

Agenda Item	4
Report No	BSAC/02/26

Committee: **Badenoch and Strathspey**

Date: **19 January 2026**

Report Title: **Glentruim 40mph Speed Limit Order**

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

1 Purpose/Executive Summary

1.1 This report invites Members to approve the introduction of a 40mph Speed Limit Traffic Regulation Order (TRO) “The Highland Council (C1137, Glentruim) 40mph Speed Limit Order 2025”.

1.2 There is 1 unresolved objection.

2 Recommendations

2.1 Members are asked to:-

- i. **Note** the background to the proposed 40mph TRO and the representations received;
- ii. **Consider** the objections made to “The Highland Council (C1137, Glentruim) 40mph Speed Limit Order 2025”; and
- iii. Subject to i) and ii) above **approve** the making of the 40mph Speed Limit TRO (Appendix 3).

3 Implications

3.1 **Resource** - All expenditure will be contained within the existing roads budget allocation for Badenoch and Strathspey.

3.2 **Legal** - The introduction of TRO's 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 Road TRO will be made.

3.3 **Risk** - None.

3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – None.

3.5 **Gaelic** – None.

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 the 25 November 2025 (**Appendix 1**). The conclusions have been subject to the relevant Manager Review and Approval.

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

Impact Assessment Area	Conclusion of Screening/Full Assessment
Equality	<ul style="list-style-type: none">• Children and Young People – <i>Positive impact</i>• Children affected by disability – <i>Positive 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>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 In response to concerns from Glentruim residents about unsafe driving and excessive speeds on the C1137, the Badenoch and Strathspey Roads Operational Team requested that the Road Safety Team implement a 'Quiet Route' scheme along this section of road.

5.2 It was agreed with the Roads Operations Manager that a 40mph speed limit would be introduced on the C1137 to support the Quiet Route proposal.

5.3 A reduced speed limit requires a TRO, hence why this part of the proposal was put to consultation.

5.4 Quiet Route schemes are designed to create safer, more pleasant roads by reducing traffic speeds and raising awareness of active travel use in the area. The initiative delivers a range of benefits. Lower traffic speeds significantly reduce collision risks, making routes safer for vulnerable road users. By providing calm, low-stress routes, the schemes encourage walking, wheeling and cycling, supporting healthier lifestyles.

5.5 As found at **Appendix 4**, Quiet Route signage displays icons representing a pedestrian, an equestrian, a cyclist, and a car, alongside the message ‘Share Space’ to highlight the use by all road users. These signs will be installed alongside 40mph speed limit signage.

5.6 As can be seen in **Appendix 2**, Agilysis’ Speed Compliance Tool records the existing mean average speed for vehicles along the full length of the C1137 Glentruim – Catlodge road as 27mph. However, individual sections exhibit higher average speeds.

5.7 This indicates that compliance to the new limit will be favourable.

5.8 Following the statutory consultation process for “The Highland Council (C1137, Glentruim) 40mph Speed Limit Order 2025”, 1 outstanding objection remains unresolved.

6 Consultation

6.1 The Statutory Consultation began on the 19 February 2025. The process was paused pending approval from Transport Scotland for the use of the Quiet Route signage. Once this permission was given, the proposals were publicly advertised in the Strathspey and Badenoch Herald on the 6 November 2025. Details of the scheme were also available on the Council’s website at: [Road safety team consultations - C1137 Glentruim 40 MPH Speed Limit | The Highland Council](https://www.highland.gov.uk/roadsafetyteam/consultations-c1137-glentruim-40-mpph-speed-limit-the-highland-council).

7 Objections/Support/Representation

The Highland Council has received 9 representations, 7 of which were support, 1 was an objection and 1 was a commenter.

