

Agenda Item	3.
Report No	CC/01/19

HIGHLAND COUNCIL

Committee: Caithness Committee

Date: 20 February 2019

Report Title: 20mph Speed Limit Implementation Wick

Report By: Director of Community Services

1 Purpose/Executive Summary

- 1.1 This report invites Members to approve the draft Road Traffic Regulation Order 'The Highland Council (Wick) (20mph Speed Limit) Order 2018' to which there has been 4 unresolved objections.

2 Recommendations

- 2.1 Members are asked to:-
- i. Note the background to the proposed 20mph speed limit order for Wick and the representations received;
 - ii. Approve the making of the Road Traffic Regulation Order, and
 - iii. Note the intention to carry out after speed counts to determine effectiveness of the new reduced speed limit.

3 Background

- 3.1 As 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 residential streets in Wick. Members approved the implementation of the proposed Wick RTRO at the Caithness Committee of 21st February 2018.
- 3.2 Funding has been allocated for the implementation of this scheme in Wick however funding for the wider Council 20mph programme, as set out in the 2nd November 2016 'Road Safety Update' Planning, Development and Infrastructure (PD&I) Committee Paper has now ceased.

4 Proposed Road Traffic Regulation Order

- 4.1 A draft Road Traffic Regulation Order (RTRO) entitled "The Highland Council (Wick) (20mph Speed Limit) Order 2018" was prepared. Details of the draft RTRO are contained in:
Appendix 1 Plan showing the area of the proposed 20mph speed limit.
Appendix 2 Schedule of roads.
- 4.2 Plans for the 20mph speed limit scheme on various streets were sent to Ward Members in September 2017. Members were supportive of the proposals. The Emergency Services, Community Council, Freight Transport Association, Highland Cycle Campaign and Bus Companies were consulted. There were no objections from any of these bodies. The proposal was then advertised in the local press and the deadline for representations and objections was 2nd January 2019.

5 Representations

- 5.1 Six representations were received during the consultation period and there is one longstanding supporter of the scheme. 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 RTRO.
- 5.2 Of the six representations received during the consultation period, one representation declares support for the proposed 20mph scheme. The second representation was with regards to driver confusion, proliferation of signage, driver distraction and effectiveness of the new limit. Following correspondence with Council Officers the objection was withdrawn.
- 5.3 The final 4 objections were on the grounds of:-
- Giving people a false sense of security, increase in exhaust emissions, questioning whether accidents will reduce, questioning necessity, unable to obtain a copy of the Authorities Statement of Reasons at Wick Service Point, questioning justification for the proposal, breach of Human Rights and finally do not feel the proposed limit is justified, will work and it will increase driver frustration.
- 5.4 A summary of the representations and officer comments is set out in the table at **Appendix 3**. Copies of the representations and communications are provided at **Appendix 4**.

5.5 At the time of writing of this report correspondence between officers and the parties making the objections was ongoing. 1 party would like their objection to stand and 3 parties have failed to respond to the Council by the deadline given to them and have subsequently been written to again to ask if they wish to withdraw their objections.

5.6 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 Road Traffic Regulation Order.

6 Implications

6.1 Resource - There are no resource implications to the Council, as these proposals are being funded through allocated budget for 20mph schemes and the Smarter Choices Smarter Places funding awarded to the Council following a successful bid. Subject to the RTRO being approved it is intended that the signs and markings would be implemented by May 2019.

6.2 Legal - Formal speed limits require to be supported by a Road Traffic Regulation Order. This report sets out the representations received and is seeking approval to make the RTRO.

6.3 Community (Equality, Poverty and Rural) - The proposed 20mph scheme uses pedestrian and cyclists casualty information. Lower vehicle speeds aim to reduce the risks for vulnerable road users.

6.4 Climate Change / Carbon Clever - Reduced vehicle speeds have the aim of increasing active travel choices and thus reducing the amount of vehicles, and as a result emissions, on the roads.

6.5 Risk - The following risks are highlighted:-

- 20mph speed limit schemes require observed mean average speeds of 24mph or lower.
- The Wick 20mph scheme delivery is on hold until formal approval by the Caithness Committee.

6.6 Gaelic - There are no Gaelic or Rural Implications.

Designation: Director of Community Services

Date: 4 February 2019

Author: Lisa MacKellaich, Road Safety Officer

Background Papers: [20mph Speed Limit Implementation Report](#), Caithness Committee, 21 February 2018 – Item 5

[Road Safety Update Report](#), Planning, Development and Infrastructure Committee, 2 November 2016 – Item 18

Schedule of roads

Route U3557 – Hospital Road

For its entire length.

Route U3649 – Seaforth Avenue

For its entire length.

Route U3662 – Westbanks Avenue

For its entire length.

Route U3661 – Westbanks Terrace

For its entire length.

Route U3554 – Hood Street

For its entire length.

Route U3616 – Newton Avenue

For its entire length.

Route U3618 – Newton Road

From its junction with Thurso Street/Thurso Road/Bankhead southwards then southeastwards for a total length of 575 metres or thereby.

Route U3505 – Coronation Street

For its entire length.

Route U3565 – Kenneth Street

For its entire length.

**Route A0882 – Wick – Georgemas Road
(Thurso Road, Thurso Street))**

From its junction with the A99T (Latheron to Wick Road) to a point 397 meters or there eastwards of its junction with Thurso Street/Thurso Road/Bankhead.

Route U3526 – Gowrie Place

For its entire length.

Route U3791 – Gowrie Place

For its entire length.

Route U3789 – Sunbeam Terrace

For its entire length.

Route U3458 - Bankhead

For its entire length.

Route U3760 - Creamery Road

For its entire length.

**Route U3785 – Wick Cemetery Road
(Harrow Road)**

From its junction with Kennedy Terrace/Harrowhill southwestwards for a total length of 14 metres or thereby.

Route U3541 – Harrow Hill

For its entire length.

Route U3544 – Harrow Terrace

For its entire length.

Route U3563 – Kennedy Terrace

For its entire length.

**Route U2388 – Old Wick Road
(Carnaby Road)**

For its entire length.

