

The Highland Council

**Nairnshire Committee
7 December 2016**

Agenda Item	8
Report No	N/29/16

Nairn 20mph Speed Limit

Report by Director of Development & Infrastructure

Summary

This report invites Members to approve the making of the Draft Road Traffic Regulation Order entitled 'The Highland Council (Nairn) (20mph Speed Limit) Order 2016'.

1. Background

- 1.1 As part of part of the Council's strategy to introduce 20mph speed limits as a measure to improve road safety, and provide an environment to encourage walking and cycling, plans were drawn up to introduce a 20mph speed limit on various streets in Nairn.
- 1.2 Funding has been allocated for the implementation of the scheme during this financial year. A recent report to the 2nd November 2016 Planning Development and Infrastructure (PD&I) Committee set out the current programme of 20mph schemes. **Appendix 1** shows the programme approved by the PD&I Committee.

2. Proposed Road Traffic Regulation Order

- 2.1 A draft Road Traffic Regulation Order (RTRO) entitled "The Highland Council (Nairn) (20mph Speed Limit) Order 2016" was prepared. Details of the Draft Road Traffic Order are contained in:
Appendix 2 Plan showing the area of the proposed 20mph speed limit.
Appendix 3 Schedule of Roads
- 2.2 Plans for the 20mph speed limit scheme on various streets were sent to the Ward Members. Members were supportive of the proposals. The Emergency Services, Community Councils, Freight Transport Association, Highland Cycle Campaign and Bus Companies were consulted. There were no objections from any of these bodies. The proposals were then advertised in the local press and letters were sent to premises on the affected streets (or parts of streets). The deadline for representations and objections was 14th October 2016.

3. Representations

- 3.1 Three representations were received during the consultation period. In view of the desire to make progress with the proposed scheme this report is being brought to the Committee to seek approval for making the advertised Road Traffic Regulation Order.
- 3.2 One representation declared support for the proposed 20mph scheme. The second representation requested consideration of the introduction of a lower speed limit on Marine Road, which is beyond the boundary of the proposed scheme. Following dialogue with officers the second representation was subsequently withdrawn
- 3.3 The third representation requested the introduction of a lower speed limit on a part of Balblair Road beyond the boundary of the proposed 20mph scheme. Copies of the representations and information associated with Balblair Road discussions will be circulated separate from this report to Ward Members. A summary of the representations and officer comments is set out in the table at **Appendix 4**. Copies of the representations and communications are provided at **Appendix 6**.
- 3.4 Following subsequent dialogue information/clarification, in the form of plans and a bill of quantities for two potential options (2A and 2B) for a 20mph speed limit beyond the section identified in the advertised 20mph scheme, was requested. The information was provided on Friday 18th November. The details of Option 2A are shown in the plan attached at **Appendix 5**.
- 3.5 Confirmation that the third representation was withdrawn was received in an email received on Friday 25th November.

4. Implications

4.1 Resources

There are no resource implications, as these proposals are being funded through allocated budget for 20mph schemes. Subject to the RTRO being approved it is intended that the signs and markings would be implemented during this financial year. Officers consider that Option 2A for Balblair Road is affordable within the allocated budget.

4.2 Legal

Formal speed limits require to be supported by a Road Traffic Regulation Order. Police Scotland has recently highlighted the need for observed mean average speeds of 24 mph or lower to ensure compliance by vehicle drivers. In the interests of transparency this report sets out information about the representations received in **Appendix 4**.

4.3 Equalities

The proposed 20mph scheme uses pedestrian and cyclist casualty information. Lower vehicle speeds aim to reduce the risks for vulnerable road users.

4.4 Climate Change/Carbon Clever

Reduced vehicle speeds will help to reduce carbon emissions.

4.5 Risk

The following risks are highlighted.

- 20mph speed limit schemes require observed mean average speeds of 24mph or lower
- The Nairn 20mph scheme delivery is on hold until formal approval by Committee
- A budget of £26k has been allocated for this financial year
- Option 2B for a longer section of Balblair Road is considered to require funding in excess of the allocated budget and will require traffic calming infrastructure e.g. speed indication device (SID)
- The delivery of the strategic 20mph programme requires the Nairn 20mph scheme to be implemented as soon as possible

4.6 Gaelic and Rural

There are no Gaelic or Rural implications

Recommendation

Committee is requested to:

- note the background to the proposed 20mph speed limit order and the representations received;
- approve the making of the Road Traffic Regulation Order; and
- note the intention to carry out speed surveys on Balblair Road with a view to bring back a further report to Committee regarding a separate RTRO covering the 536 metre section of Balblair Road from its junction with Cawdor Road.

Designation: Director of Development and Infrastructure

Date: 28 November 2016

Author: Richard Gerring (Transport Planning Manager)/
Lisa MacKellaich (Road Safety Officer)

