The Highland Council

Agenda Item	**4**
Report No	**SCC/30/26**

Committee: **Sutherland County**

Date: **30 November 2026**

Report Title: **East Millicent Avenue (Hens Run) Stopping Up**

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

1 Purpose/Executive Summary

1.1 This report invites members to approve the Stopping Up Traffic Regulation Order "The Highland Council (U3077 East Millicent Avenue – Fountain Road, Golspie) (Stopping Up) Order 2026".

1.2 There are 20 unresolved objections.

2 Recommendations

2.1 Members are asked to:-

i. **Note** the background to the proposed Stopping Up Traffic Regulation Order and the representation received;
ii. **Consider** the objections made to "The Highland Council (U3077 East Millicent Avenue – Fountain Road, Golspie) (Stopping Up) Order 2026"; and
iii. Subject to i) and ii) above **approve** the making of the Stopping Up Traffic Regulation Order (TRO).

3 Implications

3.1 **Resource** - The introduction of the Stopping Up TRO design and associated signage and infrastructure works will be delivered jointly by the Sutherland Area Roads Team budget and the Road Safety Team's Active Travel Infrastructure Fund Tier 1 funding.

3.2 **Legal** - The introduction of Traffic Regulation Orders 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 Traffic Regulation Order will be made.

3.3 **Risk** - No identifiable risk from this Traffic Regulation Order.

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 4 March 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 – *Positive impact* • Children affected by disability – *Positive impact* • *Older adults – Positive impact* *Stopping up this section of road will provide a safer space for pedestrians, with or without a disability, to exit or pass by the associated junction.*
Socio-economic	*No impact*
Human Rights	*No impact*
Children's Rights and Well-being	*Positive impact: The stopping up could improve children and young people's journey to school.*
Island and Mainland Rural	*No impact*
Climate Change	*No impact*
Data Rights	*No impact*

5 Background

5.1 Caithness and Sutherland Area Roads Team submitted a request in December 2025 to the Road Safety Team to promote a Stopping Up Order for a short section (14 metres) of East Millicent Avenue, known locally as Hens Run.

5.2 The reason for the request and subsequent promotion of this Order is to increase safety for pedestrians, cyclists and vehicle drivers using Hens Run and exiting onto Fountain Road. Concerns regarding this junction have been raised by residents for a number of years.

5.3 As can be seen in **Appendix 2**, Hens Run is a narrow single-track road, bound by a high wall with hedge on both sides. The road is 4.5m wide with no footpath. There is a telegraph pole on the south-east corner. Road markings are no longer present on the road.

5.4 Visibility and sightlines are compromised for both those travelling actively and by vehicle due to high walls and hedges. The time between a pedestrian, exiting or entering Hens Run to or from Fountain Road, seeing a vehicle turning into or out of Hens Run and the same vehicle seeing them is less than 1 (one) second.

5.7 Access to three properties directly affected by the proposed Stopping Up Order has been maintained. Access to other properties on East Millicent Avenue remains from the south-western/Seaforth Road approach.

6.0 Data Gathering

6.1 Vehicle tracking has been undertaken for vehicle movements shown in **Appendix 3.** These show that a Standard Design Vehicle (SDV) exiting Hens Run and turning left onto Fountain Road and turning left into Hens run from Fountain Road required to swing out onto the opposing carriageway to undertake the manoeuvres.

6.2 As can be seen in **Appendix 4**, speed and vehicle counts were undertaken between 17 October 2026 and 25 October 2026; these show the mean average speed of vehicles on Hens Run to be 10mph.

6.3 Further to this, the average daily number of vehicles using Hens Run during the survey week are shown to be 202 vehicles, this works out at an average of 8.42 vehicles per hour. For information Road Safety GB's guidance provides the following flow level for a low traffic road; up to 400 vehicles per hour. The survey figure shows that while there is a low flow of traffic there is a high risk of pedestrians/cyclists encountering a vehicle in this short section of road.

The Agilysis' Speed Compliance Tool (aggregated data collected from connected vehicles between January 2025 and December 2025) shows the modelled AADT figure (Annual Average Daily Traffic) on Hens Run to be 54.58, this works out at an average of 2.27 vehicles per hour. Agilysis calculates modelled AADT by using a Bayesian statistical model to scale up anonymised connected-vehicle GPS counts against official roadside traffic surveys.

The traffic survey recorded a total of 202 vehicles, which is notably higher than the modelled Annual Average Daily Traffic (AADT) figure that would typically be expected for a road of this nature. It should be noted that the survey was undertaken following the public consultation period, during which interest in the proposed Traffic Regulation Order (TRO) increased significantly. As a result, there is a possibility that the survey data may have been influenced by heightened public awareness of, and interest in, the proposal, and may therefore not be fully representative of normal traffic conditions.

7 Options Considered

7.1 Following consideration of options, stopping up a 14-metre section of Hens Run was deemed the appropriate solution to the problem i.e. improved safety for those travelling actively and the need for drivers to swing out onto the opposing carriageway during manoeuvres into and out of Hens Run.

7.2 Approaching the owner of property known as 'Fountain Buildings' was considered to request lowering of the wall to improve visibility and sightlines; however this was discounted due to the complication of a telegraph pole being sited on that corner.

7.3 The alternative option, of making Hens Run a one-way was considered, however this option was ultimately discounted as it did not solve the problem, visibility is not improved for pedestrians or cyclists and drivers are still required to swing out onto the opposing carriageway.

8 Indicative Design

8.1 Should Members agree to the making of the Stopping Up Order, engineering measures to support this will be promoted in the area. The intention is that local residents and other interested parties will be consulted on the proposed engineering measures prior to their implementation, allowing feedback to be considered and, where appropriate, incorporated into the final design.

The indicative design provided by Highland Council Project Design Unit can be seen in Appendix 4. The 14-metre section will be stopped up using bollards at one end and pedestrian guardrail at the other, we have requested access be retained for pedestrians on foot, bicycle or mobility scooter. Further works to enhance the locus includes continuous footway at the Fountain Road end of Hens Run and a dropped kerb crossing point close by.

9 TRO Consultation

9.1 Stopping up a road requires a Road Traffic Regulation Order which requires full statutory consultation before it can be implemented. As a result, the proposed stopping up has been through the consultation process.

9.2 The Statutory Consultation Process began on the 13 July 2026. The proposals were publicly advertised in the Northern Times and Edinburgh Gazette on the 21 August 2026. Details of the scheme were also available on the Council's website at: U3077 East Millicent Avenue – Fountain Road (Hens Run) Stopping Up – Road safety team consultations | The Highland Council.

9.3 Following the statutory consultation process for "The Highland Council (U3077 East Millicent Avenue – Fountain Road, Golspie) (Stopping Up) Order 2026", 20 objections remain unresolved.

10 Objections/Support/Comments

10.1 The Highland Council has received 34 responses; 8 support, 20 objections and 6 comments.

10.2 A summary of the support is as follows:

Objector	Date Received	Grounds	Officer Comment
1	06.05.26	Very sensible Has been a constant hazard for years	Cllr
2	19.06.26	Has been asking for this for a long time	
3	12.08.26	Reduces congestion Reduces near misses The junction has poor visibility	
4	12.08.26	Loves the idea Safer to walk on Hens Run	
5	15.09.26	Support the Order	
6	16.09.26	Support the Order	
7	15.09.26	Support the Order	
8	18.09.26	Support the Order It feels dangerous when walking pushchair and cars are using the junction	