Route U5637 – Swanson Drive

From its junction with the U2388 Oldwick road, extending in a southerly and then westerly direction for a distance of 362 metres or thereby.

Route U5638 – Swanson Avenue

From its junction with the Swanson Drive, extending in a southerly direction to its junction with Swanson Drive a distance of 149metres or thereby.

Route U3626 – Oldwick Road

For its entire length.

Route U3497 – Cairndhuna Terrace

For its entire length.

Route U3431 – Albert Street

For its entire length.

Route U3637 – Roxburgh Road

For its entire length.

Route U3470 – Battery Road

For its entire length.

Route U3701 – Shilling Hill South

For its entire length.

Route U3713 – Shillinghill Hill North

For its entire length.

Route U3724 – Thistle Park South

For its entire length.

Route U3736 – Thistle Park North

For its entire length.

Route U3659 – Wellington Avenue

From its junction with North View northwestwards for a total length of 267 metres or thereby.

Route U3614 – Murchison Street

For its entire length.

Route U3660 – Wellington Street

For its entire length.

Route U3569 – Kinnaird Street

For its entire length.

Route U3620 – Nicolson Street

For its entire length.

Route U3624 – North Murchison Street

For its entire length.

Route U3479 – Bexley Terrace

For its entire length.

Route U3656 – Vansittart Street

For its entire length.

Route U3639 – Royal Place

For its entire length.

Route U3560 – Huddart Street

For its entire length.

Route U3641 – Rutherford Street

For its entire length.

Route U3467 – Barrogill Street

For its entire length.

Route U3529 – Grant Street

For its entire length.

Route U3654 – Smith Terrace

For its entire length.

Route U3779 – Harbour Place

For its entire length.

Route C1073 – Northcote Street – Macrae Street – Grant Street (Part) – Macarthur Street – Harbour Brae

For its entire length.

Route U3488 – Brown Place

For its entire length.

Route U3583 – Loch Street

For its entire length.

Route U3476 – Beaufoy Street

For its entire length.

Route U3610 – Moray Street

For its entire length.

Route U3514 – Upper Dunbar Street

For its entire length.

Route U3455 – Argyle Square

For its entire length.

Route U3511 – Lower Dunbar Street

For its entire length.

Route U3485 – Breadalbane Terrace

For its entire length.

Route U3597 – Malcolm Street

For its entire length.

Route U3508 – Dempster Street

For its entire length.

Route U3653 – Sinclair Terrace

For its entire length.

Route U3588 – MacLeay Street

For its entire length.

Route U3538 – Harbour Road

For its entire length.

Route U3667 – South Quay Road

For its entire length.

Route B9159 – Fish Mart

For its entire length.

Route B9159 – Harbour Quay

For its entire length.

Route B9159 – Martha Terrace

For its entire length.

Route U3632 – River Street

For its entire length.

**Route U3805 – Bank Row
(Bank Row, Union Street, Station Road)**

For its entire length.

Route U3666 – Williamson Street

For its entire length.

Route U3635 – Rose Street

For its entire length.

Route U3643 – Saltoun Street

For its entire length.

Route U3655 – Telford Street

For its entire length.

Route U3491 – Burn Street

For its entire length.

Route U3608 – Miller Street

For its entire length.

Route B9159 – Harbour Bridge

For its entire length.

Route U3657 – Victoria Place

For its entire length.

Route U3600 – Market Place

For its entire length.

Route U3810 - Back Bridge Street

For its entire length.

Route A0099 – Wick to John O’Groats Road

(North Road, High Street, Bridge Street, George Street)

Commencing at its junction with the A99T (Latheron to Wick Road) at Thurso Street to a point 55 metres or thereby north westwards from its junction with Hill Avenue.

Route B9159 – High Street

For its entire length.

Route U3647 – The Shore

For its entire length.

Route U3647 - Scalesburn

From its junction with Port Dunbar Street for a length of 15 metres or thereby southeastwards.

Route U3651 – Shore Lane

For its entire length.

Route U3665 – Whitehouse Park

For its entire length.

**Route C1041 – Staxigoe Road
(Louisburgh Street)**

For its entire length.

Route U3807 – Ashley Court

For its entire length.

Route U5511 – Mowat Lane

For its entire length

Route U3678 – Tollbooth Lane

For its entire length

Route U3748 – John Street

For its entire length

**Route C1041 – Staxigoe Road
(Church Street)**

For its entire length.

Route U3777 – Kirk Hill

For its entire length.

Route U3532 – Green Road

For its entire length

Route U3572 – Kirk Lane

For its entire length.

Route U3586 – Macleay Lane

For its entire length.

Route U3591 – Miller Lane

For its entire length.

**Route U3494 – Carpark Riverside
(St Fergus Road)**

For its entire length

Route U3664 - Whitechapel Road

For its entire length.

Route U3689 – The Glebe

For its entire length.

Route U3606 – Miller Avenue

For its entire length.

Route U3634 – Robert Street

For its entire length.

Appendix 3 Summary of Representations

Person/Organisation	Date Received	Summary	Officer Comment
Supporter 1	Ongoing since 2017	Representation – support for the scheme proposal.	Supporter 1 first raised concerns to the Council re pupils crossing the A99 to walk to/from Noss Primary School as they felt this was a fast road for Primary School aged children to be crossing. Council agreed to include this section of road into the proposed 20mph limit for Wick and Supporter 1 was delighted with this.
Supporter 2	01.12.18	Representation - Support for the scheme proposal.	Welcome support for the scheme. No further action required.
Objector 1	24.12.18	Objection - on the following grounds: <ul style="list-style-type: none"> • Driver confusion • Too many signs causing driver distraction • Cost • Doesn't feel it will be effective Objection Withdrawn.	Response letter sent to Objector 1 on 15.01.19 replying to the points he raised. Objection withdrawn via email on 29.01.19. No further action.
Objector 2	10.12.18	Objection – on the following grounds: <ul style="list-style-type: none"> • Giving people a false sense of security 	Response letter sent to Objector 2 on 18.12.18 replying to the points they raised within their objection. Objector 2 was provided with information regarding the 20mph programme ethos of casualty reduction and collision statistics explaining why Wick is in the Council's priority list for 20mph introduction. Explanation was also provided outlining that the proposed scheme has been designed to be self-enforcing and after counts will be undertaken to determine effectiveness of the new limit once implemented. Objector 2 was given a deadline of 10.01.19 to respond to this response. They did not respond to the Council by this date and thus was written to again on 30.01.18 asking them to confirm if they were withdrawing their objection. Objector 2 emailed 02.02.19 to state they are not withdrawing their objection.
Objector 3	19.12.19	Objection – on the following grounds: <ul style="list-style-type: none"> • Increase in exhaust emissions • Questioning whether accidents will reduce • Questioning necessity 	Response letter sent to Objector 3 on 15.01.19 replying to the points raised within their objection. They were provided with evidence challenging their concern re increased vehicle emissions and provided with information regarding collision statistics explaining why Wick is in the Council's priority list for 20mph introduction. Objector 3 was given a deadline of 04.02.19 to respond to this response.

