

Agenda Item	8
Report No	ECI/29/22

HIGHLAND COUNCIL

Committee: Economy and Infrastructure

Date: 10 November 2022

Report Title: Early Adoption of 20mph Speed Limits in Highland

Report By: Executive Chief Officer Infrastructure, Environment & Economy

1 Purpose/Executive Summary

- 1.1 The purpose of this report is to inform members that Transport Scotland have approached Highland Council's Road Safety Team to invite Highland Council to become their pilot Local Authority for the roll out of the National Strategy for the implementation of 20mph speed limits. This early adoption trial will see the widespread introduction of 20mph speed limits in around 130 settlements across the Highland Council Area by Summer 2023.
- 1.2 This is a significant piece of work for the Council to undertake but as early adopters the programme of implementation will be fully funded by Transport Scotland.

2 Recommendations

- 2.1 Members are invited to:-
- i. **Note** the timeline for implementation that has been provided to Highland Council by Transport Scotland as detailed in **Appendix 1**;
 - ii. **Note** that, as early adopters, the entire delivery of the widespread 20mph limits will be fully funded by Transport Scotland;
 - iii. **Seek** homologation of the Council's positive response to Transport Scotland in agreeing to their request for the authority to become an early adopter of the National 20mph implementation strategy;
 - iv. **Note** that road assessments are ongoing, and The Highland Council Road Safety Team have around 130 settlements around the Council area, with Council adopted roads, with existing speed limits of 30mph or below which are subject to assessment (see **Appendix 3**). Members are invited to put forward any additional settlements for assessment to the Road Safety Team;

- v. **Note** the early adoption implementation will utilise Temporary Traffic Regulation Orders; and
- vi. **Note** the information with regards to speed collection, communication and permanent implementation as detailed in 5.6, 7.3 and 9 respectively.

3 Implications

- 3.1 **Resource** – No financial implications as Transport Scotland are fully funding the delivery of this project as they have approached the Council to be their early adopter pilot Council for 20mph speed limit implementation. Delivery of the project is being managed and undertaken by the Council's Road Safety Team. Transport Scotland have also awarded the Council a 'Direct Resource' grant of £74k, part of which is being used to fund 2 members of staff who will be used to support the work of the Road Safety Team in delivering this project. As the project progresses the Road Safety Team are likely to require the support of the Project Design Unit, Direct Labour Organisation and GIS Teams.
- 3.2 **Legal** – Use of Temporary Road Traffic Regulation Orders in the first instance which will run for a period of 18 months. Permanent Road Traffic Regulation Orders will then be required to move the appropriate roads to a permanent 20mph speed limit.
- 3.3 **Community (Equality, Poverty, Rural and Island)** – There are no direct equality, poverty, rural or island implications arising from this report. However, the implementation of 20mph speed limits can support walking, cycling and wheeling which has health, wealth and wellbeing benefits. The outline design of any physical measures to support 20mph speed limits will take into consideration the needs of those with impairments to their mobility.
- 3.4 **Climate Change / Carbon Clever** – Reduced traffic speed has a positive effect on the street environment which in turn can lead to a reduction in emissions. Reduced speed limits also support a modal shift from cars to walking, cycling and wheeling which has a positive contribution to reducing emissions.
- 3.5 **Risk** – Timescales and volume of work required to enable full delivery of Council wide 20mph speed limits by Summer 2023, as an early adopter of the national roll out, are incredibly tight. If the assessment is not undertaken accurately, there is a risk that sufficient financial support for implementation may not be provided. The number of roads where physical measures would be required to support the introduction of a 20mph limit is unknown at this stage and discussions will be had with the Scottish Government on this following the completion of the assessment phase.
- 3.6 **Gaelic** – None arising from this report.

