Agenda Item	**12**
Report No	**SR/37/26**

The Highland Council

Committee: **Isle of Skye and Raasay**

Date: **30 November 2026**

Report Title: **Broadford 20mph Speed Limit Extension**

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

1 Purpose/Executive Summary

1.1 This report invites Members to approve the extension to a 20mph Speed Limit Traffic Regulation Order (TRO) "The Highland Council (B8083 Broadford, Skye) (20mph Speed Limit) Order 2026".

1.2 There is 1 unresolved objection.

2 Recommendations

2.1 Members are asked to:-

i. **Note** the background to the proposed 20mph TRO and the representation received;
ii. **Consider** and **note** the objection made to "The Highland Council (B8083 Broadford, Skye) (20mph Speed Limit) Order 2026"; and
iii. Subject to i) and ii) above **approve** the making of the 20mph Speed Limit TRO.

3 Implications

3.1 **Resource** - The introduction of the 20mph Speed Limit TRO and associated signage will be delivered by the housing developer.

3.2 **Legal** - The introduction of TROs is subject to formal consultation as per the Roads (Scotland) Act 1984. This report sets out the representation 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 23 April 2026 **(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	• Children and Young People – *No impact* • Children affected by disability – *No impact* • *Older adults – No impact*
Socio-economic	*No impact*
Human Rights	*No impact*
Children's Rights and Well-being	*No impact*
Island and Mainland Rural	*No impact*
Climate Change	*No impact*
Data Rights	*No impact*

5 Background

5.1 An application was submitted by a housing developer to extend the 20mph speed limit on the B8083 at Broadford, this related to a Transport Planning condition attached to planning applications for 3no. Broadford House Plots.
Application numbers: Plot 1 - 23/05735/MSC / Plot 2 - 24/02890/MSC / Plot 3 - 24/02908/MSC

5.2 The Roads Operations Manager agreed that the 20mph speed limit could be extended on the B8083 road at Broadford.

5.3 As can be seen in **Appendix 2**, Agilysis' Speed Compliance Tool (data collected using vehicle telemetry data from connected vehicles for the period Jan 2025 to Dec 2025) shows the existing mean average speed of vehicles on the B8083 road, the section covered by the proposed Order is marked in green, to be 23.4mph. This indicates that compliance to the new limit will be favourable.

5.4 A reduced speed limit requires a Road TRO which requires full statutory consultation before it can be implemented. As a result, the proposed 20mph speed limit proposal has been through the consultation process.

5.5 Following the statutory consultation process for "The Highland Council (B8083 Broadford, Skye) (20mph Speed Limit) Order 2026", 1 objection remains unresolved.

6 Consultation

6.1 The Statutory Consultation Process began on the 21 July 2026. The proposals were publicly advertised in the West Highland Free Press on the 13 August 2026. Details of the scheme were also available on the Council's website at: B8083 Broadford 20mph Speed Limit – Road safety team consultations | The Highland Council.

7 Objections/Support/Comments

7.1 The Highland Council has received 2 responses; 1 objection and 1 comment.

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

Objector	Date Received	Grounds	Officer Comment
1	26.07.26	Doesn't believe signs alone are sufficient Lack of enforcement from Police Scotland Road surface is in poor condition	

7.3 A summary of the comments is as follows:

Commenter	Date Received	Grounds	Officer Comment
1	07.08.26	Doesn't agree with speed data Would like to see traffic calming measures	

7.4 Full redacted correspondence for all responses can be found at **Appendix 4**.

7.5 In view of the desire to make progress with the TRO for the 20mph Speed Limit on the B8083 at Broadford, 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 20mph TRO. This order has been designed to create a safer road environment for all road users travelling on the B8083 road at Broadford.

