

# The Highland Council

Agenda Item	7
Report No	LA/5/26

**Committee:** Lochaber

**Date:** 26 January 2026

**Report Title:** Cuil Bay 40mph Speed 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 40mph Speed Limit Traffic Regulation Order (TRO) “The Highland Council (Cuil Bay, Duror) (40mph Speed Limit) Order 2025”.
- 1.2 There are 4 unresolved objections.

## 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 (Cuil Bay, Duror) (40mph Speed Limit) Order 2025”,
  - iii. Subject to i) and ii) above **approve** the making of the 40mph Speed Limit TRO.

## 3 Implications

- 3.1 **Resource** - The introduction of the 40mph Speed Limit TRO and associated signage will be delivered via Active Travel Infrastructure Fund (ATIF) Tier 1 funding.
- 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** - 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 – None arising from this report.

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 2 December 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.

4.3.3	Impact Assessment Area	Conclusion of Screening/Full Assessment
	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>
	Socio-economic	<i>No impact</i>
	Human Rights	<i>No impact</i>
	Children's Rights and Well-being	<i>Positive impact: The lower speed limit will improve children and young people's journey to school.</i>
	Island and Mainland Rural	<i>No impact</i>
	Climate Change	<i>No impact</i>
	Data Rights	<i>No impact</i>

## 5 Background

5.1 In response to a request from the Duror and Kentallan Community Council for a reduced speed limit on the Cuil Bay road in Duror, the Road Safety Team carried out a Speed Limit Assessment on this stretch of road. The result of this Speed Limit Review highlighted that a 40mph speed limit was appropriate for this location. Due to the level of active travel usage of this route The Road Safety Team propose to implement a 'Quiet Route' scheme in conjunction with the 40mph speed limit on a section of the Cuil Bay, Duror road.

5.2 It was agreed with the Roads Operations Manager that a 40mph speed limit with associate quiet route would be introduced on the Cuil Bay, Duror road to support this project.

- 5.3 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 pedestrians, cyclists and equestrians. By providing calm, low-stress routes, the schemes encourage walking, wheeling and cycling, supporting healthier lifestyles. They also promote sustainable transport choices, helping to cut carbon emissions and improve air quality.
- 5.4 As found at **Appendix 2**, 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.
- 5.5 As can be seen in **Appendix 3**, Agilysis' Speed Compliance Tool shows the existing mean average speed of vehicles on the length of the Cuil Bay, Duror road covered by the proposed Order to be 16.5mph. However, on individual sections, this is higher. This indicates that compliance to the new limit will be favourable.
- 5.6 A reduced speed limit requires a Road TRO which requires full statutory consultation before it can be implemented. As a result, the proposed 40mph speed limit proposal has been through the consultation process.
- 5.7 Following the statutory consultation process for "The Highland Council (Cuil Bay, Duror) (40mph Speed Limit) Order 2025", 4 objections remain unresolved.

## **6 Consultation**

- 6.1 The Statutory Consultation Process began on the 30 June 2025. The proposals were publicly advertised in the Lochaber Times on the 18 September 2025. Details of the scheme were also available on the Council's website at: [Road safety team consultations – Cuil Bay, Duror 40mph Speed Limit | The Highland Council](#).

## **7 Objections/Support/Comments**

- 7.1 The Highland Council has received 8 responses 1 of which was support, 4 were objections and 3 were comment only.
- 7.2 A summary of the grounds of support are as follows:

Supporter	Date Received	Reason	Officer Comment
1	05.08.25	Fully support the proposed reduction	

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

Objector	Date Received	Grounds	Officer Comment
1	06.08.25	Speed limit should be 20mph.	
2	08.08.25	Speed limit should be 30mph.	
3	08.08.25	Speed limit should be 20mph or 30mph.	
4	10.08.25	Speed limit should be 30mph.	

