

SCOTTISH BORDERS COUNCIL
TEVIOT AND LIDDESDALE AREA FORUM

MINUTE of the MEETING of the TEVIOT
AND LIDDESDALE AREA FORUM held in the
LESSER HALL, HIGH STREET, HAWICK on
18 June 2013 at 6.30 p.m.

Present:- Councillors G. Turnbull (Chairman), A Cranston, Z. Elliot, S. Marshall, D. Patterson, R. Smith.
Community Councillors C. Levell, M. Harrison, M. Short.
Inspector C. Wood (Lothian and Borders Police)

Apologies:- Mr I Robson

In Attendance:- Neighbourhood Area Manager (A. Finnie), Democratic Services Team Leader, Democratic Services Officer (J. Turnbull).

Members of the Public:- 2 in attendance.

AWARDS

1. In his welcome and introduction, the Chairman informed the Forum that Mr Ian Landels had been awarded the British Empire Medal for services to the community.

MINUTE

2. There had been circulated copies of the Minute of the meeting held on 21 May 2013.

DECISION

AGREED to approve the Minute for signature by the Chairman.

ECONOMIC DEVELOPMENT PRESENTATION

3. Councillor S Bell, Executive Member for Economic Development, thanked the Forum for the invitation to attend the meeting and introduced Mr B McGrath, Head of Economic Development & Environment. Mr McGrath advised that the Economic Development Team were aware of the economic pressures and external pressures in the Teviot and Liddesdale area. 2.8% of the population in the Scottish Borders received Job Seekers Allowance this figure rose to 3.9% in Teviot and Liddesdale area, where 9% of those unemployed were young people, as opposed to 5.9% in the Scottish Borders region. Development activity had dropped since 2008 and was still at a low level. CAP and Welfare Reform would also affect the local economy. Mr McGrath discussed the New Economic Strategy which would be one of the tools used to attract new initiatives into the area. The Strategy had four aims:-
 - Creating the conditions for business to compete;
 - Building on assets e.g. environment, road and rail infrastructure;
 - Developing the workforce of the future;
 - Providing leadership, which was an important role not only for the Council but for Area Forums too.
4. Mr McGrath advised the Forum of the initiatives in place to encourage growth. There was the Business Gateway which provided a team of advisors to assist and give advice to businesses. In addition, the Scottish Borders Business Fund had last year provided £100,000 worth of grants to businesses. A pilot loan scheme had also been introduced. The Council were the largest owner of commercial premises in the area and continued to invest, providing new plots for business e.g. Burnfoot South Industrial Site, which had attracted expressions of interest. There would be employment opportunities with the Borders Railway and Next Generation Broadband would improve digital connectivity for businesses. Youth unemployment was being addressed by working closely with the Borders College and Heriot Watt University. The Local Textiles Business' Training Initiative was providing

apprenticeships. The Council had accessed funding to run a youth employment scheme which would enable businesses to employ young people for six months to provide valuable work experience and increase their employability skills. The Council provided funding to VisitScotland to market the Scottish Borders. Stage 1 of the Cycling Tour of Britain in September would pass through Hawick and throughout the year there were events at Wilton Lodge Park and Heart of Hawick. In 2014 the Homecoming/Return to the Ridings and Hawick 500th Year events would increase visitors to the town. Mr McGrath ended the presentation by highlighting the Council's priorities for 2013/14: to continue to provide support for businesses; Next Generation Broadband; to promote business opportunities around the Borders Railway and increase youth employment.

5. Following the presentation, Councillor Bell and Mr McGrath proceeded to answer Members' questions. Members felt that rates were too high for many businesses, particularly those located on the High Street. It was explained that setting the rateable value was not the Council's responsibility. It was essentially the rental value which determined the rateable value, if this decreased then this would lower the rateable value. The Shopjackets scheme was praised and it was noted that it had improved the High Street. However, the Council was unable to commit budgets to any extension of the scheme; the Small Business Grant Scheme was, however, still available. Locating an abattoir in Hawick was discussed but would prove an economic challenge, it might be possible if local farmers came together and worked in a co-operative. However, this had been tried in Galashiels and had not been successful. It was requested that economic development recognised the requirement for a flood prevention scheme for employment land in Newcastleton. Members were concerned at the number of uninhabitable buildings in the town and enquired if there were any initiatives that could be implemented to encourage renovation. Councillor Smith advised that he would be arranging a meeting for all Hawick Members before the end of the month.
6. It was reported that the Scottish Government had launched a £10 m regeneration fund. Officers were presently putting together schemes which matched the criteria. A list of potential bids would then be taken forward for a decision by councillors. Bids had to be made by 28 June 2013. The projects had not been finalised but officers were aware that Hawick had areas of deprivation. The Chairman thanked Councillor Bell and McGrath for their attendance.

DECISION

NOTED the presentation.

SB LOCAL SMALL SCHEMES AND CAPITAL & REVENUE WORKS.

7. With reference to paragraph 14(b) of the Minute of 21 May 2013, there had been circulated a report by the Director of Environment and Infrastructure seeking approval for the proposed upgrading of the access road to Denholm Cemetery. Members were reminded that at the last meeting of the Forum they had requested that an external quotation for this work be obtained. They were advised that the specification and the timing of the works had been changed to enable an amended price of £2,100 to be tabled for consideration. The works would still be provided through SBC Contracts. A question was asked regarding the painting of white road lines in Eildon Road and it was noted that this would be brought back to the August meeting of the Forum for a decision. The Chairman reminded Members to submit their suggested schemes to Mr Finnie as soon as possible.

DECISION**AGREED:-**

- (a) **to approve the upgrading of the access road to Denholm Cemetery at a cost of £2,100; and**
- (b) **to request that the costs for road white lining in Eildon Road be submitted at the August meeting of the Forum.**

OPEN QUESTIONS

8. Mr Tait of Future Hawick enquired about the delay in the repairs to the road bridge at Knowesouth? The Neighbourhood Area Manager would investigate and report back to the Chairman.

DECISION:

AGREED that the Neighbourhood Area Manager investigate the delay in the repairs to the Knowesouth road bridge.

COMMUNITY COUNCIL SPOTLIGHT

9. Mr Robson from upper Tevitodale & Borthwick water was not in attendance but had expressed his disappointment at the delay in the works to Martin's Bridge. The Chairman reported that there had been delays with Scottish Water sourcing the necessary equipment.
10. Mr Levell, from Hobkirk Community Council, reported there was a slight problem with the gradient of the slabs at the bench at Bonchester Bridge. He also urged Forum members to attend the proposed wind farm meeting to be held on Thursday, 20 June 2013.
11. Mrs Short from Hawick Community Council reported that Hawick and Burnfoot Community Council had set up a sub-group to feed into the Winter Services Review and to engage in the review of Byelaws Prohibiting the Consumption of Alcohol in Designated Public Places. They had also met with the representative from resilience planning and Mansfield and Weansland would be the test area for questionnaires. Mrs Short had also attended the Royal Visit event on Wednesday.

DECISION

NOTED the reports.

URGENT BUSINESS

12. Under Section 50B(b) of the Local Government (Scotland) Act 1973, the Chairman was of the opinion that the item dealt with in the following paragraph should be considered at the meeting as a matter of urgency, in view of the needs to make an early decision.

