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## **SPEED LIMIT REVIEW 2012**

**Report by Director of Environment and Infrastructure**

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### **BERWICKSHIRE AREA FORUM**

**7 May 2013**

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#### **1 PURPOSE AND SUMMARY**

- 1.1 **This report proposes to amend the existing speed limit orders in Cockburnspath, Allanton, Houndwood and Westruther and to introduce a speed limit order to Foulden Newton to take account of a recent region-wide Speed Limit Review.**
- 1.2 In 2012 a Speed Limit Review was carried out throughout the region by officers from the Council and the Police. The review was carried out in accordance with Government guidance and the resulting recommendations seek to reinforce speeds on parts of the network currently covered by the national speed limit or a speed limit higher than that deemed appropriate.
- 1.3 A total of 12 lengths of road were agreed to be recommended to be subject to adjusted statutory speed limit. Five of these sites are in the Berwickshire area, at Cockburnspath, Allanton, Houndwood, Westruther and Foulden Newton. All the sections of road in question are currently subject to the National Speed Limit.

#### **2 RECOMMENDATIONS**

- 2.1 **I recommend that the Berwickshire Area Forum approves the amendment to The Scottish Borders Council (Various Roads) (40mph Speed Limit) Order 2004 and The Scottish Borders Council (The Borders Regional Council) (Restricted Roads) Order 1985 to allow:**

- (a) **The introduction of a 40mph speed limit in Cockburnspath;**
- (b) **Extension of the existing 30mph speed limit in Allanton;**
- (c) **Extension of the existing 30mph speed limit in Westruther;**
- (d) **The introduction of a 30mph speed limit at Houndwood; and**
- (e) **The introduction of a 30mph speed limit in Foulden Newton.**

**These are detailed in the plans in Appendix A and the extracts from the relevant Draft Traffic Regulation Orders (TROs) in Appendix B.**

### 3 BACKGROUND

- 3.1 In accordance with Government guidance, speed limits should seek to reinforce people's assessment of what is a safe speed to travel. Scottish Borders Council has a statutory duty to set local speed limits in situations where local needs and considerations deem it necessary for drivers to adopt a speed which is different from the national speed limit.
- 3.2 A Scottish Borders wide Speed Limit Review was carried out in 2012, to consider the representations which have been made (generally seeking lower speeds) or on sites which officers had identified as warranting investigation. Following careful consideration, five sites within the Berwickshire Area were identified as justifying an amendment. These were Cockburnspath, Allanton, Houndwood, Westruther and Foulden Newton. Details of the recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded in the following recommendations:-
- (a) Cockburnspath - The introduction of a 40mph speed limit from a point north of the roundabout forming the junction between the C130 and the A1(T) and the existing 30mph limit (for clarity the existing 30mph limit is unchanged and will be complemented by the introduction of this 40mph limit on the main approach to it);
  - (b) Allanton - Extension of the existing 30mph speed limit to the north of the village to cover the junction of the B6437 Main Street with the C111 and to extend along the C111 to a point immediately beyond the Allanbank Mill Farm buildings;
  - (c) Westruther - Extension of the existing 30mph speed limit on the C86 to a point coincident with the southernmost residential property boundary;
  - (d) Houndwood - The introduction of a 30mph speed limit on the D128/6 from a point 40 metres or so north of its junction with the A1(T) (this section is currently signed as a 30mph limit however no Traffic Regulation Order exists); and
  - (e) Foulden Newton - The introduction of a 30mph speed limit from a point north of Bastle Road to a point south of the access road serving Deneview, The Steading and the Granary.

All as per the drawings in Appendix A

- 3.4 As with all TROs, the Council has to undertake a two stage consultation process. Firstly there is a statutory consultation with bodies that have a direct interest such as emergency services, freight and public transport representatives and community councils. Following that process, the proposal requires to be advertised locally (local press and on-street notices) to allow others the opportunity to comment.
- 3.5 Statutory Consultation on the proposals was carried out from 14/1/2013 to 11/2/2013. The only body to make specific comments as part of the statutory consultation was Cockburnspath and Cove Community Council (CCCC). Their comments are discussed in the following two paragraphs.
- 3.6 Two separate responses were received from CCCC. Although welcoming of the proposal, they query as to why a 30mph or 40mph is not provided or proposed to the south of the existing limit on the C130. CCCC's representation also identified that there has been planning permission granted for new houses south of the existing 30mph limit on the C130 and that there is a possibility of HGVs diverting through the village in high wind to access Drysdale's Freight.

