

SCOTTISH BORDERS COUNCIL
CHEVIOT AREA FORUM

MINUTE of the MEETING of the CHEVIOT
 AREA FORUM held in the TAIT HALL,
 KELSO on 12 February 2014 at 6.30 p.m.

Present:- Councillors T. Weatherston (Chairman), J. Brown, S. Mountford, A. Nicol, S. Scott,
 R. Stewart.
 Community Councillors R. Bell, L. Johnston, J. Freshwater, J. Taylor, K. Forder, J.
 Bassett, E. McNulty, A. F. Hall, D. Herriot, P. Copsy.

Apologies:- Community Councillors K. Steel, J. Cox, N. Jarvis, Inspector B MacFarlane (Police
 Scotland – J Division), Inspector Carol Wood (Police Scotland – J Division).

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

Members of the Public:- 3

MINUTE

1. There had been circulated copies of the Minute of Meeting of the Cheviot Area Forum of 6 November 2013.

DECISION

AGREED to approve the Minute.

UPDATES

2. With reference to paragraph 13 of the Minute of 6 November 2013, the Democratic Services Officer advised that Mr and Mrs Lynn's concerns had been passed to the Network Manager. The Network Manager had reported that a member of his staff had met with Mrs Lynn on site and it had been agreed that some 'SLOW' road markings would be tried in the first instance and Mrs Lynn seemed happy with the response.

DECISION

(a) NOTED the action taken.

(b) AGREED that the situation be monitored.

POLICE FORCE OF SCOTLAND – UPDATE FOR 'J' DIVISION

3. There were no representatives present from Police Scotland, however, a report had been submitted and the Democratic Services Officer reported that overall there had been a reduction in crime across the Cheviot Area for the period up to 12 February 2013. Police Scotland had published the local Multi Member Ward plans for both Kelso and District and Jedburgh and District and these were available to download from the Police Scotland website with the following links www.scotland.police.uk/your-community/the-lothians-and-scottish-borders/scottish-borders/kelso-and-district/ and www.scotland.police.uk/your-community/the-lothians-and-scottish-borders/scottish-borders/jedburgh-and-district/. These plans were set as a result of public consultation and would be reviewed annually ensuring that the police were tackling those issues which mattered most to the local communities in the Cheviot Area and that the police were held accountable to communities. In relation to notable incidents, it was reported that tools had been stolen from a car in Morebattle and fishing tackle stolen from a car in Nisbet. Following a shoplifting incident in Jedburgh, 3 males were arrested and charged. Police were continuing enquiries into a number of incidents where heating oil and diesel had been stolen in the Kelso area, these thefts tending to be from unsecured tanks in rural locations. A shed in Yetholm has been broken into in December

2013, although nothing was stolen. There had been a number of attempted thefts from motor vehicles during January 2014, for which suspects had been identified and dealt with.

4. In terms of prevention, it was reported that Police in the Scottish Borders continued their local campaign to tackle housebreaking across the region. The Police Scotland initiative, Operation RAC, was officially launched on 16th December as the Force looked to address an overall 4% increase in housebreaking offences since last year. The majority of housebreaking offences related to sheds, garages and outbuildings, with only a very small number of break-ins to homes. Nevertheless, these crimes had a serious impact on communities and dedicated resources had been put in place to address housebreaking, which many areas had been identified as a local priority. Police Scotland continued to proactively pursue those responsible for housebreaking across the region and Community Officers would also be engaging with the public to offer a range of crime prevention advice and useful information to safeguard homes and belongings. Taking a few simple steps such as securing all doors and windows when leaving your property, ensuring all valuables are stored safely out of sight, locking and securing vehicles and outbuildings would help prevent crime occurring. The installation of security lighting or an alarm system could also be a real deterrent to thieves.
5. Communities were asked to remain vigilant for suspicious activity in their area, particularly around the homes of elderly or vulnerable members of the public and report any concerns they have to police immediately by calling 101 or 999 in an emergency. Crime prevention advice was available by speaking to the local policing team or visiting the Police Scotland website at www.scotland.police.uk. In the coming months the Police would continue to work closely with specialist officers to target road safety issues, to improve driver awareness, correct driver behaviour and reduce the number of speeding drivers on the roads. Community officers would offer crime prevention surveys, which would be carried out at the homes of vulnerable people and properties. Road checks at prime times during the late evening and early mornings to target travelling criminals in the area would continue as would the work with local and across borders partners and police colleagues to identify persons involved in rural thefts and proactively target these individuals. The work to target individuals and groups responsible for youth disorder and work with partners, the identified youths and their parents in an attempt to divert them to other activities would continue.