COMMUNITY COUNCIL REVIEW GROUP

13. The Forum were advised that Councillor Turnbull had tendered his resignation from the Community Council Review Group. The Forum could appoint another representative. Councillor Turnbull, seconded by Councillor Smith, moved that Councillor Elliott be appointed as the Forum's representative on the Community Council Review Group and this was unanimously approved.

DECISION

AGREED the Councillor Z. Elliot be appointed as the Teviot and Liddesdale Area Forum's Councillor representative on the Community Council Review Group.

DATE OF NEXT MEETING

14. **NOTED that the next meeting would be held on 20 August 2013 at 6.30 p.m.**

The meeting concluded at 7.55 pm

INTRODUCTION OF TRAFFIC REGULATION ORDER FOR SCHOOL KEEP CLEAR ZIGZAG MARKINGS

Report by Director of Environment and Infrastructure

TEVIOT & LIDDESDALE AREA FORUM

22 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 Teviot & Liddesdale 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 12 lengths of road where school keep clear zigzag markings exist in the Teviot & Liddesdale 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:- Drumlanrig-St Cuthbert's Primary School, St Margaret's Primary School (Hawick), Stirches Primary School (2 lengths), Trinity Primary School, Wilton Primary School (5 lengths) Hawick High School and Newcastleton Primary School.

2 RECOMMENDATIONS

2.1 I recommend that Teviot & Liddesdale 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) **The Loan, Buccleuch Terrace, Roxburgh Drive, Arthur Street, Stirches Road, Wellfield Road, Branxholme Road and A7 Buccleuch Road in Hawick; and**
 - (ii) **Montagu Street in Newcastleton**

- (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 Teviot & Liddesdale Area Forum area:-
(a) Hawick – on The Loan, Buccleuch Terrace, Roxburgh Drive, Arthur Street, Stirches Road, Wellfield Road, Branxholme Road and A7 Buccleuch Road; and
(b) Newcastleton - on Montagu Street
- 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) Hawick | £3300 | 11 signs and 11 sets of zigzags; and |
| b) Newcastleton | £300 | 1 sign and 1 set 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:-

- that parking on school keep clear zigzag markings will continue to be unenforceable; and
- 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

- 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)

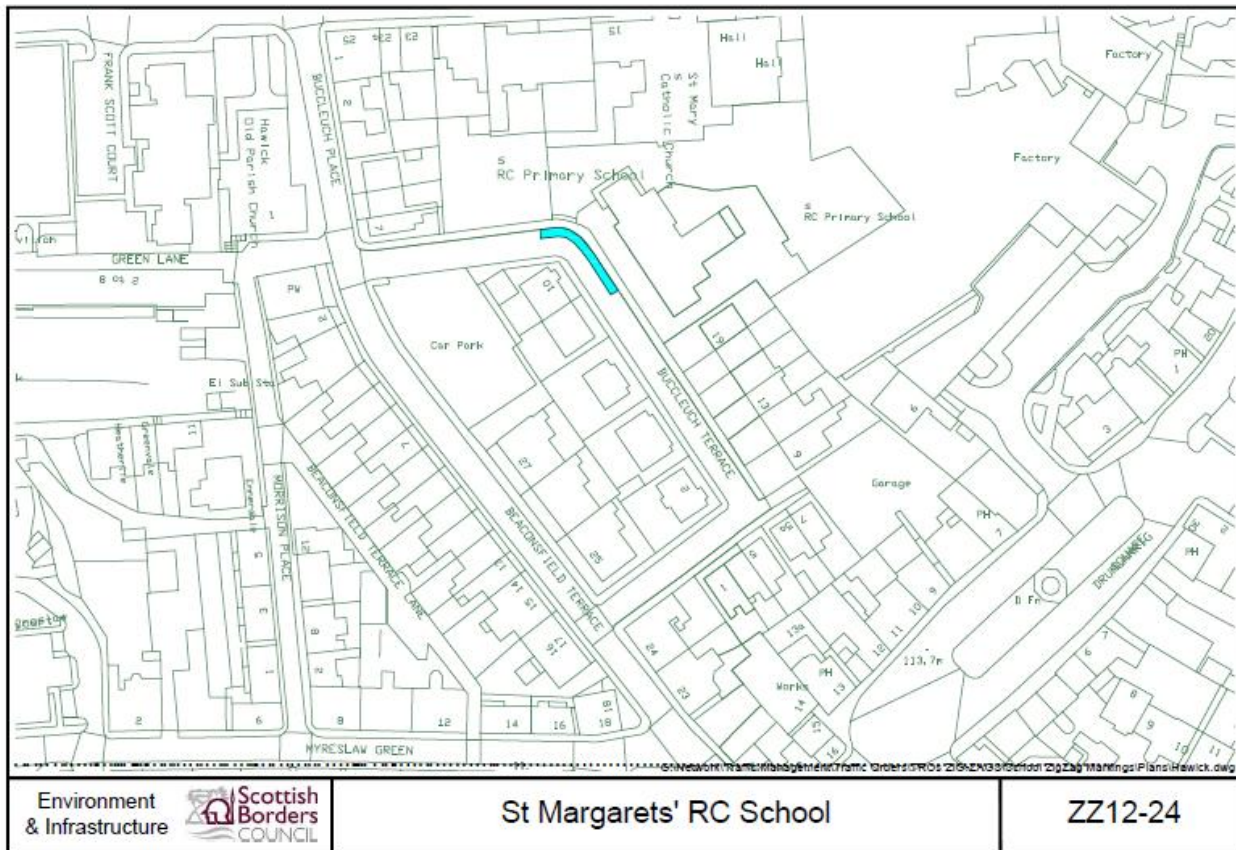
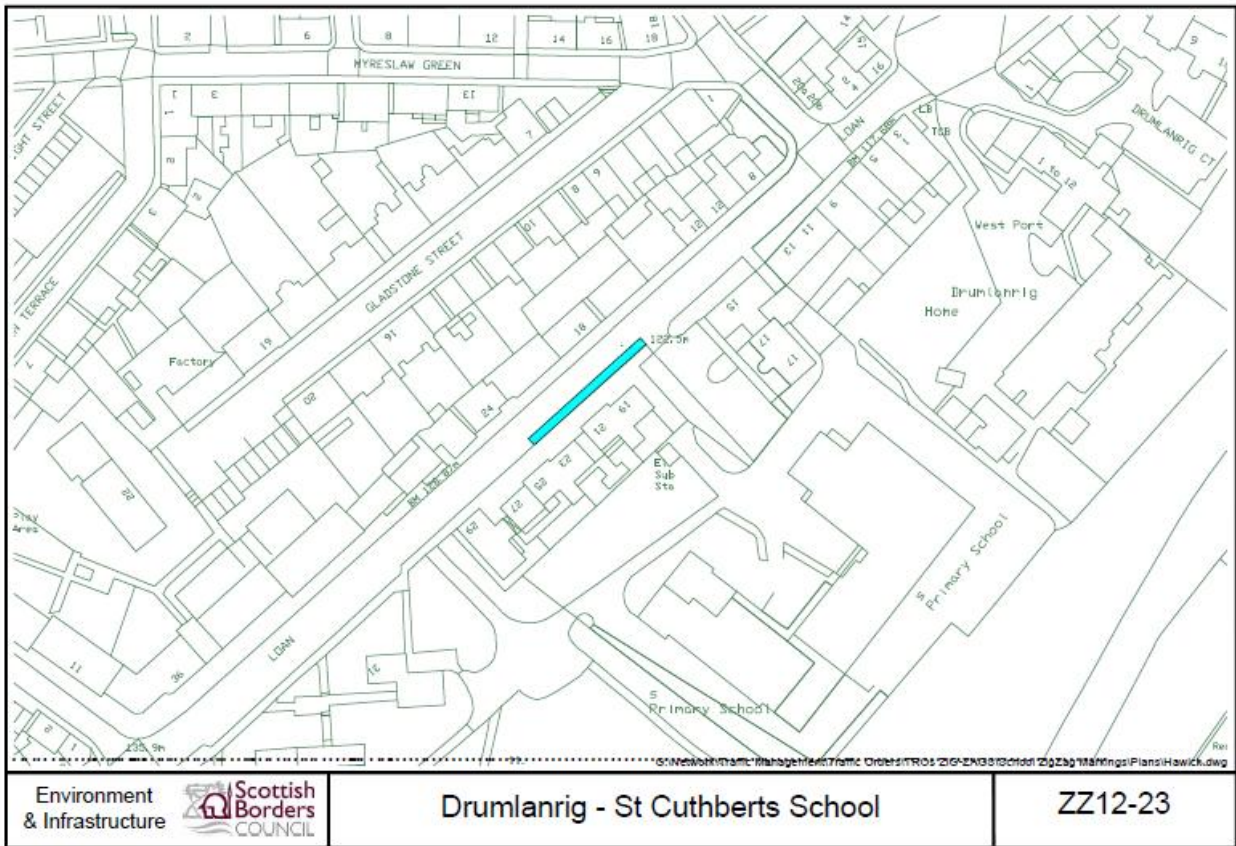
Name	Designation and Contact Number
Jim McQuillin	Team Leader - Road Safety & Traffic Management 01835 825139

