

Agenda Item	9
Report No	CC/07/26

The Highland Council

Committee: Caithness

Date: 19 January 2026

Report Title: Wick Street Design – A99 High Street & Bridge Street, Traffic Calming Raised Tables

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

1.1 This report invites Members to approve the introduction of 2 Raised Table Traffic Calming Features on the A99 Wick. These features form part of the wider Wick Street Design Project.

1.2 There is one unresolved objection.

2 Recommendations

2.1 Members are asked to:-

- i. **Note** the background to the proposed installation of two Raised Table Traffic Calming/Pedestrian Crossing features on the A99 High Street and Bridge Street, Wick and the representations received;
- ii. **Consider** the objection made to the proposed installation of two Raised Table Traffic Calming/Pedestrian Crossing features on the A99 High Street and Bridge Street, Wick"; and
- iii. Subject to i) and ii) above **approve** the installation of the two Raised Table Traffic Calming/Pedestrian Crossing features on the A99 High Street and Bridge Street, Wick

3 Implications

3.1 **Resource** - The introduction of the two Raised Table Traffic Calming/Pedestrian Crossing features on the A99 High Street and Bridge Street, Wick will be delivered via the Scottish Government Tier 2 Active Travel Infrastructure Fund as part of the Wick Street Design Project.

3.2 **Legal** - The introduction of Traffic Calming is subject to formal consultation as per the Roads (Traffic Calming) (Scotland) Regulations 1994. This report sets out the representations received and is seeking approval for the TRO. If Members agree the recommendations the two traffic calming features will be introduced.

3.3 **Risk** - No identifiable risk.

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

3.5 **Gaelic** - None arising from this report.

4 **Impacts**

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

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

4.3 **Integrated Impact Assessment - Summary**

4.3.1 An Integrated Impact Assessment screening has been undertaken on 4 December 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.

4.3.3

Impact Assessment Area	Conclusion of Screening 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>
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 Following community desire for change, The Highland Council in partnership with The Royal Burgh of Wick Community Council and Caithness Community Partnership applied to Sustrans Scotland in March 2019 for a 12-month collaborative design process through the Street Design Programme.

5.2 The project team was led by Sustrans’ Street Design team, in partnership with The Highland Council.

5.3 The project team worked collaboratively with the local community of Wick between September 2019 and October 2020 to develop a concept design which aimed to create:-

- Improved pedestrian infrastructure on Bridge Street / High Street in Wick town centre.
- Warm, welcoming and more attractive public spaces.
- A comfortable and safe environment to walk, wheel and cycle.
- Better travel experiences through Wick town centre - particularly when accessing local facilities.
- A sense of identity for the town centre in Wick, drawing on local culture and heritage.

5.4 A summary of the public sessions held can be seen at **Appendix 2**. In addition to this, a public drop-in session was held in the Assembly Rooms, Wick, on Friday 10 October 2025 between 15:00 – 21:00.

5.5 The project has been guided at every stage of the process by a Project Delivery Group and a Steering Group.

6 Scheme

6.1 Plans for the wider Wick Street Design project can be seen in **Appendix 3**. In essence the entire project will deliver:-

- Bridge Street / High Street junction – two raised crossings and tactile paving for pedestrians, advanced stop lines for cyclists, widened footways for pedestrians, adjustments to the traffic signals, equipment and timings and stopping up the one-way lane which leads from Bridge Street onto the pedestrian zone.
- High Street Pedestrian Zone - narrow and realign the vehicle path to in the main 3m, with one section at 4.5m, install artworks, street furniture and planting to reinforce the appearance of the space as a pedestrian zone, implement an area of green space at the east end of the zone, reinforce the area on the High Street at the top of the market square, install cycle stands situated throughout the pedestrian zone and install wayfinding signage.

7 Funding

7.1 The project is being delivered via the Scottish Government Tier 2 Active Travel Infrastructure Fund.

- 2024/25 £115,726 grant funding secured and the installation of bollards in the High Street was delivered.
- 2025/26 £2.165million grant funding has been secured for the delivery of the full scheme. To date construction has begun on the sections of work that do not require statutory consultation.

8 Raised Tables Improvement Proposal

- 8.1 The proposed installation of two raised tables on the A99 High Street and Bridge Street is a key part of the overall Wick Street Design project as they will deliver at grade crossing points and provide a traffic calming feature to reduce vehicle speeds in the area. They will therefore make the location safer and more accessible for all active travel users, particularly vulnerable road users. The plan for these raised tables can be seen in **Appendix 4**.
- 8.2 Following the statutory consultation process for the introduction of the two raised tables, one outstanding objection remains unresolved.