7.4 A summary of the comments are as follows:

Commenter	Date Received	Grounds	Officer Comment
1	09.08.25	Locals walk on the road to get to school and for leisure purposes. Visitors use the road for leisure purposes, walker, cyclists, horse riders. Vehicles speed on the A828. Not enough passing places. Livestock on the road. Residents and big camper vans use the road with care. Drivers going through the village take no notice of signed speed limits.	
2	26.08.25	Our preference would be for 30mph but we welcome the reduction to 40mph.	Community Council
3	03.09.25	No issues from me. It would be beneficial given it is a single-track road, no pavement / volume of traffic at times.	Police Scotland

7.5 Full redacted correspondence for all responses can be found at **Appendix 5**.

7.6 In view of the desire to make progress with the TRO for the 40mph Speed Limit on the Cuil Bay Road at Duror, this report is being brought to committee to seek approval for the making of the TRO.

## **8 Reasoning**

### **8.1 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 active travel users travelling on the Cuil Bay, Duror road.

Designation: Malcolm Macleod - Assistant Chief Executive - Place

Date: 10 December 2025

Author: Emma Garden, Road Safety Officer

Background Papers: None

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

## **Appendix 1 – Integrated Impact Assessment Screening**

### **Integrated Impact Assessment Screening**

#### **About proposal**

**What does this proposal relate to?** 40mph Speed Limit Traffic Regulation Order for Cuil Bay, Duror

**Proposal name:** 40mph Speed Limit Traffic Regulation Order for Cuil Bay, Duror

**High level summary of the proposal:** Seeking member approval for the making of a 40mph Speed Limit Traffic Regulation Order on the Cuil Bay road, Duror, Lochaber. This is a permanent order.

**Who may be affected by the proposal?** Road users travelling in vehicles or actively over the length of the Cuil Bay 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:** 2025-12-03

#### **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:** 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:** A lower speed limit can improve road spaces for those walking and wheeling.

##### **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 lower speed limit will have no poverty and socio economic impacts.

#### **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 human rights will be impacted.

**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?** The

lower speed limit will improve children and young peoples journey to school.

**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?**

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**

**(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 – Quiet Route Signage



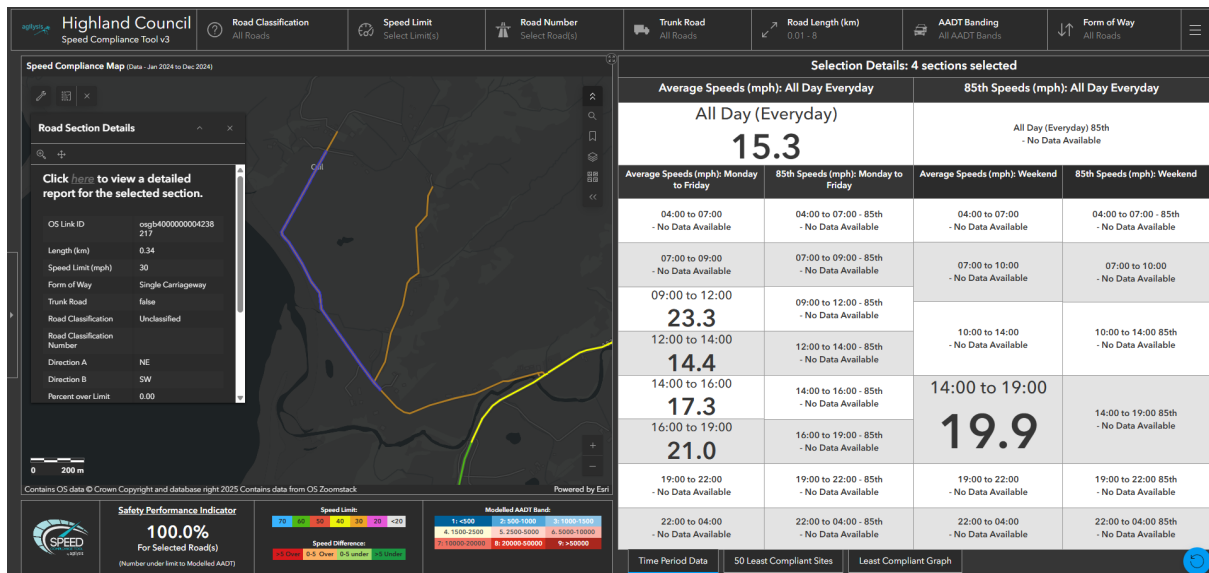
Signing Project	Inverarish to Clachan Quiet Route – 886 Gateway Sign				
Sign Reference	01	Width (mm)	385	Background	Blue
x Height	40.0	Height (mm)	540	Border	White
Material	Class RA2	Area (sq.m)	0.21	Legend	White



