

Community Council:	aware of 20mph?	Inappropriate speeding?
Abbey St Bathans, Bonkyl and Preston	Yes	Raised from time to time
Ancrum Community Council	Yes	A big problem
Ayton	Yes	Raised from time to time
Bowden Village Committee	Yes	A big problem
Burnfoot	Yes	A big problem
Chirside	Yes	Raised from time to time

Clovenfords & District	Yes	Raised from time to time
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Cockburnspath and Cove Community Council	Yes	Raised from time to time
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Coldstream Community Centre	Yes	A big problem
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Crailing, Eckford and Nisbet Community Council	Yes	A big problem
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DENHOLM	Yes	A big problem
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Duns Community Council	Yes	A big problem
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Earlston	Yes	A big problem
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Eccles Leitholm & Birgham Yes

Raised from time to time

Eddleston & District Community Council Yes

A big problem

Ettrick & Yarrow Yes

A big problem

Eyemouth Yes

A big problem

fmnscc	Yes	Raised from time to time
Galashiels	Yes	Raised from time to time
Gavinton, Fogo and Polwarth	Yes	Raised from time to time
Grantshouse	Yes	Raised from time to time
Greenlaw and Hume	Yes	Raised from time to time
Hawick Community Council	Yes	Raised from time to time

Heiton &
Roxburgh
Community
Council

Yes

A big problem

Heriot

Yes

Raised from time
to time

Hobkirk
Community
Council

Yes

Not an issue

Jed Valley

Yes

Not an issue

Jedburgh Community Council	Yes	Raised from time to time
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Kalewater	Yes	Raised from time to time
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Kelso Community Council	Yes	Raised from time to time
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Lamancha, Newlands and Kirkurd Community Council	Yes	A big problem
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Lammermuir Community Council	Yes	Raised from time to time
NEwcastleton & District CC	Yes	Raised from time to time
Oxton and Channelkirk Community Council	Yes	A big problem
Parish of Stow	Yes	A big problem
Peebles and District Community Council	Yes	Raised from time to time
Reston and Auchencrow	Yes	A big problem
Royal Burgh of Selkirk & District	Yes	Raised from time to time
Skirling Community Council	Yes	Raised from time to time

Southdean
Community
Council

Yes

A big problem

SPROUSTON

Yes

Raised from time
to time

St Boswells Parish Yes
Community
Council

A big problem

Swinton and
Ladykirk

Yes

Raised from time
to time

Tweedbank

Yes

Raised from time
to time

Tweedsmuir

Yes

A big problem

Upper Liddesdale Yes
& Hermitage

Not an issue

Upper Tweed	Yes	Raised from time to time
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Upper Tweed	Yes	A big problem
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Walkerburn and District Community Council	Yes	A big problem
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West Linton	Yes	A big problem
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Yetholm	Yes	Raised from time to time
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	Not Answered	Not Answered
	Not Answered	Not Answered

Detail speeding concerns

Concerns raised with this community council relate to locations where there is no existing speed limit e.g. through Abbey St Bathans village and the A6112 where it passes Cumledge Mill. Some concerns about speed of heavily laden tractor and trailers, delivery vans and HGV's.

Members of the community had repeatedly requested traffic calming / driver alert measure to be put in place.

There were specific concerns over the speed of larger vehicles (tractors and lorries) that did not seem to slow down whilst travelling through the village.

There are also concerns for traffic and speed of traffic around the Primary School.

Concerns regarding vehicles speeding through the village and reports of agricultural vehicles speeding on the Beanburn past Ayton Primary School.

Beanburn was previously a 20mph advisory zone due to the proximity of the Primary school.

There has been ongoing concern in Bowden for a number of years around speeding in the village.

the CC has spoken to the elected members about the dangerous speeds that cars travel when they first turn onto Burnfoot road, passing the Wilton Cemetery then again when the road heads out of Burnfoot near the Hub.

This has resulted in speed monitoring devices near the Hub at various times.

- Speed on Main Street East
 - o At the East End, especially with traffic entering the 30mph zone from the 60mph main road
 - o At Mabons Place junction, residents having problems joining Main Street and also pedestrians crossing to access paths on other side of road.
 - o Along the whole length, speeding to get past parked vehicles to the next gap!
- Speeds past school and at crossroads.
- Speeding after Waterloo crossroads heading for Duns

As the A72 runs through the middle of our village, there is sometimes cars speeding as they arrive at the village, and especially as they leave the village heading up the road to the Nest roundabout towards Peebles which is particularly noisy and troublesome.

Another area of concern has been the speeding along Lairburn Drive on the approaches to the primary school. However, the school and local policing have tried really hard to deter this with various measures.

Speeding on the road between the A1 Cockburnspath roundabout and the village has been a concern; unfortunately as this is a 40mph stretch of road the new 20mph limit has not improved this. Similarly, the Pease Bay road (national limit, and single track) feel very dangerous to pedestrians; this is still a concern as it is not part of the trials.

Prior to the trial, there were instances of speeding at Cove which did not have a 30mph sign. This stretch of road now has a 20mph sign. Thank you - much improved now.

Farm vehicles and lorries driving too fast through the village. Volunteers in Coldstream did a traffic survey some four years ago about the volume of heavy traffic using the route through the town. This report, which was very accurate, and carried out over a long period of time, was submitted to the SBC. Further discussions have been held but no action taken. The report remains in the safe custody of the SBC and you are welcome to study it.

