

SCOTTISH BORDERS COUNCIL
CHEVIOT AREA FORUM

MINUTE of the MEETING of the CHEVIOT
 AREA FORUM held in Jedburgh Grammar
 School, High Street, Jedburgh on 19 June
 2013 at 6.30 p.m.

Present:- Councillors T. Weatherston (Chairman), S. Mountford, A. Nicol, S. Scott, R. Stewart.
 Community Councillors I. Athey, J. Bassett, A. Hall, N. Jarvis, E. McNulty, Mr Jackson, H. Wight, Inspector B McFarlane, Inspector Carol Wood (Police Scotland – J Division).

Apologies:- Councillor J. Brown, Community Councillor R. Breeze

In Attendance:- Area Neighbourhood Manager (A. Finnie), Democratic Services Officer (Mrs F Henderson).

Members of the Public:- 0

MINUTE

1. There had been circulated copies of the Minute of Meeting of the Cheviot Area Forum of 17 April 2013.

DECISION

AGREED to approve the Minute.

POLICE FORCE OF SCOTLAND – UPDATE FOR ‘J’ DIVISION

2. Community Inspector (East) Brian MacFarlane and Community Inspector (South) Carol Wood were present at the meeting and reported that there had been a slight drop in crime in the Cheviot Area between 1 April and 19 June 2013, although there had been a rise across the Scottish Borders. Inspector McFarlane further reported on a spate of crime within the Jedburgh area, although there was a good line of enquiry for these crimes. Anti-social Behaviour crimes had dropped by 7% across the Borders as a result of early intervention.
3. The Members were advised that parents/carers were being targetted with regard to disseminating information on so called Legal Highs, with information evenings, the last of which would be held in Hawick on 20 June 2013. The Police and Fire safety had run joint courses for Small Businesses.
4. Inspector MacFarlane answered Members questions and advised that the blitz on drug related crime had resulted in imprisonments and had had a significant impact on the supply of drugs and drug related deaths had reduced. In relation to the Travelers camped at Mayfield, Kelso, Inspector McFarlane advised that the family were regular visitors to Kelso and there had never been any problems with them. Railway sleepers had been laid along the grass verge to prevent motor vehicles being driven onto the riverside and the police were monitoring the situation on a regular basis.

DECISION

NOTED the report.

SUICIDE PREVENTION

5. The NHS Borders Health Improvement Specialist, Haylis MacKay, was present at the meeting and gave a presentation on Suicide Prevention in the Scottish Borders. It was explained that the Strategy and any feedback would link to the National Consultation on Suicide Prevention. The presentation summarised the objectives of the Strategy, which included early identification of risk, coordinated planning and activity, training and workforce development, supporting those affected by suicide and reducing the availability of methods. Services and partnerships were already in place which worked well together. Although below the Scottish average, in each year, in the Scottish Borders, 17 – 19 people took their own lives; risks identified were financial worries, social isolation and lack of opportunities. There was also a difference in the risk factors for men and women; in general there were more suicides amongst older men coming to the end of their working lives.
6. Following the presentation Ms MacKay proceeded to answer questions and asked for the views of those present in respect of further possible prevention measures and priority actions. She explained that if a person had a significant mental health problem then the route for assistance was clear, however it was more complicated if the person did not have a clinical, mental health problem and there was a need to respond to this group. There were links with Job Centre Plus, Mental Health and Addiction Services to offer a coordinated response. The Forum discussed implications of the welfare benefits reform and Ms MacKay reported that they were trying to link up with Job Centre Plus and the Welfare Benefits team to try to support people affected by the changes. Initiatives such as Suicide Prevention Week and training within the NHS, community groups and social care increased awareness. For relatives and friend who had lost someone through suicide, there was a self help support group - 'Survivors of People Bereaved by Suicide'. Discussions were also taking place with Human Resources and the Unions to appoint a Champion for Mental Health. The Chairman thanked Ms MacKay for her attendance and for the informative presentation.

DECISION

- (a) **NOTED the presentation.**
- (b) **AGREED that the presentation on Suicide Prevention in the Scottish Borders be circulated to all members of the Forum.**

MANAGEMENT OF THE COUNCILS ROADS ASSET – CHEVIOT AREA

7. There had been circulated copies of a report by the Director of Environment and Infrastructure which sought approval for the proposed allocation of additional Capital funding identified to carry out resurfacing works in the Cheviot Area. The Asset Manager, David Richardson explained that the Council had agreed in March 2013, to consult with Area Forums over the allocation of an additional £1.14m of Capital funding for road surfacing works. Officers required the Cheviot Area Forum to make a decision on which schemes should be included within the sum allocated to the Cheviot Area of £290,000. The following additional capital works were proposed for consideration, as listed in Annex A to the report:-

- C133 Bownmont Street, Kelso
- A6089 Golf Course Road, Kelso
- B6397 Stodrig Junction & Bend
- C41 Oxnam Road, Jedburgh
- B6400 Nisbet Bridge
- B6461 Houndridge Bend

Reserve

- B6400 Ancrum – A68
- C78 Leaderfoot

8. There had been circulated at the meeting copies and an amended Annex A for consideration. It was explained that the A6089 Golf Course Road, Kelso was to be removed due to the works which would be required in relation to the proposed new Kelso High School and the B6400 Nisbet Bridge be removed as there was no allowance for waterproofing. These would be replaced with the B6400 Ancrum – A68 and C78 Leaderfoot works which were on the reserve list and the DK58/4 Oakfield Court, Kelso and the B6401 Starland would be added to the list as reserve works.

DECISION

AGREED the following schemes:-

- **C133 Bownmont Street, Kelso**
- **B6397 Stodrig Junction & Bend**
- **C41 Oxnam Road, Jedburgh**
- **B6461 Houndridge Bend**
- **B6400 Ancrum – A68**
- **C78 Leaderfoot**

Reserve

- **DK58/4 Oakfield Court, Kelso**
- **B6401 Starland**

NEIGHBOURHOOD SERVICES

9. The Neighbourhood Operations Lead Officer joined the Neighbourhood Area Manager to give a presentation on the changes to the department structure and new service arrangements. The service was now more localities based with multi-skilled, flexible operatives. Neighbourhood Services had responsibility for all environmental services, planned and reactive roads maintenance and delivery of winter services. The Service also offered apprenticeships and training opportunities. The changes had allowed Neighbourhood Services to have more impact on the rural community and to utilise staff from different sections when there was high demand within individual services. For 2013/14 in the Cheviot area, Neighbourhood Operations would deliver a Recycling on the Go trial in selected communities, carriageway patching, footpath up-grading, £10,000 bridge and retaining wall improvements as well as delivery of the small scheme projects and continued support for community events.
10. The team highlighted the Resilient Communities Plan programme, which signed up volunteers to respond to local issues such as snow clearing, sandbag provision to prevent flooding and checking on neighbours in severe winter weather. Thirteen communities had signed up for the plan with over 500 volunteers. Eyemouth High School was to pilot the Resilient Schools Plan. The presentation moved on to look at the Apprenticeship Scheme being offered by Neighbourhood Operations. It was proposed that the programme, which was aimed at 16 to 25 year olds and those requiring supported employment, would support 6 apprentices per annum. The aim would be to give apprentices experience and training in all aspects of the service. The Team invited questions and informed the Forum that although there would be flexibility, generally operatives would stay in their respective trades. The Chairman raised the issue of recycling within Kelso and the removal of the mobile recycling unit. The Area Neighbourhood Manager explained the 'Recycling on the Go' initiative within Kelso Town Centre.

DECISION

NOTED the presentation.

REVENUE, CAPITAL AND SB LOCAL WORKS

11. With reference to paragraph 11 of the Minute of 17 April 2013, there had been circulated copies of a report which sought approval for the proposed new SB Local Small Schemes.

DECISION

AGREED to approve and implement the following new SB Local Small Schemes:-

	Estimated Cost
	£
(a) Extend recycling compound at Town Yetholm	£ 1,400
(b) Construct circular planter at Teapot Street, Morebattle	£ 304

OPEN QUESTIONS

12. There were no questions from the public.

DECISION

NOTED.