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

Objector	Date Received	Grounds	Officer Comment
1	**23.07.26**	**Would prefer a one-way instead**	**Councillor**
2	**21.08.26**	**The road remains useful and is not necessary No accidents or casualties Alternative transfers vehicles onto A9 Traffic concentrated on residential streets Stopping up would affect parent drop-off at the Youth Club Loss of resilience and alternative access Less restrictive measures have not been addressed**	
3	**21.08.26**	**No accidents Knock on effect on Seaforth Road and East Millicent Ave Would prefer one-way instead**	
4	**22.08.26**	**No accidents Locals use the route to avoid the A9 Stopping up would affect parent drop-off at the Youth Club Would prefer one-way instead**	
5	**24.08.26**	**Stopping up would affect parent drop-off at the Youth Club Concern it would cause congestion at Stags Head Hotel and increase risk to pedestrians and road users Would prefer one-way instead**	**Golspie Youth Action Project**
6	**24.08.26**	**No accidents Used by elderly and young people attending Youth Club Stopping up would affect parent drop-off at the Youth Club No suitable turning area**	
7	**24.08.26**	**Would prefer a one-way instead**	
8	28.08.26	Everyone is careful at the junction Not everyone can walk from the carpark Leave well alone	
9	21.08.26	No accidents and everyone is careful there Waste of money	
10	21.08.26	No accidents Would block access to 3 houses Waste of money	
11	**13.09.26**	**No accidents Forces drivers to use other junctions onto A9**	
12	**14.09.26**	**Would prefer a one-way instead Waste of money No accidents**	

13	**14.09.26**	**No grounds given**	
14	**14.09.26**	**Would affect access to properties, youth club, hotel and emergency services**	
15	**14.09.26**	**Would affect access to properties, youth club, hotel and emergency services**	
16	**14.09.26**	**No accidents Waste of money**	
17	12.09.26	No serious accidents	
18	**16.07.26**	**Would prefer a one-way instead Object due to the lack of consultation with the community**	
19	**16.09.256**	**Object due to the lack of consultation with the community**	
20	**17.09.26**	**Object due to the lack of consultation with the community No accidents No traffic surveys been undertaken**	

10.4 A summary of the comments is as follows:

Commenter	Date Received	Grounds	Officer Comment
1	21.08.26	Never been involved in an accident/near miss there Other junctions are higher risk Waste of money/Council time	
2	24.08.26	Keep it as is, use it often	
3	25.08.26	No accidents	
4	09.09.26	Been there a long time and hasn't caused an issue Repair the potholes instead	
5	14.09.26	Never witnessed any problems or been inconvenienced	
6	14.09.26	Never witnessed any problems or been inconvenienced Everyone is careful there	
7	15.09.26	Would prefer a one way	

10.5 Full redacted correspondence for all responses can be found at Appendix 7.

10.6 In view of the desire to make progress with the Traffic Regulation Order for the Stopping Up on Hens Run, Golspie on safety grounds, this report is being brought to committee to seek approval for the making of the Traffic Regulation Order.

11 Reasoning

11.1 Evidence of Need:
In the interests of road safety The Highland Council proposes to make the aforementioned Stopping Up Traffic Regulation Order. This order has been designed to create a safer road environment for all road users, specifically those using a method of active travel, travelling on Hens Run, Golspie.

Designation: Assistant Chief Executive - Place

Date: 16 November 2026

Author: Emma Garden, Road Safety Officer

Background Papers: None

Appendices:
Appendix 1 – Integrated Impact Assessment
Appendix 2 – Image of Locus
Appendix 3 – Vehicle Tracking
Appendix 4 – Speed and Vehicle Counts
Appendix 5 – Indicative Design
Appendix 6 – Draft Traffic Regulation Order and Plan
Appendix 7 – Full redacted correspondence

Appendix 1 – Integrated Impact Assessment Screening

Integrated Impact Assessment Screening
About proposal
What does this proposal relate to? Traffic Regulation Order - Stopping Up U3077 East Millicent Avenue - Fountain Road, Golspie
Proposal name: Traffic Regulation Order - Stopping Up U3077 East Millicent Avenue – Fountain Road, Golspie
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 stop up, in part, the U3077 East Millicent Avenue to Fountain Road, known locally as 'Hens Run'.
Who may be affected by the proposal? Road users and pedestrians travelling in vehicles or actively over the 22metres section of road that will be stopped up.
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: Nicole Wallace
Job title: Service Lead - Envi, Dev, Active and Sustainable Transport
Email address: Nicole.Wallace@highland.gov.uk
Sign off date: 2026-03-04
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: Stopping up this section of road will provide a safer space for pedestrians, with or without a disability, to exit or pass by the associated junction.
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: This TRO will have no poverty and socioeconomic 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 stopping up could 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: No children's rights will be affected.
Children's rights and wellbeing screening assessment
What impact do you think there will be to children's rights and wellbeing? **Positive impact**
Is a Full Impact Assessment required? No
Data protection
Will your proposal involve processing personal data? No
Data protection screening assessment
What change will there be to the way personal data is processed? No personal data will be processed
Is a Full Impact Assessment required? No
Island and mainland rural communities
Does your proposal impact island and mainland rural communities? No
Island and mainland rural communities screening assessment
What impact do you think there will be to island and mainland rural communities? No difference
Is a Full Impact Assessment required? No
Climate change
Does the proposal involve activities that could impact on greenhouse gas emissions (CO2e)? No
Does the proposal have the potential to affect the environment, wildlife or biodiversity? No
Does the proposal have the potential to influence resilience to extreme weather or changing climate? No
Provide information regarding your selection above:
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 – Image of Locus



Image taken from Google, dated Sept 2025, showing the section of Hens Run to be stopped up, looking towards Fountain road.