9 Consultation

- 9.1 The Statutory Consultation Process for the introduction of the raised tables began on 12 September 2025 and concluded on 15 November 2025. During this time all statutory and emergency services were consulted and, following this, the proposals were publicly advertised in the John O’Groats Journal on 17 October 2025. Details of the scheme were also publicly available on the Councils Website at https://www.highland.gov.uk/directory_record/2211173/a99_high_street_and_bridge_street_wick_-_traffic_calming_consultation/category/595/caithness

10 Objections/Support/Representation

- 7 The Highland Council received four responses to the consultation, one of which was providing comment and three of which were objections; two of these objections have subsequently been withdrawn and one objection remains outstanding.
- 7.1 A summary of the comment is as follows:-

Commenter	Date Received	Reason	Officer Comment
1	07.10.25	Existing Water Ponding Issues Concept Design showed the entire corner was to be raised	Community Council

8 Summary

A summary of the grounds for objection is as follows:-

Objector	Date Received	Grounds	Officer Comment
1	26.09.25	Will impede loading/unloading in front of shop	

- 8.1 Full redacted correspondence for the commenter and outstanding objection can be found within **Appendix 5**.
- 8.2 In view of the desire to install the 2 at grade raised table pedestrian crossing points as part of the ongoing Wick Street Design works, this report is being brought to Committee to seek approval for their installation.
- 8.5 Designation: Assistant Chief Executive – Place
Date: 10 December
Author: Lisa MacKellaich, Road Safety Manager
Background Papers: None
Appendices: Appendix 1 – Integrated Impact Assessment Screening
Appendix 2 – Wick Street Design Public Engagement Sessions
Appendix 3 – Wider Wick Street Design Plan
Appendix 4 – Raised Table Plan
Appendix 5 – Full redacted correspondence

Integrated Impact Assessment Screening

About Proposal

What does this proposal relate to?

- **Proposal name:** Wick Street Design – A99 High Street & Bridge Street, Traffic Calming Raised Tables
- **High level summary of the proposal:** As part of the Wick Street Design the Council wish to instal 2 Raised Table pedestrian crossings/raised table traffic calming features. These features will slow vehicle speeds and provide at grade crossing facilities for pedestrians.
- **Who may be affected by the proposal?** Residents of Wick.
- **Start date of proposal:**
- **End date of proposal:** 31/03/2026
- **Does this proposal result in a change or impact to one or more Council service?** No
- **Does this relate to an existing proposal?** Yes
- **Provide details of the existing proposal:** This is part of the Councils Wick Street Design project.

Author Details

- **Name:** Lisa MacKellaich
- **Job title:**
- **Email address:** Lisa.Mackellaich@highland.gov.uk
- **Service:** People

Responsible Officer Details

- **Name:** Nicole Wallace
- **Job title:** Service Lead, Environment, Development Active Travel
- **Email address:** Nicole.Wallace@highland.gov.uk
- **Sign off date:** 2025-12-10

Equalities, Poverty, and Human Rights

Protected Characteristics

Impact of proposal on protected characteristics:

Characteristic	Impact
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:

Poverty and Socio-Economic

Impact of proposal:

Area	Impact
Prospects and opportunities	No impact
Places	No impact
Financial	No impact

Poverty and socio-economic impact details:

Human Rights

- **Which of the below human rights will be affected by this proposal?** No human rights will be affected
- **What impact do you consider this proposal to have on the human rights of people?** No impact
- **Human rights impact details:**

Equalities, Poverty and Human Rights Screening Assessment

- **What impact do you think there will be to equalities, poverty and human rights?** No 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 it is creating a safer road environment for vulnerable road users.
- **Which of the below children's rights will be affected by the proposal?** You are working in the best interests of the child (Article 3)
- **Explain how the children's rights selected above will be affected:** Positive impacts as the scheme will create a safer more accessible road environment for vulnerable road users.