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

## Appendix 3 – Speed Data

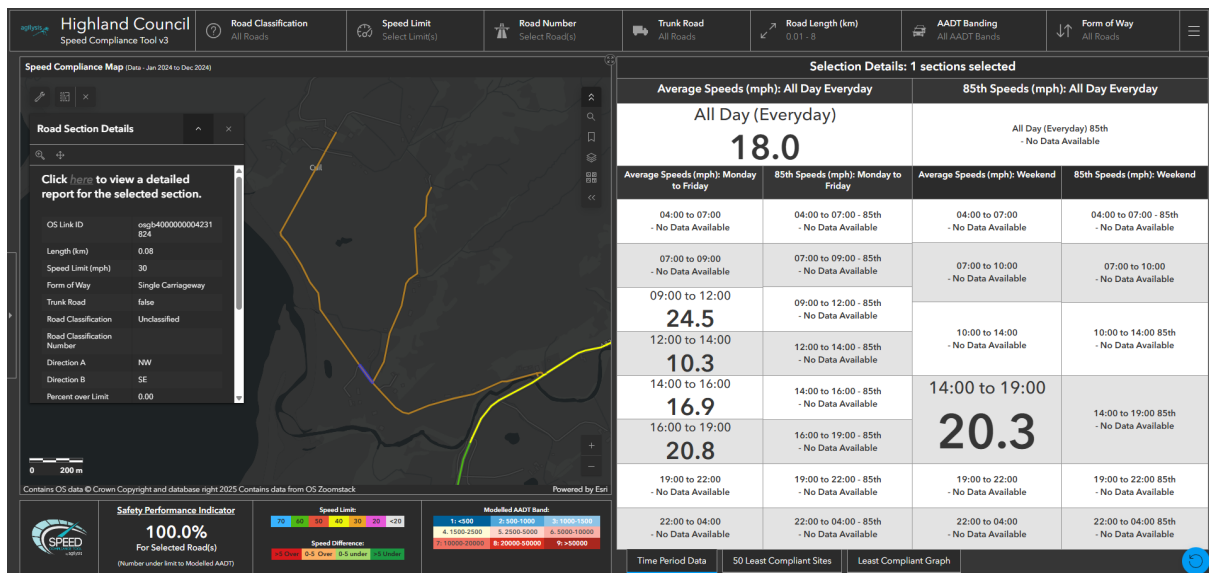




Speed data provided has been taken from the Agilysis Speed Compliance Tool, the data is collected using vehicle telemetry data from connected vehicles. The results produced are aggregated data for the period Jan 2024 to Dec 2024.

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## **Appendix 4 – Draft Traffic Regulation Order and Plan**

### **THE HIGHLAND COUNCIL (CUIL BAY, DUROR) (40MPH SPEED LIMIT) ORDER 2025**

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

1. This Order may be cited as "The Highland Council (Cuil Bay, Duror) (40mph Speed 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. 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.

#### **ROADS (40MPH)**

4. 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 Inverness on..... by....., Solicitor and Proper Officer.

..... Proper Officer

**This is the Schedule referred to in the foregoing The Highland Council (Cuil Bay, Duror) (40mph Speed Limit) Order 2025**

#### **SCHEDULE**

##### **Route U1554**

From a point 500m, or thereby from its junction with the A828 (Connel – South Ballachulish Trunk Road) extending for 1300 metres or thereby in a south-westerly/north-westerly/north-easterly direction.

..... Proper Officer



## Appendix 5 – Full redacted Correspondence

### **Supporter 1**

many thanks for your letter dated 31<sup>st</sup> July regarding the proposed reduction in speed limit to 40mph.

We are resident at [redacted] and fully support the proposed reduction.

We would also like to bring to your attention that the continued use of passing and turning places by visitor and campervans for parking, along with the absence of controls over verge parking continue to create road safety issues for residents of Cuil Bay and other local traffic. It would be great if these longstanding issues could be considered alongside the proposed speed limit reduction.

