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## **VARIOUS STREETS, GALASHIELS - TRAFFIC REGULATION ORDER**

**Report by Service Director Assets and Infrastructure**

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### **EILDON AREA FORUM**

**12 May 2016**

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#### **1 PURPOSE AND SUMMARY**

**1.1 This report proposes to amend the Traffic Regulation Order for Galashiels.**

1.2 Since the previous amendment in 2014 a number of comments have been received for proposed amendments. This amendment contains those proposals to aid the movement of traffic within the town.

#### **2 RECOMMENDATIONS**

**2.1 I recommend that the Eildon Area Forum approves the proposed amendments to The Scottish Borders Council (The Borders Regional Council (Various Streets, Galashiels) (Regulation of Traffic) Order 1990).**

### **3 BACKGROUND**

- 3.1 The previous amendment to the Galashiels Traffic Regulation Order (TRO) was carried out in 2014. Since the previous amendment comments have been received from members of the public and Local Members regarding further changes. These have been collected into this proposed amendment.
- 3.2 The amendments shown in Appendix A and described in Appendix B are proposed to aid the movements of vehicles in the town, and additional provision for taxis.
- 3.3 Under the Councils Scheme of Administration, Area Forums approve the making temporary, permanent or experimental orders for the regulation of traffic.
- 3.4 Statutory Consultation on the proposals was carried out from 29/02/16 to 28/03/16. No adverse comments or objections were received.
- 3.5 The proposals were advertised to the public from 14/04/16 to 05/05/16. No adverse comments or objections were received.

### **4 IMPLICATIONS**

#### **4.1 Financial**

The financial implications associated with the recommendations relate to the advertising costs associated with a Traffic Regulation Order (TRO) and the provision of road markings, signs and poles. Approximate costs are as follows:-

Advertising TRO £1,500

Signs (including poles) and lines £1,000

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

#### **4.2 Risk and Mitigations**

- (a) The risks of not proceeding with the recommendations are that the traffic management issues within the town would continue.
- (b) There are no perceived risks of proceeding with the recommendation.

#### **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 impacts on the carbon emissions arising from the proposals contained in this report.

**4.6 Rural Proofing**

It is anticipated that there are no adverse effect on the rural are 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 been consulted and comments have been incorporated into the final report.

**Approved by**

**Martin Joyce**

**Service Director Assets and Infrastructure**

**Signature .....**

**Author(s)**

Name	Designation and Contact Number
Gary Haldane	Assistant Engineer - Road Safety & Traffic Management 01835 82 6642

