
**EXPERIMENTAL TRAFFIC REGULATION ORDER - ONE-WAY
ON LANGLANDS ROAD, HAWICK**

Report by Service Director Commercial Services

TEVIOT & LIDDESDALE AREA FORUM**17 June 2014**

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to introduce a Traffic Regulation Order for an experimental one-way traffic operation along a length of Langlands Road, Hawick.**
- 1.2 Representations have been made to the Council raising concerns about the speed of traffic and associated road safety concerns in Langlands Road, Hawick.
- 1.3 An investigation into the extent of the issues reported was undertaken and it was agreed with affected residents, Elected Members and Police Scotland that a system of one-way working should be trialled.
- 1.4 The experimental Traffic Regulation Order is proposed for a period of 6 months. After which further consultation and further report will be required to make the Order permanent.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Teviot & Liddesdale Area Forum approves the making of The Scottish Borders Council (Langlands Road, Hawick) (Experimental One-Way) (Traffic Regulation Order) 2014 to implement an experimental one-way traffic operation in respect to:**
 - (a) **Langlands Road, from the Roadhead junction eastbound to the Rosalee Brae junction, in HAWICK**
 - (b) **This is detailed in the plan in Appendix A and in the extracts from the relevant Draft Traffic Regulation Order (TRO) in Appendix B.**

3 BACKGROUND

- 3.1 In April 2012, a letter was received from John Lamont MSP who had been contacted by a resident of Langlands Road, raising concerns about the unnecessary use of Langlands Road by HGVs.
Following this letter, Officers arranged for signs to be erected at either end of Langlands Road, advising drivers that the route is unsuitable for HGVs.
- 3.2 In March 2013, a further letter was received directly from the same resident, this time expressing concerns about the narrowness of the carriageway, the speed of traffic and road safety issues for children walking to and from school. Police Scotland and Council Officers carried out a joint site visit, and agreed that an experimental one-way operation may improve road safety in the area. Members were advised and agreed to consult the affected residents.
- 3.2 Members then carried out visits to the residents to canvass their views, after which a proposal was made to propose an experimental one-way system on Langlands Road from the Roadhead junction to the Rosalee Brae junction. The direction of the proposed one-way was based on comments from residents, the dominant traffic flow being eastbound, as recorded by traffic counter, and the observation that the majority of parked cars faced that direction.
- 3.5 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 or object.
- 3.6 Statutory Consultation on the proposals was carried out from 09/01/2014 to 06/02/2014. No adverse comments were received at this stage.
- 3.7 The proposals were advertised to the public from 28/3/2014 to 25/4/2014. No objections or adverse comments were received.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate to the advertising costs associated with a Traffic Regulation Order (TRO) and the provision of new signs and poles. Approximate costs are as follows:-

TRO	£1,500	
Langlands Road	£1,000	4 signs and 4 new poles

The costs would be borne by Network's Aids to Movement budget.

4.2 Risk and Mitigations

- (a) The risk of not proceeding with the recommendations is that problems associated with HGV use will continue.

- (b) The risk of proceeding with the recommendations is accidents may occur due to driver error. The likelihood of this will be reduced through the introduction of additional signage, road markings and public awareness.

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 **Rural Proofing**

it is anticipated that there are no adverse on the rural area from the proposal contained in this report.

4.7 **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 Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR, the Service Director Interim Capital Projects and the Clerk to the Council will be consulted and any comments received will be incorporated in the final report.

Approved by

Service Director Commercial Services

Signature

Author(s)