### *Council response:*

*Thank you for your correspondence regarding the proposed 40mph speed limit for the Cuil Bay road. The Team have received a few emails regarding this proposal that make comment on similar themes so I am going to aim to address them all within this email.*

*In December 2024, representation was made by Duror and Kentallan Community Council for a reduced speed limit along the full length of the Cuil Bay road, from the A828 to the road end. The request being for a reduction to permanent 20mph along the existing 40mph stretch outside the school and 40mph from the existing western gateway to the road end which is currently set at the national speed limit.*

### **Existing 40mph speed limit**

*Assessing the first 500m of Cuil Bay road, there is a part-time 20mph limit covering this section due to the presence of a school. The rest of the assessed section does not have the housing density to justify any further reduced limit. However, a 40mph speed limit is justified because this road serves as a local access route regularly used by vulnerable road users, including pupils accessing the school. Following current guidance, the 40mph speed limit is the appropriate speed for this route.*

*There is clear guidance set by Transport Scotland for speed limits, full information on the 20mph speed limit criteria can be found here: [www.highland.gov.uk/20 mph](http://www.highland.gov.uk/20%20mph)*

### **Proposed 40mph speed limit**

*There have been requests for this section to become 30mph or even 20mph, however the road does not meet the criteria required for either of these limits but we do believe the road would meet the criteria for a 40mph 'Quiet Route' due to its use by pedestrians, cyclists and horse riders. See Criteria in chart below:*

### Criteria

Narrow, unlined rural roads, on average no more than 4m wide (Single track road)

Daily traffic flows of less than 1,000 vehicles.

Speed limits to be implemented in line with existing speeds, that is, 85<sup>th</sup> percentile. Measurements or where perceived speeds are already below 30mph or 40mph

Routes already used by pedestrians, cyclists, and equestrians.

Is the route currently safe for All road type users? (e.g. is improved warning signs, surfacing with high skid resistance required?)



Quiet Route Signage

Using the Council's Speed Compliance Tool, we can see that the average speed limit of connected vehicles for this section of the road is 16.6mph (21.5mph 85<sup>th</sup> percentile). We believe that there will be good compliance to a signposted 40mph speed limit.

### **Why Appropriate Speed Limits Are Important**

Appropriate speed limits play a crucial role in ensuring road safety. They help prevent accidents, reduce the severity of collisions, and protect vulnerable road users. By setting speed limits based on factors such as road type, density of housing, and presence of schools, we create safer environments for everyone. It's essential to have a consistent approach to the setting of speed limits to ensure drivers have clear understanding of the nature of the road and limit. Inappropriately set speed limits can cause an increase of vehicle speed and a reduction in safety.

### **Enforcement**

Enforcement of speed limits lies solely with Police Scotland. It is important to point out that all road users are under the legal obligation to drive in a manner appropriate for the environment and conditions of each road. As a road authority, Highland Council can assist drivers in making decisions as to their behaviours on the road network, however the choice of speed and conduct lies solely with the driver. Unfortunately, some drivers may choose to disregard a signed speed limit or behave in an inconsiderate manner regardless of the presence of lower speed limits or other measures. You may wish to report specific episodes of speeding, or illegal/inconsiderate driving to Police Scotland using their [online form](#).

### **Passing Places**

We note the issue reported of vehicles using passing places and the verge as parking and will pass these concerns on to the Lochaber Area Roads Team to see if they can suggest any solutions.

I trust the information provided has been helpful and gives you more of an insight into the proposed reduction of the speed limit to 40mph. In respect of the legal process, we are obliged to ask if you would like your email to remain as one of support, or if you would like it to change to objection or comment only.

The next step in the process is to consult with the local community council and all statutory consultees; Police, Fire, Ambulance etc.

### **Commenter 1**

I am not sure why we have been sent this letter as your Department has already installed signage of 40 mph 2 meters before a blind corner on a single track road.



I am not sure you realise that this is country single lane road encompassing Duror Primary school. Parents walk their very young children along this narrow road often with a dog. Locals also walk their dogs along this single track road. Additionally, walkers, hikers, cyclists horse riders all use this single track road on a daily basis. The school area from the A828 into Cuil Bay Road has a 20mph speed for when school is open. Vehicles take absolutely no notice whatsoever and go speeding down the A828 past an entry to the cycle track and on the corner where parents turn off the A828 in the school carpark on Cuil Bay road.