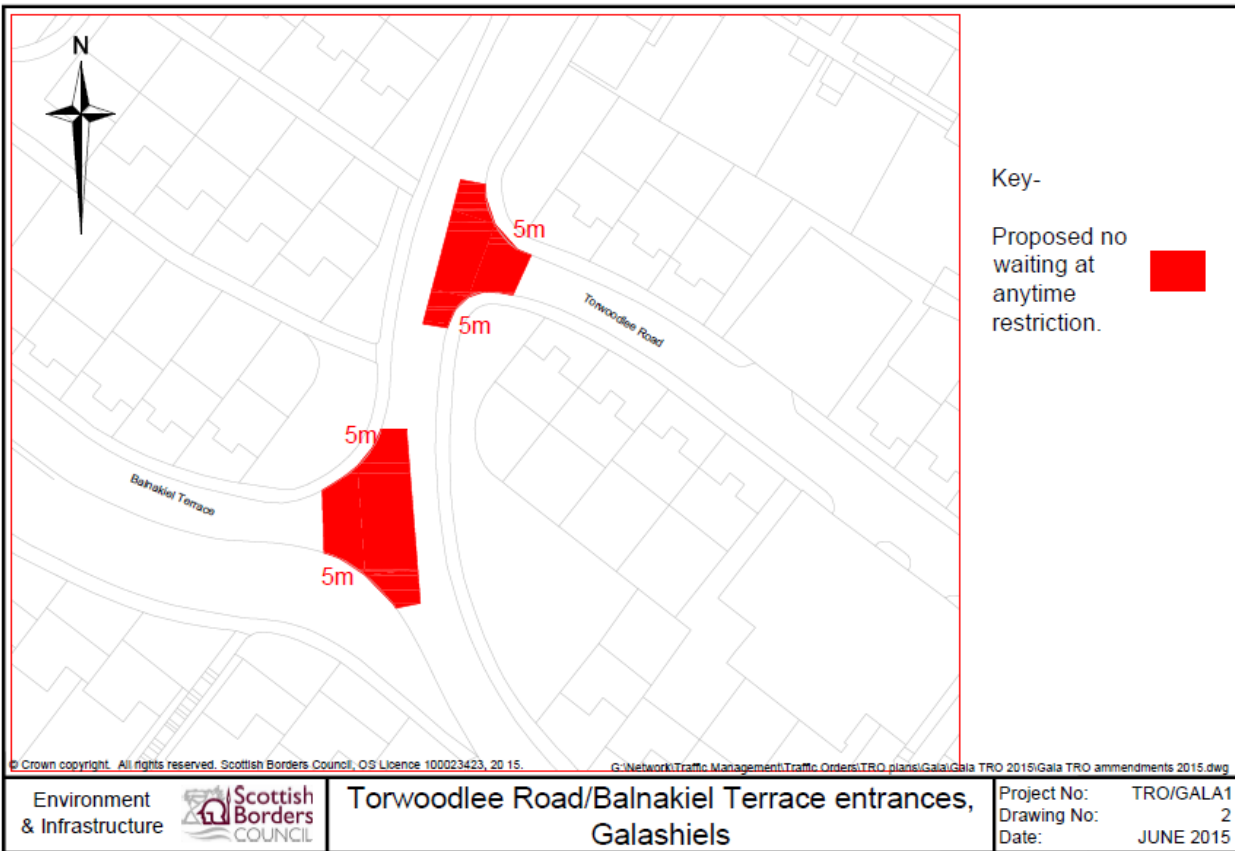
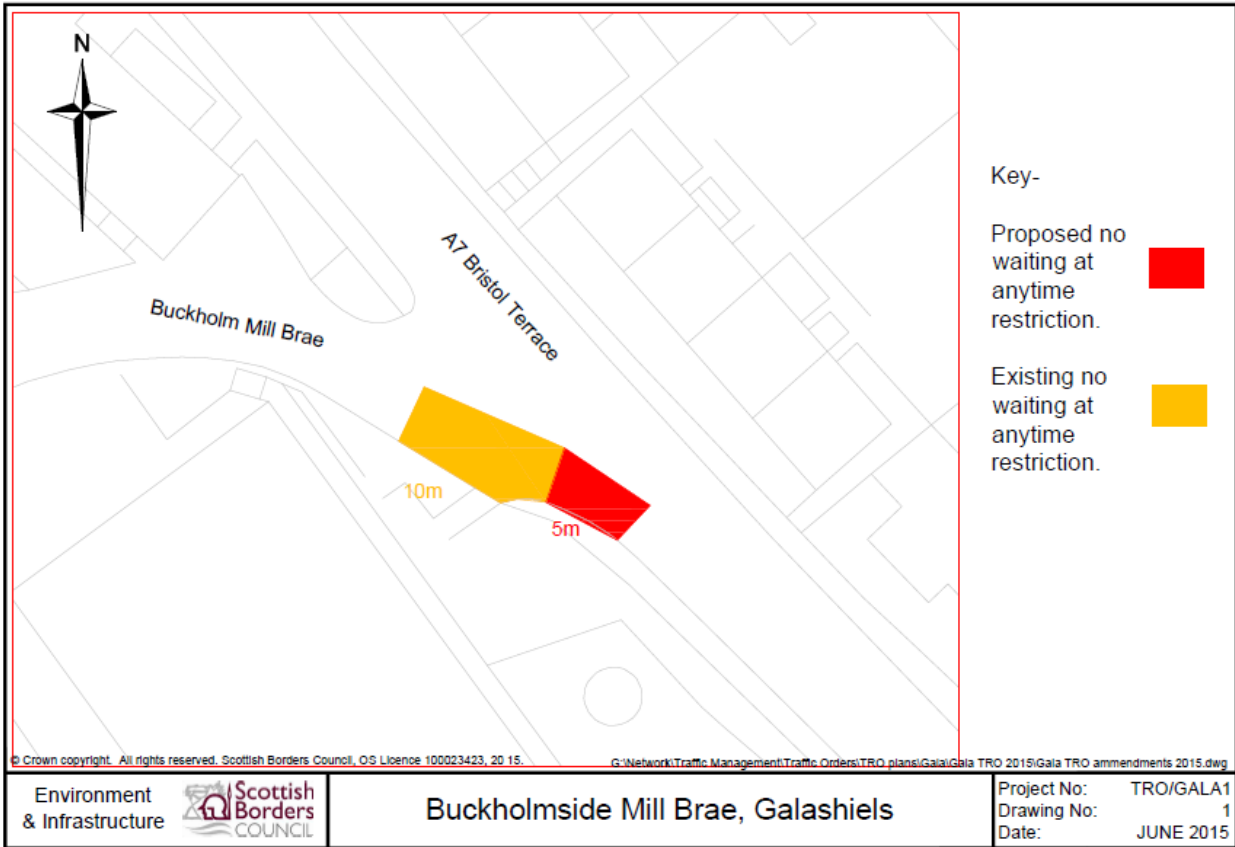