DECISION

NOTED the report.

WASTE AND RECYCLING COLLECTION CHANGES

6. Mr Ross Sharp-Dent and Mrs Julie Rankine, from the Council's Waste Management Team were present at the meeting to deliver a presentation on the Integrated Waste Management Strategy (IWMS). The presentation began by outlining the drivers for change. In addition to the EU Directives and Scottish Government regulations, Waste Services required to save £800k, being its share of the £28 million savings which Scottish Borders Council required to achieve by 2017/18. The Council, at its meeting in December 2013 had approved recommendations which included the removal of the kerbside garden waste collection service with effect from 31 March 2014; the New Community Recycling Centre (CRC) to be developed in Kelso; a review of CRC access by traders and a review CRC locations, opening times and layout. The IWMS provided clear strategic direction for municipal waste management in the Borders through to 2025. The first three high priority action areas were CRC provision, food waste and garden waste. In accordance with the Waste (Scotland) Regulations 2012 the Council would be required, by 1 January 2016, to collect food waste from Galashiels (including Tweedbank), Hawick, Peebles, Selkirk and Jedburgh. Food waste collections would therefore be rolled out in the Borders between April and October 2015.
7. With regard to the garden waste collection service, it was pointed out that there was no statutory duty on local authorities to provide this. Following consideration of other options the decision to remove the service would deliver £450k of savings. A comprehensive communications plan had been put in place around the change which included press and radio adverts, Members' briefing notes and a leaflet to all urban households. Alternative garden waste disposal routes were being

promoted with help being provided by the Council in relation to home composting. Householders would be advised that they could keep their garden waste bins if they so wished or alternatively unwanted bins would be collected in a scheduled pick up. The presentation went on to look at future requirements for businesses under the Waste (Scotland) Regulations 2012. From 1 January 2014 businesses were required to present separately for collection dry recyclables and food, if producing more than 50kg per week. From 1 January 2016 those producing between 5kg and 50kg of food per week would require this to be collected separately. The Council would provide support for businesses through the website and in the form of letters and flyers, seminars and roadshows. The ensuing discussion and questions focused in particular on the transitional arrangements and the proposed Recycling Centre in Kelso. The officers were thanked for the presentation.

DECISION

NOTED the presentation.

SCOTTISH BORDERS LAND USE STRATEGY PILOT PRESENTATION

8. In attendance to give a presentation on the Land use Strategy (LUS) was Derek Robeson from Tweed Forum. He explained that the LUS sought a more integrated approach to land management in recognition of the increasing numbers of pressures and demands placed upon the countryside. Increasingly more was demanded from land by way of enhanced recreational opportunities, food security, forest cover, more carbon storage, renewable energy projects and increases in biodiversity. It was recognised that the ways in which land was used must be optimised and the difficult choices that this involved faced up to, if we and future generations were to continue to benefit from it. The Scottish Government were keen that the LUS engagement process be led by local authorities and Scottish Borders Council had recognised that this needed to be done in conjunction with land managers and other relevant stakeholders. In summary the Scottish Borders LUS aimed to:

“Pilot a mechanism which used an ecosystems approach to consider existing and future land uses in a collective and integrated way and to establish a means to prioritise or guide decisions so as to optimise the use of the land and to resolve competition or conflicts relating to land use change”.