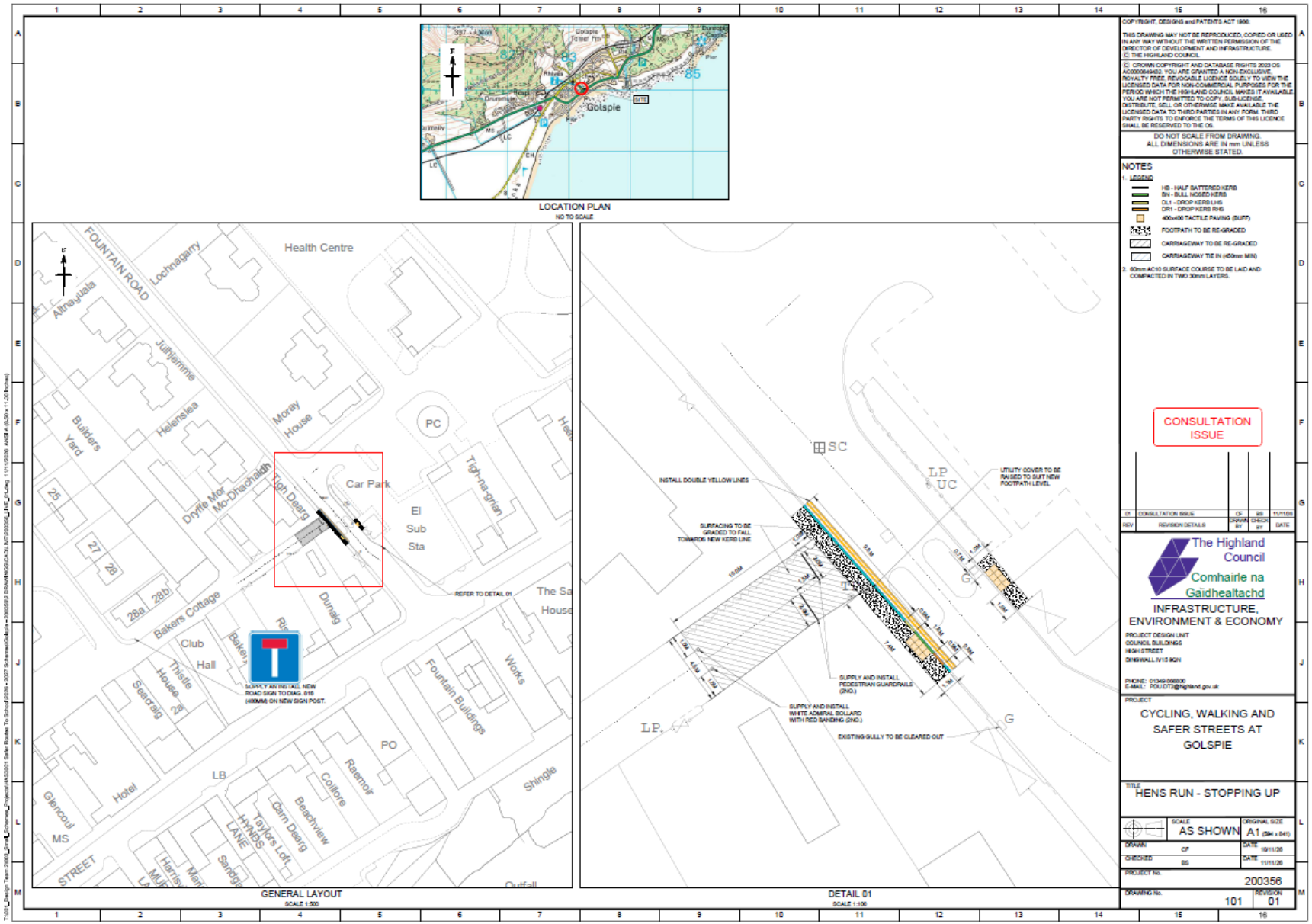
Appendix 3 – Vehicle Tracking



Appendix 4 – Speed and Vehicle Counts

Site No.	00004009		Site Ref.	00004009														
Hens Run, Golspie																Channel:	Single	
					Speed Summary (Speed Limit 20 Mph) From 17/10/2026 To 25/10/2026														
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60	
Monday	243	14	10	8	0	150	66	24	3	0	0	0	0	0	0	0	0	
Tuesday	219	15	11	9	0	118	69	29	3	0	0	0	0	0	0	0	0	
Wednesday	168	15	11	9	0	91	53	21	3	0	0	0	0	0	0	0	0	
Thursday	243	14	10	8	0	143	75	23	2	0	0	0	0	0	0	0	0	
Friday	261	14	10	8	0	158	80	19	4	0	0	0	0	0	0	0	0	
Saturday	161	15	11	9	0	89	50	20	2	0	0	0	0	0	0	0	0	
Sunday	119	15	11	10	0	65	37	11	5	1	0	0	0	0	0	0	0	
5 Day Ave.	227	14	10	9	0	132	69	23	3	0	0	0	0	0	0	0	0	
7 Day Ave.	202	15	10	9	0	116	61	21	3	0	0	0	0	0	0	0	0	

Appendix 5 – Indicative Design



Appendix 6 – Draft Traffic Regulation Order and Plan

THE HIGHLAND COUNCIL (U3077 EAST MILLICENT AVENUE – FOUNTAIN ROAD, GOLSPIE) (STOPPING UP) ORDER 2026

The Highland Council, in exercise of the powers conferred on them by section 68(1) of the Roads (Scotland) Act 1984 and of all other powers enabling them in that behalf, and having considered that the road specified in Part I of the Schedule to this Order has become unnecessary and being satisfied that a suitable alternative road exists as specified in Part II of the Schedule, hereby make the following Order:-

1. This Order may be cited as "The Highland Council (U3077 East Millicent Avenue – Fountain Road, Golspie) (Stopping Up) Order 2026" and shall come into effect on …….

2. The stopping up of the road specified in the Schedule Part 1 to this Order is hereby ordered subject to the reservation of a means of passage for pedestrians and pedal cyclists specified in the Schedule Part 1.

3. Where there is, immediately before the date on which the said road is stopped up under this Order, any apparatus belonging to any statutory undertakers under, in, on, over, along or across that road for the purpose of carrying on their undertaking, the said statutory undertakers shall after the commencement of this Order continue to have all rights in respect of the said apparatus as they had immediately before that date.

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 (U3077 East Millicent Avenue – Fountain Road, Golspie) (Stopping Up) Order 2026

SCHEDULE

PART I

ROAD TO BE STOPPED UP

1. The accompanying plan referred to in this schedule is the drawing number Suth/SLO/01 titled "Stopping Up Order U3077 East Millicent Road - Fountain Road, Golspie" prepared by the Highland Council and drawn dated 03/03/2026.

2. The road to be stopped up under this Order is comprised of one length of the U3077 East Millicent Avenue – Fountain Road, Golspie shown on the accompanying plan and described in the following sub-paragraph a.

    a. commencing at its junction with the C1129 Fountain Road extending in a south westerly direction for a distance of 14 metres or thereby.

PART II

ALTERNATIVE ROAD

1. The alternative road comprises one section of the U3077 East Millicent Avenue – Fountain Road, one section of the U3038 East Millicent Avenue, one section of the U3012 Seaforth Road, one section of the A9 Main Street and one section of the C1129 Fountain Road all shown on the accompanying plan as hatched in blue and the sections of road described in the following sub-paragraphs a, b, c, d and e.

    a. That section of road being the route of the U3077 East Millicent Avenue – Fountain Road commencing 14m from its junction with the C1129 Fountain Road extending in a south westerly direction for a distance of 61m or thereby

    b. That section of road being the route of the U3038 East Millicent Avenue commencing at its junction with the U3077 East Millicent Avenue – Fountain Road extending in a south westerly direction for a distance of 90m or thereby

    c. That section of road being the route of the U3012 Seaforth Road commencing at its junction with the U3038 East Millicent Avenue extending in a south easterly direction for a distance of 39m or thereby

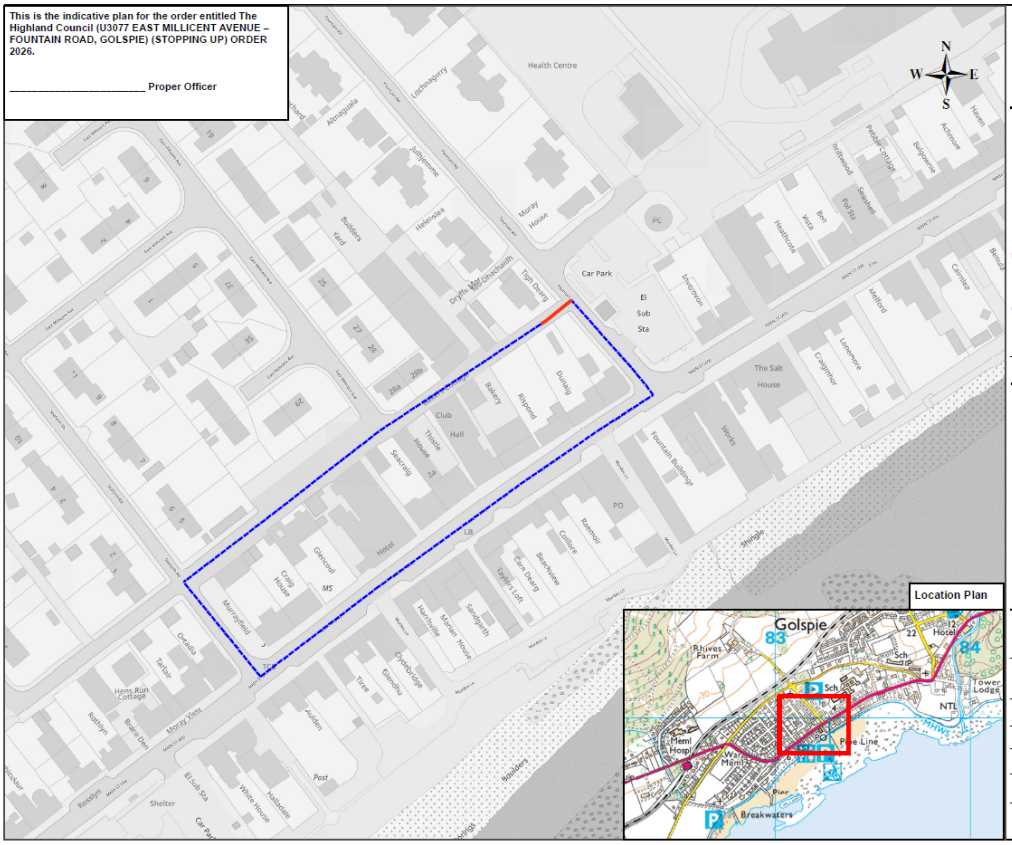
    d. That section of road being the route of the A9 Main Street commencing at its junction with the U3012 Seaforth Road extending in a north easterly direction for a distance of 171m or thereby

    e. That section of road being the route of the C1129 Fountain Road commencing at its junction with the A9 Main Street extending in a north westerly direction for a distance of 40m or thereby.