COMMUNITY COUNCIL SPOTLIGHT

13. Councillor Stewart advised that Halcrow were currently undertaking detailed design work for Phase 1 of the Jedburgh (Skiprunning Burn) Flood Protection Scheme. Phase 1 was the early implementation work which did not require any orders or a controlled activities regulations (CAR) licence and consisted of A large sump downstream of the grill at Larkhall which would be able to collect up to 1000 litres per sec of any out of bank flow and channel it back into the culvert and Non-return discharge pipes through the Jed Water flood wall opposite the A68 underpass. It had been intended to construct flood walls at the ends of the vennels as part of Phase 1 as an interim measure, however during consultation with property owners in Exchange Street it became evident that they were vehemently opposed to this even though it was the intention to build a flood wall opposite the end of Burn Wynde. The proposed sump was an alternative to the flood walls. Phase 1 design work would be completed by the 30 June 2013 and while construction of Phase 1 would take place in 2013, a start date was yet to be determined. It was further reported` that Phase 2 would consist of Debris management within the catchment and Reconfiguration of the grill at Larkhall. Phase 2 which was programmed for 2015/16 would require more extensive consultation especially with agencies and landowners and consequently would be more long term.

DECISION

NOTED.

DATE OF NEXT MEETING

14. The Chairman confirmed that the next meeting of the Cheviot Area Forum was scheduled for Wednesday, 14 August 2013 in Jedburgh.

DECISION

NOTED the date of the next meeting of the Cheviot Area Forum and that the venue was to be confirmed.

The meeting concluded at 8 p.m.

SPEED LIMIT REVIEW 2012

Report by Director of Environment and Infrastructure

CHEVIOT AREA FORUM

14 August 2013

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the existing speed limit orders in Kelso and Maxton to take account of the findings of a recent region-wide Speed Limit Review.**
- 1.2 In 2012 a Speed Limit Review was carried out throughout the region by officers from the Council and the Police. The review was carried out in accordance with Government guidance and the resulting recommendations seek to reinforce speeds on parts of the network currently covered by the national speed limit or a speed limit higher than that deemed appropriate.
- 1.3 A total of 12 lengths of road were agreed to be recommended to be subject to adjusted statutory speed limit. Two of these sites are in the Cheviot area, at Ednam Road, Kelso and Maxton. These sections of road in question are currently subject to the National Speed Limit and 40mph speed limit respectively.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Cheviot Area Forum approves that The Borders Regional Council (A699 – Maxton) (40mph Speed Limit) Order 1994 be revoked, and approves the amendments to the Scottish Borders Council (The Borders Regional Council)(Restricted Roads) Order 1985 and The Scottish Borders Council (Various Roads) (40 MPH Speed Limit) Order 2004 to allow:**
 - (a) **The reduction of the existing 40mph to a 30mph speed limit in Maxton; and**
 - (b) **The extension of the existing 40mph limit on Ednam Road in Kelso.**

These are detailed in the plans in Appendix A and the Draft Traffic Regulation Orders in Appendix B.

3 BACKGROUND

- 3.1 In accordance with Government guidance, speed limits should seek to reinforce people's assessment of what is a safe speed to travel. Scottish Borders Council has a statutory duty to set local speed limits in situations where local needs and considerations deem it necessary for drivers to adopt a speed which is different from the national speed limit.
- 3.2 A Scottish Borders wide Speed Limit Review was carried out in 2012, to consider representations which had been made (generally seeking lower speeds) or on sites which officers had identified as warranting investigation. Following careful consideration, two sites within the Cheviot Area were identified as justifying an amendment. These were at Maxton and Kelso. The recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded the following recommendations:-
- (a) Maxton - replace existing 40mph speed limit with a 30mph speed limit; and
 - (b) Kelso - Extension of the existing 40mph speed limit on Ednam Road to a point beyond the new cemetery access.
- 3.4 As with all Traffic Regulation Orders (TROs), the Council has to undertake a two stage consultation process. Firstly there is a statutory consultation with bodies that have a direct interest such as emergency services, freight and public transport representatives and community councils. Following that process, the proposal requires to be advertised locally (local press and on-street notices) to allow others the opportunity to comment.
- 3.5 Statutory Consultation was carried out from 14/1/2013 to 11/2/2013 and from 23/5/13 to 20/6/13 for Maxton and Ednam Road, Kelso respectively. No comments or objections were received.
- 3.6 The proposals were advertised to the public from 28/3/2013 to 19/4/2013 for Maxton and 11/7/2013 to 1/8/2013 for Ednam Road, Kelso. No comments or objections have been received, to date, for either proposal.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate solely to the provision of new, or the relocation of existing signage.

- a) Maxton £2,000 6 signs;
- b) Kelso £1,500 2 signs relocated.

The cost would be borne by the Aids to Movement budget.

4.2 Risk and Mitigations

- (a) This risk of not proceeding with the recommendations is that drivers progress along the section of road at speeds inappropriate to the conditions increasing risk of injury should an accident occur.
- (b) There is no additional risk of proceeding with the lowering of the existing speed limit at Maxton as the sign posts will remain the same.
- (c) There is no additional risk of proceeding with the extension of the existing speed limit at Ednam Road as the sign post will simply be

relocated.

4.3 **Equalities**

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

4.4 **Acting Sustainably**

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.

4.5 **Carbon Management**

There are no significant effects on carbon emissions arising from the proposals contained in this report.

4.6 **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 Head of Corporate Governance, the Head of Strategic Policy, the Head of Audit and Risk, the HR Manager and the Clerk to the Council have been consulted and any comments received have been incorporated into the report.

Approved by

Director of Environment & Infrastructure Signature

Author(s)

