerns that have been raised by the Bun-Sgoil Ghàidhlig Inbhir Nis and their Parent Council, and have the desired effect of reducing vehicle speeds for short critical periods of the day and increasing the conspicuity of the primary school and presence of vulnerable road users, it is proposal to introduce a Part Time 20mph Speed Limit that is only operational at school opening/closing and lunchtimes on the SDR. The Traffic Regulation Order and Plan showing the part time 20mph limit scheme extents can be seen within **Appendix 3**.

6.2 Not only will the pupils of Bun-Sgoil Ghàidhlig Inbhir Nis benefit, pupils from Inverness Royal Academy will also benefit, in particular at lunchtime as a substantial number of their pupils travel to/from Asda Supermarket at lunchtime.

6.3 The introduction of a part time limit, at school frontages, and thus this location is in keeping with many other urban distributor type routes, e.g. A9 Golspie, A835 Ullapool, A87 Invergarry, A96 Nairn, A96 Alves, Milton of Leys to name a few. There are 29 secondary schools, 164 primary schools and 3 special schools in the Highland Council area, this is one of the few, if not the only one that does not have a 20mph speed limit at its frontage, whether a full-time or part time limit. A substantial amount of these schools are located on roads with speed limits higher than 40mph. There have been no reported negative impacts from any of these limits outside schools. It is also a follow on from the safety improvements that have already been implemented at the Zebra Crossing that is located on the access into the Asda shopping area.

6.4 In order to achieve best value, existing spare signage and potentially poles will be repurposed and used on site to deliver the scheme. This will keep the costs down

and therefore the cost estimate for the implementation of the scheme is £6,000. This covers the electrical feeds, poles and installation costs. This will reduce to an estimated £4500 should the Council also be able to repurpose poles. Funding for the works will come from the Scottish Government funded Tier 1 Active Travel Infrastructure Fund.

## 7 Consultation

- 7.1 The Statutory Consultation Process began on 19 May 2025 and concluded on 6 August 2025. During this time all statutory and emergency services were consulted, and following this, the proposals were publicly advertised in the Inverness Courier on 8 July 2025. Details of the scheme were also publicly available on the Council's [Website](#)

## 8 Objections/Support/Representation

- 8.1 The Highland Council has received 6 representations, 3 of which were support, 3 were objections, one of which has subsequently been withdrawn. The Authority have been unable to withdraw 2 objections.

- 8.2 A summary of the grounds of support are as follows:-

Supporter	Date Received	Reason	Officer Comment
1	20.05.25	Safety and wellbeing of the children who attend school Safety and wellbeing of the broader community	Bun-Sgoil Ghàidhlig Inbhir Nis
2	20.05.25	Road safety around the school	Councillor
3	22.05.25	General support	Bun-Sgoil Ghàidhlig Inbhir Nis Parent Council

- 8.3 A summary of the grounds for objection are as follows:-

Objector	Date Received	Grounds	Officer Comment
1	20.05.25	Main Distributor Road Traffic is already naturally slowed There are signalised pedestrian crossings Driver frustration Impede traffic flow Not expected by Tourists Increase Vehicle Conflicts	Councillor

2	19.05.25	Arterial Route Wide road, with good visibility excellent wheeling and walking paths on both sides frequent roundabouts to calm traffic many light-controlled crossing points Gaelic school and the IRA are set well off the main road increase congestion Frustration encourage parents to conduct risky stops and drop-offs on the main road Journey times increase Vehicle displacement to alternative routes Part-time speed restrictions would be unexpected and confusing on this type of road	
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8.4 Full redacted correspondence for all representations can be found within **Appendix 4**.

8.5 In view of the desire to make progress with the Traffic Regulation Order for the Part Time 20mph Limit at Bun-Sgoil Ghàidhlig Inbhir Nis, this report is being brought to Committee to seek approval for the making of the Traffic Regulation Order.

## 9 Reasoning

9.1 Evidence of Need:-

In the interests of road safety, The Highland Council proposes to make the aforementioned Part Time 20mph Limit Traffic Regulation Order. This Order has been designed to create a safer road environment for all road users, particularly the young people of the Bun-Sgoil Ghàidhlig Inbhir Nis and Inverness Royal Academy.

Designation: Assistant Chief Executive - Place

Date: 9 October 2025

Author: Lisa MacKellaich, Road Safety Manager

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment Screening  
 Appendix 2 – Speed Data  
 Appendix 3 – Draft Traffic Regulation Order and Plan  
 Appendix 4 - Full redacted correspondence

## Appendix 1 – Integrated Impact Assessment Screening

**About Proposal What does this proposal relate to?** Part Time 20mph Traffic Regulation Order for Bun-Sgoil Ghàidhlig Inbhir Nis

**Proposal name:** Part Time 20mph Traffic Regulation Order for Bun-Sgoil Ghàidhlig Inbhir Nis

**High level summary of the proposal:** Seeking member approval for the making of a Part Time 20mph Speed Limit Traffic Regulation Order on the Inverness Southern Distributor Road for Bun-Sgoil Ghàidhlig Inbhir Nis. This limit will be operational for a very short period of time when primary school-aged pupils are travelling to/from school.