4 Background

- 4.1 The National Strategy for 20mph is a Scottish Government commitment and supports the policies within National Transport Strategy 2, the Scottish Road Safety Framework to 2030, and the draft Strategic Transport Project Review 2. The introduction of 20mph speed limits also supports the principle of 20-minute neighbourhoods from National Planning Framework 4.
- 4.2 The ‘Scottish Government and Scottish Green Party Shared Policy Programme’ published on 1 September 2021 includes the commitment that ‘*all appropriate roads in built up areas will have a safer speed limit of 20mph by 2025. A task group will be formed to plan the most effective route for implementation*’. This task group includes representatives from Transport Scotland, The Society of Chief Officers of Transport (SCOTS, Sustrans and Police Scotland).
- 4.3 This National Strategy for 20mph speed limits therefore aims to expand 20mph speed limits across Scotland and ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk and wheel, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.
- 4.4 To shape the direction of the strategy and gain agreement on the most appropriate route to implement 20mph speed limits nationally, an assessment of the existing road network across Scotland is required. In early July 2022, Transport Scotland wrote to all Local Authorities requesting that a ‘Road Assessment’ is undertaken by March 2023 to inform the development of the National Strategy for 20mph and ensure that a consistent method of assessment was undertaken across Scotland. Guidance on how to undertake the ‘Road Assessment’ was provided along with ‘ring fenced’ funding of £78,000 to assist with the delivery of the assessment. The assessment will be used to determine the specific number of roads affected and the financial implications for implementation of the National Strategy for 20mph. The outcome of these road assessments will assist in the decision-making process and will be used to inform policy, guidance, Ministerial updates and ensure that consistent approach in their implementation is taken across Scotland.
- 4.5 Guidance for the road assessment has been developed and approved through a National 20mph Subgroup, whose membership includes SCOTS (9 Scottish Local Authorities), Police Scotland, Sustrans and Transport Scotland. It sets out the Place Criteria and the process to assist road authorities to apply a consistent method of assessment and collection of the required information. Until the roads are assessed, it is not possible to determine the specific number of roads affected or the financial implications for implementation.
- 4.6 For clarity and in the context of the national strategy for 20mph speed limits, an appropriate road is considered to be *all 30mph roads* unless after the road assessment a valid reason is provided as to why they should remain at a speed limit of 30mph.

- 4.7 Highland Councils Road Safety Team were approached by Transport Scotland in the summer of 2022 and asked to become their pilot Local Authority for the roll out of this reduced national 20mph speed limit around the council area. This requires early adoption of speed limit implementation as detailed in section 5.
- 4.8 The Council has previously, in the main, reserved 20mph speed limits to roads around schools, self-enclosed residential and more recently some full settlements where appropriate. The process has evolved this way as the early premise was that drivers are more likely to adhere to the reduced speed limit where the restrictions are more concentrated, and children are likely to be more visible however over time experience has meant a shift to a wider roll out as they result in greater compliance as there is less confusion over speed limits.
- 4.9 The Council are habitually asked by resident and community groups on a regular basis to introduce more wide-spread speed restrictions in build-up areas. Communities believe that vehicles they perceive to be speeding, create an increased risk and greater severity of injury to pedestrians and other vulnerable road users. They understand that if speed limits were to be lowered then this perceived risk would be substantially reduced.
- 4.10 Throughout the UK the culture around 20mph speed limits is changing towards more extensive and default coverage.

5 Highland Council – Early Adoption

- 5.1 Highland Council has an existing, agreed programme of developing and delivering 20mph speed limits in several settlements across the area. The introduction of more 20mph speed limits on Highland roads will help the Council to meet the challenging road casualty reduction targets set out in the Scottish Road Safety Framework launched in February 2021. This also links in with the aims of the Highland Council Road Safety Plan 2020-2030 (draft). To date, around 70 permanent 20mph schemes of varying sizes have been delivered around the Council area. It has been difficult for the Council to expand its use of 20mph speed limits timeously due to a lack of both financial and staff resources to implement these new reduced speed limits.
- 5.2 Following receipt of the funding opportunity detailed in 4.4 in relation to the National Programme, Highland Council were approached by Transport Scotland and invited to become their pilot Local Authority and in effect become early adopters of a Council wide 20mph speed limit. This request has been as a direct result of the high standard of work over the last few years in terms of Road Safety and implementation of projects linked to Safer Routes to School, also the Councils positive approach to applying for and being successful in funding opportunities. This along with the ongoing positive engagement with Transport Scotland has built a positive and thriving partnership with the National organisation.
- 5.3 This early adoption trial will see the widespread introduction of 20mph speed limits in settlements across the Highland Council Area. At present around 130 are going through the assessment process. As an early adopter the timescale for completing the assessment is November 2022 with implementation completion by Summer 2023.