- a) persistent excessive speed issues over the years on the 'Crailing Straight',
- b) serious excessive speed issues in Nisbet, on B6400,, as drivers use the road from its junction with the A698 to drive and link with its junction with the A69, as a short cut,
- c) in the Eckford and Nisbet villages, there was never any enforcement of the 30mph limit, therefore, the 20mph limit, whilst intrinsically a sound initiative, it is largely a wasted and futile effort and will have minimal impact upon potential accident hazards in the villages, which, unfortunately will at some point result from the continued excessive speeds.

The A698 runs through the main street of Denholm village, with a double bend at each end of the village. The village green is immediately adjacent to the road and includes the main children's playpark. The population is roughly evenly divided either side of this road. Denholm Primary School is situated on the north side and most children have to cross the A698 to reach the school and/or the playpark. A School Crossing attendant has been located centrally for a number of years.

A698 is a very popular route for traffic, including large HGVs, travelling from the Eastern Borders and from Edinburgh (via the A68) heading for Carlisle. This has represented a persistent and perennial danger to all residents and especially to the children of the village, and we have been calling for a 20 mph limit for several years.

There is a difference between speeding and inappropriate speed - this trial will reduce speed levels but not necessarily the latter ie both Murray and Castle Streets do not have physical pavements or past the busy (at school times) pavements on the A6105.

No plans have been made to reduce the existing 40mph limit at Clockmill / Pouterlany / Wellrig to 30mph as these roads are subject to speeding. This is important as there is no street lighting to help motorists observe passing pedestrians.

Serious problem for years, raised at numerous meetings.

A68.

Survey carried out, August 2019 Transport Scotland decided to leave the current speed limit sign where it was south of us, but put in place new countdown signage and various markings. No action taken. They have not installed the promised replacement speed activated signs. Once signs were in place, a further speed check was to be carried out after which they might agree to move the 30mph sign beyond the bridge.

No action taken.

A6105 at entrance from the east and along High Street.

Survey undertaken by SBC in late 2019 which showed majority of traffic obeying the limit. Advised early this year that a vehicle activated sign might be placed near the high school. No action so far. Also, narrowness of road plus increasing size of commercial and agricultural vehicles make it hazardous for pedestrians, other road users and cyclists.

Summerfield and Everest also problem areas for speeding.

Community Council invested in the purchase of a "pop up" Police Officer last year to deter speeding and worked with the community officer to introduce 30s Plenty signage.

We have raised on a number of occasions the speed of traffic through each of the villages. Your questionnaire is designed to elicit the responses you want, not to get a considered response. What was the road safety justification for the reduction? In Birgham traffic speed has been an issue but there has only been one serious incident in the last 30 years. At 20mph I find myself paying less attention to the road & more to my surroundings as the speed is so slow. 30mph was introduced long before cars had safety features like automatic sensors and braking and brakes and tyres have improved dramatically. Cars travelling at 30mph are not a great problem, it was those that didn't that were the issue. From what I have seen so far there are still as many cars speeding. Better enforcement of the 30mph limit would have been better. There should have been a consultation before introducing it.

There has been an ongoing community campaign running for several years seeking measures to control speeds and permit a safe crossing point in the village.

Community surveys have shown a clear link between inappropriate driving speeds and the freedom given to young people to travel independently on foot or on scooters or bikes. We also have data to show that speed of traffic - especially HGVs - has a direct impact on active travel to school due to parental concerns (esp during peak commuter times). In our Eddleston 2025 survey (carried out in 2020), traffic speed and road safety was the biggest quality of life issue for respondents of all ages, but especially those living with a physical disability or experiencing a loss of mobility or confidence in later life.

As well as within the 30/20mph zone, the village has a long standing concern about the lack of any speed restriction in the area to the immediate north of the village - between the Horseshoe Inn and turn off into Bellfield Drive/Crescent.

The speeds traveled by wood lorries were raised often with people in both Ettrick and Yarrow Valleys reporting that they are traveling too quickly.

Concerns were also raised a few years ago about the speed of vehicles driving through Ettrickbridge. SBC put a speed monitor across the road in the village at that time.

Ettrickbridge has no pavements, so people have raised safety issues - especially in relation to children walking through the village to the primary school or to catch the bus to secondary school

Speeding around nurseries and past schools have been a main issue.

In the village of Nenthorn, it has long been a concern that traffic regularly exceeds the 40mph limit that was fought for for many years. Outside the 40mph zone, the regular speeding which occurs endangers not only pedestrians but also the increasing number of horses that ply the single track roads. The 20mph limit in Kelso is trivial compared to the outrageous speeding committed by the new horse-owning community in the village.

Some complaints about speeding throughout the town, particularly in areas around schools (especially Langlee) and on the Melrose Road.

We reported concerns of speeding a couple of years ago. This resulted in a two week traffic survey which concluded that there was some speeding through the village. However the level of non compliance observed was not sufficient to warrant specific action, beyond a couple of visits by the community police officer.

One location is Harelawside - access to the Cedar café - numerous commercial vehicles use this section, there are no pavements and the 30 mph limit is excessive in my view.

The other location is Houndwood - same reason as above except the majority of vehicles are cars.

