

SCOTTISH BORDERS COUNCIL
TEVIOT AND LIDDESDALE AREA FORUM

MINUTE of the MEETING of the TEVIOT
AND LIDDESDALE AREA FORUM held in the
LESSER HALL, HAWICK on 22 April 2014 at
6.30 p.m.

Present:- Councillors G. Turnbull, (Chairman), A. Cranston, D. Paterson, R. Smith.
Community Councillors Mr R. Knight (Burnfoot Community Council), Mr W.
Roberts (Denholm Community Council), Mr T. Stevenson (Upper Teviotdale &
Borthwick Water).

Apologies:- Councillor S. Marshall, Mrs M. Short.

In Attendance:- Station Commander Russell Bell (Scottish Fire & Rescue Service), Inspector C
Wood (Police Scotland), Neighbourhood Area Manager (A. Finnie), (Democratic
Services Officer (J. Turnbull).

Members of the Public:- 10 in attendance.

MINUTE

1. There had been circulated copies of the Minute of the meeting held on 18 March 2014.

DECISION

AGREED to approve the Minute.

MATTERS ARISING FROM THE MINUTE

2. With reference to paragraph 2 of the Minute relating to the Heart of Hawick destination sign, the Chairman had received a communication from the Street Lighting Team Leader, informing that the estimated cost to carry out the necessary works to move the existing lighting column complete with existing lantern to the rear of the footway, adjacent to the archway would be £7,979. This was a large sum of money and was due to the fact that nothing could be attached to the Drumandrig Tower due to its Grade B listed status. As the column had a live direct supply, Scottish Power would have had to disconnect the supply at its existing location and provide a new one at the new location, the uplighters for the information sign were fed from the lighting column and therefore a duct would have been required to run under the existing footway to keep them illuminated. In addition, an allowance had been made to purchase and attach a spot/flood light to the column that would light the new statue. Councillor Smith added, that to remove the Heart of Hawick signage would be a further £5,000, making the cost in the region of £12,000 to move both the lighting column and the sign.

DECISION

NO further action to be taken.

3. With reference to paragraph 10, the Chairman advised that the B6399 was now open and a traffic light system was in place.

DECISION

NOTED.

COMMITTEE MEMBERSHIP

4. The Forum were asked to consider the appointment of a representative to the Community Council Review Group following the death of Councillor Elliot.

DECISION

AGREED that Councillor Paterson be appointed as the Teviot and Liddesdale Area Forum representative to the Community Council Review Group.

NHS BORDERS CLINICAL STRATEGY

5. The NHS Borders Board Executive were in attendance. Dr Cliff Sharp, Consultant Psychiatrist, gave a presentation on the NHS Borders Clinical Strategy. Dr Sharp explained that the Strategy's vision was that by 2020 everyone would be able to live longer, healthier lives at home, or in a homely setting. The NHS were working with Scottish Borders Council (SBC) colleagues to provide integrated health and social care. The focus was on prevention, anticipation and supported self management. Where hospital was necessary, the focus would be on getting people back into their home as soon as appropriate with minimal risk of readmission.
6. NHS Borders faced three big challenges over the next 10 years – demographic, health and economic pressures. To accommodate the increasing demand across all of NHS Borders services required a radical and innovative approach to ensure future provision was sustainable. There would be an increase in population in the Scottish Borders by 5% in the next five years, however the proportion of the population who would be elderly would triple in the next ten years. Dr Sharp explained that only 10% of the population would reach 85 years of age without any health problems and many might have accumulated a number of conditions by that age. He clarified that in 1901 very few people lived into their 60s, 70s and 80s and there was a larger, younger population supporting the elderly. In 2030 the majority of the population would be middle aged and older with a smaller, younger population supporting. In the NHS for example, 10% of staff would be retiring and it was increasingly difficult to recruit to fill vacancies. Inflation (drug costs and volumes, energy prices and salaries) would require the NHS to make at least 3% efficiency savings each year which was not sustainable. The Clinical Strategy outlined the key principles for redesigning the NHS to ensure high quality healthcare: Services would be safe, effective and high quality; person centred and seamless; health improvement and prevention would be as important as treatment of illness; services would be delivered as close to home as possible; admission to hospital would only happen when necessary and be delivered efficiently within available means.
7. In answer to questions, Dr Sharp stated that there would be an increase in the population with the new Borders Railway and hopefully the influx of people would make it easier to fill vacancies within NHS Borders; children were being educated about their health choices through 'Social and Personal Development' in schools. He discussed that changes to the way in which mental health services were delivered showed that people could be looked after at home. In response to a question regarding waiting time to see a GP, Dr Sharp replied that the GP was not the only person who could give the necessary treatment – specialist nurses were often able to give advice.
8. Dr Sharp concluded the presentation by advising that the consultation on the Clinical Strategy would run between 10 March and 6 June 2014 and feedback would be appreciated, responses could be sent electronically or on the response sheet attached to the document. The Chairman thanked Dr Sharp and the NHS Board Executive members for their attendance and for the informative presentation.

