

SCOTTISH BORDERS COUNCIL
BERWICKSHIRE AREA FORUM

MINUTE of the MEETING of the
BERWICKSHIRE AREA FORUM held in the
Chamber, Newtown Street, Duns on 5 June
2014 at 6.30pm.

- Present:- Councillors M. Cook (Chairman), J. Fullarton, J. Greenwell, D. Moffat, F. Renton.
Community Councillors:- Abbey St Bathans – David Morrison, Ayton – John Slater,
Cocksburnpath – Pauline Hood, Coldingham – Rhona Goldie, Coldstream and
District – Martin Brims, Cranshaws, Ellemford and Longformacus – Mark Rowley,
Duns – Anne Affleck, Edrom, Allanton & Whitsome – Maggie Mann, Eyemouth Town
– Neil McMurdo, Foulden, Mordington and Lamberton – Howard Doherty, Gavinton,
Fogo and Polwarth – John Marjoribanks, Hutton and Paxton – June McGregor,
Reston and Auchencrow – Logan Inglis.
- Apologies:- Councillor J. Campbell.
Community Councils: Grantshouse – Kym Bannerman.
- In Attendance:- Dr E Baijal (Joint Director of Public Health), P Alexander (NHS Borders Board), J
Weir (NHS Borders), I Brown (Cultural Services Manager SBC), C Ovens
(Infrastructure Manager SBC), D Silcock (Neighbourhood Area Manager
Berwickshire), Democratic Services Officer (P Bolson).

Members of the Public:- 5

1. The Chairman welcomed those present and opened the meeting by offering condolences to the families and friends of those who lost their lives during the Jim Clark Rally. He then asked those present to stand and observe a minute silence in their memory. The Chairman explained that there was an ongoing investigation into the incident and that officers within Scottish Borders Council were working alongside colleagues in Police Scotland and other partner agencies both in respect of the investigation and any public safety review that followed.

MINUTE

2. There had been circulated copies of the Minute of 6 March 2014.

DECISION

APPROVED the Minute for signature by the Chairman.

PRESENTATIONS

PROPOSALS FOR CULTURE TRUST IN THE SCOTTISH BORDERS

3. The Chairman welcomed Mr Ian Brown, the Council's Cultural Services Manager who was in attendance to give a presentation on the proposals to transfer Community Services from direct Council provision to delivery by a Charitable Trust. Following the decision of Council on 27 February 2014, officers had since been working to develop a business case and a potential implementation model for the Trust and were now undertaking public consultation on the proposal. Mr Brown explained that the current overall budget for Cultural Services was £4.8m and that the target savings associated with the delivery of the services currently in scope for transferring to a Trust, namely libraries and information services; museums and galleries; archives and local history; arts development; Heart of Hawick; public halls; community centres and the administrative support for all of these services had been set at over £400,000. Mr Brown went on to explain that officers had been considering two high level options for these savings to be achieved while at the same time protecting front line services, local delivery and putting the services on a positive footing for the future. He further explained that transferring services to a Trust would enable the vast majority of the savings target to be secured from rates

remission. A Trust could also be more demand-led, flexible and responsive to the needs of customers and users and would be bound to reinvest any profits from the trading arm of the company back into its charitable aims. Mr Brown advised that a Trust, as well as being registered with the Office of the Scottish Charities Regulator (OSCR) would also be a Company Limited by Guarantee, managed by a Board of Trustees that included a number of Elected Members and would be contracted by Scottish Borders Council to deliver a range of services across the Borders.

4. Members were advised that nine local authorities in Scotland had already transferred their Cultural Services to a Trust. Mr Brown informed Members that following the end of the current consultation period, a report would be presented to Council in the autumn of 2014 with a view to a Trust being established by October 2015. In response to questions, Mr Brown advised that other Local Authorities in Scotland already transferred to a Culture Trust had reported some success and it was noted that these operational Trusts were still in their early stages of development. Mr Brown further advised that there would be no loss of income to the Council and that any requirements in relation to service provision, charges etc would be written into the conditions of the transfer. Mr Brown further advised that buildings currently used for cultural purposes would be leased on a 25 year basis with maintenance arrangements still to be negotiated and that no museums collections would be sold to the Trust. Mr Brown confirmed that the Trust would be responsible to Scottish Borders Council but that the relationship would be appropriately separate to allow the Trust to be established. He also advised that SBC would resume responsibility for the services should the Trust fail. The Chairman thanked Mr Brown for his presentation and encouraged the public to respond to the consultation.

DECISION

NOTED the presentation.