Duns Road. Greenlaw, coming into and out of Greenlaw towards/from Coldstream.

Through the village of Hume.

Speeding by parents and others around the vicinity of the town's Primary Schools.

Younger drivers using various roads around the town as a racetrack either late at night or in the early hours of the morning.

Speed through Heiton Village, which is a linear settlement formed along the A698 is of great concern. It was, prior to the current 20 mph limit, subject to a 30 mph limit. A large number of users are travelling in excess of the standard and current speed limits. Some travelling in far more than the speed limit.

Types of vehicles travelling at speed vary but are not confined to 'white vans'. Multiple vehicles, including buses, tractors, heavy goods vehicles of which we have many, taxis and general car uses. Not all travel at excessive speed but a huge number do. When the Police attend drivers conform, not surprising when the Police have to be visible, so on paper it does not look like we have a problem. But talk to the residents and they paint a different picture.

Additionally due to a total lack of repeater signs, even after repeated requests for these, the road from Heiton to Bowmont Court via the driveway to Schloss Roxburgh Hotel has witnessed excessive speeding consistently, resulting in at least one serious road traffic accident (RTA) in the last 18 months.

The bends at the end of Heiton travelling to Jedburgh are constantly (at least a couple a month) subject to RTA's. This is actually into the national speed limit area but if the 30mph / 20mph limit was extended right back towards Jedburgh, well before the location of the bends, then maybe this would alleviate one of the main causation factors of RTA's. The Community Council has for at least the past 4 years whilst I have been a member and presently continues to signal to SBC, local Councillors and the Police that this location is a matter of grave concern. Thankfully we have not had a fatal accident at this location in many years, however this remains our constant fear.

Speeding traffic near Heriot Primary School

Speeding on the A7 near the bus stop and the underpass. Also very severe concerns about the tendency of motor cyclists using the A7 as a race track, [articularly at weekends/ during lockdown.

Unsigned (National limits) speeds on narrow lanes with no passing places. B709 from A7 to Macfie Hall and Raeshaw. Also B6368 in places where narrow.

Some of these concerns have been raised through the A7 action group

none

There are no reported issues with drivers on the A68, the only issues which have been raised are around the "boy racers" driving through the streets at night, especially in both car parks, Castlegate, Canongate and other side streets in the town.

If there were concerns we would have expected to be have given surveys/reports evidencing any accidents and injuries caused by speed.

Residents in Mainsfield Av, Morebattle had requested stricter speed limits.

Areas where speeding have been reported include The Butts, The Knowes, Glebe Lane, Mayfield and Abbey Row this has been a complaint over many years and is attributed to "boy racers". Roxburgh Street has also been reported with people going to fast over the cobbled section of the street or people speeding up once they are off the cobbles.

Within our Community Council area, few communities have pavements and in the areas where the pavement and road are shared, there have been serious concerns over potential fatalities to pedestrians. Children also need to use the road as a walkway in order to access the school bus and the playpark in Blyth Bridge.

Over the last year of so there has been a significant increase in van traffic and in one of the areas, HGV/agricultural traffic. Some concerns have been around the size of the vehicles and in many cases, the speed.

Speeding though the Village of Longformacus

Speeding on the Road from Longformacus to Rigfoot, Ellemford.
Especially the section between Rigfoot farm and the bottom of the road.

Timber lorries

The same certain residents speeding on the main street and arterial, primary streets within areas of housing.
Delivery drivers speeding through the main street and on the roads leading to outlying areas where there are no speed signs and in some cases, are small, single vehicle roads.

Even after the 20mph trial was put in place, there have been 2 or 3 near misses of pedestrians out walking their dog and cyclists.

Persistent speeding of traffic on the A7 through Stow. Speed related accidents on the A7 between Galashiels and Heriot. Lack of speed reduction measures at Galabank. Speeding through Fountainhall. Speeding on the Lauder Road in Stow.

South Parks has always been an issue to many residents as has Caledonian Road. The Edinburgh Road is also raised from time to time directly with PCC.

Speeding of goods vehicles, speeding of cars travelling to and from school and pick up times.
Speeding near to school.

The speed of traffic on the A7 from junction with A699 (Hillside Terrace) is a constant cause for concern

People tend to speed up considerably when leaving the village at the north end (Howes Brae)

Multiple breaches of the speed limit every day, from all classes of vehicles - cars, delivery vehicles, large trucks.

The main A6088 road makes a right angle bend at the Chesters crossroads. There have been a number of instances where speeding traffic overshoots the corner and continues at speed across the junction, endangering local residents on the adjoining single track roads.

Loud noise, especially from speeding motor cyclists, especially impacts residents at the heart of Chesters. This is especially troublesome during spring / summer / autumn when long convoys of speeding motorcyclists are common.

AS IS THE CASE WITH MOST TOWNS AND VILLAGES, SPEEDING VEHICLES IS ALWAYS A PROBLEM AND SPROUSTON IS NO DIFFERENT. THE MAJORITY OF THE ROADS/STREETS IN THE VILLAGE ARE NARROW AND HAVE NO PAVEMENTS.

FOR A NUMBER OF YEARS, SPROUSTON HAS HAD A 'TWENTY'S PLENTY' ZONE IN THE ROADS ADJACENT TO THE LOCAL PRIMARY SCHOOL - HOWEVER THIS WAS LARGELY IGNORED.