- 5.4 The benefit to the Council of agreeing to become an early adopter is that Transport Scotland will fully fund the implementation of the entire delivery of 20mph speed limits around the Council network (signing and lining only at this stage). This is a significant financial investment to the Local Authority.
- 5.5 A detailed timeline of what has been asked of Highland Council in order to fulfil this early adopter status is outlined in **Appendix 1**. This is a significant piece of work for the Authority to undertake however the rewards for doing so are significant in terms of financial investment, road safety, active travel promotion and place making.
- 5.6 As part of this early adoption of the assessment / implementation Transport Scotland have agreed to directly fund a Tracsis dashboard system for the Council (*for the duration of the project*) along with funding and undertaking all the associated speed count data collection that is required. An example of what this will look like can be viewed here <http://scottishborders.tracsis-tads.com/conduit/borders>. The collection of this speed data will allow the Council to make informed decisions for 20mph implementation timeously. The dashboard will allow the speed data to be stored in an easily accessible place for internal use by officers and will also be available for the wider public/partnership agencies to view. This will allow for a simple public and partnership facing before and after comparison, with post implementation surveys also being undertaken to measure effectiveness of the new speed limit. The funding from Transport Scotland will cover the £72k cost of Tracsis including all speed counts. Engagement between Highland Council and Tracsis is ongoing and **Appendix 4** outlines the circa. 250 sites across the Highland Council area that have been provided to Tracsis to gather speed count data for. Speed data collection will begin in October 2022 the online dashboard should be available early in the new year.
- 5.7 Due to the incredibly tight timescales involved, volume of work involved and the offer of significant funding to the Authority from Transport Scotland the Road Safety Team have already commenced the assessment work required to allow the Authority to fulfil its early adopter status.

6 Road Assessment Guidance and Place Criteria

- 6.1 As detailed in **Appendix 1**, Highland Council are required to provide Transport Scotland with details of all existing 20mph and 30mph speed limits in our built-up areas (*towns, villages and any smaller settlements through which a road with a 30mph speed limit passes*). It should be noted that the assessment excludes all roads with an existing 40mph, 50mph and 60mph speed limit.
- 6.2 Road Assessment Process
The Council is then required to review these existing 20mph and 30mph speed limit roads and indicate which will be changed to 20mph. Where roads are to remain at 30mph justification is to be provided. To assist with this process Transport Scotland have set out a 'Road Assessment Process' as detailed in **Appendix 2**. This process involves the completion of a spreadsheet supplied by Transport Scotland and the development of GIS Mapping showing all roads proposed to have a 20mph speed limit and those where a 30mph speed limit would remain.

6.3 Place Criteria

The process includes the assessment of the road against the following 'Place Criteria' which will indicate which 30mph roads are considered appropriate for potential alteration to 20mph:-

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

Place Criteria:-

- Is the road within 100m walk of any educational setting (e.g. primary, secondary, further & higher education)?
- Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400–600m. Other key buildings should also be considered such as a church, shop or school.
- Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre?
- Does the composition of road users imply a lower speed of 20mph which will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)?
- Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits?

Roads are grouped into 3 categories:-

- Green – existing speeds are suitable for 20mph with signage alone.
- Amber – Existing speeds are such review will be required with a view to further speed reduction measures.
- Red – Existing speeds are high and speed reduction measures will be required.

Where amber and green routes are identified discussion will take place with Transport Scotland regarding the cost implications of these routes being included in the 20mph roll out.

- 6.4 Via this road assessment, exemptions to a 20mph limit will be identified. The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, and wheeling do not need to share space with motor traffic.

7. Early Adoption Implementation

7.1 As outlined in 5.3, as an Early Adopter of the National Strategy, and to secure the appropriate National funding the implementation is required to be complete on the ground by Summer 2023 in Highland.

Initial assessment deems this to be achievable based on:-

- one Highland Wide Temporary Traffic Regulation Order (TTRO) to introduce the 20mph limits on the agreed road infrastructure which will be in force for an 18-month period and at this stage does not require public or statutory consultation; and
- signing and lining only on the ground at the selected sites.

7.2 The list of settlements receiving detailed review can be seen in **Appendix 3**. This list will be reduced following the completion of the road assessment phase of works as many will not fit the road assessment place criteria. With the speed this project is being delivered at this is not an exhaustive list so members are invited to put forward any settlements which may have been missed.

7.3 The Road Safety Team recognises that public communication is a key component of this significant project and change to the Councils road network. As such they are engaging with the Corporate Communications Team to develop and deliver a Communications Strategy to run in conjunction with this project to inform and update local communities and statutory partners of the National approach and the rationale including benefits for Highland undertaking this work as an early adopter.

Communications will focus on how reducing the speed limit from 30mph to 20mph has a number of benefits, including:-

- i. reducing number and severity of road collisions
- ii. more opportunities to walk and cycle in our communities
- iii. helping to improve our health and wellbeing
- iv. making our streets safer; and
- v. safeguarding the environment for future generations.

