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## **SPEED LIMIT REVIEW 2012**

**Report by Director of Environment and Infrastructure**

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### **TEVIOT AND LIDDESDALE AREA FORUM**

**22 August 2013**

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

- 1.1 **This report proposes to amend the existing speed limit order in Hawick and to introduce a speed limit in Chesters to take account the findings 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. Two of these sites are in the Teviot and Liddesdale area, at Chesters and Crumhaughhill Road in Hawick. The sections of road in question are currently subject to the National Speed Limit.

#### **2 RECOMMENDATIONS**

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum:**
  - (a) **approves the amendment to the Scottish Borders Council (The Borders Regional Council) (Restricted Roads) Order 1985 to allow**
    - (i) **The introduction of a 30mph limit in Chesters; and**
    - (ii) **The extension of the existing 30mph limit on Crumhaughhill Road in Hawick**
  - (b) **These are detailed in the plans in Appendix A and the relevant extract from the Draft Traffic Regulation Order 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 representations which had been made (generally seeking lower speeds) or on sites which officers had identified as warranting investigation. Following careful consideration, two sites within the Teviot and Liddesdale Area were identified as justifying an amendment. These were at Chesters and Hawick. The recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded the following recommendations:-
- (a) Chesters – Introduce a 30mph speed limit on all four arms of the crossroads intersecting in the village centre. Extents of proposed restriction on each arm are as follows:
- A6088 (Western arm) to the final property;
  - A6088 (Southern arm) to the final property;
  - C31 (Eastern arm)(Chesters Brae) to the final lighting column; and
  - C27 North to the final residential property.
- (b) Hawick - Extension of the existing 30mph speed limit on Crumhaughhill Road.
- 3.4 As with all Traffic Regulation Orders (TROs), the Council is required 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 was carried out from 14/1/2013 to 11/2/2013 and from 30/1/13 to 27/2/13 for Crumhaughhill Road, Hawick and Chesters respectively. No comments or objections were received.
- 3.6 The proposals were advertised to the public from 27/3/2013 to 19/4/2013
- 3.7 One objection was received on 17/4/13 from Southdean Community Council who felt that the proposed 30mph limit did not extend far enough along the A6088 western arm and that it was shown to fall immediately adjacent to a domestic garage which is regular use.
- 3.8 Good practice and convention dictates that the extent a village speed limit is coincident with the outermost boundary of the first property. Extending it further, as suggested, is likely to have a counteractive effect, as for a speed limit to be effective, it needs to be credible to drivers. Its credibility is enhanced by the visual stimulus provided by the streetscape of the village.
- 3.9 In practice, speed limit would be signed such that it would not interfere or obstruct free access to any accesses, domestic or otherwise.

## **4 IMPLICATIONS**

### **4.1 Financial**

The financial implications associated with the recommendations relate solely to the provision of new, or the relocation of existing signage.

- a) Chesters £3,000 16 sign faces/ 8 sign poles;
- b) Crumhaughhill Road, Hawick £500 2 signs to be relocated.

The cost would be borne by existing Network Management budgets.

### **4.2 Risk and Mitigations**

- (a) This 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 on all four approach roads to Chesters 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.
- (c) There is no additional risk of proceeding with the extension of the existing speed limit at Crumhaughhill Road as the sign post will simply be relocated.

### **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, the Head of Corporate Governance, the Head of Strategic Policy, the Head of Audit and Risk, the HR Manager and the Clerk to the Council have been consulted and any comments received have been incorporated into the report.

**Approved by**

**Director of Environment and Infrastructure**

**Signature .....**

**Author(s)**

Name	Designation and Contact Number
Robbie Yates	Assistant Engineer, Network

**Background Papers:** None

**Previous Minute Reference:** N/A

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