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:**

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

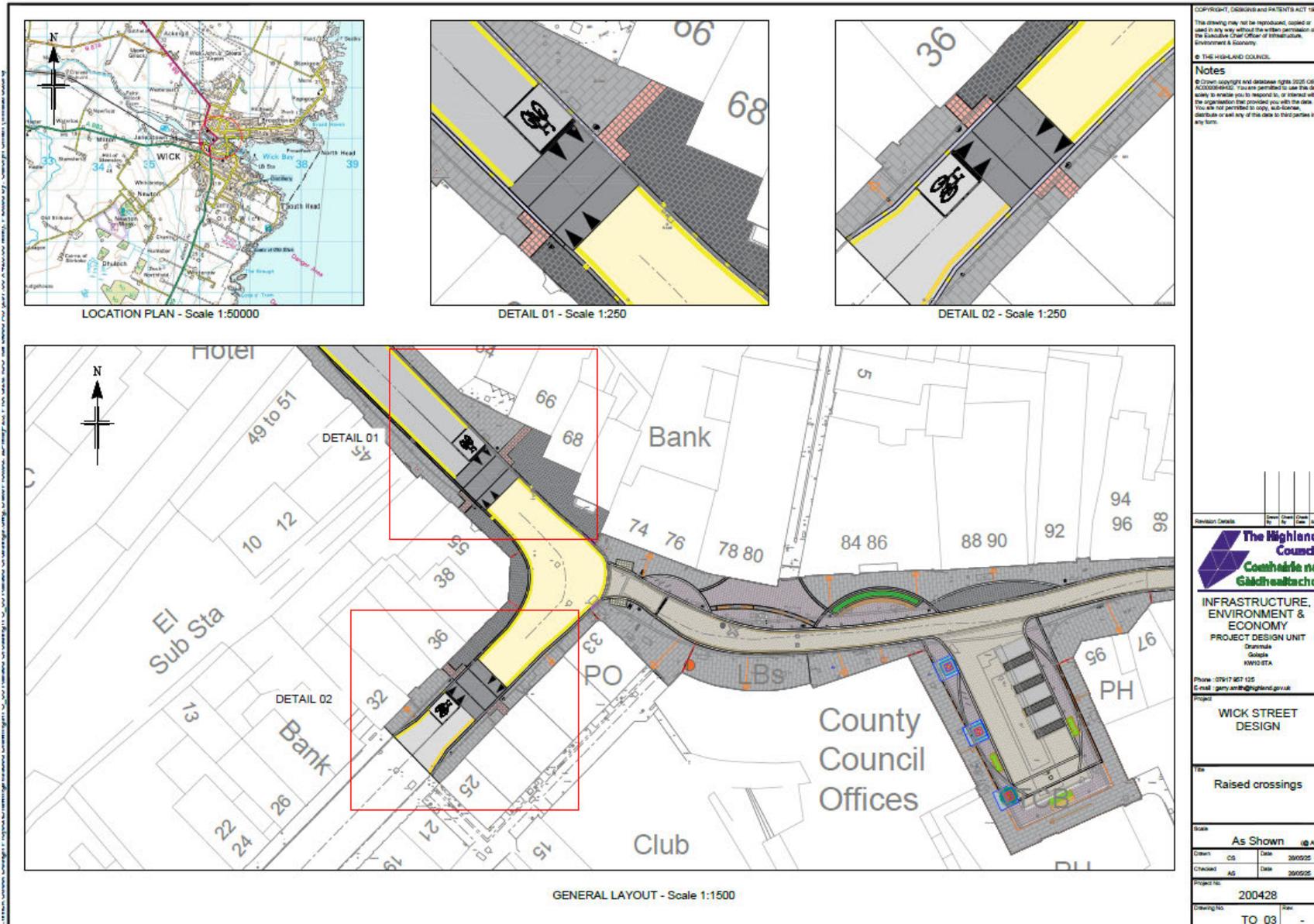
Summary of Public Engagement Events

Stage	Month	Events and Activities	Audience	Communications	
				Online	Offline
Discover	Sept 19	24 th Sept First Steering Group Meeting to introduce the project.	Highland Council; Local Councillors; Wick Development Trust; Project Champions; Caithness Access panel		
	Oct 19	16 th Oct Walking Audit with Wick Walking Group, Caithness Access Panel, 50+ Groups and PPP mother and toddler group 17 th Oct Public Session 1: Temporary intervention installation (1pm) followed by drop-in session (2pm-6pm)	Active travel groups (walking and wheeling) and those with protected characteristics (older people, children and disabled people) Entire Community (including PPP Men's Shed and Wick Flower Baskets)	Commonplace Launch 2 nd Oct, plus pre/post event blog and promo for next event (include ballot box locations with map) Social media via community groups, HC and Sustrans Post on Wick Town Centre regeneration project Facebook page and School social media Event listing on Caithness.org Sustrans Street Design website updated/ post on blog	Press release Posters and flyers in community centres, schools and businesses; community notice board
Develop	Nov/Dec 19			Commonplace Christmas blog and update	Newsletter and Christmas Card Distribution
	Jan 20	Public Session 2: Design Festival - Oral History/storytelling workshop with Wick Society - Heritage Trail workshop with Step Forward Wick Youth - School Design Workshop with Newton Park Primary School Steering Group meeting to discuss results of Discover stage Meeting with Caithness Access Panel to discuss involvement and needs	Entire Community, Schools, Wick Society Steering Group Access Panel	Social media via community groups, HC and Sustrans Post on Wick Town Centre regeneration project Facebook page Event listing on Caithness.org Commonplace pre/post event blog and promo for next event Email mailing list from Session 1 & Commonplace	Posters and flyers in community centres, schools and businesses; community notice board Local press
	Feb 20	Parent and Toddler Design Workshop Using model kit and playdough to develop designs Steering Group to comment on design ideas prior to going public	Protected characteristics: age, pregnancy/maternity. Steering Group		
	Mar-July 20	Engagement Suspended due to COVID-19 pandemic – Design development continues			

Summary of Public Engagement Events continued

Design	Aug –Sept 20	<p>Steering Group Meeting to comment on design ideas prior to going public</p> <p>Public Session 3: Exploring the Design Webinar in place of public session.</p> <p>Accessible Design Webinar (cancelled due to insufficient registrations) Online Consultation, supplemented by paper surveys with freepost envelopes at various locations around the town)</p> <p>Business engagement: Business Survey regarding loading bays shared via email Design booklet and paper survey letterbox drop Bookable meeting slots for business owners to discuss concerns</p>	<p>Steering group</p> <p>Entire Community</p> <p>Protected Characteristic: Disability</p> <p>Business Owners</p>	<p>Social media via community groups, HC and Sustrans to promote events</p> <p>Event listing on Caithness.org</p> <p>Commonplace blog updates</p> <p>Email to business owners via Cllr Sinclair</p> <p>Design videos – virtual walkthroughs</p>	<p>Leaflets and paper surveys available in community centres and local supermarkets</p> <p>Postal Survey for Businesses</p> <p>Local and national press coverage (TV, print and radio)</p> <p>Boards displayed outside Caithness House</p> <p>Tri-boards at key locations</p>