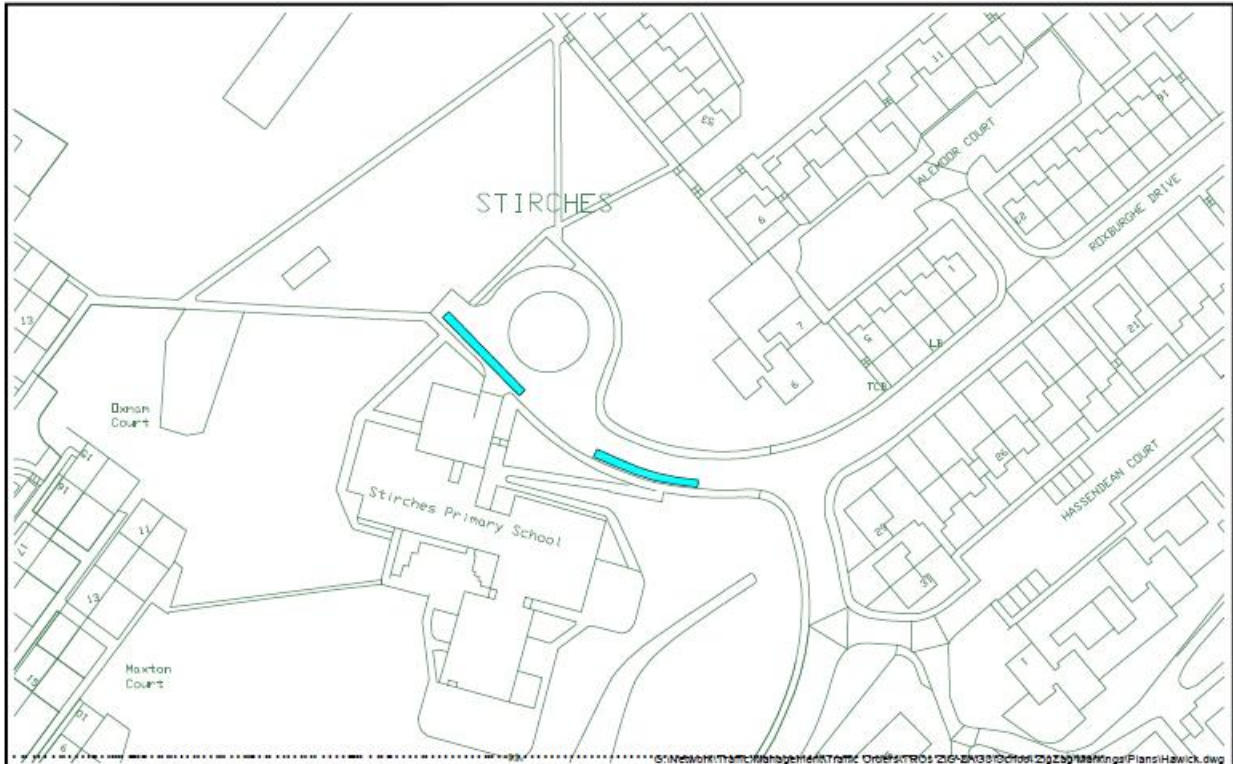
Background Papers: None

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

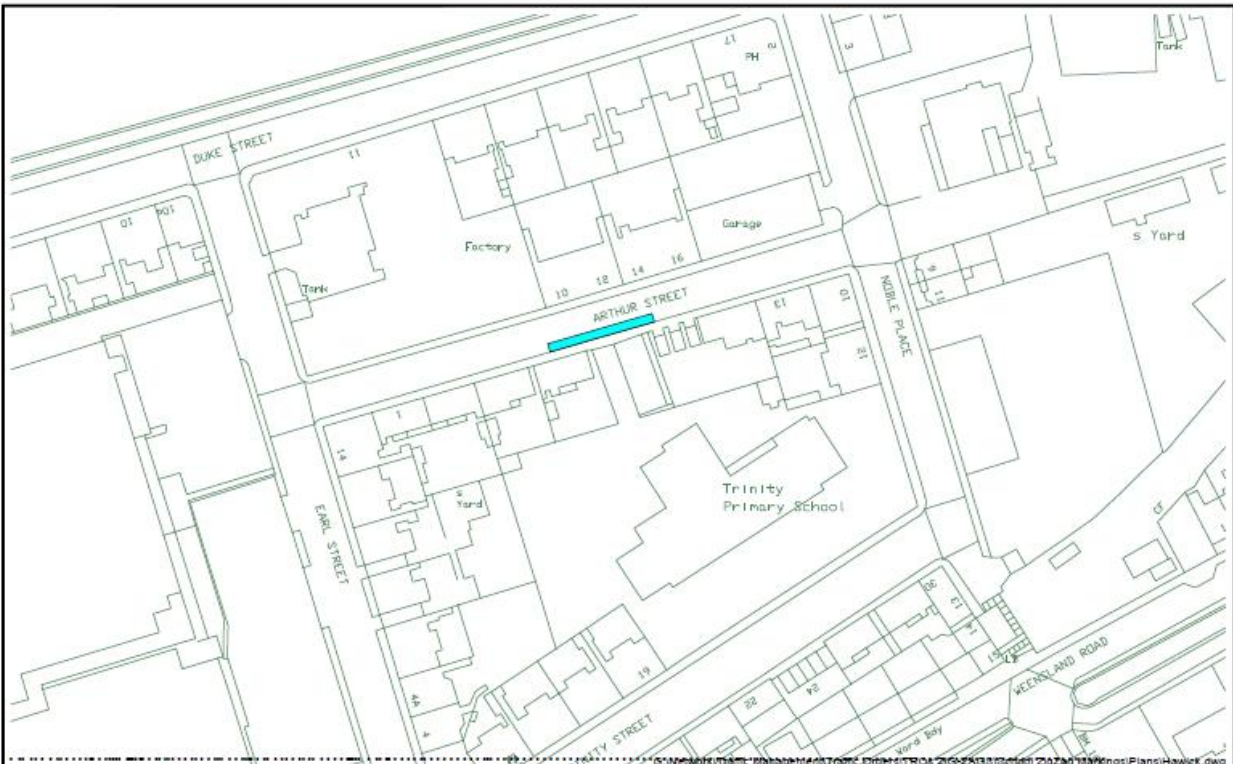
