

## HIGHLAND COUNCIL

<b>Agenda Item</b>	<b>7.</b>
<b>Report No</b>	<b>CC/10/19</b>

**Committee:** Caithness Committee

**Date:** 15 May 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 6 unresolved objections.

### **2 Recommendations**

- 2.1 Members are asked to:
- i. Note the background to the proposed 20mph speed limit order for Wick, in particular the collision history, and the representations received;
  - ii. Approve the making of the Road Traffic Regulation Order (RTRO), 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 welcomed the proposals and approved the implementation of the proposed Wick RTRO at the Caithness Committee on 21st February 2018.
- 3.2 As of February 2019 there were 4 outstanding objections to the proposal and as such the paper '20mph Speed Limit Implementation Wick' was taken to the 20th February Caithness Committee. At this committee Members agreed to defer the making of the RTRO to allow a further period of public consultation to be undertaken, including drop in sessions for members of the public.
- 3.3 Appendix 6 of this paper details the support, representations and objections that have been received during both consultation periods for the proposed implementation of the 20mph RTRO in Wick.

### **4 Finance**

- 4.1 Funding for the implementation of the scheme is coming from a number of sources most notably, Transport Scotland's Smarter Choices Smarter Places, Highland Council capital funding with the design being funded by Sustrans.
- 4.2 The Highland Council Capital funding for the 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. This scheme for Wick will utilise the remaining funding in this programme.
- 4.3 Estimated costs of scheme delivery are around £15,000. This includes design, advertising, signing, lining and new poles.

### **5 Accident History – Wick and 20mph limits**

- 5.1 Appendix 1 details the 3 year collision plot used for the matrix calculation to determine 20mph scheme delivery priority in Highland. To put this into context Appendix 2 shows a 6 year collision plot with details for injury accidents from 2012 to 2017 for the proposed 20 mph limit extents. There were 18 accidents in this 6 year timeframe resulting in 20 injured people, 2 serious and 18 slight. Of the 18 accidents, 9 involved pedestrians 1 of which was under the age of 18, both the serious collisions involved pedestrians aged 71 and 83 (classed as vulnerable road users).
- 5.2 For information according to "Reported Road Casualties Scotland 2017", page 87, table 10, the cost per accident on a built up road are as follows: Fatal £1,954,591, Serious £235,335 and slight £25,765.
- 5.3 A 2010 Department for Transport (Dft) publication which looked at the relationship between speed and risk of fatal injury found that the risk of fatal injury to pedestrians rose from under 1% (1 in 100) at an impact speed of 20mph to 5.5% (1 in 20) at 30mph and over 30% at an impact speed of 40mph <http://assets.dft.gov.uk/publications/pgr-roadsafety-research-rsrr-theme5-researchreport16-pdf/rswp116.pdf>

- 5.4 A 2000 TRL report 'The effects of drivers' speed on the frequency of road accidents' states that on the types of urban road likely to be considered for a 20mph limit the study found the accidents could be expected to fall by between 4% and 6% for each 1mph reduction in average speed <https://trl.co.uk/reports/TRL421>
- 5.5 The RoSPA factsheet re 20mph speed limits <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf> looks at the risk of pedestrian injury v vehicle speed as can be seen by the graph in Appendix 3 which shows a clear correlation between vehicle speed and collision severity.

## **6. Proposed Road Traffic Regulation Order Consultation**

- 6.1 A draft RTRO entitled "The Highland Council (Wick) (20mph Speed Limit) Order 2018" was prepared. Details of the draft RTRO are contained in:-

Appendix 4 Plan showing the area of the proposed 20mph speed limit; and  
Appendix 5 Schedule of roads.

- 6.2 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 with no objections received.
- 6.3 The proposal was advertised for the first time in the local press in December 2018 with a 2nd January 2019 deadline for representations and advertised again for a second time in the local press in March 2019 with a 29th March deadline for representations.
- 6.4 Highland Council staff from the Road Safety Team held a public consultation drop in session to answer questions from the general public on the proposal at a session held from 1pm – 3pm and 5pm – 7pm on Tuesday 26th March in the foyer of Caithness House, Market Place, Wick.

## **7. Representations**

- 7.1 The Council has received correspondence from 3 individuals who actively support the implementation of the proposal and welcome it on the grounds of:-
- In particular the inclusion of the George Street/A99 area as a number of pupils cross this busy road to go to/from Noss Primary School, it is a positive thing for the community, promote cycling and walking, alleviates parental concerns re children walking/cycling independently in Wick, would like to see the village of Milton included.
- 7.2 One individual requests consideration be given to amending the scheme extents to omit Thurso Road, Thurso Street, Bridge Street, High Street and George Street, they do however not object to the scheme.

- 7.3 Eight letters of objection were received during both consultation periods. Following correspondence with Council Officers 2 of these objections have subsequently been withdrawn. The final 6 objections were on the grounds of:-
- Perceived increase in vehicle emissions, questioning whether accidents will reduce, questioning necessity and justification, unable to obtain a copy of the Authorities Statement of Reasons at Wick Service Point, breach of Human Rights, potential increase in driver frustration, cost and enforcement.
- 7.4 A summary of the representations and officer comments is set out in the table at Appendix 6. Copies of the representations and communications are provided at Appendix 7.
- 7.5 At the time of writing correspondence between officers and the parties making the objections was ongoing. 3 parties have failed to respond to the Council by the deadline given to them, were subsequently written to again to ask if they wish to withdraw their objections and have again failed to respond to the Council. The 3 objectors that came in during the second round of consultation had until 29 April 2019 to respond.
- 7.6 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.

## **8. Restricted Roads (20mph Limit) (Scotland) Bill**

- 8.1 Mark Ruskell MSP has submitted a Private Members Bill, Restricted Roads (20mph Limit) (Scotland) Bill, to the Scottish Parliament. The aim of the bill is to reduce the general speed limit on restricted roads in Scotland (C and U class roads in built up areas) to 20mph. Therefore if the Bill goes the 30mph limit in street lit areas (excluding A & B class roads) will reduce to a 20mph limit without any additional measures.
- 8.2 Highland Council provided a written submission on the Bill to the Scottish Government in January 2019 and attended the Scottish Parliaments Rural Economy & Connectivity Committee on Thursday 28 Feb to give evidence.
- 8.3 Highland Council supports the proposed Bill however this support is tempered by the need for the Scottish Government to make available suitable funding for both Local Authorities and Transport Scotland to enable implementation.

## **9. Implications**

- 9.1 Resource - 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 Summer 2019. Should the RTRO not be approved the remaining available funding will be used on an alternative scheme elsewhere in the Highland Council area.
- 9.2 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.

- 9.3 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.
- 9.4 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.
- 9.5 Risk - The following risks are highlighted:-
- 20mph speed limit schemes require observed mean average speeds of 24mph or lower; and
  - The Wick 20mph scheme delivery is on hold until formal approval by the Caithness Committee.
- 9.6 Gaelic - There are no Gaelic or Rural Implications.

