
COLDSTREAM TRAFFIC REGULATION ORDER

Report by Service Director Commercial Services

BERWICKSHIRE AREA FORUM

4 September 2014

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the (Coldstream) (Regulation of Traffic) Order 1979.**
- 1.2 Since the last Area Forum on 5 June 2014 where some Traffic Order proposals were deferred, discussions have taken place between Officers and Coldstream and District Community Council to amend/clarify proposals. These proposals seek to alleviate traffic management problems by introducing parking restrictions and a one-way system.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Berwickshire Area Forum:**
 - (a) **approves the amendments to the Borders Regional Council (Coldstream) (Regulation of Traffic) Order 1979, as amended, detailed in the plans in Appendix A and the relevant extract from the Draft Traffic Regulation Order in Appendix B; and**
 - (b) **agrees that, provided no objections are received through the consultation process, approves the promotion and making of the Traffic Regulation Order.**

3 BACKGROUND

- 3.1 Since the Area Forum of 5 June 2014, Officers have had discussions with the Community Council in order to progress the remaining deferred proposals.
- 3.2 The Community Council has carried out consultation with the local residents likely to be affected by each of the proposals and reported back with their findings. These are attached in Appendix C.
- 3.3 Statutory consultation was carried out from 18 June 2013 to 16 July 2013 and no adverse comments were received.
- 3.4 The original proposals were advertised to the public from 3 April 2014 to 1 May 2014 and 3 objections/comments were received. Copies of these are attached in Appendix D.
- 3.5 The original proposals were presented to Berwickshire Area Forum on 5 June 2014 and it was agreed that some of the proposals should proceed unchanged, but that the following areas should be subject to further local consultation facilitated by Coldstream and District Community Council:-
 - i) Home Place - One-way
 - ii) Duns Road - Extension of double yellow lines
 - iii) Lukes Brae - Access only
- 3.6 Based on the information received from the Coldstream and District Community Council's consultation, the Home Place One Way has been reduced in length to end at the junction with Bennecourt Drive.
- 3.7 The consultees requested that the proposal for Duns Road, Coldstream be amended to include restrictions on both sides of the road as well as an additional length to be added on both sides to bring the restriction past the access to The Manse.
- 3.8 The proposal for Luke's Brae will remain access only as this was favoured by the residents. Officers will investigate possible signage improvements to alleviate Community Council concerns.
- 3.9 As the proposal for Duns Road is more restrictive than the initial proposal, statutory and public consultation will be required again.
- 4.0 Consultation will be carried out on the amended plan detailed above and if no objections are received, it is proposed that the Traffic Order is made without further reference to Berwickshire Area Forum.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate to carriageway markings, signage and advertising costs.

- a) £1000

The cost would be borne by the existing Network Management budget.

4.2 Risk and Mitigations

- (a) This risk of not proceeding with the recommendations is that vehicles will be stopping in unsafe or inappropriate locations.
- (b) The additional risk of proceeding with the proposed amendments is that accidents may occur in the new one-way street. The likelihood of this will be reduced by increased signage, road markings and public awareness.

4.3 Equalities

An Equalities Impact Assessment scoping exercise has been carried out on this proposal, which concluded that there are no adverse equality implications and a full EIA was not required.

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 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 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 have been consulted and any comments received have been incorporated into the report.

Approved by

Service Director Commercial Services **Signature**

Author(s)

| Name | Designation and Contact Number |
|---------------|------------------------------------|
| Jim McQuillin | Team Leader, Network 01835 82 5139 |