- 3.7 The reason that there is no existing or proposed speed limit (other than the national speed limit) to the south of the village is that there are no direct frontages onto the road. For a speed limit to be effective it needs to be credible and incorrectly or mis-placed speed limits compromise the effectiveness of those where the requirement is most acute. There may be scope at some time in the future to create a 40mph buffer zone on the south side similar to that proposed on the north side but it would be considered to coincide with construction of the new properties for which planning permission has been granted. The diversion of HGVs in high winds does not have a bearing on the provision of speed limits in local situations such as that in Cockburnspath.
- 3.8 The proposals were advertised to the public from 28/3/2013 to 19/4/2013. As of 10/4/13 no comments had been received. Any comments subsequently received will be tabled at the meeting.

## **4 IMPLICATIONS**

### **4.1 Financial**

The financial implications associated with the recommendations relates solely to the provision of new, or relocation of existing signage. Approximate costs are as follows:-

- |                    |        |                                    |
|--------------------|--------|------------------------------------|
| a) Cockburnspath   | £1,000 | 2 signs;                           |
| b) Allanton        | £1,500 | 2 signs relocated and 2 new signs; |
| c) Westruther      | £500   | 2 signs relocation only;           |
| d) Houndwood       | Nil    |                                    |
| e) Foulden Newton, | £1,500 | 4 signs.                           |

The cost would be borne by the Aids to Movement budget.

### **4.2 Risk and Mitigations**

- (a) The risk of not proceeding with the recommendations is that drivers progress along the section of road at speeds inappropriate to the conditions increasing risk of injury should an accident occur.
- (b) The risk of proceeding with the introduction of the speed limit at any of the sites is that an errant vehicle may strike the sign post holding the sign necessary to indicate the start and end of the restriction. This risk will be mitigated by appropriate choice of pole diameter which would collapse with reasonable force.

### **4.3 Equalities**

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

### **4.4 Acting Sustainably**

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.

#### 4.5 **Carbon Management**

There are no significant effects on carbon emissions arising from the proposals contained in this report.

#### 4.6 **Changes to Scheme of Administration or Scheme of Delegation**

There are no changes to be made to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals contained in this report.

### **5 CONSULTATION**

5.1 The Chief Financial Officer, Head of Corporate Governance, the Head of Audit and Risk, the Head of Strategic Policy the Clerk to the Council and Head of Strategic Policy have been consulted and comments received have been incorporated in the report.