**Who may be affected by the proposal?** Road users travelling either in vehicles or actively within the short 341m or thereby section of part-time 20mph limit area.

**Start date of proposal:** 13/06/2025

**End date of proposal:** 15/12/2025

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

**Does this relate to an existing proposal?** No

### Author Details

**Name:** Lisa MacKellaich

**Job title:** Road Safety Manager

**Email address:** [Lisa.Mackellaich@highland.gov.uk](mailto:Lisa.Mackellaich@highland.gov.uk)

**Service:** Place

### Responsible Officer Details

**Name:** Nicole Wallace

**Job title:** Service Lead, Environment, Dev, Active Travel

**Email address:** [Nicole.Wallace@highland.gov.uk](mailto:Nicole.Wallace@highland.gov.uk)

**Sign off date:** 2025-10-08

**Equalities, Poverty, and Human Rights Protected Characteristics Impact on 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

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

**Poverty and Socio-Economic Impact on the following:**

- Prospects and opportunities: No impact
- Places: No impact
- Financial: No impact

**Impact details:** The proposal is for a reduced speed limit over a short section of approximately 341m of the Southern Distributor Road. This limit will be active for a limited time each day, and existing mean average speed data shows this will have no impact on vehicle flow.

### Human Rights

**Affected rights:** No human rights will be affected

**Impact:** No impact

**Details:** No impacts identified

**Screening Assessment Equalities, poverty, and human rights impact:** Positive impact

**Full Impact Assessment required?** No

**Children's Rights and Wellbeing Likely impact:** Positive impact – Asda Car Park is used as a park and stride area for pupils of BSGI. This proposed part-time 20mph limit will cover the use of the pedestrian crossing on the SDR at key school in/out times. There is ongoing concern from the school community regarding speeding, red light running, and lack of awareness of the school's presence, which impacts active travel choices.