9. The Council would be working closely with Tweed Forum in the pilot initiative; a partnership body dedicated to integrated land and water management. The objective was to produce a common flexible framework which would guide different ‘users’ to make informed decisions, achieve their objectives more effectively and facilitate debate on conflicting demands. It was noted that the framework would be non-statutory and non-regulatory. Mr Robeson advised that, following Baseline Mapping which had involved data gathering through strategies, policies and map based information, the timetable now included Stakeholder Engagement and the identification of constraints and opportunities. The draft Framework would be produced between Spring and Autumn 2014 and be subject to public consultation in Winter 2014. In questions following the presentation a Member asked what impact there would be on the recent flooding issues. Mr Robeson advised that woodlands were very good at arresting water flow and therefore careful consideration had to be given to siting woodlands. Mr Robeson confirmed that as part of the consultation exercise members of the public had attended meetings along with other stakeholders. Mr Robeson was thanked for his attendance.

DECISION

NOTED the presentation.

LOCAL FIRE AND RESCUE PLAN FOR SCOTTISH BORDERS

10. The Chairman welcomed to the meeting Mr John Mallin, of the Scottish Fire and Rescue Services (SFRS), to speak to the Area Forum about the SFRS local delivery plan for the Scottish Borders. Copies of the draft plan, issued for consultation, were circulated at the meeting. Mr Mallin advised that, although the consultation period had recently ended, further comment and input in relation to the plan would be welcomed. The local plan provided information on SFRS priorities in relation to the Scottish Borders and how their contribution to community safety would be measured. He

explained how the direction of the plan was supported by national strategic objectives and that the overarching strategic aims were to: improve safety of our communities and staff; more equitable access to fire and rescue services; improved outcomes through partnership; and to develop a culture of continuous improvement. The key priority areas in the Scottish Borders that were considered in the Local Assessment and those that action plans would be developed for were: reduction of dwelling fires; reduction in fire fatalities and casualties; reduction of deliberate fire setting; reduction in road traffic collisions; and reduction of unwanted fire alarm signals. Within each of the priorities were a number of performance indicators which would be used to report and track performance against the objectives. Mr Mallin drew attention to a table within the document which gave data of actual incidents and events over the past four years in relation to the performance indicators used. Driving down risk and focusing on the areas where the level of incidents was not reducing was a key aspect of the decision in selection of priorities. The plan went on to give more detail on the actions and outcomes relating to the five priorities in the Scottish Borders, and how achieving local outcomes linked into community planning and political direction. Members discussed the plan and received answers to their questions about some of the data and trends indicated. The Chairman thanked Mr Mallin and agreed to his proposal that a representative of the SFRS attend all meetings of the Area Forum to give updates as required.

DECISION

NOTED the presentation.

REVENUE, CAPITAL AND SB LOCAL WORKS

11. With reference to paragraph 11 of the Minute of 6 November 2013, there had been circulated copies of a report which sought approval for the proposed new SB Local Small Schemes. The schemes which had been requested for consideration were the supply and installation of planters within Maxton Village at a total cost of £100. The Area Neighbourhood Manager updated Members with regard to the Provisional Programme for Approved SB Local Small Schemes contained in Appendix A to the report.

DECISION

(a) AGREED to approve for implementation, the following new SB Local Small Schemes:-

	Estimated Cost
	£
(i) Supply & install planters within Maxton Village	£ 100

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

12. Jedburgh Members requested an update on the work being undertaken at Cappuck Bridge, as the masonry had been repaired but the carriageway appeared to be in a poor state and it appeared to be taking an inordinate amount of time to complete the work.

DECISION

AGREED that comments be passed to the Bridges section who would respond directly to the Jedburgh Members.

OPEN QUESTIONS

13. There were no questions from the public.

DECISION

NOTED.

COMMUNITY COUNCIL SPOTLIGHT

14. **Skiprunning Burn, Jedburgh** – With reference to paragraph 16 of the Minute of 6 November 2013, the Area Neighbourhood Manager advised that The Phase 1 works at Burn Wynd and Duck

Row commenced on 27th January 2014, were progressing well and were expected to be completed on time. The work at Burn Wynd was almost complete with the new horizontal grille in place, only the realigned wall and fencing were to be completed. The work at Duck Row had commenced with the new outlet cored through the existing wall and the Contractor continuing to install the outlet pipe. Preparation work had also started on Phase 2 of the Jedburgh Flood Prevention Scheme and a meeting had been arranged for 19th February 2014 with the three Jedburgh Councillors to agree the preferred scheme.

