

Agenda Item	4.
Report No	SCC/15/22

HIGHLAND COUNCIL

Committee: Sutherland County Committee

Date: 7 November 2022

Report Title: Bonar Bridge to Ardgay Speed Limit Proposal 2022

Report By: Executive Chief Officer Infrastructure, Environment & Economy

1 Purpose/Executive Summary

- 1.1 This report details the further request on measures required to implement a reduction of the current speed limit between the villages of Bonar Bridge and Ardgay from the national speed limit to 40mph with appropriate traffic calming measures.
- 1.2 The original report SCC/14/21 was in response to the communities of Bonar Bridge and Ardgay requesting that the speed limit between the villages be reduced from the current national speed limit to 30mph. This report outlined the assessment of the speed limit on this route and provided recommendations based on current guidance and best practice.
- 1.3 A second report SCC/17/21 detailed outcome of a further review of the assessment of the request to reduce the speed limit between Bonar Bridge and Ardgay to 30mph along the length of the route.

2 Recommendations

- 2.1 Members are asked to **Agree** the remainder of the national speed limit between Bonar Bridge and Ardgay be reduced to 50mph.

3 Implications

- 3.1 **Resource** – The funding of the promotion of the order and the subsequent installation of a new speed limit will be funded from the Sutherland Area Road Revenue Budget.
- 3.2 **Legal** – Speed limits require to be supported by a Road Traffic Regulation Order, which is a statutory process. Any representations made in respect of the TRO will be brought back for consideration by committee.

- 3.3 **Community (Equality, Poverty, Rural and Island)** – Lower vehicle speeds aim to reduce the risks for vulnerable road users.
- 3.4 **Climate Change / Carbon Clever** – Reduced vehicle speeds have the aim of increasing active travel choices and thus potentially reducing the number of vehicles, and as a result, emissions on the roads.
- 3.5 **Risk** – Speed limit reductions should be designed to be self-enforcing as a result monitoring will be required after installation to ensure compliance, and remedial measures may prove necessary.
- 3.6 **Gaelic** – This report has no impact on Gaelic considerations.

4 Background

- 4.1 The communities of Bonar and Ardgay requested that the speed limit between the villages be reduced from the current national speed limit to 30mph.
- 4.2 The Department for Transport's Circular 01/2013 Setting Local Speed Limits advises 'speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed'.
- 4.3 Highland Council's Speed Limits Policy supports following Department for Transport's (DfT) guidance.
- 4.4 The Road Traffic Regulation Act 1984 Section 122 states that the authority act to 'secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
- 4.5 Designing Streets and the National Roads Development Guide states that "where a speed limit is set inappropriately, for example substantially lower than the speed that the majority of drivers would otherwise choose, evidence shows it often will not be obeyed and can result in over-reliance on Police enforcement.
- 4.6 Report SCC/14/21 was brought to Sutherland County Committee on 16 August 2021 detailing the review of the speed limit between the two communities with the following recommendations:-
 - i. **Agree** a reduction in the 60mph speed limit to 30mph by extending the Bonar Bridge 30mph speed limit by 270m or thereby generally westwards towards Ardgay; and
 - ii. Agree the remainder of the national speed between Bonar Bridge and Ardgay be reduced to 50mph.
- 4.7 Sutherland County Committee agreed to defer approving the recommendations in report SCC/14/21 for further review and legal advice in relation to the introduction of a 30mph along the entire length of the road and on the basis a report be brought back to committee in November 2021.

- 4.8 Report SCC/17/21 presented to Sutherland County Committee on 22 November 2021 concluded that the recommendations in the original review were in accordance with guidance and legislation.

Legal advice confirmed that it is possible to promote a TRO that does not comply with guidance. Officers recommendations shall align with policy and guidance. All TRO's are supported with a Statement of Reasons and this is justified by aligning with the guidance. Should Members elect to promote a TRO out with the guidance then justification will be sought from members to allow officers to complete the associated Statement of Reasons.

- 4.9 Sutherland County Committee agreed to the promotion of the extension of the 30mph limit by 270m or thereby generally westwards towards Ardgay but wanted the remainder of the national speed limit be reduced to 40mph with appropriate traffic calming measures. The promotion of the 30mph limit extension was to be delayed until traffic calming measures could be designed and costed.

5 Traffic Calming Measures

- 5.1 Speeds on the remaining section of road do not support a self-enforcing speed reduction to 40mph and so traffic calming measures are required.
- 5.2 In order to reduce the speeds to 40mph a number of buildouts with associated signage and bollards will be required to be installed along the section of road. These buildouts will effectively reduce the road to a single carriageway width with a give way priority system being implemented.
- 5.3 **Appendix 1** shows the measures required to enable an enforceable 40mph speed restriction between Bonar and Ardgay.
- 5.4 To install the buildouts and associated signage and bollards of which 12 number are required is expected to cost, at current prices, in the order of £192,000.
- 5.5 The funding of the promotion of a Traffic Regulation Order and the subsequent installation of a new speed limit will be funded from the Sutherland Area Road Revenue Budget. Currently there is no budget for installing traffic calming measures.