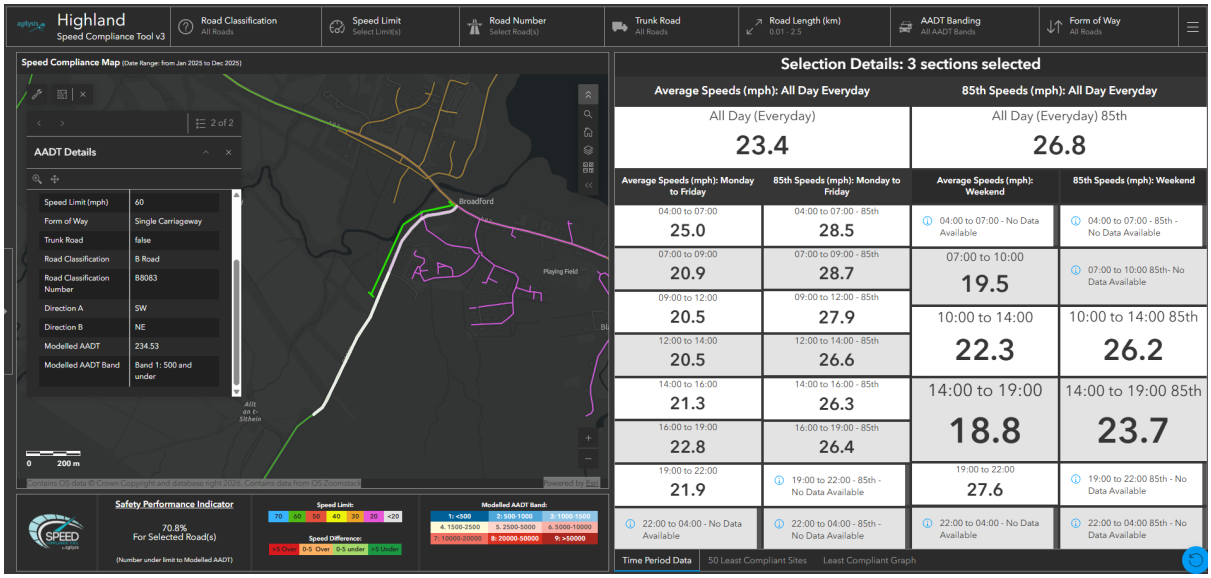
Designation:	Assistant Chief Executive - Place
Date:	8 October 2026
Author:	Emma Garden, Road Safety Officer
Background Papers:	None
Appendices:	Appendix 1 – Integrated Impact Assessment Appendix 2 – Speed data Appendix 3 – Draft Traffic Regulation Order and Plan Appendix 4 – Full redacted correspondence

Appendix 1 – Integrated Impact Assessment Screening

Integrated Impact Assessment Screening
About proposal
What does this proposal relate to? Traffic Regulation Order - B8083 Broadford 30mph Speed Limit
Proposal name: Traffic Regulation Order - B8083 Broadford 30mph Speed Limit
High level summary of the proposal: In the interests of road safety, casualty reduction, increased pedestrian safety and the furtherance of Council policy to promote road safety on its road network, it is proposed to extend the 30mph speed limit on the B8083 at Broadford.
Who may be affected by the proposal? Residents and visitors to the area.
Start date of proposal:
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: 2026-04-23
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: Introducing a lower speed limit will not affect any protected characteristics.
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: Introducing a lower speed limit will not affect poverty or socio-economic issues.
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: Introducing a lower speed limit will not affect human rights.
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 children's rights will be affected
Which of the below children's rights will be affected by the proposal? No children's rights will be affected
Explain how the children's rights selected above will be affected: No children's rights will be affected
Children's rights and wellbeing screening assessment
What impact do you think there will be to children's rights and wellbeing? 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? Yes
Could people in island and mainland rural communities be affected differently? No
Have any negative impacts been identified? No
Island and mainland rural communities screening assessment
What impact do you think there will be to island and mainland rural communities? Minor differences
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 – 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 2025 to Dec 2025.

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Section covered by the TRO highlighted in green.