**DECISION
NOTED.**

15. **Oxnam Road Wall, Jedburgh** – With reference to paragraph 17 of the Minute of 6 November 2013, the Area Neighbourhood Manager advised that Legal proceedings were continuing between Scottish Borders Council and the owners of the property known as Airenlea, Oxnam Road, Jedburgh, to determine where the responsibilities lay for the repair of the retaining wall situated at the rear of the public footway and adjacent to their property. On 16th December 2013, Legal Services represented Scottish Borders Council at a debate in the Sheriff Court, Jedburgh. The purpose of the debate was to determine the issues which the Sheriff can lawfully take into account in reaching his final decision and in this way identify the scope of the evidence to be led. However, during the proceedings the sheriff expressed the very strong view that he could not reach a decision on these issues unless he had first heard all the evidence. As a result the matter had been set for a Proof before Answer. In effect, all the evidence would require to be led first, and the legal debate would then take place following that evidence. The dates for the Proof before Answer were set for 25th, 27th and 28th March 2014.

**DECISION
NOTED.**

DATE OF NEXT MEETING

16. The Chairman confirmed that the next meeting of the Cheviot Area Forum was scheduled for Wednesday, 2 April 2014 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 8.20 p.m.

ST BOSWELLS TRAFFIC REGULATION ORDER

Report by Director of Environment and Infrastructure

CHEVIOT AREA FORUM

2 April 2014

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the Traffic Regulation Order for St Boswells to prohibit waiting between the hours of 8am to Noon daily (loading and unloading permitted) in a length of Main Street.**
- 1.2 Since the introduction of the St Boswells Traffic Regulation Order in 2012, the Co-operative Supermarket (Main Street, St Boswells) has changed its delivery schedules.
- 1.3 Following an approach from the Co-operative Food Supply Chain Logistics, officers from Environment and Infrastructure agreed that changes should be made to the Traffic Regulation Order to enable the introduction of a loading bay to meet the supermarket's long-term delivery requirements.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Cheviot Area Forum approves the amendment to the Scottish Borders Council (Various Streets, St Boswells) (Traffic Regulation) Order 2012), (Amendment No. 1) as detailed in the plan in Appendix A and the relevant extract from the Draft Traffic Regulation Order in Appendix B.**

3 BACKGROUND

- 3.1 Since the introduction of the St Boswells Traffic Regulation Order in 2012, the Co-operative Supermarket (Main Street, St Boswells) has changed its delivery schedules.
- 3.2 Following an approach from the Co-operative Food Supply Chain Logistics, officers from Environment and Infrastructure agreed that changes should be made to the Traffic Regulation Order to enable the introduction of a loading bay to meet the supermarket's long-term delivery requirements.
- 3.3 Statutory consultation was carried out from 25 November 2013 to 23 December 2013 and no comments were received.
- 3.4 The proposals were advertised to the public from 30 January 2014 to 27 February 14 and no comments or objections were received.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate to the provision of new signage, carriageway markings and advertising costs totalling £1500.

These costs would be borne by existing Network Management budgets.

4.2 Risk and Mitigations

- (a) This risk of not proceeding with the recommendations is that delivery vehicles will be stopping in unsafe or inappropriate locations to load or unload.
- (b) There are no additional risks of proceeding with the proposed amendments.

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)

Name	Designation and Contact Number
Jim McQuillin	Team Leader, Network - 01835 825 139