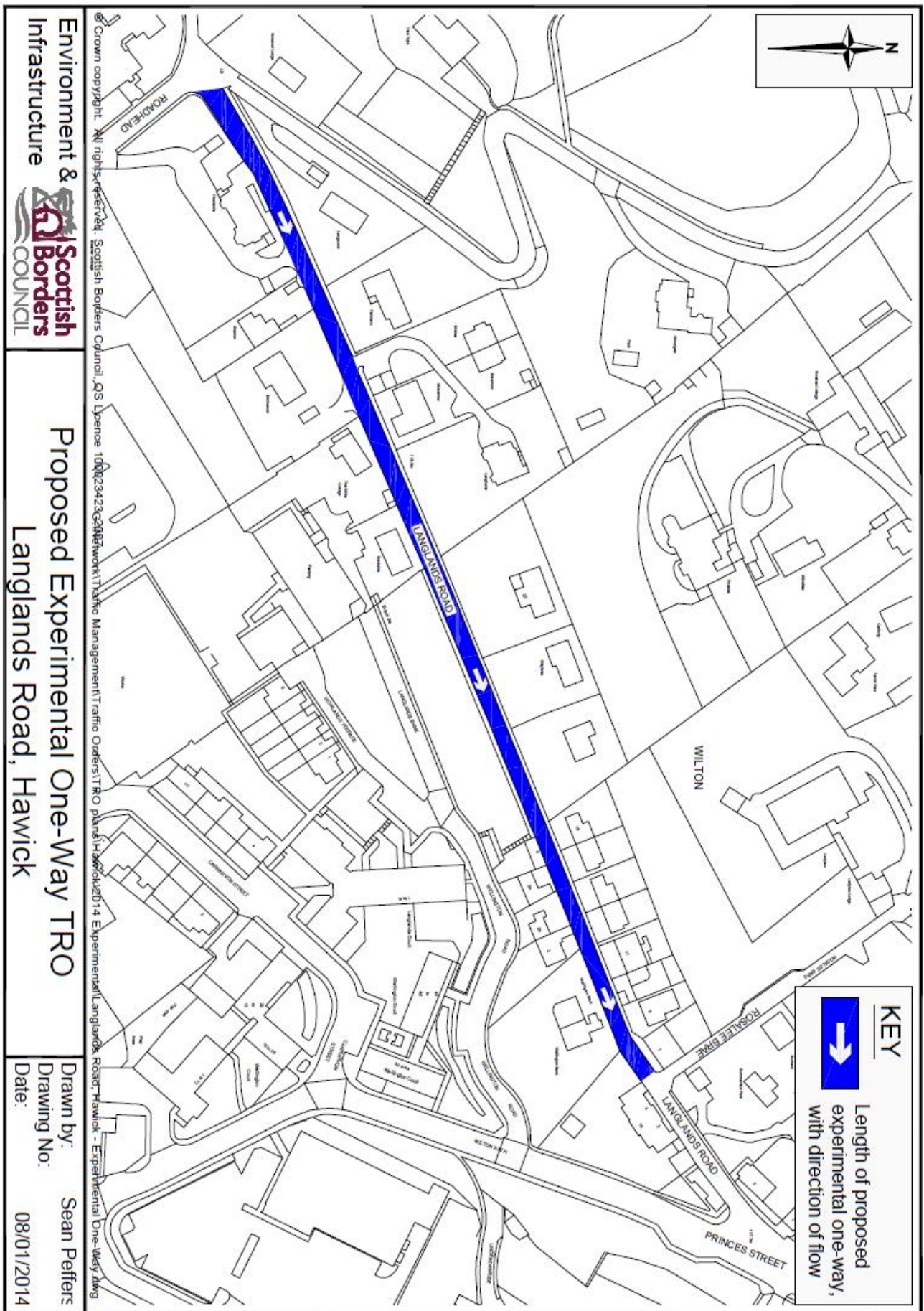
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Background Papers: None

Previous Minute Reference: N/A

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Contact us at Jacqueline Whitelaw, Environment and Infrastructure, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email eittranslationrequest@scotborders.gov.uk.



THE ROAD TRAFFIC REGULATION ACT 1984

THE SCOTTISH BORDERS COUNCIL
(LANGLANDS ROAD, HAWICK) (EXPERIMENTAL ONE-WAY)
TRAFFIC REGULATION ORDER 2014

The Scottish Borders Council in exercise of the powers conferred on them by Sections 9 and 10 of the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to said Act and having complied with the statutory requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 hereby make the following Order:-

1. This Order may be cited as The Scottish Borders Council (Langlands Road, Hawick) (Experimental One-Way) Traffic Regulation Order 2014 and shall come into operation on _____2014.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. Save as provided in Article 4 of this Order no person shall, except upon the direction or with the permission of a police constable or traffic warden in uniform, drive or cause or permit to be driven any vehicle on the lengths of road specified in Column 1 of the Schedule to this Order other than in the direction specified in Column 2 of said Schedule and as shown on the plan annexed and signed as relative hereto.
4. Nothing in Article 3 of this Order shall apply to the driving of any mechanical road cleansing vehicle or any vehicle used for fire brigade purposes, or any ambulance or any vehicle in the service of a local police force being used in pursuance of statutory powers or duties.
5. The Chief Executive of The Scottish Borders Council may, if it appears to her essential in the interests of the expeditious, convenient, or safe movement of traffic, or of the provision of suitable and adequate parking facilities, or for preserving or improving the amenities of the area, and after such consultation and notice as are required by law, modify or suspend the operation of this Order or any provisions of it in accordance with Section 10(2) of said Act.

Made by The Scottish Borders Council at Newtown St Boswells this day of Two
Thousand and fourteen.

SCHEDULE 1

One – Way Streets

(Experimental for 6 months)

Column 1

Langlands Road

Column 2

From its junction with Roadhead eastwards to
its junction with Rosalee Brae.

**THE ROAD TRAFFIC REGULATION ACT
1984**

THE SCOTTISH BORDERS COUNCIL
(LANGLANDS ROAD, HAWICK)
(EXPERIMENTAL ONE-WAY) TRAFFIC
REGULATION ORDER 2014

2014
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