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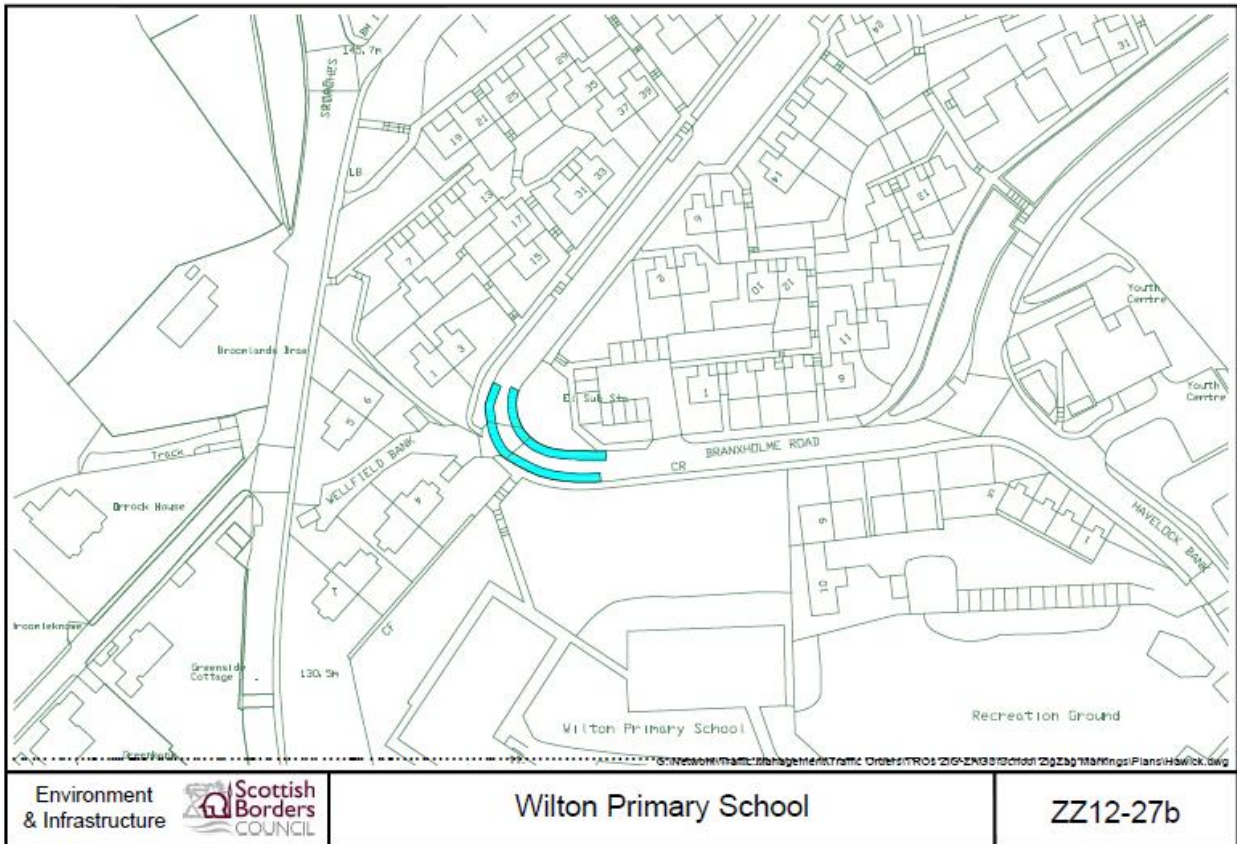
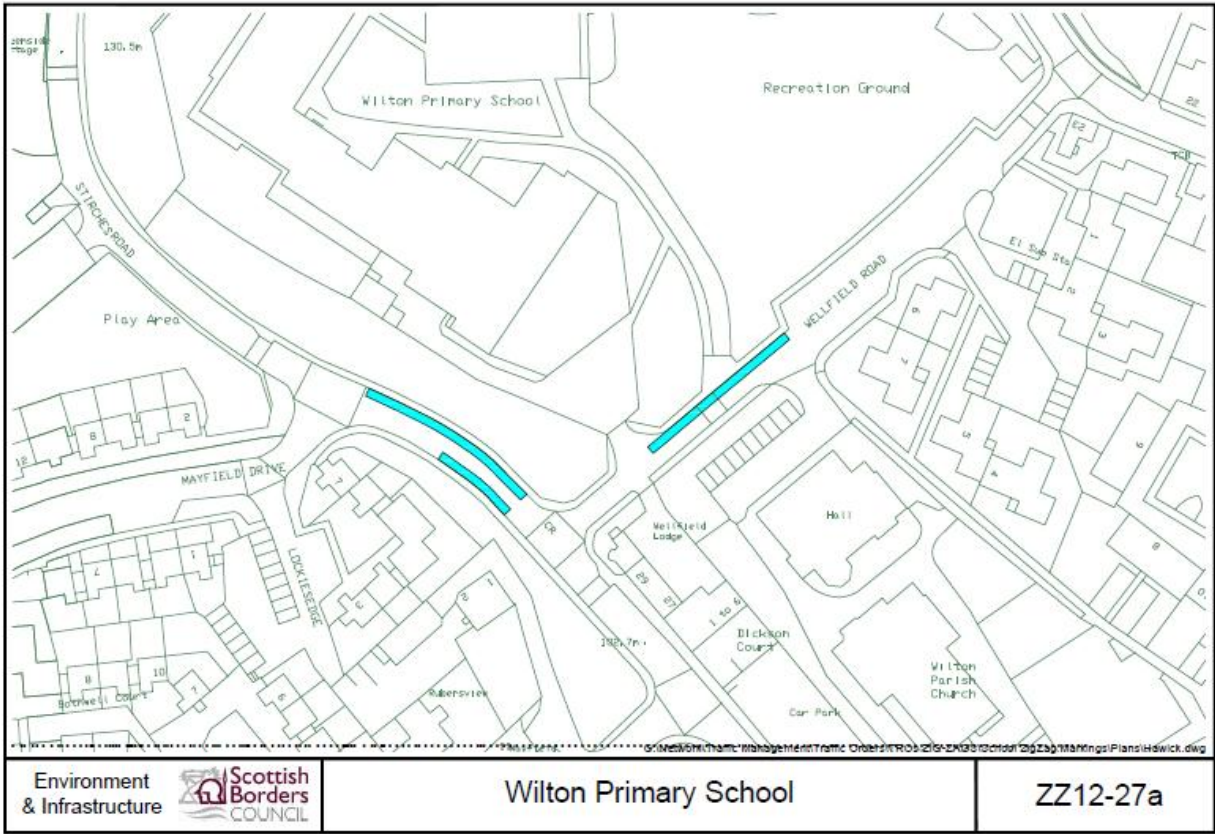