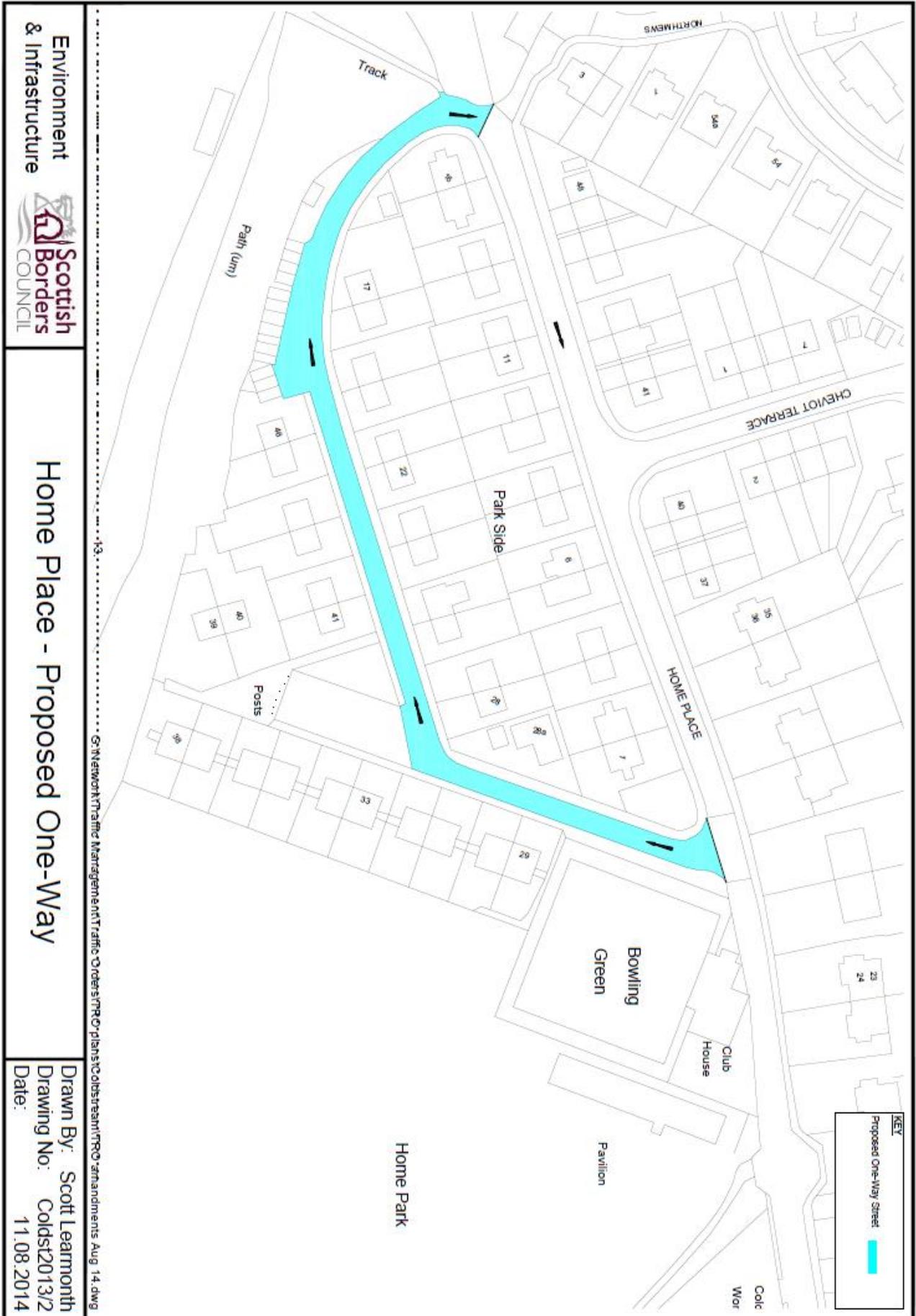
Background Papers: None

Previous Minute Reference: Berwickshire Area Forum 5 June 2014

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

Contact us at Jim McQuillin, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 824000, email eitranslationrequest@scotborders.gov.uk.