			They did not respond to the Council by this date and have been written to again asking them to confirm if they are withdrawing his objection.
Objector 4 (10 additional signatures on the letter)	Letter dated 24.12.18	<p>Objection – on the following grounds:</p> <ul style="list-style-type: none"> • Unable to obtain a copy of the Authorities Statement of Reasons at Wick Service Point • Questioning justification for the proposal • Breach of Human Rights 	Response letter sent to Objector 4 et all on 14.01.19 replying to the points they raised within their objection. A statement of reasons was sent to them. They were provided with information regarding the 20mph programme ethos and collision statistics explaining why Wick is in the Council's priority list for 20mph introduction. Information was also provided as to how this proposed scheme would be implemented on the ground. Objector 4 was given a deadline of 4 th February to respond to this response. They did not respond to the Council by this date and have been written to again asking them to confirm if they are withdrawing their objection.
Objector 5	03.01.19	<p>Objection – on the following grounds:</p> <ul style="list-style-type: none"> • Doesn't feel it is justified, will work and will increase driver frustration 	Response letter sent to Objector 5 on 14.01.19 replying to the points they raised within their objection. They were provided with information regarding the 20mph programme ethos and collision statistics explaining why Wick is in the Council's priority list for 20mph introduction. Explanation outlining that speed counts have been undertaken in Wick to ascertain current speeds and the proposed scheme has been designed to be self-enforcing and after counts will be undertaken to determine effectiveness of the new limit once implemented. Existing mean average speeds are showing to be 26.7mph or lower throughout Wick so the reduction in speed will not result in significant driver frustration. Objector 5 was given a deadline of 04.02.19 to respond to this response. They did not respond to the Council by this date and have been written to again asking them to confirm if they are withdrawing their objection.

Appendix 4 – Copies of Communications

Supporter 1 – email correspondence – support for proposal

Thanks Lisa. Much appreciated...

■

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From: Lisa MacKellaich [REDACTED] >
Sent: Wednesday, February 21, 2018 4:17:23 PM
To: [REDACTED]
Subject: RE: Wick - Road Safety

Hi [REDACTED]....

Thanks for your email and I hope all is well with you.

I can confirm that things are moving along.

Further to the email below we now have Area, Ward, and Committee approval for the scheme. I attended the Area Committee Meeting this morning which has given us authority to continue with the creation of the Road Traffic Regulation Order subject to consultation. See

https://www.highland.gov.uk/meetings/meeting/3936/caithness_committee for a copy of the paper, it shows you the extents of the 20mph scheme and the consultation process we are going through. Will keep you posted as we go along....

Josie/Jonathan – do you have an update re the footpath improvements you were looking at here for us?

Thanks,
Lisa

From: Lisa MacKellaich
Sent: 09 October 2017 09:49
To: [REDACTED]
Subject: RE: Wick - Road Safety

Hi there...

Many thanks for your email and I hope this finds you well.

20mph limit proposal

I can confirm that our team are responsible for this and as such, having looked at it, I have included this section of road in the 20mph proposal for Wick. There is a lengthy consultation process to go through before implementing any new speed limit and in conjunction with this a legal traffic order is also written. The stage we are at with this one is that we now have approval for our proposal from the Area Roads Department and we have just received approval from the Elected Members for the proposal. This will now go out to the wider public, emergency services etc for a consultation period so you will see it in the press shortly.... We will see what this brings in terms of any objections etc (fingers crossed they will be minimal and we can get on with implementation!)

Footpath improvements

As per the email below our area roads team are coming up with a design for this one. They are currently designing 3 Safer Routes to School Schemes for us and I actually contacted them last week to try and chase it along. I know they have started designing them so I will be in touch with you as soon as I have something from them.

Will keep in touch and thanks again for emailing.

Kind Regards,
Lisa

From: [REDACTED]
Sent: 05 October 2017 12:26
To: Lisa MacKellaich
Subject: RE: Wick - Road Safety

Hi Lisa,
How are things? I'm just putting a quick email to you to find out how things are developing regarding George Street Wick? I haven't heard anything recently and there has been no changes with this busy road A99 to John O' Groats.

Thanks,
[REDACTED]

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From: Lisa MacKellaich [REDACTED]
Sent: Wednesday, August 2, 2017 8:58:23 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Wick - Road Safety

Good morning [REDACTED],

Further to our conversation on Monday I visited the site yesterday whilst I was in Wick.

Firstly I can confirm that this is a Local Authority Road. What I have agreed with the area Community Services Team is that they will have a look at the 'businesses' side of the road to see if there is a way that some sort of footpath can be put in on this side of the road to allow a safer route to allow crossing of the main road closer to Henrietta Street where there is improved visibility for crossing George Street to get to/from the Primary School. The area will cost this and provide a quote to us.

In conjunction with this I can confirm that investigation is currently taking place to implement 20mph limits within Wick and I will look into the possibility of including this section of George Street within this reduced speed limit which will again aid crossing at this location. We also have the option of locating Speed Indication Device signs to help reinforce the speed limit.

