
TWEEDBANK DRIVE PROPOSED 40MPH LIMIT

Report by Service Director Commercial Services

EILDON AREA FORUM

14 May 2015

1 PURPOSE AND SUMMARY

- 1.1 This report seeks approval to publish a Traffic Regulation Order to modify the speed limit of a section of Tweedbank Drive, Tweedbank from 30mph to 40mph.**
- 1.2 In an effort to influence drivers' route choice to the new Tweedbank Station, avoiding the residential section of Tweedbank Drive, there is a proposal to increase the speed limit on Tweedbank Drive from its easternmost junction with the A6091(T) (Melrose Bypass) to the new roundabout forming the access to Tweedbank station.

2 RECOMMENDATIONS

- 2.1 I recommend that the Eildon Area Forum approves the amendment to the following Traffic Regulation Orders:-**
- **The Scottish Borders Council (Restricted Roads) Orders 1985; and**
 - **The Scottish Borders Council (Various Roads)(40mph speed limit) Order 2004**

3 BACKGROUND

- 3.1 The reopening of Borders Railway will bring about changes in road traffic movements, not only at strategic level, but also, at a local level in the areas around stations.
- 3.2 Tweedbank Station, which will form the terminus on the railway line, will be accessed via Tweedbank Drive. Tweedbank Drive is a distributor road forming a loop from two points on the A6091(T).
- 3.3 For clarity, the westernmost and easternmost roundabout on the A6091(T) will be subsequently referred to as the Tweedbank Roundabout and the Darnick Roundabout respectively.
- 3.4 The characteristics of Tweedbank Drive vary over its length. The western section serves primarily the residential area of the town and facilities including restaurant, primary school and shop, while the eastern end serves Tweedbank Industrial Estate. Tweedbank Sports Complex accessible from either of two junctions on the eastern side.
- 3.5 In an effort to minimise impact of the generated traffic through the residential section on Tweedbank Drive, the Council will provide a directional signing arrangement which will direct traffic via the easternmost junction. Under the current arrangement, this is the natural route choice for traffic approaching from the east but for that traffic approaching from Galashiels and the west, it may not appear to be the most direct route to the station.
- 3.6 To reinforce the signing strategy it is proposed to increase the speed limit from 30mph to 40mph over the approximately 500m between Darnick roundabout and the new roundabout forming access to Tweedbank Station. The rationale for this is that drivers will be able to access the station quicker via the signposted route than under the current arrangement thereby reducing the likelihood of them using the eastern approach.
- 3.7 Officers are comfortable with a localised increase in speed limit at this location as there is generous road width, verge width, a segregated footway on one side and limited pedestrian access. Forward visibility is also good over this section.
- 3.8 The proposal is shown on the drawing in Appendix A and the Draft Schedule in Appendix B.

4 CONSULTATION

- 4.1 Prior to any formal consultation, Ward Members were canvassed for their view on the proposal in principle. Those ward members who responded were in support of progressing the proposal.
- 4.2 The Police were also asked for their early comments on the proposal and were similarly supportive.
- 4.3 Comments were also invited from Tweedbank Community Council who were supportive of the scheme however stated that they would be keen to see traffic speeds and flows monitored subsequent to implementation.

- 4.4 As with all TROs, the Council has to undertake a formal 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.
- 4.5 Statutory Consultation on the proposals was carried out from 13/3/15 to 10/4/15. This stage of consultation did not generate any comments or objections.
- 4.6 The proposals were advertised to the public from 16/4/15 to 7/5/15. No comments or objections had been received at the time of writing. Any representations will be detailed in the final version of this report.

5 IMPLICATIONS

5.1 Financial

The financial implications associated with the recommendations relate to the advertising costs associated with a Traffic Regulation Order
Approximate costs are as follows:-

TRO	£1,500
Sign cost (manufacture and erection)	£3,500

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

5.2 Risk and Mitigations

- (a) The risk of not proceeding with the recommendations is that a higher than necessary proportion of drivers accessing the station will do so via the residential part of Tweedbank Drive increasing the potential for pedestrian/ vehicle conflict.
- (b) The risk of proceeding with the proposal is that it may attract criticism from road users who are of the belief that the existing speed limit is appropriate.

5.3 Equalities

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

5.4 Acting Sustainably

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

5.5 Carbon Management

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

5.7 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.