Appendix 3 – Draft Traffic Regulation Order and Plan

THE HIGHLAND COUNCIL (B8083 BROADFORD, SKYE) (20MPH SPEED LIMIT) ORDER 2026

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 (B8083 Broadford, Skye) (20mph Speed Limit) Order 2026" 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 (20MPH)

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 20 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 (B8083 Broadford, Skye) (20mph Speed Limit) Order 2026

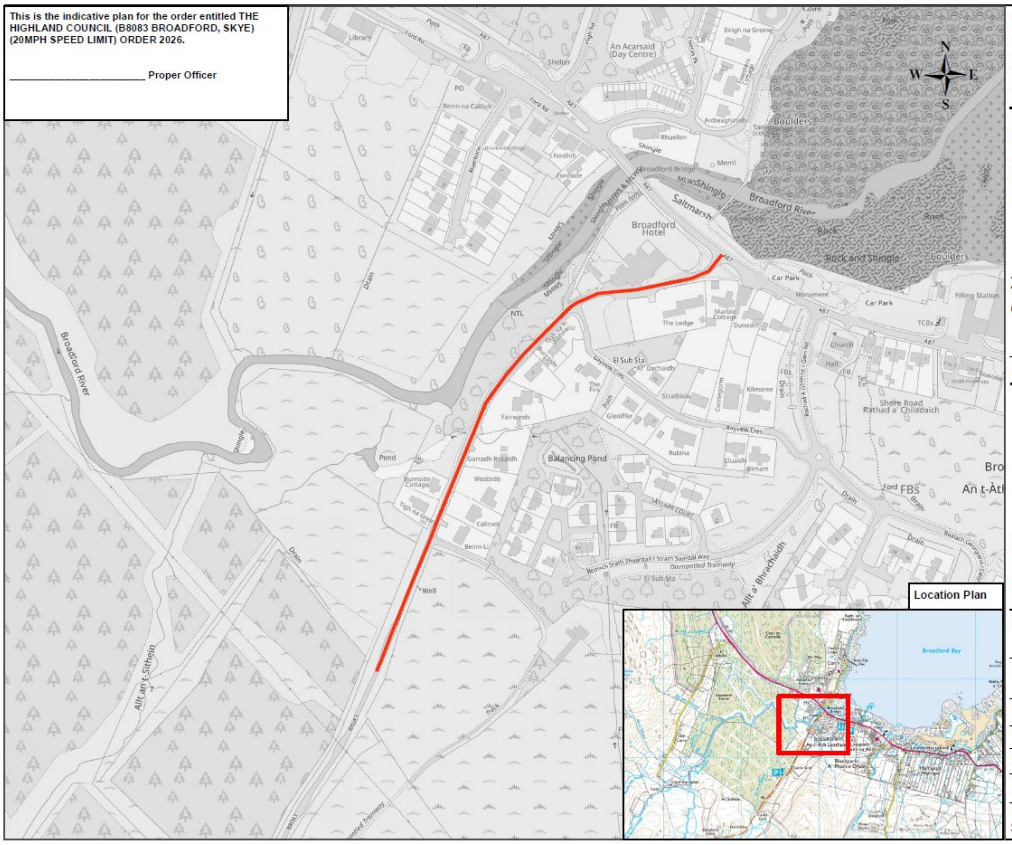
SCHEDULE

B8083 – Broadford – Torrin – Elgol Road
From its junction with the A87 (Invergarry – Uig Trunk Road) extending in a southerly direction for a distance of 761 metres or thereby.

..... Proper Officer

This is the indicative plan for the order entitled THE HIGHLAND COUNCIL (B8083 BROADFORD, SKYE) (20MPH SPEED LIMIT) ORDER 2026.