Be assured that, although any road enhancements take time, we are actively working to try and make improvements in this area.

Anything else at the moment don't hesitate to get in touch.

Kind Regards,
Lisa

From: [REDACTED]
Sent: 28 June 2017 20:29
To: Lisa MacKellaich
Subject: Re: Wick - Road Safety

Hi Lisa,

Thanks for getting in touch. The road concerned is a busy trunk road North of Wick. We live in [REDACTED] and to get to school the children have to cross this road. There is no safe crossing for the children. Approx eight to ten kids cross this road to get to school. Some kids live in [REDACTED].

There is a blind spot on the bend to the east and when traffic comes round the pedestrian has very little time to cross or judge the traffic. This area is also busy with vehicles accessing local businesses. There is no road safety signs on this stretch of road going North towards John O'Groats. I feel we need a proper crossing.

I would be more than delighted to show you my concerns on George Street when you visit in August.

Kind Regards,
[REDACTED]

From: Lisa MacKellaich [REDACTED]
Sent: 28 June 2017 16:14:58
To: [REDACTED]
Subject: Wick - Road Safety

Hi there,

I understand you have contacted the Council re a Road Safety concern you have in Wick. I have been asked to get in touch with you about this (I called you today but wasn't able to get a hold of you on the phone unfortunately).

I am actually up in Wick at the start of August and more than happy to have a look at the concerns you have raised.

I would be grateful if you are able to provide me with a little more detail e.g. specific area of road that you have a concern with, what your concerns are etc to allow me to look at it properly when I am up in the area as I have minimal details at present.

I look forward to hearing from you.

Kind Regards,
Lisa

[REDACTED]

Supporter 2 – email correspondence – support for proposal

Thank you very much for your reply. I am very much in favour of this initiative.

From: Road Safety [REDACTED]
Sent: 28 December 2018 15:06
To: [REDACTED]
Subject: RE: Wick 20 MPH List

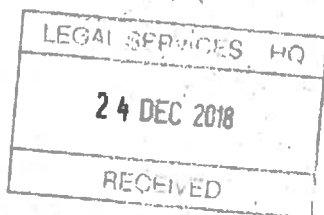
As requested please find attached a copy of the press notice listing the streets and a copy of the plan showing the proposed 20mph limit extents in Wick.

Regards,
Ross Bartlett

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 21 December 2018 12:56
To: Road Safety
Subject: Wick 20 MPH List

I have seen notices attached to lamp posts in the town listing the streets in Wick to have 20 mph limits. Where can I find a list of the streets on your website or can you email a list of the streets to me and/or a map.



THE MARYLAND COUNCIL (WICK)
(20 MPH SPEED LIMIT) ORDER 2018

I wish to submit an objection to the above on the following grounds:

- There will be too many areas with differing speeds. This will lead to (i) confusion especially for those outside Wick (ii) too many speed signs distracting from driving
- Huge cost for junction signs, road markings & their renewal. No cost of holding this.
- Many of the streets involve a speed less than 30 anyway due to parking congestion in built up areas anyway.
- Anyone who exceeds current limits will continue to do so irrespective of any changes



Please ask for:
Email:
Direct Dial:
Our Ref
Date:

Lisa MacKellaich

Wick 20mph
15th January 2019

Dear [REDACTED]

**TRAFFIC ORDERS: THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT)
ORDER 2018**

Many thanks for your letter of 20th December 2018 which has been forwarded to me to provide a response.

I can confirm that the proposed introduction of a 20mph speed limit in Wick is in line with the Council's programme to introduce 20mph speed limits around the Council Area.

The programme ethos and implementation is outlined as per the enclosed Highland Council Committee Report for your information.

To cover the points you have raised in your letter:

I have attached a copy of the proposed new 20mph scheme extents along with a plan detailing the extent of the existing 20mph limit in Wick. I hope you agree when looking at it on the plans that the introduction of the proposed new 20mph limit ties in nicely with the existing limit and the only section of road that is not really covered is the Trunk Road. The extent of the limit will therefore minimise confusion over the speed limit. In addition to this the scheme will be designed to ensure drivers are well aware that they are driving within a 20mph limit.

With regards to signage and policing I can confirm that the key aspect of introducing a 20mph scheme is to ensure that they are self-enforcing. The Council have undertaken speed counts throughout Wick to ascertain existing vehicle speeds and

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX
Tel: 01349 886601 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

can reassure you that the proposed scheme has been designed in accordance to Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions June 2016'.

Taking into account the existing mean average speeds for Wick, it is proposed that the scheme will consist of gateway signing and lining, 20mph repeater signing and roundels throughout and Speed Indication Device (SID) Signs to ensure that all drivers are fully aware of the speed limit. As such it has been designed to ensure the 20mph limit is conspicuous but without signage that is prolific and distracting.

Once schemes are implemented the Local Authority undertake after speed counts to determine the effectiveness of the new limit.

With regards to costs I can confirm these are being kept to a minimum for example where possible signage will be located on lamp columns.

As you can see from Section 3 and Appendix 3 of the attached Committee Paper, the implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. To date 18 schemes across the Council Area have been successfully implemented.

There is a lot of research in this area however I have enclosed a couple of documents that show the results of schemes that have been implemented elsewhere in the country for your information. They show a positive impact in a number of areas including casualty reduction and increased active travel which is what the Council is trying to deliver with the implementation of this and any 20mph scheme.

The proposed scheme for Wick has the support of Local Members, Community Council and Emergency Services.

I trust that the explanation of the background and rationale detailing the design of the scheme outlined in this letter will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 4th February 2019.

If you wish to discuss your objection further I can be contacted by email or telephone.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX

Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

If you still wish to pursue your objection the next stage of this formal process is for the objection to be heard by the Elected Members at the Local Area Caithness Committee.

Yours sincerely,



Encs. Highland Council Committee Report

Proposed new scheme extents drawing

Existing 20mph scheme extents drawing

Document: 'Reducing Speed Limits from 30mph to 20mph typically results in more than 20% fewer casualties

Document: Edinburgh's 20mph Limit Trial a Resounding Success

Community Services

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Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Objection withdrawn.