7.1 A summary of the grounds of support are as follows:

Supporter	Date Received	Reason	Officer Comment
1.	19.02.2025	General Support	Councillor
2.	19.02.2025	General Support	Councillor
3.	03.03.2025	General Support	Community Council
4.	04.03.2025	General Support	Police Scotland
5.	10.03.2025	General Support	Resident
6.	20.11.2025	Current vehicle speeds are excessive The proposal will encourage active travel Personally experienced near-miss incidents	Resident
7.	22.11.2025	Current vehicle speeds are excessive The proposal will encourage active travel Personally experienced near-miss incidents The proposal will improved safety for livestock The proposal will enhance winter safety	Resident

7.2 A summary of the grounds for objection are as follows:

Objector	Date Received	Grounds	Officer Comment
1.	24.03.2025	Speed limit is not required.	Resident

7.3 A summary of the comments are as follows:

Representor	Date Received	Reason	Officer Comment
1.	18.11.2025	Supports measures to make road safer, didn't think 40mph limit was appropriate but understands the reasoning.	Resident

7.4 Full redacted correspondence for all representations can be found at **Appendix 5**.

7.5 In view of the desire to make progress with the TRO for the 40mph Speed Limit on the C1137 at Glentruim, this report is being brought to committee to seek approval for the making of the TRO.

8 Reasoning

Evidence of Need:

In the interests of road safety, The Highland Council proposes to make the aforementioned 40mph TRO. This order has been designed to create a safer road environment for all road users, particularly vulnerable road users travelling on the C1137 Glentruim to Catlodge road.

Designation: Assistant Chief Executive - Place

Date: 3 December 2025

Author: Scott Hunter, Road Safety Officer

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment
Appendix 2 – Speed data
Appendix 3 – Draft Traffic Regulation Order and Plan
Appendix 4 – Quiet Route Signage
Appendix 5 – Full Redacted Correspondence

Appendix 1 – Integrated Impact Assessment Screening

About proposal

What does this proposal relate to? 40mph Traffic Regulation Order for C1137,

Glentruum to Catlodge Road

Proposal name: C1137, Glentruum 40mph Speed Limit

High level summary of the proposal: Seeking Member approval for the making of a Speed Limit Traffic Regulation Order on the C1137, Glentruum to Catlodge Road.

Who may be affected by the proposal? Road users travelling on the C1137, Glentruum to Catlodge Road.

Start date of proposal: 19/02/2025

End date of proposal:

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

Does this relate to an existing proposal? No

Author details

Name: Scott Hunter

Job title: Road Safety Officer

Email address: [REDACTED]

Service: Place

Responsible officer details

Name: Lisa MacKellaich

Job title: Road Safety Manager

Email address: [REDACTED]

Sign off date: 2025-11-27

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 on 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: A reduced speed limit has no socio-economic impact.

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: A reduced speed limit will have no impact on human rights.

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?

Reducing the speed limit can make young people feel safer using the road, which can also promote active travel.

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: No children's rights will be affected.

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? 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, any impact will be negligible.