..... Proper Officer

This is the indicative plan for the order entitled The Highland Council (U3077 EAST MILLICENT AVENUE – FOUNTAIN ROAD, GOLSPIE) (STOPPING UP) ORDER 2026.

_____ Proper Officer



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Revision Details	Drawn By	Check By	Date	Suffix

The Highland Council
Comhairle na Gàidhealtachd

INFRASTRUCTURE AND ENVIRONMENT

ROAD SAFETY TEAM
HEADQUARTERS
GLENURQUHART ROAD
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IV3 5NX

Email: trafficorders@highland.gov.uk

Project: Stopping Up Order

Title: Stopping Up Order U3077 East Millicent Road - Fountain Road, Golspie

Scale (At A3): 1 : 1,022

Drawn: EG Date: 23/04/2026

Checked: JS Date: 23/04/2026

Project No:

Drawing No: Suth/SLO/01

Rev:

Appendix 7 – Full redacted Correspondence

Supporter 1

That all looks good to me and indeed very sensible. The exit from this road onto Fountain Road has been a constant hazard for many years.
Thank you for changing the closure to allow access to the rear of all the houses as I asked for.

Supporter 2

For the last 45 years I have been pressing to close up the "Hen's Run", at the junction with Fountain Road, Golspie, but to no avail. If this is the current proposal, then it has my full support. Indeed I erected at my own expense a sign on one of my outbuildings to the effect that *[illegible]*. My wall has been damaged many times. Your letter of 10th June states that I will be contacted in due course, I hope so. I trust then *[illegible]*.

Supporter 3

I would like to fully support your idea of stopping traffic entering and leaving Hen Run Golspie by the entry/exit at Fountain Road.
I find that area can be very congested with cars both entering and exiting and have had a few near misses. It is exceptionally busy when there are things on at the YMCA building and people using it as a short cut for dropping off and picking up. Visibility is poor at best.

Council response:
Thank you for getting in touch about the Hens Run Stopping Up Consultation. Your email will be logged as one of support and will be seen by Elected Members at a future meeting of the Sutherland Area Committee where the TRO will be discussed.

Supporter 4

We have purchased [redacted], Golspie and will be moving in shortly. We saw on the Facebook page the intent to make this pedestrian only and we are a little confused.
Is it just that area that will be pedestrianized or more of Fountain Road? Our concern is entrance to our back garden and garage is along that alleyway, and by blocking the road, this will encourage people to park along that part of the road, or, drive down it only to find themselves having to try and reverse. Which causes its own issues.
A small section of this road being blocked to traffic doesn't seem to make sense unless more of the Fountain Road area and the square near Coffee Bothy are.
Appreciate the clarification before we decide whether we should object.

Council response:
Thanks for getting in touch with your question.
The section being stopped up is the 12m section shown in red on the attached extent plan, the rest of East Millicent Road (Hens Run) will remain open to allow access to the properties backing onto the road. Fountain Road is unaffected by this Order.
To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.
In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

It is unlikely that any problems with parking will be exacerbated by the Order given the width of the road and signage on the fence at the rear of Thistle House.
If the Order goes ahead, signage will be installed to advise the road is a dead end and access only.
I trust this answers your questions but feel free to get in touch if you have any follow up queries.

Supporter 4

In that case we love the idea. Anything makes it safer to walk down Hen's Run and reduces road traffic along the back there makes sense to us.

Supporter 5

I am writing in support of the traffic order U3077 East Millicent (Hens Run) Golspie Stopping up order

Council response:
Thank you for your email supporting the proposed Stopping Up Order for Hens Run.

Your support will be considered, alongside other comments, support and objections, at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Supporter 6

I am writing in support of the traffic order U3077 East Millicent (Hens Run) Golspie Stopping up order.

Council response:
Thank you for your email supporting the proposed Stopping Up Order for Hens Run.

Your support will be considered, alongside other comments, support and objections, at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Supporter 7

I am writing in support of the traffic order U3077 East Millicent (Hens Run) Golspie Stopping up order.

Council response:
Thank you for your email supporting the proposed Stopping Up Order for Hens Run.

Your support will be considered, alongside other comments, support and objections, at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Supporter 8

I support this. It feels dangerous walking here with my pushchair when cars are using the junction.

THE HIGHLAND COUNCIL (U3077 EAST MILLICENT AVENUE – FOUNTAIN ROAD, GOLSPIE) (STOPPING UP) ORDER 2026

Council response:
Thank you for your email supporting the proposed Stopping Up Order for Hens Run.

Your support will be considered, alongside other comments, support and objections, at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 1

I am writing to set out my position in regard to the proposed Hens run stopping up order .
I do not agree with the stopping up order being actioned.

What basis is there for this order? – accidents/injuries etc.
We have many junctions which may be difficult to navigate in a vehicle- why is this one being singled out?

I would agree with a one-way option – off fountain road onto hens run.

We have 3 options

- Do nothing
- Make one way
- Adopt stopping up

I hope this sets out my position in the correct format to be considered within the consultation process.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

Affected residents have been consulted resulting in one letter of support.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where Elected Members will determine whether the Stopping Up Order should proceed.

Objector 1

I would like my correspondence to be treated as an objection please.
I would add- 1 letter of support is not sufficient to demonstrate support for a change

Objector 2

I wish to lodge a formal objection to The Highland Council (U3077 East Millicent Avenue–Fountain Road, Golspie) (Stopping Up) Order 2026.

I am a Golspie resident and do not consider that the Council has established that this road has become unnecessary or that permanently stopping it up would improve road safety overall.

My grounds of objection are as follows.

1. The road remains useful and is not unnecessary

Hens Run provides useful local access between East Millicent Avenue and Fountain Road. It is used by residents and provides access connected with the community facilities in East Millicent Avenue, including the Golspie Youth Action Project and Golspie Youth Club based at the Go Golspie building.

Retaining passage for pedestrians and cyclists is welcome, but it does not replace vehicular access. Children and young people may be transported by parents or carers, while volunteers, staff, people with limited mobility, deliveries and service vehicles may also need vehicle access.

The road therefore continues to perform a practical community function. The proposed Order does not explain how the Council has concluded that it has "become unnecessary".

2. No site-specific evidence has been presented

I am not aware of any established history of accidents or casualties on Hens Run that would justify permanently removing vehicular access. The Council's Statement of Reasons provides only general statements about road safety, casualty reduction and pedestrian safety. It contains no collision record, speed survey, traffic count, record of reported incidents, assessment of visibility or other evidence specific to this road.

A permanent stopping-up order is a substantial and effectively irreversible measure. It should not proceed on the basis of a generic statement without evidence demonstrating the particular problem and showing that closure would produce a net safety benefit.

Before proceeding, the Council should publish:

- Recorded collision and casualty information for Hens Run and its junctions.
- Any reports of near misses, speeding or other safety concerns.
- Current vehicle, pedestrian and cycle counts.
- An assessment of where displaced vehicle movements would go.
- A comparison of the risks before and after the proposed closure.

3. The proposed alternative transfers local traffic onto the A9

The alternative route specified in the draft Order runs through East Millicent Avenue and Seaforth Road, then along approximately 171 metres of the A9 before returning by Fountain Road.

This means that even the small volume of local traffic presently using Hens Run would instead make additional turning movements at the Seaforth Road/A9 and Fountain Road/A9 junctions.

The A9 is a trunk route carrying through traffic, including heavy goods vehicles and substantial seasonal tourist traffic. Moving short, local journeys onto it is not an obvious road-safety improvement. It increases junction activity and creates additional points of conflict between local vehicles and through traffic.

The Council has presented no traffic-displacement or junction-risk assessment demonstrating that this transfer would be safer than retaining the existing low-volume connection.

4. Traffic would be concentrated in residential streets

Closing the Fountain Road connection would concentrate vehicle movements through East Millicent Avenue and Seaforth Road. These are residential streets where there are homes, parked vehicles, pedestrians and children.

Vehicles reaching the closed end of East Millicent Avenue may also need to turn or reverse. This could create additional manoeuvring near a community building used by children and young people.

The Council should consider the possibility that the proposal would move risk from a lightly used connecting road to busier junctions and more densely residential surroundings, rather than remove that risk.