8 Financial Cost of National Strategy to Highland

8.1 As an early adopter the cost of signing and lining delivery on the ground and all associated delivery costs, including Tracsis will be fully funded by Transport Scotland. Following assessment discussions will be had with Transport Scotland with regards to those roads that would require additional traffic calming to be included in the permanent scheme.

8.2 At time of writing, the data gathering and analysis with regards to all existing 20mph and 30mph limit roads in Highland is ongoing. The specific road lengths etc, once calculated, will outline the estimated costs involved in delivery of this project. As a gauge, a similar project was undertaken by Scottish Borders Council utilising Spaces for People funding where they delivered temporary 20mph limits in 97 settlements along with a few additional projects for a cost of £1.2 million.

9 **Moving to Permanent 20mph Speed Limits**

9.1 Full legal statutory consultation has to be undertaken prior to the making of any permanent Road Traffic Regulation Order (TRO).

9.2 As the method of introduction of this early adoption scheme uses Temporary Road Traffic Regulation Orders significant work will be ongoing throughout the 18-month period and these TTRO's are live to identify the next steps for permanent implementation of 20mph TRO's round the Authority. Data provided by Tracsis (see item 5.6) and consultation with communities will inform the decision making going forward.

9.3 Options to be considered for each road will be:-

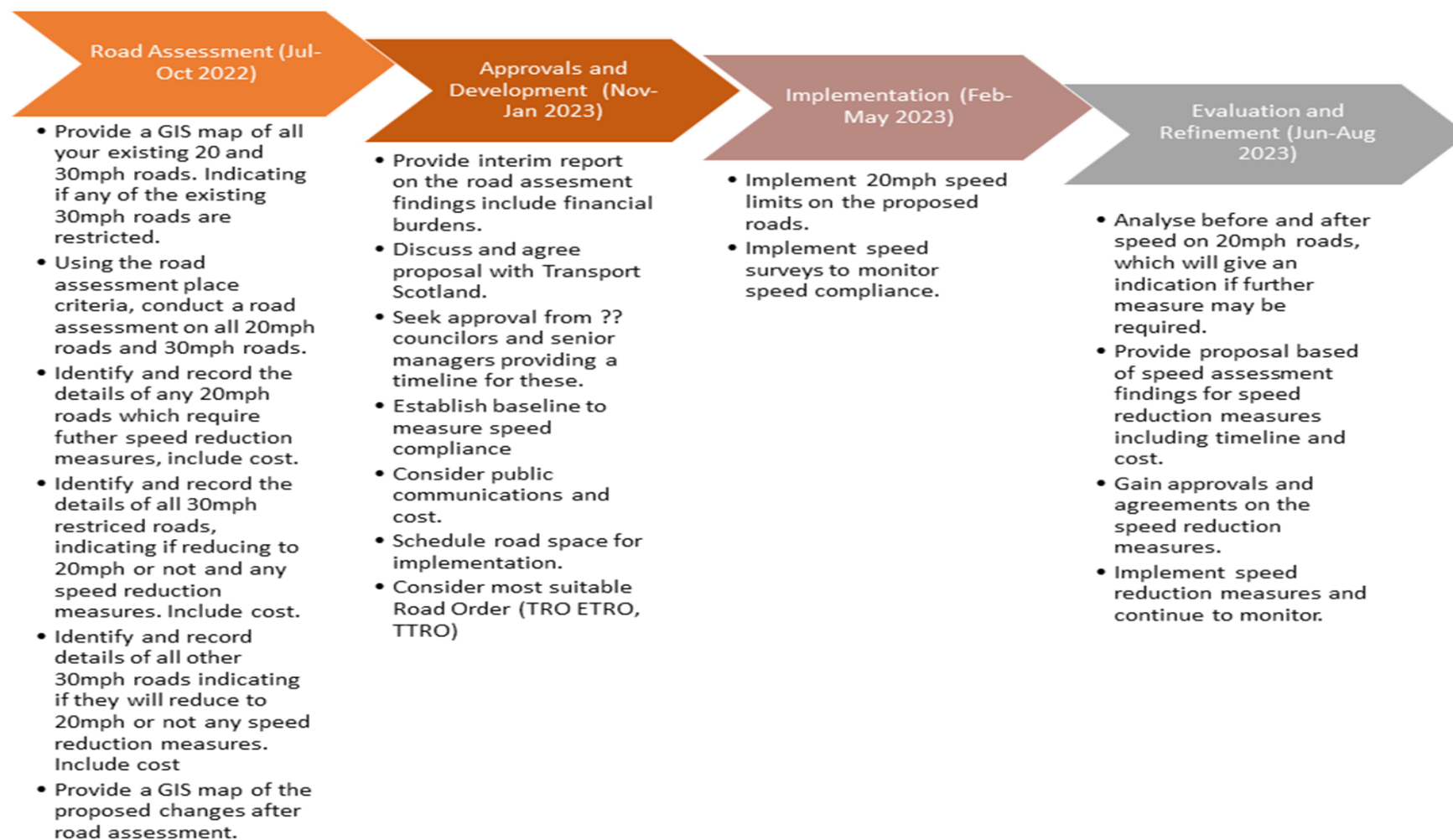
- temporary 20mph speed limit is made permanent with existing signing and lining only;
- temporary 20mph limit will require additional speed management features in order to become permanent as existing mean average speeds are too high; and
- temporary 20mph limit reverts back to a 30mph limit as road is not appropriate for a permanent 20mph limit.