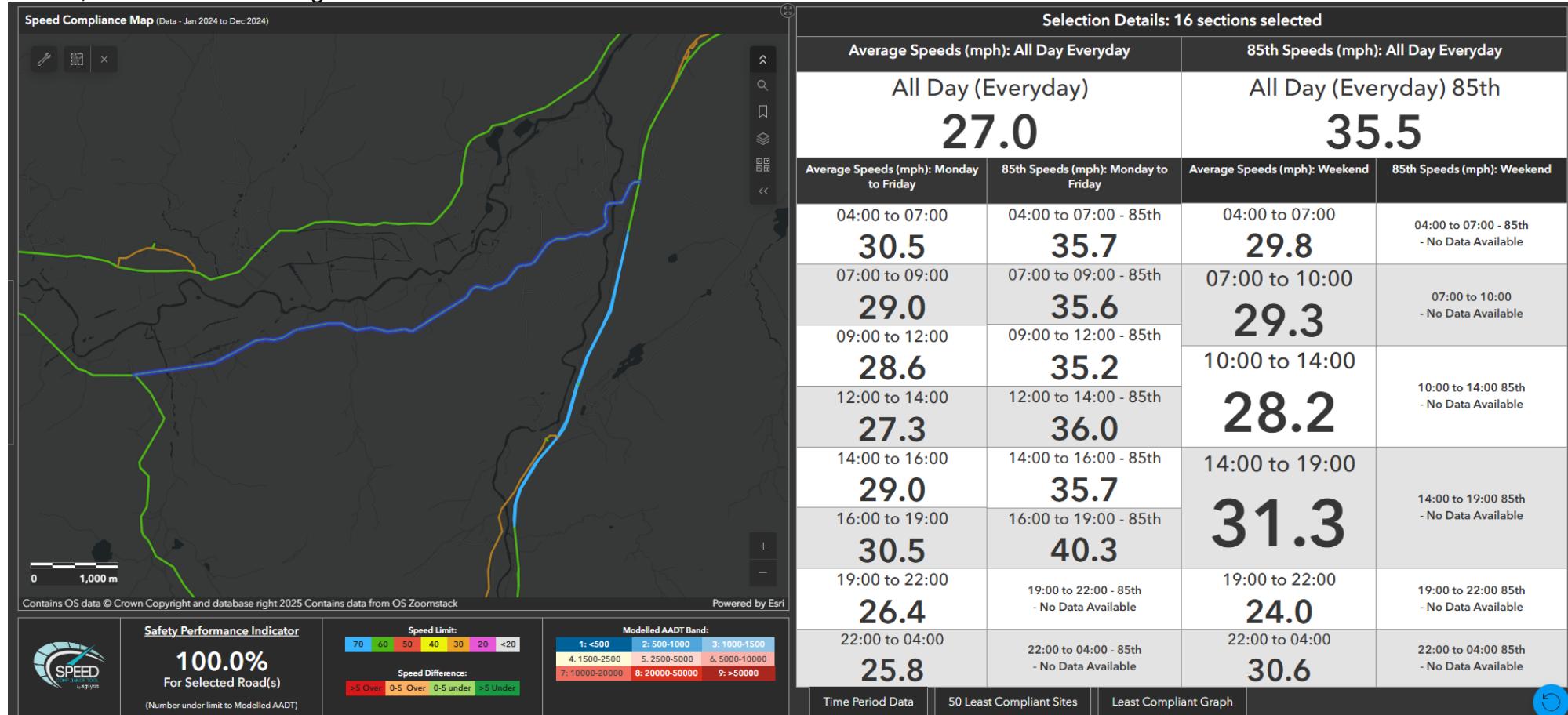
Climate change screening assessment

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

Appendix 2 – Speed Data

C1137, Glentruim to Catlodge Road

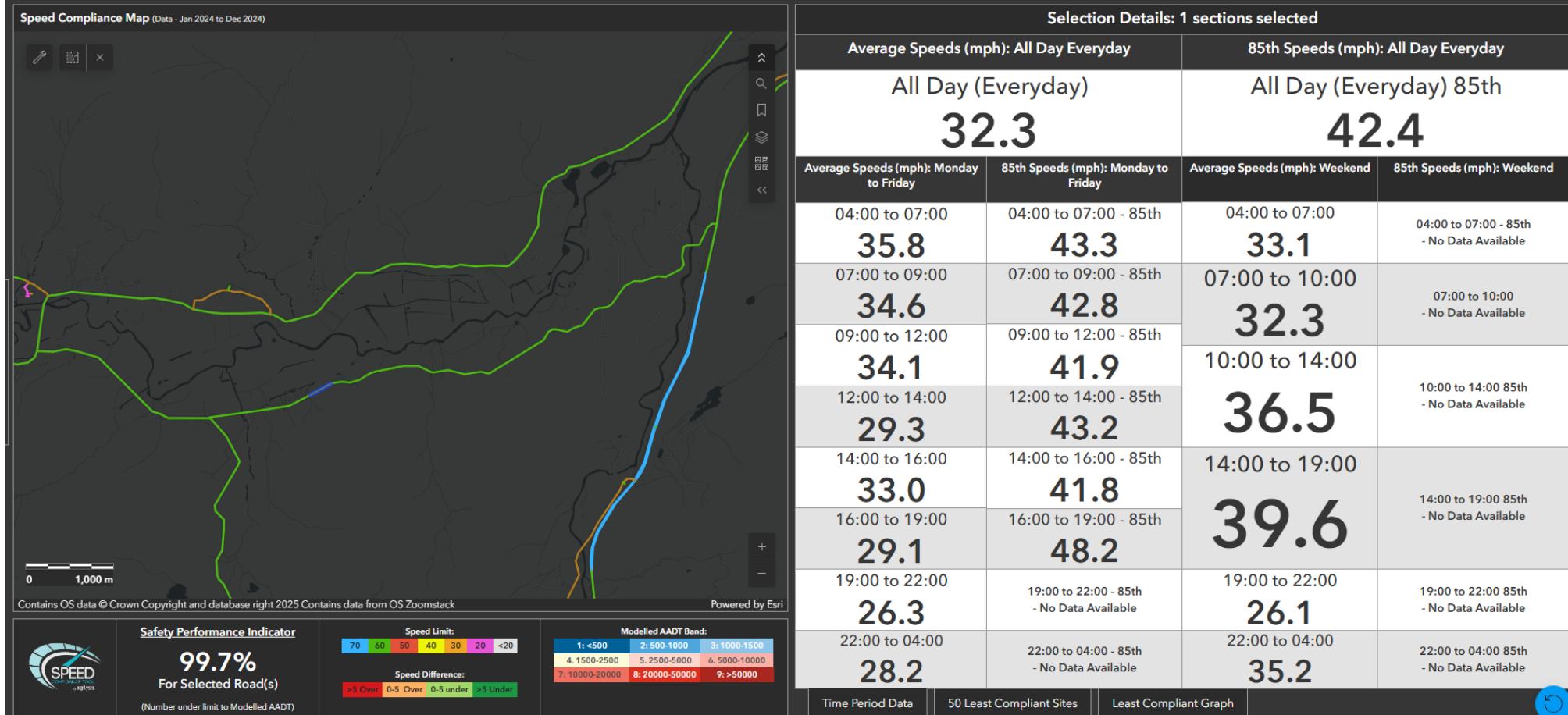


Speed data provided has been taken from the Agilysis Speed Compliance Tool, the data is collected using vehicle telemetry data from connected vehicles. The results produced are aggregated data for the period Jan 2024 to Dec 2024.

© Crown copyright and database rights [2024] OS [The Highland Council, AC0000808122]

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

Section of C1137, Glentruim to Catlodge Road



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.

© Crown copyright and database rights [2024] OS [The Highland Council, AC0000808122]

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

Appendix 3 – Draft Traffic Regulation Order and Plan

THE HIGHLAND COUNCIL (C1137, GLENTRUIM) 40MPH SPEED LIMIT ORDER 2025

The Highland Council in exercise of the powers conferred on them by Section 84(1)(a) 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 (C11377, Glentruim) 40mph Speed Limit Order 2025" and shall come into effect on XX/XX/XXXX.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

ROADS (40mph)

3. No person shall drive or cause to be driven any vehicle on the lengths of road specified in the schedule annexed and signed as relative to this Order at a speed in excess of 40 miles per hour.

Sealed with the Common Seal of The Highland Council and signed for them and on their behalf at Dingwall by Paul Nevin, Legal Manager.