5. Impact on the Youth Club and community facilities

The Go Golspie building and Golspie Youth Club are valuable community facilities. The stopping-up order could affect parent drop-offs and collections, staff and volunteer access, deliveries and activities at the building.

Any traffic assessment should examine busy Youth Club arrival and collection periods rather than relying only on an average daily traffic figure. Concentrating vehicles into fewer approaches at the same time could create congestion and conflict precisely when children and young people are arriving or leaving.

I ask whether the Council has consulted Golspie Youth Action Project, Go Golspie Development Trust, Youth Club users, parents and young people about the proposal.

6. Loss of resilience and alternative access

Stopping up the road would remove an alternative connection within the local network. The Council should assess the effect on emergency access, refuse collection, deliveries, road maintenance and access during roadworks, incidents or severe winter conditions.

A small road connection can remain useful even when its everyday traffic flow is

low. Low use does not, by itself, mean that a road is unnecessary.

7. Less restrictive measures have not been addressed

The published material does not explain whether the Council considered less restrictive measures such as:

- A lower speed limit or clearer speed-limit signs.
- Access-only restrictions.
- A one-way arrangement.
- Appropriate traffic-calming measures.
- Improved warning signs, road markings or visibility.
- Restrictions applying only at particular times, if a specific problem occurs then.

Given the apparently small volume of traffic, a proportionate measure may address any evidenced concern without permanently severing the route.

For these reasons, I ask the Council to withdraw the proposed Order. At a minimum, it should be deferred until a site-specific safety assessment, traffic-displacement analysis and meaningful consultation with residents and affected community organisations have been completed and published.

Please acknowledge receipt of this formal objection and keep me informed of any meeting or decision at which the objection and proposed Order will be considered.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Stopping up would affect drop off at the Youth Club/no place to turn

Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

Residents affected
Access for residents is being retained, affected residents have been consulted.

Other junctions are higher risk
The Sutherland Area Roads Team have been asked to look at this junction by members of the community and as such action is proposed following assessment. We suggest that concerns about other junctions are raised with the Community Council who can collate and raise with Elected Members or the Sutherland Area Roads Team.

Transfer of vehicles to A9/loss of resilience and alternative route
Hens Run is a narrow road with restricted visibility and poor sightlines at its junction with Fountain Road. It is not designed to accommodate significant volumes of traffic, particularly when compared to the A9, which serves as a strategic trunk road. As a result, Hens Run would not provide a suitable or realistic alternative route in the event of a closure or disruption on the A9. Diverting additional traffic onto Hens Run could adversely affect road safety and the operation of the local road network.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 2
Thank you for your response. Please retain my email of 21 August as a formal objection and record this reply alongside it. I am maintaining my objection.

Your explanation of the turning movements, restricted visibility and pedestrian concerns is helpful. I also welcome confirmation that resident access and access to both car parks, including turning space, will remain. I accept that the absence of recorded injury collisions does not, by itself, mean that no action is warranted.

My main outstanding concern is whether the consequences of closing this connection have been assessed across the surrounding road network.

The alternative route specified in the proposed Order uses the A9 between Seaforth Road and Fountain Road. My concern is about the additional turning movements this proposal would generate at those junctions. Referring concerns about other junctions to the Community Council does not answer that point: these are potential consequences of the stopping-up proposal itself and should be considered as part of its assessment.

Similarly, my point about retaining a local connection was not a suggestion that Hens Run should accommodate diverted A9 through traffic. The A9's capacity to carry traffic does not, on its own, establish the safety of the additional movements needed to enter and leave it.

Before the proposal is put to committee, please provide:

- The Roads Team assessment referred to in your reply, including any observations or drawings supporting the conclusions about turning movements, visibility and pedestrian conflict.
- Any available vehicle and pedestrian counts, and an anonymised summary of the reported near misses, including their dates and nature where recorded.
- Any assessment of displaced traffic and the resulting risks at the Fountain Road/A9 and Seaforth Road/A9 junctions and on the surrounding residential streets. Please also confirm whether Transport Scotland has been consulted and provide any response.
- Confirmation of whether Golspie Youth Action Project and Go Golspie Development Trust have been consulted, and whether Youth Club drop-off and collection periods have been considered.

If any of this information is not held, or an assessment has not been undertaken, please say so explicitly.

I appreciate that there are hazards at the existing junction. My concern remains whether closure would improve safety overall, taking account of the journeys and vehicle movements it would displace. I ask that a decision be deferred until that comparison is available for scrutiny.

Please confirm that my objection remains formally recorded, that my original email and this reply will be put before committee members, and that I will be notified of the meeting date and provided with the committee report when available.

Objector 3

Can I please object to the proposal to shut off this route to cars.

This is yet another in a very long list of things being done TO US NOT WITH US by Highland Council. People sitting behind desks making decisions about places they do not live in and the effect of which will have no effect on them.

Why not come and speak to the community explain the issue, explain if there have been complaints. We could then come up with a solution together.

Community empowerment perhaps!!

I am not aware of an accident ever happening at that junction. There are many dangerous junctions in the village are we going to close them all?

Have you considered the knock-on effect on Seaforth Rd and East Millicent Avenue (Heavily populated with old people) of extra traffic as a result?

Why not make it one way and see how that goes first? But why is this being done in the first place?

Please accept this as my formal objection to this order.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Hens Run is a narrow road with restricted visibility and poor sightlines at its junction with Fountain Road. It is not designed to accommodate significant volumes of traffic, particularly when compared to the A9, which serves as a strategic trunk road. As a result, Hens Run would not provide a suitable or realistic alternative route in the event of a closure or disruption on the A9. Diverting additional traffic onto Hens Run could adversely affect road safety and the operation of the local road network.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 3

Sounds like a done deal to me!

To Us Not With Us!

Objector 3

Just noticed the small print at bottom.

Please log this as objection.

Objector 4

I would like to object to the proposed closure of this road. This road has operated without (to my knowledge) any significant accident or incident for decades. There are no reports at local community level of that I am aware regarding the safety or request to close this particular access. Locals use this route to avoid the now heavily congested A9 for local access to east Millicent Avenue and the surrounding residential streets. It is also used to drop children and elderly residents to the local youth centre on this route. I object to the total closure and if something does need done then surely a one-way directive would be a better compromise than complete closure ?

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

Hens Run is a narrow road with restricted visibility and poor sightlines at its junction with Fountain Road. It is not designed to accommodate significant volumes of traffic, particularly when compared to the A9, which serves as a strategic trunk road. As a result, Hens Run would not provide a suitable or realistic alternative route in the event of a closure or disruption on the A9. Diverting additional traffic onto Hens Run could adversely affect road safety and the operation of the local road network.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 5

On behalf of Golspie Youth Action Project (GYAP), I would like to formally object to the proposed stopping up of part of U3077 East Millicent Avenue – Fountain Road. GYAP operates from the YMCA building and many of the young people who attend our activities are dropped off and collected by parents and carers using the access road to the rear of the building. Closing this section of road would create significant difficulties for families accessing our services and would have a direct impact on the safe and practical transport of young people to and from our activities.
We are particularly concerned that the proposal will lead to increased congestion at the rear of the Stags Head Hotel. Vehicles attempting to turn around, access

properties, or drop off passengers would be concentrated into a much smaller area, creating potential traffic conflicts and safety concerns. At busy times, particularly around youth sessions, this could result in considerable congestion and increased risks for both pedestrians and road users.
While we understand the desire to improve road safety, we do not believe that a complete stopping up of this section of road is the most appropriate solution. As an alternative, we would support the consideration of a one-way traffic system, which could help address safety concerns while maintaining essential vehicle access for local residents, businesses, service users, and families attending activities at GYAP.
We respectfully ask that the Council takes these concerns into account and reconsider the current proposal.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