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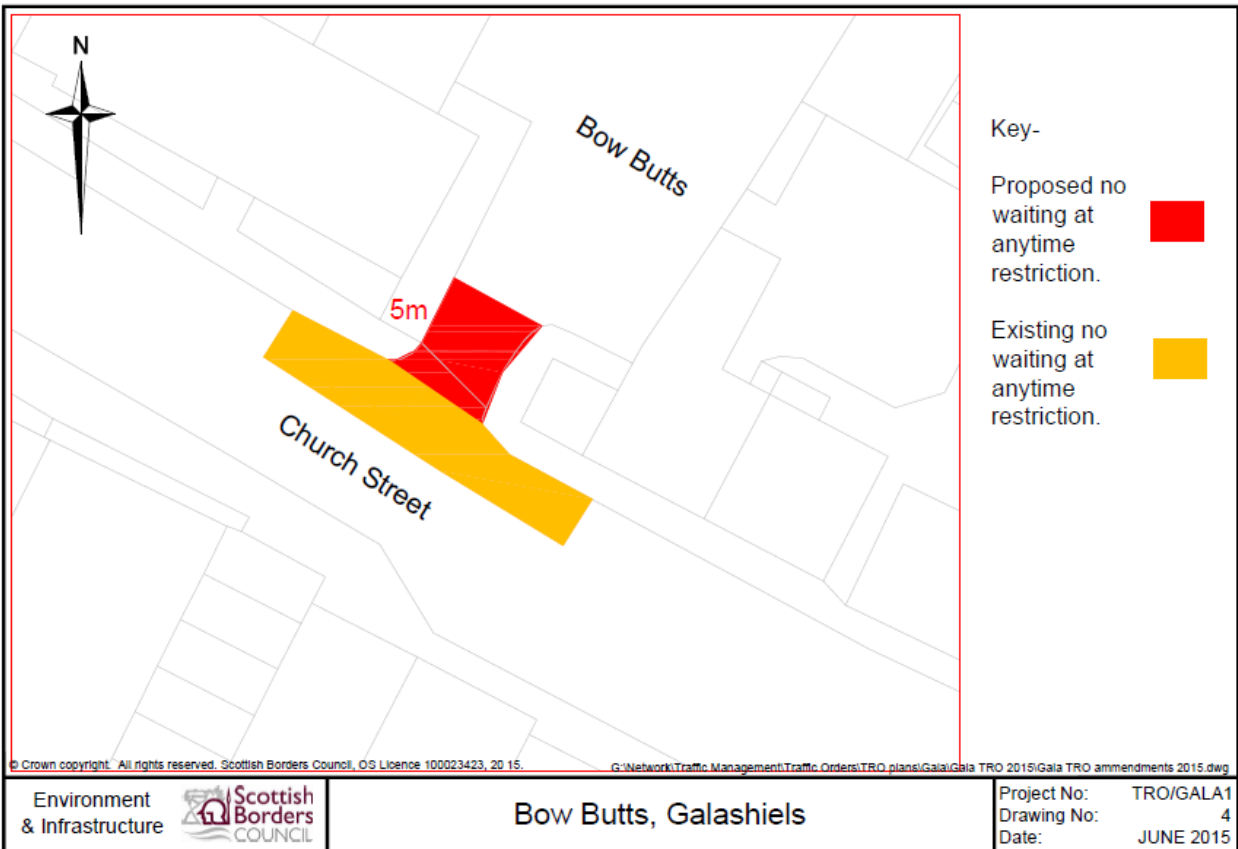
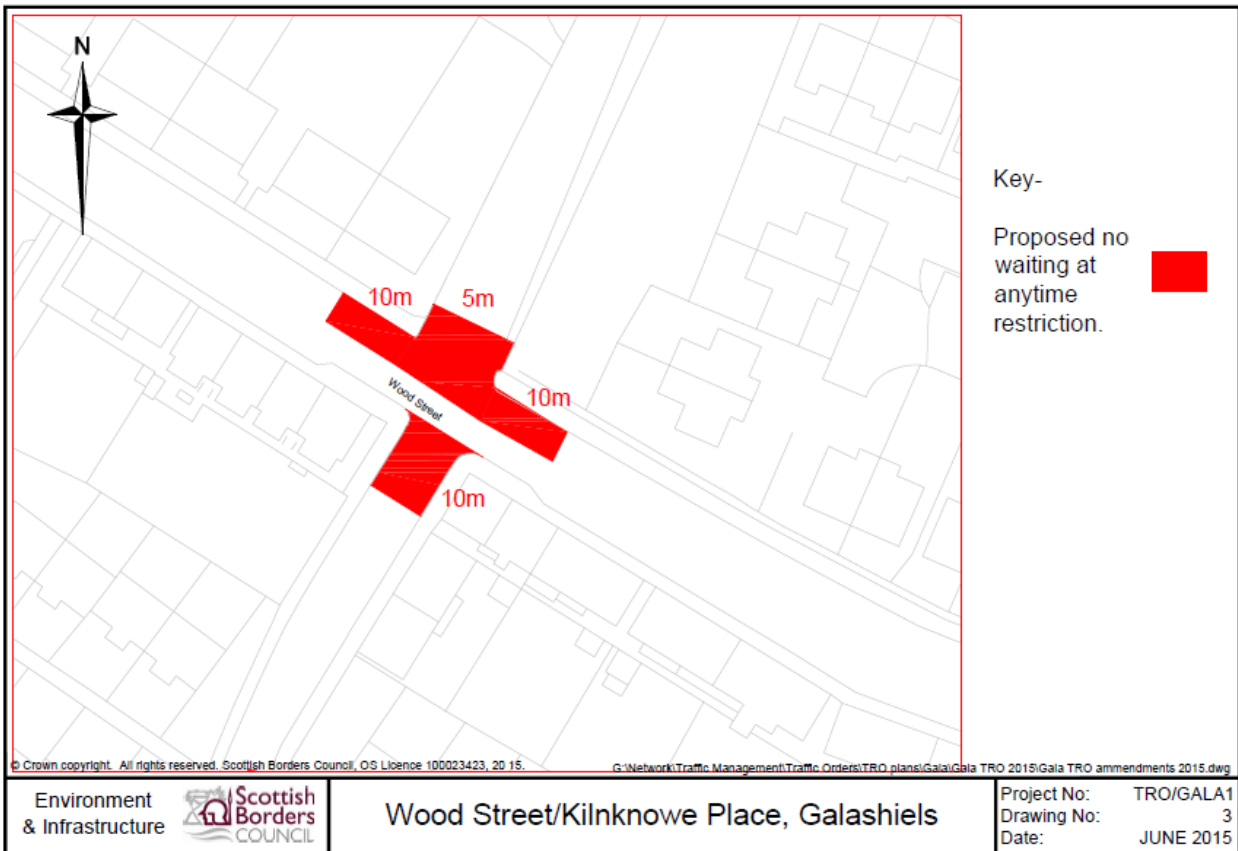
