
TRAFFIC REGULATION ORDER - ONE-WAY, LANGLANDS ROAD, HAWICK

Report by Service Director Commercial Services

TEVIOT & LIDDESDALE AREA FORUM**17 March 2015**

1 PURPOSE AND SUMMARY

- 1.1 **This report seeks authorisation to make permanent the experimental Traffic Regulation Order (TRO) for one-way traffic operation along a length of Langlands Road, Hawick.**
- 1.2 In response to ongoing concerns from residents relating to speed of traffic on Langlands Road, an investigation was carried out in 2014 into the extent of the problem.
- 1.3 The study resulted in a recommendation to implement an experimental one-way order in an attempt to counter the negative effects of excessive speeds. This was agreed with affected residents, elected Members and Police Scotland and approved by this Forum on 17 June 2014.
- 1.4 This experimental TRO came into effect on 20 July 2014. Its extents are shown in the plan included in Appendix A

2 RECOMMENDATIONS

- 2.1 **I recommend that the Teviot & Liddesdale Area Forum approves the amendment The Scottish Borders Council (The Borders Regional Council) (Various Streets, Hawick) (Regulation of Traffic) Order 1988, as amended to include one-way operation of:-**
 - (a) **Langlands Road, from the Roadhead junction eastbound to the Rosalee Brae junction, in HAWICK as detailed in the plan in Appendix A and in the extracts from the relevant Draft TRO in Appendix B.**

3 BACKGROUND

- 3.1 Terms of agreement of the experimental one-way order on Langlands Road dictated that an evaluation exercise would be carried out. This comprised the monitoring of traffic flows on the link post-implementation and its comparison with those gleaned from a similar exercise prior to its implementation.
- 3.2 The results of this before and after study are tabulated below:-

	25/4/13 – 28/4/13		15/10/14 – 20/10/14	
	Eastbound	Westbound	Eastbound	Westbound
Average daily flow (directional)	148	121	408	9
Average speed	18	18	16	9
85 percentile speed (mph)	23	23	23	13

- 3.3 This information shows that a small number (just over 2%) of vehicles were recorded travelling in the wrong direction during the trial period. Speeds of these non-compliant vehicles were particularly low.
- 3.4 In cases where two way roads are changed to one way operation, it can be the case that speeds experience an increase attributable to the drivers no longer anticipating or expecting oncoming vehicles approaching from the opposite direction. This was not borne out on Langlands Road as illustrated in the results.
- 3.5 As with all TROs, in order to make the experimental order permanent, 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 29/10/14 to 26/11/14. Hawick Community Council responded with the following comments. The Council's responses are shown in italics.
- (a) The direction of the one way system is the one which makes most sense. If it was in the opposite direction, it would be a great deal harder for drivers to exit from Victoria Rd at peak times than to exit onto Princes St from Langlands Rd.
- Noted*
- (b) Rosales Brae (sic) should be the road which gives way. Reason being that Rosalee Brae is a no through road, whereas Langlands Road is a through road.
- The reversal of priority was introduced to discourage high speeds at the Rosalee Brae end of the scheme and to reinforce the requirement for traffic from Princes Street to turn right. There is a proposal to enhance the signing to reflect traffic management arrangement.*

- (c) At the end of the one way part of Langlands Rd, there should be "2way traffic" signs.

This is a valid point and one which will be taken on board

- (d) If the priority at the junction of Langlands Rd with Rosalee Brae is to remain as it is, contrary to point 2, then the give way signs and markings should be changed to stop signs and markings due to the lack of clear view into Rosalee Brae. If the priority is to be changed as per point 2, then the traffic from Rosalee Brae should be faced with stop signs and markings.

See response to point 2. There is strict criteria set out in Traffic Signs Manual Chapter 3 as to when a STOP instruction rather than a give way is provided. The criteria is not satisfied at this location.

- (e) It has also been suggested that traffic is speeding along Langlands Rd at the part thereof near to the junction with Rosalee Brae and that this is the reason for the priority currently. We would suggest that due to the amount of parked vehicles at all times of the day, along with the narrowness of the road and the stone wall on one side, that it would be impossible to speed through that section. Which brings us back to point 2.

See response to point 2.