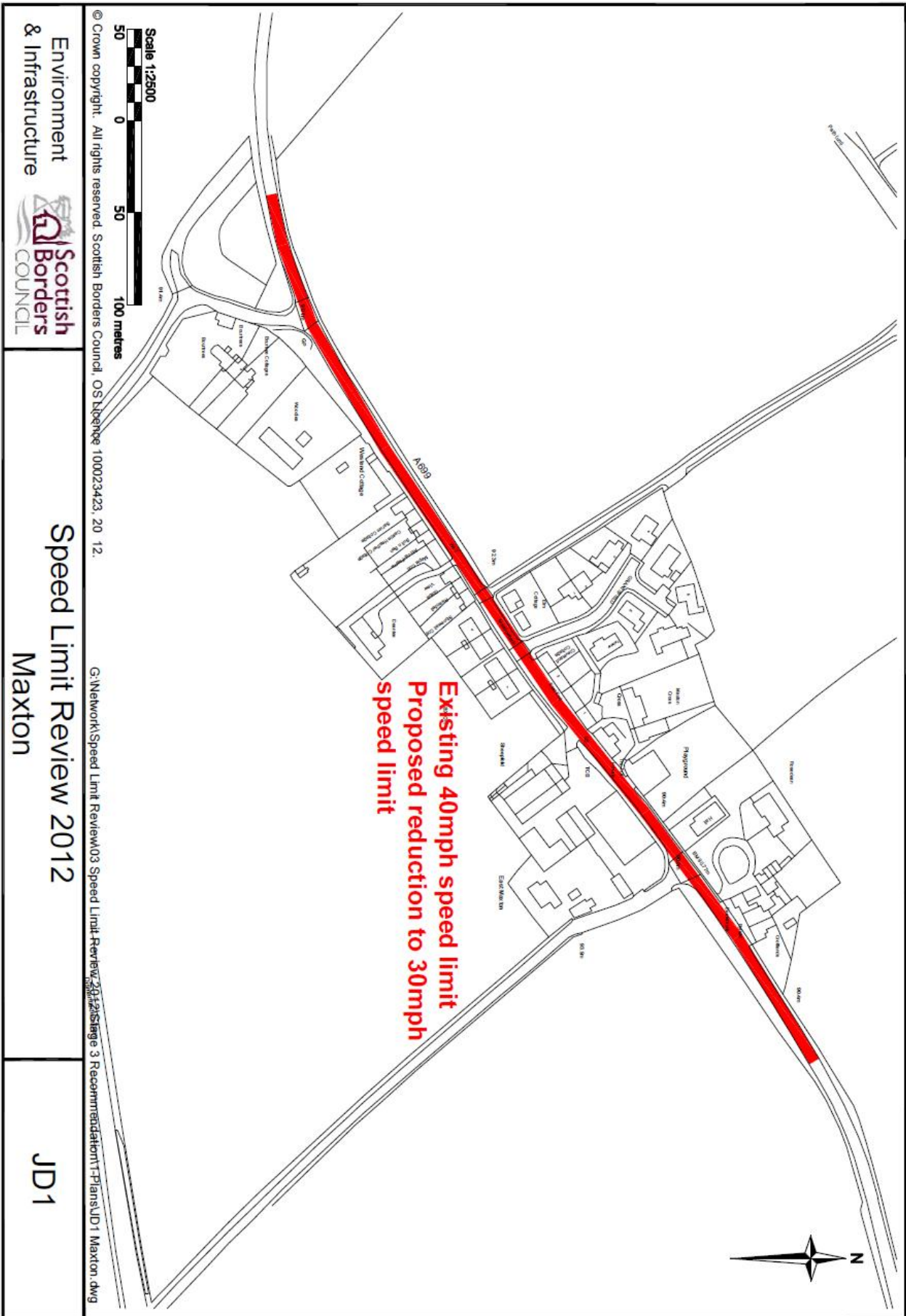
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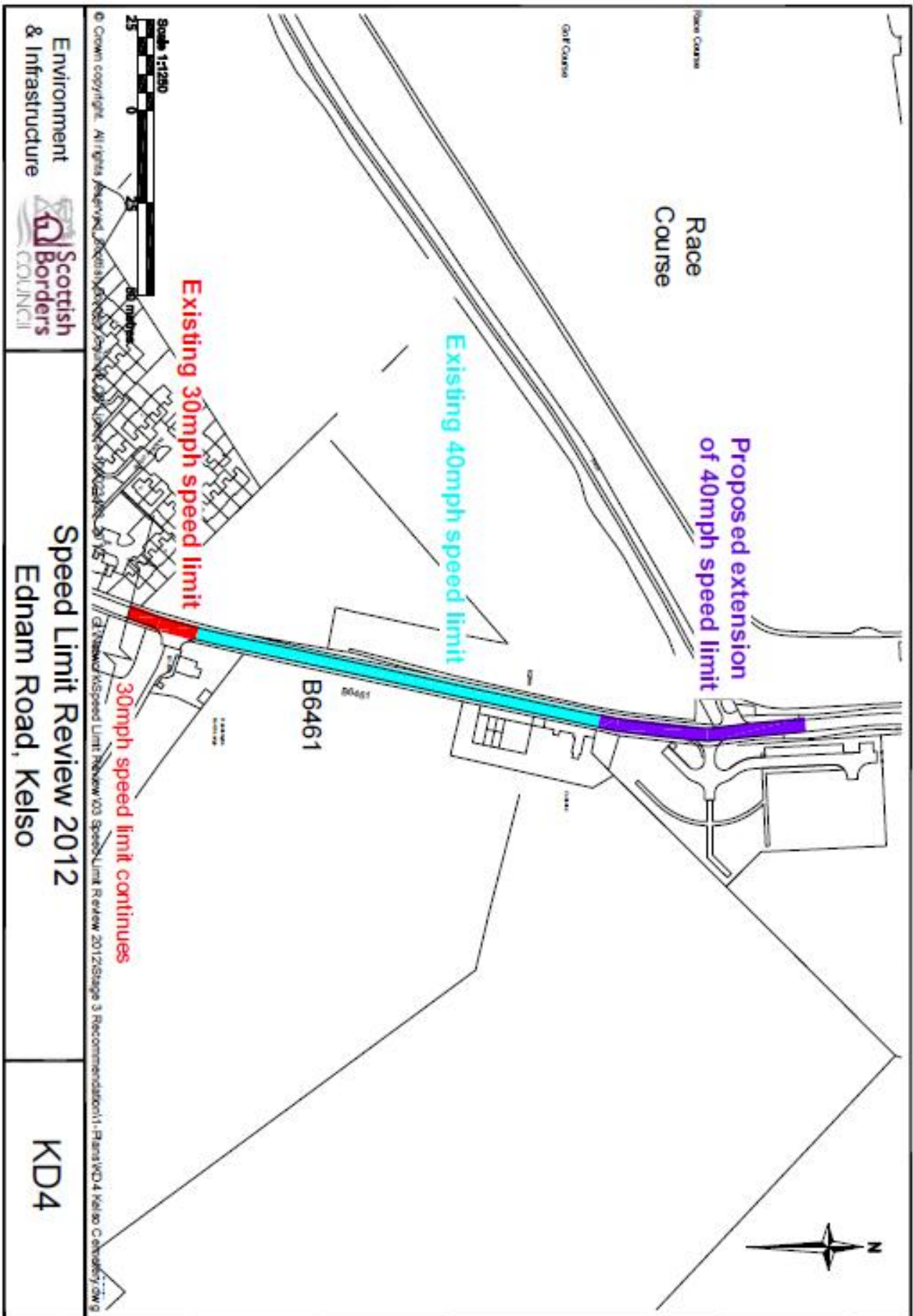
Background Papers: None

Previous Minute Reference: N/A

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Appendix B

BORDERS REGIONAL COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

(A699 – MAXTON) (40 MPH SPEED LIMIT) ORDER 1994

REMOVE

SCHEDULE

That length of A699 from a point 54 metres (59 yards) or thereby west of its junction with the unclassified road to Muirhouselaw, a distance of 510 metres (558 yards) or thereby.

ADD

THE SCOTTISH BORDERS COUNCIL
(THE BORDERS REGIONAL COUNCIL)(RESTRICTED ROADS ORDER 1985) ORDER 2004

MAXTON

That length of A699 from a point 126 metres or thereby east of its junction with the C67 to Muirhouselaw westward to a point 68 metres, or thereby, west of its junction with the C52 to Longnewton.

THE SCOTTISH BORDERS COUNCIL
(VARIOUS ROADS)(40MPH SPEED LIMIT) ORDER 2004

KELSO

Remove description and replace therefore

That length of the B6461 from a point 232 metres or thereby north of its junction with Hendersyde Park northwards to a point 120 metres or thereby south of its junction with the southern kerbline of the unclassified road D82/4 to Ferniehill at Ferniehill Toll.

INTRODUCTION OF TRAFFIC REGULATION ORDER FOR SCHOOL KEEP CLEAR ZIGZAG MARKINGS

Report by Director of Environment and Infrastructure

CHEVIOT AREA FORUM

14 August 2013

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to introduce a Traffic Regulation Order (TRO) to enable enforcement of existing school keep clear zigzag road markings throughout the area covered by the Cheviot Area Forum.**
- 1.2 On 25 November 2010, Scottish Borders Council unanimously approved Councillor Lackenby's motion:-
"That Scottish Borders Council move forward with a programme to include all school 'zigzag' markings in a Traffic Regulation Order thereby making clear to all road users when parking is restricted outside our Border schools."
- 1.3 There are a total of 13 lengths of road where school keep clear zigzag markings exist in the Cheviot area and these are recommended to be subject to a Traffic Regulation Order prohibiting parking on Monday to Friday 8:00am to 4:00pm. These lengths of road are adjacent to schools at:- Howdenburn Primary School, Parkside Primary School (2 lengths), Jedburgh Grammar School (2 lengths), Broomlands Primary School (2 lengths), Edenside Primary School (2 lengths), Kelso High School, Ednam Primary School and St Boswells Primary School (2 lengths).

2 RECOMMENDATIONS

- 2.1 **I recommend that the Cheviot Area Forum:**
- (a) **approves The Scottish Borders Council (School Keep Clear) (Traffic Regulation Order) 2013 to introduce prohibition of parking on Monday to Friday from 8:00am to 4:00pm on existing school keep clear markings in respect to:-**
- (i) **Howdenburn Drive, Priors Road and The Pleasance, Jedburgh**
- (ii) **B6461 Ednam Road, Broomlands Drive, Edenside Road and Bowmont Street in Kelso**

- (iii) B6461 Duns Road in Ednam**
- (iv) Springfield Terrace in St Boswells**
- (b) These are detailed in the plans in Appendix A and the extracts from the relevant Draft Traffic Regulation Order (TRO) in Appendix B.**