Demo/Display	Nov 20	Final Steering Group Meeting and handover	Steering Group	<p>Social media via community groups, HC and Sustrans</p> <p>Commonplace blog/handover</p> <p>Update Website with final concept design and project video (compilation of footage and images from each stage of the project)</p>	Local press

Raised Table Plan



Full redacted correspondence

Commenter 1

Couple of points were raised about this at our meeting last night, the owner of ■ High street has raised concerns with us about possible flooding at the raised table outside his property. There are currently issues just now with water backing up and is concerned that these changes might make the issue worse.

Also was their concertation given to the whole area on the bend being raised rather than just at the crossings.

The raised tables will also need to be well marked, we have other similar areas in the town and they are poorly sign posted and road marked accordingly.

Council Response:.

Many thanks for your email below.

I confirm that I passed your email below onto the project team when it came in and they have come back to me with the following comments:

- *We were made aware of the existing issues with water ponding at the corner and have included additional gullies and carrier drains at each of the raised crossings both at the on-ramps and off-ramps. Would you like us to make contact with the owner of number ■ or does this over what you are looking for?*
- *Yes, the concept design showed the entire corner being raised to the same level as the footways to allow easy access across the junction by pedestrians. An independent, Stage One Road Safety Audit was carried out on the concept design and it had concerns about large vehicles over running the inside kerb on the existing road layout and recommended appropriate measures should be introduced to prevent this in the new scheme. The Stage Two Road Safety Audit which was commissioned on our detailed design, which has the two raised crossings and kerbs retained, had no concerns over pedestrian safety at the inside corner.*
- *The crossing ramps will have the dragons' teeth markings so will be visible on approach. Traffic should be slowing on approach to the signalised junction and the 90° corner.*

Anything else we can provide info for don't hesitate to get in touch

Objector 1

With reference to these proposed raised tables in Bridge St, it would appear that it would land right at the door of our premises and would make daily delivery of goods to the ■ almost impossible, along with closure of access to vehicles in Back Bridge St would effectively isolate us from the ability to run our business, not that the Highland Council ever cared about that, is this proposal about regenerating the town centre or killing off the few remaining business's that still exist, ?