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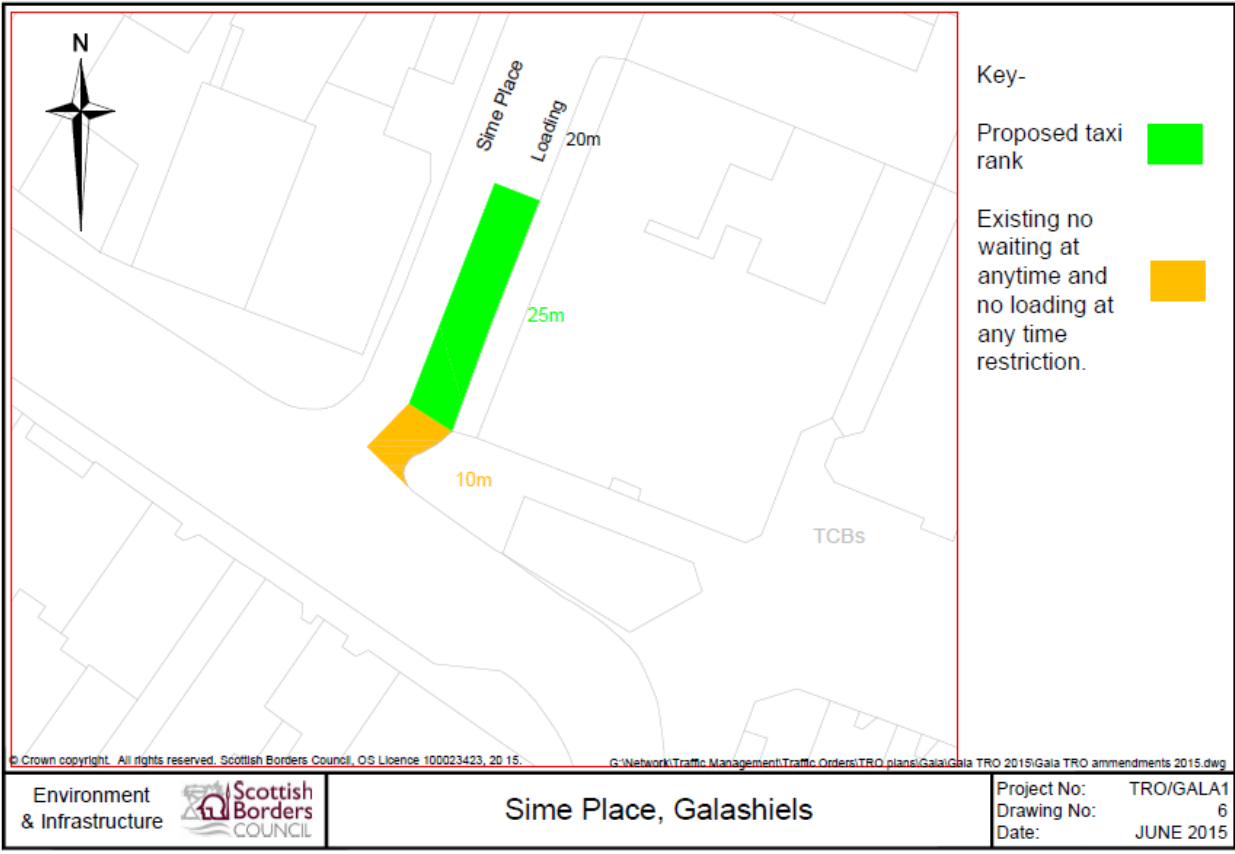