THE COMMUNITY COUNCIL SUGGESTED TRAFFIC CALMING MEASURES (eg SPEED HUMPS & ELECTRONIC FLASHING SPEED SIGNS) BUT THE COUNCIL TURNED THESE REQUESTS DOWN. PROBABLY ALL TO DO WITH COSTS.

POLICE NEVER CARRIED OUT ANY SPEED SPOT CHECKS/ISSUE FINES.

Preliminary comments

It's difficult to comment on the new speed restrictions when they have not yet been rolled out to the village.

The Community Council has discussed this regularly every year I've been on it. The SBC has been unable or unwilling to take it seriously over this period. We must rejoice that a sinner repenteth.

At last!

The scale of lorries in particular going through the village has increased substantially over the years. As well as speed reduction it would make sense for heavier vehicles travelling east to Kelso to be directed via Maxton rather than through St Boswells Main Street.

Please detail any speeding concerns your CC had prior to the roll out of the 20mph trial

Too many discussions to count.

Need for speed restrictions in the housing estates, school bus drop off sites, and around school entrances.

Speeding at blind corners.

Speeding in general.

Concerns have been raised at CC meetings in the past and several speed checks have been carried by SBC Road Safety Dept.. The results of these checks have shown average speeds to be from low, mid to high 20mph.

Many of the concerns were about large lorries and large agricultural machinery.

occasional speeding (approx 40mph) along Tweedbank Drive - one end of village to other

We are concerned there will be increased speeding in our community to make up for the delay in travel through adjacent 20mph restricted areas.

Our community council area does not have any speed restrictions and speeding is a continuous problem in our area.

None

Concerns are regularly raised about traffic speeding through the north end of Broughton where vehicles are parked on either side of the A701; this affects pedestrians going to or from the village shop and general vehicle and pedestrian activity around the village hall.

Visibility for vehicles turning from the B7102 onto the A701 can be poor due to vehicles parked inappropriately; this same scenario is particularly bad for vehicles emerging from Dreva Road on to the A701.

Vehicles collecting children from the primary school can cause southbound traffic to move into the north bound lane on a bend which has very nearly resulted in a head on collision between a logging lorry (going to fast southbound) and a local resident heading north.

Speeding has always been an issue through Broughton village, mainly due to the straight road and the fact that locals park their cars off the road.

Despite warning signs and occasional police checks, all community councillors and several residents they have spoken to raised various objections:-

Danger to pedestrians

Speeding on approaches to Caberston Road has resulted in regular vehicle accidents and occasional damage to the bridge. There is a dangerous camber, which exacerbates the problem. Even 30mph is too fast.

Vehicles approach village along fast and straight stretches in both directions and most will only slow down a slow amount from their current speeds of circa 50 to 60mph.

School children use the main roads regularly and speeding traffic is a constant worry.

Worries about likely repetition of serious damage to property caused by speeding vehicles (Resulting in 5 YEAR wait for blockage of pavement and restriction of Galashiels Road caused by out of control car crashing into basement area.)

Danger to cyclists

Danger to traffic emerging from side streets

Traffic noise and vibration – particularly from commercial vehicles.

Speeding vans are a regular nuisance – especially in the early hours of the day.

Parked cars regularly have door mirrors damaged.

With our narrow pavements, Traffic far too fast and dangerous through the village.

Another concern thing is that lower gears are likely to cause more exhaust emissions

A702 was limited to 30mph but multiple surveys showed a high volume of traffic travelling in excess of this
Additionally, although busy and congested at times, Main Street has also seen a number of reckless driving as have Boggsbank Road and Station Road.
Cars speeding in and out of village particularly on road towards Morebattle.

Cars not heeding speed limit between Town and Kirk Yetholm.

Any benefits from 20mph

We are submitting the majority view but wish to emphasise that some members are very opposed to the imposition of the 20mph limits. Likely to make walkers and cyclists feel safer? Mixed views about the decrease or in fact increase of pollution caused by slower moving heavy goods vehicles.

Residents on the main route through the village (B6400) have reported a significant reduction in the noise of traffic due to slower speeds.

Pedestrians have commented that they are more re-assured whilst stepping out onto the road or walking along sections without pavements that cars / vehicles will not "appear out of nowhere" due to slower speeds.

We have also been asked whether there are environmental concerns of slowing vehicles down to 20mph - i.e. cars over revving due to inappropriate gear selection at slow speeds.

Perceived benefits of the trial will be pedestrian safety in all areas of the village.

A noticeable difference to vehicle speed through the village though vehicles seem to be increasing just as they leave the village.

Feels safer to walk through the village where there are no suitable foot paths and where vehicles park (eg in front of the village hall).

if someone was to be in RTC they have a greater chance of surviving if cars are travelling at lower speeds

The braking distances are greatly reduced at "20 mph"

- Easier at some junctions
- Safer at Crosshill junction as slightly restricted view and a lot of pedestrian traffic.
- Safer past school and Waterloo crossroads
- Better conditions for residents of East End (but only if reinforced by physical traffic calming infrastructure, not just signs).

Slowing of HGV's and farm traffic on main road

Slower speeds making it safer for the children especially to more safely walk to school and cross the main road. Also should make it little less noisy if cars travelling slower.