Designation: Director of Community Services

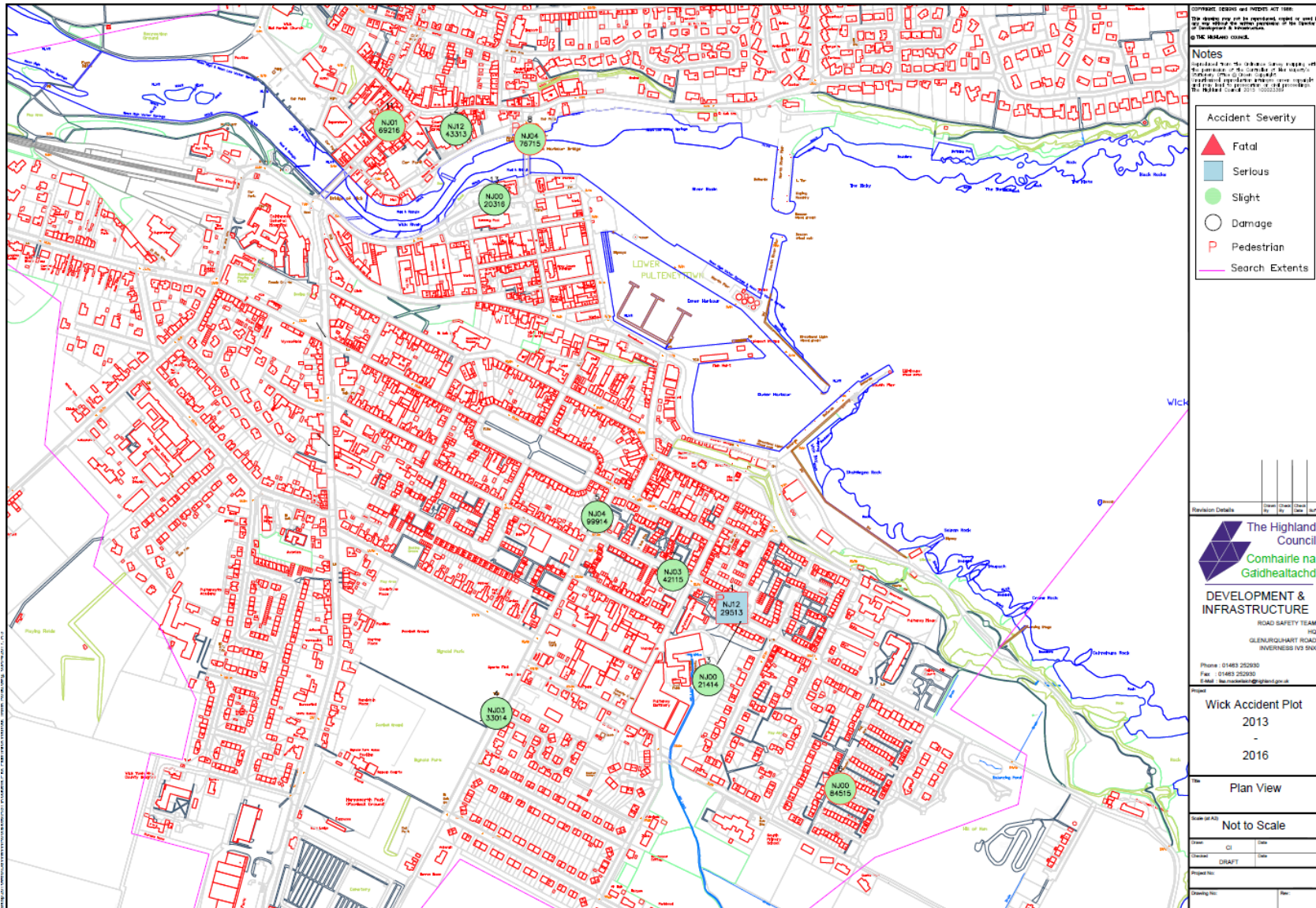
Date: 24 April 2019

Author: Lisa MacKellaich, Road Safety Officer

Background Papers: [‘20mph Speed Limit Implementation’ Report](#)  
[‘Road Safety Update’ Report](#)  
[‘20mph Speed Limit Implementation Wick’ Report](#)

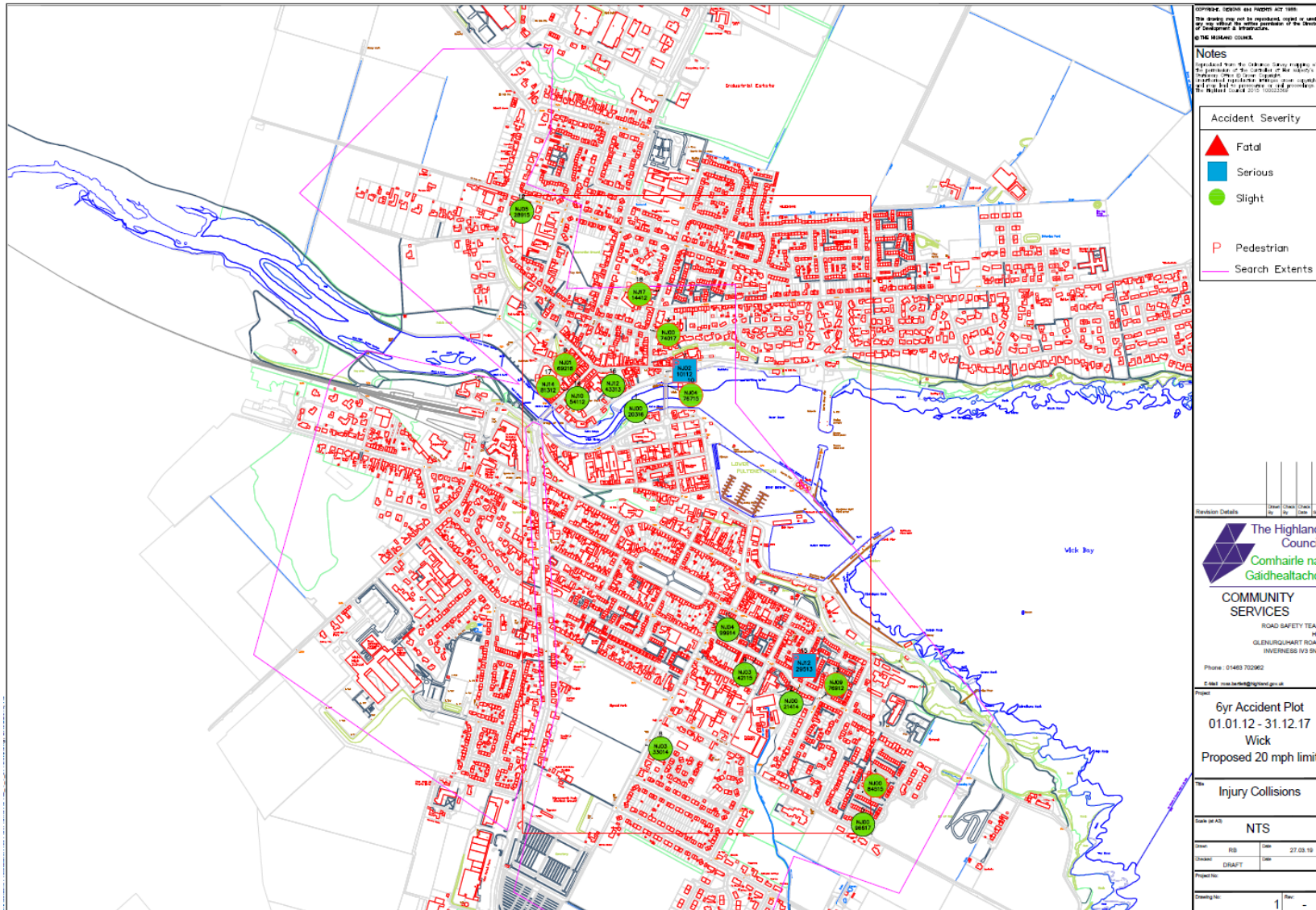
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# Appendix 1 – 3 year Collision Plot Wick 2013-2016