Designation: Executive Chief Officer Infrastructure, Environment & Economy

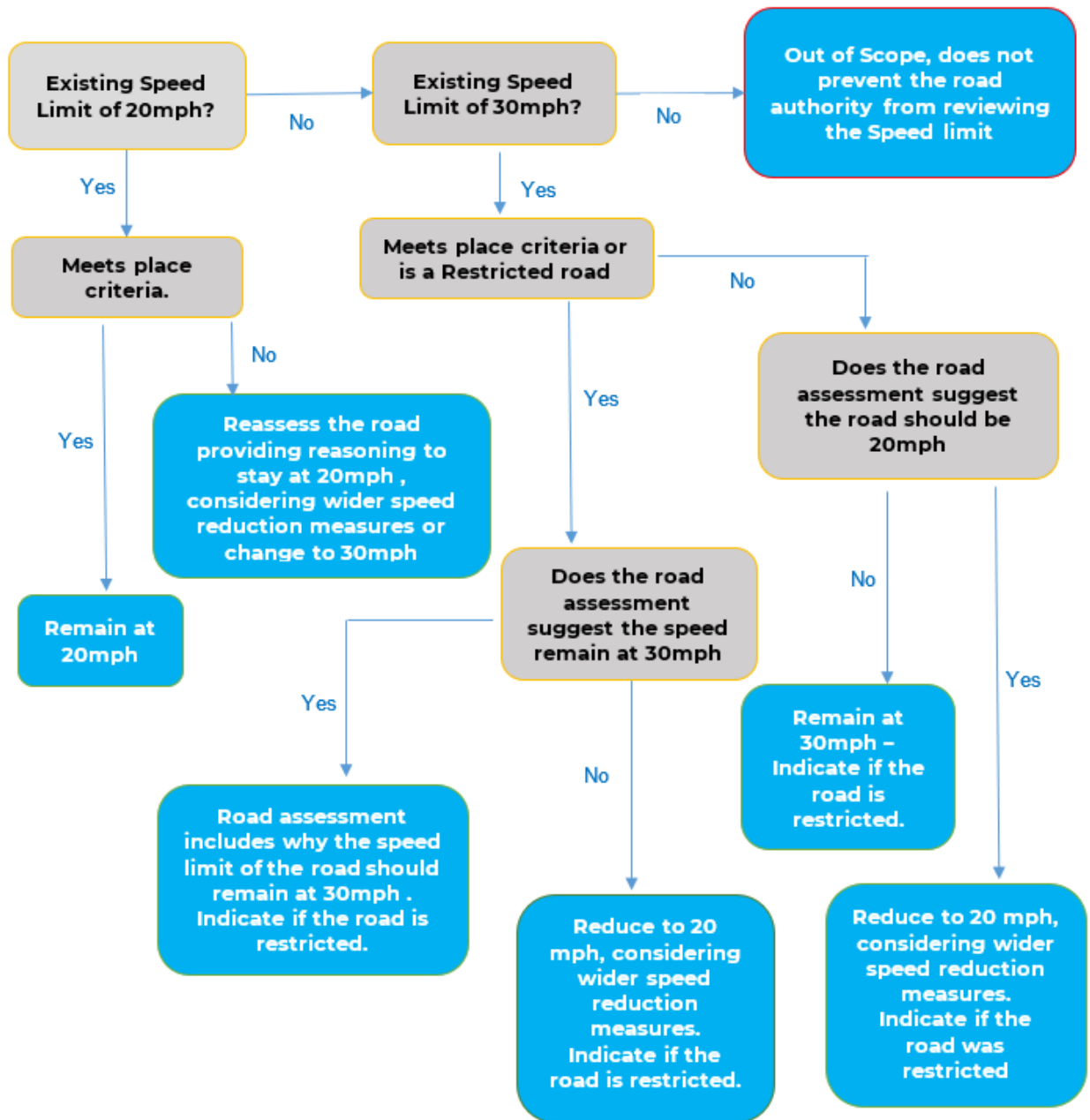
Date: 23 September 2022

Authors: Lisa MacKellaich, Road Safety Officer

Appendix 1 – Early Adoption Timeline provided to Highland Council by Transport Scotland



Appendix 2 – Road Assessment Process



Appendix 3 - List of Settlements being Assessed

Caithness	Sutherland	Ross and Cromarty	Inverness	Nairn, Badenoch & Strathspey	Skye & Lochalsh	Lochaber
Achingills	Achavandra Muir	Achanalt	Inverness	Nairn	Staffin	Glencoe
Achreamie	Achentoul	Achandunie	Bunchrew	Auldearn	Portree	Fort William
Achvarasdal	Achfary	Achduart	Kirkhill	Cawdor	Dunvegan	Arisaig
Ackergill	Achfrish	Achgarve	Inchmore	Ardlach	Broadford	Mallaig
Altnabreac	Achiemore Durness	Achiltibuie	Beauly	Aviemore	Kyleachkin	Coull
Auckengill	Achiemore	Achintraid	Drumnadrocht	Grantown on Spey	Armadale	Spean Bridge
Balnabruich	Achina	Achnagarron	Abriachan	Kingussie	Uig	Roy Bridge
Berriedale	Achinduich	Achnahaird	Dochgarroch	Newtonmore	Waternish	Strontian
Bilbster	Achmelvich	Achnasheen	Teannassie	Kincraig	Braes	Ardgour
Borgue	Achnacarnin	Achnashellach	Cannich	Boat of Garten	Sligachan	Lochailort
Bower	Achnahuaigh	Achterneed	Invermoriston	Dalwhinnie	Skeabost	Invergarry