#### **Approved by**

**Director of Environment & Infrastructure Signature .....**

#### **Author(s)**

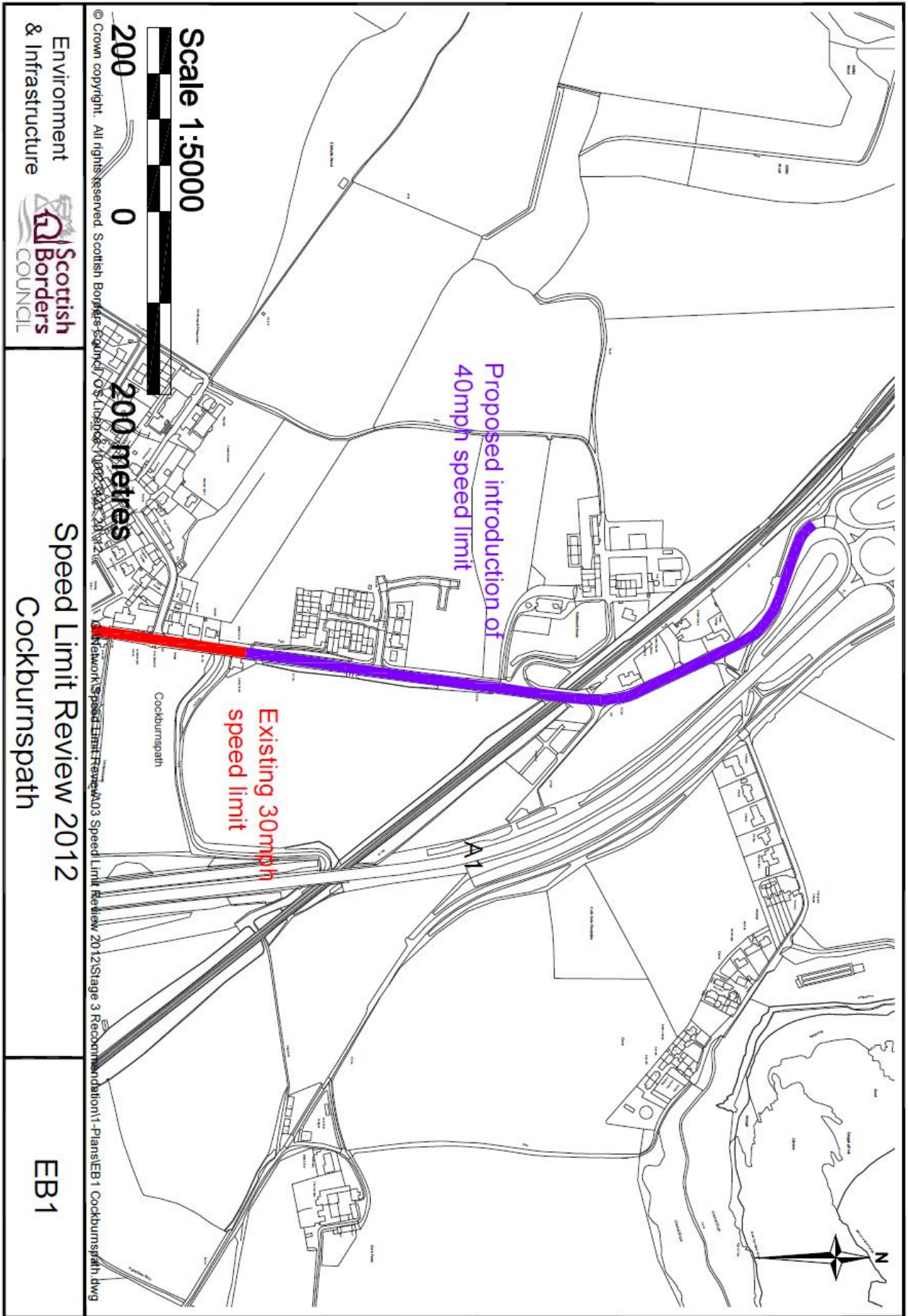
Name	Designation and Contact Number
Robbie Yates	Assistant Road User Manager 01835 825116