NHS BORDERS CLINICAL STRATEGY

5. The Chairman welcomed Dr Eric Baijal, Joint Director of Public Health, Ms Pat Alexander, NHS Board Member and Ms Joanne Weir, NHS Borders Planning and Performance Officer to the meeting. Copies of the consultation document 'NHS Borders Clinical Strategy – An evolving conversation' were distributed at the meeting. Dr Baijal began his presentation by introducing the document and highlighting the Key Principles of the NHS Borders Clinical Strategy - Services will be Safe, Effective and High Quality; Services will be Person-Centred and Seamless; Health Improvement and Prevention would be as important as treatment; Services would be delivered as close to home as possible; Admission to hospital would only happen when necessary and would be brief and smooth; and Services would be delivered efficiently within available means. He went on to explain that the aim of the consultation was to outline the need for change to meet the increasing demand for services and to engage with local communities on their views on the Key Principles whilst ensuring high quality healthcare was maintained. Dr Baijal explained that NHS Borders' vision was to ensure that, by 2020, everyone in the Borders would be able to live a longer and healthier life either at home or in a homely setting with integrated health and social care; a focus on prevention, anticipation and supported self-management; and concentration on returning people to their own homes as soon as appropriate following hospitalisation or day treatment. Dr Baijal went on to illustrate how demographic, health and economic pressures could combine to create 'the perfect storm' whilst noting the major changes in the population pyramid relating to Scotland from 1901 to 2031. Members were informed that NHS Borders would need to build a new 28 bedded unit, at an estimated cost of between £2m and £3m for each (without equipment) every year for the next seven years just to keep pace with demand for services based on current and projected requirements. Dr Baijal explained that financial constraints on the NHS and the need to deliver significant efficiency savings now demanded new ways of providing services to the local communities whilst emphasising that patient safety was the number one priority of NHS Borders Corporate Objectives.
6. Dr Baijal outlined some of the challenges still to be met. With regard to Out of Hours emergency cover, Dr Baijal listed GP out of hours provision; emergency department consultants and overnight solutions; hospital at night and vulnerable rotas; medical cover for community hospitals; and trainee dependency for some wards and went on to note that there was an

opportunity here to apply some of the Key Principles in terms of redesigning unscheduled care to develop a person-centred safe and effective response to patients. He went on to explain that in cases of unscheduled care, the first point of contact could be an Advanced Nurse Practitioner or Nurse Practitioner and that transferable core skills across the workforce would need to be in place so that patient deterioration or minor injuries were quickly recognised. Discussion followed and Dr Baijal answered a number of questions. In terms of travel and public transport problems, Dr Baijal advised that telephone contact and technology such as Skype could perhaps be further used to reduce the need for travel in some circumstances and that NHS Borders was working with SBC and other Community Planning partners to address this issue. A skilled workforce would be required to deliver increased care within the community and resources could be moved from hospital to community base as appropriate. With regard to whether it would be possible to apply Key Principle 3 'Health improvement and prevention will be as important as treatment of illness' and Key Principle 4 'Services will be delivered as close to home as possible' to Berwickshire, Dr Baijal confirmed that these Principles would be deliverable whilst acknowledging that the challenges in Berwickshire would differ from other areas and that Primary Care would change with paramedics being more involved in providing this service. In terms of treatment of seriously injured patients, he confirmed that they would be treated at the most appropriate hospital following discussion between paramedics and their Control Centre. He went on to confirm that delivery of a robust, resilient service across the Borders would be maintained without compromise

7. It was noted that the formal consultation period ended on 6 June 2014 but given the timetable of Area Forum meetings, comments submitted after the deadline would be taken into account whenever possible. Dr Baijal closed his presentation by encouraging the public to participate in the consultation process noting that a summary and feedback of the findings would be prepared between June and August 2014. The Chairman thanked Dr Baijal and his colleagues from NHS Borders for their attendance.

DECISION

NOTED the presentation.

ROADS ASSET MANAGEMENT PLAN 2013 – 18

8. The Chairman welcomed Mr Colin Ovens, SBC's Infrastructure Manager who was in attendance to give a presentation on the Roads Asset Management Plan (RAMP) for the Scottish Borders. Mr Ovens began by explaining that Asset Management was actually a collection of processes for ensuring that roads assets were maintained as efficiently and effectively as possible within the available budget and that the Roads Asset Management Plan defined the strategy, policies and operational standards for managing and maintaining the Council's roads assets for the future. He further explained that the Road Condition Indicator (RCI) was a tool used nationally to measure the condition of current road networks and included a range of measures such as longitudinal profile, lane rutting, texture of road surface and cracking. The survey data from these measurements was collected over a two year period and averaged out to reduce the possibility of sampling errors. Lengths of road were classified as Red – when maintenance was required; Amber – where further investigation and monitoring was required; and Green – signifying that the road was in a satisfactory condition but that an occasional defect might exist. Mr Ovens went on to explain that the RCI was the sum of the Red and Amber classification and that the result was expressed as a percentage of the total length of road, the example given to demonstrate this being that the RCI for the Borders was currently 41.7%. Mr Ovens confirmed that there was a trend of deterioration of the roads network and went on to detail some of the possible surface treatments available, noting that these could be categorised as either corrective or preventative measures. He further explained the benefits and costs of each and advised that the current spending plans could not address the wholesale removal of all defects. To eliminate all Red and Amber defects would require a "one-off" payment of £65m; to eliminate Red only would necessitate a "one-off" payment of £23m; to keep the road network in its current condition would cost £4.3m per annum; and to continue with the current annual core budget of £1.35m would result in further significant deterioration with the RCI increasing to 65%. Mr Ovens advised that the RAMP Status and Options report had therefore considered alternatives to these and had selected a medium term investment plan which would slow down further deterioration and result in an RCI of 45%. In