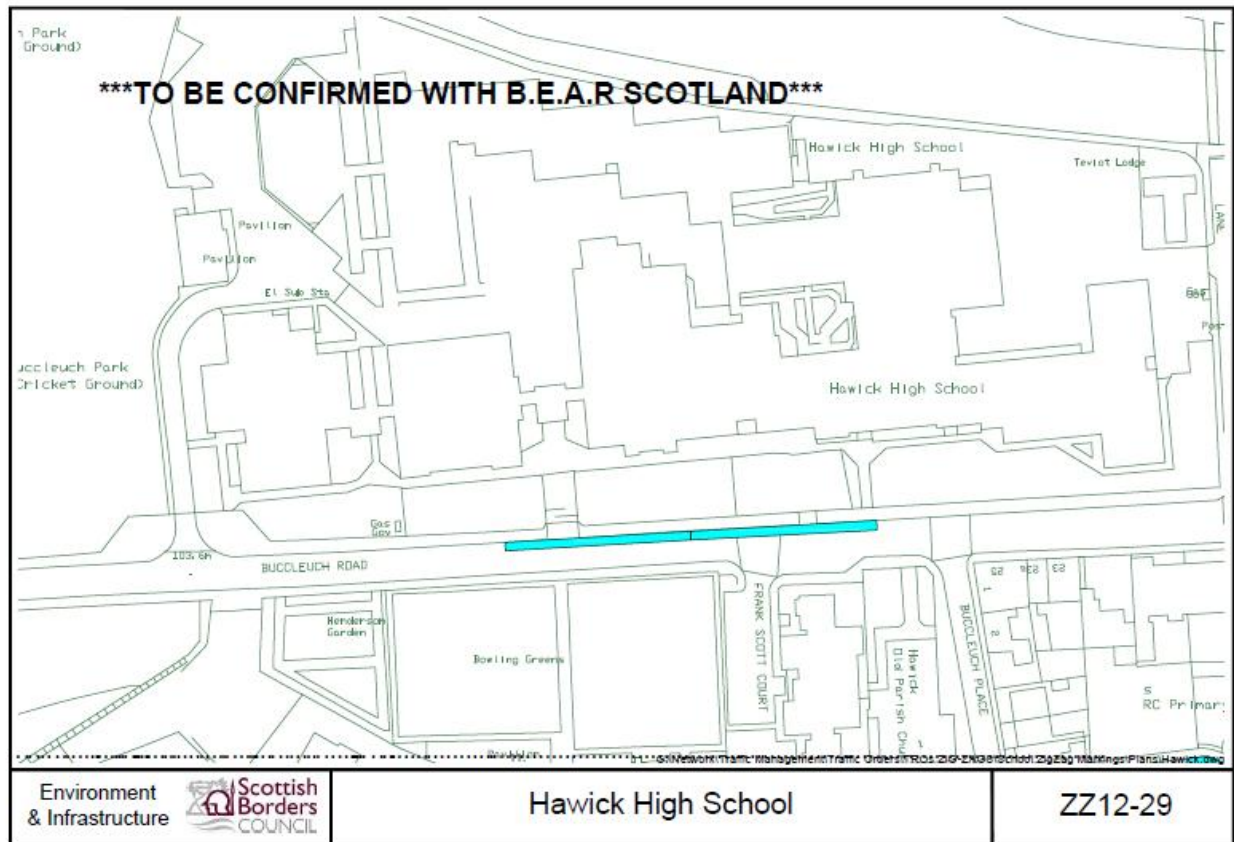
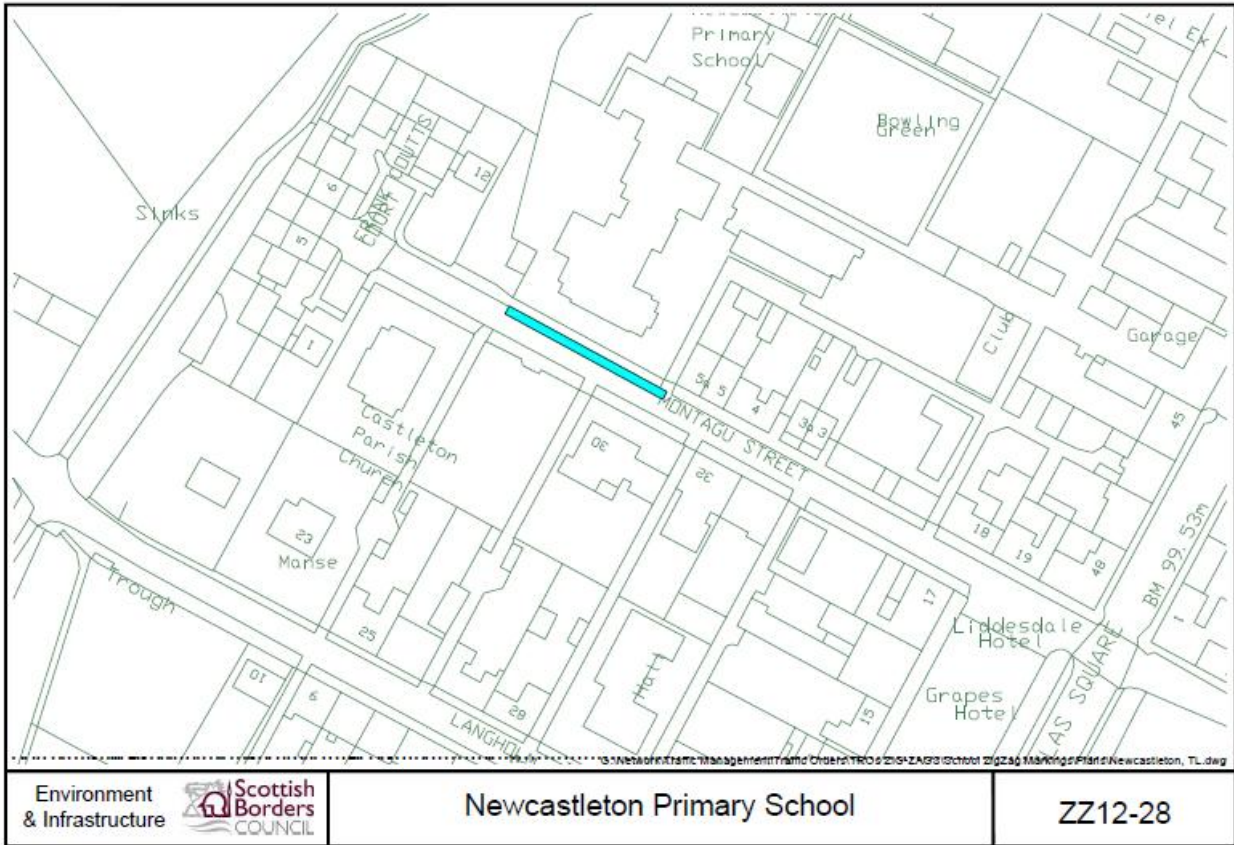