**Affected rights:** No children's rights will be affected

**Explanation:** Positive impacts as it provides safety enhancements on the journey to/from school.

**Screening Assessment: Impact:** Positive impact

**Full Impact Assessment required?** No

**Data Protection Will personal data be processed?** No

**Change in data processing:** No personal data will be processed **Full Impact Assessment required?** No

**Island and Mainland Rural Communities Impact:** No

**Screening Assessment:** No difference

**Full Impact Assessment required?** No

**Climate Change Impact on greenhouse gas emissions (CO<sub>2</sub>e)?** No

**Impact on environment, wildlife, or biodiversity?** No

**Impact on resilience to extreme weather or changing climate?** No

**Details:** Section involved is only approximately 341m and the duration the limit is active will be very limited.

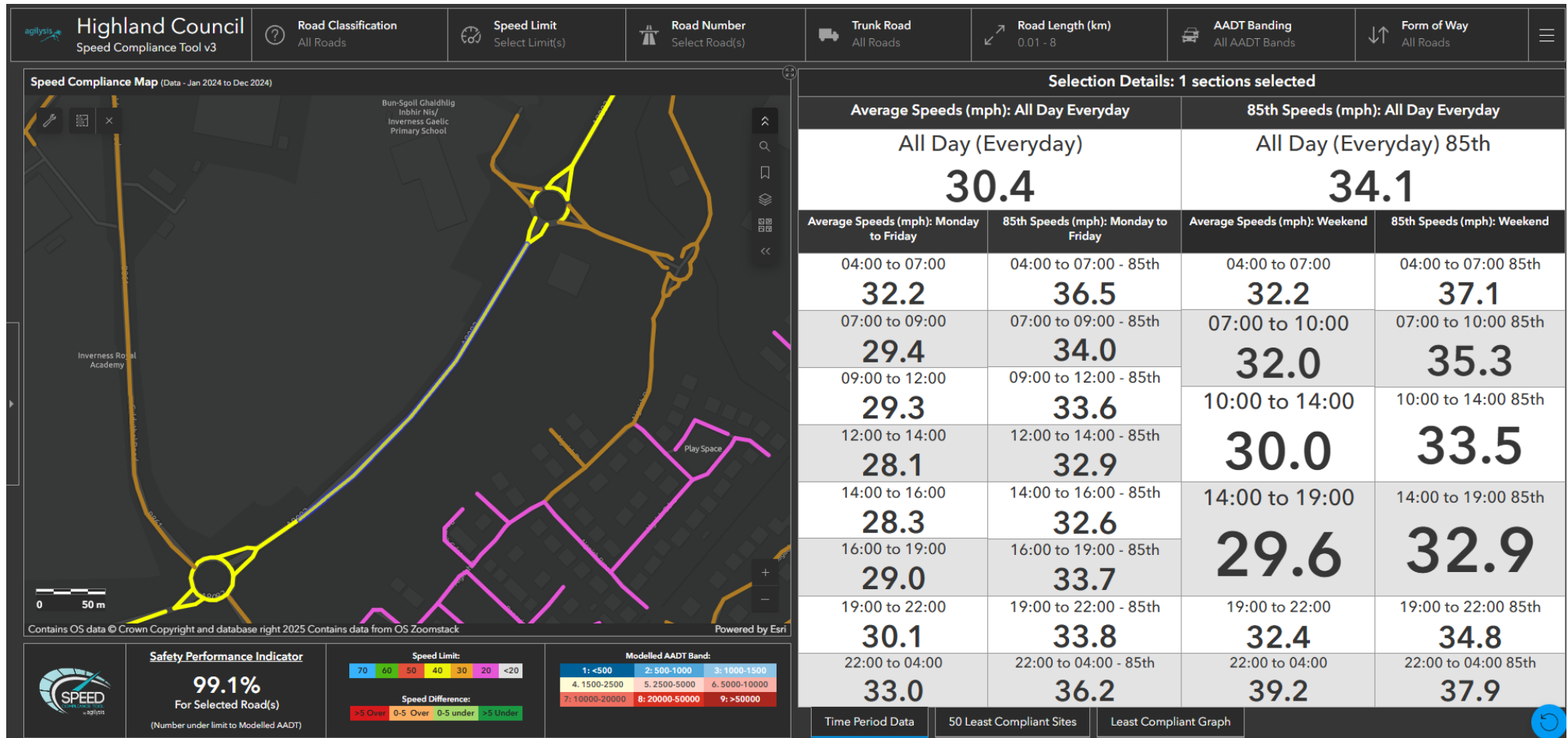
**Screening Assessment:**

**Potential impact identified or marked as unknown?** No

**Full Impact Assessment required?** No

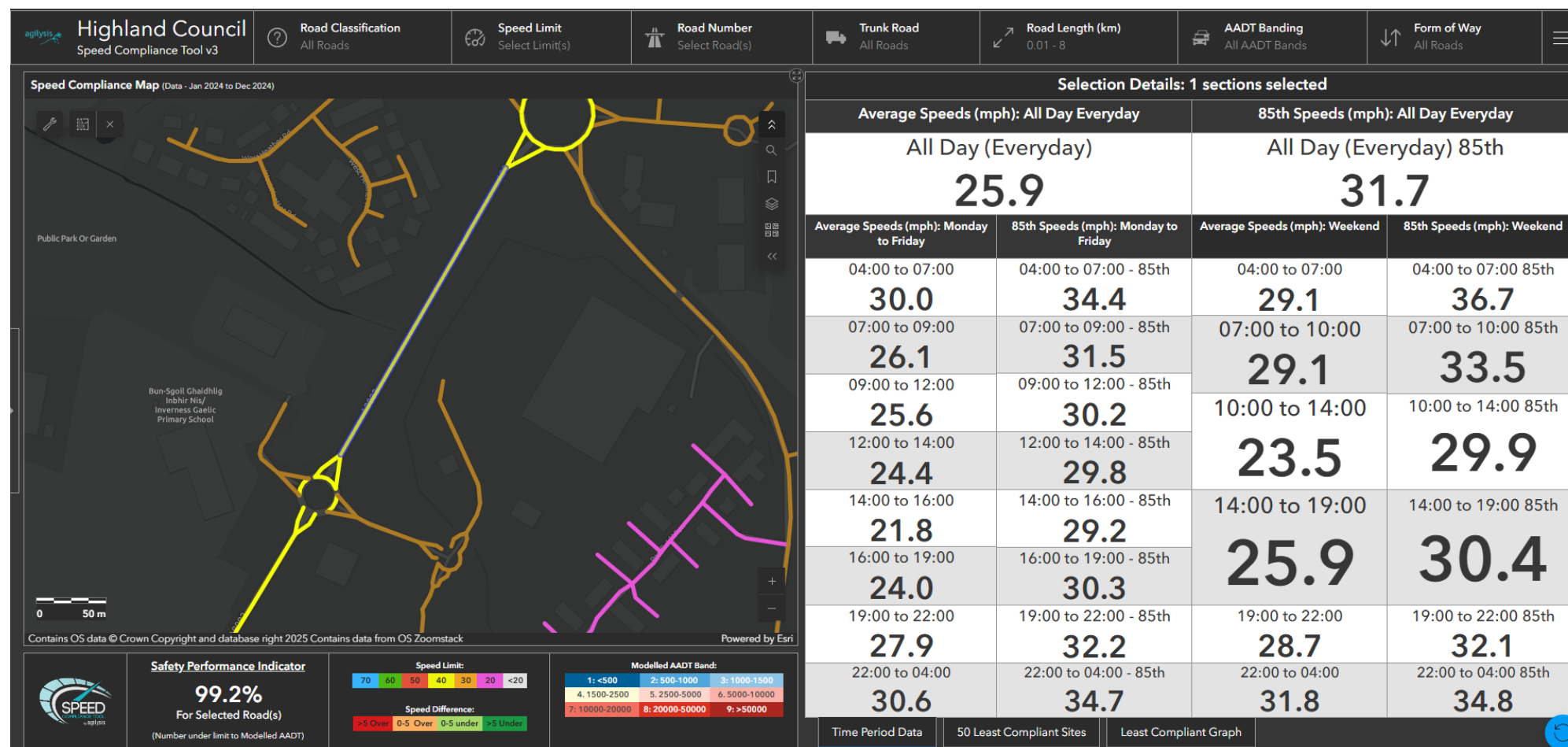
## Appendix 2 - Speed Data

West side of Bun-Sgoil Ghàidhlig Inbhir Nis





East side of Bun-Sgoil Ghàidhlig Inbhir Nis



## **Appendix 3 – Draft Traffic Regulation Order and Plan**

### **THE HIGHLAND COUNCIL (BUN-SGOIL GHÀIDHLIG INBHIR NIS) (PART TIME 20MPH 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: -