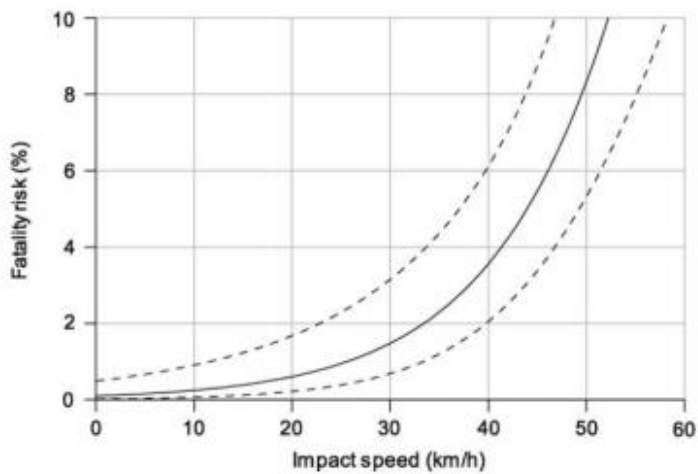
# Appendix 2 - 6-year Collision Plot Wick 2012-2017



**Appendix 2 cont. – 6-year collision plot details – 2012-2017 – Attached as a separate document**



### Appendix 3 - Pedestrian Injury v Vehicle Speed RoSPA



*Fig 1: Showing the relationship between the risk of fatal injury to adult pedestrians and vehicle impact speed † The solid line is the most likely estimate and the dotted lines show the 95% confidence limits.*

# Appendix 4 - Plan showing the area of the proposed 20mph speed limit



COMMENTS: DECISION NOT TAKEN AT 1986  
See Appendix 4 for an explanatory legend or scale of 1:25,000 and a key to symbols.  
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Notes  
This plan is a draft of the proposed 20mph speed limit areas in Wick. It is intended to provide information on the proposed areas and is not intended to be used for legal purposes. The final decision on the proposed areas will be made by the Council at a meeting of the Council in 2015.

Revision Details	Rev	Date	By

The Highland Council  
Comhairle na Gàidhealtachd

DEVELOPMENT & INFRASTRUCTURE  
ROAD SAFETY TEAM  
112  
GLENURGHART ROAD  
INVERNESS IV3 9HX

Phone : 01463 252000  
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E-mail : [highland@highland.gov.uk](mailto:highland@highland.gov.uk)

Project  
Proposed  
20mph Speed Limit  
Wick  
TRO Plan

Title  
Plan View

Scale (UK A3)  
NTS

Date	LM	Date	25.10.15
Checked	DRAFT	Date	

Project No:  
Drawing No:

## Appendix 5 - 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 U3529 – Grant Street**

For its entire length.

### **Route U3654 – Smith Terrace**

For its entire length.

### **Route U3779 – Harbour Place**

### **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 north-westwards 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 U3643 – Saltoun Street**

For its entire length.

### **Route U3655 – Telford Street**

For its entire length.

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 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 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 south-eastwards.

**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 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 6 – Summary of Representations

Person/Organisation	Date Received	Summary	Officer Comment
Supporter 1	Ongoing since 2017	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	Support for the scheme proposal.	Welcome support for the scheme. No further action required.
Supporter 3	27.03.19	Support for the scheme proposal.	Supporter 3 outlined the positive impact they felt this would have on the community, active travel promotion benefits, improved safety, and reassurance for parents/carers whose children are walking/cycling independently within Wick. Council responded to supporter 3 welcoming their support. No further action required.
Representation 1	27.03.19	Representation with comment – not an objection.	Representor 1 asked that consideration be given to amending the scheme extents to omit Thurso Road, Thurso Street, Bridge Street, High Street and George Street, they did however not object to the scheme. Council replied noting request and stated this will be considered if any amendment is to be made to the scheme.
Objector 1  <b>Objection Withdrawn.</b>	24.12.18	Objection - on the following grounds: <ul style="list-style-type: none"> <li>• Driver confusion</li> <li>• Too many signs causing driver distraction</li> <li>• Cost</li> <li>• Doesn't feel it will be effective</li> </ul>	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  <b>Objection Withdrawn.</b>	10.12.18	Objection – on the following grounds: <ul style="list-style-type: none"> <li>• Giving people a false sense of security</li> </ul>	Response letter sent to Objector 2 on 18.12.18 replying to the points 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 provided



			<p>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. They did not respond to the Council by this date and thus were 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 were not withdrawing their objection. Objector 2 subsequently attended the drop-in session held at Caithness House on 26<sup>th</sup> March 2019 and following discussion with Council officials has withdrawn their objection.</p>
<p>Objector 3</p> <p><b>Failed to confirm if they wish objection to stand following correspondence.</b></p>	19.12.19	<p>Objection – on the following grounds:</p> <ul style="list-style-type: none"> <li>• Increase in exhaust emissions</li> <li>• Questioning whether accidents will reduce</li> <li>• Questioning necessity</li> </ul>	<p>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. No response has been received by the Council.</p>
<p>Objector 4</p> <p>(10 additional signatures on the letter)</p> <p><b>Failed to confirm if they wish objection to stand following correspondence.</b></p>	Letter dated 24.12.18	<p>Objection – on the following grounds:</p> <ul style="list-style-type: none"> <li>• Unable to obtain a copy of the Authorities Statement of Reasons at Wick Service Point</li> <li>• Questioning justification for the proposal</li> <li>• Breach of Human Rights</li> </ul>	<p>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<sup>th</sup> 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.</p>
<p>Objector 5</p> <p><b>Failed to confirm if they wish objection</b></p>	03.01.19	<p>Objection – on the following grounds:</p> <ul style="list-style-type: none"> <li>• Doesn’t feel it is justified, will work and will increase driver frustration</li> </ul>	<p>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</p>

<p><b>to stand following correspondence.</b></p>			<p>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.</p>
<p>Objector 6</p>	<p>15.03.19</p>	<p>Objection - on the following grounds:</p> <ul style="list-style-type: none"> <li>• Air Quality/Vehicle Emissions</li> <li>• Cost</li> <li>• Accident history</li> <li>• Lack of Member Support</li> <li>• Lack of evidence</li> </ul>	<p>Response letter sent to Objector 6 on 16.04.19 replying to all the points raised within their objection including evidence provided to reassure objector that the limited research in this area shows a positive not negative impact on vehicle emissions within a 20mph limit. Accident history data also provided. Objector has until 29<sup>th</sup> April to respond.</p>
<p>Objector 7</p>	<p>Letter not dated.  Received  22.03.19.</p>	<p>Objection - on the following grounds:</p> <ul style="list-style-type: none"> <li>• Noss side 20mph poorly executed</li> <li>• Accident history</li> <li>• Vehicle Emissions</li> <li>• Effectiveness</li> <li>• General SRTS</li> </ul>	<p>Response letter sent to Objector 7 on 16.04.19 replying to the points raised within their objection including proposed plans for improvements to Noss Area, collision history, vehicle emissions research and confirming the Road Safety Team are currently working with the Noss Primary School Travel Team on their SRTS Scheme. Objector has until 29<sup>th</sup> April to respond.</p>
<p>Objector 8</p>	<p>29.03.19</p>	<p>Objection - on the following grounds:</p> <ul style="list-style-type: none"> <li>• Accident history</li> <li>• Cost</li> <li>• Enforcement</li> </ul>	<p>Response letter sent to Objector 8 on 16.04.19 replying to the points raised within their objection including information re collision history, cost and alleviating concerns re enforcement. Objector has until 29<sup>th</sup> April to respond.</p>

## Appendix 7 – Copies of Communications

### Supporter 1 – email correspondence – support for proposal

Thanks Lisa. Much appreciated...