..... Proper Officer

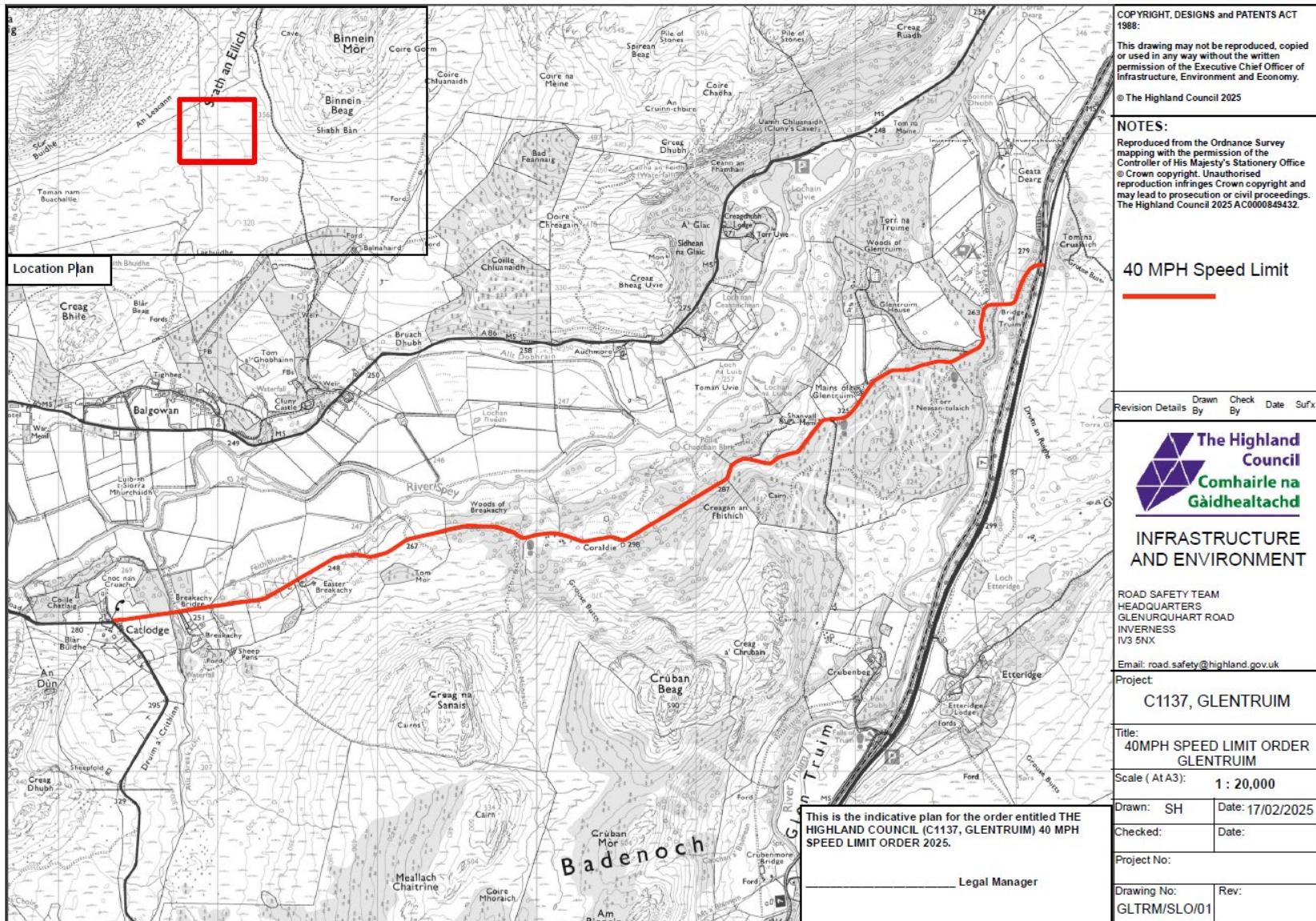
**This is the Schedule referred to in the foregoing - THE HIGHLAND COUNCIL
(C1137, GLENTRUIM) 40MPH SPEED LIMIT ORDER 2025**

SCHEDULE

40MPH Speed Limit

Route C1137, GLENTRUIM - CATLODGE ROAD.

For its entire length.



