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| Agenda Item | 6       |
| Report No   | LA/4/26 |

# The Highland Council

Committee: **Lochaber**

Date: **26 January 2026**

Report Title: **Glen Etive – 18t Weight Limit**

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

## **1 Purpose/Executive Summary**

- 1.1 This report invites Members to approve the introduction of a 18t Weight Limit Traffic Regulation Order (TRO) “The Highland Council (C1094 Glen Etive Road, Glencoe) (Weight 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 18t Weight Limit TRO and the representations received;
- ii. **Consider** the objections made to “The Highland Council (C1094 Glen Etive Road, Glencoe) (Weight Limit) Order 2025”; and
- iii. Subject to i) and ii) above **approve** the making of the 18t Weight Limit Traffic Regulation Order (TRO)

## **3 Implications**

- 3.1 **Resource** - The introduction of the 18t Weight Limit TRO and associated infrastructure works will be contained within existing roads budget allocation for Lochaber.
- 3.2 **Legal** - The introduction of TROs 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 Permanent Road TRO will be made.
- 3.3 **Risk** - No identifiable risk from this TRO.
- 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 18 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 impact assessment was required

| <b>4.3.3 Impact Assessment Area</b> | <b>Conclusion of Screening Assessment</b>   |
|-------------------------------------|---|
| Equality                            | <ul style="list-style-type: none"><li>• Children and Young People – <i>No impact</i></li><li>• Children affected by disability – <i>No 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>No impact</i>  |
| Island and Mainland Rural           | <i>No impact</i>  |
| Climate Change                      | <i>No impact</i>  |
| Data Rights                         | <i>No impact</i>  |

## **5 Background**

5.1 The roads authority has already implemented a 30-foot vehicle length restriction under a traffic order covering the route from Dalness Estate to Loch Etive. Several bridges along this stretch are also subject to weight restrictions.

5.2 The Highland Council (THC) allocates capital funding annually to maintain the C1094 road, primarily due to the high volume of tourism entering Glen Etive. An 18-tonne Maximum Gross Weight (MGW) restriction is now being introduced, as the road is structurally weak - constructed without a proper foundation and floating over linear stretches of peat. This measure is essential to preserve the road's integrity and prevent further deterioration.

5.3 Heavy haulage and major developments are unsuitable for this type of infrastructure. Previous hydroelectric schemes were subject to planning conditions that prohibited vehicles exceeding 18t MGW from using the road. THC cannot safeguard the long-term viability of the C1094 if heavy vehicles continue to travel along it. The Council lacks the financial resources to repeatedly repair damage caused by overweight traffic, which has led to subsidence and structural impacts on wheel tracks.

- 5.4 Following the statutory consultation process for “The Highland Council (C1094 Glen Etive Road, Glencoe) (Weight Limit) Order 2025” 1 outstanding objection remains unresolved.

## 6 Consultation

- 6.1 The Statutory Consultation Process began on 15 May 2025 and concluded on 3 October 2025. During this time all statutory and emergency services were consulted, and following this, the proposals were publicly advertised in the Inverness Courier on 18 September 2025. Details of the scheme were also publicly available on the Councils website at:  
[https://www.highland.gov.uk/directory\\_record/2209955/c1094\\_glen\\_etive\\_road\\_glencoe - weight\\_limit\\_18t/category/597/lochaber](https://www.highland.gov.uk/directory_record/2209955/c1094_glen_etive_road_glencoe - weight_limit_18t/category/597/lochaber)

## 7 Objections/Support/Comments

- 7.1 THC has received 1 response to the consultation, which was an objection. The Authority have been unable to withdraw the sole objection.
- 7.2 A summary of the grounds for objection are as follows:

| Objector | Date Received | Grounds   | Officer Comment |
|----------|---------------|---|-----------------|
| 1        | 03/07/25      | The damage caused by tourists in cars and motorhomes has been vastly under appreciated.<br>An 18t weight limit would be very restricting for residents, land and property owners. |                 |

- 7.3 Full redacted correspondence for all responses can be found at **Appendix 3**.
- 7.4 In view of the desire to make progress with the TRO for the 18t weight limit for the Glen Etive Road, this report is being brought to Committee to seek approval for the making of the Traffic Regulation Order.