Apart for a safe pull in to allow traffic to pass at the bottom of the steep blind rise on Cuil Bay Road mostly we are pulling into peoples private driveways to allow cars to pass. Do you consider this safe?

In addition there are sheep, cows, ponies and as previously mentioned horses using this single road track.

Most residents use this road with care and low mph from experience and consideration for the live stock and people using this single lane road. Even the big camper vans going to "wild camping" drive slowly.

Lastly drivers going through the village of Duror have taken absolutely no notice whatsoever of the 40 mph speed limit through the village on a two lane road carrying heavy vehicles like timber trucks delivery vehicles of all sizes. Most travelling between 50 and 60 miles per hour. What makes you think they will take any notice of traffic speeds especially in an area that has not seen traffic police for years!

I hope you seriously reconsider your already implemented traffic speed for the safety of the children, sheep, cows, horses, hikers, dog walkers and any other uses of this rural single track road.

Thank for the opportunity to offer our perspective on the dangers of speeding in all areas of Duror.

*Council response:*

*Thank you for your correspondence regarding the proposed 40mph speed limit for the Cuil Bay road. The Team have received a few emails regarding this proposal that make comment on similar themes so I am going to aim to address them all within this email.*

*In December 2024, representation was made by Duror and Kentallan Community Council for a reduced speed limit along the full length of the Cuil Bay road, from the A828 to the road end. The request being for a reduction to permanent 20mph along the existing 40mph stretch outside the school and 40mph from the existing western gateway to the road end which is currently set at the national speed limit.*

**Existing 40mph speed limit**

*Assessing the first 500m of Cuil Bay road, there is a part-time 20mph limit covering this section due to the presence of a school. The rest of the assessed section does not have the housing density to justify any further reduced limit. However, a 40mph speed limit is justified because this road serves as a local access route regularly used by vulnerable road users, including pupils accessing the school. Following current guidance, the 40mph speed limit is the appropriate speed for this route.*

*There is clear guidance set by Transport Scotland for speed limits, full information on the 20mph speed limit criteria can be found here: [www.highland.gov.uk/20 mph](http://www.highland.gov.uk/20mph)*

**Proposed 40mph speed limit**

*There have been requests for this section to become 30mph or even 20mph, however the road does not meet the criteria required for either of these limits but we do believe the road would meet the criteria for a 40mph 'Quiet Route' due to its use by pedestrians, cyclists and horse riders. See Criteria in chart below:*

Criteria
Narrow, unlined rural roads, on average no more than 4m wide (Single track road)
Daily traffic flows of less than 1,000 vehicles.
Speed limits to be implemented in line with existing speeds, that is, 85 <sup>th</sup> percentile. Measurements or where perceived speeds are already below 30mph or 40mph
Routes already used by pedestrians, cyclists, and equestrians.
Is the route currently safe for All road type users? (e.g. is improved warning signs, surfacing with high skid resistance required?)



Quiet Route Signage

Using the Council's Speed Compliance Tool, we can see that the average speed limit of connected vehicles for this section of the road is 16.6mph (21.5mph 85<sup>th</sup> percentile). We believe that there will be good compliance to a signposted 40mph speed limit.

#### **Why Appropriate Speed Limits Are Important**

Appropriate speed limits play a crucial role in ensuring road safety. They help prevent accidents, reduce the severity of collisions, and protect vulnerable road users. By setting speed limits based on factors such as road type, density of housing, and presence of schools, we create safer environments for everyone. It's essential to have a consistent approach to the setting of speed limits to ensure drivers have clear understanding of the nature of the road and limit. Inappropriately set speed limits can cause an increase of vehicle speed and a reduction in safety.

#### **Enforcement**

Enforcement of speed limits lies solely with Police Scotland. It is important to point out that all road users are under the legal obligation to drive in a manner appropriate for the environment and conditions of each road. As a road authority, Highland Council can assist drivers in making decisions as to their behaviours on the road network, however the choice of speed and conduct lies solely with the driver. Unfortunately, some drivers may choose to disregard a signed speed limit or behave in an inconsiderate manner regardless of the presence of lower speed limits or other measures. You may wish to report specific episodes of speeding, or illegal/inconsiderate driving to Police Scotland using their [online form](#).