Appendix 4 – Quiet Route Signage



Inverarish to Clochan Quiet Route – 886 Gateway Sign				
Signing Project	Sign Reference	Width (mm)	Height (mm)	Background
	01	385	540	Blue
x Height	40.0	Height (mm)	540	Border
Material	Class RA2	Area (sq.m)	0.21	Legend
				White



Inverarish to Clochan Quiet Route – 886 Repeater				
Signing Project	Sign Reference	Width (mm)	Height (mm)	Background
	02	195	270	Blue
x Height	20.0	Height (mm)	270	Border
Material	Class RA2	Area (sq.m)	0.05	Legend
				White

Appendix 5 – Full Redacted Correspondence

Supporter 1

Hi

I'm very happy to support this and thanks to all involved for the work that has been carried out to get to this stage.

Supporter 2

Thank you I fully support the proposal

Supporter 3

Good afternoon

Thank you for your email message of 19 February regarding the speed limit proposal for the C1377, Glentruim - Catlodge Road. This issue has been discussed at several meetings of the Laggan Community Council and has also been the subject of a consultation with the residents along the Glentruim road and at Catlodge, also attended by [REDACTED], Highland Council. I attach the Note for the Record of this meeting for your information and records

We are therefore pleased to support the proposed change to a 40mph speed limit for this road.

Supporter 4

Hi there.

I'm content to support the proposal.

Supporter 5

Good morning [REDACTED]

Many thanks for the letter with regards to speed limit change.

About time but it should be 30mph!

Supporter 6

Sirs

My wife and I live at [REDACTED] on the Glentruim Road about a [REDACTED] from Catlodge. We have had a property here since 2001 and lived here virtually full time since 2020.

In recent years the volume of traffic and more significantly the speed of the vehicles has increased greatly. This has led to a number of issues for us and the other residents:

- The difficulty of exiting our access onto the road - we are on a straight, but the access gate and road are relatively hidden – car speed along this section with no awareness of the exit;
- We find walking or cycling on the road to be very stressful due to the amount of traffic and the speed at which they travel;

- We do not let our grandchildren walk or cycle on the road due to the dangers;
- We have suffered near misses and recently a near head on collision - our car was hit on the driver's side - due to the other car driving at excessive speed and the blind corner and blind summit in the area of the accident;
- We frequently meet cars who do not know how to use passing places – even though there are no formal ones there are areas where passing is possible;
- There are numerous occasions where a car comes off the road into a ditch and the road is blocked in both directions – which can lead to massive hold-ups as there are few if any turning places;
- There are frequent HGVs on the road even though it is signed as not suitable.

For the reasons above we give the proposed speed limit our full support and indeed wish that it could be to 30mph not 40mph. This will make our lives easier and more pleasant and will encourage the use of the road by walkers and cyclist and perhaps even horse riders.

Supporter 7

Thank you for the opportunity to comment on the proposed introduction of a 40mph speed limit along the C1137 Catlodge to Glentruim Road. I am a resident who lives along this road and am writing in support of the proposals and would like to make the following points:

1. The speed at which cars travel along it means that it can be dangerous when exiting my property. I have also had some close calls with vehicles passing very close to me when I put the bins out.
2. The road is single track and does not have passing places. It has at least 20 blind bends on it so it is not a suitable road on which to be driving fast and I know of one accident at least this year. on one of these blind bends when one party was travelling too fast to avoid the oncoming vehicle. I have personally experienced a number of close calls along the road with oncoming vehicles who were travelling too fast around the blind bends.
3. On numerous occasions when I have been on my bike, cars and camper vans have failed to slow down to pass you by and as the road is single track, this is very frightening and I have been forced off the road in a hurry on many occasions. Likewise walking and please note that there is no pavement or footpath that residents can use to reach Catlodge and neighbouring houses so we have to walk along the road. I recall one incident when the car passed so close that I actually put out my hand to protect myself and it caught the car as it passed. There is really little consideration given to cyclists and pedestrians. I think drivers sometimes just think that there will be enough room to pass without having to slow down. For this reason a speed reduction is essential along with signage encouraging the sharing of the road. In fact, my preference would be for it to be 30 mph.
4. As there are a few farms along the road, it is not uncommon to have escaped livestock both sheep and cows wandering around on the roads, particularly the lambs in spring. There are also very many deer that cross the road, particularly in the early evening to get down to the river.