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

Hi █....

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](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:** █  
**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]

**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.

Supporter 3 – letter correspondence – support for proposal

LEGAL SERVICES HQ

29 MAR 2019

RECEIVED 27/3/19

Dear Sarah Duncan

I am writing this letter in support of the proposed 20mph speed limit for the town of Wick.

I feel any speed reduction is a positive thing for the community and will promote walking and cycling as people will feel safer with slower moving vehicles.

Having two children, one that is now at an age where he wants to independently walk around town to the swimming pool and to the park, I ~~is~~ will feel a lot more at ease knowing he will

have a bit more time to judge the speed of an oncoming vehicle.

I do want to add that we live in the village just outside of town and I feel it is very much forgotten (and should be included) when it comes to speed limits and safety as it is a heavily used route for walkers ect, has a footpath and the vehicles drive extremely fast making it unsafe. Children are walking to and from high school on this small but dangerous stretch of road and I really feel strongly that if the town can have speed reductions and safety nets then this stretch of road to Milton needs to be included before there is a fatality.

I really hope for the best outcome for the whole community.

Yours Sincerely,

[REDACTED]

Please ask for: Lisa MacKellaich  
Email: [REDACTED]  
Our Ref: [REDACTED]  
Date: 16<sup>th</sup> April 2019

[REDACTED]

Dear [REDACTED]

**Wick 20 mph speed limit consultation.**

This letter is to confirm receipt of your letter of support dated 27<sup>th</sup> March 2019 for the proposed 20 mph speed in Wick. We would like to take this opportunity to thank you for taking the time to send in a letter of support. There are currently unresolved objections to the proposed speed limit reduction in Wick. It is likely these objections will be presented to Elected Members at the Caithness Committee on the 15<sup>th</sup> of May 2019.

Yours sincerely

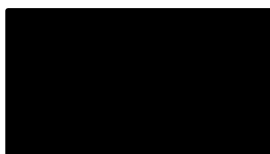
Lisa MacKellaich  
Road Safety Officer

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**Community Services**

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

Representation 1 – letter correspondence



Sarah Duncan,  
Solicitor,  
Highland Council,  
Glenurquart Road,  
Inverness

LEGAL SERVICES HQ

01 APR 2019

RECEIVED

Dear Ms Duncan,

Consultation on the implementation of a 20mph limit throughout Wick

I refer to the above. Having had an opportunity to consider this matter with assistance in the provision of information from members of the Road Safety Team I wish to make a suggestion. That is that the main route through Wick from the south to John O'Groats and to Thurso, (via Thurso Street and Thurso Road) should remain at 30 mph rather than be included in the 20 mph scheme.

The layout of Wick, with a river intersecting the town, is that there can never be a bypass. There is still a sizeable volume of traffic arriving in town and passing through it to make deliveries or uplift from Tesco, the industrial park and the airport rather than Wick being the final destination. I note that the southern part of the through road is omitted from the scheme and I think it makes sense for the whole of the through road to be omitted rather than just a part. It would not, in my opinion make sense to allow traffic at 30 mph through the town centre in one direction but restrict the speed to 20 mph in the other, ie. to Thurso.

At present there are pedestrian crossing points on Thurso Road which I believe are adequate and a similar provision would require to be made in George Street perhaps at the junction with Henrietta Street which is already a very busy junction with difficult sight lines for traffic emerging from Henrietta Street.

Whatever is finally adopted I hope that the success of self enforcement will be monitored, and further appropriate action taken should the speed limit be breached with great regularity. I am concerned that parking restrictions in Wick are not being enforced robustly and I should not like to think that a safety measure would be similarly ignored with impunity for those who breach it.

Yours sincerely





Please ask for: Lisa MacKellaich

Email: [REDACTED]

Our Ref:

Date: 16<sup>th</sup> April 2019

Dear [REDACTED]

**Wick 20 mph speed limit consultation.**

This letter is to confirm receipt of your letter dated 27<sup>th</sup> March 2019 for the proposed 20 mph speed limit in Wick.

Your suggestion that the route to Thurso and John O'Groats remaining a 30 mph limit has been noted and if there is a redesign of the scheme as a result of consultation this will be considered as part of this as an option for reducing the extents of the scheme. The reason they have been included was to help facilitate crossing on Thurso Road and to improve the time for pedestrians to cross on High Street. Although High Street is the main route North to John O'Groats it is also a route which is frequently crossed by pedestrians accessing the shops on both sides of the street. It is also one of the areas that has a history of collisions so the Road Safety Team would still be promoting the limit for this section of road but possibly reducing the length of George Street which has been included.

It is likely these objections will be presented to Elected Members at the Caithness Committee on the 15<sup>th</sup> of May 2019.

Yours sincerely

Lisa MacKellaich  
Road Safety Officer

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**Community Services**

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

Objector 1 – letters and email – objection withdrawn



THE HIGHLAND 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 outwith Wick (ii) too many speed signs distracting from driving
- Huge cost for further signage, road markings ~ their renewal. No cost of holding this.
- Many of the streets induce 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: Lisa MacKellaich  
Email: [REDACTED]  
Direct Dial: [REDACTED]  
Our Ref: Wick 20mph  
Date: 15<sup>th</sup> January 2019

Dear [REDACTED]

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

Many thanks for your letter of 20<sup>th</sup> 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

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**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 4<sup>th</sup> February 2019.

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

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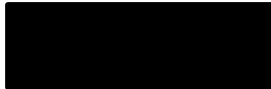
**Community Services**

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

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**Community Services**

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Objection withdrawn.

Get [Outlook for iOS](#)

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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 4<sup>th</sup> 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

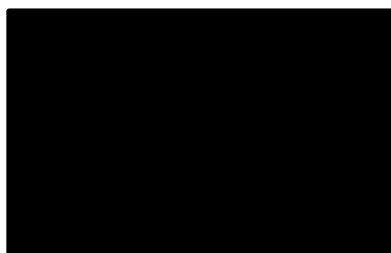
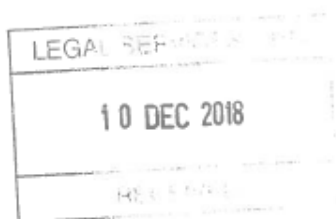
Lisa

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 - objection withdrawn



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 on a wheelbarrow 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: 18<sup>th</sup> December 2018

Dear [REDACTED]

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

Many thanks for your letter of 6<sup>th</sup> 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.

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**Community Services**

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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 10<sup>th</sup> 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

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**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

**From:** [REDACTED]  
**Sent:** 08 April 2019 14:26  
**To:** Lisa MacKellaich  
**Subject:** Re: Wick 20mph

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Lisa,  
Nice to meet you on Wick. Please remove my objection as discussed when we met.

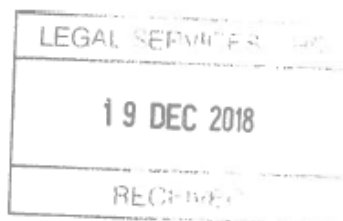
Extra info: my husband thinks it is a good idea as so many young folk drive as though they were the only ones with a right to be on the road, regardless of other young folk! This had nothing to do with my withdrawal.

Regards

[REDACTED]

Sent from my iPad

Objector 3 - letters



[REDACTED]

[REDACTED]

[REDACTED]

09<sup>th</sup> 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 1<sup>st</sup> 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.

