

3rd April 1913.

My Dear Sir,

Roads.

I am desired by the Town Council to bring under your notice a question which has arisen between the Scottish Office and themselves anent the Speed of Motor Cars within Burgh.

The Town Council consider that a speed of 20. miles an hour is dangerous to the lieges at various points within Burgh, - particularly on the following roadways:-

- (a) leading past Railway Station;
- (b) leading from Station Hotel down to front of Sutherland Arms Hotel;
- (c) along Castle Street, and
- (d) in front of the new Higher Grade School.

The Town Council had quite in view the provisions of Sect.1. Motor Car Act 1903, but that would mean proof in each case not only as to the rate of speed, but as to the state of traffic, and they considered a restriction to 10. miles per hour (which has been authorised in practically every village and hamlet in the County) would enable them more effectually to cope with reckless drivers.

They accordingly lodged an Application and relative plans with the Scottish Office, and the application was duly advertised in terms of the regulations of that Department.

The Scottish Office however allowed objections of the Scottish Mobile Club to be heard, though intimation of these was not timeously made. I annex copy letter of 22nd August last from me to the Scottish Office in the matter.

The Scottish Office then sent down Mr. Alexr. Stuart, Advocate, Edinburgh, to report on the application, and the expenses of this gentleman, amounting to £15. odds, the Town Council were required to pay.

On 14 February last the Scottish Office wrote asking for the Town Councils observations on the Order they proposed to make. Letter and Draft Order herewith.

The Town Council, taken aback at the drastic manner in which it was proposed to curtail their application, especially in view of the speed restrictions granted in the neighbourhood - asked the Scottish Office for a copy of Mr. Stuart's Report, as they felt that without having that Report before them they were ignorant of the Scottish Office reasons for so curtailing the roadways applied for, and could not therefore make the observations asked for. Letter of 16th ult from Scottish Office refusing to give a copy of that Report herewith.

The Council are sore, not only at the way in which their application has been dealt with, but at the methods of the



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Scottish Office,- (Firstly) in allowing objectors to be heard, and (Secondly) in declining to give any reasons for their so drastically curtailing the roadways applied for, and to furnish the Report on which that refusal is based, especially when the Town Council had to pay for the very report, copy of which is refused them.

The Town Council accordingly desire to ask if you could do anything to obtain this copy Report from the Scottish Office, so that they may know the reasons of the proposed refusal to accede to the application, and make their observations thereon.

I may add that the irritation caused by the methods of the Scottish Office has not been lessened by a paragraph having been inserted in the Scotsman and in all the local papers (doubtless by the Motor Club) rejoicing over the discomfiture of the Town Council in the refusal of its application.

Yours faithfully,

Town-Clerk.

(1) The Ordnance Survey Sheet which accompanied the application in the twelve cases referred to, for instance, (a) Large Public School at West end, and sharp bend in the road at that point; (b) Railway Station at the West end, where people and vehicles congregate; and (c) that several streets and roadways join Castle Street at right angles, and that, owing to buildings, cars coming along Castle Street cannot be seen by pedestrian or wheeled traffic until such traffic comes into Castle Street.

(2) With reference to the statement of the Club that they "are satisfied that it is not necessary in the interests of the safety of the public to impose the restrictions" the Council would observe that they, and not a Club in Glasgow are the best judges of what is necessary for the safety of the public frequenting the streets of the Burgh.

(3) They would further observe that accidents, though happily unattended with loss of life, have on several occasions happened at the corners referred to, while only the other day two cars had the narrowest possible escape from collision. Cars are run over and killed every year in the Burgh by cars.

(4) I am also to add that the Town Council, though replying out of courtesy to you, strongly object to the Club's objections being considered, inasmuch that these are not reasonably stated. Public notice of the application was given on 11 July, and objections were due to be lodged within 14 days of the date of publication of this advertisement. The annex:-



3rd April 1913.

My Dear Sir,

Copy letter referred to.

I am desired by the Town Council to bring under your notice a question which has arisen before the Town-Clerk's Office, themselves about the Speed of Motor Cars in Dornoch, 22nd August 1913.  
1912

The Town Council consider that a speed of 20 miles an hour is dangerous to the life at various points within Burgh.  
Sir, especially on the following roadways:

(a) leading past the Motor Car Act.

I beg to acknowledge your letter of 15th inst (11088/CF/7.) accompanying letter from Secretary of the Scottish Mobile Club, which I duly submitted to the Town Council.

The Council would observe in view the provisions of Sect. 1

- (1) The Ordnance Survey Sheets which accompanied the Application in themselves shew reason for the restriction, - for instance (a) Large Public School at West end, and sharp bend in the road at that point; (b) Railway Station at the other end, where people and vehicles congregate; and (c) the fact that several streets and roadways join Castle Street at right angles, and that, owing to buildings, cars coming alongs Castle Street cannot be seen by pedestrian or wheeled traffic until such traffic comes into Castle Street.
- (2) With reference to the statement of the Club that they "are satisfied that it is not necessary in the interests of the safety of the public to impose the restrictions" the Council would observe that they, and not a Club in Glasgow are the best judges of what is necessary for the safety of the public frequenting the streets of the Burgh.
- (3) They would further observe that accidents, though happily unattended with loss of life, have on several occasions happened at the corners referred to, while only the other day two cars had the narrowest possible escape from collision. Dogs are run over and killed every year in the Burgh by cars.
- (4) I am also to add that the Town Council, though replying out of courtesy to you, strongly object to the Club's objections being considered, in respect that these are not timeously stated. Public notice of the application was given on 11 July, and objections were due to be lodged "within 14 days of the date of publication of this advertisement". The Club's objections are however dated 2nd inst.

I beg to return the Club's letter.

I am, &c

(Signed) Hector M. MacKay