
SPEED LIMIT REVIEW 2015

Report by Service Director Commercial Services

EILDON AREA FORUM

18 February 2016

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the existing speed limits in Oxton and Melrose to take account of a recent region-wide Speed Limit Review.**
- 1.2 In 2015 a Speed Limit Review was carried out throughout the Scottish Borders region by officers from the Council and the Police. The review was carried out in accordance with Government guidance and the resulting recommendations reduce speeds on parts of the network which are currently covered by the National Speed Limit.
- 1.3 A total of 11 lengths of road were agreed to be recommended to be subject to adjusted statutory speed limit. Two of these sites are in the Eildon area, at Oxton and Chiefswood Road, Melrose. Both the sections of road in question are currently subject to the National Speed Limit.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Eildon 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 existing 30mph speed limit on the D5/5 in Oxton; and**
 - (b) **The rationalisation and extension of the existing 30mph speed limit on the C75 Chiefswood Road in Melrose.**

These affected lengths of road are detailed in the plans in Appendix A and the extracts from the relevant Draft Traffic Regulation Orders (TROs) 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 2015, 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 Eildon Area were identified as requiring an amendment. These were Oxton and Melrose. Details of the recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded in the following recommendations:-
- (a) Oxton - The extension of the existing 30mph speed limit on the D5/5 from its current extent at Anvil Cottage west to Duneel; and
 - (b) Melrose - The rationalisation and extension of a 30mph speed limit on the C75 Chiefswood Road from its junction with the B6394 Abbotsford Road south to the access to Harleyburn House.

Both as per the drawings in Appendix A

- 3.4 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.
- 3.5 Statutory Consultation on the proposals was carried out from 24/11/2015 to 21/12/2015. The only body to provide feedback was Perryman's Buses expressing their support of the Melrose proposal.
- 3.6 The proposal was advertised to the public from 14/1/2016 to 5/2/2016. No comments/objections were received.

4 IMPLICATIONS

4.1 Financial

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

- | | | |
|------------|------|------------------------|
| a) Oxton | £200 | 4 signs relocated; and |
| b) Melrose | £200 | 4 signs relocated. |

There are also costs associated with advertising and making of the Traffic Regulation Order:

Advertising region-wide TRO	£1,650
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The cost would be borne by the Aids to Movement budget.

4.2 Risk and Mitigations

The 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.

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 there will be no adverse impact on the rural area from the proposals 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 Chief Officer Audit and Risk, the Chief Officer HR and the Clerk to the Council have previously been consulted and their comments have been incorporated into this report.

Approved by

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

Author(s)