summary, Mr Ovens stated that the key to Asset Management was making the right repair in the right place at the right time.

9. Copies of the Asset Programme of Revenue and Capital Works for the Berwickshire Area 2014/2015 had been circulated at the meeting. Mr Ovens answered questions on the detailed works listed, confirming that the Programme was planned work and included surface dressing under the Capital budget and bridges within the Scottish Borders. Mr Ovens advised that 75% of street lighting would be replaced by LED lights over the next five years and that a further presentation would be made to the Berwickshire Area Forum in due course. In response to a question on benchmarking across Scottish Local Authorities, Mr Ovens advised that Scottish Borders' RCI was at the lower end of the published figures. Discussion followed and Members were advised that the network in the Scottish Borders covered 3,000k of roads, making it the fourth largest in Scotland and that over 30% of this lay within Berwickshire.

DECISION

(a) NOTED the presentation; and

(b) AGREED to receive a presentation on Street Lighting at a future meeting.

SBLOCAL SMALL SCHEMES

10. There had been circulated copies of a report by the Service Director for Neighbourhood Services on proposed new SB Local Small Schemes. The report advised that £48,197 was available for small schemes within the Berwickshire Area during 2014/15 financial year and that an additional £20,000 was available for Quality of Life schemes, bringing the total to £68,197. The report explained that the following schemes had been requested for consideration by the Berwickshire Members and local Community Councils: Supply and erect notice board at Burnmouth; Install kerbing on the Green, Gavinton; Overlay the path that runs from The Royal Bank of Scotland to Crosshill, Chirnside; Contribute to the resurfacing at Marine parade, Eyemouth; Supply and install play equipment at Acredale Park, Eyemouth; Build a drystone dyke wall at the East End, Chirnside; Thin trees at Fishers Brae, Coldingham; Thin trees at Grantshouse Village; Replace old bench at Edrom Village; Contribute to the 125 memorial at Generals Wynd, Eyemouth; Install hard stance for portaloo at the harbour Burnmouth; Tar path and regrade embankment Home Park, Coldstream; Resurface the path at Lammerview, Chirnside; Contribute to the refurbishment of the Jim Clark Rooms, Duns; Purchase a floral display to commemorate WWI, for the bottom of Guardsroad, Coldstream; Provide planters and soil for the floral gateway committee Gavinton; Provide new posts and repaint the tennis court, Greenlaw; Install new fence at the play park, Whitsome; Re-point the wall at Henderson Park, Coldstream; Provide a bench, picnic table and paint for the Burnmouth Enhancement Group. An additional seven schemes, namely Enhancement work at Burnmouth Village, 6 tonnes of topsoil, and perennial plants, decorative stones; Replace existing fence at Cove car park to match in with existing fence; Trough type planter for installing at the Luckenbooth, Coldingham; Enhancing the area in front of Cockburnspath War Memorial and install bollards; Memorial Bench engraved in bench for the Jim Clark Room Duns after the visit to Duns by Sir Jackie Stewart; Overlay the footpath with tarmac at the Bluebell steps, Coldstream as requested for events connected with the Queens Baton Relay; and Fence planters for Fogo Nursery as part of the village enhancement were presented at the meeting.

DECISION

(a) AGREED to approve the following small schemes:-

(i)	Supply and erect new notice board at Burnmouth Village	£1500
(ii)	Install kerbing on the Green, Gavinton	£2400
(iii)	Overlay the path the runs from The Royal Bank of Scotland to Crosshill, Chirnside	£4700
(iv)	Contribute to the resurfacing at Marine Parade, Eyemouth	£7000
(v)	Supply and install play equipment at Acredale Park, Eyemouth	£3100
(vi)	Build a drystone dyke wall at the East End, Chirnside	£ 950
(vii)	Thin trees at Fishers Brae, Coldingham	£ 950