5, In winter, the road is not very well maintained. There is no evening gritting and the road is frequently icy (see photo below0.

For all these reasons, I do hope that you will agree that a reduction in the speed limit is common sense and I would urge you to consider reducing tt even further.

Objector 1

Dear sir/madam.

Thank you for your letter highlighting the proposed changes to the speed limit on the C1137 to 40mph.

Since this road has been taken off google maps and other mapping networks the road has been very quiet and no problems at all.

I live and work along this road and

the one thing that would make a difference is proper passing places

with signs. I find no need for the road speed limit to be lowered

It's not a fast road anyway. This

was proposed by one resident who

has not lived in the area long and

I doubt very much if she will be

here for long.

We are the fourth generation to

work and live here and we have

not had any problems with the road so far.

I urge you to think again before

changing the speed limit. The

passing places are the problem.

Council Response

Thank you for taking the time to share your comments regarding the proposal to reduce the speed limit on the C1137, Glentruim to Catlodge Road, to 40mph. Public consultation is not only a statutory requirement but also a vital part of the design process, and we appreciate your engagement.

I would like to take this opportunity to outline the reasons behind the proposed speed reduction and address the concerns you've raised.

The primary aim of this scheme is to introduce 'Quiet Route' signage, similar to the example shown below. This initiative is intended to enhance safety for pedestrians, cyclists, and equestrians by raising driver awareness of these vulnerable road users. The proposed reduction in speed limit is designed to support this objective and create a safer, more considerate environment for all.



Thank you for your suggestion regarding improvements to the passing places along the route. Following discussions with the area team, it appears that such enhancements may not be feasible due to the limited width of the existing road, which significantly restricts the potential for expansion.

Additionally, widening passing places can have unintended consequences. It may encourage higher vehicle speeds, potentially reducing safety for all road users. There is also a risk that drivers may misuse these areas as informal lay-bys or parking spaces.

Importantly, such changes are unlikely to offer meaningful benefits for vulnerable road users, as they do not inherently improve driver awareness for these types of road users.

We hope this explanation helps to clarify the rationale behind the proposal and assists in addressing your concerns. If you would like to discuss this matter further, please feel free to call me on [REDACTED] or email at Trafficorders@highland.gov.uk.

If we receive no further correspondence by the 18th July, I will assume that your objection still stands, and it will be taken to committee at a future date. If used all correspondence will be anonymised to conform with GDPR.

Representor

As a resident on the Glentruim to Laggan Road I feel the implementation of a 40 mile an hour restriction is unsuitable. Firstly it is impossible to drive anywhere near that speed on the road and secondly how would it be enforced? If a restriction is to be brought in it should be 20. We have had the first bad weather of the winter today and already the road is blocked with a car in the ditch at Truim Bridge. I

strongly feel that the signage stating this road is not salted needs to be more evident.

Council Response

Thank you for taking the time to send in your comments regarding the proposed 40mph speed limit for the Glentruim to Catlodge route and please accept my apologies for the delay in responding to you.

We are currently treating your email as an **objection**. Please let us know if you would like this to change.