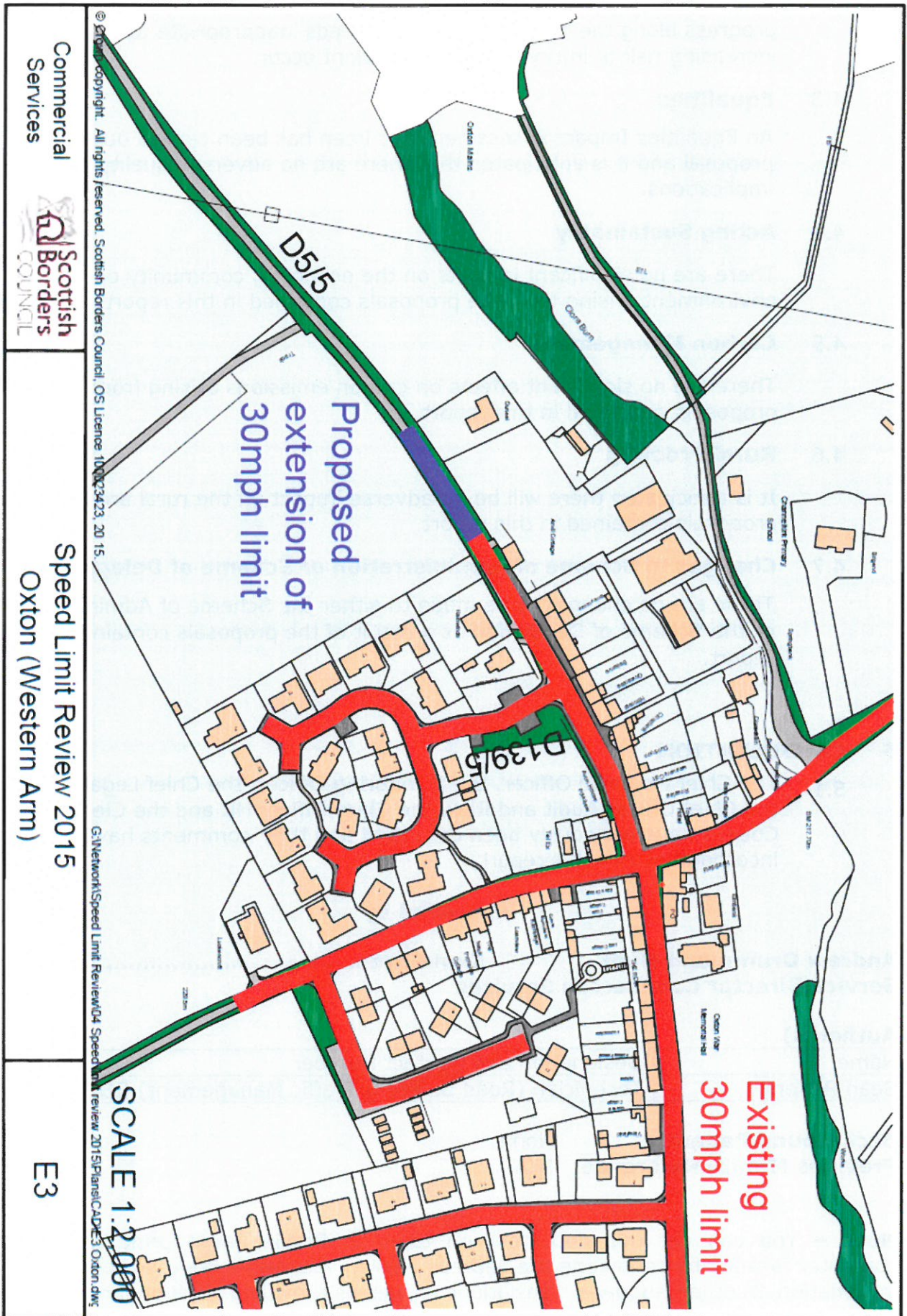
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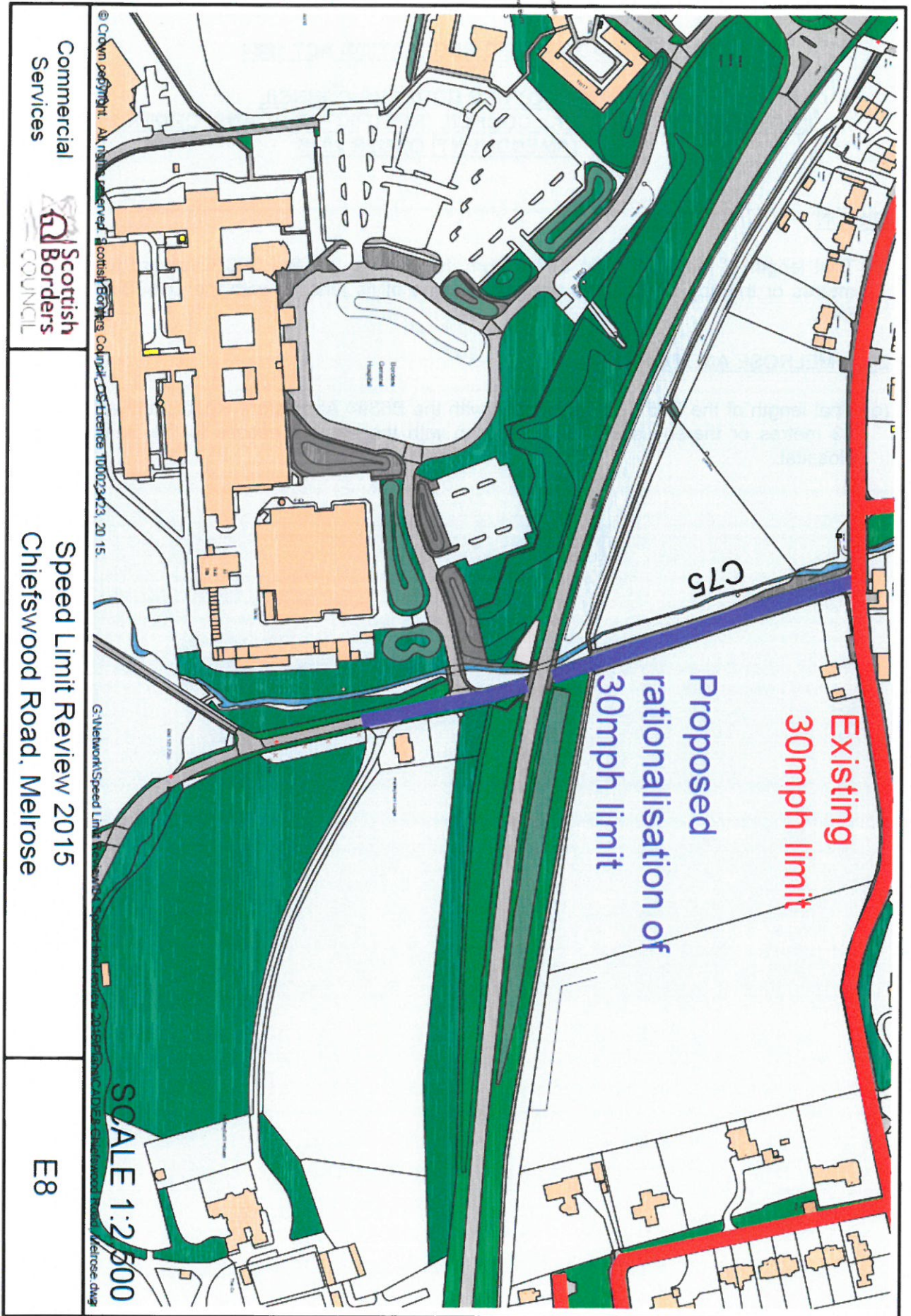
Background Papers: None

Previous Minute Reference: N/A

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Commercial Services



Speed Limit Review 2015
Chiefswood Road, Melrose

E8

ROAD TRAFFIC REGULATION ACT 1984

THE SCOTTISH BORDERS COUNCIL
(THE BORDERS REGIONAL COUNCIL (RESTRICTED ROADS) ORDER 1985)
(AMENDMENT) ORDER 2016

OXTON

- (c) That length of the D5/5 Main Street from its junction with the C83 westward to a point 126 metres or thereby west of the western kerblines of its junction with the D139/5 St Cuthbert's View.

28. MELROSE AND DARNICK

- (g) That length of the C75 from its junction with the B6394 Abbotsford Road southward to a point 53 metres or thereby south of its junction with the eastern access to the Borders General Hospital.