#### **General**

- 1) The Order may be cited as "The Highland Council (Bun-Sgoil Ghàidhlig Inbhir Nis) (Part Time 20mph Speed Limit) Order 2025" and shall come into effect on XX/XX/XXXX.
- 2) The Interpretation Act 1978 shall apply for the Interpretation of the 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 (Inverness Southern Distributor Route B8082 Sir Walter Scott Drive/Holm Road) (40 MPH SPEED LIMIT) ORDER 2002 are partially revoked insofar as they relate to the lengths of the road specified in the schedule hereto ("the Schedule").

#### **Part Time 20mph Speed Limit - Bun-Sgoil Ghàidhlig Inbhir Nis**

- 4) No person shall drive or cause or permit any vehicle to be driven in excess of 20mph on the length of road specified in Part 1 of the Schedule and signed as relative to this order at a speed in excess of 20 miles per hour at a time when the amber lights on any traffic sign or signs warning of this restriction are flashing.
- 5) It shall be sufficient for the purposes of this Order that said warning sign or signs be erected on only one side of the road.

Sealed with the Common Seal of The Highland Council and signed for them and on their behalf by ..., ... on XX/XX/XXXX.

**This is the Schedule referred to in the foregoing - The Highland Council (Bun-Sgoil Ghàidhlig Inbhir Nis) (Part Time 20mph Speed Limit) Order 2025**

#### **SCHEDULE**

##### **Route A8082 - INVERNESS SOUTHERN DISTRIBUTOR ROAD -**

##### **(iii) SIR WALTER SCOTT DRIVE (EXTENSION)**

From a point 148 metres or thereby east of its junction with Ivanhoe Avenue, extending in a westerly direction for a distance of 341 metres or thereby.

This is the indicative plan for the order entitled THE  
HIGHLAND COUNCIL (BUN-SGOIL GHÀIDHLIG INBHIR  
NIS) (PART TIME 20MPH SPEED LIMIT) ORDER 2025

\_\_\_\_ Proper Officer

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The Highland Council 2025 AC0000849432.

#### PART-TIME 20 MPH SPEED LIMIT

Revision Details Drawn By Check By Date Sufx



#### INFRASTRUCTURE AND ENVIRONMENT

ROAD SAFETY TEAM  
HEADQUARTERS  
GLENURQUHART ROAD  
INVERNESS  
IV3 5NX

Email: [road.safety@highland.gov.uk](mailto:road.safety@highland.gov.uk)

Project:

#### Speed Limit Order

Title:  
PT20 MPH Speed Limit Order  
BUN-SGOIL GHÀIDHLIG INBHIR NIS

Scale (At A3):  
**1 : 1,250**

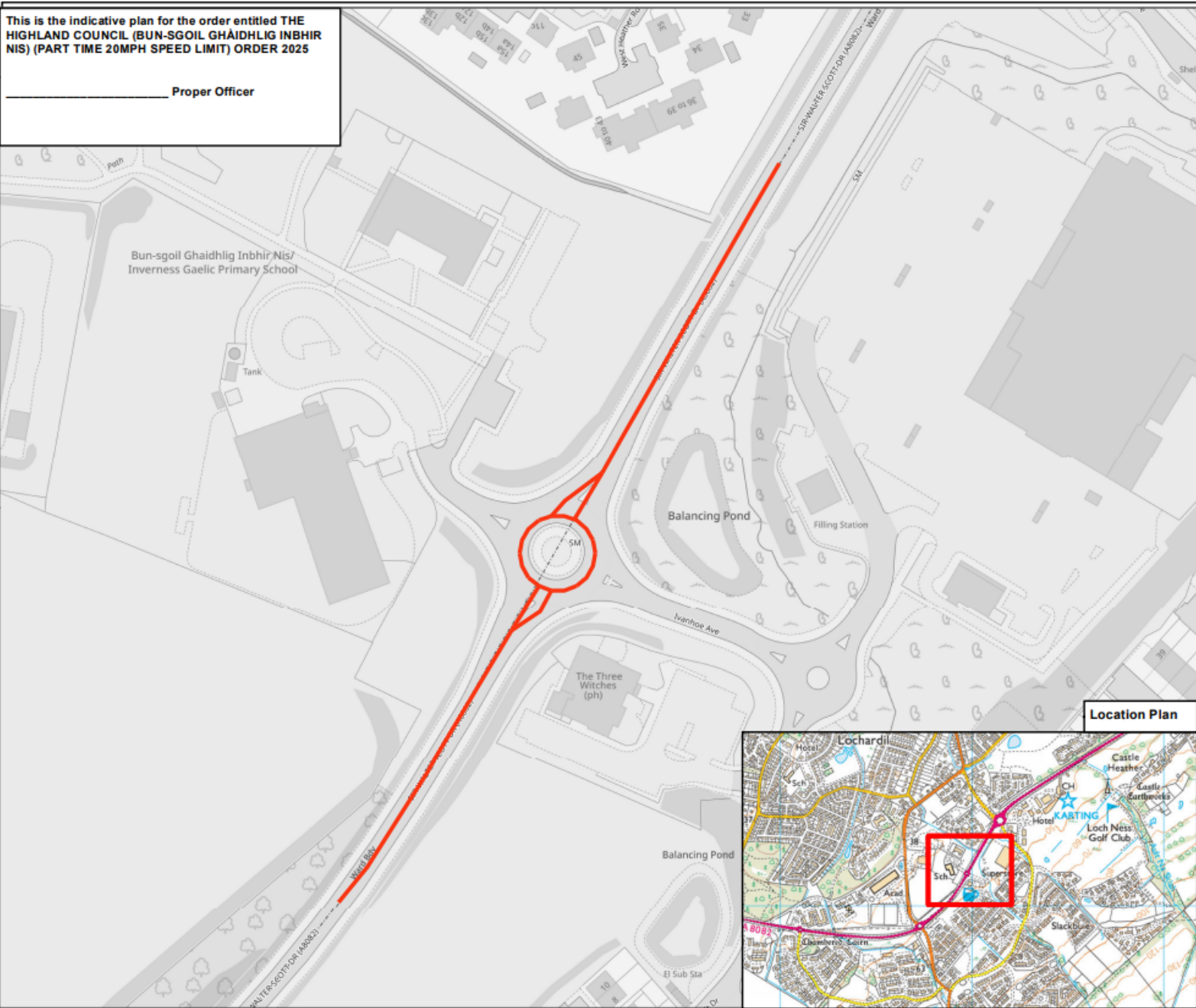
Drawn: SH Date: 09/05/2025

Checked: Date:

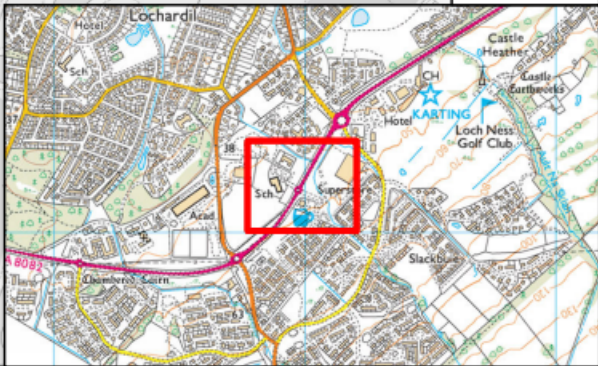
Project No:

Drawing No: Rev:

BSGI/SLO/01



#### Location Plan



## Appendix 4 - Full redacted correspondence

### **Supporter 1**

I strongly support the proposal to reduce the speed limit outside Bun-Sgoil Ghàidhlig Inbhir Nis from 40mph to 20mph at certain times of the day. This change is essential to ensure the safety and wellbeing of the children who attend the school, as well as the broader community.

A 40mph speed limit is significantly too high for an area where young children are regularly present and we have all too often see near misses at the traffic lights when children and families go to cross the road. Children can be unpredictable, and even with supervision, there is always the possibility of a child stepping into the road unexpectedly. At 40mph, a vehicle requires a much longer stopping distance, increasing the risk of severe injury or death in the event of a collision. By reducing the speed limit to 20mph, drivers will have more time to react, and if an incident was to occur it would far less likely to result in serious harm.

This will also impact the school car park as vehicles come off the roundabout at 20pmh rather than 40mph. We have been having real issues with car coming off the roundabout too fast and again in the last 4 months there have been 4 near misses.

Lowering the speed limit would also promote a safer and more welcoming environment for walking and cycling to school, encouraging healthier, more sustainable travel habits. It demonstrates a commitment to prioritising the needs of families, children, and the community over the convenience of through traffic.

Many other schools across Scotland and the UK have successfully implemented 20mph zones, with positive outcomes for safety and public confidence and Bun-Sgoil Ghàidhlig Inbhir Nis would benefit from the same positive outcomes.

### **Supporter 2**

I am supportive of this proposal and have recently met with the BSGI Parent Council to discuss road safety around the school.

How would the part-time 20mph be implemented or is that still to be discussed?

*Council Response:.*

*Many thanks for the confirmation of your support, much appreciated.*

*Should the TRO get through the Statutory Consultation Process the part time 20mph speed limit would be implemented using the part time flashing light signage like you see at numerous schools around the Highlands.*

### **Supporter 3**

Thank you for your email and for the work you've put into this. I'm happy to confirm on behalf of the BSGI parent council that we support this going forward.