Brabsterdorran	Achnairn	Alcaig	Ft Augustus	Inverdrue	Flodigarry	Glenfinnan
Braemore	Achriesgill	Allt-na-h-Airbhe	Dores	Glenlivet	Glendale	Gairlochy
Broubster	Achrimsdale	Alness	Foyers	Nethybridge	Edinbane	Duror
Brough	Achtoty	Altandhu	Whitebridge	Dalfaber	Elgol	Kentallen
Bruan	Achuvoldrach	Amatnatua	Essich	Abernethy & Kincardine	Torrin	Corpach
Buldoo	Achvaich	Anancaun	Tomatin	Achnahannet,	Carbost	Kilchoan
Burnside	Achylynness	Ankerville	Moy	Advie	Tarskavaig	Kinlochleven
Canisbay	Altass	Annat	Daviot	Alvie	Isle Ornsay	Glen Nevis
Castletown	Altnaharra	Applecross	Culloden	Aundorach	Raasay	Kilfinnan
Clyth	Ardachu	Arabella	Smithton	Avielochan	Kylerhea	Laggan
Crosskirk	Ardvar	Arboll	Croy	Bogroy		Kinlochmoidart
Dorrery	Armadale	Ard-dhubh	Sunnyside	Carrbridge		Ardmolich
Dunbeath	Aultiphurst	Ardaneaskan	Balloch	Catlodge		Acharcle
Dunnet	Badanloch Lodge	Ardarroch	Ardersier	Coylumbridge		Cliff
East Mey	Badcall Rhiconich	Ardcharnich	Farr	Cromdale		Shielfoot
Forss	Badcall Scourie	Ardchronie	Lentran	Dalnavent,		Onich
Fresgoe	Badnaban	Ardessie	Achnagairn	Drumuillie		Torlundy
Freswick	Badninish	Ardheslaig	Westhill	Dulnain Bridge		North Ballachulish
Georgemas	Balchladich	Ardindrean	Resaurie	Dunachton		Corran