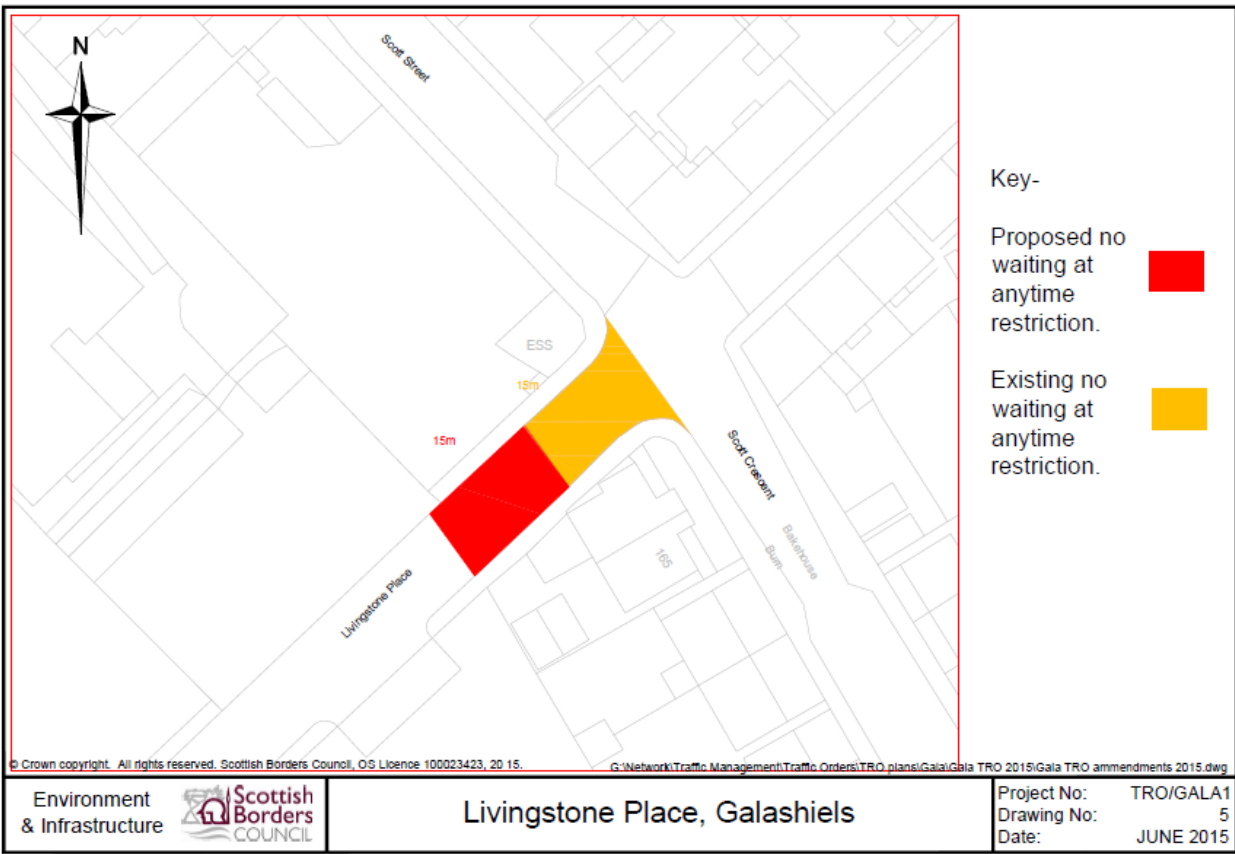
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