### **Objector 1**

The is on the main distributor road around Inverness (A 8082) and in area where traffic in naturally slowed to negotiate roundabouts. In addition, there are signalled pedestrian crossings at each crossing point in close proximity to the school. The addition of a 20mph area on this road would lead to driver frustration and impede the natural flow of traffic generally. The 20 mph would not be expected on this distributor road, a road used by many tourists, and may result in increased vehicle conflicts.

For the reasons above I am **NOT** able to support this proposal.

#### *Council Response:*

*Thank you for taking the time to send in your comments re the proposed part time 20 mph speed limit for the BSGI. For your information we are treating your correspondence as an **objection**.*

*To provide you with a wee bit more background information, I can confirm that The Road Safety Team have been working with the BSGI for some time now and they have long held concerns re the speed of vehicles in this area. As you are aware there is an increased volume of traffic at the location due to the presence of both the school and Asda and, as you are likely aware the supermarket is promoted as a Drop off Zone/Park and Stride location for pupils. As such we are keen to provide increased safety measures for pupils using the crossings on the SDR for accessing the school. This proposed scheme will go a long way to increasing the conspicuity to drivers that there is a school adjacent to the SDR with pupils walking/cycling/crossing on the SDR to access this school. This proposal is part of an ongoing project to improve safety, see third attachment for the improvement scheme that has already been delivered at the zebra crossing in Asda to increase safety from the drop off zone to the school for pupils walking from the Park and Stride location. This proposal therefore adds another layer of safety to this work.*

To address the concerns you have raised in your email below:

<b>Concern Raised</b>	<b>Response</b>
Naturally slowed traffic anyway with signalled pedestrian crossings at each crossing point	<p>The part time 20mph signs will be a very visual reminder that there is a reduced speed limit in operation and vulnerable road users in the location at these short specific times. This will act as a stark reminder to those drivers choosing not to obey the speed limit, see testimony outlined in the Head Teachers email attached, which is a massive area of concern for the School and School Community.</p> <p>I have attached speed data that was taken at both pedestrian crossings, as you can see the approach speeds are higher than we would wish to see coming into a roundabout with 2 pedestrian crossings either side of it. For every 1 mph reduction in average speed, collision frequency decreases by around 5%.</p>
The proposed limit will cause driver frustration and impede the natural flow of traffic generally	<p>Research shows that slower speeds can lead to less aggressive driving, along with promoting a calmer, more suitable environment for pupils travelling to school. This proposal is for a short 600m stretch of the SDR with a roundabout in the middle so there will be very little to no impact on vehicle flow.</p>



Concern Raised	Response
Main Distributor Road used by many tourists, and may result in increased vehicle conflicts	It is a part time limit that is being proposed which is an efficient use of this road safety tool that we have at our disposal. It has worked very well on roads across our network, including Trunk Roads, some of which are similar in nature to this one. A part-time limit targets only the times when children are most at risk, avoiding unnecessary restrictions during off-peak hours and maintaining traffic flow.

*Hopefully I have picked up all the points you have raised below and reassured you that this proposal is for a short 600m section of road that will be operational for short periods of the day when our vulnerable road users need it the most.*

*As your concerns are with regards to the usage of the road, I can confirm that Steven Grant, Area Roads Operations Manager, is fully supportive of the proposals as the actual limit itself will be in operation for such a short part of the week days and term time only. I have cc'd Stevie into this email for info.*

*I have also copied in the emails of support we have received from both the Parent Council and school Head Teacher for your info.*

*I also confirm that consultation with statutory services e.g. Police Scotland, Logistics UK, Bus Companies etc is part of the next stage of this statutory TRO consultation process.*

*As you are very aware, and have always been very supportive of, when designing and promoting any road safety scheme the bigger picture for our team is always the Scottish Government's 'Scotland's Road Safety Framework to 2030 - Together, making Scotland's roads safer' which sets out a vision for Scotland to have the best Road Safety performance in the world by 2030 and 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.*

*We hope this has alleviated the concerns raised within your objection. As you are aware the formal process for objections requires that, if we have not alleviated your concerns and your objection is not withdrawn, the next stage of this prescribed process is for your objection to be heard at a forthcoming City of Inverness and Area Committee Meeting.*

**Objector 1 response:**

*I would like this withdrawn. There signalised pedestrian crossing and vehicles have to slow for the roundabout. Therefore, I feel these changes are unnecessary and the budget could be put to other priorities.*

## **Objector 2**

I wish to object to the proposed plans for the traffic restrictions on the Southern Distributor Road outside the Gaelic School. I use this route on a daily basis to commute from home in Ness Castle to work at Raigmore Hospital. or for access to the A9 and shopping areas. Most of my commuting usage is by bike.

This road is one of the few arterial routes in Inverness. It is a wide road, with good visibility. There are excellent wheeling and walking paths on both sides, frequent roundabouts to calm traffic and many light-controlled crossing points. The Gaelic school and the IRA are set well off the main road and have excellent access by car, bike or foot. In light of this, the current 40mph speed restriction seems sensible and appropriate.

Lowering the limit on this stretch to 20mph will have serious consequences. It will increase congestion between the well-known choke points of the Culduthel Road and Inshes roundabouts. Frustration with the slower-moving traffic will encourage parents to conduct risky stops and drop-offs on the main road, rather than waiting to turn in to the Gaelic School access road (we already see this as routine at the Culduthel Road roundabout at IRA drop-off times).