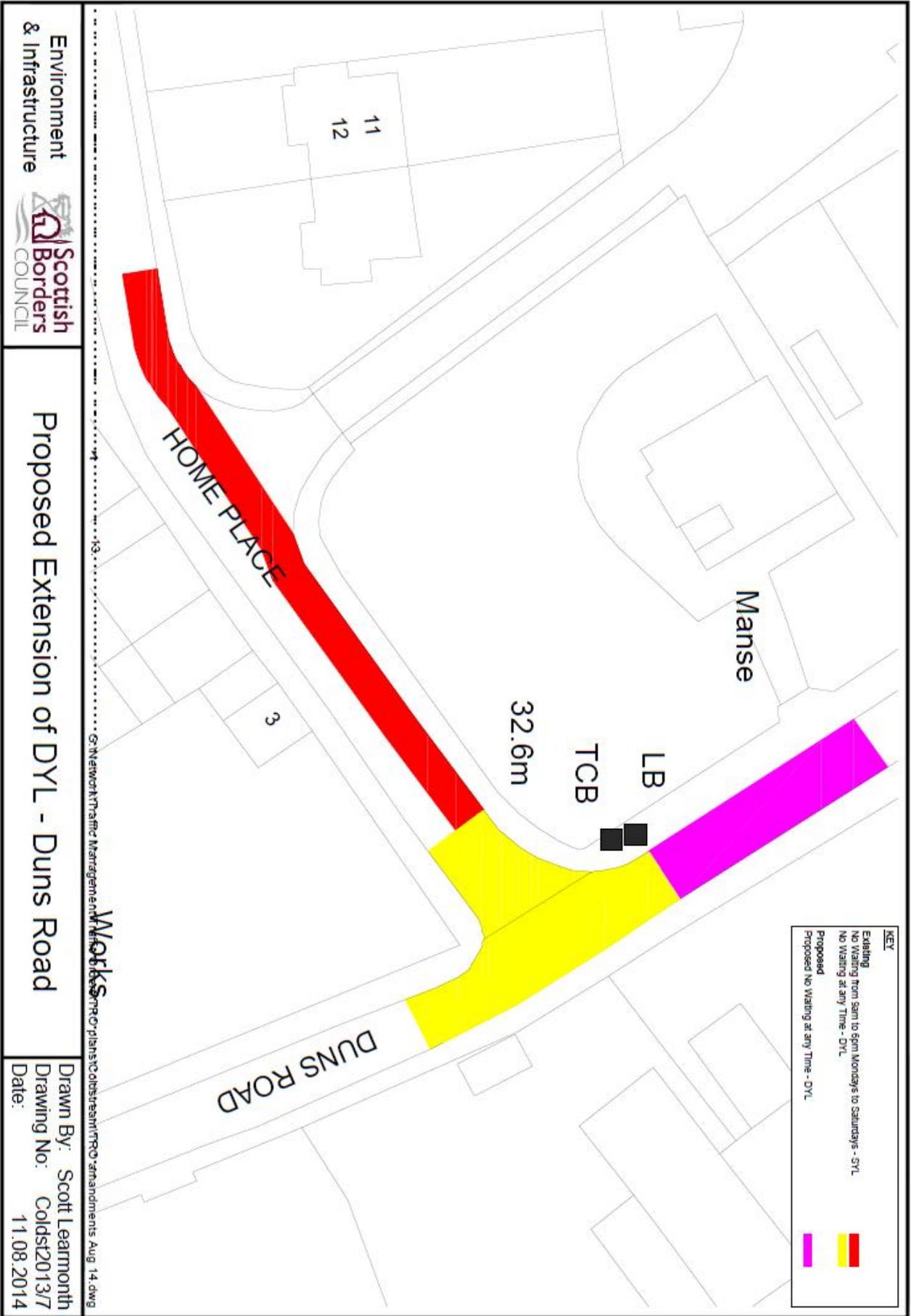
Appendix A – Plans of Proposals



Environment & Infrastructure
 Scottish Borders COUNCIL

Home Place - Proposed One-Way

Drawn By: Scott Learmonth
 Drawing No: Coldst2013/2
 Date: 11.08.2014



Coldstream TRO Amendment 2014

Roads and lengths of road where waiting is prohibited at any time but loading and unloading is permitted.