Mixed responses from the community:

Most feel that the situation is now improved with drivers paying much more attention to pedestrians at Cove in particular.

Others feel it hasn't made much difference.

Some feel that 40mph and national limit speed zones are areas of greater concern and that those areas should be addressed rather than the previous 30mph areas.

With slower traffic movement pedestrians have greater safety in crossing the road between vehicles.

a) in Eckford, although there has been an observable reduction in speed, it remains no where near 20mph,

b) in Nisbet, it is usually residents themselves that adhere to the 20mph limit. It can be said with absolute authority that 90% of the through traffic, either on the B6400 from the A68, or from the A698 and transferring the Teviot bridge, ignore the limit. This is a very well used stretch of the road, especially since Harestanes reopened.

Only with random enforcement, will this initiative be efficacious in these Localities.

The new limit is extremely welcome, as it is answering our calls for such for years. So far, most drivers appear to be adhering to, or close to the 20 mph limit, significantly reducing the threat to residents and children. However, some are still ignoring the limit, as they did the 30 mph, particularly on leaving the village towards Hawick, accelerating well before reaching the de-restricted signs beyond the Denholm Mill turn-off. Speeding checks are still required.

Residents of Minto and Bedrule have also welcomed the 20 mph limit and report general compliance.

Reduced traffic noise levels, easier to cross the roads, less wind buffeting for cyclists by passing vehicles

Hopefully and if enforced/ managed:

Safety improvements for all including our older residents, parents with children, pram and wheelchair users, cyclists, other drivers.

Safer routes to school, especially for those crossing the High Street.

Less damage to parked vehicles and property by speeding and careless driving.

None.

There has been a noticeable compliance with the 20pmh signage - at least at the point of passing the speed display signs if not at the start of the zone.

Although the trial has been running during the winter months,

The biggest issue hampering the trial has been the poor reliability of the speed indicator signage. Repeated issues with one or both of the signs has caused traffic speeds to immediately increase and compliance to fall.

Vehicles will travel more slowly and noise levels for people living on the main street will reduce. People should feel safer when walking through the village.

Roads are safer! Much safer.

None. In my experience it has encouraged impatient drivers to overtake compliant drivers in the most dangerous of scenarios.

After some reluctance to comply, most drivers are adhering to the 20mph rule. This has improved the situation around the schools, and has improved safety.

A general reduction of speed and a increased awareness of the issue of speeding in the village.

None as yet - but I am not sure how aware drivers are.

Pedestrians may feel safer, especially where there is no public footpath within the villages.

Quieter traffic noise in Greenlaw

Drivers being more aware of the speed they are travelling within confined roads and streets around the town.

We find that this survey is only taken into account the positives that may occur with the 20mph roll out, there is also a number of negatives as well and these should be noted as well to give a fair representation.

In Heiton we tend to be more in favour of than against the 20 mph rule, as we have the A698 road running in a straight line through the village.

If it means that vehicles are travelling at NEARER 30mph than they have previously done, then this would be a positive step.

Whilst the 20mph is also probably too slow within the towns the exception would be near schools and other centres where young and frail / sick people congregate.

Will render the area near Heriot School safer, as drivers become used to that speed.

Will benefit/ encourage cyclists on B709 -- although areas not restricted will not benefit. Given the route is a designated national cycle route this needs further consideration.

However, these pilot changes need careful review, and if the results are not tangible then the limits should revert to 30mph.

none - we have very few pedestrians and very little traffic - the 20mph seems pointless. It was rolled out in the past in the centre of cities where there were schools, but not on main roads. we don't have a school. we don't have shops. No benefits have been identified by the community.

the only sense would be in the Burrows - not on main roads. We still have speeders over 30MPH so 20 isn't going to make any difference

Certainly no evidence to suggest there will be any advantage whatsoever towards air pollution, we live in an area where cars are essential given the public transport system.

Drivers may pay more attention towards pedestrians, but hopefully it also makes pedestrians more aware of their surroundings.

As above we would have expected to have sight of surveys/reports suggesting there were issues causing accidents relating to speed

Increased safety around Morebattle PS for students and staff. Also safer conditions for walkers, cyclists. Narrow pavements in Main St, Morebattle results in pedestrians and mobility scooter users often having to use the road.

Road Safety - the reduction in the likelihood of killing a pedestrian from 20% at 30mph to 2.5% at 20 mph is startling. Generally more safe for pedestrians.

Noise Pollution – in particular residents and users in the town centre and bypass would benefit from a reduction in noise.

(While these are some councillor's answers to this specific question there are also other councillors with counter arguments and the community council does not yet have an official opinion. There is also no section available to us to express other concerns.)

We are still seeing vehicles ignoring the speed limits and it would appear that in some instances, this is down to residents. Hopefully vehicles/vans and residents will learn to heed the signs.

We are excited at the prospect of seeing more individuals and families out and about on their bikes and walking. This promotes wellbeing, fitness, community and friendships. We would like to see more of the youngsters in the area out playing and able to access the Blyth Bridge playpark without always needing an adult to see they are safe on the walk to the park.

There are some very scenic rights of way in the area and the Community Council would like to play a part in promoting these.

The general road safety might improve, with that quality of life to residents.

not enforced, lack of policing, ultimately drivers will ignore the limit unless fines are administered

There are some drivers who have slowed down to the new speed limit but there still appear to be some who continue to speed through, including delivery drivers. Residents have complained to those drivers and it is having a positive effect on some.