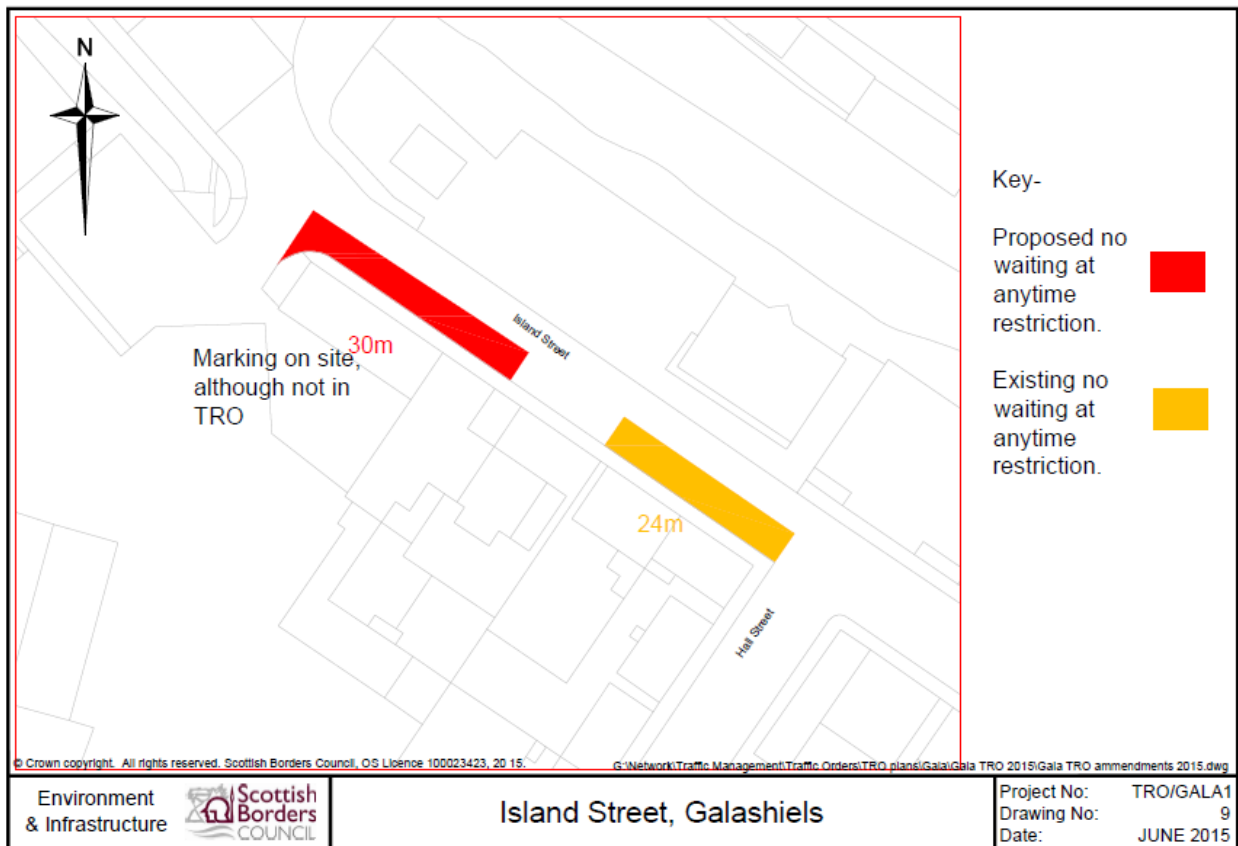
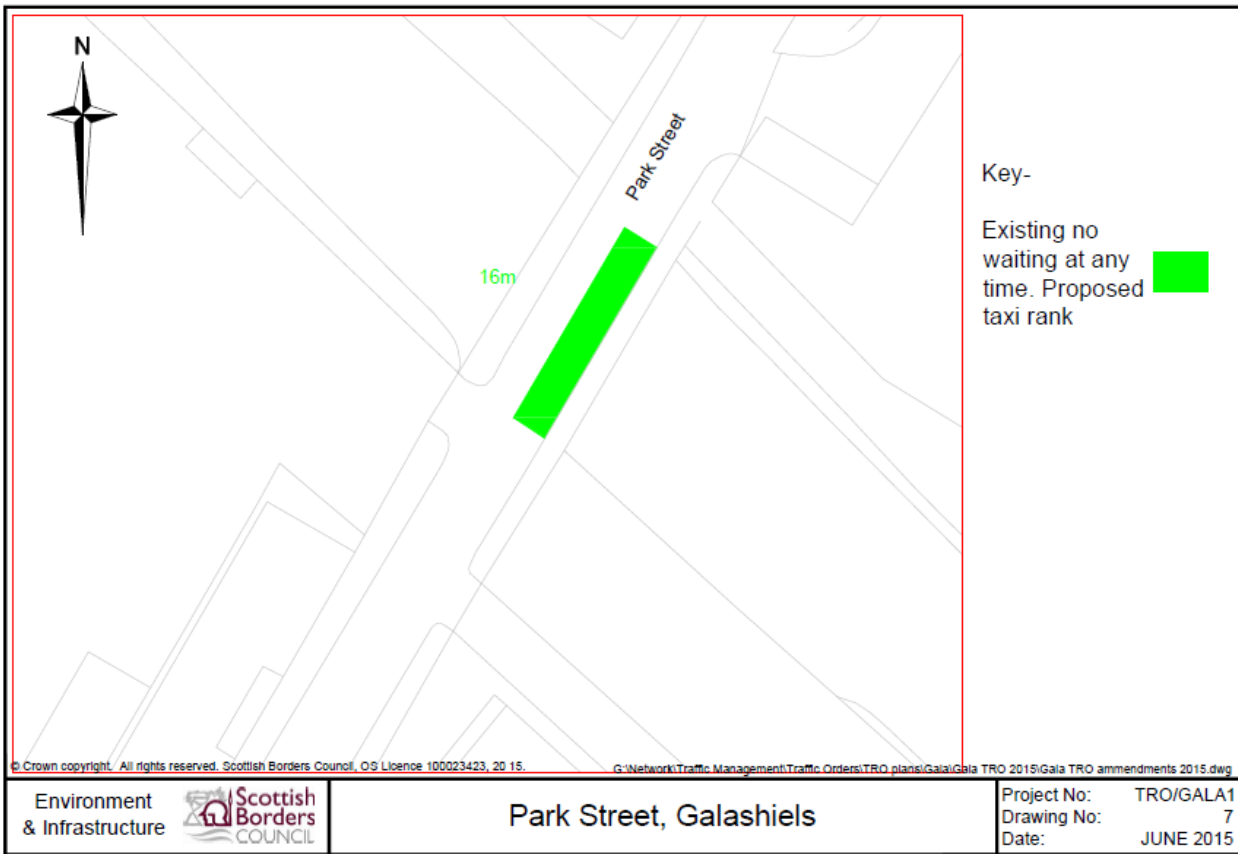