Schedule I

Amendment

Item 3 paragraph 1 Duns Road West Side delete the term “10m” and substitute therein “33m”

In item 3 paragraph 3 Duns Road East Side, delete the term “10m” and substitute therein “33m” and delete term “26m” and substitute therein “59m”.

Schedule IV

One-Way Streets

New Item

3. Park Side Over its entire length, from its Eastern junction with Home Place south-west and north-west to its Western junction with Home Place.

Schedule??

Access Only:

Luke’s Brae Over its entire length.

Appendix C – Consultation

Park Side TRO 2014

Description:

The TRO seeks to introduce a one-way system around Park Side and part of Home Place (to the foot of Cheviot Terrace).

Rationale:

Some time ago Cllr Moffat received a comment from a few concerned residents that there were safety concerns in relation to cars meeting at the corner beside houses 27 & 28 Parkside.

Background to consultation exercise:

As minuted in July 2013 and again as part of our consultation response, the CC were unaware of the rationale and the extent of desire or opposition towards a one way system in the Park Side area. At the Berwickshire Area Forum (05/06/2014) - where the TRO was to be ratified - the CC highlighted its concerns and was offered the opportunity to further consult with residents.

This was agreed with SBC officers and this report provides all parties with the outcome of that exercise.

Approach:

It was deemed that there are 48 properties that would be directly impacted by the proposed scheme and these are:

- 9 – 46 Park Side (inc 28A)
- 41 – 48 Home Place
- Bowling Club

As the CC was merely assessing the view of residents our task was to outline the following options and seek the resident's preferred one.

Option 1 - The proposal as presented in the TRO with no modifications

Option 2 - A modified proposal that would see a Give-way sited before the entrance to the Bennecourt development as approaching from Park Side – effectively outside 16 Parkside.

Option 3 – No change to the current layout

We undertook our first visit on the evening of Monday 23rd June and followed that up with a further visit on Monday 30th June.

Consultation responses:

The following table represents the quantitative outcome of our consultation.

Table 1

| Properties in scope | 48 | % of total Properties | As % of responses |
|--|----|-----------------------|-------------------|
| Total replies | 38 | 79.17% | n/a |
| Responses in favour | | | |
| Option 1 - As set out in TRO | 5 | 10.42% | 13.16% |
| Option 2 - modified to finish at Park Side | 18 | 37.50% | 47.37% |
| Option 3 - Not needed | 9 | 18.75% | 23.68% |
| Floating between 1 and 2 | 1 | 2.08% | 2.63% |
| Floating between 3 and 2 | 1 | 2.08% | 2.63% |
| Neutral | 2 | 4.17% | 5.26% |
| Unoccupied / No reply | 12 | 25.00% | n/a |

From the table it is clear that there is a majority of 63.16% who are in favour of a one way system of some sort i.e. the aggregate of option 1, option 2 and the one floating between options 1 & 2

The Neutrals have indicated that they will go with the majority view.

Those against the proposal account for 23.68% with a further 2.63% floating between options 2 & 3.

On a pure quantitative analysis of the findings it is clear that Option 2 comes out as the preferred option for just over 47% of respondents.

As can be seen from the above no other logical combination can eclipse the figures for option 2.

Unresolved issues that may impact on the effectiveness of changing the traffic flow:

Although the figures paint a picture it is not the entire landscape. When undertaking the consultation it became plainly evident that there are unresolved issues in this location. Some may represent the underlying cause of the initial complaint while others may present difficulties in implementing a solution.