6 CONSULTATION

- 6.1 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

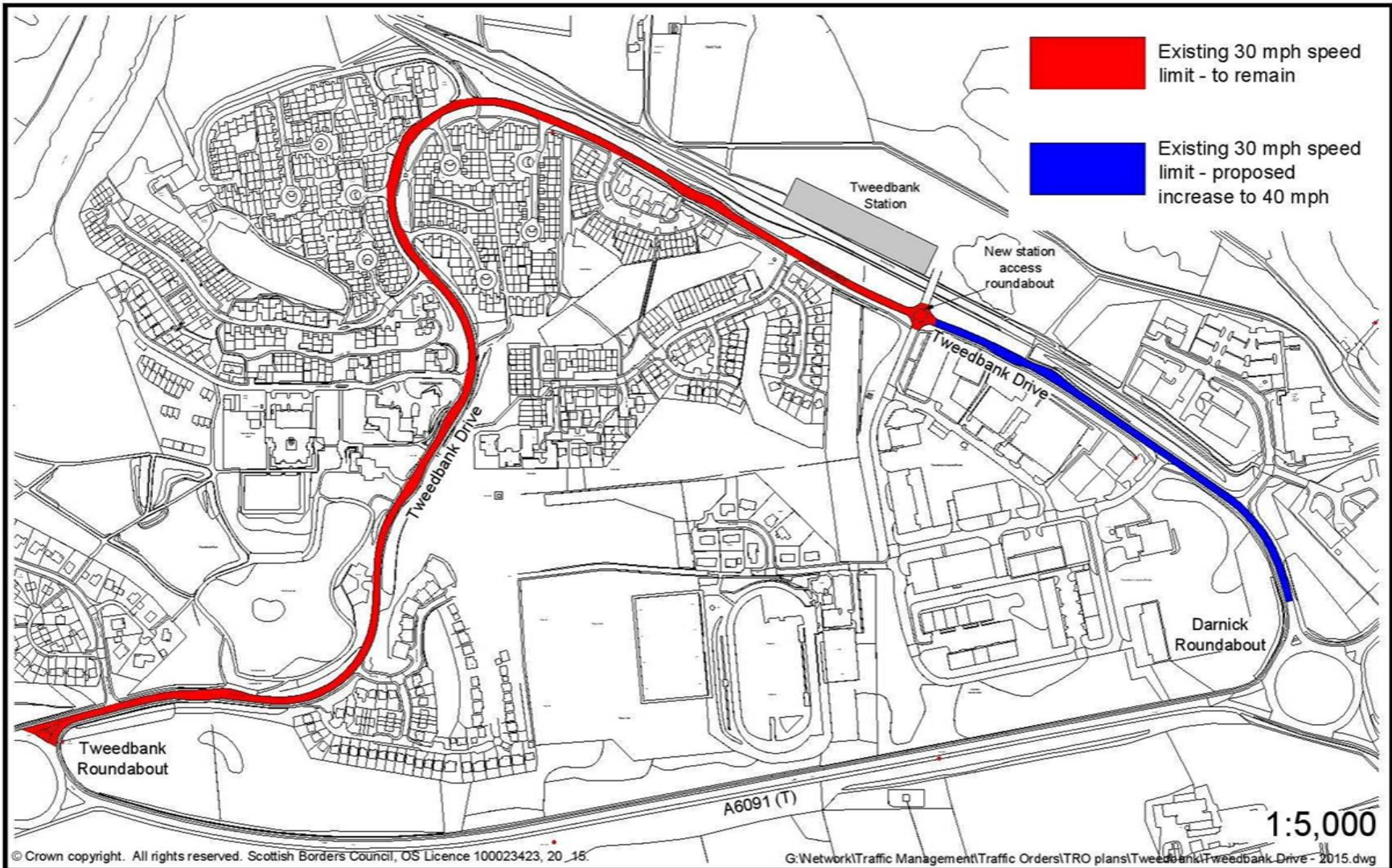
Andrew Drummond-Hunt **Signature**
Service Director Commercial Services

Author(s)

Name	Designation and Contact Number
Robbie Yates	Assistant Engineer 01835 825116

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Jacqueline Whitelaw can also give information on other language translations as well as providing additional copies.

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



Commercial Services



**Proposed Change of Speed Limit
Tweedbank Drive, Tweedbank**

Project No:
Drawing No:
Date: March 2015

APPENDIX B

The Scottish Borders Council (Restricted Roads) Orders 1985

Remove

35. TWEEDBANK

That length of the class III C128 Tweedbank Drive for its entire length from its junction with route A6091 at the roundabout east of Abbotsford to its junction with route A6091 at the roundabout west of Darnick.

Replace with

35. TWEEDBANK

That length of the class III C128 Tweedbank Drive from its junction with route A6091 at the roundabout east of Abbotsford to and including the roundabout forming its junction with the D172-4 westernmost access to Tweedbank Industrial Estate and Tweedbank Station access road.

The Scottish Borders Council (Various Roads)(40mph speed limit) Order 2004 (Amendment no. 7) Order 2015

That length of the class 111 C128 Tweedbank Drive from a point immediately to the east of D172-4 roundabout forming its junction with the westernmost access to Tweedbank Industrial Estate and Tweedbank Station access road to a point 10m or thereby north of its junction with route A6091 at the roundabout west of Darnick.