Increased safety for pedestrians and cyclists in all areas where 20mph has been introduced, particularly on the A7 through Stow where there is high volumes of commercial and HGV traffic and associated speeding. Increased walking and cycling frequency due to the safety improvements. Improved air quality and lower noise levels.

The writer is responding on behalf of the 18 members of the community council and we have polled the views of 15 out of the 18. only 46% consider that the 20 mph is a benefit and should be retained whilst 54% consider that 20 mph is too low for a number of reasons. Therefore PCC does not take a position either positive or negative on this issue

Although since the introduction of the new limit, the vehicles speeds have been notably decreased, however some are travelling above the 20 mph.

It is anticipated this introduction will have a positive safety outcome.

reduced risk of serious injury to pedestrians

Cars have slowed down on the whole, at least to 30mph

Significant reduction in accident risk at Chesters crossroad.

Improved safety of residents.

Reduction in noise levels leading to improved quality of life for residents in the community.

IT SHOULD BECOME A SAFER PLACE FOR PEOPLE TO WALK & CYCLE ,
ESPECIALLY FOR YOUNGER CHILDREN ATTENDING THE LOCAL
PRIMARY SCHOOL.

SINCE THE COVID-19 PANDEMIC, WE HAVE SEEN A GENERAL INCREASE
IN PEOPLE WITHIN THE VILLAGE WHO HAVE WALKED/CYCLED OUT
FROM KELSO IN CONJUNCTION WITH USING THE CORE PATH ALONG
THE OLD RAILWAY LINE WHICH WAS UPGRADED LAST YEAR TO A
SURFACED CYCLE/WALK/BRIDLEWAY.

Early to make a true assessment of the benefits, however, motorists do seem to be adhering to the new 20 mph ruling.

Vehicles may drive a little bit slower through the village.

Hopefully even if some people do not drop their speed to 20, they will still slow down!

More pedestrian friendly streets throughout the Village.

Motorists do appear to be following the new speed limits in all of the Borders towns and villages, even on the trunk roads. Benefits may not be as obvious as they might have been due to the reduced amounts of traffic on the roads during lockdown and other phases of the pandemic.

Very little as without a means of checking the actual speed, due to being close to the vehicles the perceived speed seems fast.

none

It will be safer outside schools and shops in our nearby villages.

None

The community council hope that the 20mph limit will be strictly enforced to make people aware of the hazards faced by locals going about their business.

A reduction in overall speed of vehicles passing through the area. However it is highly unlikely to encourage cyclists to use the road due to the bad state of the road surface, especially from the brewery heading north. Two local cycling clubs actively avoid the area due to this issue.

Residents feel safer.

Where it has been installed in village works fine
So good if it keeps the increase in cycling going

The Borders wide 20mph scheme will hopefully make it easier for drivers to remember the reduced limit.

I am hopeful that it will be safer for pedestrians in the narrow village streets and the A702 will be easier and safer to cross.

None noted or comments received.

Locations where compliance challenging?

Overall principle of 20mph?

Where the 20mph speed limit is for extended distances.

Undecided

Leaving village - drivers seem keen to accelerate as soon as they are past the last houses although on both routes heading West out the village (towards Denholm and Lilliesleaf) there are still junctions before the 20 zone ends.

Good idea

I have observed several incidents of non compliance with the 20mph in Ayton particularly where vehicles enter the village from the direction of Chirnside and turn right towards the A1 junction.

Good idea

Good idea

the point where they turn into Burnfoot from Wilton Cemetery is a straight piece of road with houses to one side and parked cars in bays which drivers use to gain speed before easing off as they begin to descend into Burnfoot Estate

Good idea

- West of Waterloo crossroads, where nearly all houses are on one side of road and most with no direct private vehicular access to main road. Good idea
- Entering the village from the east, which is a fast junction with clear sightlines from a 60mph limit, straight down to a 20mph. If stays in place then we suggest looking at a 40 mph limit around that junction, (Auchencrow Road, Ayton Road and 'Lang Hill')

When approaching Clovenfords from Peebles, the road down from the Nest roundabout is quite a steep drop into the village; natural momentum means it was difficult to drop to 30 so will be even more difficult to get down to 20 without some hard braking. Good idea

The 20mph on Edinburgh road is too short, drivers have to change speed significantly from the national limit on one side and from 40mph on the other. Undecided
30mph would seem better at this stretch, with the stretch being lengthened to incorporate the Toll View stretch of the road.

On the High Street between the Castle Hotel and the junction of Market Street - this is a very dangerous stretch where vehicles sometimes are three abreast and traffic uses the footpath on the North side of the road. Great idea
This is illegal of course, and it will only be a matter of time until.....

Please see above. There can be no reason for lack of compliance, except lack of patience. Good idea

The initiative appears to work better in a Town situation, where the traffic flow is more consistent and less spasmodic: it only takes one motorist to slow to 20mph and everyone behind must follow suit.

There should be no reason why drivers cannot comply with the new limit. However, drivers may misjudge the distance required to decelerate from the unrestricted approaches and thus enter the 20 mph zone still above the limit, especially approaching from the east. Also, some "reminder 20 signs" would be appropriate through the double-bend exit towards Hawick. The time added for a drive through the village at 20 versus 30 is minimal.