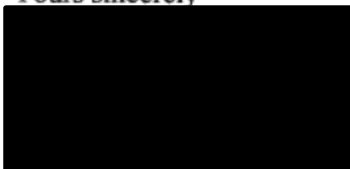
Roadside Parking on yellow lines is not enforced in Wick, especially in Bridge Street, the main street through Wick, and poor parking in general, which effectively narrows most roads to single track, keeps speeds down almost town wide. Average speeds around town must be well below 20mph without the need 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 year's 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: [REDACTED]  
Direct Dial: [REDACTED]  
Our Ref: Wick 20mph  
Date: 15<sup>th</sup> January 2019

Dear [REDACTED]

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

Many thanks for your letter of 9<sup>th</sup> 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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**Community Services**

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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.

---

#### Community Services

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

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

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/decriminated\\_parking\\_enforcement/4](https://www.highland.gov.uk/info/20006/parking_and_car_parks/711/decriminated_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 4<sup>th</sup> February 2019.

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

---

**Community Services**

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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,

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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**Community Services**

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

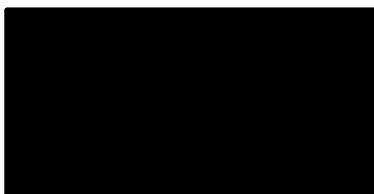
## Objector 4 et all – Letters

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 AUTHORITYS 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**

24<sup>TH</sup> DECEMBER 2018



Please ask for: Lisa MacKellaich  
Email: [REDACTED]  
Direct Dial: [REDACTED]  
Our Ref: Wick 20mph  
Date: 14<sup>th</sup> January 2019

Dear [REDACTED]

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

Many thanks for your letter of 24<sup>th</sup> 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 5<sup>th</sup> 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 4<sup>th</sup> 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.

---

**Community Services**

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

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 ,

[Redacted] 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. [Redacted] 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. [Redacted] appropriate speed for the traffic, pedestrians and weather conditions, therefore if it is a busy





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.

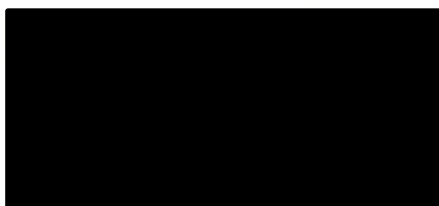
3. Over the last few years some of the new safety measures that have been put in Wick have not been completed to a very high standard and still require rework to make them safe.

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  
14<sup>th</sup> January 2019

Dear [REDACTED]

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

Many thanks for your letter of 28<sup>th</sup> 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 4<sup>th</sup> February 2019.

If you wish to discuss your objection further I can be contacted by email or [telephone](#).

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**Community Services**

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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,

Lisa MacKellaich  
Road Safety Officer

Encs. Highland Council Committee Report

SID Sign Location Plan

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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**Community Services**

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SD  
LEGAL SERVICES HQ  
22 MAR 2019  
RECEIVED



15<sup>th</sup> March 2018

RE: The Highland Council (Wick) (20mph Speed Limit) Order 2018

To whom it may concern,

I am writing to express my Objection to the proposed 20mph speed limit proposed for Wick. I strongly believe that this proposal is not an appropriate way to effectively tackle the issue that it claims to be trying to solve. This is due to several reasons which I will outline in this letter.

The first reason is that it has been documented in the paper written as part of a 20mph research study by University College London that the implementation of a 20mph limit is worse for the environment than a 30mph limit. It states that:

*"Existing research suggests that, relative to 20mph limits, 20mph zones have an adverse effect on air quality (e.g. Pharoah, 1991; Litman, 1999; Boulter et al., 2001; Daham et al., 2005; Williams, 2013) and noise levels (e.g. Pharoah and Russell, 1989; Taylor et al., 1997; Kennedy et al., 2005; Bellefleur and Gagnon, 2011) due to vehicles accelerating and braking more frequently, resulting in higher tailpipe emissions, braking dust and tyre wear, and noise emissions." (page 60)*

In a time where our government, and others around the world, are putting a large emphasis on reducing emissions, it seems to be a backwards step to suggest implementing a 20mph limit. The health and wellbeing of citizens in a town must be taken into consideration. Given that the above research suggests that the introduction of a 20mph limit has an "adverse effect on air quality" the levels of exhaust emissions would increase and could cause a rise in health issues for the citizens living and working in the town.

Secondly, the current state of the roads in and around the town of Wick are abysmal. The number of potholes on the roads are causing drivers to take evasive action to prevent damaging their vehicles. With the Council facing cuts, like every other local authority, it is clear that the budget is being stretched and that the roads are deteriorating as a result of this.

Furthermore, the 'Safer Routes to School' improvements are, in my opinion, more dangerous than the pavements have ever been. The pavements jut out into the road with no warning, narrowing the road for those driving on it. There are no signs anywhere to inform road users

that the layout of the road is narrowing. These provide more of a danger than speed as in some cases, the roads narrow at the top of a blind summit. This could result in a driver being caught out resulting in him/her mounting the kerb.

Thirdly, to the best of my knowledge there have been no serious road traffic incidents in the last 10 years which involved a car and pedestrian where the pedestrian was seriously injured. It begs the question to be asked for why it is necessary to have a 20mph blanket speed limit in a town which does not have a history of having serious road traffic incidents? The University College London study suggests that:

*"Following the introduction of 20mph limits (signed only) the median speed has fallen by just under 1mph" (page 63).*

With the average speed only decreasing by 1mph as advised in the above quote, it does not provide a basis to suggest that the roads will become any safer than they already are. I do however believe that flashing 20mph signs around schools would be a better alternative as these would only operate at peak times when the safety of pedestrians would most likely be at risk.

Finally, I find it very difficult to see how this proposal can be supported when all the local councillors have voiced their concerns about it. They are all quoted in the John O'Groat Journal published on 22<sup>nd</sup> February 2019 stating their opinions on the matter. The proposal of implementing a 20mph limit on the town was described as a "blunt instrument" by Councillor Nicola Sinclair who is quoted in the paper mentioned as saying:

*"I am not convinced that the public is buying in to this idea at all. This scheme is a blunt instrument, it's not enforceable, and it is not likely to significantly lower speeds. I think resources might be better directed towards 20mph in school zones and housing estates."*

Councillor Willie Mackay is also quoted in the John O'Groat Journal as saying:

*"The scheme could result in driver frustration" and that "more flashing 20mph signs in areas such as schools might be a better way of improving road safety."*

The paper also mentions that Councillor Raymond Bremner has asked "why a 20mph limit should be introduced when the mean speed for traffic in Wick is 24mph". He is quoted as saying:

*"A more effective approach to reducing speed" could be found and that "there were inconsistencies in the proposal".*

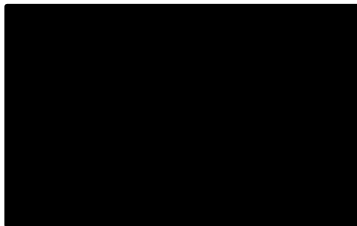
Finally, Councillor Andrew Sinclair is quoted calling the scheme "tokenistic".