Background Papers: held by authors

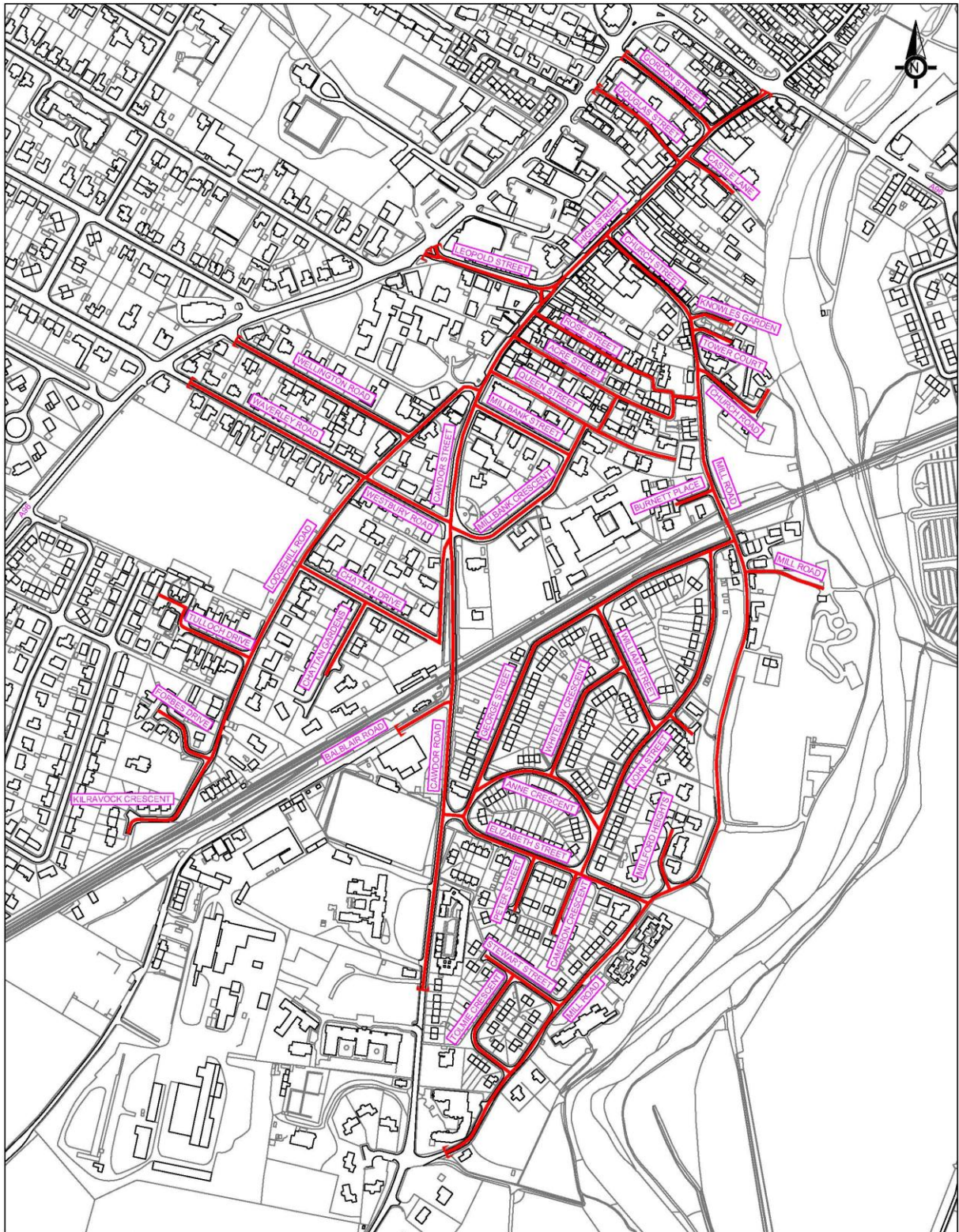
2016/17			2017/18				
<i>Schemes approved by committee and due to be delivered within financial year 2016/17</i>	Residential	Town/ Village	Indicative Scheme Cost	<i>Schemes already under development</i>	Residential	Town/Village	Indicative Scheme Cost
Bruce Gardens – Inverness #	✓		£17,000	City Centre – Inverness		✓	£10,200
Merkinch Area - Inverness	✓		£26,000	Raigmore Estate & Wimberley Way - Inverness	✓		£14,000
Muir of Ord	✓	✓	£15,000	Mount Pleasant Area - Thurso	✓		£17,200
Nairn	✓	✓	£26,000	Lybster *		✓	
Total			£84,000	Total			£41,400

Contribution towards the wider 20mph scheme being promoted by Inverness Area Community Services

* Proposed scheme not supported by Ward Members & Community Council

2018/19	
<i>Priority list for scheme development based on analysis of collisions for period 2013 - 16</i>	Collision Matrix score
Alness	130
Wick	120
Dingwall	80
Invergordon	60
Tain	55
Kingussie	40
Fort William	35
Maryburgh	20
Caol	10