_____ Proper Officer



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20mph Speed Limit

Revision Details	Drawn By	Check By	Date	Suffx

The Highland Council
Comhairle na Gàidhealtachd

INFRASTRUCTURE AND ENVIRONMENT

ROAD SAFETY TEAM
HEADQUARTERS
GLENURQUHART ROAD
INVERNESS
IV3 5NX

Email: trafficorders@highland.gov.uk

Project:	20mph Speed Limit
Title:	20mph Speed Limit B8083 Broadford, Skye
Scale (At A3):	1 : 2,554
Drawn: EG	Date: 29/06/2026
Checked: AB	Date:
Project No:	
Drawing No: Skye/SLO/01	Rev:

Appendix 4 – Full redacted Correspondence

Commenter 1

My neighbour, [redacted], has kindly shared with me her recent correspondence with you about the proposed RTO to extend the 20mph zone further up the B8083 Torrin Road.

If I may, as the person who lives [redacted] (i.e. at [redacted]), I'd like to add my concerns that your reliance on remotely and electronically sourced data - and your 'acceptability' metrics - are causing you to systematically under-estimate excessive traffic speeds at different points and the risks to road safety for residents and pedestrians on this stretch of road.

We are usually taught that a speed limit is a limit not a target so to estimate the average speed along this stretch - which is some 20% (24.3mph, you stated) above the limit - and yet this appears acceptable to Road Safety seems a little irresponsible.

As my house access is [redacted], I experience traffic passing my gate as they start accelerating out of the village and also whilst still decelerating when entering the village. The notion that 24.3mph is the average speed outside my place is simply not credible.

Further towards the Broadford Hotel junction with the A87 we have a neighbour whose 90th birthday we will be celebrating next week. Between her place and the hotel/A87 junction there is meant to be a footpath she can use to walk - slowly but safely - to the shops on Ford Road. It is in an important place, in safety terms, as it is on a partially blind and quite narrow bend in the road. Unfortunately the absence of any verge maintenance this year by the council or its contractors means the footpath has disappeared under long grass (often wet), brambles, weeds and nettles so we all, my elderly neighbour included, must now walk in the road if we want to avoid wet or snagged legs or possible ticks.

If I had a couple of traffic cones that I could use as rudimentary protection, I'd be along there myself with my strimmer to clear the path and make it safe(r).

To this layperson's eye, the worst offenders are commercial and HGV drivers. Once the Skye Reinforcement Project gets properly underway, this road will see hundreds if not thousands of additional HGV traffic movements annually for at least 5 - 7 years: hence the suggestions that whilst extending the 20mph as proposed might be of some limited benefit (and also an obligation via the planning consents you refer to, one of which incidentally, has now lapsed), traffic calming measures will become more necessary. And may I ask whatever happened to the proposed Glen Road bypass?

I think my neighbours and I accept, a little unhappily, that the Police lack anywhere near the capacity for impactful enforcement action. Therefore, we must look to the local roads authority to step up.

I note this email comment will be cited as an objection at the next Area Committee meeting. Our objections are not to the TRO itself but to the failure of the roads authority and Road Safety team to even properly consider possible traffic-calming measures. And by submitting our objections, our concerns will now be a matter of public record.

Thanks for considering this.

Council response:
Thank you for your email about the 20mph TRO. For information, only objections relating to the TRO will be heard by the Isle of Skye and Raasay Committee. As you have stated in your email your objection is not to the 20mph TRO but to the lack of traffic calming your objection will not be heard at the meeting.

The speed data used comes from the Council's Speed Compliance Tool which uses aggregated data from connected vehicles between 01.01.25 to 31.12.25 to calculate an average speed. The data captured results in 14 billion vehicle tracks across the UK network. We have found that when compared the results given by this tool are accurate and very similar to that of in situ speed counts.

In terms of the overgrown path, I can make a request our Area Roads Team to have this rectified. For info, faults on the existing road network, including overgrown footpaths, can also be reported through the Highland Council website: https://www.highland.gov.uk/roads-pavements/road-faults-defects.