It is interesting to read the statements made by the Councillors Sinclair, Mackay, Bremner and Sinclair and compare it to the study by University College London where it states that:

*"Feedback from three case study authorities which have made a decision not to implement 20mph limits suggests that these decisions have been driven by lack of definitive proof about the tangible benefits of schemes, and opposition from the local community and local councillors." (page 62).*

In conclusion, there is not sufficient evidence to convince me to support the implementation of a 20mph blanket speed limit in Wick. I strongly believe that this is a scheme which has been suggested and not fully considered. I have set out my reasoning in this letter to explain why I do not believe that a 20mph blanket speed limit is the best way of combating the issues that the proposal sets out to do. Flashing 20mph signs around schools have, in my experience, had a greater impact on reducing the speed of vehicles as they tackle the key areas where speed reduction is vitally important.

Yours faithfully,



Mr Craig Cormack  
Ardfern  
152a Willowbank  
Wick  
Caithness  
KW1 4PE

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

Lisa MacKellaich  
A black rectangular redaction box covering contact information.  
Wick 20mph  
16<sup>th</sup> April 2019

Dear ,

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

Many thanks for your letter of 15<sup>th</sup> March 2019 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. To date 19 schemes across the Council Area have been successfully implemented. To cover the points you have raised in your letter:

- **Environment/emissions**

With regards to exhaust emissions, as part of the proposed scheme design process, The Council has undertaken speed counts throughout Wick to ascertain existing vehicle speeds. We 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 can be achieved without the introduction of any physical traffic calming measures.

Thus, as per the quote in the third paragraph of your letter which references emissions being higher for 20 mph zones compared to a 20 mph limits, we can reassure you that the proposal for Wick is for the implementation of a 20 mph limit not a 20mph zone.

The key aspect of introducing a 20mph scheme is to design them to be self-enforcing. The proposed scheme has been designed in accordance to Transport Scotland's 'Good Practice Guide on 20mph Speed Restrictions June 2016'.

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.

The fact that the proposal does not include any form of traffic calming means there will not be the same level of vehicle braking which is what may cause increased emissions.

Although there is limited research in this area the available evidence suggests that 20mph speed limits can have a small positive impact on vehicle emissions. Looking at studies that have been done in this area:

- The corporation of the City of London concluded that exhaust emissions are broadly similar within either a 30mph or 20mph limit; while particulate emissions due to tyre and brake wear are lower within a 20mph limit<sup>1</sup>.
- Research carried out in Wales into the possible impact of the introduction of a default 20mph speed limit, reporting an earlier study, found that introducing a default 20mph speed limit could result in '12% reduction in gear changes, 14% reduction in braking and 12% reduction in fuel use, reducing transport emissions in residential areas by 12%'<sup>2</sup>.
- The National Institute for Health and Care Excellence recommend in its report 'Air pollution: outdoor air quality and health' that local authorities establish:

'20mph limits without physical measures to reduce speed in urban areas where average speeds are already low (below around 24mph) to avoid unnecessary acceleration and decelerations'<sup>3</sup>.

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. In addition to this, over the longer term, the movement towards the increased use of electric and ultra-low emission vehicles will also have a positive impact on air quality.

- **Safer Routes to School (SRTS)**

With regards to your comments re the SRTS improvements carried out in Wick, as these are not related to the 20mph proposal and our team were not involved in the implementation of the programme I can confirm that I have passed on your comments to our area roads team for consideration. In addition to this I can confirm that The Road Safety Team have just begun working with Noss Primary School on their new SRTS Scheme where we will be working with the local community to see what improvements can be made in the surrounding area to encourage active travel to/from school. Thus, in addition to alerting the Area Roads Team re your concerns, we will endeavour to assess what improvements can be made in this area via the SRTS process.

- **Collision History**

As you can see from Section 3 and Appendix 3 of the enclosed Council 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.

I have enclosed the 3 year collision plot used for the original matrix calculation for scheme priority but for your information I have also attached a 6 year plot and report for injury accidents from 2012 to 2017 for the proposed 20 mph limit extents. There were 18 injury accidents in that timeframe resulting in 20 injured people, 2 serious and 18 slight. Of the 18 accidents 9 of these involved pedestrians 1 of which was under the age of 18, both the serious collisions involved pedestrians aged 71 and 83 which falls into our vulnerable road users category.

For your information according to "Reported Road Casualties Scotland 2017", page 87, table 10 the costs per accident on a built up road are as follows: Fatal £1,954,591, Serious £235,335 and slight £25,765. See

<https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2017/table-10-cost-per-accident-by-road-type-and-severity-in-scotland-for-2017-at-2017-prices/> for the full table.

I also enclose information from the 20's plenty for us organisation.

- **Implementation process**

As per all speed limit schemes there is a strict process that has to be adhered to prior to any speed limit increase or decrease. Please view the following link for Member approval for the proposed Wick 20 mph speed limit Road Traffic Regulation Order – Item 5 in both the agenda and minutes.

[https://www.highland.gov.uk/meetings/meeting/3936/caithness\\_committee](https://www.highland.gov.uk/meetings/meeting/3936/caithness_committee)

Once schemes are implemented the Local Authority undertake after speed counts to determine the effectiveness of the new limit. See attached briefing sheet re Edinburgh's 20mph Speed Limit Scheme.

The proposed scheme for Wick has the support of the Local Emergency Services.

I trust that this letter has provided explanation re the background, collision history and rationale detailing the design of the proposed scheme and will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 30<sup>th</sup> April 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 Meeting being held on 15<sup>th</sup> May 2019.

Yours sincerely,

Lisa MacKellaich  
Road Safety Officer

References:

<sup>1</sup> Transport and Environmental Analysis Group, Centre for Transport Studies, Imperial College London (April 2013). An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London -

<https://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf>

<sup>2</sup> Jones, S., Brunt, H (2017) Twenty miles per hour speed limits: a sustainable solution to public health problems in Wales. Journal of Epidemiology and Community Health, 71(7),699-706. <https://jech.bmj.com/content/71/7/699.info>

<sup>3</sup> National Institute for Health and Care Excellence (June 2017). Air pollution: outdoor air quality and health <https://www.nice.org.uk/guidance/ng70>

Encs. Highland Council Committee Report

3 year collision plot 2013 – 16

6 year collision plot 2012-17 and 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

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

SD  
LEGAL SERVICES HQ  
22 MAR 2019  
RECEIVED

To whom it may concern,

I write to object to the Highland Council (Wick) (20mph speed limit) Order 2018. The grounds for my objection are as follows.

It has been proven that having a blanket 20mph limit over a wide area only reduces the speed by an average of 1mph.

The current system that is already in place on the North side of Wick has been poorly planned, implemented and is widely ignored. It is also questionably legal. The reason for this and as noted in the **Restricted Roads (20mph Speed Limit) (Scotland) Bill**, states :-

***National speed limits and signage***

*6. The 30 mph speed limit in built-up areas sits alongside the —national speed limit— which, for cars, is 60 mph on a single-carriageway road (outside built-up areas), and 70 mph on motorways and most dual-carriageways; for other classes of vehicles, the national speed limit is sometimes lower (e.g. for a goods vehicle over 7.5 tonnes on a motorway, the limit is 60 mph).*

*7. Signage regulations provide that, where one of the above limits applies, signs indicating that limit are placed only where it first applies (e.g. a 30 mph sign where a road enters a built-up area). Repeater signage is used only to remind motorists where the speed limit on a stretch of road is an exception to these limits (e.g. 40 mph in a built-up area, or 50 mph on a dual-carriageway) —and motorists are therefore expected to observe the —default limit (30 mph in a built-up area, the national speed limit on other roads) except where signs indicate otherwise.*

*8. Accordingly, the Highway Code states that roads in built-up areas are 30 mph for all traffic unless signs show a different speed limit. The 30 mph limit differs from the national speed limit in that it doesn't vary according to the class of motor vehicle.*

Also ROSPA note that :-

*There is a significant difference between the characteristics of a 20mph speed limit and a 20mph zone.*



**20mph limits are areas where the speed limit has been reduced to 20mph but there are no physical measures to reduce vehicle speeds within the area. Drivers are alerted to the speed limit with 20mph speed limit repeater signs.**

**20mph limits are most appropriate for roads where average speeds are already low, and the guidance suggests below 24mph. The layout and use of the road must also give the clear impression that a 20mph speed or below is the most appropriate.**

**20mph zones use traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit, and in this way the zone becomes 'self-enforcing'. Speed humps, chicanes, road narrowing, planting and other measures can be introduced to both physically and visually reinforce the nature of the road.**

Given the above information, and as there are no repeater signage on any road within the restricted area, this 20mph area could probably be sufficiently and successfully challenged in court. Further, you provide no information that your current proposal will be compliant with the above noted regulation.