(viii)	Thin trees at Grantshouse Village	£ 700
(ix)	Replace old bench at Edrom Village	£ 150
(x)	Contribute to the 125 Memorial Generals Wynd, Eyemouth	£5000
(xi)	Install hard stance for portaloo at the Harbour, Burnmouth	£1000
(xii)	Tar path and re-grade embankment at Home Park, Coldstream	£1150
(xiii)	Resurface the path at Lammerview, Chirnside	£ 850
(xiv)	Contribute to the refurbishment of the Jim Clark Room, Duns	£1000
(xv)	To purchase and install a floral display to commemorate WWI, Guardsroad Coldstream	£1250
(xvi)	To provide planters and soil for the floral gateway committee, Gavinton	£ 440
(xvii)	To provide new posts for the tennis nets and reline the court, Greenlaw	£ 950
(xviii)	To install a new fence at the play park around flower planter, Whitsome	£ 250
(xix)	To re-point the wall at Henderson Park, Coldstream as requested by the community council	£2375
(xx)	To provide a bench, picnic table and paint for the Burnmouth Enhancement Group	£ 400
(xxi)	Enhancement work at Burnmouth Village, 6 tonnes of topsoil, and perennial plants, decorative stones	£ 990
(xxii)	Replace existing fence at Cove car park to match in with existing fence	£ 600
(xxiii)	Trough type planter for installing at the Luckenbooth, Coldingham	£ 150
(xxiv)	Enhance the area in front of Cockburnspath War Memorial and install bollards	£4250
(xxv)	Memorial Bench engraved in bench for the Jim Clark Room, Duns after the visit to Duns by Sir Jackie Stewart	£ 950
(xxvi)	Overlay the footpath with tarmac at the Bluebell Steps, Coldstream as requested for events connected with the Queens Baton Relay	£2500
(xxvii)	Fence planters for Fogo Nursery as part of the village Enhancement	£ 50

(b) NOTED that the above spend would leave a balance of £22,992 in the Small Schemes budget for Berwickshire.

COLDSTREAM TRAFFIC REGULATION ORDER

11. There had been circulated copies of a report by the Service Director Commercial Services on proposals to amend the (Coldstream) (Regulation of Traffic) Order 1979 by introducing parking restrictions and a one-way traffic system. The report explained that a number of comments and complaints had been received by the Council relating to parking and vehicle movement within Coldstream and that these together now formed a single Traffic Order amendment. The statutory consultation of the Order was carried out from 18 June until 16 July 2013 with no adverse comments received and the proposals were therefore advertised to the public between 3 April and 1 May 2014. Fifteen objections/comments were received and were attached as appendices to the report. The majority of objections/comments related to the Plan Coldst2013/5 (Proposed Double Yellow Lines, High Street) therefore the decision had been taken by officers to undertake further investigation and to not progress the proposal for High Street at this time. The report noted that carriageway markings, signage and advertising costs would total £3,000 and that this would be borne by the existing Network Management budget. Discussion took place and concerns were raised. A number of those present found it difficult to clearly identify the detail in the drawings and this was noted in terms of any future plans which might be presented to the Forum. In terms of consultation, Mr Brims, representing Coldstream and District Community Council, indicated that there had been insufficient time and opportunity for the Community Council to participate fully in the process generally and in particular, to the proposed one-way system on Home Place. The Chairman confirmed with officers that there was no time restriction relating to the Order therefore, with regard to a further three of the

proposals – namely Coldst2013/2 (the proposed one-way system on Home Place); Coldst2013/7 (Proposed Extension of Double Yellow Lines – High Street); and Coldst2013/9 (No Vehicles Except for Access Duke's Brae), further consultation and discussion was required.

DECISION

(a) AGREED:-

(i) to approve the amendments to the Borders Regional Council (Coldstream) (Regulation of Traffic) Order 1979, as amended, as detailed in plans in Appendix A to the report and the relevant extract from the Draft Traffic Regulation Order in Appendix B, at:-

- (a) Duns Road - Proposed Double Yellow Lines;
- (b) A698 High Street - Removal of Parking Bays;
- (c) Goods Vehicle Loading/Unloading and Limited Waiting - Co-op, High Street;
- (d) Removal of Parking at Entrance, Bank House; and
- (e) One-Way Amendment – Nursery Road.

(ii) that the amendments to the Borders Regional Council (Coldstream) (Regulation of Traffic) Order 1979, as amended, as detailed in plans in Appendix A to the report and the relevant extract from the Draft Traffic Regulation Order in Appendix B be deferred to allow further consultation to be carried out and an updated report to be presented at the meeting of Berwickshire Area Forum on 4 September 2014 at:-

- (a) Home Place – Proposed One-Way;
- (b) Duns Road – Proposed Extension of Double Yellow Lines; and
- (c) Luke's Brae – No vehicles Except for Access.

(b) NOTED that the proposals in plan Coldst2013/5 High Street had been removed from Borders Regional Council (Coldstream) (Regulation of Traffic) Order 1979, as amended.