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From: Lisa MacKellaich [REDACTED]
Sent: Tuesday, January 29, 2019 2:17 pm
To: [REDACTED]
Subject: RE: Wick 20mph

Dear [REDACTED],

Many thanks for taking the time to send the email below, it is much appreciated.

With any scheme we are asked to implement we have to work to strict Council processes. I therefore would like to confirm with you that you are now withdrawing your objection to this scheme or if you wish your objection to stand?

If it is the latter, your objection will be heard by the Elected Members at the Local Area Caithness Committee, and the Members will decide if the objection to the scheme stands.

As per my letter I am more than happy to discuss this with you.

I would be grateful if you could get back to me confirming if you wish to withdraw your objection or let it stand. If you are able to let me know by 4th February that would be much appreciated.

I look forward to hearing from you.

Kind Regards,
Lisa

[REDACTED]

From: [REDACTED]
Sent: 17 January 2019 13:48
To: Lisa MacKellaich
Subject: Wick 20mph

Lisa

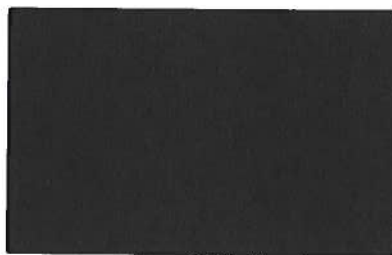
Just a brief note to thank you for replying to my letter of 20th December.

I may not agree with all the proposals but I do appreciate you letting me have the explanations for and details of them.

[REDACTED]

Objector 2 - letters and email

LEGAL REP
10 DEC 2018
RECEIVED



6-12-2018

Dear [REDACTED]

I wish to object to the planned 20 mph speed limit on the grounds that it gives people a false sense of security.

I spent one day in Edinburgh where one driver came out of a side road into a small space in a stream of traffic and a lady floated across oncoming traffic and then across my lane.

Neither looked. Cars were slow so maybe it was not deemed necessary.

Eventually people will get used to the 20 mph and it will need lowering again. Incidentally I drive and walk (pedestrian).

Yours sincerely



Please ask for: Lisa MacKellaich
Email: [REDACTED]
Our Ref: Wick 20mph
Date: 18th December 2018

Dear [REDACTED]

**TRAFFIC ORDERS: THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT)
ORDER 2018**

Many thanks for your letter of 6th December 2018 which has been forwarded to me to respond to.

I can confirm that the proposed introduction of a 20mph speed limit in Wick is in line with the Council's programme to introduce 20mph speeds limits around the Council Area.

The programme ethos and implementation is outlined as per the enclosed Highland Council Committee Report for your information.

As you can see from Section 3 and Appendix 3, the implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. To date 18 schemes across the Council Area have been successfully implemented.

The key aspect of introducing a 20mph scheme is to ensure that they are self-enforcing. We have undertaken speed counts throughout Wick to ascertain existing vehicle speeds and can reassure you that the proposed scheme has been designed in accordance to Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions June 2016'. Once schemes are implemented we undertake after speed counts to ensure compliance with the new limit.

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX
Tel: 01349 886601 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

Taking into account the existing mean average speeds for Wick, it is proposed that the scheme will consist of signing, lining and Speed Indication Device Signs.

The Scheme has the support of Local Members, Community Council and Emergency Services.

I trust that the explanation of the background and rationale detailing the design of the scheme outlined in this letter will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 10th January 2019.

If you still wish to pursue your objection the next stage of this formal process is for the objection to be heard by the Elected Members at the Local Area Caithness Committee.

Yours sincerely,

Lisa MacKellaich
Road Safety Officer

Enc. Highland Council Committee Report

Community Services

The Highland Council, Glenurquhart Road, Inverness, IV3 5NX
Tel: 01349 886606 e-mail:communityservices@highland.gov.uk www.highland.gov.uk

From: Lisa MacKellaich
Sent: 04 February 2019 17:34
To: [REDACTED]
Subject: RE: Wick 20mph

Dear [REDACTED],

Many thanks for your email confirming that you wish your objection to THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT) ORDER 2018 to stand.

I can confirm that this will now go to the Caithness Local Area Committee being held on 20th February 2019 for the Elected Members to decide if the scheme will progress. All correspondence will be contained within the committee papers.

We will inform you of the Committees decision.

Regards,
Lisa

[REDACTED]

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

From: [REDACTED]
Sent: 02 February 2019 12:29
To: Lisa MacKellaich
Subject: Wick 20mph

TRAFFIC ORDERS: THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT) ORDER 2018

Dear Lisa MacKellaich,

Your Ref: Wick 20mph

Thank you for your letter of 30 January, 2019.

I wish to keep my objection on the grounds that it gives people a false sense of security and safety to lower the speed limit.

You can check the following. [REDACTED], who was the [REDACTED], had a [REDACTED] called [REDACTED]. [REDACTED] actually [REDACTED]. He used to walk out on front of cars without looking and one day did it once too often. He died because he walked out on front of a car, got hit and died.

Whilst in Edinburgh last summer, I was in a vehicle doing 20 mph and someone dodged through moving traffic without looking, another vehicle popped out in a very small space which I would have deemed unsafe had I been the driver. Never seen people do either action that road before and I have been in Edinburgh at least twice a year since 1985. Hope I never have to go back.

Back to [REDACTED]. Had the driver been at 20mph, [REDACTED] may have lived with disabilities or [REDACTED] may have died sooner thinking [REDACTED] was safer at slower driving speeds.

There is a chance that one of the Elected Members of the Local Area Caithness Committee will have known [REDACTED].

I leave this in your capable hands as it is up to you to decide what is best for the public.

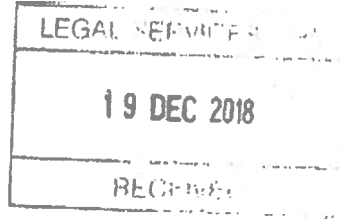
In the meantime, take care of yourselves. I say that to everybody.