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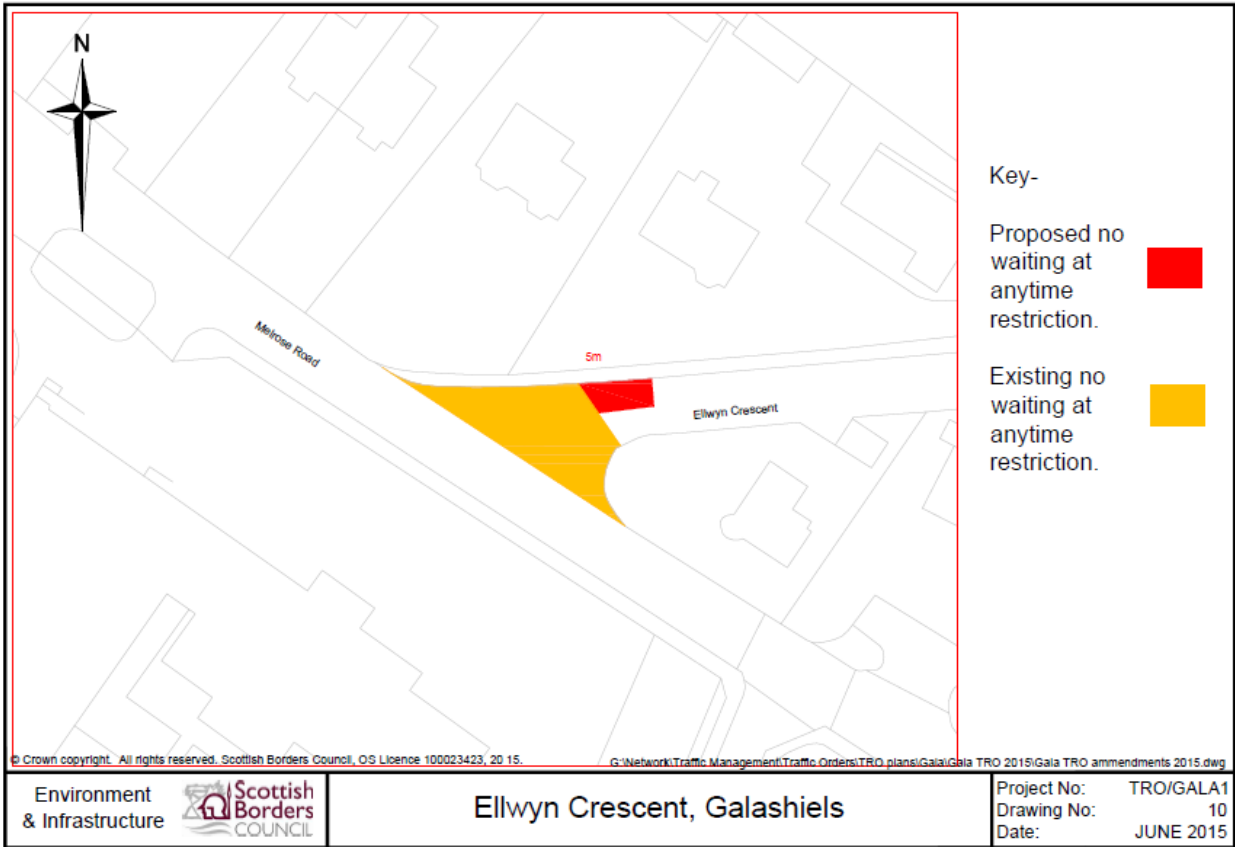
# Appendix A