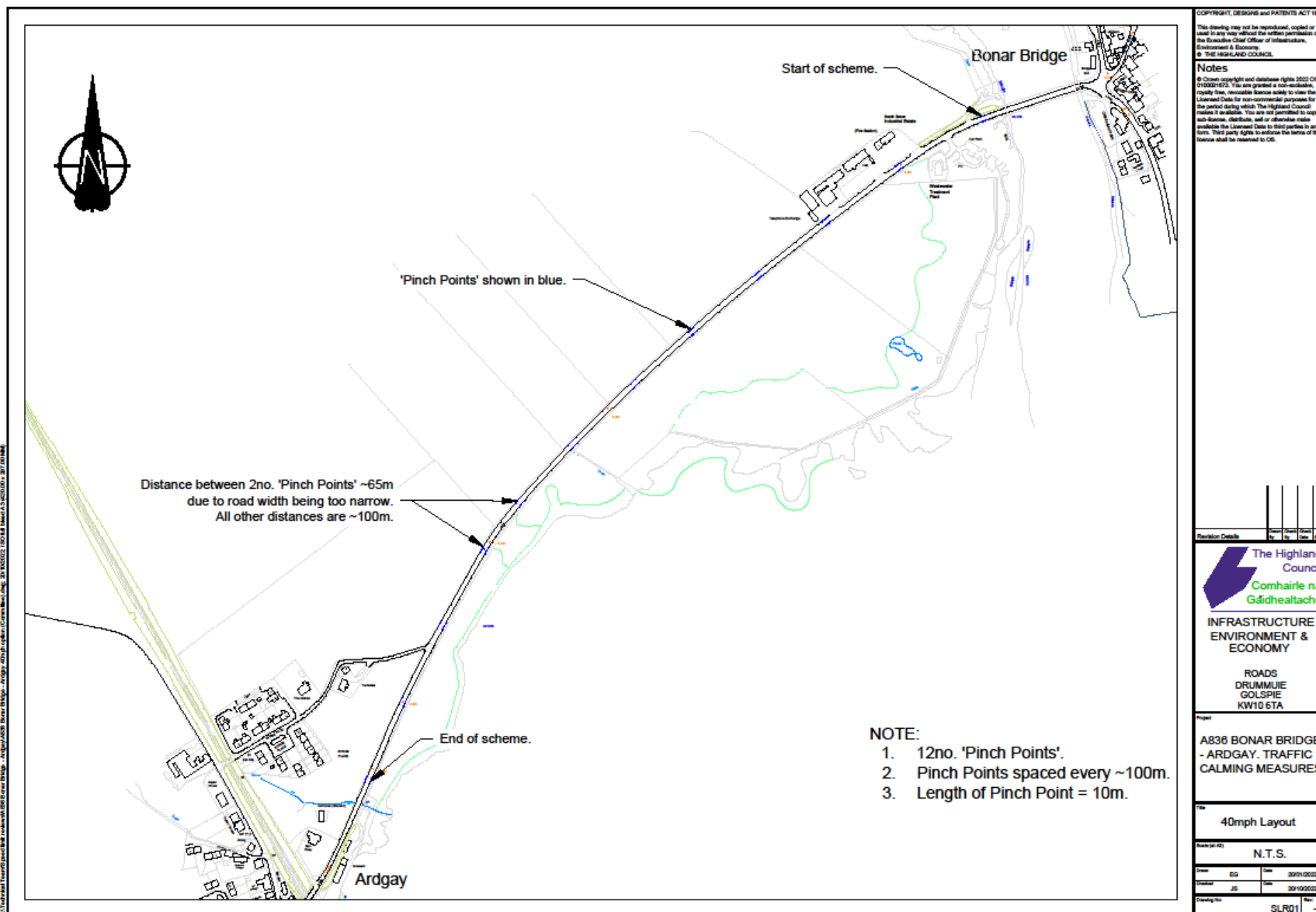
6 Traffic Regulation Order

- 6.1 The promotion of a traffic regulation order follows a legal process where consultation with statutory consultees and the public is invited and any representations made will be brought back to a future committee.

Designation: Executive Chief Officer Infrastructure, Environment & Economy

Date: 20 October 2022

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Revision Details	Date	By	Check	App

The Highland Council
 Comhairle na Gàidhealtachd

**INFRASTRUCTURE
 ENVIRONMENT &
 ECONOMY**

ROADS
 DRUMMIE
 GOLSPIE
 KW10 6TA

Project
**A836 BONAR BRIDGE
 - ARDGAY. TRAFFIC
 CALMING MEASURES**

Title
40mph Layout

Scale (as shown)
N.T.S.

Drawn	By	Date
EG		20/10/2022
Checked	By	Date
JS		20/10/2022
Drawing No.	Rev.	Date
SLR01	-	