## 8 Reasoning

## 8.1 Evidence of Need:

In the interests of preventing serious damage to the public road, THC proposes to make the aforementioned 18t Weight Limit Traffic Regulation Order.

Designation: Malcolm Macleod - Assistant Chief Executive - Place

Date: 10 December 2025

Author: Emma Garden, Road Safety Officer 3

Background Papers: None

Appendices:

- Appendix 1 – Integrated Impact Assessment Screening
- Appendix 2 – Draft Traffic Regulation Order and Plan
- Appendix 3 – Full Redacted Correspondence

## Appendix 1 - Integrated Impact Assessment Screening

### Integrated Impact Assessment Screening

#### About proposal

**What does this proposal relate to?** 18t Weight Limit Traffic Regulation Order for Glen Etive, Lochaber

**Proposal name:** 18t Weight Limit Traffic Regulation Order for Glen Etive, Lochaber

**High level summary of the proposal:** Seeking member approval for the making of a 18t Weight Limit Traffic Regulation Order on the Glen Etive road, Glencoe, Lochaber. This is a permanent order to replace the temporary order already in place.

**Who may be affected by the proposal?** Road users travelling in vehicles over 18 tonnes over the entire length of the Glen Etive road.

**Start date of proposal:** 01/02/2026

**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:** Emma Garden

**Job title:** Road Safety Officer 3

**Email address:** Emma.Garden@highland.gov.uk

**Service:** Place

#### Responsible officer details

**Name:** Lisa MacKellaich

**Job title:** Road Safety Manager

**Email address:** Lisa.Mackellaich@highland.gov.uk

**Sign off date:** 2025-11-18

#### Equalities, poverty, and human rights

##### Protected characteristics

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

**Sex:** No impact

**Age:** No impact

**Disability:** No impact

**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:** No impact to protected characteristics. Weight limit is to protect the road infrastructure ensuring access for the community remains.

#### Poverty and socio-economic

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

**Prospects and opportunities:** No impact

**Places:** Positive

**Financial:** No impact

**Poverty and socio-economic impact details:** Positive impact, the weight limit will protect the road infrastructure ensuring access remains for the community.

#### 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:** No impact, the weight limit Order proposed is making permanent a temporary order that is in already in place.

**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? No impact.**

**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:**

**Children's rights and wellbeing screening assessment**

**What impact do you think there will be to children's rights and wellbeing? No 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 (CO<sub>2</sub>e)? 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 – Draft Traffic Regulation Order and Plan

### THE HIGHLAND COUNCIL (C1094 GLEN ETIVE ROAD, GLENCOE) (WEIGHT LIMIT) ORDER 2025

The Highland Council in exercise of the powers conferred on them by Sections 1(1) and 2(1), (2) and (4) of the Road Traffic Regulation Act 1984 and of all other powers enabling them in that behalf, being satisfied that for the purpose of avoiding danger to persons or other traffic using the road aforementioned, it is requisite that Section 3(1) of the said Act should not apply to this order, 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 (C1094 Glen Etive Road, Glencoe) (Weight Limit) Order 2025" and shall come into effect on .....
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. Any order made prior to this Order which imposes a weight restriction on the length of road aforementioned is hereby revoked.
4. No person shall use or cause permit to be used any vehicle of which the maximum gross weight whether loaded or unloaded exceeds 18 tonnes on the length of road specified in the Schedule hereto.