Appendix 2 - Advertised RTRO Plan



The Highland Council Nairn- 20mph Speed Limit - Proposed

SCALE Not to Scale

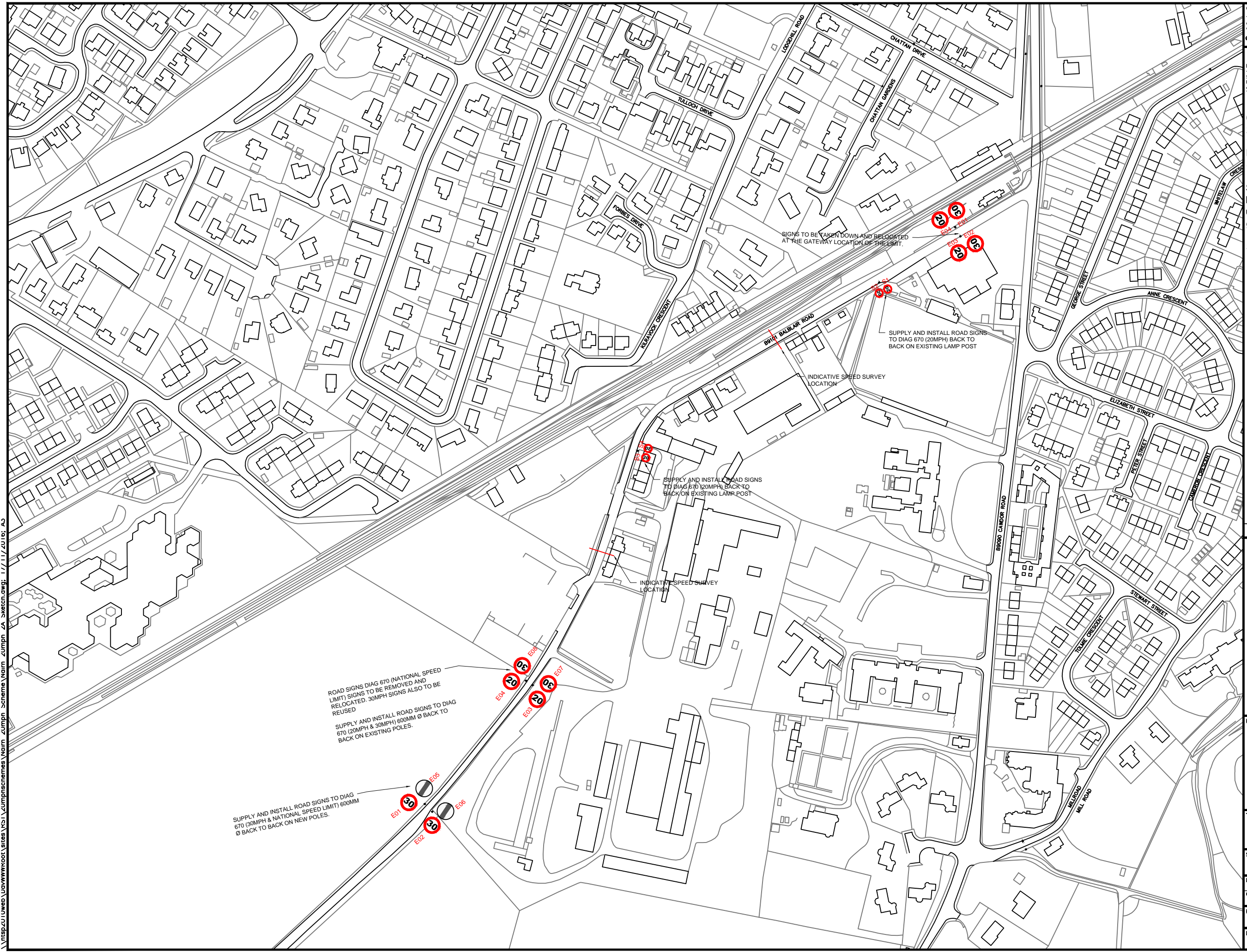
PLAN NO. NBS/NSI20/14/001

Appendix 3 Schedule

Route	Description
U3250 - Acre Street	For its entire length.
U3256 - Anne Crescent	For its entire length.
B9091 - Balblair Road	From its junction with Cawdor Road south-westerly for a distance of 60 metres or thereby.
U3288 - Burnett Place	For its entire length.
U3294 - Cameron Crescent	For its entire length.
U3300 - Castle Lane	For its entire length.
B9090 – High Street, Cawdor Street, Cawdor Road	From its junction with the A96T Aberdeen – Inverness Road south-westerly then southwards to a point 186 metres or thereby south of the centreline of Elizabeth Street. A total length of 1080 metres or thereby.
U3303 - Cawdor Street	For its entire length.
U3306 - Chattan Drive	For its entire length.
U3308 - Chattan Gardens	For its entire length.
U5029 - Church Road	For its entire length.
U3310 - Church Street	For its entire length.
U3321 - Douglas Street	For its entire length.
U3331 - Elizabeth Street	For its entire length.
U3338 - Forbes Drive	For its entire length.
U3343 - George Street	For its entire length.
U3348 - Gordon Street	For its entire length.
U3358 - John Street	For its entire length.
U3619 – John Street Cul-de-sac to Nos. 35-57	For its entire length.
U3364 – Kilravock Crescent	For its entire length.
U3360 - Knowles Garden	For its entire length.
B9090 - Leopold Street	For its entire length.
U3376 - Lodgehill Road	For its entire length.
U3419 - Millbank Crescent	For its entire length.
U3430 - Millbank Street	For its entire length.

Route	Description
Millford Heights	For its entire length.
U3406 - Mill Road	(i) From its junction with Church Street southwards then south-westerly to a point 40 metres or thereby east of its junction with Cawdor Road. A total length of 962 metres or thereby. (ii) From point 34 metres or thereby south of its junction with George Street a spur road extending eastwards for distance of 94 metres or thereby
U3454 - Peter Street	For its entire length.
U3457 - Queen Street	For its entire length.
U3463 - Rose Street	For its entire length.
U3490 - Stewart Street	For its entire length.
U3499 - Tolmie Crescent	For its entire length.
U3623 - Tower Court	For its entire length.
U3579 - Tulloch Drive	For its entire length.
C1181 - Waverley Road, Westbury Road	From a point 30 metres or thereby southeast of its junction with the A96T Aberdeen- Inverness Road south-easterly to its junction with the B9090. A total length of 310 metres or thereby.
U3516 - Wellington Road	For its entire length.
U3519 - Whitelaw Crescent	For its entire length.
U3522 - William Street	For its entire length.

Person/Organisation	Date Received	Summary	Officer Comment
Nairn West & Suburban Community Council	06.10.16	Representation - Support for scheme proposal.	Welcome support for the scheme. No further action.
Mr R. Brown	29.09.16	Representation - Support for proposed scheme however seeking Marine Road to be added to the proposed scheme.	Representation withdrawn. No further action.
John Gordon & Son Ltd	07.10.16	Representation – Conditional support for the proposed scheme subject to an additional section of Balblair Road, beyond the section shown in the proposed scheme, being added to the proposed scheme.	Representation withdrawn. During dialogue officers have indicated a preference to make the original order and to take forward a separate RTRO (Option 2A) for a section of Balblair Road (536 metres from the junction with Cawdor Road). John Gordon & Son Ltd subsequently asked for a longer length of Balblair Road to be considered. No commitment has been made to this request (Option 2B). Committee is requested to approve the making of the Road Traffic Regulation Order as advertised to avoid delay to implementing the 20mph scheme. Committee is asked to note that following the completion of necessary speed surveys officers intend to bring forward a separate report concerning an RTRO for the 536 metre section of Balblair Road from its junction with Cawdor Road. Appendix 5 shows the signs and markings associated with the Option 2A scheme.



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60/30 gateway to be placed 250m or thereby in a westerly direction on the B9091 from the 20/30 gateway.

Signs ES01, ES02, ES03 & ES04 to be taken down and used to form the 20/30 gateway of the limit.

Subject to Speed Surveys.