Great idea

Station Road - wide road with little housing

Good idea

A68 - trunk road through Earlston from both north and south entrances
30mph limit remains far too close to homes and businesses at the southern boundary

Good idea

A6105 - from Earlston High School along the length of High Street to the junction with the A68

Summerfield and Everest areas

As signage has not yet been put in place it is too early to comment and we can only provide suppositions.

Obvious responses are frustration, ignorance and disobedience if road users are not willing participants and if the blanket coverage scheme rather than targeted locations during this "pilot" is not/ cannot be enforced.

Everywhere. Modern cars struggle to go at 20mph. Some care need to go down a gear from what they used to leading to higher revs and more pollution. Terrible idea

Around the speed limit area, we'd like to see a buffer zone of 40mph both north and south of the village. Northbound this should extend to the Bellfield Crescent/Drive turnoff and be accompanied by clear 'no overtaking' markings. Around the 'bends' to the south of the village - a known accident blackspot - this would also be welcome. Great idea

Approaching the village from the west (traveling east) because vehicles are traveling downhill at that point. Some vehicles start to speed up when traveling west before they leave the speed limit area. Good idea

New toll road in Eyemouth has people over taking those doing 20mph older drivers seem to be the issue. Great idea

On open roads there can be a temptation for drivers to be overconfident and to pay less attention to their driving standards. Undecided

Along the Melrose Road, on leaving town; drivers find it difficult and somewhat frustrating to keep to the 20mph limit. Good idea

NA Undecided

None Great idea

Overtaking coming in and out of Greenlaw because of impatience, longer journey time getting through the village. Not the best idea

20mph speed limit is very difficult to maintain coming down steep hills, eg, the Loan, where continuous breaking is required at all times. Not the best idea

Collated views from various members:

Undecided

Vehicles are stalling on hills. This is clearly a driver error issue, driving, or at least attempting to drive slowly in too high a gear. However, however it occurs, it has occurred a number of times that I have witnessed. A particular hazard spot I have personally witnessed is the hill climbing up from the Kelso Fire Station on the A6089 up to the mini roundabout connecting with Abbotseat Road and Ednam Road.

Many think the 20mph speed limit is too slow on the main A roads through / bypassing towns, with most seen to be ignoring the new limit.

With regard to the 20mph speed limit in Heiton I would comment as follows:

1. The limit has made very little difference to the road down to the hotel and Bowmont Court. Drivers still think that they are out of the village limit as the first repeater sign is halfway down the road, by the time vehicles reach the sign they are very often travelling at about 40 – 50mph.

The sign needs to be immediately after they turn off the main road i.e. before they speed up. (Not as it is, some two hundred yards down the road.)

2. Just after 9.00am the school bus returning to Jedburgh is often either speeding or tailgating a car that is obeying the limit.

3. Throughout the day approximately 50% of traffic ignores the 20mph limit, the worst offenders being couriers, panel vans, taxis,

Unlikely to apply in Heriot -- much more likely to apply on main roads elsewhere. Good idea

The roads in our community are mostly main roads. It is difficult to see why compliance with the 30MPH would be an issue. the 20 MPH is just ridiculous and means nothing Terrible idea

Undecided

A68 from 30mph to 20mph could cause driver frustration Not the best idea
Have not seen evidence to suggest lower limit is necessary. Can see it might be useful in town as a means of removing cars from the city, but don't see major benefit in this area. Perhaps more education on realisation speed has with appropriate signage telling of the effect accidents have on others.

N/A Great idea

Sainsbury's Roundabout to Rennie Bridge difficult to maintain 20mph Undecided
due to the gradient.

Sprouston Road from Wooden Linn to Station Road as it is a long straight road with limited houses on the roadside.

Coldstream Road from the town boundary to Shedden Park Roundabout as it is a long straight road with limited houses on the roadside.

Angraflat Road as it is a long straight road with limited houses on the roadside.

Kelso Bypass as it is a long straight road with no houses on the roadside and ample pedestrian and cycle space on the designated pathway.

Drivers coming from the south on the A701, turning off to enter Blyth Bridge at the bus stop, frequently use the slight gradient to slow them down. Entering the village at 60mph, which they can legally do, means it takes a significant distance to slow down. Great idea

In Romano Bridge, it has been noted that a lot of the traffic travelling north leaves the 20mph section at the school and accelerates significantly so in many cases is well over the 40mph limit by the time they reach Newlands Cemetery.

Where there are longer, straight stretches of road in non built up area's, with no visible reasons for 20mph. Good idea
If applied specifically where needed people are more likely to comply

It will take time for people to get used too anywhere.

signage when you enter a 20mph zone, more 'you are entering' Undecided
messaging required on main entrances. Most think it is just the main street, not the side roads, more local education is also required

I think, specifically the roads leading out of Oxton to homes which are Good idea
on the outskirts of the village and to outlying areas where there is no speed limit in place.

At the points where the limit changes from 60 to 20. Better advance Great idea
warning or 40mph 'buffer zones' might help with compliance at the fringes of the 20mph zones, particularly at the north end of Stow.

Again, views are completely polarised on this issue. Some respondents Undecided
considered it challenging or even dangerous to maintain the speed limit, others like the writer believe they have little difficulty.
Therefore, again PCC do not take a position on this issue.