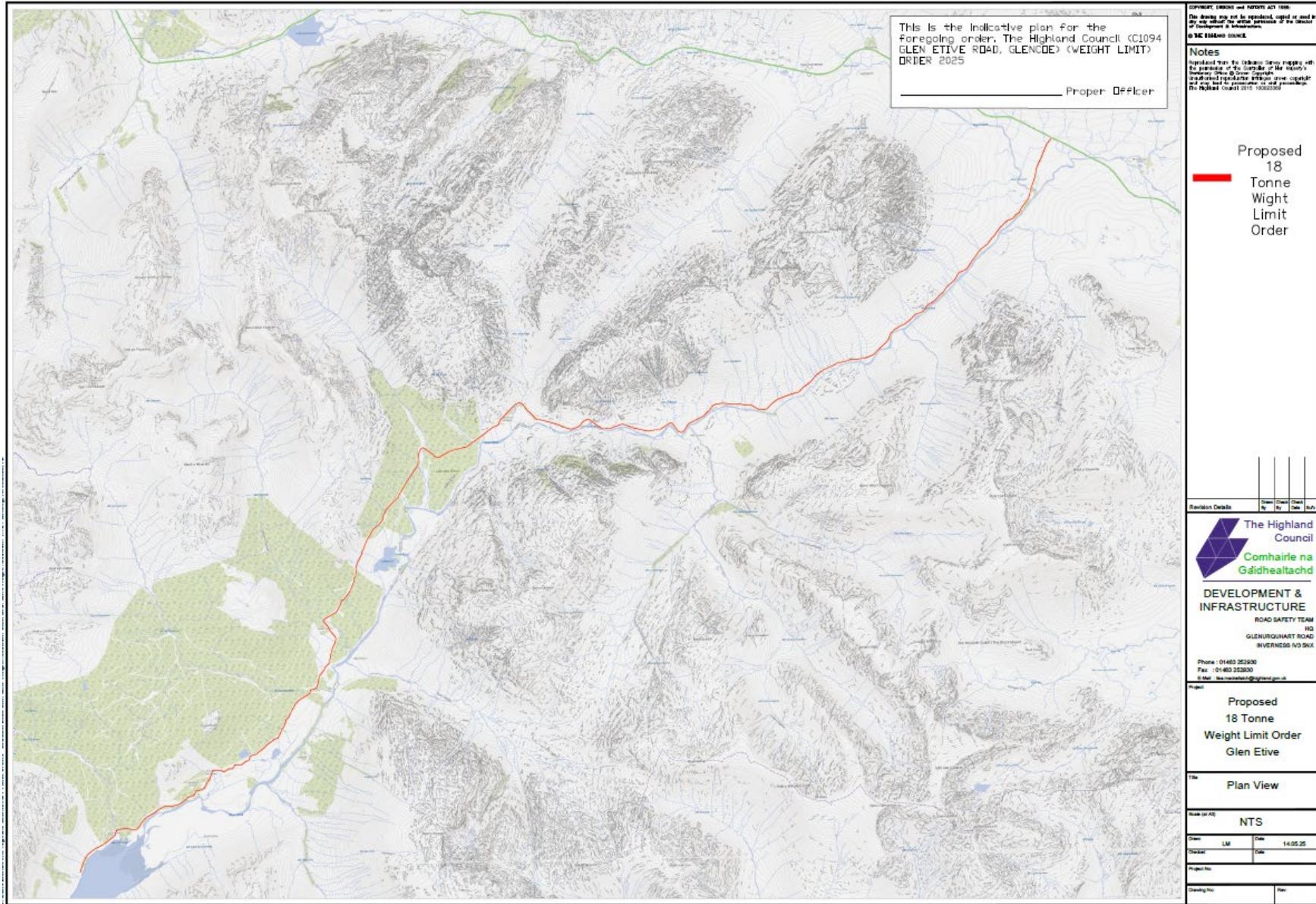
Sealed with the Common Seal of The Highland Council and signed for them and on their behalf at Inverness on ..... by ..... Solicitor and Proper Officer.

**This is the Schedule referred to in the foregoing The Highland Council (C1094 Glen Etive Road, Glencoe) (Weight Limit) Order 2025**

#### SCHEDULE

**C1094 – Glen Etive Road**

For its entire length



## Appendix 3 - Full Redacted Correspondence

### **Objector 1**

I am writing to you to object to the proposed 18 ton weight limit you plan to impose on the GlenEtive road.

I do not think enough consideration has been given to what has caused the damage to the road.