3 BACKGROUND

- 3.1 The Order is proposed to further promote road safety in the vicinity of schools by making currently advisory zigzag school entrance road markings enforceable.
- 3.2 In 2010, Scottish Borders Council unanimously approved Councillor Lackenby's motion:-
"That Scottish Borders Council move forward with a programme to include all school 'zigzag' markings in a Traffic Regulation Order thereby making clear to all road users when parking is restricted outside our Border schools."
- 3.3 The review of existing School-Keep-Clear markings found the following existing markings in the Cheviot Area Forum area:-
- (a) Jedburgh – on Howdenburn Drive, Priors Road and The Pleasance
 - (b) Kelso – on B6461 Ednam Road, Broomlands Drive, Edenside Road and Bowmont Street
 - (c) Ednam – on B6461 Duns Road; and
 - (d) St Boswells – on Springfield Terrace
- 3.4 As with all TROs, the Council has to undertake a two stage consultation process. Firstly there is a statutory consultation with bodies that have a direct interest such as Police, freight and public transport representatives and community councils. Following that process, the proposal requires to be advertised locally (local press and on-street notices) to allow others the opportunity to comment or object.
- 3.5 Statutory consultation on the proposals was carried out from 14/3/2013 to 13/4/2013. No specific comments were received at this stage apart from a number of queries Borders-wide regarding the extent of any restrictions. In all cases, once advised that the extent of any proposal was as existing layout, the enquirer was content with the proposals.
- 3.6 The proposals were advertised to the public from 16/5/2013 to 14/6/2013. No objections were received. As above in 3.5, a number of queries were handled and in each case when advised, the enquirer was content with any proposals.