Environment & Infrastructure		Stirches Primary School	ZZ12-25
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Environment & Infrastructure		Trinity Primary School	ZZ12-26
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THE ROAD TRAFFIC REGULATION ACT 1984

**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.

TEVIOT & LIDDESDALE

DRUMLANRIG ST CUTHBERTS

1. The Loan (South East): From a point 59m South West of the extended South West kerbline of Beaconsfield Terrace South West for 35m

ST MARGARET'S RC

1. Buccleuch Terrace (North and North East): From a point 42m East of junction with Buccleuch Place East and South East for 25m

STIRCHES

1. Roxburgh Drive (South West): From a point 17.5m West of junction with Hazelwood Road North West for 25.5m
2. Roxburgh Drive (South West): From a point 64.5m North West of junction with Hazelwood Road North West for 25.5m

TRINITY

1. Arthur Street (South): From a point 9.5m West of school access East for 25.5m

WILTON

1. Stirches Road (North East): From a point 10m North West of junction with Wellfield Road North West for 45.3m
2. Stirches Road (South East): From a point 10m North West of the extended North West kerbline of Wellfield Road North West for 23.5m
3. Wellfield Road (North West): From school access North East for 42m
4. Branxholme Road (North and East): From a point 13m West of access to garage area West then North for 30m
5. Branxholme Road (South and West): From a point 13.5m North of Wellfield Bank South then East for 42m

NEWCASTLETON

1. Montagu Street (North): From a point 114m West of the junction with North Hermitage Street West for 43m

HAWICK HIGH SCHOOL

1. A7 Buccleuch Road (North): From a point 13m West of extended West kerbline of Buccleuch Place West for 43.5m
2. A7 Buccleuch Road (North): From a point 56.5m West of extended West kerbline of Buccleuch Place West for 43.5m

SB LOCAL SMALL SCHEMES and CAPITAL & REVENUE WORKS

Report by Director of Environment & Infrastructure

TEVIOT & LIDDESDALE AREA FORUM

22 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.**

1.2 The following schemes have been requested for consideration by the Teviot and Liddesdale members: Joint scheme to upgrade entrance to Jubilee Park, Newcastleton, install new bench at Wellogate Cemetery, and white lining to define parking bays in Eildon Road, Hawick. 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 Teviot & Liddesdale Area Forum:**

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

- | | |
|---|---------------|
| (i) Joint scheme to upgrade entrance to Jubilee Park, Newcastleton | £2,000 |
| (ii) Install new bench at Wellogate Cemetery, Hawick | £ 150 |
| (ii) White lining of parking bays in Eildon Road, Hawick | £ 400 |

(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 – enquiries@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 Teviot & Liddesdale Area:-
- (a) Contribution towards the upgrading of the entrance to Jubilee Park, Newcastleton (£2,000). This is a joint scheme with Neighbourhood Services, (total cost £4,368). This request was received from local Hawick & Hermitage Ward Councillors.
 - (b) Install new bench at entrance to Wellogate Cemetery, Hawick (£150). This request was received from local Hawick & Hermitage Ward Councillors.
 - (c) White lining to define parking bays in Eildon Road, Hawick (£400) This request was received from local Hawick & Denholm Ward Councillor.
- 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 Teviot and Liddesdale area in 2013/14. It has been agreed previously that this budget will be split equally between the Hawick & Hermitage and Hawick & Denholm Wards. If the above schemes are approved, then there will be a remaining budget of £14,511 in Hawick & Hermitage Ward and £13,031 in Hawick & Denholm Ward for future schemes.

Appendix A & B list up-dates on 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**

5.1 The Chief Financial Officer, Head of Corporate Governance, the Head of Audit & Risk, the Head of Strategic Policy, 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 (Teviot & Liddesdale) 01835 824000 Ext 6535

Background Papers: None

Previous Minute Reference: None

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TEVIOT AND LIDDESDALE AREA
SB LOCAL SMALL SCHEMES

ITEM NO. 7 (APPENDIX A)

Location	Work Description	Origin	Date of Enquiry	Status ¹	Price	Available Budget	Comments
Total Budget available for SB Local Small Schemes						£34,702	
Hawick & Hermitage						£17,351	
Linden Cresc., Hawick	Install seating area.			Completed	£290	£17,061	
The Mote, Hawick	Grass cutting			Completed	£400	£16,661	
Hawick & Denholm						£17,351	
Wilton Primary School, Hawick	Install footpath			Ordered	£580	£16,771	
War Memorial, Bonchester	Upgrade seating area			Completed	£440	£16,331	
Lanton Place, Hawick	White lining of parking areas			Ordered	£800	£15,531	
Denholm Cemetery	Upgrade access road			Ordered	£2,100	£13,431	
Remaining Balance for SB Local Small Schemes						£30,092	

Asset Programme of Revenue and Capital Works - Teviot & Liddesdale Area 2013/14

ITEM NO. 7 (Appendix B)

Programme of Capital Works - Roads

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
B6357 Longrow	Carriageway Surfacing	£95,000													
DH119/3 Myreslawgreen, Hawick	Carriageway Surfacing	£45,000													
Resurfacing for Surface Dressing 14/15	Carriageway Surfacing	£30,000													
B6357 Greena Quarry	Carriageway Surfacing	£60,000													
DH24/3 Braid Road, Hawick	Carriageway Surfacing	£30,000													
DH110/3 Lower Mansfield Road, Hawick	Carriageway Surfacing	£50,000													
A698 Emtelle	Surface Dressing	£9,500				Comp									
B6357 Easter Fodderlee	Surface Dressing	£7,700				Comp									
B6357 Piet's Nest	Surface Dressing	£16,200				Comp									
B6399 Langburnshiels	Surface Dressing	£33,700				Comp									
A698 Hawick - Spittle on Rule	Carriageway Patching	£7,000			Comp										
A6088 Hawick - Carterbar	Carriageway Patching	£8,000				Comp									
B6399 Hawick - Sandholm Bridge	Carriageway Patching	£20,000													
C24 Hermitage - Billhope	Carriageway Patching	£15,000					Comp								
B6357 Bonchester - Sandholm	Carriageway Patching	£15,000													
D16/3 Honneyburn	Carriageway Patching	£9,000													
B6357 Saughtree Grain	Retaining Wall	£30,000													
North Bridge Street, Hawick	Footway Works	£13,000													