Caithness	Sutherland	Ross and Cromarty	Inverness	Nairn, Badenoch & Strathspey	Skye & Lochalsh	Lochaber
Gillock	Balchrick	Ardmair	Castleton	Duthil		Corrychurracha
Gills	Balnacoil	Ardmore	Leanach	Etteridge		Keppanach
Glengolly	Balnakeil	Ardross	Dalroy	Grantown-on-Spey		Druimarbin
Halkirk	Bettyhill	Ardullie	Culloden Moor	Insh		Torcastle
Harrow	Blairmore	Ardvannie	Dalcross	Inverdrue		Fassfern
Haster	Bonar Bridge	Attadale	Cantraywood	Kinloch Laggan		Kinlocheil
Houstry	Borgie	Auchindrean	Cantraydoune	Laggan,		Arienskill
Huna	Brora	Aultbea	Cantray	Lynchat		Inverailoit
John o' Groats	Camore	Aultgrishan	Clephanton	Ruthven,		Roshven
Keiss	Clachtoll	Badachro	Easter Galcantray	Skye of Curr		Ard Molich
Killimster	Clashmore Assynt	Badcaul	Dallaschyle	Kirkton		Rhumach
Landhallow	Clashnessie	Badluarach	Achindown	Gollanfield		Bracara
Latheron	Clyne	Badrallach	Brackla	Blackcastle		Beonaidbeg
Latheronwheel	Coldbackie	Balintore	Drumine	Moss-side		Portnaluchaig
Lybster	Crask	Balintraid	Allanfearn	Hilton of Delnies		Back of Kepoch
Mey	Creich	Balnacra	Newton of Petty	Culcharry		Buncaimb
Murkle	Croick	Balnapaling	Newton of Leys	Piperhill		Morroch
Mybster	Culkein	Barbaraville	Scaniport	Torrigh		Morar
Newlands of Geise	Culkein Drumbeg	Big Sand	Aldourie	Regoul		Druimdarroch
Newport	Dalchalm	Blarnalearoch	Achnabat	Urchanny		Storchreggan
Nybster	Dalhalvaig	Bottacks	Whitefield	Littlemill		Trioslaig
Olrig	Dalreavoch	Brae of Achnahaird	Torness	Redburn		Gaul
Papigoe	Dalchalm	Camusnagaul	Croachy	Househill		Achaphuboil
Pulteneytown	Doll	Camusteel	East Croachy	Clunas		Blaich
Ramsraig	Dornoch	Camusterrach	Tullich	Bruachmary		Duisky
Reaster	Droman	Carnach	Abersky	Fornighty		Achleek
Reay	Drumbeg	Contin	Brinmore	Milton		Liddesdale
Reiss	Durness	Contin Island	Aberarder	Daless		Lochsuiqe
Roadside	East Clyne	Corntown	Inverfarigaig	Banchor		Drimnin
Roster	East Langwell	Coulags	Ault-na-goire	Daltra		Fiunary
Sarclet	Eddrachillis	Cove	Errogie	Ferness		Achnaha
Scarfskerry	Elphin	Culbokie	Easter Boleskine	The Mount		Movern

Caithness	Sutherland	Ross and Cromarty	Inverness	Nairn, Badenoch & Strathspey	Skye & Lochalsh	Lochaber
Scrabster	Embo	Culduie	Farraline	Whitemire		Lochaline
Shebster	Eriboll	Delny	Dhuhallow	Kingssteps		Tighlochnuic
Skirza	Evelix	Diabaig	Wester Aberchalder	Invereen		Larchbeg
Smerral	Fanagmore	Dingwall	Lyne of Gorthleck	Woodend		Achranich
Sordale	Farr	Dundonnell	Gorthleck	Clune		Ardtornish
Spittal	Foindle	Easter Fearn	Bailebeag	Corrievorrie		Claggan
Staxigoe	Forsinard	Edderton	Dundreggan			Glengalmadale
Swiney	Gartymore	Evanton	Easter Drummond			KilmALIEV
Thrumster	Golspie	Fearn	Glendoebeg			Inversarda
Thurso	Gruids	First Coast	Auchteraw			Gearadh
Ulbster	Helmsdale	Fodderty	Auchterawe			Sallachan
Upper Camster	Inchnadamph	Gairloch	Aberchalder			Clovillin
Upper Lybster	Inshegra	Garve	Mandally			Garvan
Watten	Inveran	Gorstan	Laggan			Kentra
Westerdale	Inverkirkaig	Grudie	Inchlaggan			Arivegaig
Westfield	Invernaver	Heights of Kinlochewe	Tomdoun			Dalnabreac
Weydale	Invershin	Hill of Fearn	Collie mhorgill			Dail an leigh Dalelia
Whiterow	Kildonan	Hilton of Cadboll	Kinlochourn			Acharacle
Wick	Kilphedir	Incheril	Bunloyne			Laga
	Kinbrace	Inver	Tomchrasky			Glenborrodale
	Kinlochbervie	Inveralligin	Glenmoriston			Glenbeg
	Kylesku	Inverasdale	Levishie			Ardsliginish
	Kylestrome	Inverchoran	Altsigh			Ardnamurcan
	Laid	Invergordon	Grotaig			Kilchoan
	Lairg	Inverlael	Balbeg			Camphase
	Leckfurin	Jamestown	Bunloit			Sanna
	Lednagullin	Kildary	Achnahannet			Achnaha
	Leirinmore	Kilmuir	Lenie			Portvairk
	Linsidmore	Kinlochewe	Strone			Achosnich
	Littleferry	Knockbain	Lewiston			Grigadale
	Lochinver	Knockfarrel	Milton			Ardnamurchan
	Lonemore	Laide	Achmony			Ormsaigmure