Transfer of vehicles to A9/loss of resilience and alternative route
Hens Run is a narrow road with restricted visibility and poor sightlines at its junction with Fountain Road. It is not designed to accommodate significant volumes of traffic, particularly when compared to the A9, which serves as a strategic trunk road. As a result, Hens Run would not provide a suitable or realistic alternative route in the event of a closure or disruption on the A9. Diverting additional traffic onto Hens Run could adversely affect road safety and the operation of the local road network.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of

the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 5

Yes its an objection then is a one way is not available

Objector 6

I am writing to strongly object to the proposed closure of the road at Hens Run in Golspie, or the introduction of a one-way system.
I have lived in the area for 40 years and, during that entire time, I have never known there to be an accident at this location. I therefore have serious concerns about the need for this change and the impact it would have on the local community.
This area is regularly used by older members of our community who attend the local hub, including people with disabilities and mobility difficulties. It is also used by younger children and teenagers attending the youth club. Closing the road or introducing a one-way system could make access considerably more difficult for these groups.
There is also **no suitable turning area in this location**. I am very concerned that a road closure or one-way system would create unnecessary congestion and confusion, particularly for residents, visitors, taxis, carers and vehicles dropping off or collecting people from the hub and youth club. It could cause significant disruption and, in my view, create more problems than it would solve.
Having lived here for four decades, I believe the views and experiences of local residents should be taken seriously when considering such a significant change to the road layout. I would strongly urge you to reconsider the proposal and to properly assess the practical consequences for elderly, disabled and younger residents who rely on this area.
For these reasons, I **strongly object to the proposed road closure and to the introduction of a one-way system at Hens Run**.
I would be grateful if my objection could be formally recorded and taken into consideration before any decision is made.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 7

I object to closing off the Hen Run Golspie to cars.

One way would work better and be safer but closing it off completely to cars is just silly.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 8

I do not live in Golspie but attend the community hub there on various occasions throughout the year.

If the plans go ahead to make streets one way or no access this will have a truly detrimental effect on both local and visiting attendees alike. Not everyone is fit to walk from the central public car park and back.

Everyone is respectful of the residents and careful going into the access road and coming back out from it.

Please have the sense to just "leave well alone"

Thank you for listening.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 8
Please record my email as an objection.

I am disabled and would not make it safely from fountain road car park to the hub on foot.

Also in the summertime it can be impossible to find a parking space in that car park.

Objector 9
I would like to complain against the proposed changes in the road at the bottom of fountain Road, Golspie.
It is unnecessary as no accidents have happened, nobody has been knocked down and everyone is careful there.
I feel it is a waste of public money.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

There have been no accidents

There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

There is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

Waste of money
The cost to the public purse for collisions in 2023 (Transport Scotland, Reported Road Casualties) was calculated as follows:

Collision Severity	***Cost***
Fatal	*£2,718,861*
Serios	*£311,098*
Slight	*£31,132*
Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures we are looking at preventing collisions and in turn the potential for cost to the public purse.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 9
Thanks for your email.
I would like this to be noted as an objection.

Objector 10
I disagree with the proposed changes as I don't think it is a dangerous junction. I have lived in or around the village for over 70 years and I do not remember any accidents at this junction. All it requires is a bit of care and common sense. It is far less dangerous than the junction from Fountain Road to the A9. Closing this road would also block off access to the rear of three houses. It would not improve safety, it's not an accident blackspot, so when something is working why change it. It would be a waste of Council time and money. I'm sure there are other more important issues that are required.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only. My apologies, I missed out the final paragraph on my previous email, now included.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

There is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to

an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

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Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures we are looking at preventing collisions and in turn the potential for cost to the public purse.

Residents affected
Access for residents is being retained, affected residents have been consulted.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 10
I still believe this is a waste of money, there has not been any accidents in over 50 years and the footfall has not increased, there is no more traffic using it, in fact it has reduced since JJ Nichol stopped trading as this was the main access to his yard. The junction from Fountain Road to the A9 is a much greater risk with several accidents and numerous near misses and it's got a crossing which has not made it safer.
I don't understand how you can put a cost and risk on this as there is no history of accidents, just one or two people mumbling about what could happen. From the survey carried out online by councillor Murray it would appear there are more people who don't want it blocked off than do.
And no I'm not satisfied with your reply and stand by my comments this is a waste of money and time, and all that is required is a bit of common sense and care.
If the council have surplus funds there are plenty potholes needing fixed, verges needing cut and some proper equipment to clear snow and frost from all our streets, which WILL make the village safer.

Objector 10
Please treat ALL my correspondence as a complaint please.

Council response:
Can I please clarify if you wish to record your comments as an objection or comment only? Legally, we require you to use the word objection in your response for it to be recorded as an objection.

Complaints are a different entity altogether; the complaints process can be found here: https://www.highland.gov.uk/consultations-complaints-compliments/make-complaint

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Objector 10

Obviously I am objecting to any change and want all my comments and objections to be forwarded to the Area committee.

Objector 11

For background I am a retired Civil Engineer with over 20 years experience in Road Design and Maintenance.

With regard to your proposal to stop up part of the U3077, locally known as Hen Lane in Golspie, I wish to formally object to the proposed Traffic Order.

The junction with Fountain Road has never, to my knowledge, ever had any accident… minor or serious.

The reduced visibility at the junction forces users to travel very slowly and with extreme caution.

Any stopping up will force car users from the areas of East Millicent Av, Seaforth Road, Grant Crescent, Lindsay St, and Millicent Av to use the A9 junction with Seaforth Road or the junction with Back Road to access the rest of the village, these are both narrow junctions with poor visibility.

This proposal for Stopping Up the U3077 seems to be a solution desperately seeking a problem where none exists.

I request and require you to formally present my objection to the relevant committee considering this proposal.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 11

Please record my email objection to the proposed Stopping Up Order for a section of the U3077 East Millicent Av- Fountain Road , Golspie as a formal objection.

As this is submitted as an objection, I wish it to be considered at the Local Area Committee where the question of proceeding with the Stopping Up Order will be considered.

Objector 12

I am email with my objection to close the hens run. To make this a one-way road makes sense but to close it completely is totally ludicrous and a complete waste of taxpayers money. There has never been an accident on this bit of road so why such drastic measures. If you're looking to use money, put it towards sorting the potholes in Golspie. I access this route daily to get to work and to take an elderly family member to the YMCA, closing the road is going to cause unnecessary hassle to my already busy life. I look forward to hearing back on this matter

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

What is being stopped up
A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Waste of money
The cost to the public purse for collisions in 2023 (Transport Scotland, Reported Road Casualties) was calculated as follows:

Collision Severity	***Cost***
Fatal	*£2,718,861*
Serious	*£311,098*
Slight	*£31,132*
Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures

we are looking at preventing collisions and in turn the potential for cost to the public purse.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 12
No I am not satisfied with the response and I still object.
I would like to challenge some of your points raised in your letter.
The statement that drivers turning left into the Hen's run from fountain road and similarly turning left out of the Hen's run onto fountain road, are required to swing into the opposing carriageway, creating potential conflict with oncoming traffic, simply does not make sense in the context of a proposed one-way system.
If the Hen's run is made one-way, traffic would only be travelling one direction. Therefore, the potential for vehicles travelling in the opposite directions to conflict with one another would be removed. I would therefor question how this is being presented as a significant safety concern when a proposed one-way arrangement itself would eliminate the very issue being described.
There are numerous junctions throughout the village where vehicles are regularly parked close to or directly opposite junctions, creating much more obvious visibility and access issues. If road safety and visibility are the primary concerns, I would question why these excising and more widespread problems are not being addressed as priority.
I would also challenge the justification for spending money on changes to a road layout that has been in place for many years. There are considerably more pressing issues within the village that would benefit from investment, particularly the condition of the roads and the number of potholes. Rather than spending public money altering an arrangement that has been in place for donkey's years, surly funding would be better directed towards repairing the roads that residents are already having to drive over every day.
I appreciate that road safety should always be considered, but any proposed changes should be proportionate, clearly justified and based on an identifiable safety problem. At present, I do not feel that the explanation provided adequately demonstrates why this particular change is necessary, particularly when there are numerous other road and parking issues within the village that appear to present much more obvious concerns.
I would therefor ask that the reasoning behind this proposal, including evidence of accidents, near misses or other safety concerns at this piece of road, is provided so that residents can properly understand the need for the proposed change.
I look forward to hearing back from you with more information on the matter.