Wick also has an extremely low accident rate. In my memory there have been four pedestrian 'knock downs' over the past 10 years or so. Two of these were at junctions and were both at very low speed; one was in a pedestrian precinct, again at very low speed and another more recently that occurred on the main A99 within Wick which will not be covered by your 20mph limit. Again this was a relatively minor incident. To the best of my knowledge there have been no children knocked down within this same period.

Also, by introducing a blanket 20mph area, this will also increase pollution as vehicle will then have to travel using lower gears which in turn will mean higher engine revs and increased emissions. This will then in turn have a detrimental effect on the health and wellbeing of vulnerable residents, particularly the elderly, those with respiratory illness and children.

One perhaps overlooked effect on a blanket 20mph limit would be a delay in our retained and voluntary emergency services such Fire and Rescue, Coastguard and Lifeboat in responding to calls. All responders must comply with road traffic laws with no dispensation given. If the speed limit is reduced by a third then it also goes that response times will increase accordingly.

As previously stated, 20mph areas have proven to have a negligible affect with an average speed reduction of only 1mph. However, 20mph zones around areas of concern such as schools have a far greater success with a proven reduction of 10mph. These zones should also be suitably identified and also have regular and recognisable traffic calming measures such as speed bumps or road narrowing. If this option were to be considered then I would wholeheartedly support this.

Also, given that one of the drivers behind the proposed scheme is 'safer routes to school' then the current road narrowing that is already in place particularly around the Noss School is an accident waiting to happen. Drivers get no signed warning that the road is narrowing and I have personally seen cars collide with the pavement protrusions (hammer heads). Thankfully there were no children standing there at the time. These 'hammer heads' also have the effect of cars stopping in the middle of the road due to the fact that a car travelling in the opposite direction wishing to turn into one of these narrowed roadway are blocking their way through. This means that cars are no travelling in a way that is not the natural priority. This can and does cause confusion and again increases the risk of accident.

In summary, I object to the proposal in its current form but would support 20mph zones around critical areas such as schools.

Yours sincerely



Mr Graham Cormack

Ardfern

152a Willowbank

Wick

Caithness

KW1 4PE

Please ask for:

Email:

Direct Dial:

Our Ref:

Date:

Lisa MacKellaich

Wick 20mph

16<sup>th</sup> April 2019

Dear [REDACTED],

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

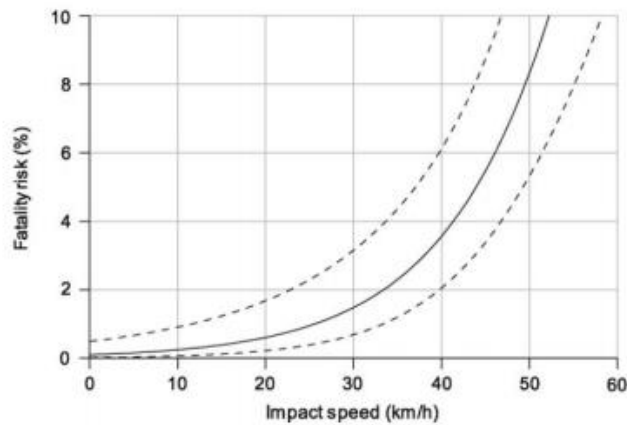
Many thanks for your letter of March 2019 which has been forwarded to me to respond to.

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. To date 19 schemes across the Council Area have been successfully implemented. To cover the points you have raised in your letter:

### **Vehicle speed reduction**

- A 2010 Department for Transport (Dft) publication which looked at the relationship between speed and risk of fatal injury found that the risk of fatal injury to pedestrians rose from under 1% at an impact speed of 20mph to 5.5% (1 in 20) at 30mph and over 30% at an impact speed of 40mph <http://assets.dft.gov.uk/publications/pgr-roadsafety-research-rsrr-theme5-researchreport16-pdf/rswp116.pdf>
- A 2000 TRL report 'The effects of drivers' speed on the frequency or road accidents' states that on the types of urban road likely to be considered for a 20mph limit the study found the accidents could be expected to fall by between 4% and 6% for each 1mph reduction in average speed <https://trl.co.uk/reports/TRL421>
- In the RoSPA factsheet re 20mph speed limits <https://www.rospace.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf> they look at the risk of pedestrian injury v vehicle speed as can be seen by the graph below which shows a clear correlation between vehicle speed and collision severity:





*Fig 1: Showing the relationship between the risk of fatal injury to adult pedestrians and vehicle impact speed † The solid line is the most likely estimate and the dotted lines show the 95% confidence limits.*

### **Noss Primary School Area**

The lack of signage of the existing 20mph scheme in the Noss Primary School area of Wick has been brought to the attention of The Road Safety Team. We agree that this area has not been appropriately signed and therefore see enclosed the signing and lining plan we will be implementing in this area.

### **Wider Wick Scheme proposal**

The key aspect of introducing a 20mph scheme is to ensure that they are designed to be 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.

- **Collision History**

The enclosed Council Report, Section 3 and Appendix 3, identifies that the 20mph implementation programme for the Highland Council area 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.

I have enclosed the 3 year collision plot used for the original matrix calculation for scheme priority but for your information I have also attached a 6 year plot and report for injury accidents from 2012 to 2017 for the proposed 20 mph limit extents. There were 18 injury accidents in that timeframe resulting in 20 injured people, 2 serious and 18 slight. Of the 18 accidents 9 of these involved pedestrians 1 of which was



under the age of 18, both the serious collisions involved pedestrians aged 71 and 83 which falls into our vulnerable road users category.

For your information according to "Reported Road Casualties Scotland 2017", page 87, table 10 the costs per accident on a built up road are as follows: Fatal £1,954,591, Serious £235,335 and slight £25,765. Click

<https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2017/table-10-cost-per-accident-by-road-type-and-severity-in-scotland-for-2017-at-2017-prices/> for the full table.

I also enclose information from the 20's plenty for us organisation.

- **Environment/emissions**

As already outlined the existing mean average vehicle speeds throughout Wick are below 30mph and therefore the reduction in vehicle speeds being sought by the implementation of this scheme can be achieved without the introduction of any physical traffic calming measures meaning there will not be the same level of vehicle braking and therefore the scheme is unlikely to result in an increase in emissions.