Specific issues were raised by a significant portion of residents and these are:

- Parking too close to the junction of Home Place and Park Side (nr Bowling Club).
- Parking on alternate sides of the Home Place and Park Side resulting in bottlenecks and pinch points that affect lines of sight and may hinder access for emergency vehicles.
- Motorists' exceeding the 20mph limit – residents looking for traffic calming measures to mitigate this as there is a perception of no enforcement of the 20mph limit.
- Failure of motorists to observe the “rules of the road” when turning right from Home Place into Bennecourt – It is noted that Option 1 would alleviate this issue but with the attendant increase in traffic flow through Park Side.
- Unclear road signage and road marking at foot of Bennecourt – no Give-Way sign and road markings barely distinguishable.
- Drainage issues resulting in periodic flooding at the foot of Park Side beside the woods – this has been reported to by the CC to SBC Councillor Moffat for resolution with Scottish Water.
- During the winter surface water run-off can freeze making it difficult for residents to get round from Park Side onto Home Terrace near the woods. The introduction of Option 2's give-way may exacerbate this issue as vehicles could struggle to gain traction in icy conditions. NB some local residents work shifts and are often heading to work very early in the morning. This issue can be exacerbated by the drainage issue mentioned above
- There is a general feeling that the original intention for the access way to Bennecourt was for emergency vehicles only, and that its use by motorists is adding to traffic flows. Given that this has been the case for more than ten years there would seem little scope to change that and has been noted here for completeness.

What also became apparent was that residents feel that for the one-way to be successful it would require everyone to park on one side of the street around Park Side. This may cause issues for those houses with off Street Parking as these are located on both sides of the street.

Conclusion

From a pure statistical perspective and in terms of the desirability of a one-way system then Option 2 is the most preferred. However that solution may have unanticipated consequences (highlighted above) and may not address other more fundamental road safety issues than originally intimated to Cllr Moffat.

Caveat

The CC is minded to recommend that Option 2 is implemented but we also believe that SBC Councillors and roads officers should be aware of the unresolved issues and, where practicable, introduce measures to address the pre-existing concerns and mitigate the risks of introducing a one-way system.

Home Terrace / Duns Road TRO 2014

Description:

The TRO seeks to introduce Double Yellow Lines (DYL) on the disused quarry side of Home Terrace/Duns Road.

Rationale:

The specific rationale presented to SBC Roads is unknown but, from the CC perspective, we are aware of some concerns from local residents of line-of-sight issues when turning left and right from Home Place due to parking being too close to the junction.

Background to consultation exercise:

As minuted in July 2013 and again as part of our consultation response, the CC were unaware of the rationale behind the proposal and had significant concerns that by having DYL on one side of the road would result in displacement to the other side of the road potentially worsening lines-of-sight for traffic turning right from Home Place. At the Berwickshire Area Forum (05/06/2014) - where the TRO was to be ratified - the CC highlighted its concerns and was offered the opportunity to further consult with residents.

This was agreed with SBC officers and this report provides all parties with the outcome of that exercise.

Approach:

It was deemed that there are 9 properties that would be directly impacted by the proposed change and these are:

- The Manse
- 1 – 6 Home Terrace
- Ivy Lodge
- The Cottage

It is worth noting that:

- 8 of the 9 in-scope properties benefit from off-street-parking - the exception being The Cottage
- That (in the main) inconsiderate parking issues are caused by employees and/or visitors of Universal Fibre Optics.

As the CC was merely assessing the view of residents, our task was to outline the following options and seek the residents' preferences.

Option 1 - The proposal as presented in the TRO with no modifications

Option 2 - A modified proposal that would see DYL placed on the Manse side of the Road as well as the Quarry side.

Option 3 – Introduce Single Yellow Lines with a time restriction (e.g. 09.00 to 18.00 Mon-Fri) on the Quarry side.

Option 4 – Introduce Single Yellow Lines with a time restriction (e.g. 09.00 to 18.00 Mon-Fri) on both sides.

Option 5 – No change to the current restrictions

We undertook our first visit on the morning of Saturday 12th July and followed that up with a further visit on Tuesday 15th July.

Consultation responses:

The following table represents the quantitative outcome of our consultation.