Objector 13
I would like to object to the closure and pedestrianisation of the above road.
Please send me a link to lodge my formal objection

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection, please could you advise on what grounds you are objecting?

What is being stopped up
A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Waste of money
The cost to the public purse for collisions in 2023 (Transport Scotland, Reported Road Casualties) was calculated as follows:

Collision Severity	***Cost***
Fatal	*£2,718,861*
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Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures we are looking at preventing collisions and in turn the potential for cost to the public purse.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

Residents affected
Access for residents is being retained, affected residents have been consulted.

Other junctions are higher risk
The Sutherland Area Roads Team have been asked to look at this junction by members of the community and as such action is proposed following assessment. We suggest that concerns about other junctions are raised with the Community Council who can collate and raise with Elected Members or the Sutherland Area Roads Team.

Transfer of vehicles to A9/loss of resilience and alternative route
Hens Run is a narrow road with restricted visibility and poor sightlines at its junction with Fountain Road. It is not designed to accommodate significant volumes of traffic, particularly when compared to the A9, which serves as a strategic trunk road. As a result, Hens Run would not provide a suitable or realistic alternative route in the event of a closure or disruption on the A9. Diverting additional traffic onto Hens Run could adversely affect road safety and the operation of the local road network.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 14
I am putting in an objection to the closing of Hens run to traffic, the housing, go Golspie, youth club, stag hotel all need access to the back of properties for not only delivering goods, but for emergency services, buses dropping and collecting people less able to walk without some sort of assistance also. There are also garages situated there how would these then be used as they owners purchased as garages for their vehicles! As a resident, I am opposed to the road being closed in any way.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

What is being stopped up
A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

Residents affected
Access for residents is being retained, affected residents have been consulted.

Would affect access for emergency services
The emergency services are consulted as a matter of course during the Traffic Regulation Order process, in this case, none have objected.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 15

I am writing as a local resident of Golspie to personally object to the proposed closure of Hens Run to vehicular traffic.

Hens Run has a practical purpose within the village and provides important access to the rear of residential properties, businesses and community premises. Closing it to vehicles would, in my opinion, create more problems than it would solve.

One of my biggest concerns is accessibility. Not everyone is able to park elsewhere and walk to their destination. Older residents, people with disabilities or mobility difficulties, and anyone requiring additional assistance need to be considered. Hens Run currently provides an important area for vehicles and buses to drop off and collect people close to where they need to be.

I am also concerned about access for emergency services, deliveries and essential vehicles. Restricting an established access route to the rear of occupied properties and premises could have consequences that need to be properly considered before any permanent decision is made.

There are also privately owned garages accessed from Hens Run. People have purchased these garages specifically to store and access their vehicles, and I struggle to understand how they would continue to reasonably use their own property if vehicular access were removed.

Having lived in the community and knowing how this area is actually used on a day-to-day basis, I do not support completely closing Hens Run to traffic. I appreciate that improvements or additional safety measures may be required, but I believe there must be other options that would address these concerns without removing access altogether.

I therefore ask that my views are recorded as a formal personal objection to the proposed closure and that the needs of residents and those who regularly rely on this access are fully considered before any decision is made.

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

What is being stopped up

A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

Stopping up would affect drop off at the Youth Club/no place to turn

Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

Residents affected

Access for residents is being retained, affected residents have been consulted.

Would affect access for emergency services

The emergency services are consulted as a matter of course during the Traffic Regulation Order process, in this case, none have objected.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 16

I would like to object to the above as I see no reason for the road to be partially closed. I am unaware of any accidents in this area and feel that this is a total waste of Council time and money.

Can you tell me:
1. How many accidents reported?
2. How many people have worked on this so far?
3. How many hours have been spent on this so far?
4. What are the costs so far (including the time spent)?

It appears to me that there are far more pressing matters for the Council to be concerned with.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

What is being stopped up
A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

Waste of money
The cost to the public purse for collisions in 2023 (Transport Scotland, Reported Road Casualties) was calculated as follows:

Collision Severity	***Cost***
Fatal	*£2,718,861*
Serious	*£311,098*
Slight	*£31,132*
Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures we are looking at preventing collisions and in turn the potential for cost to the public purse.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 16

Yes, I would like my email formally confirmed as an objection to the planned stopping order.

No, I am not satisfied with the response to my email. There have been no accidents, reports of near misses can be recorded anywhere and do not constitute a reason for a stopping order.

Costs to the public purse do not answer my question as to what this specific stopping order has cost so far in man hours by council staff and what the end cost will be in order to have this order come into effect.

It is my belief that the council should be economising on every level and this appears to me to be a total and utter waste of money.

Objector 17

I am writing to you regarding the proposed partial closure of the Hen Run, Golspie.

Having lived the best part of my 62 years in the village of Golspie I have never heard of any serious accidents on this stretch of road. Bearing in mid that we had the doctor's surgery, Youth club, Morrisons Bakery, J&J Nicol builders plus every day usage by all others all use the stretch of road, which would have more footfall and traffic usage than in today's terms.

I am sure there are more pressing issues that the Highland council could be spending thousands of pounds on to help the community.

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Objector 17

Thank you for your reply.

Could you please submit my previous email as an objection to the proposal to close part of the Hen Run.

Objector 18

Thank you for alerting us to this consultation.

The members of Golspie Community Council have discussed the proposed closure of the Hens Run and do not think that complete closure as at all necessary.

However, we can see that there may be merit in making it a one-way street, entering from Fountain Road and exiting onto Seaforth Road. This would mitigate the danger of the difficult sightings & narrow junction at the Fountain Road end of East Millicent Avenue.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

Affected residents have been consulted resulting in one letter of support.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where Elected Members will determine whether the Stopping Up Order should proceed.

Objector 18

The proposal to stop up the Hen's Run junction with Golspie was discussed at length at our community council meeting 2 nights ago, held on Mon 14 Sep.

Golspie Community Council would like to formally request that the following statement is registered as an objection to the Road Safety Team's proposal to close the Hen's Run in Golspie at the junction with Fountain Road.

The community objects to this proposal first and foremost because of the complete failure to consult on the suggestion; and secondly on grounds of failure to consider the traffic effects on the surrounding roads which are already congested with parked cars etc., notably Seaforth Road & East Millicent Avenue.

Several ideas to mitigate the risk of accident or injury were put forward from the public e.g.
- installation of mirrors
- implementation of a 1-way system entering from Fountain Rd, exit via Seaforth Road

- a dedicated drop off zone for youth club & elderly behind the YMCA & direction of departing traffic from there via East Millicent Avenue
- direction of pedestrians to use the footpath alongside The Stags Head onto Main Street rather than through the Hens Run onto Fountain Road
- approach to owner of Tiger Lily beauty salon to suggest moving dilapidated boundary wall on southeast side of junction to widen road and/or incorporate footpath.

None of the above options appear to have been considered, still less discussed with the community. We therefore object to the current proposal & request that council road safety officers withdraw the proposal and attend a community meeting to explore options with the public before resubmitting any amended proposal.

We look forward to hearing from you and hope to welcome you to a community meeting at your earliest convenience. Please let us know any suitable dates, days & times.

Council response:
Thank you for confirming your objection to the proposed stopping up Order on Hens Run, your objection will be considered, alongside other comments, objections and support, at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

For information, the Road Safety Team are promoting this Order only on behalf of the Sutherland Area Roads Team. There is a legal consultation process for Traffic Regulation Orders that requires to be followed. Consultation has been undertaken as follows:

Elected Members: 05 May 2026 to 19 May 2026
Affected Residents: 15 June 2026 to 01 July 2026
Community Council and Statutory Consultees: 13 July 2026 to 27 July 2026
Public Consultation: 21 August 2026 to 18 September 2026

Objector 19

I would like to register my objection to the order closing the Hen Run, Golspie. There has been no consultation with the community and no alternatives have been considered.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

What is being stopped up
A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

There has been no consultation
The Road Safety Team are promoting this Order only on behalf of the Sutherland Area Roads Team. There is a legal consultation process for Traffic Regulation Orders that requires to be followed. Consultation has been undertaken as follows:

Elected Members: 05 May 2026 to 19 May 2026 Affected Residents: 15 June 2026 to 01 July 2026 Community Council and Statutory Consultees: 13 July 2026 to 27 July 2026 Public Consultation: 21 August 2026 to 18 September 2026

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 19

Please regard my email as a formal objection.