Revision	Details	Drawn By	Check By	Check Date	Surf's

The Highland Council
Comhairle na Gàidhealtachd

DEVELOPMENT & INFRASTRUCTURE
 ROAD SAFETY TEAM
 HQ
 GLENURQUHART ROAD
 INVERNESS IV3 5NX

Phone : 01463 252930
 Fax : 01463 252930
 E-Mail : itia.mackellaich@highland.gov.uk

Project
**20 mph Proposal
 Balblair Road
 Sketch 2A**

Title
Plan View

Scale (at A3)
Not to Scale

Drawn **CI** Date **15/11/2018**
 Checked **DRAFT** Date

Project No:
 Drawing No: **6** Rev:



Nairn West & Suburban Community Council

"Muircote"
Blairfield Road
NAIRN
IV12 5NJ

5 October 2016

Ms Sharon Wares
Solicitor
The Highland Council
Glenurquhart Road
INVERNESS
IV3 5NX

Dear Ms Wares

The Highland Council (Nairn) (20 mph Speed Limit) Order 2016

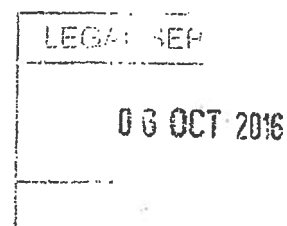
We support this proposal and pending Order.

To avoid costly and unsightly signage, all proposed roads for inclusion within this Order should be linked and subject to the same signage which should be straight forward "you are entering a 20mph zone: Please drive carefully". This will avoid classifying closes, courts and lanes separately which the community regards as being ridiculous.

Why has the north side of the A96 been excluded from this Order? Speeding on Seabank Road, Albert Street and Manse Road is a problem.

Yours sincerely

R W YOUNGSON
Chairman

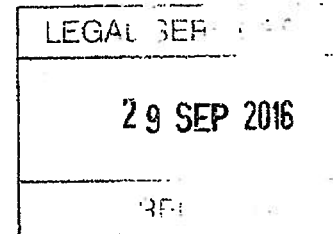


Highland Council HQ.
Inverness IV3 5NX.

Tigh Geal, Marine Road, Nairn IV12 4EA
26th September 2016

Nairn 20 mph Speed limit. Order 2016

For the attention S.Wares



Whilst broadly approving the above proposal I believe it should be extended to my Road (Marine Road) and in support of this cite the following:-

There have been a number of car accidents in Marine Road in the last eight years including fatality, injury to pedestrian, car to car collision and car to garden wall collision as well as others.

The road is used as a 'rat run' to avoid congestion of the A96 in Central Nairn at various times in the day. The motive is thus to save time thus there is a tendency to speed.

In the course of three sample periods more than sixty percent of traffic was found to be exceeding the 30 MPH limit with twenty percent exceeding 40 and ten percent above 50 MPH. Please do carry out your own checks 8 - 10 am. and 4 - 6 pm.

Half of the road has no pavement on one side with the garden walls fronting the road and the necessity for residents cars to stick their noses out blind onto the carriageway with drivers 'hoping for the best' as they leave their property.

Part of the road has no pavement on both sides with pedestrian traffic including children going to the beach forced to being on the

carriageway along with speeding traffic.

There is a residential complex at one point on the road (which has an S bend at this point) with a high percentage of elderly who have to cross to get to their lock ups. Vision for both drivers and pedestrians (several using slow moving buggies) are obscured due to these blind spots.

My supposition is that many drivers will not exceed double the speed limit thus doing sixty would become doing forty if a twenty limit was introduced and this would make the road very much safer.

Your kind consideration to my views would be appreciated.

A year ago or so we had a double fatality in the high street when two ladies visiting Nairn were confused by the sequence of traffic lights at Leopold Street and were killed by a lorry. When I arrived in Nairn eight years ago I remember being confused the first time myself until I fathomed out the logic behind the junction design which is really quite clever and elegant. To prevent a reoccurrence of such a tragedy I would suggest the erection of a pedestrian barrier for some ten metres or so in front of the restaurant to guide newcomers to the 'double crossing' design.

Yours Sincerely



S. Wares
Solicitor
The Highland Council
HQ
Glenurquhart Road
Inverness
IV3 5NX

Ref: DSS.MMC.26270.1
1
Your Ref:
Date: 06 October 2016

Dear Sirs,

John Gordon & Son Limited
The Highland Council (Nairn) (20mph Speed Limit) Order 2016

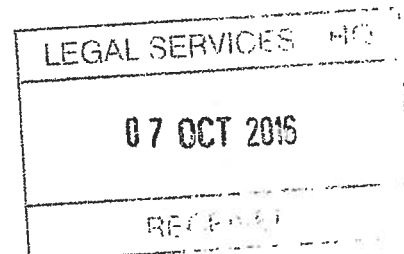
I refer to the above and enclose a copy of our client's objection to the above proposed Order.

Please confirm safe receipt of the objection to me.

Yours faithfully,

David Scott
Partner – Ledingham Chalmers LLP

Enc.



The Highland Council (Nairn) (20MPH Speed Limit) Order 2016

Revocation of the Highland Regional Council (Nairn) (30 m.p.h. Speed Limit) Order, 1982, The Highland Council (Various Schools in Nairn and Auldearn No.1) (Part Time 20mph Speed Limit) Order 2005, The Highland Council (Mill Road and Duncan Drive, Nairn) (Part Time 20mph Speed Limit) Order 2006 and The Highland Council (B9090 Nairn) (30 mph Speed Limit) Order 2007 at Balblair Road (among others)

We act for **John Gordon & Son Limited**, owners of the Softwood Timber Sawmill, which is situated on either side of Balblair Road, Nairn.

Notice has been given by The Highland Council that it proposes to make an Order known as The Highland Council (Nairn) (20MPH Speed Limit) Order 2016 (hereinafter known as the "2016 Order"), in terms of Section 84 of the Road Traffic Regulation Act 1984.

Our client **objects** to the 2016 Order for the following reasons:

- The general safety of vulnerable and all other road users on Balblair Road due to the current carriageway and footpath layout.
- The specific safety of road users at the entrance to the John Gordon & Son Sawmill.
- The safety of the residents of Balblair Road.
- The 2016 Order should extend to cover a greater extent of Balblair Road, than the 60m currently proposed, at least extending as far as the entrance to the John Gordon & Son Sawmill, from the junction with Cawdor Road or the whole of the current 30mph area.