BERWICKSHIRE COMMUNITY COUNCILS FORUM

12. Mr Logan Inglis gave an update on the activity of the Berwickshire Community Council Forum and informed Members that two meetings would now be held annually where previously, it had been four, and that there were changes to the Constitution. There followed a general discussion relating to the Community Benefits Charter and the working relationship between Community Councils and wind farm developers. The Chairman thanked Mr Inglis for the update.

DECISION

NOTED.

OPEN QUESTIONS

13. **NHS Borders** – Mr Rowley, Ellemford and Longformacus CC raised the issue of NHS Borders service provision throughout rural Berwickshire. Mr Rowley intimated that there was a general concern that the service received in this area had diminished recently and asked whether Elected Members were in a position to submit these concerns to NHS Borders on behalf of the Berwickshire communities. There followed a discussion and Members agreed that it was within their scope to make such submissions if they so wished. The discussion also addressed the attendance by Community Planning Partners at Forum meetings and it was agreed that this would be taken forward and that any updated information would be presented to the Forum in due course.

DECISION

(a) **NOTED.**

(b) **AGREED that Community Planning Partners be approached to ascertain each organisation's representative for Berwickshire Area Forum and to ensure that they were included in the circulation for Agendas and papers for meetings.**

14. **Police Scotland** – Ms Goldie, Coldingham CC noted that there not been a representative from Police Scotland in attendance at Berwickshire Area Forum for some time and also raised concern that the reports received from Police Scotland were very general and lacking in detailed local information. Discussion followed and it was noted that pressure of work and additional duties such as those related to the Commonwealth Games may have contributed to the absence of a Police Officer at meetings recently.

**DECISION
NOTED.**

15. **Reston Station** – With reference to concern raised regarding a new local rail service, Reston Station and any impact this might have on the national East Coast Line service, those present were informed that these were two completely separate franchises for national and local services and that no diminution of service on the national East Coast line was anticipated.

**DECISION
NOTED.**

COMMUNITY COUNCIL SPOTLIGHT

16. (a) **Queen's Baton** – Coldstream looked forward to welcoming the Queen's Baton to the town at 7.40am on 14 June 2014.
- (b) **The Herring Queen** – The Herring Queen Festival in Eyemouth celebrates its 70th Anniversary commencing with the Crowning Ceremony on 26 July 2014 and continuing for the week.

**DECISION
NOTED.**

FUTURE AGENDA ITEMS

17. Discussion took place regarding subjects for consideration at future meetings, including the possibility of holding occasional single topic meetings. It was agreed that the following items be added to future Agendas:-

Transport – to include rail, bus, taxi and Third Sector services;
Health-related transport issues;
Frequency of meetings – taking into account time pressures at meetings to enable full discussion of issues.

**DECISION
NOTED.**

URGENT BUSINESS

18. Under Section 50B(4)(b) of the Local Government (Scotland) Act 1973, the Chairman was of the opinion that the item dealt with in the following paragraphs should be considered at the meeting as a matter of urgency, in view of the need to keep Members informed.

POLICE SCOTLAND

There was tabled at the meeting a report by Police Scotland updating Members on performance, activities and issues across the East Berwickshire and Mid-Berwickshire Wards for the period to 31 May 2014. Members noted that the Berwickshire Wards had recorded a 25% decrease in reported crime compared to the same period the previous year, and a reduction of 11.7% in solvency for the same timescale. The report went on to advise that the local Multi-Member Ward Plans for East Berwickshire and Mid-Berwickshire were the result of public consultation, and that these Plans would be reviewed annually to ensure that the priority issues of the local communities

were being addressed. Currently, the priorities for East Berwickshire were speeding vehicles, drugs misuse, youth anti-social behaviour and alcohol, and rural thefts whilst in Mid-Berwickshire indiscriminate parking, youths and anti-social behaviour and dog fouling were listed as the main concerns. The report detailed incidents which had taken place since 3 April 2014 and it was noted that telephone scams were of some concern, with one incident recorded where £20,000 was fraudulently obtained from an elderly individual. The public were asked to be particularly alert to this type of crime and to never pass account details to anyone by telephone. Multi-Member Ward Plans for East Berwickshire and Mid-Berwickshire were now available on the Police Scotland website at

http://www.scotland.police.uk/assets/pdf/142349/lothiansborders/216181/east_berwickshire_mmw_p_apr_2014.pdf?view=Standard and

http://www.scotland.police.uk/assets/pdf/142349/lothiansborders/216181/mid_berwickshire_mmw_p_apr_2014.pdf?view=Standard

