
SPEED LIMIT REVIEW 2012

Report by Director of Environment and Infrastructure

TWEEDDALE AREA FORUM

8 May 2013

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the existing speed limit orders in Cardrona and West Linton 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. The resulting recommendations seek to reduce speed limits on parts of the network 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 Tweeddale area, at Cardrona and West Linton. All the sections of road in question are currently subject to the National Speed Limit.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Tweeddale Area Forum approves the amendment to The Scottish Borders Council (The Borders Regional Council) (Restricted Roads Order) 1985 to allow:**
 - a) **The extension of the 30mph speed limit in Cardrona; and**
 - b) **The extension of the 30mph speed limit in West Linton.**

These are detailed in the plans in Appendix A and the relevant extracts from the draft Traffic Regulation Order (TRO) 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, two sites within the Tweeddale area were identified as justifying an amendment. These were at Cardrona and West Linton. Details of the recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded in the following recommendations:-
- a) Cardrona - the extension of a 30mph speed limit:
 - from a point west of the roundabout forming the junction between the B7088 and Cardrona Way to the existing 30mph limit on Cardona Way;
 - the B7062 (locally known as the *Back Road*) from a point coincident with the westernmost lighting column to coincident with the existing village nameplate on the eastern (westbound) approach; and
 - the link road between the roundabout forming the junction between the B7088 and Cardrona Way and the B7062 (Back Road).
 - b) West Linton - Extension of the existing 30mph speed limit on the C86 to a point coincident with the southernmost residential property boundary.

Both as per drawings in Appendix A.

- 3.4 As with all Traffic Regulation Orders, 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 Innerleithen and District Community Council (IDCC). Their response also stated that it was representative of Cardrona Village. Councillor Stuart Bell also commented on the proposal for Cardrona. Their comments are discussed in the following two paragraphs.
- 3.6 IDCC's response advised that there was a petition being gathered seeking a 2 year pilot scheme including:-
- a 20mph speed limit throughout the village;
 - a 20mph limit from the A72 to the B7062; and
 - a 30mph speed limit along the length of the village on the Back Road.

At the time of writing, Scottish Borders Council has not been presented with the petition.

- 3.7 Specific to the proposals, IDCC make the following points:
- a) there is an inconsistency in retaining the National Speed Limit from the A72 to the east side of the bridge stating that it would cause driver confusion and require excessive sign provision;
 - b) The 30mph speed limit should extend further on eastern and western ends on the B7062;
 - c) Additional signage is required indicating presence of shared access;
 - d) Consideration should be given to provision of a pedestrian crossing; and
 - e) There should be electronic speed indicator devices and, depending on level of non-compliance, Police should undertake random speed checks.
- 3.8 The first two points outlined in Paragraph 3.6 have been raised previously and are not affected by the proposals set out in this report. The third point is reiterated in Paragraph 3.7.
- 3.9 Each of the points outlined in Paragraph 3.7 is addressed below:-
- a) SBC would state that the proposals, as they stand, introduce a consistency in that 30mph speed limits are restricted to built-up areas. The length of the B7088 between the A72 and the village is not built-up and would not be credible as a 30mph speed limit. It would lead to a high level of non-compliance and, as such, would be unlikely to be supported by the Police. It would also dilute the effectiveness of those 30mph speed limits which are more appropriately placed. Signing requirements would actually be less onerous as there would be no need for repeated signs as would be the case if the limit was extended to the A72;
 - b) The 30mph speed limit is proposed to be extended to the final lighting column on the B7062 western approach to the village. This is generally accepted to be the start of the village although there may be residential properties beyond this point. On the B7062 eastern approach to the village, the proposed speed limit covers all existing frontage development;
 - c) An appropriate level of signage will be provided as part of the proposals in question and as part of the Peebles – Innerleithen Cycle Route;
 - d) It is unlikely that volume of traffic or crossing demand would justify a formal pedestrian crossing. However, an assessment will be carried out in accordance with *Assessment of Pedestrian Crossings 1/95* in the summer months when demand is likely to be at its peak; and
 - e) SBC would not provide electronic speed indicator devices (or any other speed reduction measures) unless there was evidence of a speeding issue. Should the proposal be approved, a speed monitor exercise would be undertaken, the results of which would, as a matter of course, be shared with the Police and inform an appropriate course of action.

3.10 Councillor Bell, although broadly in favour of the proposal, felt that the limit should extend further along the B7062 in an easterly direction as there are footways which emerge onto The B7062 and there is a children's play park.