#### **Passing Places**

We note the issue reported of vehicles using passing places and the verge as parking and will pass these concerns on to the Lochaber Area Roads Team to see if they can suggest any solutions.

I trust the information provided has been helpful and gives you more of an insight into the proposed reduction of the speed limit to 40mph. In respect of the legal process, we are obliged to ask if you would like your email to be noted as support or objection to the proposed speed limit, or if you would like it to remain as comment only.

The next step in the process is to consult with the local community council and all statutory consultees; Police, Fire, Ambulance etc.

#### **Commenter 2**

Thank you very much for proposing reducing the speed limit changes at Cuil Bay, Duror. Our preference would be for 30mph but we welcome the reduction to 40mph. We wondered if you could include a 'Quiet Road'/'Cycle/ Walker Priority Route' signage ?

We also think you mean the A828 (which is the road Cuil Bay turns off) rather than the A82.

In addition we note the 'No Through Road' sign is yet to be added to the post which was installed earlier this year just beyond the school.

*Council response:*

*Thank you for responding to my email about the 40mph Quiet Route for Cuil Bay. You are right that it is the A828.*

*As explained in our emails from the start of the year, after assessment we concluded that the appropriate limit for this road is 40mph. We have found that reducing speeds further where it is not appropriate can lead to an increase in speed and a reduction in safety.*

*We will be looking to advertise this proposal in the local press shortly.*

*I can pass on the 'No through Road' signage request to our Area Roads Team who would be responsible for this.*

**Commenter 2**

Thanks Emma, that sounds great. Can you confirm we will also be getting Quiet Route signage as well as the No Through Road sign?

**Commenter 3**

No issues from me.

It would be beneficial given it is a single-track road, no pavement / volume of traffic at times.

**Objector 1**

As I am sure you know, the Cuil Bay road is used by walkers, runners, cyclists, horse riders, parents and toddlers and is also subject to heavy traffic use during the summer.

It is disappointing that you are only reducing the speed limit to 40 mph. It should clearly be 20 mph as it is on many other roads in the highlands. I do not understand why you have decided on 40 mph and I hope that you will reconsider.

Following on from my email 6<sup>th</sup> August, you might be interested in this article:

[https://www.theguardian.com/commentisfree/2025/aug/12/britain-20mph-zones-save-lives-traffic-safe-streets?CMP=share\\_btn\\_url](https://www.theguardian.com/commentisfree/2025/aug/12/britain-20mph-zones-save-lives-traffic-safe-streets?CMP=share_btn_url)

*Council response:*

*Thank you for your correspondence regarding the proposed 40mph speed limit for the Cuil Bay road. The Team have received a few emails regarding this proposal that make comment on similar themes so I am going to aim to address them all within this email.*

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**Existing 40mph speed limit**

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*There is clear guidance set by Transport Scotland for speed limits, full information on the 20mph speed limit criteria can be found here: [www.highland.gov.uk/20mph](http://www.highland.gov.uk/20mph)*



### **Proposed 40mph speed limit**

There have been requests for this section to become 30mph or even 20mph, however the road does not meet the criteria required for either of these limits but we do believe the road would meet the criteria for a 40mph 'Quiet Route' due to its use by pedestrians, cyclists and horse riders. See Criteria in chart below:

Criteria
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Is the route currently safe for All road type users? (e.g. is improved warning signs, surfacing with high skid resistance required?)



Quiet Route Signage

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### **Why Appropriate Speed Limits Are Important**

Appropriate speed limits play a crucial role in ensuring road safety. They help prevent accidents, reduce the severity of collisions, and protect vulnerable road users. By setting speed limits based on factors such as road type, density of housing, and presence of schools, we create safer environments for everyone. It's essential to have a consistent approach to the setting of speed limits to ensure drivers have clear understanding of the nature of the road and limit. Inappropriately set speed limits can cause an increase of vehicle speed and a reduction in safety.

### **Enforcement**

Enforcement of speed limits lies solely with Police Scotland. It is important to point out that all road users are under the legal obligation to drive in a manner appropriate for the environment and conditions of each road. As a road authority, Highland Council can assist drivers in making decisions as to their behaviours on the road network, however the choice of speed and conduct lies solely with the driver. Unfortunately, some drivers may choose to disregard a signed speed limit or behave in an inconsiderate manner regardless of the presence of lower speed limits or other measures. You may wish to report specific episodes of speeding, or illegal/inconsiderate driving to Police Scotland using their [online form](#).