- 3.7 The proposals were advertised to the public from 5/12/14 to 5/1/15. No objections or adverse comments were received.

4 QUESTIONNAIRE

- 4.1 In addition to the formal consultation process which did not yield any comments or objections, the ward Members in agreement with officers undertook a door-to-door exercise of directly affected properties to garner the extent of support for making permanent the scheme. This took the form of householders being asked to complete a short questionnaire with their views on the scheme and presented an opportunity to offer comment.
- 4.2 Householders were asked the following three questions, the answers to which are tabulated below

	Yes	No	Not answered/ Don't know
Has the introduction of one-way operation benefited you?	13 (62%)	9 (33%)	1 (5%)
Do you feel that the introduction of a one-way operation on Langlands Road has improved the overall performance of the street/	15 (65%)	6 (26%)	2 (9%)
Are you in favour of making the one-way order permanent	15 (65%)	8 (35%)	-

- 4.3 The above results show that the majority of householders believe the scheme to be beneficial to themselves and the street as a whole.

- 4.4 Of those not in favour of making permanent the scheme, a variety of reasons were offered. These are listed below followed by Council response in italics
- (a) Problems with deliveries
The onus is on the delivery company to ensure an acceptable level of service. Access to all properties has been retained.
 - (b) Higher speeds
The empirical evidence set out in Section 3 shows that the speeds have actually shown a marginal decrease.
 - (c) Non-compliance
The empirical evidence set out in Section 3 shows level of non-compliance is minimal.
 - (d) Parking at each end of the road (difficult to avoid parked cars at Rosalee Brae)
It is difficult to see why parking demand has increased at the Roadhead end of the street but parking behaviours will be monitored and if appropriate parking management measure implemented.
 - (e) Cars turn at Rosalee Brae
There is a proposal to provide signing on Princes Street to provide clarity on the traffic arrangement on Langlands Road.
 - (f) Still being used as a rat-run
It was not an objective of the scheme to stop the rat-running however by virtue of the one way it follows that the east- west rat-running will be eradicated.
 - (g) Easternmost properties disadvantaged
Any traffic management scheme will affect some groups more than others. The Council, as promoters of the scheme, must take a holistic view of the situation.
 - (h) Self interest of supporters of the scheme
Similar to the previous point such schemes must take into account the overall benefit.
 - (i) HGV continue to use the road
It was never an objective or aim to remove HGVs from the street however it is not known why an HGV would use it other than for local access. Advisory signs were erected prior to the experimental one-way scheme being operational. Its success, or otherwise, should be considered separately from the scheme in question.
- 4.5 Respondents also made several suggestions which are listed below with Council responses in italics:-
- (a) Suggestion to reverse priorities
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.

- (b) Suggestion to provide increased parking opportunity
It is very difficult to see how that could be practically achieved within the existing road boundary and what purpose it would achieve.
- (c) Suggestion of better signage
Apart from the proposed sign on Princes Street, it is unclear how the existing sign arrangement could be improved upon.

5 DISCUSSION

- 5.1 The analysis of the results of the questionnaire reveal that the majority of respondents (63%) feel that the experimental scheme had benefited them and a slightly higher majority (65%) feel that there has been an overall benefit to the street. Not surprisingly the higher proportion (65%) of respondents would like to see the scheme being made permanent.
- 5.2 Clearly it is appropriate to take into account the view of all those directly affected. However the reasons cited by those opposed to the scheme being made permanent, although important to individuals are not common to any more than two respondents. That is to say there is no consensus of reasons or rationale for non-continuation of the one-way operation.
- 5.3 On balance, it is considered by officers that the scheme should be made permanent. Any secondary factors such as displaced parking or rat-running should be investigated separately.

6 IMPLICATIONS

6.1 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
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The costs would be borne by Network's Aids to Movement budget.

6.2 Risk and Mitigations

- (a) The risk of not proceeding with the recommendations is that the road safety issues identified at the outset would be likely to return.
- (b) The risk of proceeding with the recommendations is accidents may occur due to driver error or deliberately non-compliant drivers.

6.3 Equalities

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

6.4 **Acting Sustainably**

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

6.5 **Carbon Management**

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

6.6 **Rural Proofing**

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

6.7 **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.