3.11 The response to Councillor Bell's concerns is similar to that in relation to the second point made by IDCC. Frontage development governs the requirement for a 30mph speed limit. It gives credibility to the limit engendering widespread compliance. There is no access from the play park on to Back Road.

4 IMPLICATIONS

4.1 Financial

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

- (a) West Linton £500; and
- (b) Cardrona £2,000.

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

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 in Cardrona 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 in West Linton 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, Head of Corporate Governance, the Head of Audit and Risk, 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)

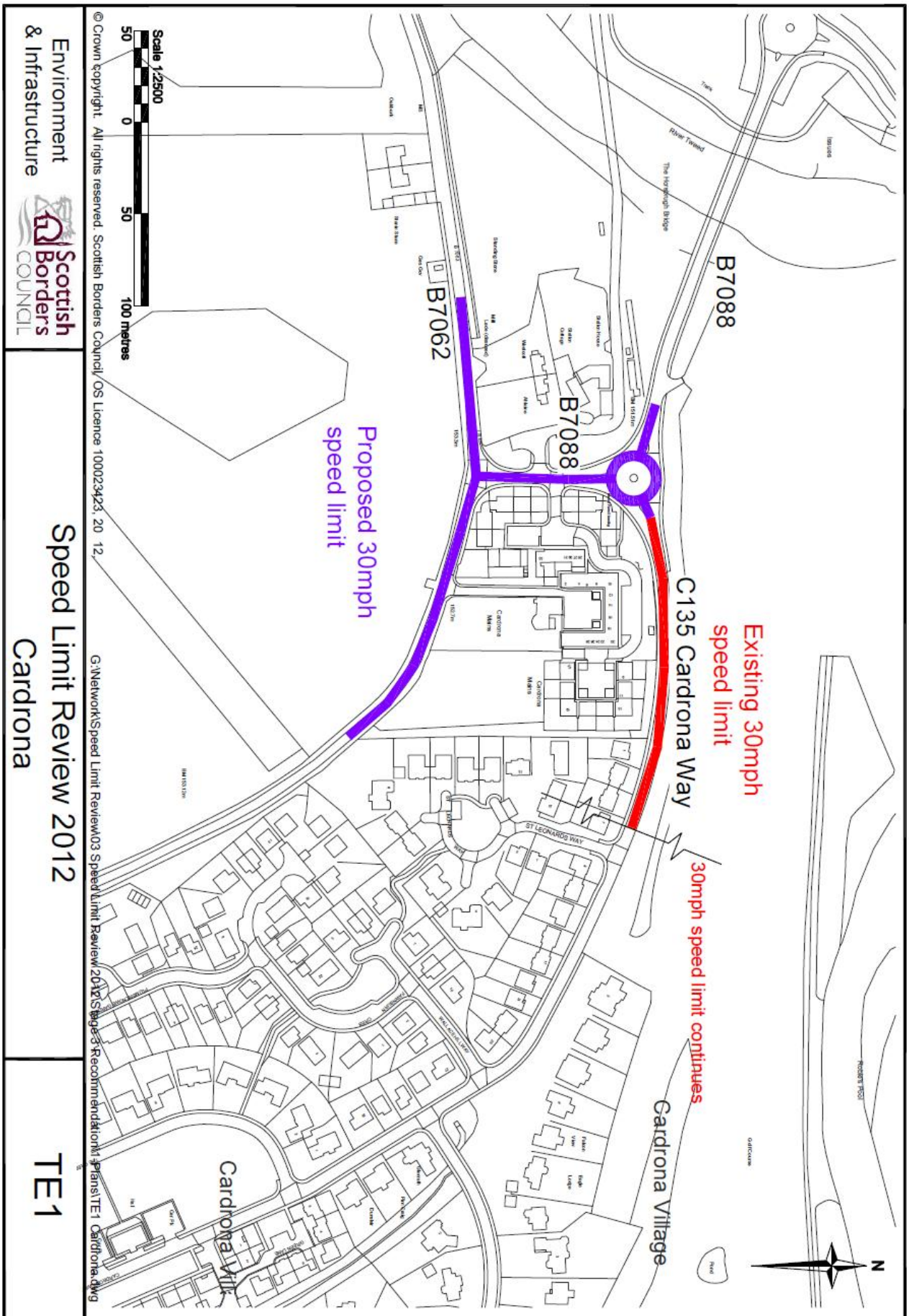
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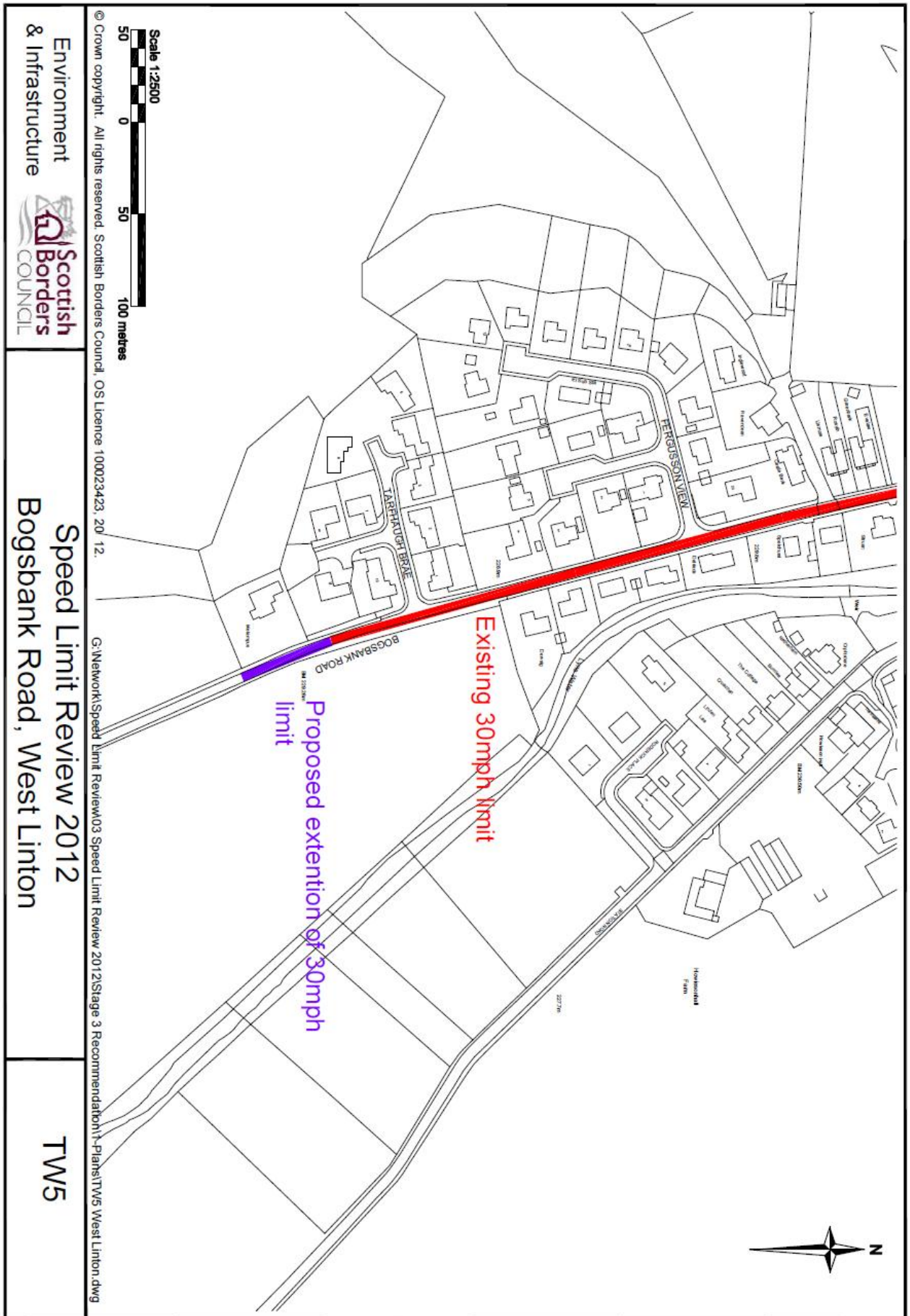
Background Papers: None

Previous Minute Reference: N/A

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Environment & Infrastructure
Scottish Borders
 COUNCIL

Speed Limit Review 2012
 Boggsbank Road, West Linton

TW5

Appendix B

THE SCOTTISH BORDERS COUNCIL (THE BORDERS REGIONAL COUNCIL)(RESTRICTED ROADS ORDER 1985)

CARDRONA

- (a) That length of the B7088 from its junction with the B7062 north and west to a point 50m west of the roundabout with the C135 Cardrona Way including the roundabout.
- (b) That length of the B7062 from a point 162 metres or thereby east of its eastern kerbline with the B7088 westward for a distance of 260 metres or thereby.

WEST LINTON

- (b) That length of the C4 Bogsbank Road from its junction with the B7059 Station Road to a point 101 metres or thereby south of its junction with the D115/1 Tarfhaugh Brae.