Table 1

| Properties in scope | 9 | % of total Properties | As % of responses |
|-------------------------------|---|-----------------------|-------------------|
| Total replies | 7 | 77.78% | n/a |
| Option 1 - As set out in TRO | 0 | 0.00% | 0.00% |
| Option 2 - DYL both sides | 7 | 77.78% | 100.00% |
| Option 3 - SYL on Quarry side | 0 | 0.00% | 0.00% |
| Option 4 - SYL on both sides | 0 | 0.00% | 0.00% |
| Option 5 - No Change | 0 | 0.00% | 0.00% |
| No reply | 2 | 22.22% | n/a |

From the table it is clear that, of those who responded, there is unanimous support in favour of placing DYL on both sides of the road. There is also a general feeling that the DYL could be extended beyond the current planned extent. The basis for this is that it would help:

- Minimise line-of-sight issues from the junction at Home Place
- Alleviate the issues experienced by the residents of the Manse where inconsiderate parking by a minority of employees of Universal Fibre Optics has led to considerable inconvenience.

However, the extension of DYL is not without its knock-on effects - please see below.

From our consultation, there is an unanswered question and that is the extent (length) of the DYLS. The following will need to be considered by SBC Roads

- The occupants of the Manse would prefer for the DYLS to be extended beyond their entrance to allow unhindered access for their vehicles including a towed horse box
- The immediate neighbours (1 Home Terrace) are concerned that if the DYL are extended closer to their property then that may lead to displacement concerns for them. Consequently they would prefer for the DYL to stop at the point previously indicated on the TRO i.e. below the Manse entrance.
- Residents further up the road, can see the potential for displacement but see and the benefits it would offer the occupants of the Manse. Understandably the further away from the Home Place junction a person lives the less concerned they were about displacement

The community council does not possess the necessary professional expertise to offer an opinion on where the DYL should end – please refer to our conclusion at the end of the report.

Unresolved issues that don't directly impact the TRO,

When undertaking the consultation it became evident that there are unresolved issue in this location. Some may represent underlying causes for the introduction of the TRO, but their persistence won't necessarily impact on the introduction of DYL nor will the introduction of DYL impact on their resolution. Although these don't directly impact the TRO, they should be of interest to elected members, and may be of interest to Roads officers.

Specific issues were raised by a significant portion of resident and these are:

- Inconsiderate parking over residents' off-street parking access-ways

- Would it be possible to add white lines to delineate the off-street-parking entrances?
- Excess speed when turning right up Home Terrace
 - Will be reported to Police Scotland
- Motorists taking Insufficient time when negotiating the left-turn from Home Terrace down Duns Road
 - Will advise Police Scotland

Conclusion

It is difficult to draw a conclusion on this issue without fully understanding the rationale for its inception. However, if we were to assume that the rationale relates to inconsiderate parking on Home Terrace then the following factors need to be borne in mind.

- The vast majority of employee parking for Universal Fibre Optics is now off-street within an unused part of the yard near the junction with Nursery Lane. Consequently there are far fewer vehicles from UFO parking on Home Terrace, but instances of inconsiderate parking remain evident.
- The land on the quarry side has been designated as development land in the Local Development plan. Consequently there may be a future need to alter parking restrictions in the event that the land is developed. We assume any impacts would be assessed during formal planning consultations. FYI – the only application that we are aware of (07/02343/OUT – in 2007/8) indicated a desire to have access opposite the Manse.

At this juncture the CC is minded to recommend that Option 2 is implemented on the condition that further consultation is carried out by SBC to agree the extent of DYL implementation. The CC remains open to working with Councillors and officers to facilitate this.

Luke's Brae TRO 2014

You will recall that the CC had concerns about residents using the top of Luke's Brae as an access point to the High Street as pedestrians using the footway not expecting traffic to be emerging from Luke's Brae and crossing the footway and to some extent other road users would not expect traffic to be exiting. We were also concerned that the TRO to change the Co-op loading bay would exacerbate issues relating to line of sight when exiting from the top of Luke' Brae as well as pedestrians using the footway not expecting traffic to be emerging from Luke's Brae and crossing the footway.