TOTAL

£494,100

Programme of Revenue Works - Roads

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
D24/3 Priesthaugh	Carriageway Patching	£25,000													
DH139/3 Rosebank Road, Hawick	Carriageway Patching	£7,500													
DH97/3 Loan, Hawick	Carriageway Patching	£5,000													
DH85/3 Kirkwynd, Hawick	Carriageway Patching	£3,500													
DH22/3 Burnflat Brae, Hawick	Carriageway Patching	£3,500													
DH47/3 Duke Street, Hawick	Carriageway Patching	£10,000													
B711 Borthaugh Cottages	Drainage Works	£7,000				Comp									
B6357 Wolflee	Drainage Works	£8,500				Comp									
Stirches Road, Hawick	Footway Works	£7,000					Comp								
St Ninians Road, Hawick	Footway Works	£4,500													
Oliver Crescent, Hawick	Footway Works	£6,000				Comp									
Guthrie Drive/Deloraine Court, Hawick	Footway Slurry Sealing	£5,500													
Various Location Teviot & Liddesdale	Jetpatching	£33,750		Comp	Comp	Comp	Comp								
Slitrig Crescent, Hawick	Rhino Patching	£2,800													
Stirches Road, Hawick	Rhino Patching	£2,800													
Weensland Road, Hawick	Rhino Patching	£4,200													
Howdenbank, Hawick	Rhino Patching	£2,800													
Hazelwood Road, Hawick	Rhino Patching	£4,200													
Trinity Street, Hawick	Rhino Patching	£2,800													
Hamilton Road, Hawick	Rhino Patching	£2,800													
B6357 Upper Burnmouth	Emabnkment Repairs	£25,000													
B6399 Whiteropefoot	Cattlegrid Repairs	£1,000				Comp									
C29 Earlside	Cattlegrid Repairs	£1,500				Comp									
C26 Holmhill @ Boundary	Cattlegrid Repairs	£1,500		Comp											

TOTAL
£178,150

Asset Programme of Revenue and Capital Works - Teviot & Liddesdale 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
B711 Martins Bridge	Masonry Repairs & Strengthen	£245,000		OG	OG	OG	OG								
A698 Knowesouth Bridge	Bridge Replacement	£150,000													
B6357 Wane Cleuch	Culvert Replacement	£70,000													

TOTAL **£465,000**

Programme of Revenue Works - Bridges

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
D14/3 Hornshole	Accident Damage	£15,000				Comp									
D29/3 Bowanhill Bridge	Parapet Replacement	£30,000													
D27/4 Littledean	Culvert Replacement	£20,000													

TOTAL **£65,000**

Programme of Capital Works - Street Lighting

Location	Description	Estimate	Final Cost	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Bothwell Court, Hawick	Street Lighting	£55,000				Comp									
Stirches Footpaths, Hawick	Street Lighting	£20,000													

TOTAL **£75,000**

SPEED LIMIT REVIEW 2012

Report by Director of Environment and Infrastructure

TEVIOT AND LIDDESDALE AREA FORUM

22 August 2013

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the existing speed limit order in Hawick and to introduce a speed limit in Chesters to take account 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 Teviot and Liddesdale area, at Chesters and Crumhaughhill Road in Hawick. The sections of road in question are currently subject to the National Speed Limit.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum:**
 - (a) **approves the amendment to the Scottish Borders Council (The Borders Regional Council) (Restricted Roads) Order 1985 to allow**
 - (i) **The introduction of a 30mph limit in Chesters; and**
 - (ii) **The extension of the existing 30mph limit on Crumhaughhill Road in Hawick**
 - (b) **These are detailed in the plans in Appendix A and the relevant extract from the Draft Traffic Regulation Order 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 Teviot and Liddesdale Area were identified as justifying an amendment. These were at Chesters and Hawick. The recommendations are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded the following recommendations:-
- (a) Chesters – Introduce a 30mph speed limit on all four arms of the crossroads intersecting in the village centre. Extents of proposed restriction on each arm are as follows:
- A6088 (Western arm) to the final property;
 - A6088 (Southern arm) to the final property;
 - C31 (Eastern arm)(Chesters Brae) to the final lighting column; and
 - C27 North to the final residential property.
- (b) Hawick - Extension of the existing 30mph speed limit on Crumhaughhill Road.
- 3.4 As with all Traffic Regulation Orders (TROs), the Council is required 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 30/1/13 to 27/2/13 for Crumhaughhill Road, Hawick and Chesters respectively. No comments or objections were received.
- 3.6 The proposals were advertised to the public from 27/3/2013 to 19/4/2013
- 3.7 One objection was received on 17/4/13 from Southdean Community Council who felt that the proposed 30mph limit did not extend far enough along the A6088 western arm and that it was shown to fall immediately adjacent to a domestic garage which is regular use.
- 3.8 Good practice and convention dictates that the extent a village speed limit is coincident with the outermost boundary of the first property. Extending it further, as suggested, is likely to have a counteractive effect, as for a speed limit to be effective, it needs to be credible to drivers. Its credibility is enhanced by the visual stimulus provided by the streetscape of the village.
- 3.9 In practice, speed limit would be signed such that it would not interfere or obstruct free access to any accesses, domestic or otherwise.

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) Chesters £3,000 16 sign faces/ 8 sign poles;
- b) Crumhaughhill Road, Hawick £500 2 signs to be relocated.

The cost would be borne by existing Network Management budgets.

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) The risk of proceeding with the introduction of the speed limit on all four approach roads to Chesters is that an errant vehicle may strike the sign post holding the sign necessary to indicate the start and end of the restriction. This risk will be mitigated by appropriate choice of pole diameter which would collapse with reasonable force.
- (c) There is no additional risk of proceeding with the extension of the existing speed limit at Crumhaughhill 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 and Infrastructure

Signature

Author(s)