**DECISION
NOTED.**

SCOTTISH FIRE AND RESCUE SERVICE

20. There was tabled at the meeting a report by the Scottish Fire and Rescue Service on response and resilience activity in the East Berwickshire and Mid-Berwickshire Wards during the months of April and May 2014. The report noted that there had been four non-deliberate house fires and four other fires, two of which were deliberate; six special service responses relating to four road traffic collisions, one person fall and one water incident; and thirty-one non-deliberate unwanted fire signals. The report noted a number of initiatives currently taking place including home fire safety visits, Firesharp and fire safety audits. The report went on to detail ongoing activity associated with recruitment, unwanted fire signals and further work relating to fire case study and adult & child protection policies. Further information was available on the Scottish Fire and Rescue website: <http://www.firescotland.gov.uk/>

**DECISION
NOTED.**

DATE OF NEXT MEETING

21. The next meeting of the Berwickshire Area Forum will be held on Thursday, 4 September 2014 at 6.30pm in the Council Chamber, Newtown Street, Duns.

**DECISION
NOTED.**

PRIVATE BUSINESS

DECISION

AGREED under Section 50A(4) of the Local Government (Scotland) Act 1973 to exclude the public from the meeting during consideration of the business contained in the following items on the grounds that they involved the likely disclosure of exempt information as defined in paragraph 6 of part 1 of Schedule 7A to the Act.

SUMMARY OF PRIVATE BUSINESS

Minute

1. The Forum noted the Private Minute of the meeting of 6 March 2014.

The meeting concluded at 9.25pm.

NEIGHBOURHOOD SMALL SCHEME WORKS

Report by Service Director for Neighbourhood Services

BERWICKSHIRE AREA FORUM

4 SEPTEMBER 2014

1 PURPOSE AND SUMMARY

1.1 This report seeks approval for the proposed new Neighbourhood Small Schemes from the Area Forum.

1.2 The following schemes have been requested for consideration by the Berwickshire Members and Community Councils:- Contribute to the upgrading of the footpath between BHA Offices and the Volunteer Hall, Duns. Install a barrier at Home Park, Coldstream. Purchase 2 picnic benches for Whitsome Play Park. Replace old street nameplates in Reston. Supply new recycling and litter bins at Coldingham Sands. Manufacture and erect new entrance to village sign Chirnside.

2 RECOMMENDATIONS

2.1 I recommend that the Berwickshire Area Forum:

Approves the following new Neighbourhood Small Schemes for implementation:-

- i Contribute towards upgrading of footway from BHA Offices to the Volunteer Hall Duns £2500**
- ii Install a barrier at Home Park Coldstream £615**
- iii Marking out car park spaces at Merse View Paxton £550**
- iv Purchase 2 picnic tables for Whitsome Play Park £200**
- v Replace old Street nameplates in Reston £1050**
- vi Supply new recycling and litter bins at Coldingham Sands £1200**
- vii Manufacture and erect new entrance to village sign at Chirnside £250**

3 BACKGROUND

- 3.1 Elected Members, Community Councils and the public can request potential small schemes or work to be undertaken by the Neighbourhood squads by contacting the Neighbourhood Area Manager direct. Neighbourhood Operations is contactable via the new Scottish Borders Council telephone number 0300 100 1800, e-mail address – enquiries@scotborders.gov.uk or by writing to Neighbourhood Services, Council Headquarters, Newtown St. Boswells, Melrose TD6 0SA.
- 3.2 The following scheme have been requested for consideration via these routes to enhance the Berwickshire Area:-
- 3.3 Contribute towards footpath upgrade at BHA – Volunteer Hall, Duns as requested by Councillor Renton. £2500
- 3.4 Install a barrier at Home Park, Coldstream to prevent unauthorised access. £615
- 3.5 Marking out car parking spaces at Merse View, Paxton as requested by the Community Council. £550
- 3.6 Purchase 2 picnic tables for Whitsome play park as requested by the Community Council. £200
- 3.7 Manufacture and erect new nameplates in Reston as requested by Councillor Campbell. £1050
- 3.8 Supply 6 new bins litter bins and 2 new recycling bins at Coldingham Sands to assist with Blue Flag status and prevent littering as requested by members of the community. £1200
- 3.9 Manufacture and erect new entrance to village sign as requested by the Community Council. £250

4 IMPLICATIONS

4.1 Financial

- (a) A budget of £48,197 is available for small schemes in the Berwickshire Area in 2014/15.
- (b) In addition, a budget of £20,000 is available for Quality of Life schemes in the Berwickshire Area in 2014/15.
- (c) If the small schemes in 2.1(a) are all approved, the remaining small schemes budget and Quality of Life budget for 2014/15 will be £16,227

4.2 Risk and Mitigations

If the small schemes budget is not spent, the local area will not benefit from improvement works being carried out.

4.3 Equalities

The proposals within this report will not have an adverse impact on any of the equality groups - race, disability, age, sexual orientation or religion/belief.