The result of our consultation is that the residents don't share our concerns nor do they see a need to stop-up this brae as they regularly use (daily) the top of Luke's Brae as an access point to the High Street.

This result doesn't allay our concerns, but would it be possible to improve signage and/or road markings in this area to make it clear for all that traffic may emerge?

In conclusion:- at this juncture it would seem that the TRO should proceed as originally outlined.



COLDSTREAM & DISTRICT COMMUNITY COUNCIL

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FAO Service Director of Regulatory Services
Scottish Borders Council
Council HQ
Newtown St Boswells
Melrose
TD6 0SA

1st May 2015

Re: Coldstream Regulation of Traffic Amendment Order 2014

Dear Sir,

Please find below the response from Coldstream & District Community Council to proposed Traffic Regulation Orders for Coldstream.

Drawing Colds2013/ 1 Duns Road Proposed DYL- no comments

Drawing Colds2013/ 2 Home Place Proposed One-Way - No community councillor was aware of residents in that area pushing for a one way system, although Councillor Moffat indicated that there was support for it. There will be an inevitable increase in traffic flow through Parkside and we have no indication that this has been conveyed as a consequence by Councillor Moffat to local residents. In addition the community council has not had any feedback from residents about whether they support it or oppose it. Our only comment is that there is a flooding issue that would, at times, prevent vehicles from being able to use the entire loop and may require vehicles going the wrong way around the one-way system to exit Parkside. We would suggest that SBC liaise with Scottish Water regarding flooding issues before going ahead.

Drawing Colds/ 3 A698 High Street – Remove Parking Bays - The community council, whilst recognising the potential inconvenience for residents, we would support the removal of the spaces nearest the Leet Bridge where the road is too narrow for vehicles to pass if cars are parked there.

Drawings Colds2013/ 4, 5 & 6 High Street - More information is required on the reasoning behind the proposals before the community council can come to a

decision. Parking is already an issue in the centre of town and losing further parking spaces would require strong evidence to show that it was necessary - evidence which so far has not been provided by SBC. In the past when parking has been discussed with local police officers the response has always been that parked vehicles have a positive impact by slowing down the traffic moving through the town. We are also aware of concerns of local residents and traders about the loss of parking spaces on the High Street.

Drawing Colds2013/ 7 – Proposed Extension of DYL Duns Road – By having no restriction on the Manse side of Duns Road this may have the effect of encouraging parking on that side which would in turn obscure line of sight when exiting from Home Place.

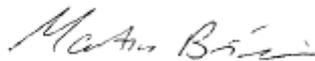
Drawing Colds2013/ 8 – One-Way Amendment – Nursery Road - no comments

Drawing Colds2013/ 9 – Luke's Brae No Vehicles Except for Access. The community council has previously requested that vehicles are prevented from exiting Luke's Brae directly onto the High Street, for safety reasons. We would liked to have seen this incorporated into the TRO.

Our view is that a wider review, involving full consultation with residents, of traffic flow on the High Street, Leet Street/Duke Street area is needed before any changes are made.

Trusting this is satisfactory.

Yours faithfully,



Martin Brims
Chairman

1 North Mews
Coldstream
TD12 4EF

28th April 2014

Dear Sirs

Ref: Coldstream Regulation of Traffic Amendment Order 2014

Home Place & Parkside

I note from the proposal that you are planning to make parts of Home Place and Parkside one way – I commend this with a caveat.

It has been noted in the Golf View Residents Association AGM that there is a background level of children using the slope down Bennecourt Drive and into North Mews to gain huge speeds in the descent. Clearly the entry from Home Place to North Mews provides a conflict point in that traffic emerges almost blindly into the path of rapidly moving children. I make you aware of it as a conflict point in case of a future serious injury incident that could be easily avoided.