1. The General Safety of Road Users on Balblair Road

The carriageway of Balblair Road is generally single and narrow, ranging from 4 metres to 6 metres in width. The road is not suitable for a high speed limit, particularly given the heavy use required by local road users, such as the sawmill and its employees, as well as residents of the street and those using Balblair Road to access the town and its amenities from the western parts of Nairn South.

In addition, the footpath provision on Balblair Road varies in its width and its extent. It would currently be considered of a substandard width. The Nairn South Strategic Development Master Plan Transport Appraisal prepared by AECOM dated April, 2016, states at Clause 4.1.2. that "*Balblair Road is sub-standard in road width and there is an incomplete footway system*".

The Good Practice Guide on 20mph Speed Restrictions, produced by Transport Scotland, dated June 2016 (version 2), notes that the Scottish Government is committed to a "safer Scotland" and the introduction of 20mph speed restrictions can help achieve that objective. Particular emphasis is placed in the Good Practice Guide on the Scottish Government's "Scotland's Road Safety Framework to 2020 – Go Safe on Scotland's Road it's Everyone's Responsibility" with the vision being of zero fatalities and a reduced number of serious injuries on Scotland's roads.

Given the narrow nature of the carriageway on Balblair Road, together with the lack of substantial footpath provision, the road can be considered more dangerous (with an increased likelihood of accidents) to all road users, particularly vulnerable road users such as cyclists and pedestrians. The benefit of a lower speed to all road users has been highlighted by Transport Scotland, whereby the Good Practice Guide notes that "*lower speeds do not just have to have a benefit for vulnerable road users, as car occupants are also likely to suffer greater injuries at higher speeds*".

Reducing the speed limit to 20mph from at the very least the Sawmill entrance, to the junction with Cawdor Road, would improve road safety for all road users, reducing the likelihood of accidents and fatalities, and therefore helping to meet the objectives of the Scottish Government, as described in the Good Practice Guide. The current proposed 20mph speed limit on Balblair Road is insufficient.

2. The Safety of Road Users at the Entrance to the John Gordon & Son Sawmill

John Gordon & Son Limited (JGS) own and operate the Sawmill at Nairn South which is situated on either side of Balblair Road. Any factors which would increase road safety, transport and access over Balblair Road are extremely relevant to JGS.

The Sawmill is the town's largest employer with around 100 employees requiring access to the site. The new Sawmill office facility and car park require employees travelling to work on foot, by cycle and car to cross Balblair Road in order to use the clocking facility located in the new office complex.

The Good Practice Guide notes that Scottish Government is "*committed to encourage initiatives that cut speed...in [...] areas of our towns and cities where there*

is a significant volume of pedestrian or cyclist activity". Particularly, the Good Practice Guide highlights that the Scottish Government is "*committed to protecting vulnerable road users*". This includes pedestrians, such as those working at the Sawmill.

As previously noted, the operations of the Sawmill extend to both sides of Balblair Road. Vehicles require to cross from side to side at access points. Forklift trucks and other heavy vehicles are among those vehicles requiring to cross Balblair Road. These pose a heightened danger of accidents and risk to the safety of vulnerable road users, both internally to the Sawmill as well as other public road users.

The Good Practice Guide highlights and it is well known that "*drivers travelling at higher speeds have less time to identify and react to what is happening around them and it takes longer for the vehicle to stop*". Reducing the speed limit from at least the entrance to the Sawmill would help to reduce the risk of any accident, casualty or fatality to employees travelling to/from work along Balblair Road (particularly those walking along the pedestrian footway from the Cawdor Road junction) or those choosing to cycle. It would also reduce the risk to those employees requiring to internally cross the road between the two Sawmill sites.

On a wider level, a reduced road speed along a greater part of Balblair Road would also reduce the speed of traffic to those members of the public, both vulnerable and non-vulnerable travelling past the Sawmill, where there is a greater risk of accident due to the industrial nature of the work/type of vehicles on the road. The current 20mph speed limit on the small section of Balblair Road proposed in the 2016 Order, does not address/minimise the safety risks highlighted.

3. The safety of residents on Balblair Road

As well as the commercial activities of the Sawmill, Balblair Road also contains a number of residential properties. There are around 9 residential properties between the site of the Sawmill and the junction with Cawdor Road. The current area identified as having a 20mph limit on the road does not cover all of these properties.

There is specific reference to initiatives that cut speed "*in residential areas*" in the Good Practice Guide. Lowering the speed limit may also encourage residents to walk or cycle from their properties, a health benefit again highlighted as key focus areas

for road safety activity to 2020. It would also promote increased road safety in the area.

Conclusions

- JGS are of the opinion that the current proposed 20mph speed limit contained in the 2016 Order does not extend to a sufficient enough area on Balblair Road, Nairn and therefore **object** to the 2016 Order in its current form.
- The nature of the carriageway on Balbair Road is very narrow and the changing extent of the adjacent footpath poses an increased danger to all road users, particularly pedestrians reliant on the footpath.
- The Sawmill employs around 100 people. Extending the 20mph speed limit to at least the Sawmill entrance would create a safer, less accident prone, environment for those employees travelling to and from work, specifically those looking to walk or cycle. The current section of Balblair Road proposed as a 20mph zone fails to extend far enough.
- There is some internal movement of employees at the Sawmill due to the new office complex, which requires employees to cross the road. Reducing the speed at this part of the road, would substantially reduce the likelihood of any resulting accident. This part of Balblair Road is not encompassed in the 2016 Order.
- The junction of the Sawmill is particularly dangerous given the nature of the heavy vehicles operating in the area. Reducing the speed limit at this section on Balblair Road would reduce the likelihood of an accident happening between Sawmill vehicles and other road users.
- There are a number of residential properties on Balbair Road, outside of the area that has been designated a 20mph limit in the 2016 Order. It is a Scottish Government commitment to cut speed in residential areas. The limited extent of the 20mph limit on Balblair Road currently proposed does not promote road safety or encourage residents to walk or cycle, other activities promoted by the Scottish Government.

- The 2016 Order would be acceptable if it were extended to cover a greater extent of Balblair Road, than the 60m currently proposed, at least extending as far as the entrance to the John Gordon & Son Sawmill, from the junction with Cawdor Road or the area of road currently governed by a 30mph speed limit.