- 3.7 All schools that currently have school keep clear markings have been included in the TRO and there are no schools which were considered to require either additional lengths or new markings where none exist at present.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate to the provision of new signs and refreshing of yellow zigzag markings. Approximate costs are as follows:-

- | | | |
|----------------|-------|----------------------------------|
| a) Jedburgh | £1500 | 5 signs and 5 set of zigzags, |
| b) Kelso | £1500 | 5 signs and 5 sets of zigzags, |
| c) Ednam | £300 | 1 sign and 1 set of zigzags; and |
| d) St Boswells | £600 | 2 signs and 2 sets of zigzags; |

The costs would be borne by the Aids to Movement budget.

4.2 Risks

The risks of not proceeding with the recommendations are:-

- a) that parking on school keep clear zigzag markings will continue to be unenforceable; and
- b) that an approved Council decision has not been carried forward.

4.3 Equalities

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

4.4 Acting Sustainably

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.

4.5 Carbon Management

There are no significant effects on carbon emissions arising from the proposals contained in this report.

4.6 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 Head of Corporate Governance, the Head of Strategic Policy, the Head of Audit and Risk, the HR Manager and the Clerk to the Council have been consulted and their comments have been incorporated into the report.

Approved by

Director of Environment & Infrastructure Signature

Author(s)

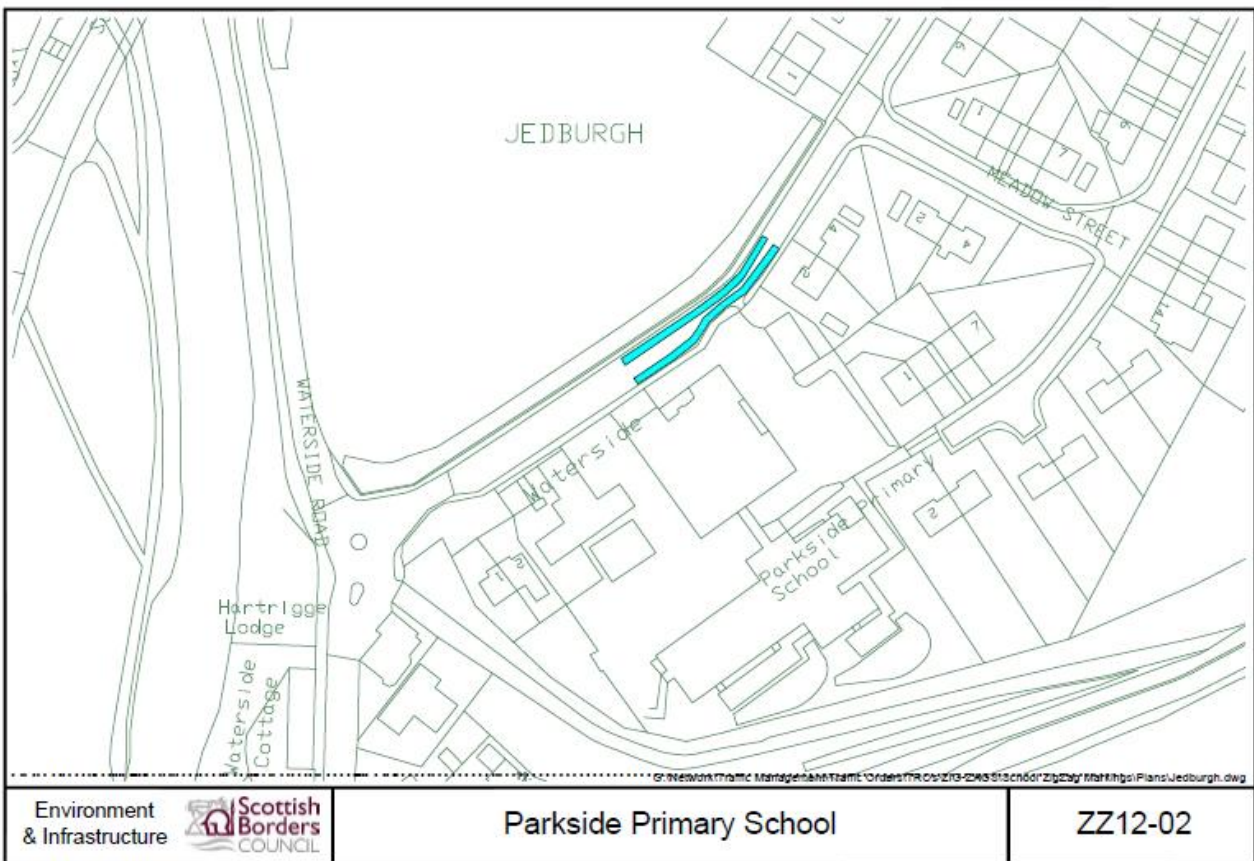
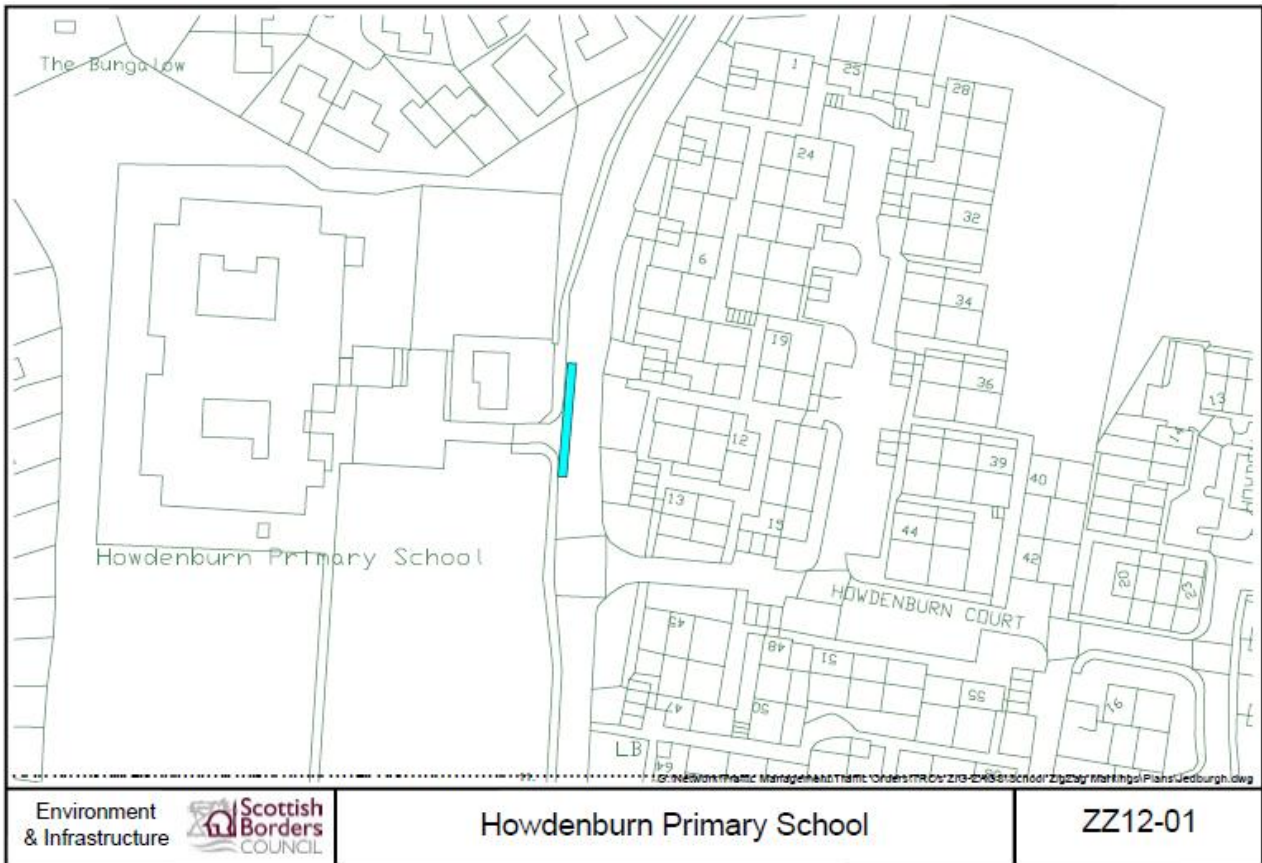
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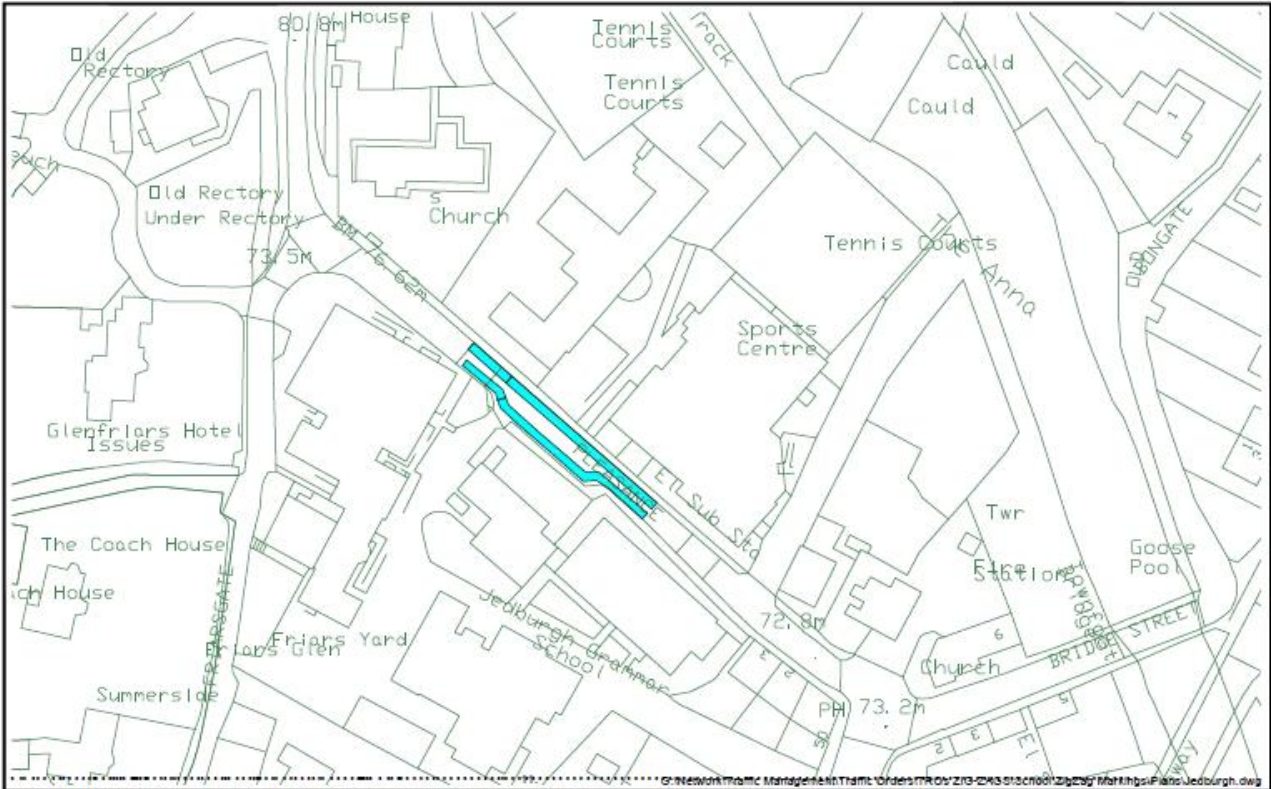
Background Papers: None