With the best will in the world, attempting to educate the children is a long process but the conflict could be instantly removed by adding the short 20 metre “leg” from the corner of Home Place to the corner of North Mews (adjacent to 3 North Mews) as part of the one-way proposal you are already making. I would favour this being made in the “downhill” direction (ie. from North Mews into Home Place).

In any case, I assume that suitable signage will be installed at strategic points within the scheme. I would not consider multiple instances of illuminated signs as “suitable”.

Nursery Lane

At present, other than the ‘no entry’ sign at the egress point on to the High Street, there is no evidence on the ground that there is currently no signage to indicate that any of the current roadway is one way. I assume that suitable signage will be installed.

Removal of the parking space outside the Bank of Scotland

Since the installation of the bus shelter removing two (if not 3) usable parking spaces from the off-street car park at Henderson Park, there is already a shortage of parking/waiting at this end of the High Street, particularly for people stopping very briefly to use the bank – you will exacerbate that shortage by removal of this space.

General

All of the current yellow line markings within Coldstream fail the legal test – they are almost all either discontinuous by way of neglect or incorrectly terminated, so should one be so minded easily defeated in law. I trust all markings will be examined and renewed as part of this.

This consultation should have been online from the start – it is by pure chance that I spotted a notice on a lamp post (which is in fact in someone’s garden). By my agitation it was finally placed online this morning.

Further, I note that the dates on the drawings are all dated in 2013 – it would have been rather good if there had been some consultation around that time to listen to residents and other interested parties. You may wish to consider this for future proposals.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'J. Waghorn', written over a light blue horizontal line.

Jason Waghorn

Ref: The Borders Regional Council (Coldstream) (Regulation of Traffic) Order 1979

One way system in Parkside/Home place, Coldstream.

I, the undersigned, wish to object to the imposition of a one-way system in parts of Parkside/Home Place. We feel it is unnecessary and would cause more problems than it would solve. If you force vehicles to go round Parkside as proposed you will have issues at the bottom end where the road goes round the bend at the woods as this section has severe flooding when we have heavy rain. The main problem in the Parkside/Home Place area is the parking alongside the bowling club causing a restricted view, not helped by the resident who parks her car opposite this junction! It is also a concern of the residents of Parkside/Home Place that there has been a dramatic increase of traffic coming from Bennecourt since an access road was put in place. When this estate was being built we were under the impression that there would be a barrier there which would allow access to emergency services only and not be a permanent access for Bennecourt residents who use Parkside/Home Place as a 'rat run'.

There are 2 places in Coldstream which would benefit from one way systems; Leet St, where the Fire Engines would be able to speed off to a call without worrying if there's a car coming towards them, and Hill View from the Lorry Park to The bottom of Priory Hill. This road is always a concern with cars parked on the bends and obstructing the view. There are many occasions when cars have to reverse quite a long way to avoid a collision with oncoming vehicles which they haven't seen until they are both midway past a line of parked cars.

Yours,

Robert Bolton
8 Parkside
Coldstream
TD12 4DX



The Manse,
Duns Road,
Coldstream
TD12 4DP.

Dear Sir / Madam,

I am writing to you regarding
the proposed plans of double yellow line extensions
to Duns road,

I reside in the Manse where for the last couple
of years my husband and myself have had continual
problems gaining access to our house, due to traffic
over-flow and excessive parking outside and opposite
our main gates. As the local scrap yard is directly
opposite we have heavy duty vehicles parking opposite
continually despite asking people to move, it is never
resolved, often ending in rude and verbal abuse.

I have asked our local councillor for help and was asked
to monitor the traffic and send daily photographs of
problems unfortunately I work and have no time.
I'm sure all could be resolved by extending the double
lines passed the Manse gates on both sides surely
this will help ease a stressful situation.

I can no longer park my single trailer horse box
as I can not enter or exit on occasions and have it
parked 8 miles away. My car has had to have new

suspension springs due to mounting kerbside.

Thankyou

Sylvia Lees