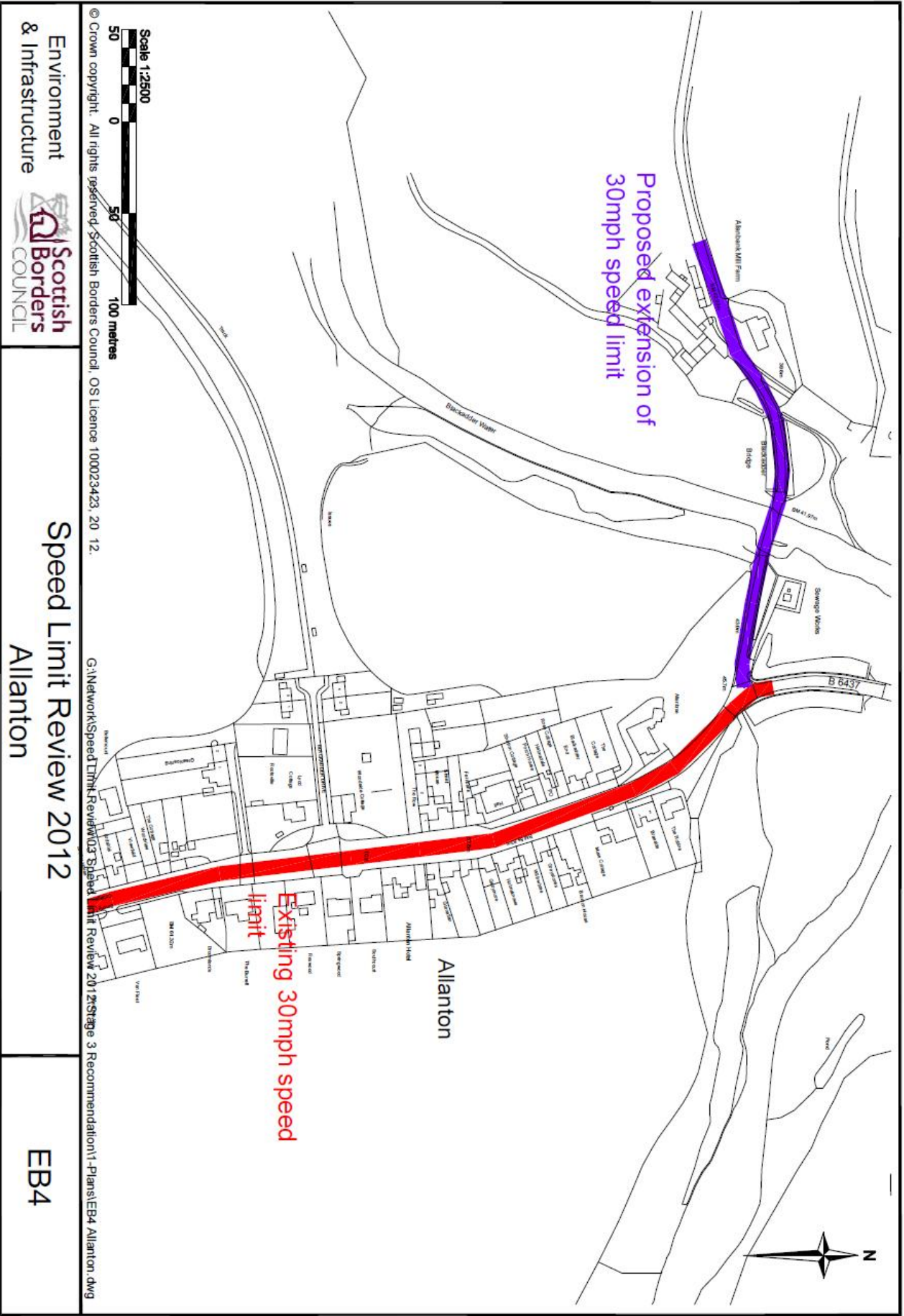
**Background Papers:** None

**Previous Minute Reference:** N/A