If the regeneration of the town centre was the exercise I venture a better use of the money to install this idiotic idea would be the purchase of the empty buildings formally owned by Woolworths and M & Co with them being refurbished and opened up to small traders with individual stalls available for a small rent akin to lots of thriving markets found on the continent, I feel this would attract more people to the town centre than any stupid raised tables would.

As the A99 runs through Bridge St and High St (there is no alternative) the volume of traffic from locals, tourists, bus operators and commercial trucks etc etc is quite considerable and any traffic calming measures (we already have a 20mph limit) raised tables would result in a constant slow moving trail of vehicles which would effectively make uncontrolled raised table crossings completely useless, resulting in chaos and frustration for local people, visitors, commercial operators and emergency vehicles, rather than creating a warm welcoming area for people to walk wheel and cycle, it would create a no go area for the general public and shopkeepers, with Tesco at one end of the town and another retail park at the other, the demise of the town centre will come sooner rather than later, there is already a pile of empty shops and with traffic wardens and parking charges in town centre, out of town retail parks can only thrive.

I am quite sure that any objections to this ludicrous proposal is completely futile and Highland Council will do what they always do and plough on blindly.

Council Response:

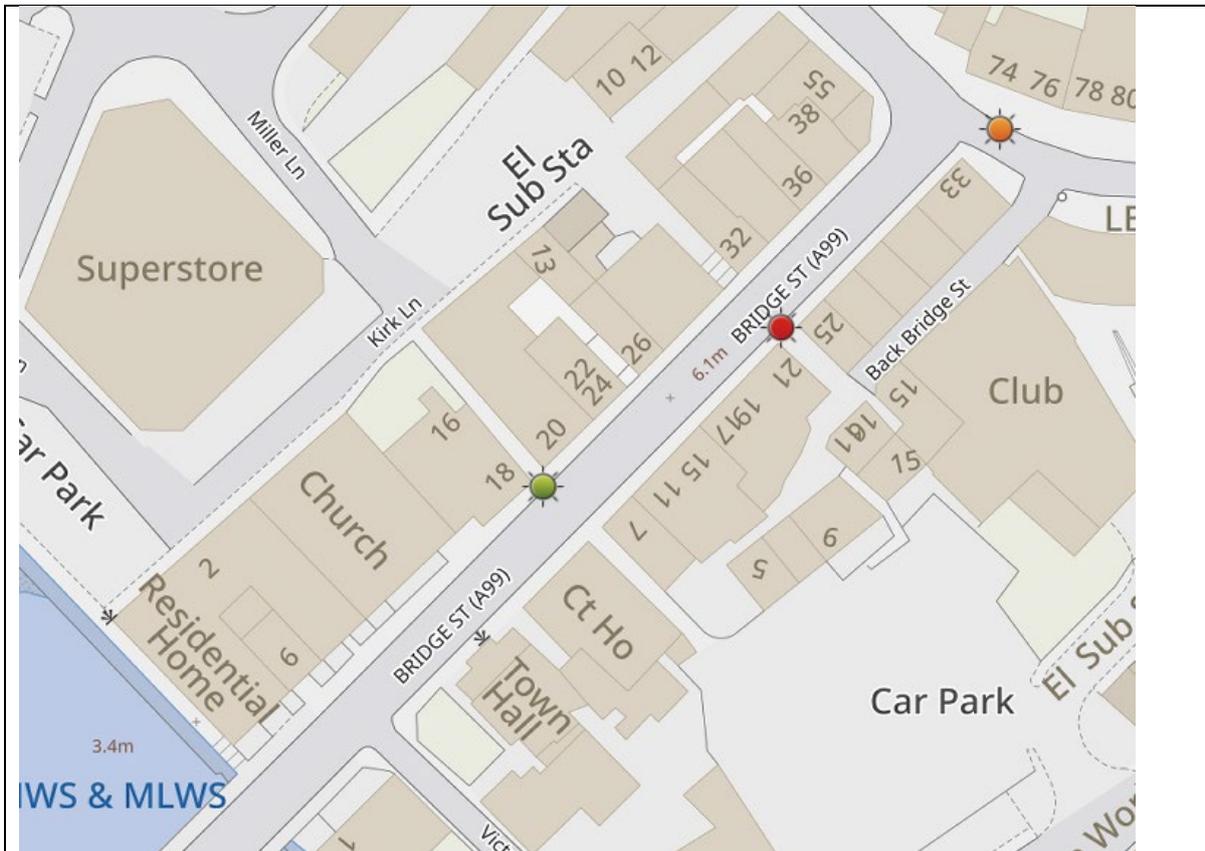
Thank you for taking the time to send in your comments re the proposed raised table pedestrian crossings on the A99 Bridge Street and High Street, Wick.