Previous Minute Reference: Scottish Borders Council 25/11/2010

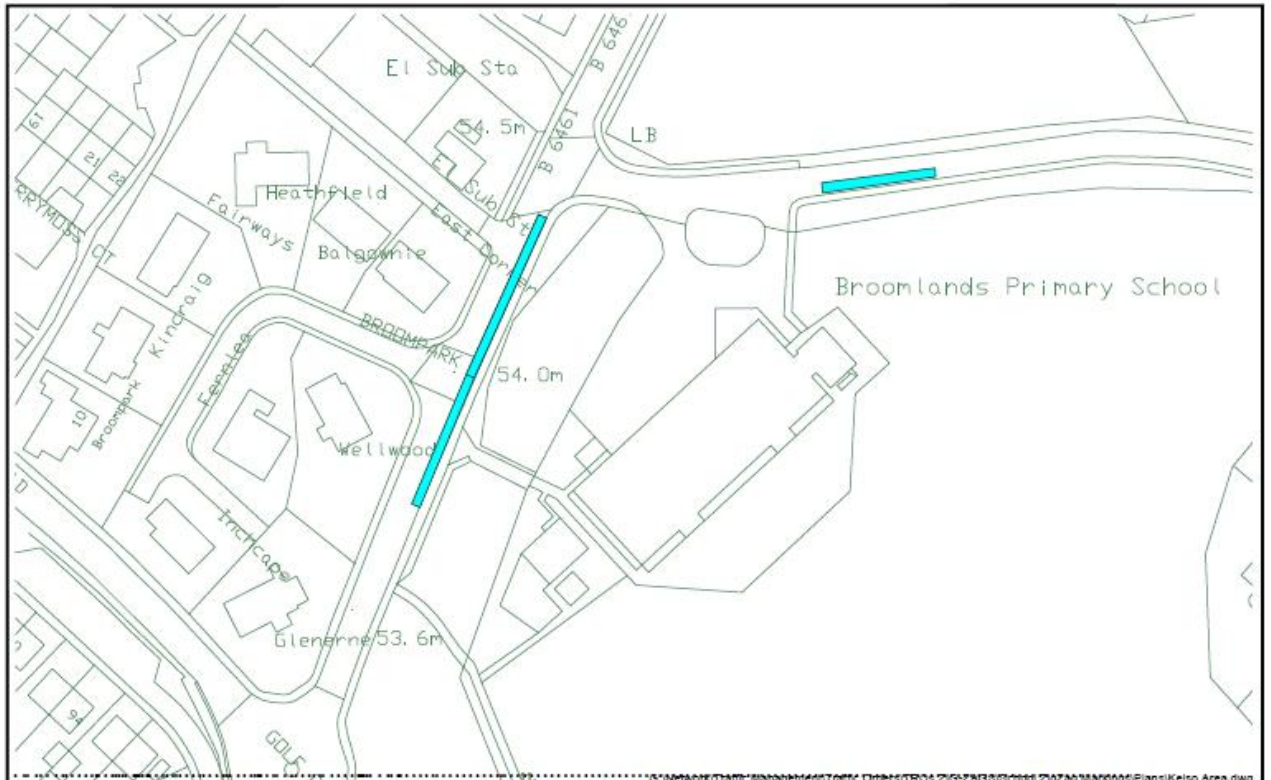
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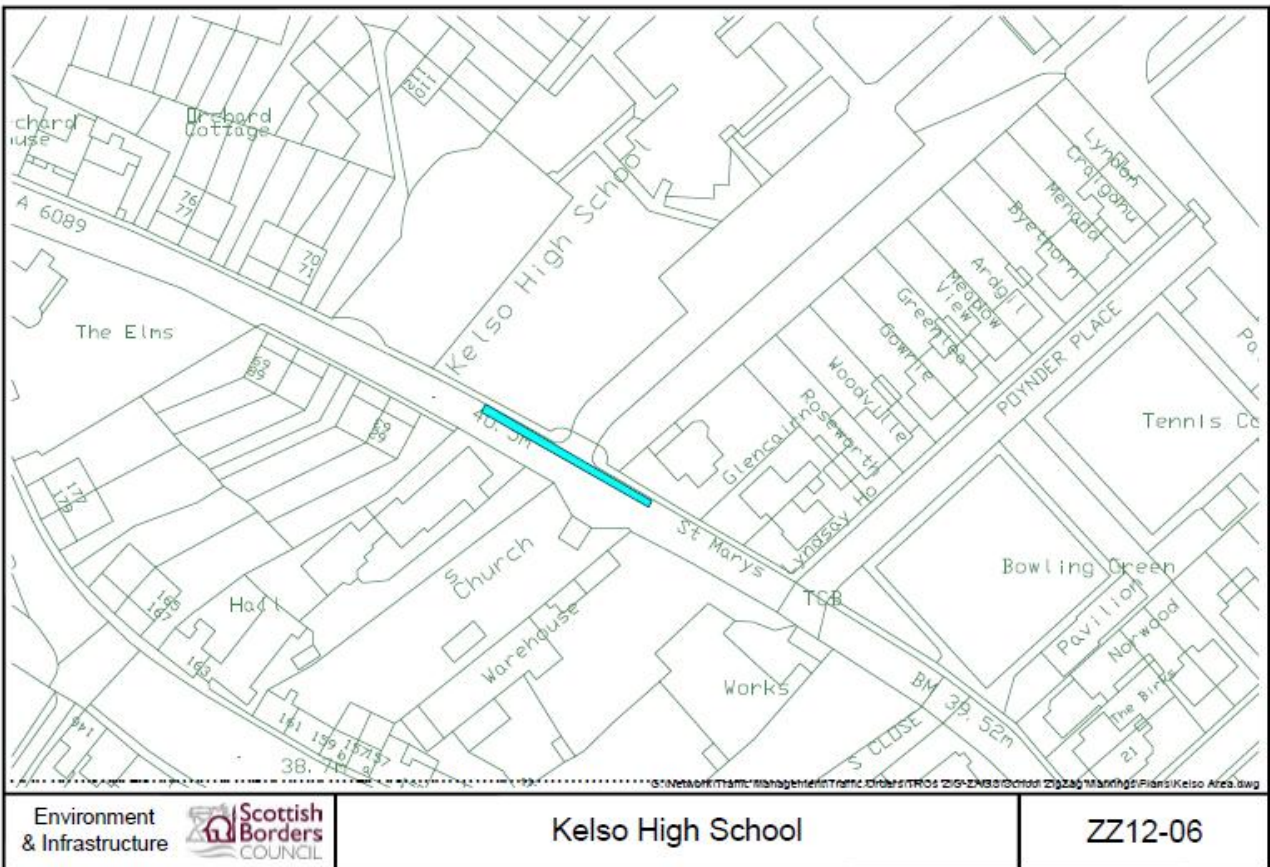
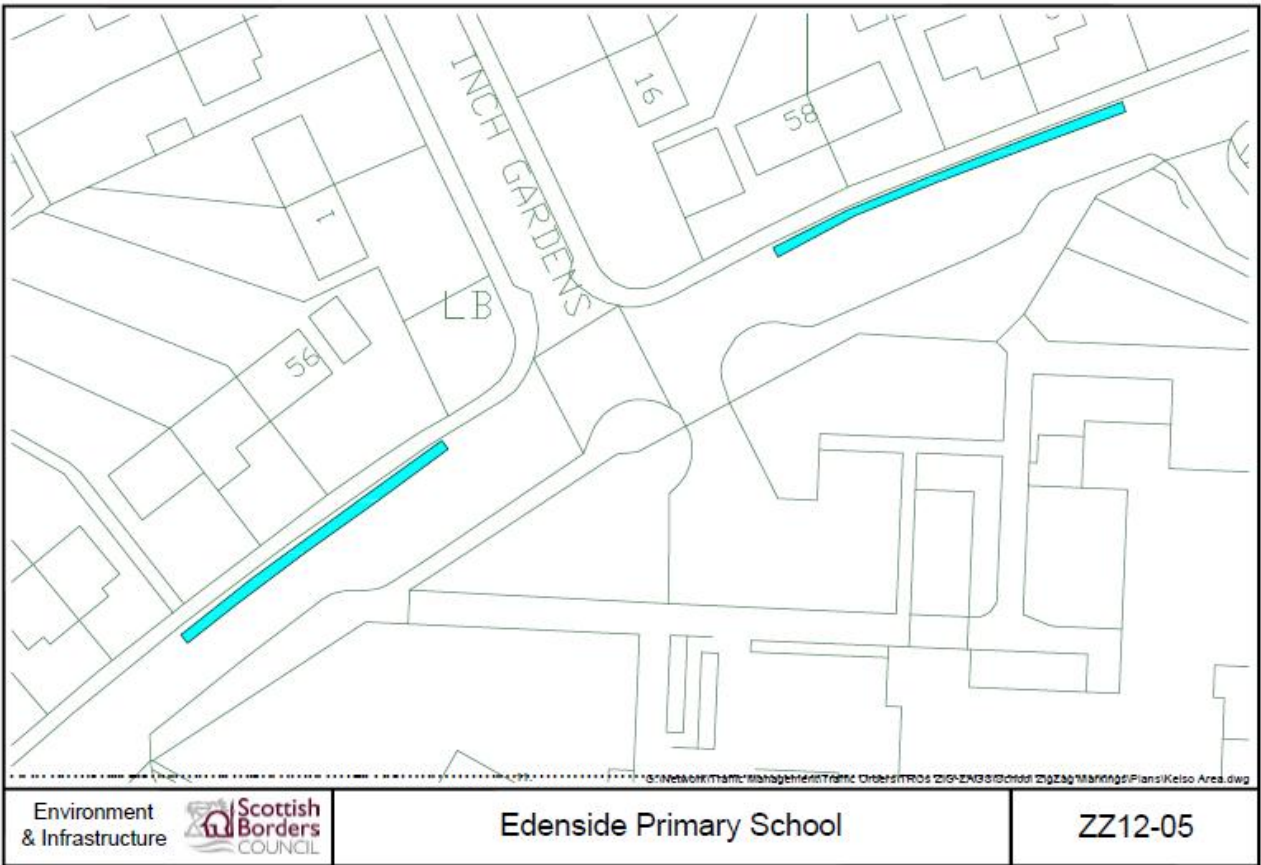