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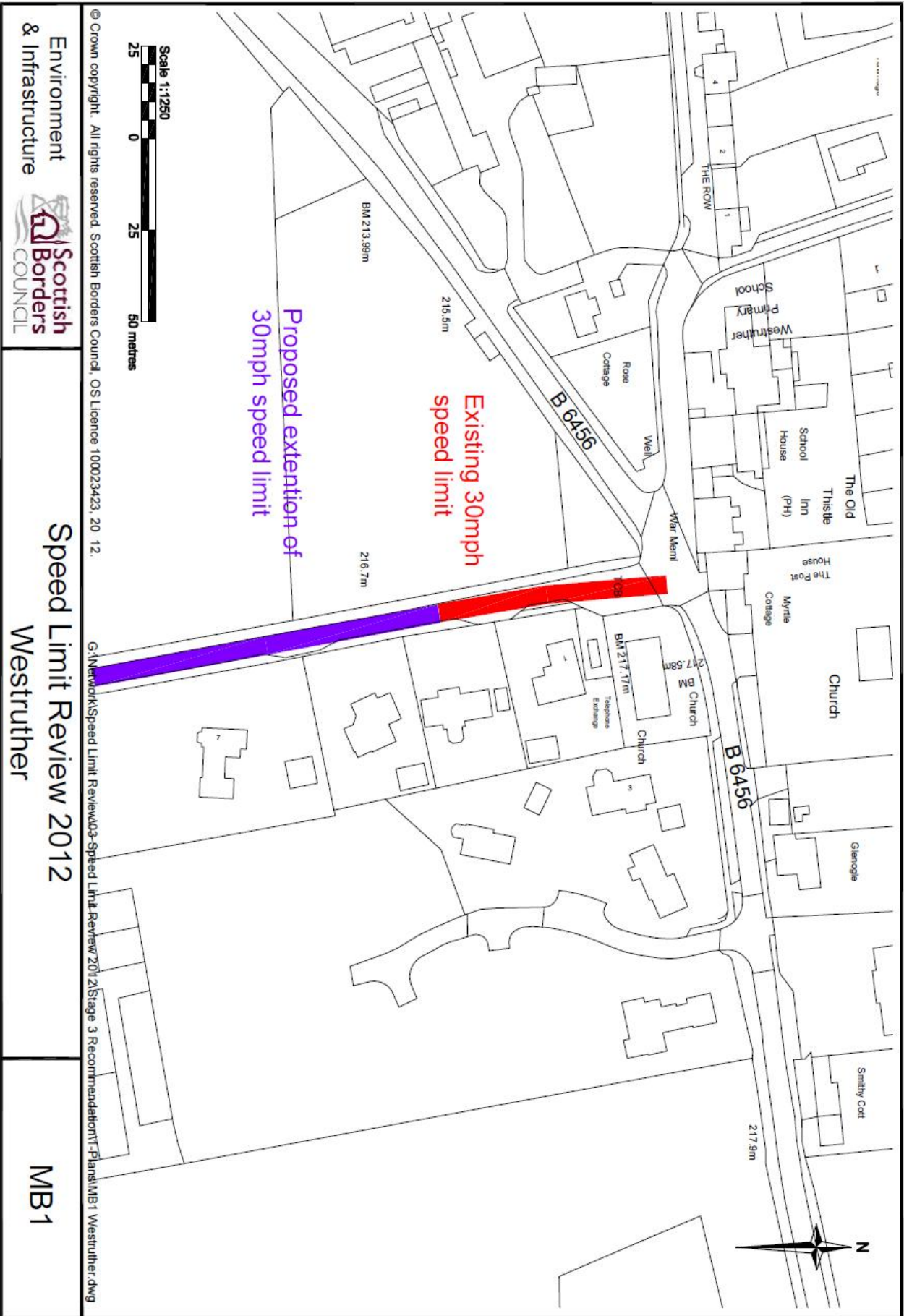