Objector 20

I would like to register my objection to the Highland Council Road Safety Team proposal to stop up the Hen Run in Golspie at the junction with Fountain Road. My reasons for objecting are as follows:-

1. There has been absolutely no consultation with the community or neighbouring organisations e.g. Go Golspie, Golspie Youth Action Project, users of the hub, Customers of The Stags Head etc. Or if these consultations have taken place, evidence has not been shared in any of the documentation.
2. No evidence of past incidents, injuries or accidents has been provided. Without this data, the case for stopping up cannot be established. In at least 2 other cases where there has been local request for safety measures to be installed, the lack of previous accidents or injury has been quoted by Highland Council & other authorities as a reason for doing nothing - life rings along the seafront in Golspie and the years of persuasion it took for BEAR Scotland to implement phased speed reductions at the north and south ends of the village. The Road Safety Team's approach to impose the Hen Run stopping up with little or no evidence of accident or injury is inconsistent with the response of other departments.
3. No traffic studies appear to have been conducted on the impact of increased vehicle numbers on surrounding streets and residential areas. Seaforth Road is already congested with parked cars & East Millicent Avenue has predominantly elderly and/or vulnerable residents with mobility issues. There is no information on the effect this proposal would have on these areas.

I therefore request that the proposal in its current form is withdrawn with immediate effect, & re-submitted after proper community consultation, evidence gathering and impact analysis has taken place.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as an objection.

What is being stopped up

A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

There has been no consultation

The Road Safety Team are promoting this Order only on behalf of the Sutherland Area Roads Team. There is a legal consultation process for Traffic Regulation Orders that requires to be followed. Consultation has been undertaken as follows:

Elected Members: 05 May 2026 to 19 May 2026
Affected Residents: 15 June 2026 to 01 July 2026
Community Council and Statutory Consultees: 13 July 2026 to 27 July 2026
Public Consultation: 21 August 2026 to 18 September 2026

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

The cost to the public purse for collisions in 2023 (Transport Scotland, Reported Road Casualties) was calculated as follows:

Collision Severity	***Cost***
Fatal	*£2,718,861*
Serious	*£311,098*
Slight	*£31,132*
Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures we are looking at preventing collisions and in turn the potential for cost to the public purse.

Residents affected
Access for residents is being retained, affected residents have been consulted.

Stopping up would affect drop off at the Youth Club/no place to turn
Access to the carparks that serve the hall are unaffected by the stopping up order. Families and others using the hall can still use the Highland Council carparks on Fountain Road and East Millicent Avenue (rear of the hotel), where there is also space to turn.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Objector 20
Thank you for your detailed response about the proposed stopping up of The Hen Run in Golspie.

The information you have provided is illuminating, especially regarding cost to the public purse of traffic collisions. However there have been no recorded accidents here, so the information is not relevant in this instance. Anecdotal reports of near misses so not constitute robust evidence.

You rightly state that the legal consultation has been complied with, but why is the community directly affected the last to be consulted? Highland Council may have abided by the letter of the law, but not with the underlying spirit - the very purpose of ‘public consultation’.

And you have failed entirely to answer my point about the lack of assessment of increased traffic on adjacent roads which are already congested.

I wish therefore that my comment remains registered as an objection.

Commenter 1

Having lived in East Millicent Avenue until the age of 23, and a regular visitor since then I have used this junction all my driving career and I have never been involved in any accidents/near misses in all that time.

As a pedestrian, often pushing a wheelchair I will admit that you have to make sure before walking out, but I feel this is the case for any junction, and would say the junction coming out from the car park to be of higher risk to both pedestrians and drivers, and changing the East Millicent Avenue side wouldn't help this. There are many junctions in Golspie that need remedial work before this junction, in Golspie in my opinion; this is really not a high traffic junction to waste council time/money on.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

Waste of money
The cost to the public purse for collisions in 2023 (Transport Scotland, Reported Road Casualties) was calculated as follows:

Collision Severity	***Cost***
Fatal	*£2,718,861*
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Damage only	*£2,880*

For every type of collision there is a cost to society, by introducing these measures we are looking at preventing collisions and in turn the potential for cost to the public purse.

Other junctions are higher risk
The Sutherland Area Roads Team have been asked to look at this junction by members of the community and as such action is proposed following assessment. We suggest that concerns about other junctions are raised with the Community Council who can collate and raise with Elected Members or the Sutherland Area Roads Team.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of

the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Commenter 2

I suggest hen run is kept as is. I use it quite often

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

To enable us to progress the matter, please confirm if you would like your email to be formally recorded as an objection and on what grounds. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Commenter 3

I suggest hen run is kept as is. I use it quite often

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

To enable us to progress the matter, please confirm if you would like your email to be formally recorded as an objection and on what grounds. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Commenter 4

I would like to raise my concerns over the supposed closing of the hen run, why break something that hasn't broken, this access has been there for many a year and has caused no issues so why the need to put this on the table. I think you should be spending the money on repairs to the many potholes across the village which should be classed as high priority.

Council response:

Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as an objection. If submitted as an objection, it will be considered at a future meeting of the Local Area Committee, where members of the Sutherland Area Committee will determine whether the Stopping Up Order should proceed.

Commenter 5

I note the proposal to block the Fountain Road end of the Hen Run to traffic or make it one way. I frequently walk through there on my way to the shops and have occasionally met vehicles carefully negotiating it in either direction. I have never

been inconvenienced by them or witnessed any problems, and do not see that any action needs to be taken.

Council response:
Thank you for your response to the Hen's Run Stopping Up consultation. At present, your email is being treated as a comment only.

What is being stopped up
A 14m section of Hens Run (East Millicent Avenue) is to be stopped up, access to the rear of properties is unaffected by the proposed Order.

One Way
A one-way system was considered; however, the Sutherland Area Roads Team reviewed the vehicular turning movements into and out of Hen's Run and identified significant road safety concerns.

To make a left turn into Hen's Run from Fountain Road, and similarly to turn left out of Hen's Run onto Fountain Road, drivers are required to swing into the opposing carriageway on Fountain Road. This creates a potential conflict with oncoming traffic and is exacerbated by the restricted visibility available at the junction.

In addition, there is no footway on Hen's Run, meaning that vehicle and pedestrian conflict is unavoidable. The introduction of a footway would reduce the carriageway width to an unacceptable level. Pedestrians are frequently required to take evasive action when vehicles travel along Hen's Run, and the limited visibility at the junction further increases the risk to both pedestrians and road users.

I trust this explanation clarifies the reasons why a Stopping Up Order is being proposed rather than the introduction of a one-way system.

There have been no accidents
There have been no recorded injury collisions in the past 5 years. However, over several years the community have reported near misses at this junction to the Sutherland Area Roads Team.

To enable us to progress the matter, please confirm whether you are satisfied with this response or whether you would like your email to be formally recorded as comment only, objection or support. If submitted as an objection, it will be considered at a future meeting of the Sutherland Area Committee on 30 November 2026, where members will determine whether the Stopping Up Order should proceed.

Commenter 6
I would like my opinion to be taken into account when a decision is made regarding the Stopping Up Order of East Millicent Ave - Fountain Road.

I would ask that the situation of the road remains as it currently is - open both ends to traffic and pedestrians. I use this section of road as a pedestrian almost daily and have not seen any reason why cars cannot travel in both directions. In my experience drivers are cautious when approaching the junction either when exiting or entering East Millicent Avenue.

Personally I feel not allowing cars to exit into Fountain Road would cause problems with cars having to turn around to exit via Seaforth Road.

Please do not alter the current arrangement of traffic exiting and entering from and to Fountain Road.

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Commenter 6
Thank you [redacted] for your email,

I would like my email to be formally recorded as a comment.

Commenter 7
I am not in favour with this proposal. I would prefer that the Hen Run was made one way.

Commenter 7
I am not in favour of a complete closure of the Hen Run. I am in favour of making it one way.

Council response:

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