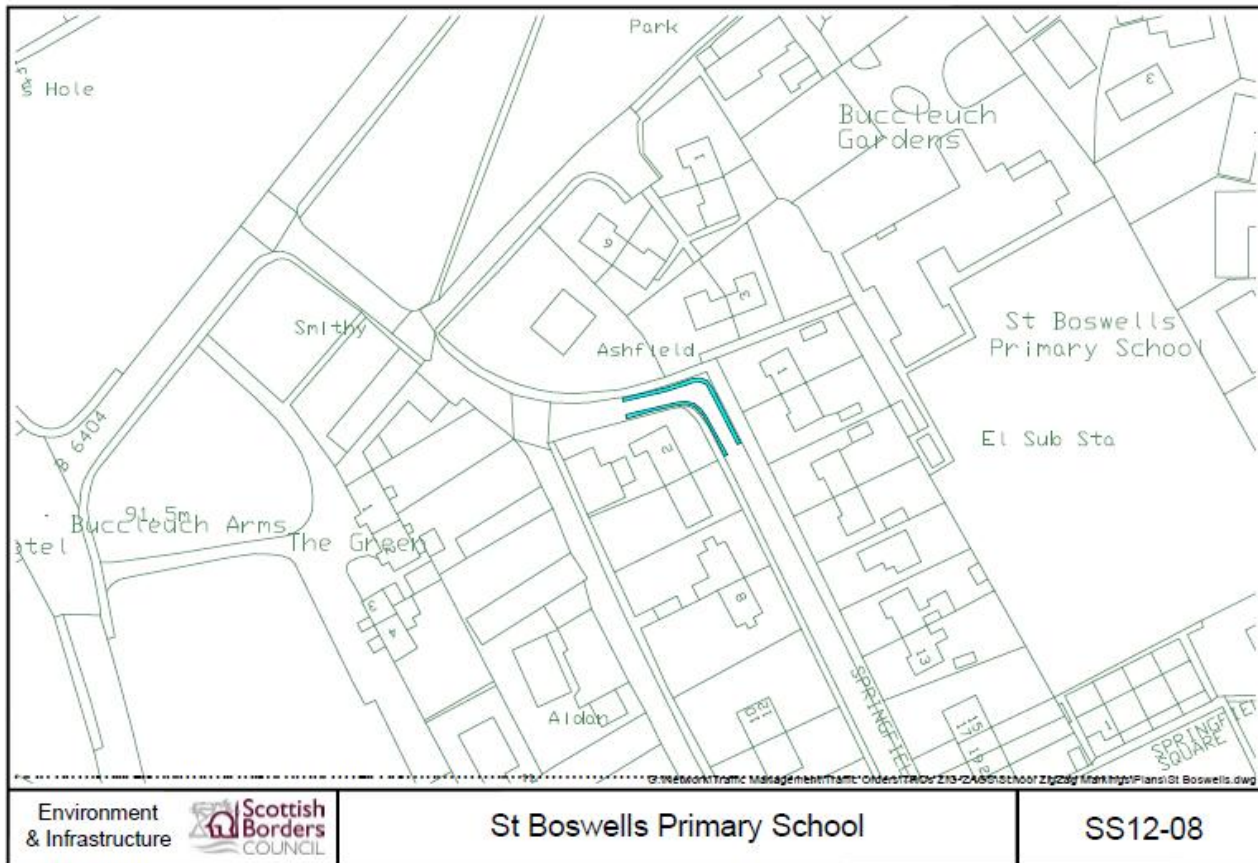
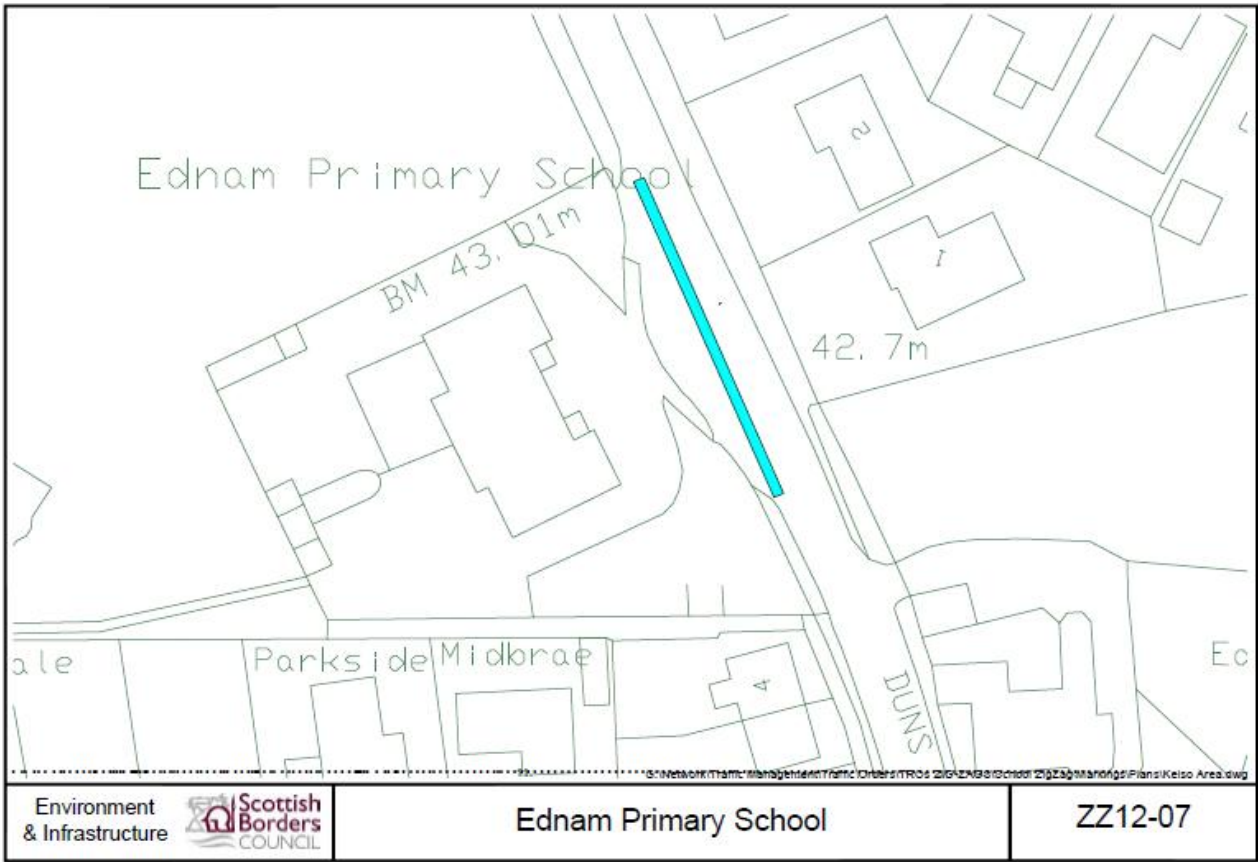


Environment & Infrastructure		Jedburgh Grammer School	ZZ12-03
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Environment & Infrastructure		Broomlands Primary School	ZZ12-04
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THE SCOTTISH BORDERS COUNCIL
(SCHOOL KEEP CLEAR) (TRAFFIC REGULATION) ORDER 2013

The Scottish Borders Council in exercise of the powers conferred on them by Sections 1 and 2 and Part 1V of Schedule 9 to the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to said Act and having complied with the statutory requirements of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 hereby make the following Order:-

1. This Order may be cited as The Scottish Borders Council (School Keep Clear) (Traffic Regulation) Order 2013 and shall come into operation on _____20XX.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. Save as provided in Article 4 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform or a Traffic Warden cause or permit any vehicle to stop or wait on the "School Keep Clear" markings on any of the lengths of road specified in the Schedule to this Order between 08:00 and 16:00, Monday to Friday.
4. Nothing in Article 3 of this Order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road specified in said Schedule for so long as may be necessary:-
 - (i) to enable the vehicle if it cannot conveniently be used for such purpose in any other road to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the lengths of road referred to or the laying, erection, alteration or repair in or near to any of the said lengths of road of any sewer or of any mains, pipe or apparatus for the supply of gas, water or electricity or of any telephone or telegraphic lines;
 - (ii) to enable the vehicle if it cannot conveniently be used for such purpose in any other road to be used in pursuance of statutory powers and duties;
 - (iii) if the vehicle is an emergency services vehicle.

5. Nothing in Article 3 of this Order shall apply to the driving of any mechanical road cleansing vehicle.

Made by The Scottish Borders Council at Newtown St Boswells this day of
Two Thousand and .

Ian Wilkie
Head of Corporate Governance

SCHEDULE

NO STOPPING OR WAITING ON SCHOOL KEEP CLEAR MARKINGS BETWEEN 08.00 AND 16.00, MONDAY TO FRIDAY.

CHEVIOT

HOWDENBURN

- | | |
|-----------------------------|---|
| 1. Howdenburn Drive (West): | From a point 17m North of extended North Kerbline of Howdenburn Court North for 26m |
|-----------------------------|---|

PARKSIDE

- | | |
|------------------------------|--|
| 1. Priors Road (South East): | From a point 69m North East of Waterside Road North East for 43.5m |
| 2. Priors Road (North West): | From a point 67m North East of Waterside Road North East for 43.5m |

JEDBURGH GRAMMAR

- | | |
|----------------------------|--|
| 1. Pleasance (North East): | From a point 65m North West of Bridge Street North West for 43m |
| 2. Pleasance (North East): | From a point 108m North West of Bridge Street North West for 12m |
| 3. Pleasance (South West): | From a point 63m North West of Bridge Street North West for 43m |
| 4. Pleasance (South West): | From a point 106m North West of Bridge Street North West for 11m |

BROOMLANDS

1. Broomlands Drive (South): From a point 55.5m East of junction with B6461 East for 26m
2. B6461 Ednam Road (East): From a point 5m South of junction with Broomlands Drive South for 43m
3. B6461 Ednam Road (East): From a point 48m South of junction with Broomlands Drive South for 32m

EDENSIDE

1. Inch Road (North): From a point 20m West from junction with Inch Gardens West for 27m
2. Inch Road (North): From a point 24m East from junction with Inch Gardens East for 43m

KELSO HIGH SCHOOL

1. Bowmont Street (North East): From a point 37m North West of junction with Poynder Place North West for 43.5m

EDNAM

1. B6461 Duns Road: 72m from junction with Eden Road for 43.5m

ST BOSWELLS

1. Springfield Terrace (South): From a point 92m South East from B6404 Main Street East and South for 30m
2. Springfield Terrace (North): From a point 92m South East from B6404 Main Street East and South for 35m

SB LOCAL SMALL SCHEMES and CAPITAL & REVENUE WORKS

Report by Director of Environment & Infrastructure

CHEVIOT AREA FORUM

14 AUGUST 2013

1 PURPOSE AND SUMMARY

1.1 **This report seeks approval for the proposed new SB Local Small Schemes from the Area Forum and updates the Forum on Roads Capital & Revenue works and previously approved SB Local Small Schemes.**

1.2 The following schemes have been requested for consideration by the Cheviot members: installation of benches along the Riverside Walk, Jedburgh and installation of an additional piece of equipment at the Skate Park, Kelso. Updated previously approved Small Schemes and Roads Revenue and Capital Expenditure are listed in Appendices A and B.