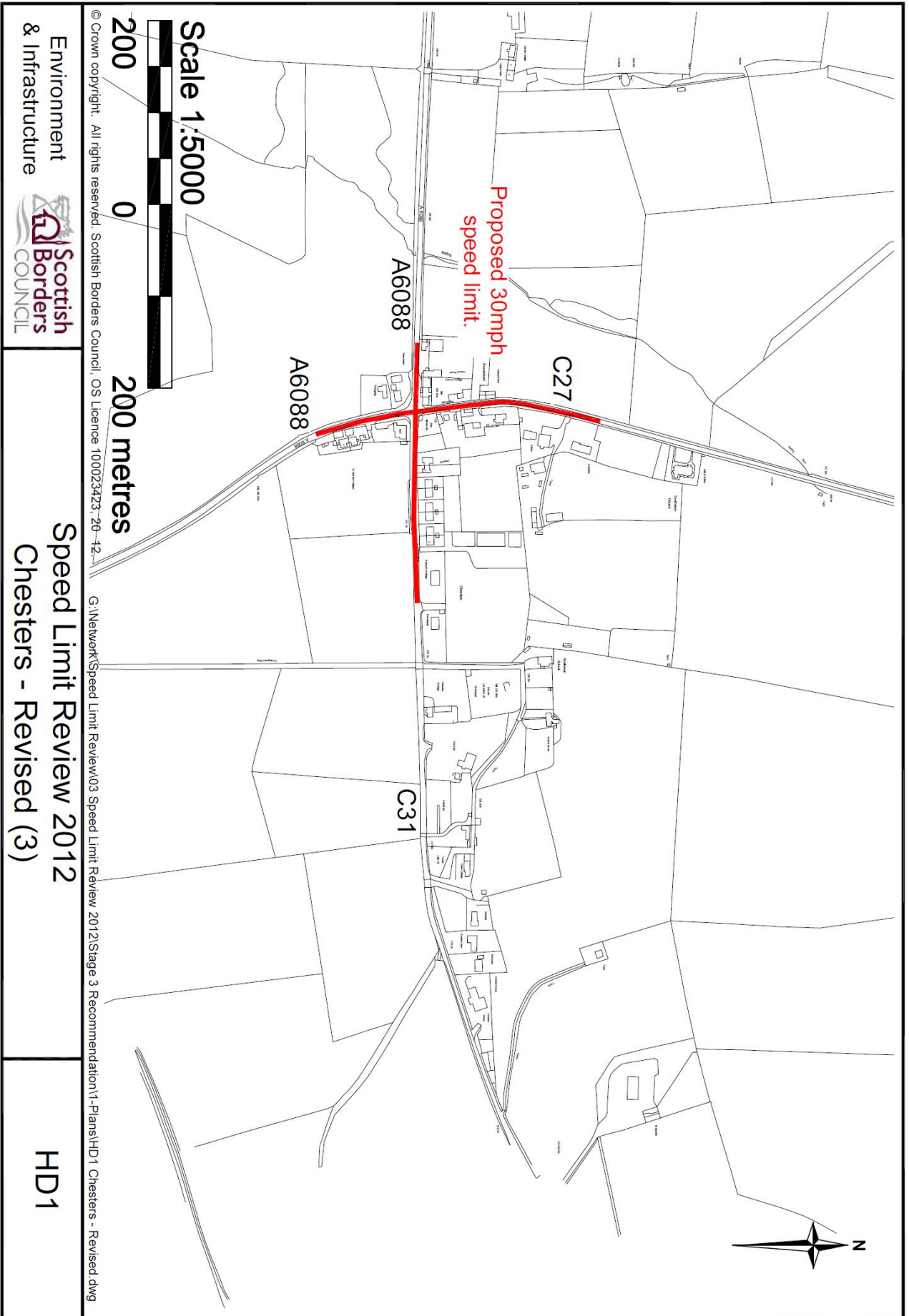
Name	Designation and Contact Number
Robbie Yates	Assistant Engineer, Network

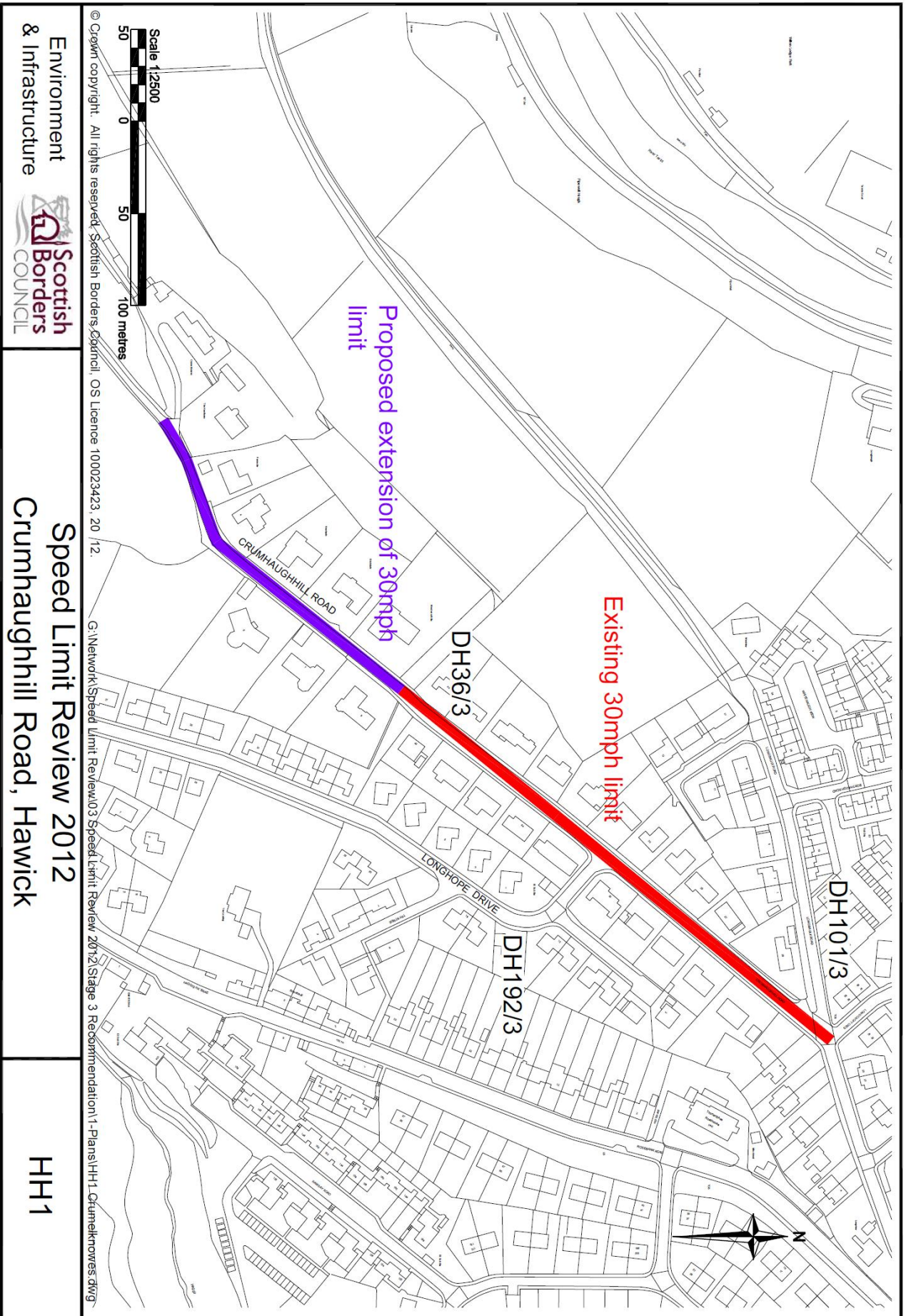
Background Papers: None

Previous Minute Reference: N/A

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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.





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Environment & Infrastructure



Speed Limit Review 2012
Crumhaughhill Road, Hawick

HH1

Appendix B – Draft Order

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

CHESTERS

That length of the A6088 from a point 75m west of western kerblines of its junction with the C27 and the C31 Chesters Brae eastwards and then southwards to a point 108 metres or thereby south of the southern kerblines of its junction with the C27 and the C31 Chesters Brae.

That length of the C27 from the northern kerblines of its junction with the A6088 and the C31 Chesters Brae northwards for a distance of 200 metres or thereby.

That length of the C31 Chesters Brae from the eastern kerblines of its junction with the C27 eastward for a distance of 197 metres or thereby.

HAWICK

That length of the DH36/3 Crumhaughhill Road from the south-western kerblines of its junction with DH101/3 Longbalk Road to a point 340 metres or thereby south-west of its south-western kerblines of its junction with DH192/3 Longhope Drive.