## **Appendix B**

### ***Schedule I of the 1990 order that deals with “No waiting at any time”***

#### **Amendment to existing items**

##### Item 39

*Island Street, south west side, from a point 37m west of its junction with Hall Street for a distance of 30m*

##### Item 48

*Livingstone Place, substitute 13m and 14m for 30m in both cases.*

##### Item 55

*Delete item 55 and replace with:*

*Park Street, north west side, from its junction with Channel Street to its junction with Stirling Place  
Park Street, south east side, from its junction with Channel Street in a north easterly direction for a distance of 60m. From its junction with Stirling Place in a south westerly direction for a distance of 35m.*

##### Item 111

*Wood Street, north east side, from a point 10m west of its junction with access to Kilnknowe Caravan Park to a point 10m east of its junction with Kilnknowe Caravan Park.*

##### Item 117

*Ellwyn Crescent, delete “both sides” and substitute  
North side for a distance of 15m  
South side for a distance of 10m*

#### **Add New Items**

##### Item 119

*Bristol Terrace, from its junction with Buckholm Mill Brae south east for a distance of 5m*

##### Item 120

*Kilnknowe Place, east side, from a point 5m north of its junction with Torwoodlee Road to a point 5m south of its junction with Torwoodlee Road.*

*Kilnknowe Place, west side, from a point 5m north of its junction with Balnakiel Terrace to a point 5m south of its junction with Balnakiel Terrace.*

*Kilnknowe Place both sides, from its junction with Wood Street south for a distance of 10m.*

##### Item 121

*Torwoodlee Road both sides, from its junction with Kilnknowe Place east for 5m*

##### Item 122

*Balnakiel Terrace both sides, from its junction with Kilnknowe Place west for 5m*

##### Item 123

*Access to Kilnknowe Caravan Park, both sides, from its junction with Wood Street, north for a distance of 5m*

##### Item 124

*Bow Butts, both sides, from its junction with Church Street for a distance of 5m*

## ***Schedule XII of the 1990 order that deals with Taxis***

### **Add New Items**

*Sime Place south-east side, from a point 10m north-east of its junction with High Street for a distance of 25m*

*Park Street south east side. From a point 60m north east of its junction with Channel Street, for a distance of 16m.*