The question regarding the 'Glen Road bypass' and why traffic calming measures are not being considered as part of the Skye Reinforcement Project would need to be posed to Planning or Transport Planning Teams as they are not something we have dealt with or the reason for this TRO being proposed. They can be contacted on 01349 886608.

Complaints about the existing road network can be made via the Highland Council website, https://www.highland.gov.uk/consultations-complaints-compliments/make-complaint.

It should be borne in mind 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.

Commenter 1

Many thanks for your helpfully detailed response but I cannot let the exchange of emails pass without continuing to challenge the LOCAL reliability of your traffic monitoring tool.

I quite understand that your global comparisons might lead you to that conclusion but that averaged-out confidence does not square with the actual lived experience of us who live on this particular stretch of road.

Unless and until you place speed-count equipment on this stretch of road, the council simply cannot gainsay our personal experiences - that sounds a bit like "Computer says no" language.

I and neighbours have told you about of our observed patterns of people frequently driving in excess of the speed limit on this specific stretch of road - if you choose to ignore these accounts without first attempting to verify or reject them, so be it.

Thanks again for responding.

Objector 1

My name is [redacted] and I live on this stretch of the B8083. I would like to object to the extension of the speed limit (or it's subsequent order) on the following grounds:

1. The current 20 mph speed limit, up to the end of the housing, is not enforced and generally ignored by drivers.
2. The road surface within the current speed limit is in poor condition, further damaged by heavy vehicles going at speed, demonstrated by disintegration of the road edge outside Fairwinds and further along where relatively new tarmac is cracking. Money should be spent here first.

It would therefore seem appropriate, given that the police are not enforcing the speed limit, to put in place measures that will better draw the attention of drivers to speed requirements rather than just add another post to be ignored.

With thanks for your consideration
Following on from my email 6th 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

Council response:
Thank you for your response to the B8083 Broadford proposed 20mph extension Order, your response is currently being treated as an objection.

The proposed extension of the 20mph speed limit is a requirement of the Transport Planning consent associated with the three development plots that have been approved on the B8083.

Responsibility for enforcing speed limits rests with Police Scotland. I can confirm that the average vehicle speed on the section of road between Bayview Crescent and the existing 20mph gateway is 24.3mph, which is below the threshold at which additional traffic calming or speed management measures would normally be considered. Furthermore, the approximately 600m section of National Speed Limit road immediately south of the gateway has an average recorded speed of 29.6mph. This indicates that the majority of drivers are approaching the village at appropriate speeds and are not travelling at excessive speeds.

Overall, the recorded speed data is positive and suggests that only a small minority of drivers are failing to comply with the signed 20mph speed limit. This information will be shared with Police Scotland to help inform and support future enforcement activity.

The cost of promoting the Traffic Regulation Order (TRO), together with any associated signage, is being met by the developer. Consequently, The Highland Council will not incur any costs in relation to the extension of the 20mph speed limit. Routine maintenance of the public road network remains the responsibility of the Skye Area Roads Team, and their budget will not be affected by the proposed Traffic Regulation Order.

To enable us to progress this matter, please confirm whether you are satisfied with the information provided and wish to withdraw your objection, or whether you would like your correspondence to be formally recorded as an objection. Should you choose to maintain your objection, it will be reported to a future meeting of the Local Area Committee, where Elected Members will determine whether the proposed 20mph speed limit extension should proceed.

Objector 1
Thank you for your prompt reply to my comments, and for your further information on this matter. I confirm that I would like my objection to stand.

You will now be aware that I shared your reply with my neighbour, [redacted], who has expanded on the comments and with which I am in agreement. As an ex driving instructor I am more sensitive than most to the speed of passing vehicles and find it difficult to believe that the higher speed of vehicles can be swallowed in the apparently acceptable average which you quoted. Are all vehicles checked for the speed of travel? If so, how is this done? If all vehicles are not checked (do you need consent?)then the figures quoted are suspect.