I understand from my colleague [REDACTED] who is leading on project delivery that he spoke to an individual from your premises, [REDACTED], yesterday and talked through and try to alleviate the issues you have raised below.

As this is a statutory process to formally respond to your objection below. Picking out the specific concerns you have raised:

Loading/Unloading

The scheme will still allow loading and unloading to take place as deliveries are able to enter the High Street, park in the area marked in orange below, and safely access your [REDACTED] using the new widened pavements that will be provided as part of the scheme. This provides a safer operation than what appears to be available to you at the moment. I confirm the dropped kerbs will also be retained at the locations marked in green and red below:



To be clear this current consultation is specifically to do with the 2 proposed raised tables. I confirm that there will be a forthcoming specific consultation with regards to the Traffic Regulation Order (TRO) that will require to be promoted for the proposed loading restrictions. I have already spoken to, and passed on your comments to, the team that will be promoting this loading restriction TRO and undertaking the consultation.

You should shortly be receiving communication, re the promotion of this specific TRO in relation to the loading restrictions.

Chaos and frustration for local people, visitors, commercial operators and emergency vehicles

The ethos behind this scheme is to better cater for our vulnerable road user groups i.e. those with disabilities and active travel users and in so doing encourage them to use the town centre. The been designed based on the National Transport Strategy's Sustainable Transport Hierarchy of road users, which sees the pedestrian/vulnerable road users as key when designing schemes.

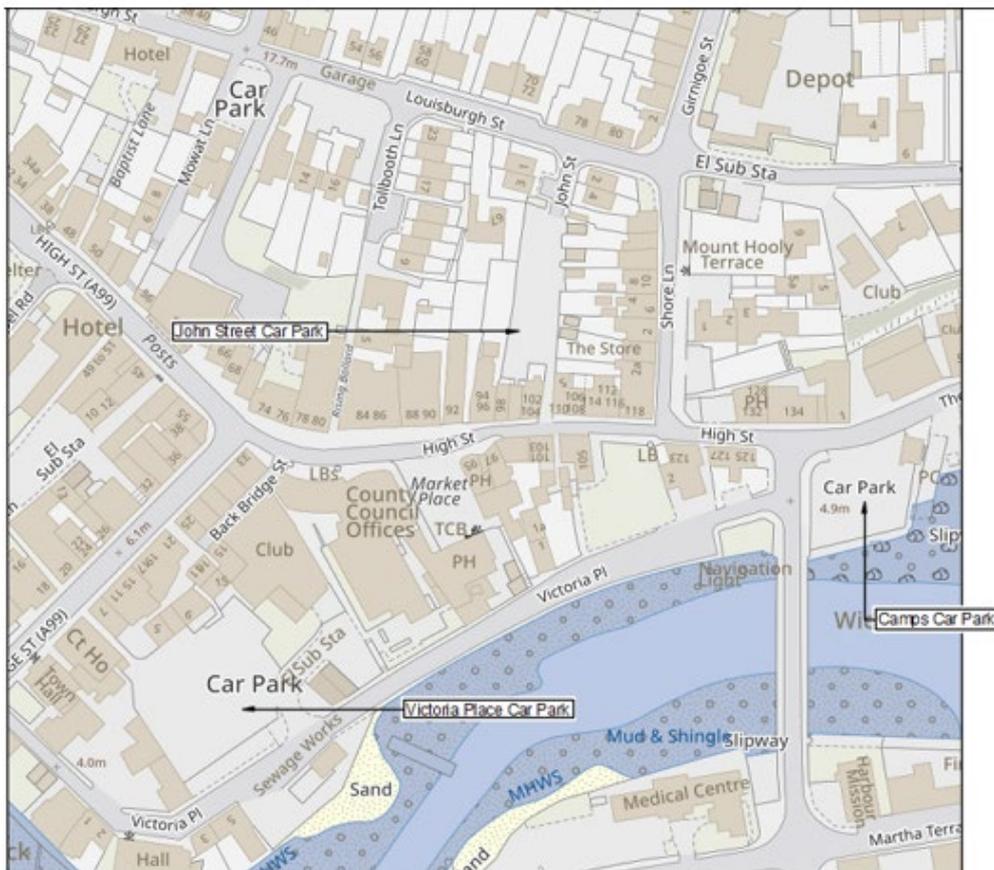
This has been borne out in the scheme design which sees:

- *Wider pavements providing more space for pedestrians/wheelchair users – your café will directly benefit from these widened pavements as the will be directly outside your premises*
- *The Introduction of 2 pedestrian crossings that are the same height as the pavements (these are the raised tables).*
- *The pedestrian crossings will be controlled by the phasing of the traffic lights and are therefore controlled crossing points for pedestrians*
- *Formal demarcation and signage of 4 Disabled Parking Spaces in Market Square*

Note: In addition to the Market place disabled space, the contract allows for refreshing the marking of 6 disabled spaces – 2 each in John Street carpark, Victoria Place carpark and Camps carpark.

Blue Badge Parking Bays

Overview mapping



Renewing and marking up new disabled parking bays in surrounding car parks.

I confirm that the emergency services are part of this statutory consultation process.

Community Led

We feel it is important to let you know that this is a community led project through the Community Council, thus the funding for, and delivery of the concept design including the raised table controlled crossings and wider improvements to the pedestrian zone was not carried out by the Highland Council. It was developed by the community in conjunction with SUSTRANS. The Council have been asked to take on the implementation of this concept.

We hope the phone call with [REDACTED] yesterday, along with this email, has alleviated the concerns raised within your objection.

To clarify, as the scope of your concerns has spread into the wider scheme and not just specifically re the 2 raised table elements which is what this specific consultation is with regards to, I would be grateful if you can confirm if you wish your objection to the raised tables to stand.

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 Caithness Committee Meeting. Copies of all correspondence pertaining to your objection would be anonymised and contained within the papers that go to this Committee.

I look forward to hearing from you.

Objector 1 response 1:

Thank you for your detailed reply to my concerns, my [REDACTED] spoke to your colleague [REDACTED] yesterday who [REDACTED] said told [REDACTED] it was a done deal and work would be going ahead regardless of any objections.

Obviously parking for the delivery of goods is our main concern, the [REDACTED] operates as an over the [REDACTED] as well so daily deliveries are essential, I cannot see an orange marked area you have mentioned to park in for deliveries, but at present we can park at the door unload the several [REDACTED] goods and then move the vehicle to the car park at rear of council building, anything that involves walking great distances with one tray at a time would be a massive inconvenience particularly in bad weather, as you might appreciate the smooth running of any business is always the main concern.

My other concern is for the population of Wick, tourists, commercial vehicle operators, emergency services etc, at the end of the day it is the A99 main road through the town to the north it cannot be moved to make it an inviting area for people to stroll around, its not the environment that's stopping people from strolling around, it's the lack of shops and killing off the remaining business's will do nothing to attract people to the town, a town centre without shops just leaves the main road running through it with raised tables to make it even more chaotic.

Council Response 1:

Many thanks for your email below and the explanation as to how you operate in terms of deliveries to your [REDACTED].

To address your main concern as per your email below, I confirm that this is a feature we have used for many years now to aid pedestrians crossing the road, and to my knowledge no concerns have been raised with the Council post implementation with regards to access/egress/deliveries etc. To provide you with a pictorial idea of the feature, here are images of some of the other raised tables that have been put in around the Highland Council Area over the last few years. The access ramp gradient of the proposed features on the A99 are even shallower than the ones pictured here as the main aim of them is to provide vulnerable and disabled road users with a crossing that is at the same level as the pavement:



With regards to the Raised Tables themselves, the only restriction that comes with them, and thus this consultation, is that you are unable to stop on top of them, so they will make little difference to your current practice as the same rules apply to the current crossing points that are at carriageway level.

The consultation that you should keep an eye out for is the separate Traffic Regulation Order (TRO) that will be promoted for the loading restrictions, as per my email below, this will be coming out to you shortly and you will be given the opportunity to comment/object to this. I have spoken again to the department that will be promoting this and highlighted your concerns to them.

The second concern you raise is not specifically pertaining to the 2 raised tables so we are unable to comment on these wider general observations.

I am happy to chat to you on the phone if that helps. Hopefully the above has alleviated the concerns you have specifically with regards to the 2 raised tables.

As per below I would be grateful if you can confirm if you wish your objection to stand or be withdrawn and if you wish a chat about it.

I look forward to hearing from you.

Council follow up email following lack of response to previous email:

I hope this finds you well.

I appreciate that you are still taking time to consider whether you wish your objection to the proposed raised tables on the A99 Wick to stand.