4.4 Acting Sustainably

It is anticipated that there will be a variety of economic, social or environmental benefits arising from the proposed schemes in para 2.1.

4.5 **Carbon Management**

There are no significant effects anticipated on carbon emissions to the Council by doing or not doing what is proposed.

4.6 **Rural Proofing**

There is no change to policy or strategy within this report.

4.7 **Changes to Scheme of Administration or Scheme of Delegation**

There are no changes which are required to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals in this report.

5 **CONSULTATION**

- 5.1 Consultation is being undertaken with the Chief Financial Officer, the Service Director Regulatory Services, the Service Director Strategy & Policy, the Chief Officer Audit and Risk, the Chief Officer Human Resources and the Clerk to the Council. Any comments received will be incorporated in the final report.

Approved by

Service Director of Neighbourhood Services

Signature

Author(s)

Name	Designation and Contact Number
Daren Silcock	Neighbourhood Area Manager (Berwickshire) 01361 886131 Ext 6131

Background Papers: None

Previous Minute Reference: None

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

Contact us at Jacqueline Whitelaw, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email eitranslationrequest@scotborders.gov.uk.

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

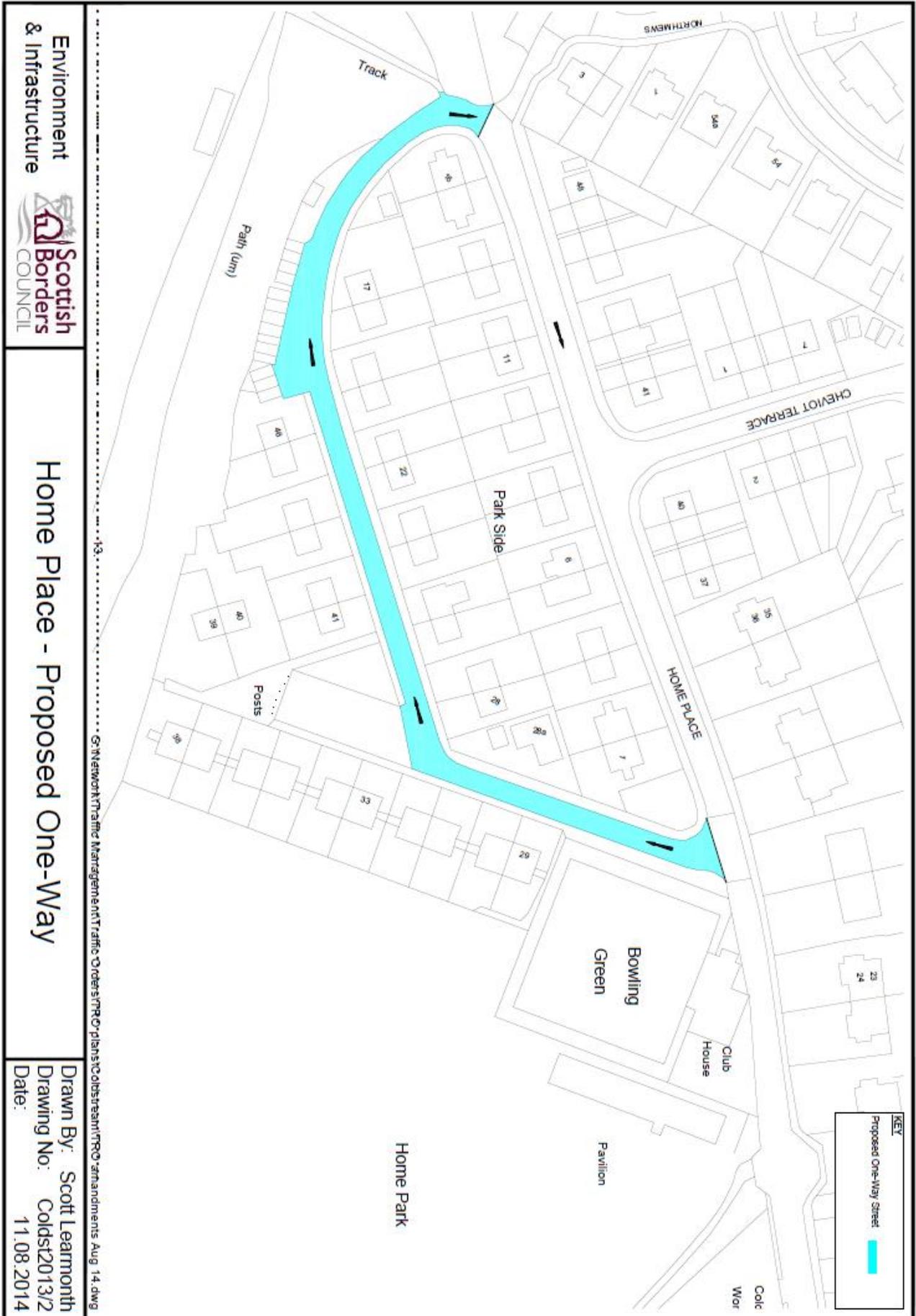
Background Papers: None

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.