The damage caused by tourists in cars and motorhomes has been vastly under appreciated.

I have lived in GlenEtive since 2012 and have seen a huge increase in the amount of vehicles in the glen, the cumulative weight must vastly exceed that of any haulage that goes on in the glen.

On top of this tourists have a real hard time staying on the road and keeping off the verges, this causes the sides of the road to break up which may give the impression that heavy vehicles are causing the damage.

This is evident by the state of the road past Invercharran where no forestry or heavy equipment has been present other than the section between Invercharran and the Coileitir gate which had been occasionally used by some heavy equipment during the installation of the Glen Ceitlein and Allt Mheuran hydro schemes, I believe they had permission to do, any damage caused by them is historic and should have been raised at the time in my opinion.

From the old post office to loch Etive the road has considerable damage, apart from the very occasional fuel lorry and council lorry nothing else but cars and motorhomes use this section.

It is my opinion that an 18 ton weight limit would be very restricting not only to the GlenEtive residents but the landowners and property owners.

There should to be more public consultation and evidence gathering before hasty decisions are made, in my opinion.

I am more than happy to have a discussion or meet someone to look at the road if this would help.

No one knows this road better than the people that live here and drive it day after day and see the road being damaged by the thousands of tourists that visit every week.

### **Objector 1:**

Just following up on this as I never received a response.

#### *Council response:*

*We have received your objection to the weight restriction on the Glen Etive road. Our Area Roads Team colleague who is promoting this change is on annual leave so a response will be sent to you after the 21 July 2025.*

#### *Council response:*

*Please see below response from our Roads Operations Manager:*

*The roads authority has already implemented a 30-foot vehicle length restriction under a traffic order covering the route from Dalness Estate to Loch Etive. Several bridges along this stretch are also subject to weight restrictions.*

*The Highland Council (THC) allocates capital funding annually to maintain the C1094 road, primarily due to the high volume of tourism entering Glen Etive. An 18-tonne Maximum Gross Weight (MGW) restriction is now being introduced, as the road is structurally weak—constructed without a proper foundation and floating over linear stretches of peat. This measure is essential to preserve the road's integrity and prevent further deterioration. Heavy haulage and major developments are unsuitable for this type of infrastructure. Previous hydroelectric schemes were subject to planning conditions that prohibited vehicles exceeding 18t MGW from using the road. THC cannot safeguard the long-term viability of the C1094 if heavy vehicles continue to travel along it. The council lacks the financial resources to repeatedly repair damage caused by overweight traffic, which has led to subsidence and structural impacts on wheel tracks.*

*However, specific exemptions may be granted for essential local services, such as deliveries of animal feed or fuel. These can be formally incorporated into the Traffic Regulation Order (TRO).*

*The public consultation for this traffic order closed on 3 October 2025, I confirm that you were the only correspondence we have had expressing any concern and lodging and therefore you are the sole objector to the proposals.*

*Should you be happy to withdraw your objection I confirm that this will allow us to move to signing of the Traffic Regulation Order. 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 Lochaber Area Committee Meeting, this will either be heard at the Committee Meeting on 10 November 2025 or 26 January 2026. 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 come back to us outlining if you wish to withdraw your objection or if you wish it to stand.*

**Objector 1:**

I wish to leave my objection in place thank you.

The hydro development did have planning restrictions in place with regards of heavy haulage but these restrictions weren't in reality adhered to even with the councils knowledge of such breaches.

I really struggle to see the difference in damage from sections with no heavy haulage to sections that have had heavy haulage.

Also signage has already been erected indicating the 18ton weight limit, should this not have happened until the limit was properly imposed??

***Council response:***

*Apologies for the delay in responding, I have been on annual leave for part of the school holiday period.*

*Thank you for clarifying your position. As mentioned in a previous email, your objection will be heard by the Elected Members at the Lochaber Area Committee Meeting, this will either be heard at the Committee Meeting on 26 January 2026. Copies of all correspondence pertaining to your objection will be anonymised and contained within the papers that go to this Committee.*