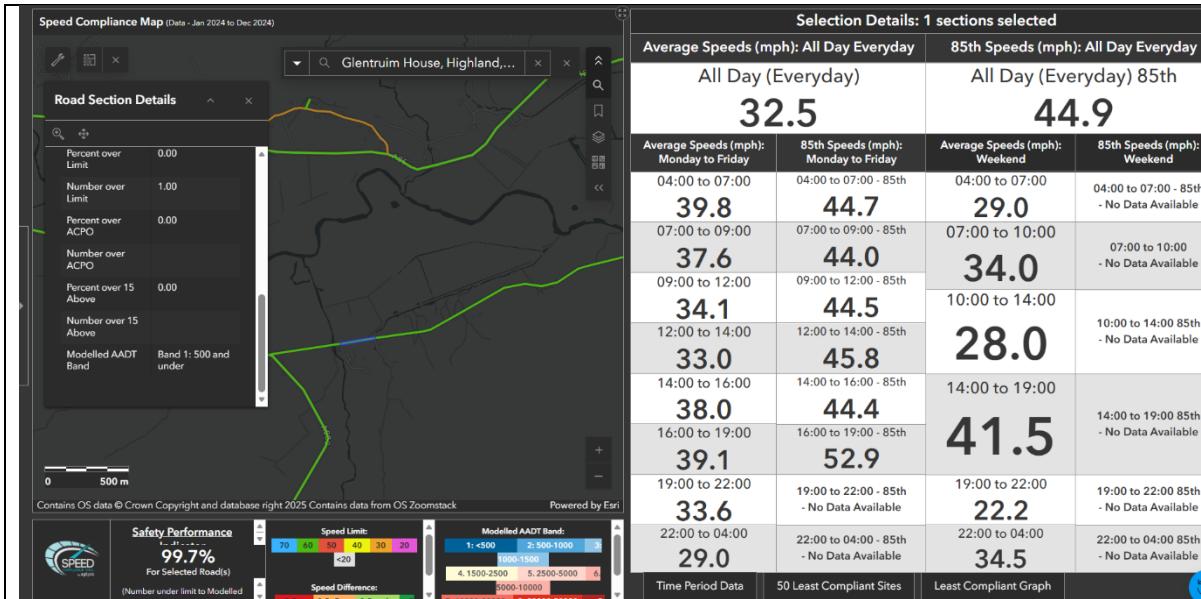
In order to hopefully resolve your objection, I will provide some additional information to explain our reasoning behind the proposal.

The proposed speed limit is part of a 'Quiet Route' initiative along the C1137. This scheme aims to highlight to drivers that the route is frequently used by pedestrians, cyclists and equestrians. By raising driver awareness of these vulnerable road users, the initiative seeks to reduce collision risks and create a safer, more inclusive environment for everyone.

Below is an image showing the design of the quiet route signage that will be installed alongside the 40 mph signs.



It is important to highlight that on sections of this route, the 85th percentile speeds do exceed 40mph. I've attached data from our Speed Compliance Tool below for reference. It is hoped the introduction of the speed limit will reduce these instances of higher speeds.



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.

© Crown copyright and database rights [2023] OS [The Highland Council, AC0000808122]

© Agilysis – Speed Compliance Tool 2025. The data provided is for 'personal use only' and must not be published without permission.

I note your comment regarding introducing a 20mph speed limit. At present, we are not considering this, as the road does not meet the criteria for a 20mph limit set by Transport Scotland. The road lacks the infrastructure and mean average speeds to implement a 20mph limit. I've attached a copy of this criterion below:

Place Criteria

- Is the road within 100m walk of any educational setting (for example; primary, secondary, further and higher education)?
- Does the number of residential or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400m and 600m?
 - Other key buildings should also be considered such as a church, shop or school
- Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre?
- Does the make-up of road users suggest a lower speed of 20mph will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)?
- Will the road environment, surrounding environment, community and quality of life impact (for example; severance, noise, or air quality) be improved by implementing 20mph speed limits?

We are, however, hopeful that a 40mph limit will reduce instances of poor driver behaviour when they do occur. Speed limits are intended to be self-enforcing, and we are encouraged by the data that suggests the vast majority of drivers will comply with the new speed limit; however, legal enforcement does fall under the remit of Police Scotland, and they have been consulted as part of this process.

I'm happy to discuss your comment regarding the existing signage re lack of salting of the road in greater detail with the local area roads team as maintenance falls within their remit.

We hope this email, has alleviated the concerns raised within your objection. 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 Badenoch Strathspey Committee Meeting.

We would be grateful if you can confirm, via return, should you wish your objection to stand or be withdrawn. We look forward to hearing from you.

Thank you [REDACTED], please do not interpret my email as an objection. I am in favour of a speed limit. I just didn't think 40 was suitable but I understand the reasoning. I am definitely in favour of the 'quiet route' sign.

Thank you for your response regarding the salting and I hope the roads team can help.