### **Passing Places**

We note the issue reported of vehicles using passing places and the verge as parking and will pass these concerns on to the Lochaber Area Roads Team to see if they can suggest any solutions.

I trust the information provided has been helpful and gives you more of an insight into the proposed reduction of the speed limit to 40mph. In respect of the legal process, we are obliged to ask if you would like your email to be noted as support or objection to the proposed speed limit, or if you would like it to remain as comment only.

*The next step in the process is to consult with the local community council and all statutory consultees; Police, Fire, Ambulance etc.*

**Objector 1**

I would like my email to be note as objecting to the 40 mph limit on the grounds that it should be a 20 mph limit.

Highland Council appear to think that 20mph limits should only be in built up areas, but please note that for at least half the year there are 20-30 tents, cars and mobile homes parked along Cuil Bay, with doors opening directly onto the road. Add in cyclists, walkers, runners, toddlers, scooters, horse riders etc and it is clear that there is an accident waiting to happen

*Council response:*

*Thank you for the clarification on your position.*

*Highland Council are bound by the criteria set by Transport Scotland in regards to setting speed limits. As mentioned below setting appropriate speed limits is essential in preventing accidents, reducing the severity of collisions and protecting vulnerable road users.*

*We carried out a speed limit assessment on the road following the request of a reduction to 40mph by the Community Council. That assessment determined that the correct speed limit for the road was 40mph. This speed limit is appropriate for roads with a predominantly local, access or recreational function or where the road forms part of a recommended route for vulnerable road users.*

*A 20mph speed limit is not appropriate for this road and is not being considered at this time, the criteria set by Transport Scotland is clear and requires the road to be within 100m walk of an educational setting and community centre, church, place of worship, sports facility, hospital or health centre and have a minimum of 20 residential premises over a continuous road length of between 400m and 600m.*

*I have noted your comments on the number of recreational visitors to Cuil Bay and overnighting, this information will be shared with our Area Roads Team to see if there is anything they can do to support the local community.*

*Your objection will be anonymised to comply with GDPR legislation and heard by Members at a future Lochaber Committee meeting. The outcome of this meeting will determine if the 40mph speed limit is implemented or not.*

*Council response:*

*Further to my previous email, I wish to inform you that your anonymised objection to the proposed 40 mph speed limit on Cuil Bay road will be considered, by Elected Members at the Lochaber Area Committee meeting on 26 January 2026, along with three other objections.*

*As previously stated, a speed limit below 40 mph is not considered appropriate for this section of road and is not being pursued at this time. The criteria set by Transport Scotland provides a clear framework, enabling a consistent approach across the local authority area.*

*The outcome of the Committee meeting will determine if the proposed 40mph speed limit is implemented or not.*

**Objector 2**

Thank you for your letter, with the proposed speed restriction to 40 mph.

As a resident in this area, I feel that the speed should be reduced further to 30mph, as the road is not suitable for any higher speed ,with the amount of vehicles and cyclists using this road.

*Council response:*

Thank you for your correspondence regarding the proposed 40mph speed limit for the Cuil Bay road. The Team have received a few emails regarding this proposal that make comment on similar themes so I am going to aim to address them all within this email.

In December 2024, representation was made by Duror and Kentallan Community Council for a reduced speed limit along the full length of the Cuil Bay road, from the A828 to the road end. The request being for a reduction to permanent 20mph along the existing 40mph stretch outside the school and 40mph from the existing western gateway to the road end which is currently set at the national speed limit.

#### **Existing 40mph speed limit**

Assessing the first 500m of Cuil Bay road, there is a part-time 20mph limit covering this section due to the presence of a school. The rest of the assessed section does not have the housing density to justify any further reduced limit. However, a 40mph speed limit is justified because this road serves as a local access route regularly used by vulnerable road users, including pupils accessing the school. Following current guidance, the 40mph speed limit is the appropriate speed for this route.