Ledingham Chalmers LLP

Agents for John Gordon & Son Limited

6 October 2016

From: Richard Gerring
Sent: 18 November 2016 15:37
To: Ronald Gordon
Cc: Craig Irvine
Subject: Meeting Note and Options

Dear Ronald,

Please find attached a series of documents arising from our meeting earlier this week:

1. Note of Meeting
2. Option 2A RTRO Plan
3. Option 2A Surveys and Infrastructure
4. Option 2B RTRO Plan
5. Option 2B Surveys and Infrastructure
6. Option 2B Bill of Quantities

I repeat our request for you to withdraw your representation(s) to the original 20mph scheme so that we can proceed with implementing that scheme quickly after your confirmed withdrawal.

Option 2A

We have agreed to work with you to implement a separate 20mph scheme on Balblair Road – scheme 2A which covers a section approximately 536 metres from the Cawdor Road junction. Subject to the results of speed surveys and the subsequent advertisement with no objection to the proposed Road Traffic Regulation Order (RTRO) we would anticipate being able to implement such a scheme in the next 12 months.

Option 2B

Beyond the above arrangement, subject to a funding contribution from you, we are willing to work with you to investigate a 20mph scheme on Balblair Road - scheme 2B extending to the boundary of the sawmill site. Subject to the results of speed surveys and the subsequent advertisement with no objection to the proposed Road Traffic Regulation Order (RTRO) we would also anticipate being able to implement such a scheme in the next 12 months. To assist with this we have provided the bill of quantities involved with scheme 2B. The contribution sought from you would be the equivalent of 50% of the costs. For the avoidance of doubt this is three thousand and nine hundred pounds (£3,900).

I look forward to getting your confirmation of the withdrawal of your representation and clarification about which option you wish to take forward with officers.

As discussed at our meeting we are looking for your response by 1200 (noon) on Friday 2nd December otherwise we will be obliged to proceed to prepare a report for the Area Committee explaining the situation and seeking their approval to proceed with the original scheme only.

Will you please confirm receipt of this email, and the attachments, by return email.

Yours sincerely
Richard

Richard Gerring
Transport Planning Manager
Seirbheis Leasachaidh is Bun-structair | Development and Infrastructure Service
Comhairle na Gàidhealtachd | The Highland Council
Rathad Ghlinn Urchadain | Glenurquhart Road
Inbhir Nis | Inverness
IV3 5NX

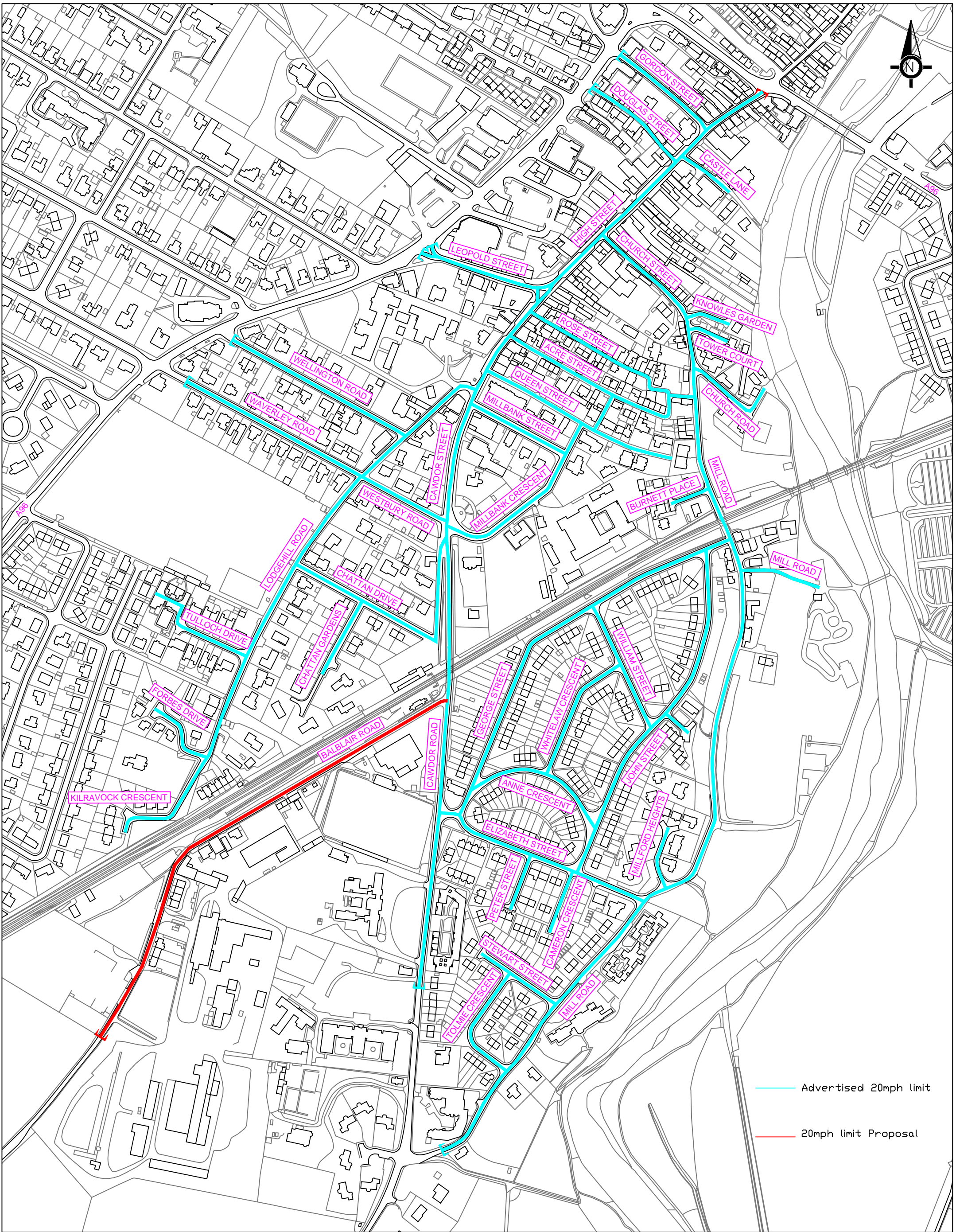
Nairn Balblair Road 20mph Scheme Meeting with John Gordon and Son 14/11/2016