Regards,

[REDACTED]

Sent from my iPad

Objector 3 - letters



[REDACTED]

[REDACTED]

[REDACTED]

09th December 2018

Dear [REDACTED]

After reading in the John O'Groat Journal the notice regarding the Highland Council (Wick) (20mph Speed Limit) Order 2018 I wish to object on the following grounds:

Exhaust emissions will rise due to driving in lower gears bringing an unseen however far more proven health risk which far outweighs any potential safety risk a 10 mph reduction in speed limits can achieve. There is some empirical evidence to negate this claim however common sense tells you that if you drive your vehicle in 1st gear you are not going to get the same mpg you would in a higher gear regardless of your driving style – this will certainly add to pollution in the town.

Statistics supporting the alleged reduction in injuries in 20mph zones fail to take into account the reduction in traffic as drivers avoid the 20mph zones. And while not isolated cases, both Bath and Manchester Councils found injuries actually rose after the introduction of 20mph zones. Bath spent over £800,000 on the introduction of the zones then could not afford to remove them when accidents actually increased – can we be assured the situation will not be the same in Wick?

The roads in the town of Wick are in such poor condition speeds of much over 20mph are hard to achieve. The Highland Council claim they do not have the money to repair the roads other than temporarily patch them yet they apparently have the money to implement an almost town wide 20mph zone with all the associated costs involved. Better road surfaces would in itself improve safety as drivers would not be constantly looking for potholes and adjusting their position in the road if the surfaces could be relied upon to be of a good standard.

Roadside Parking on yellow lines is not enforced in Wick, especially in Bridge Street, the main street through Wick, and poor parking in general, which effectively narrows most roads to single track, keeps speeds down almost town wide. Average speeds around town must be well below 20mph without the need to spend resources which are desperately needed elsewhere.

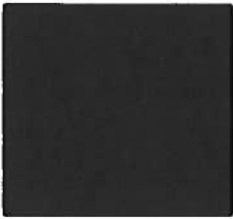
If the Council are genuinely concerned about child safety then I ask why they allow parents collecting children from school to park on the road right outside the primary

school when there is an almost empty car park just 50 meters away where they can load their children in perfect safety? This is a genuinely serious risk yet nothing is done – perhaps no revenue can be raised here?

There has for many years been technology available which could be fitted to private vehicles, even retrospectively, in the form of speed limiters. If reducing speeding were the answer to road safety no car would be allowed on the road unless it was fitted with a speed limiter. An additional upshot of this would be to utilise technology, such as is used in formula one racing, whereby as cars enter a safety zone their speed is automatically reduced and capped. This could easily be fitted at the entry point to every speed limited area to absolutely stop speeding and greatly increase road safety. Heavy Goods Vehicles and commercial vans have been fitted with speed limiters for many years in the UK, why not private cars? The answer is speeding fines raise a considerable amount of income for the treasury. By lowering the speed limit to 20mph there will not be a reduction in injuries in Wick however there may well be funds raised in the form of speeding fines. Is there any evidence whatsoever these lower limits are needed in Wick? Most importantly will there be an assurance that Wick will be rid of these zones if they prove to actually increase injuries as happened in both Bath and Manchester?

Yours sincerely





Please ask for: Lisa MacKellaich
Email: 
Direct Dial:
Our Ref: Wick 20mph
Date: 15th January 2019

Dear 

**TRAFFIC ORDERS: THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT)
ORDER 2018**

Many thanks for your letter of 9th December 2018 which has been forwarded to me to provide a response.

I can confirm that the proposed introduction of a 20mph speed limit in Wick is in line with the Council's programme to introduce 20mph speed limits around the Council Area.

The programme ethos and implementation is outlined as per the enclosed Highland Council Committee Report for your information.

To cover the points you have raised in your letter:

1. With regards to exhaust emissions, as per paragraph 4 of your letter, I can confirm that The Council have undertaken speed counts throughout Wick to ascertain existing vehicle speeds and can confirm that the existing mean average vehicle speeds in Wick are below 30mph and therefore the reduction in vehicle speeds being sought by the implementation of this scheme will have minimal effect on the environment whilst having the desired effect on road safety in terms of casualty reduction and also increase active travel.

The key aspect of introducing a 20mph scheme is to ensure that they are self-enforcing. We can reassure you that the proposed scheme has been designed in accordance to Transport Scotland's 'Good Practice Guide on 20mph Speed

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Restrictions June 2016' and therefore the proposal is introducing the limit on appropriate streets taking into account the existing mean average speeds for Wick.

It is proposed that the scheme will consist of gateway signing and lining, 20mph repeater signing and roundels throughout and Speed Indication Device (SID) Signs to ensure that all drivers are fully aware of the speed limit.

It is therefore important to state that the proposal does not include any form of traffic calming and therefore there will not be the same level of vehicle braking which can increase emissions. As you can see from the enclosed article from the AA on the subject, they are stating the level of pollution is related to the design of the 20mph limit and in particular increased pollution levels are linked to schemes that include traffic calming.

Evidence from other 20mph areas show that over the longer term, slower speeds encourages more people to walk and cycle over short distances thus reducing the number of vehicles on the road which will have a positive effect on emissions.

2. As you are aware Bath and Manchester are very different in terms of geography, road layout and volume of traffic to Wick. As per above I can confirm that there is no traffic calming proposed for the Wick scheme so the cost of implementation will be significantly lower.

As you can see from Section 3 and Appendix 3 of the Highland Council Committee Report, the implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. To date 18 schemes across the Council Area have been successfully implemented.

3. With regards to roadside parking I can confirm that following decriminalisation of parking Highland Council are now responsible for parking enforcement.

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See the following link detailing the current consultation that is out regarding on street parking enforcement which is due to close on 31st January 2019 https://www.highland.gov.uk/info/20006/parking_and_car_parks/711/discriminated_parking_enforcement/4

As you can see Wick is part of this consultation and it is therefore intended that parking enforcement will come to Wick imminently.

If you require a paper copy of the plans please let me know.