7 CONSULTATION

- 7.1 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

Service Director Commercial Services

Signature

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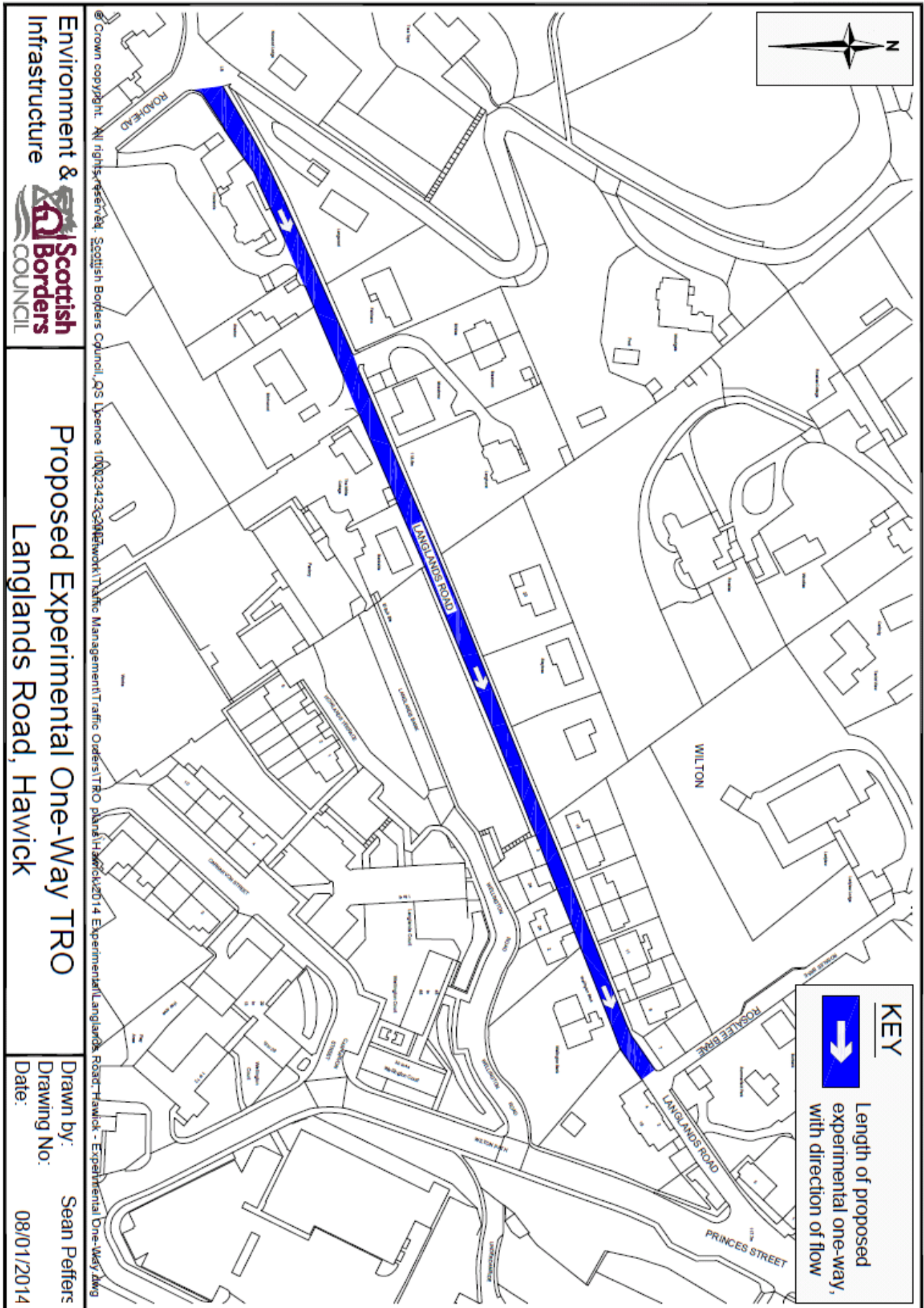
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Background Papers: TLAF – Langlands Road Experimental One Way Report
17 June 2014

Previous Minute Reference: None

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.

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Appendix B

SCHEDULE

One – Way Streets

Column 1

Langlands Road

Column 2

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