Caithness	Sutherland	Ross and Cromarty	Inverness	Nairn, Badenoch & Strathspey	Skye & Lochalsh	Lochaber
	Loth	Lamington	Balnain			Resipole
	Lothbeg	Leckmelm	Gartally			Arday
	Melness	Letters Wester Ross	Bearnock			Ranachan
	Melvich	Lochcarron	Corrimony			Ardnastang
	Muie	Lochslin	Buntait			Anaheilt
	Nedd	Logie Hill	Millness			Achnalea
	Oldshore Beg	Londubh	Balmore			
	Oldshoremore	Lonemore	Glassburn			
	Pittentrail	Marybank	Mauld			
	Portgower	Maryburgh	Struy			
	Portnancon	Mellon Charles	Culigran			
	Portskerra	Mellon Udrigle	Erchness Castle			
	Proncycroy	Melvaig	Craigdhu			
	Pulrossie	Milton	Eskadale			
	Rearquhar	Morefield	Aigas			
	Rhiconich	Mountgerald	Crerag			
	Rogart	Muir Of Ord	Crask of Aigas			
	Rosehall	Newfield	Ardblair			
	Sangobeg	North Erradale	Ardendrain			
	Saval	Opinan Gairloch	Tomnacross			
	Scourie	Opinan Laide	Belladrum			
	Skelpick	Ormiscraig	Culburnie			
	Skerray	Pitcalnie	Torgormack			
	Skullomie	Polbain	Kilmorack			
	Spinningdale	Polglass	Ruilick			
	Stoer	Poolewe	Clashdorran			
	Strathan	Port Henderson	Windhill			
	Strathy	Portmahomack	Ardnagrask			
	Swordly	Redpoint				
	Syre	Reiff				
	Talmine	Rhiroy				
	Tarbet	Rhue				

Caithness	Sutherland	Ross and Cromarty
	Tongue	Rockfield
	Torrisdale	Roskeena
	Totegan	Ruillick
	Trantlebeg	Sallachy
	Trantlemore	Saltburn
	Upper Bighouse	Sand
	West Clyne	Scoraig
	West Helmsdale	Shandwick
	West Langwell	Shieldaig
		South Erradale
		Strathcarron
		Strathkanaird
		Strathpeffer
		Strathy Ardross
		Swordale
		Taagan
		Tain
		Talladale
		Torridon
		Toscaig
		Toulvaddie
		Tournaig
		Ullapool
		Upper Ardchronie
		Urray
		Windhill
		Tarvie
		Muir of Tarradale
		North Kessock
		Milton
		Redcastle
		Garguston
		Glackmore

		Ross and Cromarty
		Arpafeele
		Charslestown
		Croftna Creich
		Bogallan
		Craigton
		Drumterfit
		Gorstan
		Balvraid
		Corntown
		Muir of Allangrange
		Newton of Ferntosh
		Newton of Kinkell
		Alcaig
		Easter Kinkell
		Bogbuie
		Duncanston
		Belmaduthy
		Easter Suddie
		Killen
		Balmangie
		Craighead
		Eathie Hill
		Upper Eathie
		Muirton
		Davidston
		Navity
		Shoremill
		Newton
		Cromarty
		Jemimaville
		Balblair
		Poyntzfield
		Resolis

		Ross and Cromarty
		Newmill
		Cullicudden
		Easterbrae
		Shoreton
		Findon Mains
		Urquhart

Appendix 4 – Speed Count Sites