Location: John Gordon and Son Site Office

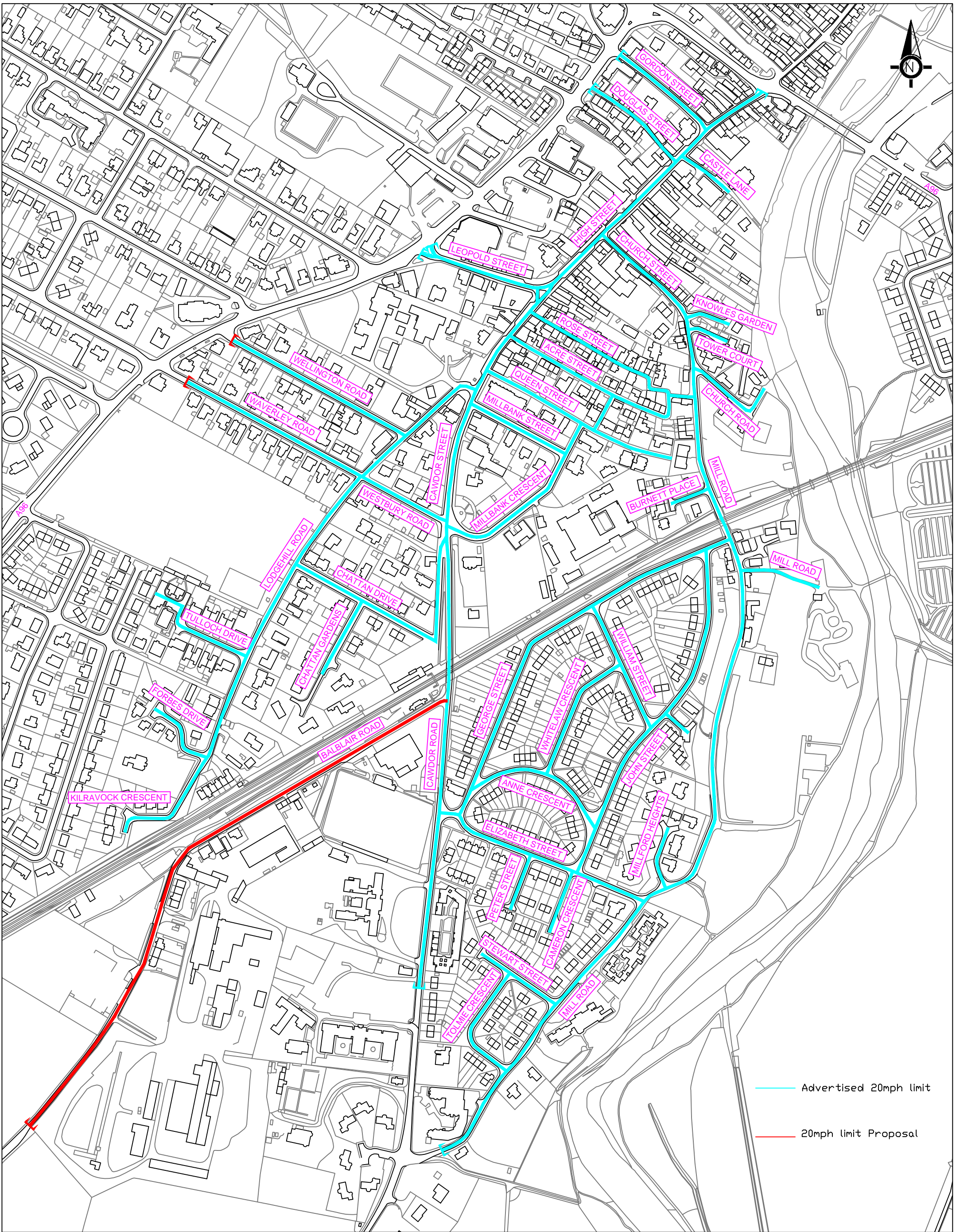
Attendees: Craig Irvine (Technician), Richard Gerring (Transport Planning Manager) & Ronald Gordon (Joint Managing Director John Gordon and Son)

Item	Action
<p>1. 20mph Scheme – Background</p> <p>Highland Council has a small budget for the implementation of 20mph schemes throughout the highland area.</p> <p>Analysis of collision data for the whole area has been undertaken and schemes prioritised and developed on the basis of this accident data.</p> <p>Nairn was highlighted as requiring the implementation of a 20mph scheme. The parameters of this scheme are based on accident data.</p>	
<p>2. Road Traffic Regulation Order (RTRO) Process</p> <p>Schemes are required to go through statutory consultation with Area Roads, Ward Members, Community Council, Emergency Services, any other residents/consultees who may be affected by the scheme and also requires to be advertised in the press for 3 weeks.</p> <p>Consultees are invited to comment/object on the proposed scheme. Any objections to the proposals need to be resolved before the scheme can be implemented.</p> <p>Objections that cannot be resolved between council officials and consultees then requires a committee paper to be written and presented to the area committee for the members to make a ruling on the objection.</p> <p>Richard Gerring confirmed his view that the letter from John Gordon and Son legal representative was not a valid objection.</p>	
<p>3. Requirements of Extension of 20mph Scheme</p> <p>An extension of the proposed 20mph scheme on Balblair Road would involve the following.</p> <ul style="list-style-type: none"> ▪ Speed Surveys ▪ Analysis of speed data results ▪ If the average speed is over 24mph then traffic calming has to be introduced which has its own consultation process. ▪ Updated drawings ▪ Additional costs (advertisement and infrastructure) ▪ Updated traffic order ▪ Input from Highland Council legal team ▪ Consultation process undertaken again <p>Richard Gerring confirmed his desire to implement the advertised scheme as soon as possible.</p> <p>Discussion followed about the request for extensions to the 20mph scheme. These were referred to as Phase 2A (536 metres from junction with Cawdor Road) and Phase 2B (further along Balblair Road to the southern boundary of the sawmill site).</p>	