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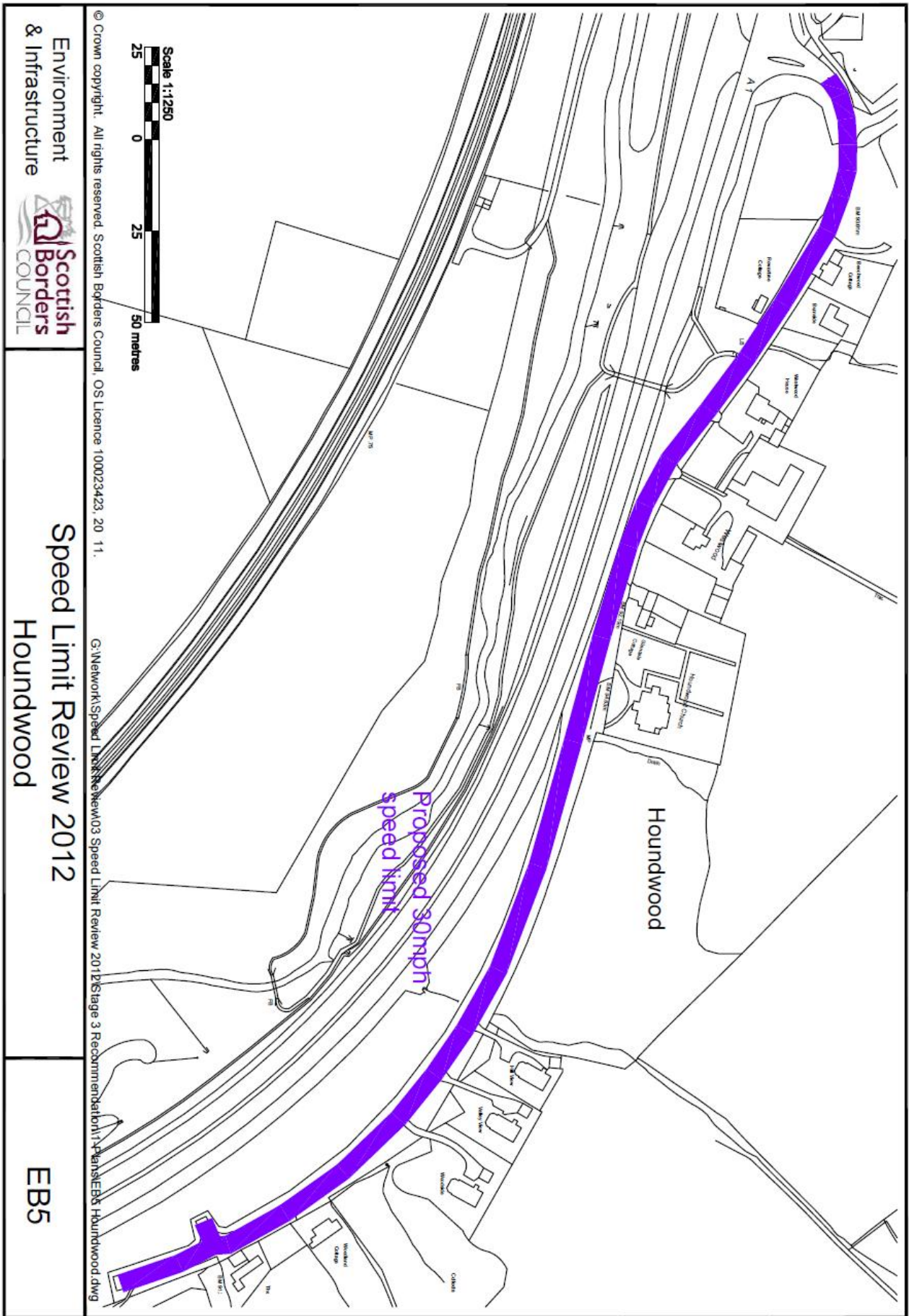