Although there is limited research in this area the available evidence suggests that 20mph speed limits can have a small positive impact on vehicle emissions. Looking at studies that have been done in this area:

- The corporation of the City of London concluded that exhaust emissions are broadly similar within either a 30mph or 20mph limit; while particulate emissions due to tyre and brake wear are lower within a 20mph limit<sup>1</sup>.
- Research carried out in Wales into the possible impact of the introduction of a default 20mph speed limit, reporting an earlier study, found that introducing a default 20mph speed limit could result in '12% reduction in gear changes, 14% reduction in braking and 12% reduction in fuel use, reducing transport emissions in residential areas by 12%'<sup>2</sup>.
- The National Institute for Health and Care Excellence recommend in its report 'Air pollution: outdoor air quality and health' that local authorities establish: '20mph limits without physical measures to reduce speed in urban areas where average speeds are already low (below around 24mph) to avoid unnecessary acceleration and decelerations'<sup>3</sup>.

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. In addition to this over the longer term the movement towards the increased use of electric and ultra-low emission vehicles will also have a positive impact on air quality.

- **Safer Routes to School**

I can confirm that The Road Safety Team have recently been asked to work with Noss Primary on their Safer Routes to School Scheme and we will look at the comments you have made as part of this process with a view to identifying any improvements that can be made.

The proposed scheme for Wick has the support of the Local Emergency Services.

I trust that this letter has provided explanation re the background, collision history and rationale detailing the design of the proposed scheme and will alleviate your concerns and will assume that your objection has been withdrawn unless I hear from you by 30<sup>th</sup> April 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 Meeting being held on 15<sup>th</sup> May 2019.

Yours sincerely,

Lisa MacKellaich  
Road Safety Officer

Notes:

<sup>1</sup> Transport and Environmental Analysis Group, Centre for Transport Studies, Imperial College London (April 2013). An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London - <https://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf>

<sup>2</sup> Jones, S., Brunt, H (2017) Twenty miles per hour speed limits: a sustainable solution to public health problems in Wales. Journal of Epidemiology and Community Health, 71(7),699-706. <https://jech.bmj.com/content/71/7/699.info>

<sup>3</sup> National Institute for Health and Care Excellence (June 2017). Air pollution: outdoor air quality and health <https://www.nice.org.uk/guidance/ng70>

Encs. Noss Primary 20mph Area signage improvements – x3 plans  
Highland Council Committee Report  
3 year collision plot 2013 – 16  
6 year collision plot 2012-17 and 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

LEGAL SERVICES HQ

03 APR 2019

RECEIVED

29.3.19

RE 20 MPH. LIMIT

DEAR SARAH DUNCAN,

I WRITE TO YOU, TO APPEAL  
AGAINST THE PROPOSAL OF A 20 MPH LIMIT  
IN WICK, CAITHNESS.

REASONS BELOW :-

1. THIS IS NOT A PROBLEM WITHIN WICK -  
WHEN WAS THE LAST FATALITY DUE TO A  
PEDESTRIAN BEING KNOCKED DOWN?
2. THE COST OF ROAD SIGNS AND ROAD  
PAINTING TO A COUNCIL ALREADY  
STRUGGLING TO MEET THEIR BUDGET.
3. WHO WOULD POLICE THIS NEW LAW, AS  
CURRENTLY OUR POLICE FORCE CAN'T POLICE  
PARKING ON OUR TOWN CENTRE ROADS?

4. WE ALREADY HAVE AREAS IN WICK WHERE SPEED IS RESTRICTED DUE TO SCHOOLS AND THIS SYSTEM WORKS PERFECTLY WELL WITHOUT ALTERATION.

5. THIS COULD WELL GET INTO POLICE RESOURCE WHEN AGAIN THEY STRUGGLE TO COPE WITH DRUGS AND DRINK USERS, AND IGNORE USERS OF MOBILE PHONES WHEN DRIVING.

I HOPE I HAVE GIVEN YOU ENOUGH INFORMATION THAT YOU CAN RETHINK THE SITUATION FOR THE FORE SEABLE FUTURE!

YOURS SINCERELY

DWS Rosie  
12 Smith Terrace  
Wick  
Caithness  
KW1 5HD

Please ask for: Lisa MacKellaich  
Email: lisa.mackellaich@highland.gov.uk  
Direct Dial: 01463 702009  
Our Ref: Wick 20mph  
Date: 16<sup>th</sup> April 2019

Dear [REDACTED],

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

Many thanks for your letter of 29<sup>th</sup> March 2019 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. To date 19 schemes across the Council Area have been successfully implemented. To cover the points you have raised in your letter:

## **1. Collision History**

As you can see from Section 3 and Appendix 3 of the enclosed Council 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.

I have enclosed the 3 year collision plot used for the original matrix calculation for scheme priority but for your information I have also attached a 6 year plot and report for injury accidents from 2012 to 2017 for the proposed 20 mph limit extents. There were 18 injury accidents in that timeframe resulting in 20 injured people, 2 serious and 18 slight. Of the 18 accidents 9 of these involved pedestrians 1 of which was under the age of 18, both the serious collisions involved pedestrians aged 71 and 83 which falls into our vulnerable road users category.

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I also enclose information from the 20's plenty for us organisation.

## **2. Cost**

The proposed scheme consists of signing and lining only which is significantly less than for traffic calmed schemes. All the current 20 mph schemes are being funded through a variety of different funding sources, namely: Smarter Choices Smarter Places, Carbon Clever funding, Highland Council capital funding and the design is being funded by Sustrans. The Highland Council funding for the 20mph programme implementation was due to run till 2022/23 however this budget has now been cut.

## **3. and 5. Enforcement**

The key aspect of introducing any 20mph scheme is to ensure that they are designed to be self-enforcing. The Council has 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' to ensure it will be self-enforcing.

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 the Emergency Services.

#### 4. Rationale

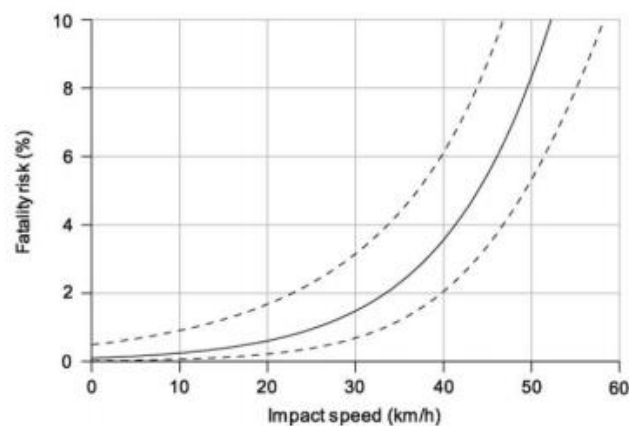
The scheme has been prioritised due to the accident history throughout Wick, not solely pertaining to school children and in the vicinity of the school environment. 50% of the injury collisions within Wick over the 6 year period 2012 – 17 involved pedestrians.

A 2010 Department for Transport (Dft) publication which looked at the relationship between speed and risk of fatal injury found that the risk of fatal injury to pedestrians rose from under 1% at an impact speed of 20mph to 5.5% (1 in 20) at 30mph and over 30% at an impact speed of 40mph <http://assets.dft.gov.uk/publications/pgr-roadsafety-research-rsrr-theme5-researchreport16-pdf/rswp116.pdf>

A 2000 TRL report 'The effects of drivers' speed on the frequency of road accidents' states that on the types of urban road likely to be considered for a 20mph limit the study found the accidents could be expected to fall by between 4% and 6% for each 1mph reduction in average speed <https://trl.co.uk/reports/TRL421>

In the RoSPA factsheet re 20mph speed limits

<https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/20-mph-zone-factsheet.pdf> they look at the risk of pedestrian injury v vehicle speed as can be seen by the graph below which shows a clear correlation between vehicle speed and collision severity:



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