Item	Action
<p>4. Explanation about re-advertisement</p> <p>Ronald Gordon stated that he was surprised that he had not been given any warning about the new information and approach to dealing with the extension.</p> <p>Richard Gerring apologised for this situation and it was clarified that the face-to-face meeting was considered to be the best way of dealing with the issues.</p>	
<p>5. Note of meeting and preliminary sketches of 20mph options</p> <p>THC to provide note of the meeting.</p> <p>THC to provide preliminary sketches showing the area and works required for the extensions to the 20mph scheme requested by John Gordon and Son.</p> <p>Richard Gerring indicated that these documents should be with Ronald Gordon by end of business on Friday 18th November.</p> <p>It was agreed that 10 working days subsequent to the receipt of the documents would be a reasonable period for a response to be issued.</p>	<p><i>This document Attached in separate emails</i></p> <p><i>Ronald Gordon to submit response.</i></p>
<p>6. Proposed Way Forward (post meeting)</p> <p>The letter received from John Gordon and Son does not pertain to the parameters of the proposed 20mph scheme. If the letter is not withdrawn it puts the entire deliverability of the whole scheme into question due to time constraints.</p> <p>John Gordon and Son are invited to withdraw their representation which would allow the proposed scheme to go ahead without delay. If the objection is withdrawn we propose to work with John Gordon and Son to develop the extension of the 20mph scheme (536 metres) identified in communications with John Gordon and Son along Balblair Road as a separate RTRO to be delivered in the next 12 months (subject to no valid objections being received). For the avoidance of doubt the costs of this would be met by the Council.</p> <p>In addition we propose to work with John Gordon and Son to investigate a further extension subject to a financial contribution towards legal, advertising and infrastructure costs associated with the second request from John Gordon and Son.</p>	<p><i>John Gordon and Son to confirm if they wish to sustain their letter(s) of representation.</i></p> <p><i>John Gordon and Son to confirm if they wish to: (a) work with the Council to deliver scheme 2A; (b) to work with the Council to investigate the second extension and contribute towards the costs of scheme 2B.</i></p> <p><i>THC to arrange speed surveys once the status of the letter(s) is received.</i></p>



— Advertised 20mph limit
 — 20mph limit Proposal



— Advertised 20mph limit
— 20mph limit Proposal

From: Ronald M Gordon
Sent: 25 November 2016 15:40
To: Richard Gerring
Subject: RE: Urgent Update 24 November

Richard

Further to our recent communications I have read your proposed submission to the Nairnshire Committee which confirms the " Committee is asked to note that following the completion of necessary speed surveys officers intend to bring forward a separate RTRO for the 536 metre section of Balblair Road from its junction with Cawdor Road "

I have spoken with the Area Leader Michael Green and expressed our desire to see this 20 mph scheme extended to the southern Boundary of the sawmill site concurrent with the proposed 536 metre section from the junction with Cawdor Road being carried out, within an acceptable timescale to all parties, on the basis that it will improve safety on Balblair Road.

Furthermore, I am of the opinion that it is reasonable for this work to the Southern boundary of the sawmill site be carried out with no contribution from John Gordon and Son Limited. I am unaware of any other party contributing to the 20 mph scheme proposed for Nairn and in order to maintain a level playing field feel it is unreasonable and inappropriate to request any monetary contribution from ourselves.

Michael Green is very supportive of the merits of the proposed scheme extension, described in the terms above and intends raising the matter in further detail with you when it comes before the Nairnshire Committee on the 7th of December.

On that basis I am therefore satisfied to withdraw our objection to the original RTRO 20 mph scheme proposal and look forward to working with you to bringing forward the new RTRO in the terms I have intimated above.

Kind regards
Ronald Gordon

-----Original Message-----

From: Richard Gerring
Sent: 25 November 2016 12:37
To: Ronald M Gordon
Subject: RE: Urgent Update 24 November

Hi Ronald

I am now out of my meeting. Can you please call me.

Richard

----- Original Message -----

Subject: RE: Urgent Update 24 November

From: Ronald M Gordon

Date: 24 Nov 2016, 17:00

To: Richard Gerring <Richard Thank you for that.
I will contact you tomorrow by midday.

Regards

Ronald

From: Richard Gerring

Sent: 24 November 2016 16:59

To: Ronald M Gordon

Subject: RE: Urgent Update 24 November

Ronald

I can be contacted on Mobile ***** and I hope to pick up emails subject to signal.

Richard

From: Ronald M Gordon

Sent: 24 November 2016 16:56

To: Richard Gerring

Subject: RE: Urgent Update 24 November

Richard

Thank you for your most recent e mails this afternoon.

As per agreement with Craig yesterday, I will come back to you tomorrow by midday.

Given that you are out West on business tomorrow, what is the best number to get you on so I can phone you personally.

Failing that would you prefer me to speak with Craig or are you picking up e mails ?

Regards

Ronald

From: Richard Gerring

Sent: 24 November 2016 16:49

To: Ronald M Gordon

Subject: RE: Urgent Update 24 November

My error – Committee is on 7th December.

Richard

From: Richard Gerring
Sent: 24 November 2016 16:35
To: Ronald Gordon
Subject: Urgent Update 24 November

Ronald,

I share with you the following text from the report that I have submitted for the forthcoming Nairnshire Committee on 6th December. Will you please give me a call to discuss as I am out west on business tomorrow.

If you are unable to get through to me can you please send your email response through to me at your earliest convenience.

Regards
Richard

Committee is requested to approve the making of the Road Traffic Regulation Order as advertised to avoid delay to implementing the 20mph scheme.

Committee is asked to note that following the completion of necessary speed surveys officers intend to bring forward a separate RTRO for the 536 metre section of Balblair Road from its junction with Cawdor Road.

Richard Gerring
Transport Planning Manager
Seirbheis Leasachaidh is Bun-structair | Development and Infrastructure Service Comhairle na Gàidhealtachd | The Highland Council Rathad Ghlinn Urchadain | Glenurquhart Road Inbhir Nis |
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