Further to the lack of need for more safety measures, I would like to add that crossing the road is becoming more hazardous. Until now, I could listen for traffic coming from around the bend in the direction of the A87, but I'm increasingly finding vehicles more difficult to detect as electric motors are so much quieter. Walking up the B8083 towards the A87, I too find the necessity to take my

dog in the middle of the road to avoid the discomforts of the overgrown path already covered by [redacted].

I fully appreciate that different departments have independent responsibilities in these matters and that we are on the limits of the numbers which are triggers for action, but really, it's a scary situation to witness, not least how the road disappears from my point of observation towards the Broadford Hotel, belying the gentle bend on the map. I have witnessed an accident, and I have fallen on the road where there is no footpath at the pinchpoint. It's only a minor road, but it's getting much busier and just increasing the notional speed restriction WITHOUT other measures will do nothing to improve the safety.

Thank you again for your time

Council response:
Good afternoon,

Thank you for confirming you would like your objection to stand. For information you are one of two objections for this TRO and as such your comments will be taken to the next Isle of Skye and Raasay Committee on 30 November 2026 where elected Members will vote on the whether the Order can be made or not.

For information, the grounds you have stated, and which will be taken to the Committee, are:

1 Lack of enforcement from Police Scotland
2 Road surface is in poor condition

The data used comes from the Council's Speed Compliance Tool which uses aggregated data from connected vehicles between 01.01.25 to 31.12.25 to calculate an average speed. The data captured results in 14 billion vehicle tracks across the UK network.

In terms of the overgrown path, I can make a request our Area Roads Team to have this rectified.

Council response:
I am emailing to let you know that you are the sole objector to the proposed extension to the 20mph speed limit at Broadford.

I have now spoken to the Roads Operations Manager for Skye and Raasay and can confirm that remedial works on potholes will continue on the B8083 and long-term fix work has been programmed for next year.

The ROM has also programmed in work in the next month or so to scrape and cut back overgrowth on the footpath to allow pedestrians to use the footpath instead of the road.
I would be grateful if you can confirm if you wish your objection to stand and be heard at the next meeting of the Skye and Raasay Area Committee on 30 November 2026 to be voted on by the Members, or whether you wish to withdraw your objection and allow us to continue with the Traffic Regulation Order.

Objector 1
Thank you for your detailed response to my comments which is much appreciated. However, I would like my objection to stand.

This may seem ludicrous that anyone would object to an apparent additional road safety measure, but my concern is that unless these comments are heard there may be an assumption that putting up signs further along the road carries with it improved road safety. I don't believe it will. Neither do I believe that all disparate parties are aware of the level of speed on this road. So many of the local residents drive older cars without speed awareness technology or the means for you to monitor them, additionally the quality of driving is often poor (probably a national problem). Only yesterday I was nearly flattened crossing the A87 at the Broadford Hotel, by a car driven on the

wrong side of the road by a driver apparently too impatient to wait in the queue for the traffic lights before he turned onto the Elgol Road. You tell me that this road doesn't qualify for traffic calming measures, but how else can the situation be improved?

I am delighted to see that the footpath and immediate surrounding area has been tidied up, however, after the heavy rain there are again 2 large puddles in the road to be negotiated as a pedestrian when traffic is approaching. The risk of a soaking only increases from passing goods vehicles and no doubt will increase further if the Torrin quarry is accessed for power upgrade materials.

Council response:
Many thanks for clarifying your position, I have saved your objection and it will be added to a report that will got to the Isle of Skye and Raasay Committee on 30 November 2026 where Elected Members will vote on whether the TRO should go ahead or not. Following the Committee I will email you with their decision.

I am sorry to hear of your experience on the A87 Trunk Road, if you wish to report this to Transport Scotland so they are aware you can do so by emailing them on this address: info@transport.gov.scot.

I will be in touch early December with the Committee's decision.