*As part of your decision-making process, I wanted to let you know about a public event for the Wick Street Design project that is being held in the **Main Hall, Assembly Rooms, Wick on Friday 10th October 2025 between 1500 -2100.***

This is a drop-in session for any member of the public to attend and speak to the project team and contractors, who will be on hand to explain the Bridge Street and High Street, Wick works and discuss the concerns you have with you.

See attached the flyer for this event.

I would encourage you to go along if you are available so you can ask any questions you may have directly of the team.

As per the email below, we await confirmation of your decision.

Objector 1 response 2:

Thanks for your reply with photos of raised tables, though none of them appear to be in town centres where there are shops.

As to the proposed raised tables in Bridge St and High St, I do understand the idea that they may be better for disabled people but as we already have controlled crossings with dropped kerbs in both Bridge St and High St enabling people to cross without having to step off the kerb I'm not entirely sure what the point is apart from disrupting business's from operating normally and with the prospect of unknown Traffic Regulation Orders further restricting loading and unloading to our premises my objection still stands.

Unfortunately I will not be able to attend the open meeting tomorrow but I feel quite sure that they would fail to convince me that the plan to pedestrianise the main A99 through Wick was a good idea.

I have seen firsthand of what damage the Highland Councils restrictions can have on our other premises in Francis St, not that Councils ever care how any changes may affect your business, in my experience it would seem they (Highland Council) would rather put barriers in your way rather than try and make it easier to run a business.

Council response 2:

Many thanks for your email below.

I feel it is important to reiterate that this is not a Highland Council led project - this is a community led project which the Highland Council are implementing.

The Community Council and interested groups in Wick, with the help of elected members, campaigned for funding for this project. This has led to the project which the Council are now building. The feedback from the community led consultation that took place in the outline design phase, and the feedback from the consultation during detailed design was positive. The community feeling was very much not about 'if' the Council were going to deliver change to Wick on their behalf but was focused on 'when' is the investment going to be made.

Local Businesses were consulted re these works during the outline design phase, see attached three documents which as you can see includes a letter that was sent back in 2023, premises that received this correspondence are listed and includes your premises. Not feedback was received by the Council following distribution of these letters/plan.

The adjustments to Bridge Street are very minor but will bring a huge benefit to the elderly and infirmed users by making the crossing more accessible as it will be at pavement height for them. The scheme does not pedestrianise Bridge Street and to state this is to misrepresent the scheme.

We would very much encourage you to withdraw your objection – should you choose not to this will lead to further delay, uncertainty, and additional costs to this community driven project.

We look forward to hearing from you.

Council follow up email following lack of response to previous email:

Further to my email below I can confirm that the closing date for the wider consultation for the raised table construction on the A99 was 15th November 2025.

As such I can now confirm that you are the only outstanding objection we have to the proposals.

As per the email below this is a community led project and Highland Council are keen to deliver this much needed road safety improvement project for the community.

We hope the email conversation below has outlined the rationale behind the proposals that have been carefully considered, and you appreciate that the adjustments to Bridge Street are very minor but will bring a huge benefit to the elderly and infirmed users by making the crossings more accessible as it will be at pavement height for them.

Should you still wish to pursue your objection to the proposal, the next stage of this formal process is for your objection to be heard by the Elected Members at the Caithness Committee Meeting which is scheduled to be held on 19th January 2025. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.

I would be grateful if you can confirm if you wish to withdraw your objection or if you wish it to stand.

I look forward to hearing from you.

Objector 1 response 3:

Thanks for your E-mail, though I am not entirely sure what it's purpose is as work has already started about three weeks ago, as I said in the first instance Highland Council don't care about objections, so I assume this is just a box ticking exercise so that when it all goes horribly wrong the Highland Council can absolve themselves of any responsibility by saying "The whole community was behind the project", I've yet to meet anyone who thinks this whole programme is a good idea, like every other thing The Highland Council involves itself in it is always to the detriment of local business's, most of the shops have lost thousands of pounds worth of trade which they will never recoup, as for the supposed object of this project "to make it heaven for the elderly and infirm", lots of people have commented on the intention to re-lay Caithness Stone back into the pavements which is extremely slippery when wet, that should be a huge bonus for them.

I also assume I am the only outstanding objection because everyone else quite rightly thought it would be a complete waste of time and effort to object anyway.

So, in conclusion, apart from the damage caused to our business and the few remaining shops that are left, we will have traffic chaos forever more, so for what it's worth (obviously not much), my objection still stands.