There is clear guidance set by Transport Scotland for speed limits, full information on the 20mph speed limit criteria can be found here: [www.highland.gov.uk/20 mph](http://www.highland.gov.uk/20%20mph)

#### **Proposed 40mph speed limit**

There have been requests for this section to become 30mph or even 20mph, however the road does not meet the criteria required for either of these limits but we do believe the road would meet the criteria for a 40mph 'Quiet Route' due to its use by pedestrians, cyclists and horse riders. See Criteria in chart below:

Criteria
Narrow, unlined rural roads, on average no more than 4m wide (Single track road)
Daily traffic flows of less than 1,000 vehicles.
Speed limits to be implemented in line with existing speeds, that is, 85 <sup>th</sup> percentile. Measurements or where perceived speeds are already below 30mph or 40mph
Routes already used by pedestrians, cyclists, and equestrians.
Is the route currently safe for All road type users? (e.g. is improved warning signs, surfacing with high skid resistance required?)



Quiet Route Signage

Using the Council's Speed Compliance Tool, we can see that the average speed limit of connected vehicles for this section of the road is 16.6mph (21.5mph 85<sup>th</sup> percentile). We believe that there will be good compliance to a signposted 40mph speed limit.

#### **Why Appropriate Speed Limits Are Important**

Appropriate speed limits play a crucial role in ensuring road safety. They help prevent accidents, reduce the severity of collisions, and protect vulnerable road users. By setting speed limits based on factors such as road type, density of housing, and presence of schools, we create safer environments for everyone. It's essential to have a consistent approach to the setting of speed limits to ensure drivers have clear understanding of the nature of the road and limit. Inappropriately set speed limits can cause an increase of vehicle speed and a reduction in safety.

### **Enforcement**

*Enforcement of speed limits lies solely with Police Scotland. It is important to point out that all road users are under the legal obligation to drive in a manner appropriate for the environment and conditions of each road. As a road authority, Highland Council can assist drivers in making decisions as to their behaviours on the road network, however the choice of speed and conduct lies solely with the driver. Unfortunately, some drivers may choose to disregard a signed speed limit or behave in an inconsiderate manner regardless of the presence of lower speed limits or other measures. You may wish to report specific episodes of speeding, or illegal/inconsiderate driving to Police Scotland using their [online form](#).*

### **Passing Places**

*We note the issue reported of vehicles using passing places and the verge as parking and will pass these concerns on to the Lochaber Area Roads Team to see if they can suggest any solutions.*

*I trust the information provided has been helpful and gives you more of an insight into the proposed reduction of the speed limit to 40mph. In respect of the legal process, we are obliged to ask if you would like your email to be noted as support or objection to the proposed speed limit, or if you would like it to remain as comment only.*

*The next step in the process is to consult with the local community council and all statutory consultees; Police, Fire, Ambulance etc.*

#### **Council response:**

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*The outcome of the Committee meeting will determine if the proposed 40mph speed limit is implemented or not.*

### **Objector 3**

*Thank you for your letter of 31st July on the above subject.*

*I'm horrified to think of anyone driving along that road at anywhere near 40mph, and I suggest that 30mph (even 20mph in some places) would be a more appropriate limit.*

*Whatever limit is approved, I trust it will be effectively enforced, otherwise it will be a waste of effort.*

#### **Council response:**

*Thank you for your correspondence regarding the proposed 40mph speed limit for the Cuil Bay road. The Team have received a few emails regarding this proposal that make comment on similar themes so I am going to aim to address them all within this email.*

*In December 2024, representation was made by Duror and Kentallan Community Council for a reduced speed limit along the full length of the Cuil Bay road, from the A828 to the road end. The request being for a reduction to permanent 20mph along the existing 40mph stretch outside the school and 40mph from the existing western gateway to the road end which is currently set at the national speed limit.*

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#### **Objector 4**

thank you for your letter regarding proposed speed limit for the Cuil Bay road I consider 40mph to be far too fast for this narrow single track road.I feel ( if we have to have speed signs ) 30 mph more than adequate.

The volume of traffic has greatly increased in the past few years and it is becoming less and less safe .

I hope you will note this as a strong objection to a 40 mph speed limit

*Council response:*

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The next step in the process is to consult with the local community council and all statutory consultees; Police, Fire, Ambulance etc.

### **Council responses:**

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