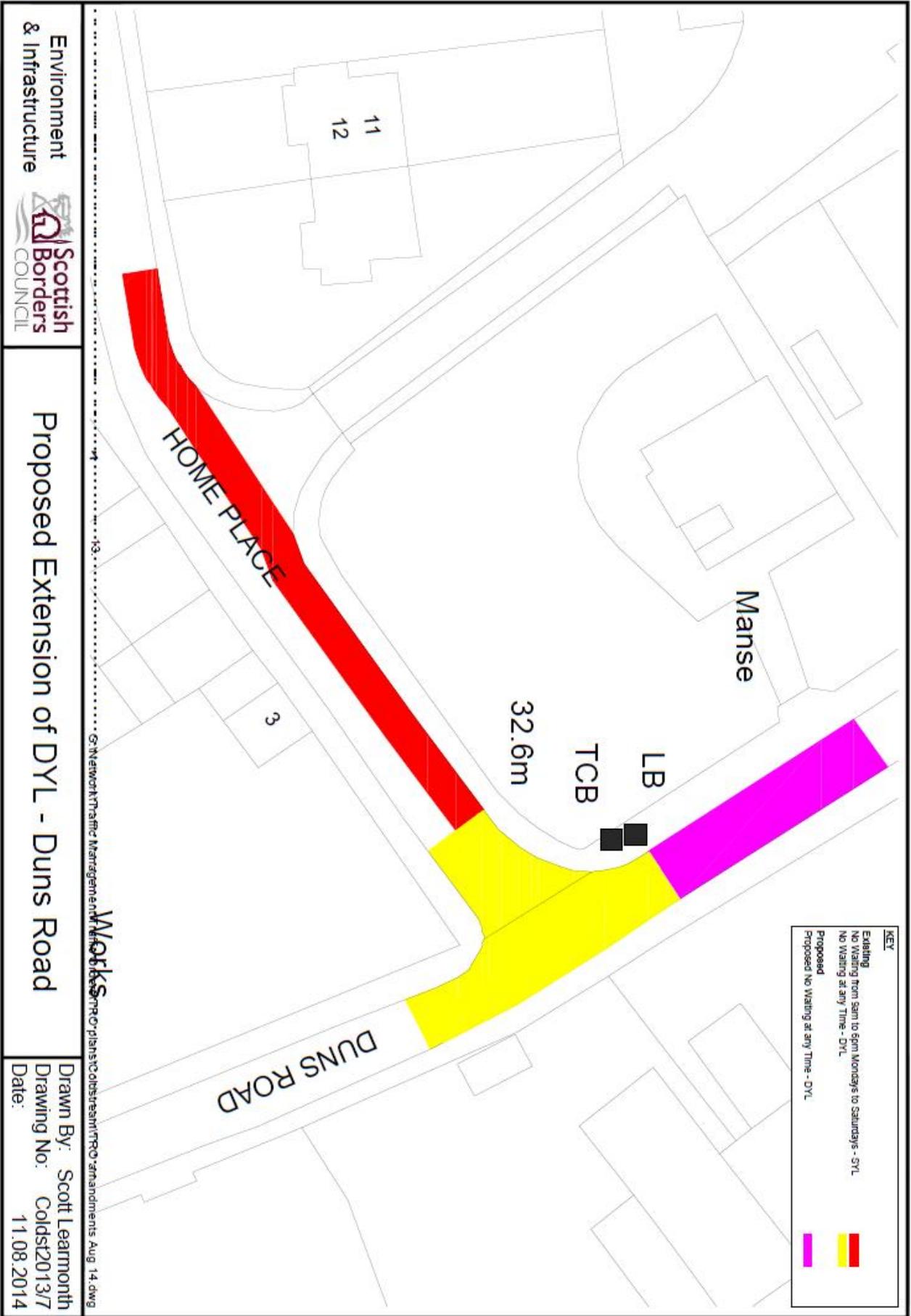
Appendix A – Plans of Proposals



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

Chairman:
Mr. M. Brims
45 Priddy Hill
Coldstream
TD12 4EB
(Tel 01890 883123)
chairofcdcc@yahoo.co.uk

Secretary & Treasurer:
Mrs. J. Gille
2 Rossville
Market Square
Coldstream
TD12 4BE

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.

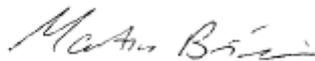
Drawing Colds2013/ 8 – One-Way Amendment – Nursery Road - no comments

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