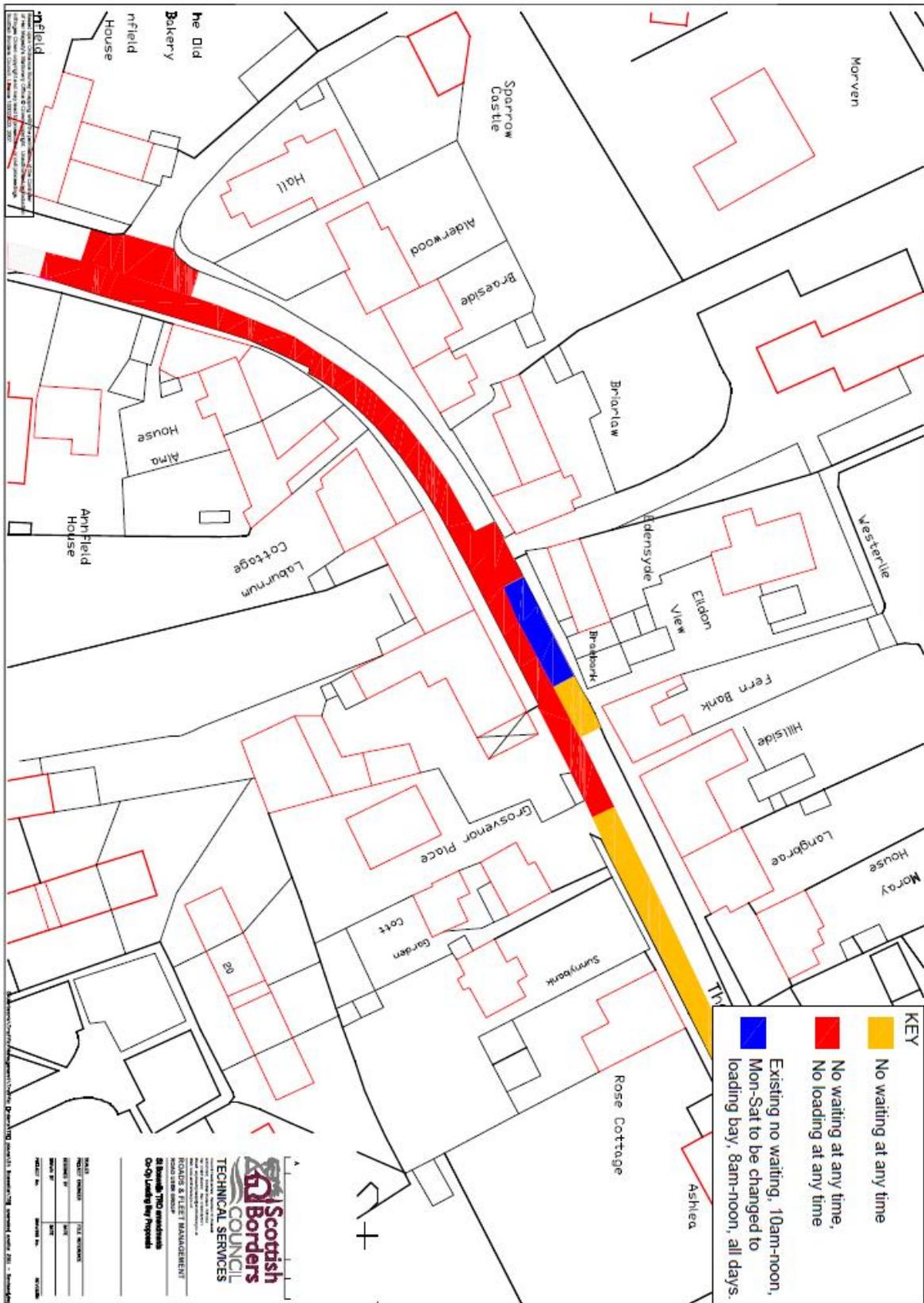
Background Papers: None

Previous Minute Reference: N/A

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 eittranslationrequest@scotborders.gov.uk.

Appendix A – Plans of Proposals



Appendix B – Draft Order

SCHEDULE 1

1. In Article 4 of the 2012 Order the text “10 a.m. and 12 Noon, Monday to Saturday” shall be delete and replaced with the text “8 a.m. to 12 Noon every day (Monday to Sunday)”.
2. In Article 6 of the 2012 Order the word “Articles” shall be amended to “Article” and the text “or 4” shall be delete.

SCHEDULE 2

1. Schedule 3 to the 2012 Order shall be delete in its entirety and replaced with:

“SCHEDULE 3

Roads and lengths of road where Waiting is prohibited between the hours of 8 a.m. and 12 Noon, every day (Monday to Sunday) (Loading and Unloading permitted).

Main Street

North-west Side

From a point 3 metres north-east of the access to Barnhill north-east for a distance of 17 metres”