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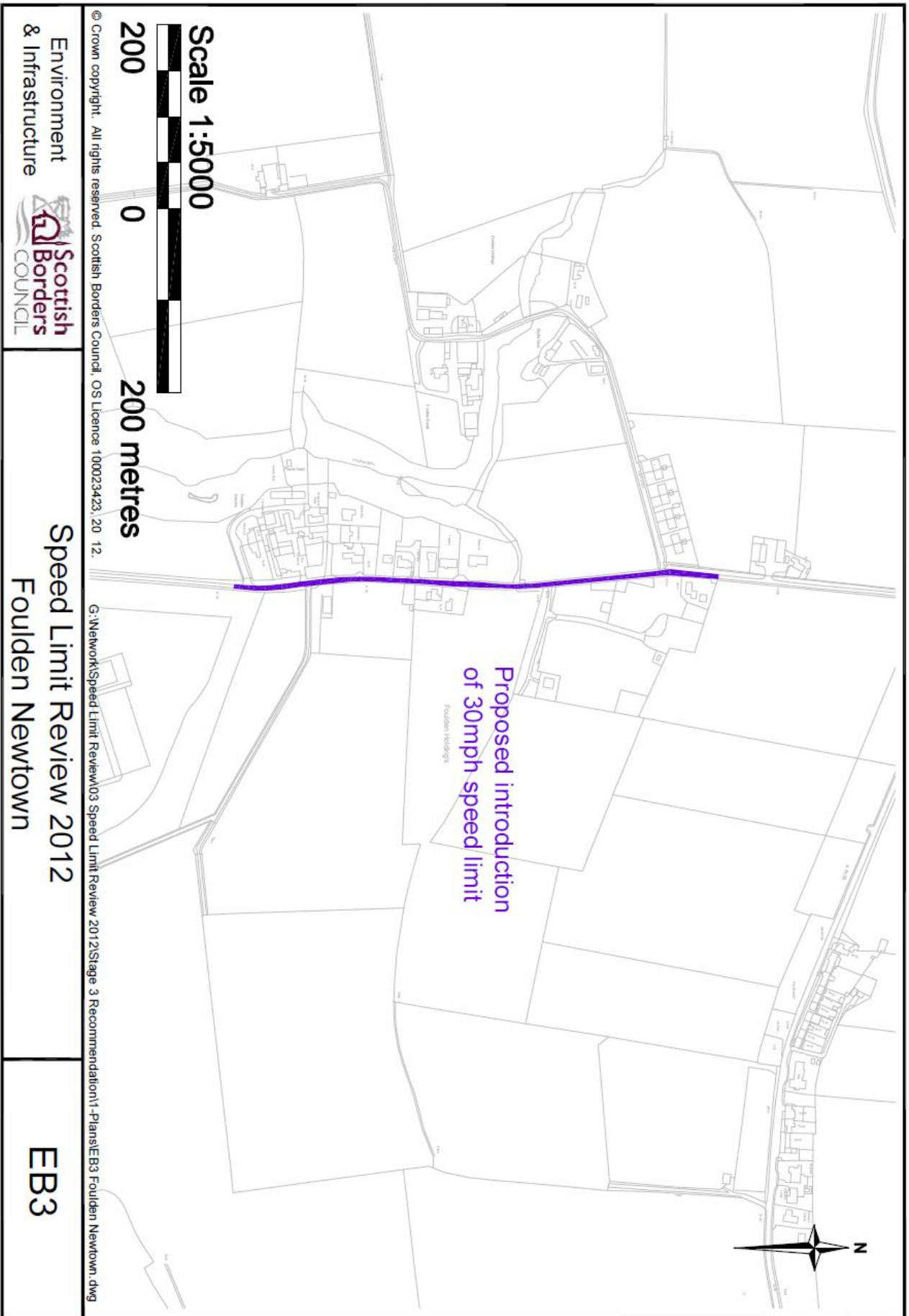
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**MB1**







**ROAD TRAFFIC REGULATION ACT 1984**

**THE SCOTTISH BORDERS COUNCIL (VARIOUS ROADS) (40 MPH SPEED LIMIT)  
ORDER 2004 (AMENDMENT NO. 6) ORDER 2013**

1. 12. COCKBURNSPATH

That length of the C130 from a point 100 metres or thereby north of the junction with the C109 Hoprig Road for a distance of 710m or thereby in a northerly direction.

**ROAD TRAFFIC REGULATION ACT 1984**

**THE SCOTTISH BORDERS COUNCIL  
(THE BORDERS REGIONAL COUNCIL (RESTRICTED ROADS) ORDER 1985)  
(AMENDMENT) ORDER 2013**

1. 1. ALLANTON

- (a) That length for of route B6437 from a point 10 metres or thereby north of its southern kerbline of the junction with the C111 for a distance of 451 metres or thereby in a southerly direction.
- (b) That length of the C111 from its junction with the B6437 for a distance of 257 metres or thereby in a westerly direction.

2. 20. WESTRUTHER

- (b) That length of the C86 road leading to Houndslow from its junction with the B6456 for a distance of 157 metres or thereby in a southerly direction.

HOUNDWOOD

That length of the D128/6 from a point 40 metres or thereby northeast of its junction with the A1 (T) eastwards for its entire length.

FOULDEN NEWTOWN

That length of the C118 from a point 55 metres or thereby north of its junction with the D84/6 southwards for a distance of 522 metres or thereby.