Journey times, which are already prohibitive in the mornings, will increase due to this measure and the existing choke points. It is already faster and more efficient for traffic from Ness Castle to pass along Stratherrick Road - Drummond Road - B9006 to reach the Hospital and A9. Slowing traffic on the Distributor road will make this alternate route even more desirable. This will lead to an increased flow of cars along unsuitable roads and put Drummond, Holm and Lochardil pupils at increased danger.

Part-time speed restrictions would be unexpected and confusing on this type of road. There is a risk of driver panic and sudden changes of speed.

In summary, the existing restrictions are sensible for an excellent stretch of road where motor vehicles, cyclists and pedestrians can travel in safety. Installing temporary 20mph restrictions will lead to confusion, congestion and frustration, will encourage risky behaviour during school drop-offs and will divert through-traffic along less suitable roads. Let us keep our arteries free of blockages.

**Council Response:**

*To provide you with a wee bit more background information, I can confirm that The Road Safety Team have been working with the BSGI for some time now and they have long held concerns re the speed of vehicles in this area. There is a high volume of traffic at the location due to the presence of both the Primary and Secondary Schools along with Asda, with the supermarket promoted as a Drop off Zone/Park and Stride location for the primary pupils. As such we are keen to provide increased safety measures for pupils using the crossings on the SDR for accessing the school. This proposed scheme will go a long way to increasing the conspicuity to drivers that there is a school adjacent to the SDR with pupils walking/cycling/crossing on the SDR to access this school. This proposal is part of an ongoing project to improve safety, see attachment for the improvement scheme that has already been delivered at the zebra crossing in Asda to increase safety from the drop off zone to the school for pupils walking from the Park and Stride location. This proposal therefore adds another layer of safety to this work.*

*To address the concerns you have raised in your email below:*

<b>Concerns Raised</b>	<b>Response</b>
<i>Increased Journey Times/Congestion</i>	<i>The proposal is for a very short 600m section of part time 20mph Speed Limit where existing speeds are showing at 28.1mph – there will therefore be a negligible effect on journey time and thus suggested vehicle displacement to alternative routes .</i>

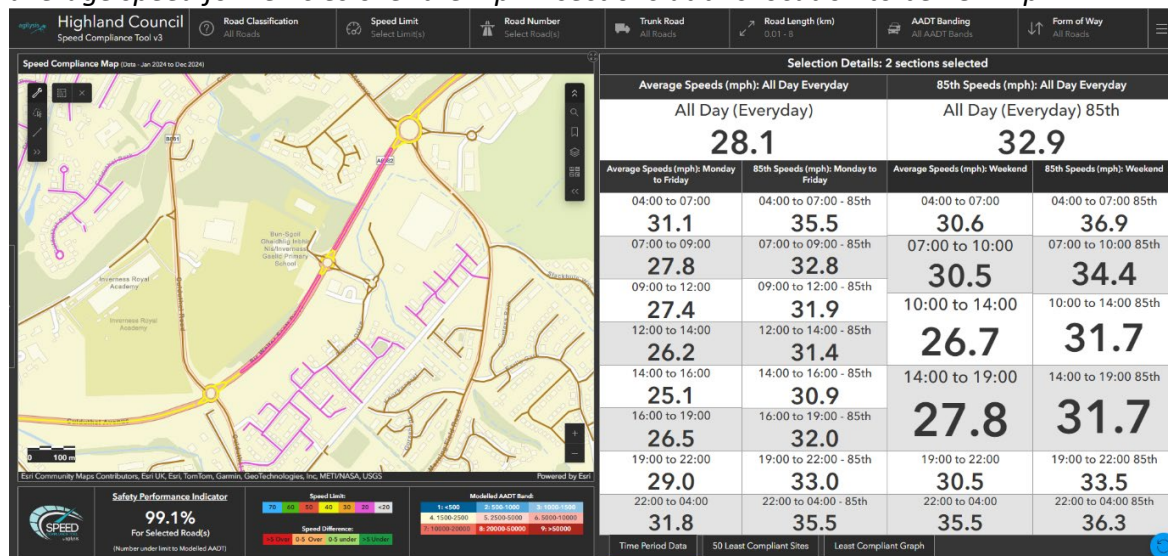
	<p>When looking at the wider use of 20mph speed limits and journey times, for your info, Transport Scotland's 20mph Speed Limits in Scotland Implementation Guide states that in many cases, lowering speed limits have been prevented because of fears that this measure will increase overall travel times and congestion. Research shows that any increases in travel times and congestion are negligible, and in some cases, they can even be <a href="#">improved through reduced speed limits</a>. 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, <a href="#">research</a> has concluded that on average most journeys will be around one minute longer meaning the journey time changes are negligible.</p>
<i>Frustration</i>	<p>Research shows that slower speeds can lead to less aggressive driving, along with promoting a calmer, more suitable environment for pupils travelling to school. This proposal is for a short 600m stretch of the SDR with a roundabout in the middle so there will be very little to no impact on vehicle flow.</p>
<i>Risky stops and drop-offs on the main road</i>	<p>Unlike the IRA the vulnerable road users at this location are Primary School Age children accessing school via a very busy roundabout – there is therefore no evidence to support the situation you have described would be realised as a consequence of the installation of the part time speed limit. In addition to this the aim is to reduce the number of vehicle journeys to the school by increasing active travel journeys.</p>
<i>Part-time speed restrictions would be unexpected and confusing on this type of road</i>	<p>There are 29 secondary schools, 164 primary schools and 3 special schools in the Highland Council Area. BSGI is one of the few, if not the only School, that does not have a 20mph speed limit at its frontage, whether this be a full-time or part time limit. A substantial amount of these schools are located on roads with speed limits of 40 mph or above, including may part-time 20mph speed limits on Trunk roads. It is therefore not an unexpected short term speed limit change for drivers to see on both the Local Authority and Trunk Road network. There have been no reported negative impacts from any of these limits outside schools which has been in place for a long number of years now.</p>