4. With regards to road safety at the local primary school I can confirm that we have a meeting at Noss Primary School later this month to discuss road safety concerns. If you are referring to Newton Park Primary School please let us know and we will look into this.
5. There is a lot of research into the introduction of 20mph limits, I enclose a couple of documents that show the results of schemes that have been implemented elsewhere in the country for your information. They show a positive impact in a number of areas including casualty reduction and increased active travel which is what the Council is trying to deliver with the implementation of this and any 20mph scheme.

Once schemes are implemented the Local Authority undertake after speed counts to determine the effectiveness of the new limit.

The proposed scheme for Wick has the support of Local Members, Community Council and Emergency Services.

I trust that the explanation of the background and rationale detailing the design of the scheme outlined in this letter will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 4th February 2019.

If you wish to discuss your objection further I can be contacted by email or telephone.

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If you still wish to pursue your objection the next stage of this formal process is for the objection to be heard by the Elected Members at the Local Area Caithness Committee.

Yours sincerely,

Lisa MacKellaich
Road Safety Officer

Encs. Highland Council Committee Report

AA 20mph and CO2 emissions

Document: 'Reducing Speed Limits from 30mph to 20mph typically results in more than 20% fewer casualties

Document: Edinburgh's 20mph Limit Trial A Resounding Success

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Objector 4 et all – Letters

WE THE SIGNED ON ATTACHED SHEET STRONGLY OBJECT TO THE PROPOSED ORDER TO INTRODUCE A 20MPH SPEED LIMIT ON VARIOUS ROADS IN WICK FOR THE REASONS CITED BELOW

- WE OBTAINED A COPY OF THE ORDER FROM THE SERVICE POINT AND THERE WAS NO COPY OF THE AUTHORITY'S STATEMENT OF REASONS (I WAS UNABLE TO OBTAIN THIS) ALTHOUGH I SUSPECT IT WILL BE SAFETY (BUT WHAT MAKES THE STREETS OF WICK ANY DIFFERENT TO ANY OTHER VILLAGE/TOWN OR CITY IN GREAT BRITAIN) – SO WE DO NOT BELIEVE THIS CONSULTATION HAS BEEN CARRIED OUT IN A PROPER MANNER – WHAT IS THE JUSTIFICATION FOR THIS, ARE THE STREETS IN WICK ANY MORE DANGEROUS THAN ANYWHERE ELSE AS THE SPEED LIMIT IS STILL 30MPH IN THIS COUNTRY WE BELIEVE OUR HUMAN RIGHTS (THE RIGHT TO DRIVE A CAR SAFELY AROUND WICK UP TO 30MPH - AS IN EVERY OTHER VILLAGE, TOWN /CITY IN BRITAIN) ARE BEING IMPEACHED – IF THE WHOLE COUNTRY DECIDES THAT THE SPEED LIMIT SHOULD BE DROPPED TO 20MPH THEN SO BE IT, BUT AS A RESIDENT OF WICK IT SHOULD NOT BE IMPOSED ON US BY THE HIGHLAND COUNCIL WITHOUT ANY REAL JUSTIFICATION

SO WE ARE OBJECTING THIS ORDER ON THE GROUNDS OF OUR HUMAN RIGHTS

24TH DECEMBER 2018





Please ask for:
Email:
Direct Dial:
Our Ref:
Date:

Lisa MacKellaich

Wick 20mph
14th January 2019

Dear 

**TRAFFIC ORDERS: THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT)
ORDER 2018**

Many thanks for your letter of 24th December 2018 which has been forwarded to me to respond to.

I can confirm that the Authorities Statement of Reason, which I enclose a copy of with this letter along with the Service Point return slip for your information, was on display at the Wick Service Point from Wednesday 5th December for a period of 4 weeks. I can only apologise that you didn't receive one when you went in.

I can confirm that the proposed introduction of a 20mph speed limit in Wick is in line with the Council's programme to introduce 20mph speed limits around the Council Area.

The programme ethos and implementation is outlined as per the enclosed Highland Council Committee Report for your information.

As you can see from Section 3 and Appendix 3, the implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. To date 18 schemes across the Council Area have been successfully implemented.

There is a lot of research in this area however I enclosed a couple of documents that show the results of schemes that have been implemented elsewhere in the country for your information. They show a positive impact in a number of areas including

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casualty reduction and increased active travel which is what the Council is trying to deliver with the implementation of this and any 20mph scheme.

See <https://www.parliament.scot/parliamentarybusiness/Bills/104723.aspx> for information re a proposal for a Bill to replace the current 30mph default speed limit on restricted roads with a 20mph limit, being progressed by Mark Ruskell MSP, for your info.

The key aspect of introducing a 20mph scheme is to ensure that they are self-enforcing. The Council have undertaken speed counts throughout Wick to ascertain existing vehicle speeds and can reassure you that the proposed scheme has been designed in accordance to Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions June 2016'.

Taking into account the existing mean average speeds for Wick, it is proposed that the scheme will consist of gateway signing and lining, 20mph repeater signing and roundels throughout and Speed Indication Device (SID) Signs to ensure that all drivers are fully aware of the speed limit.

Once schemes are implemented the Local Authority undertake after speed counts to determine the effectiveness of the new limit.

The proposed scheme for Wick has the support of Local Members, Community Council and Emergency Services.

I trust that the explanation of the background and rationale detailing the design of the scheme outlined in this letter will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 4th February 2019.

If you wish to discuss your objection further I can be contacted by email or telephone.

If you still wish to pursue your objection the next stage of this formal process is for the objection to be heard by the Elected Members at the Local Area Caithness Committee.