Reston is linear in design with a long straight Main Street, where the Good idea
drivers can see in the distance they tend to speed up after they have passed parked vehicles, i.e. outside the village shop.
Albeit it can be difficult to maintain to this speed for a prolonged time it is a consideration to be further investigated.

Dunsdale Road Great idea
Ettrick Terrace northwards
These are not really regarded as residential areas and traffic seems to move much faster on these roads

The long stretch at the north end of the village (Howes Brae) still Good idea
tempts drivers to speed up, and there have been several sightings of cars overtaking in this stretch since the new speed restrictions.
We think that the blanket 20mph coverage may not be enough on its own - perhaps a flashing sign on the north stretch could help

The A6088 through Chesters where drivers encounter an abrupt change in the speed limit from 60mph to 20mph. Temporary signage has been installed to warn of the change in advance, but it is not uncommon for this to be knocked over and invisible. Something more permanent, and more prominent, would be more effective (even if the speed limit reverts back to 30mph, this would still be a desirable feature on the road).

Not Answered

SINCE THE INTRODUCTION OF THE 20MPH TRIAL ABOUT A MONTH AGO WE CONTINUE TO SEE MOTORISTS WHO ARE CLEARLY NOT ADHERING TO THE SPEED LIMITS.
STATION ROAD IS PROBABLY WORST OF ALL FOR THIS.

Great idea

THE KEY TO THIS WOULD BE ENFORCEMENT - INVOLVING POLICE SCOTLAND TO HAVE A PRESENCE AND DO REGULAR SPOT CHECKS.

Just slow down, part of our Main Street has no pavements either side for >200 yards Great idea

Jenny Moore's Road, bus station and Main Street are specific areas of concern due to volume of traffic and the dangers to pedestrians.

Main accesses into Village - from A68 along The Green. Jenny Moore's Road. West End of Main Street and Capilaw Road.

Treatment of the A68 as it comes through the west end of the Village requires some fine tuning. It would be better if the current stretch of 50mph to the north be amended to 40mph, and the 40mph stretch reduced to 30: at present the change in speed from 40 to 20 is too abrupt.

Equally, to the south we require a buffer zone to ensure that the Charlesfield junction is within a zone of no faster than 40mph, and the Selkirk/Maxton crossroads should be well within the 20mph zone.

The Selkirk Road beside the cricket ground and past Buccleuch Chase should be no greater than 30mph, and ideally incorporated into the core area of 20mph.

Additional Comment:

In discussion at the Community Council, comments were made about the positioning of some of the traffic/speed counters, and it would be helpful to know where any such thoughts can be directed.

On the A6112 entrance to the village from the north. There are no buildings for around 200mtr from the site of the 20mph signs. Not the best idea

Tweedbank Drive - there are many footpaths and walkways in Tweedbank, pedestrians and cyclists are able to avoid the main through road, so less of a risk of injury to young or old Terrible idea

The length of the reduced limit in a number of villages and towns make it difficult to adhere to 20mph. Good idea

At our recent community council meeting - these areas were noted - Broughton, Skirling, Peebles. This may be due to a lack of signage or open road.

more signage actually painted on the road would be beneficial.

None Undecided

The whole of the 20mph limit, other than the area around the shop there are few vehicles parked on the main road so drivers see a straight stretch of road. It is clear from the few weeks the trial is in place in Broughton that VERY FEW vehicles adhere to the limit. Good idea

The straight road through the village. It is clear from reports received by the community council over the last two months that the 20mph speed limit is widely ignored. There has been no sign of any Police speed cameras; drivers will only take notice if the speed limit is seen to be enforced, the word spreads and habits therefore change. Without this the project is consequently at risk of being seen as a complete waste of time and money. Great idea

Hall Street because of the incline Great idea

With the 20 limit, it is noticeable on the main road through the village that 'traffic knots' develop due to there being little or no variation in speed as traffic travels through. At a limit of 30mph a speed differential allowing better spacing of vehicles occurred within 20-30mph range. It is now the case where vehicles are 'bunching' as they pass through the village.

In Peebles Road drivers have been seen overtaking vehicles going at 20 mph (within the village boundary) once it was clear no traffic was coming from the west. Good job no one was turning left out of High Cottages.

Also at the other end of the village when approaching the bus stop above the allotments a manic driver in front of me overtook a vehicle which had, presumably, held him/her up in the village. Fortunately no vehicle was travelling at speed towards Walkerburn.

Galashiels Road and Peebles Road. Hopefully by the end of November things might have changed. From experience/evidence, about 10% at most are keeping to 20 MH. The worst times are rush hours and in the evening. It is do difficult to keep to 20 MPH when folk are right behind almost inciting you to go more quickly.

Galashiels Road and Peebles Road.

A lot of drivers have slowed down and respect the new speed limit. Others continue to speed. Unfortunately because of this convoys build up and on leaving the village there can be mayhem as aggressive drivers attempt to overtake those who have dared slow them down.

Tweedholm Avenue and Caberston Road (a particular issue with children coming and going from school and school buses.)

The A702 is a concern as it is a straight section of road sandwiched between 60mph limits.

Great idea

The areas mentioned above - between the two villages as people don't realise is still in the speed limit zone.

Not the best idea

Leaving and entering village at Morebattle road past cemetery as is a long straight stretch

Not Answered

Not Answered