2 RECOMMENDATIONS

2.1 **I recommend that the Cheviot Area Forum:**

(a) approves the following new SB Local Small Schemes for implementation:-

(i) Install benches, The Riverside Walk, Jedburgh £ 600

(ii) Install new equipment, The Skate Park, Kelso £ 2,450

(b) notes the updates on Roads Capital & Revenue works and previously approved SB Local Small Schemes as detailed in Appendices A and B to this report.

3 BACKGROUND

- 3.1 Elected Members, Community Councils and the public can request potential small schemes by contacting the Neighbourhood Area Manager direct. Neighbourhood services is contactable via the new Scottish Borders Council telephone number 0300 100 1800, e-mail address – sblocal@scotborders.gov.uk or by writing to Environment and Infrastructure, Council HQ, Newtown St. Boswells, Melrose TD6 0SA.

The following schemes have been requested for consideration via these routes to enhance the Cheviot Area :-

- (a) Installation of four benches along the Riverside Walk, Jedburgh (£600). Two to be positioned within Lothian Park and the other two adjacent to Bongate Industrial Estate. This request was raised by a local Ward Councillor.
 - (b) Installation of an additional piece of equipment comprising of a concrete ramp and steps within the existing Skate Park, Shedden Park, Kelso (£2,450). This will further enhance the range of equipment available within a well utilised facility. This request was raised by a local skate board group leader.
- 3.2 Works will be scheduled to meet specific area needs, local timetables and to maximise the overall efficiency of the works programme.
- 3.3 Updates on Roads Capital & Revenue works and previously approved SB Local Small Schemes as detailed in Appendices A and B to this report.

4 IMPLICATIONS

4.1 Financial

A budget of £34,702 is available through SB Local for small schemes in the Cheviot area in 2013/14. If the above schemes are approved, then there will be a budget of £29,948 remaining for future schemes. Appendices A & B list up-dates on SB Local small schemes and Roads Capital & Revenue works.

4.2 Risk and Mitigations

If the SB Local 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 **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**

The Chief Financial Officer, the Head of Corporate Governance, the Head of Strategic Policy, the Head of Audit and Risk, the HR Manager and the Clerk to the Council have been consulted and their comments have been incorporated into the report.

Approved by

Director of Environment and Infrastructure

Signature

Author(s)

Name	Designation and Contact Number
Alistair Finnie	Neighbourhood Area Manager (Cheviot) 01835 824000 Ext 6535

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, Environment and Infrastructure, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email eitranslationrequest@scotborders.gov.uk.

Asset Programme of Revenue and Capital Works - Cheviot Area 2013/14

Appendix B

Programme of Capital Works - Roads

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
D34/4 Jenny Moores Road, St Boswells	Carriageway Surfacing	£35,000													
Resurfacing for Surface Dressing 14/15	Carriageway Surfacing	£40,000													
B6400 Ancrum - A68	Carriageway Surfacing	£50,000													
C78 Leaderfoot	Carriageway Surfacing	£40,000													
B6461 Houndridge Bend	Carriageway Surfacing	£25,000				Comp									
B6397 Stodrig Junction & Bend	Carriageway Surfacing	£65,000													
C41 Oxnam Road, Jedburgh	Carriageway Surfacing	£70,000													
C133 Bowmont Street, Kelso	Carriageway Surfacing	£50,000				Comp									
B6352 Venchen - Border	Surface Dressing	£24,100			Comp										
B6400 Whitehouse - Ancrum Village Hall	Surface Dressing	£18,300			Comp										
B6400 Nisbet Bridge - A698	Surface Dressing	£15,800			Comp										
B6401 Haughhead Kip	Surface Dressing	£16,200			Comp										
B6461 Kaimflat	Surface Dressing	£18,000			Comp										
B6461 East of Houndridge	Surface Dressing	£10,300			Comp										
B6461 West of Harpertoun	Surface Dressing	£12,200			Comp										
C41 Corbett Tower - Grubbit	Surface Dressing	£22,100			Comp										
C78 Redpath - Craighouse	Surface Dressing	£17,900			Comp										
A698 Edenhall	Carriageway Patching	£6,000		Comp											
A698 Shedden Park Road, Kelso	Carriageway Patching	£5,000		Comp											
A698 Cleikimin - Spittal	Carriageway Patching	£6,000		Comp											
A6089 North of Nenthorn	Carriageway Patching	£5,000		Comp											
B6350 Kelso - Boundary	Carriageway Patching	£10,000			Comp										
C78 Smailholm - Leaderfoot	Carriageway Patching	£10,000			Comp										
B6356 Clintmains - Dryburgh	Carriageway Patching	£5,000			Comp										
B6352 Kelso - Yetholm	Carriageway Patching	£5,000													
C68 Stockstruther - Fairnington	Carriageway Patching	£5,000													
C33 Brundeanlaws	Carriageway Patching	£5,000													
C60 Caverton Mains/Mill	Carriageway Patching	£5,000													
C41 Oxnam Road, Jedburgh	Carriageway Patching	£10,000													
C42 West of Chesters	Carriageway Patching	£5,000		Comp											
C32 Camptown - Falla Crossroads	Carriageway Patching	£5,000		Comp											
C38 Jedburgh - Lanton	Carriageway Patching	£5,000		Comp											
Broomlee Court, Kelso	Footway Works	£5,000			Comp										

TOTAL

£626,900

Programme of Revenue Works - Roads

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
C40 Otterburn - Crailinghall	Carriageway Patching	£5,000													
C59 Graden - Hoselaw	Carriageway Patching	£5,000													
C79 Courthill	Carriageway Patching	£5,000													
C80 Millfield	Carriageway Patching	£5,000													
D107/4 Sandyknowe	Carriageway Patching	£5,000													
D150/3 Old Halls	Carriageway Patching	£5,000													
D29/4 Rutherford Mains	Carriageway Patching	£10,000													
DJ24/3 Howden Road, Jedburgh	Carriageway Patching	£5,000													
D113/4 Lochside	Carriageway Patching	£5,000													
A698 North of Kalemouth	Drainage Works	£4,000													
D150/3 Old Halls	Drainage Works	£6,000			Comp										
C50 East of Eckford	Drainage Works	£3,000			Comp										
B6400 Monteviot & Nisbetmill	Drainage Works	£6,000			Comp										
Various Location Cheviot	Jetpatching	£45,000		Comp	Comp	Comp	Comp								
Howdenburn Court, Jedburgh	Rhino Patching	£2,800													
Heughead, Morebattle	Rhino Patching	£2,800													
Eshiehaugh, Kelso	Rhino Patching	£2,800													
Grafton Road, Yetholm	Rhino Patching	£2,800													
Back Road, Yetholm	Rhino Patching	£2,800													
Bridge St/High St Junction, Jedburgh	Rhino Patching	£2,800													
DJ11/3 Cairnmount, Jedburgh	Railing Repairs	£1,500					OG								

TOTAL
£132,300

Asset Programme of Revenue and Capital Works - Cheviot Area 2013/14

Appendix B

Programme of Capital Works - Bridges

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
B6401 Linton Burn	Culvert Replacement	£70,000													

TOTAL **£70,000**

Programme of Revenue Works - Bridges

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
C39 Cappuck Bridge	Masonry Repairs	£40,000					OG								

TOTAL **£40,000**

Programme of Capital Works - Street Lighting

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Grafton Back, Town Yetholm	Street Lighting Works	£20,000													
Pinnaclehill Ind Est, Kelso	Street Lighting Works	£32,000													
Kelso	CCTV Works	£44,000				OG	OG								

TOTAL **£96,000**