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Yours sincerely,

Lisa MacKellaich
Road Safety Officer

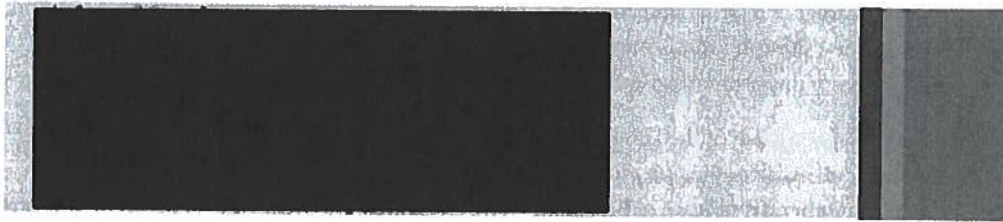
Encs. Local Authorities Statement of Reason and Service Point return slip

Highland Council Committee Report

Document: 'Reducing Speed Limits from 30mph to 20mph typically results in more than 20% fewer casualties

Document: Edinburgh's 20mph Limit Trial a Resounding Success

Objector 5 – Letter



28/12/2018

Dear Sir/Madam ,



and in all this time many changes have been introduced for the better and for worse.

The blanket 20mph speed limit in Wick is the first major change to the towns roads, I believe it is a step too far and just won't work or do any good for the town or its residents. It requires a good reason to make drivers in the town drive to a slower limit. A good example has been the introduction of the temporary flashing 20mph speed limits around schools at the correct times of day. This works really well and helps to improve the safety at these times.

It would be totally unnecessary on a quiet long street for the speed limit to be set 20mph, there is no safety benefit for this limit therefore the limit is not required and should not be changed from it's current safe 30mph limit.

The reasons I believe that Wick does not require a 24 hour 7 days a week 20mph limit
1. The 20 mph limit that has been in operation in the Noss school area has been very poorly executed as far as the signage goes. There are only signs on the perimeter of the area and no repeat signs to help keep the speed down and remind drivers they are still in a 20mph area.

I feel staying at this lower limit on the longer more open stretches in this area, at quiet times of the day, seems very pointless and not increasing anybody's safety and only frustrates the drivers. appropriate speed for the traffic, pedestrians and weather conditions, therefore if it is a busy

SD

LEGAL SERVICES HQ
03 JAN 2018 2019
RECEIVED

or narrow street or a street that contains a lot of parked cars speed can be lower than 20mph. When the new 20mph limit is implemented a new driver will be given no choice cannot make this very important decision when learning to drive.

2. On a day to day use of the 20mph limits already in place in Wick I find that very few people are adhering to this very low speed limit. In most places where it is 20mph we are finding that other drivers are getting angry and frustrated with our slow progress which has to be adhered to when I'm teaching new drivers on the 20mph streets. What would work a lot better would be more flashing 20mph signs areas around all the schools at the correct times of day as in place in some of the town already. This works really well as it makes drivers think which makes them travel at 20mph as they have a reason for it. If the whole town is 20mph drivers will become bored and frustrated and begin to ignore the important school areas defeating the purpose of this scheme.

3. Over the last few years some of the new safety measures that have been put in Wick have not been completed to a very high standard and still require rework to make them safe.

The 20mph speed limit beside the Noss is short of 20mph repeater signage in all the adjoining streets.

The toucan crossing at Gladstone place on the South Road has no advance warning signs on the approach from either side, when approaching from the south side the crossing is not easily visible until you are almost at the crossing due to the bend on the road, the houses obstruct the line of view.

The road narrowing outside the opticians on Thurso Street still allows for parking opposite making a dangerous blind bottle neck on a bend and beside a busy zebra crossing. It also has no advance warning signs. It has also been a regular site in the town where many unnecessary close calls have occurred including Cars, HGV's and Buses. It is also very dangerous when you are approaching from the traffic light side traveling towards Thurso Road and a driver pulls out of the right hand junction into your path.

Sincerely,



Please ask for:
Email:
Direct Dial:
Our Ref:
Date:

Lisa Mackellaich

Wick 20mph
14th January 2019

Dear [REDACTED]

**TRAFFIC ORDERS: THE HIGHLAND COUNCIL (WICK) (20MPH SPEED LIMIT)
ORDER 2018**

Many thanks for your letter of 28th December 2018 which has been forwarded to me to respond to.

I can confirm that the proposed introduction of a 20mph speed limit in Wick is in line with the Council's programme to introduce 20mph speed limits around the Council Area.

The programme ethos and implementation is outlined as per the enclosed Highland Council Committee Report for your information.

As you can see from Section 3 and Appendix 3, the implementation timetable has been based on accident history and the ethos of the programme is to reduce the number and severity of accidents that occur on Highlands Roads whilst creating an environment that encourages sustainable and active travel. To date 18 schemes across the Council Area have been successfully implemented.

There is a lot of research in this area however I enclosed a couple of documents that show the results of schemes that have been implemented elsewhere in the country for your information. They show a positive impact in a number of areas including casualty reduction and increased active travel which is what the Council is trying to deliver with the implementation of this and any 20mph scheme.

The key aspect of introducing a 20mph scheme is to ensure that they are self-enforcing. The Council have undertaken speed counts throughout Wick to ascertain

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existing vehicle speeds and can reassure you that the proposed scheme has been designed in accordance to Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions June 2016'.

Taking into account the existing mean average speeds for Wick, it is proposed that the scheme will consist of gateway signing and lining, 20mph repeater signing and roundels throughout and Speed Indication Device (SID) Signs to ensure that all drivers are fully aware of the speed limit.

I have enclosed a copy of the locations where the new Speed Indication Device signs have been located. They are currently programmed for a 30mph limit however will be reprogrammed as appropriate for a 20mph limit if the proposed new 20mph limit comes into effect. These locations have been chosen as speed results indicate existing speeds to be slightly higher than the mean average of 24mph required for the implementation of a 20mph limit via signing and lining alone. These SID signs will therefore reinforce any new limit.

Once schemes are implemented the Local Authority undertake after speed counts to determine the effectiveness of the new limit.

The proposed scheme for Wick has the support of Local Members, Community Council and Emergency Services.

With regards to point 3 in your letter I can confirm that I will forward on your comments re the existing 20mph speed limit in the Noss Area and the road narrowing on Thurso Street onto our Area Community Services Team. I will pass your comments re the Pedestrian Crossing onto Transport Scotland as this is located on the Trunk Road Network.

I trust that the explanation of the background and rationale detailing the design of the scheme outlined in this letter will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 4th February 2019.

If you wish to discuss your objection further I can be contacted by email or telephone.

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