**To provide further information re the proposal:**

- *Speed Data - See attached point speed data collected in 2023 that recorded the vehicle approach speeds to both the northbound and southbound pedestrian crossings. As you can see the approach speeds are higher than we would wish to see coming into a roundabout with 2 pedestrian crossings either side of it. As these are heavily used by pupils, for short periods of time, from the BSGI and IRA we wish to reduce these approach speeds. For every 1 mph reduction in average speed, collision frequency decreases by around 5%.*

*The data below is taken from the Councils Speed Compliance Tool and shows the mean average speed for vehicles over the 2 pink sections at this location to be 28.1mph:*



*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 January 2024 to December 2024.*

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- *This proposal will not only provide an additional safety measure for the school but will also better highlight the existence of the school, encourage sustainable transport choices and alleviate parental concerns about allowing and encouraging their child to travel actively to school travel. The part time 20mph signs will be a very visual reminder that there is a reduced speed limit in operation and vulnerable road users in the location at these short specific times. This will act as a stark reminder to those drivers choosing not to obey the speed limit, see testimony outlined in the Head Teachers email attached which he has agreed I can share with you, which is a massive area of concern for the School and School Community.*
- *BSGI are promoting active school travel and the use of adjacent car parks as park and stride zones.*
- *Not only will the part-time speed limit service the BSGI but it will also serve the IRA which is a large urban Secondary School with large numbers of pupils crossing the SDR, particularly at lunchtime to go to Asda. This work will highlight the presence of, and reduce the speed limit for, these vulnerable road users who are on the carriageway.*
- *Wider Speed Data for the 20mph Programme can be found on our [website](#).*
- *Research shows that slower speeds can lead to less aggressive driving, along with promoting a calmer, more suitable environment for pupils travelling to school. This proposal is for a short 600m stretch of the SDR with a roundabout in the middle so there will be very little to no impact on vehicle flow.*

- *The choice of a part-time limit targets only the times when children are most at risk, avoiding unnecessary restrictions during off-peak hours and maintaining traffic flow.*
- *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.*

**Objector 2 Response:**

Thank you for your detailed reply. I would like my objection to stand, please.

Increased journey times/congestion: I'm sure I do not need to remind you of the chaos caused by another minor tweak in this road recently, where minor repainting of the lanes at the roundabout at Raigmore caused gridlock? This is one of the only arterial routes in the area and traffic already chokes at several points along the route.

Frustration: I am not at all convinced by your argument that this stretch will somehow be calming for pupils commuting to the school, and you have not addressed my concerns that more traffic will divert past Drummond and Lochardil schools as a result of this change.

Risky stops/drop-offs: We see parents of 11-year-olds doing this every day on the road at the IRA during gridlock. Why would we not expect to see parents of 11-year-olds doing this at the Gaelic School if it becomes gridlocked?

Unexpected/confusing arrangement: Your average speed figures show that this stretch of road is already complex for drivers due to the multiple roundabouts and crossings, with speeds greatly below the posted limit. It is disingenuous to suggest that restrictions would be expected on this road due to the school frontage, as the actual school frontage is substantially offset from the road and was designed to be substantially offset from the road. Furthermore, the Gaelic School is not comparable to most schools in the region due to its expanded catchment area and appalling public transport provision (both of which would be better priorities for the council) which force so many parents to deliver their children by car. Is lowering the speed limit expected to encourage the few pupils who walk across the road to the school to eschew the existing crossing points and dodge between the slower-moving traffic? Are pupils who bike or wheel to school expected to ignore the excellent, wide, shared-use paths on both sides of the road to join traffic on the carriageway for this short stretch to take advantage of the new restrictions? This is a stretch of road with so few existing safety concerns that the Council does not even bother to provide warden control at the crossing points.

I cycle to work every day and sometimes use this route and sometimes use other roads through Drakies etc which have entirely appropriate 20mph limits. I am a supporter of 20mph limits in many routes in Inverness, but not in an arterial route which has been designed to divert traffic away from risky areas such as school frontages. This is why I would like my objection to stand.