DECISION

NOTED the presentation.

REQUEST FOR THE MAKING OF THE STOPPING-UP ORDER FOR PART OF PUBLIC ROAD AT STONEFIELD PLACE, HAWICK (DH213/3)

9. There had been circulated copies of a report from the Service Director Regulatory Services seeking approval for the making of the Stopping-Up Order for part of the DH213/3 public road at Stonefield Place, Hawick. Parts of the roads and footways known as Stonefield Place, Hawick (DH213/3) would become superfluous when the redevelopment, recently approved by the Council, was completed due to being incorporated within the proposal. The report

sought to gain approval to make the Stopping-up Order previously advertised. If the report was approved, the solum of roads included within the Order would transfer to the ownership of the developer and the area would be incorporated within the new development. All new roads within the development would be constructed to the relevant standard so as to enable them to be adopted by the Council as public roads upon their completion.

DECISION

AGREED to the making of the Stopping-Up Order for that section of the DH213/3 public road at Stonefield Place, Hawick as previously advertised.

NEIGHBOURHOOD SMALL SCHEME WORKS

10. There had been circulated copies of a report by the Service Director for Neighbourhood Services seeking approval for new neighbourhood small schemes from the Area Forum. The following schemes had been requested for consideration by the Teviot and Liddesdale Members:- install dropped kerbs at Maxton Court, Hawick; install kerbing to edge carriageway at Hornshole; refurbish railings at Trinity Gardens, Hawick; refurbish railings at Drumlanrig Square, Hawick; repairs to masonry wall and repaint railings at Wilton Path, Hawick. Item (ii) below, required a road closure and this scheme along with items (iii) (iv) and (iv) below, were requested to be completed prior to the Common Riding.
11. The Chairman suggested that the Quality of Life funding could be used for the purchase of a specialist street cleaning machine. The Neighbourhood Area Manager advised that he would discuss with the Fleet Manager and report back with options to the next meeting of the Forum. The Chairman clarified that the funding would be split equally between the two Wards.
12. Councillor Smith requested that the cost of providing a wooden shelter for the Wellogate Cemetery could also be included in the small schemes.

DECISION

(a) AGREED the following new Neighbourhood Small Schemes for implementation:-

(i) Install dropped kerbs on Maxton Court, Hawick	£2,100
(ii) Install kerbing to edge of carriageway at Hornshole	£3,600
(iii) Refurbish railings etc, at Trinity Gardens, Hawick	£1,945
(iv) Refurbish railings etc, at Drumlanrig Square, Hawick	£3,785
(v) Repaint railings and masonry wall repairs at Wilton Path, Hawick	£4,165

(b) TO REQUEST the Neighbourhood Area Manager report back to the next meeting of the Forum on:-

- (i) The guidelines for the Quality of Life funding and information on the street cleaning machine; and**
- (ii) Inclusion in the small schemes for consideration, the provision of a shelter at the Wellogate Cemetery.**

POLICE SCOTLAND

13. Inspector Wood tabled a report at the meeting on performance, activities and issues across the Ward for the period up to 31 March 2014. The report highlighted that there had been a 13% reduction in reported crime compared to the same period last year with a 3.48% increase in solvency over the same timescale. Three Anti Social Behaviour Fixed Penalty Tickets were issued during March 2014, targeted patrols continued in areas where youth issues and dog fouling had been identified. Twenty six stop and searches had been carried out during March 2014 with no underage drinkers being found, five items of drugs had been recovered through street searches during the same period. Community Officers had been

engaged with Operation Monarda which was a national initiative tackling doorstep crime. This had involved visiting previous victims of crime and offering crime prevention advice. Thirteen road checks had been carried out; five conditional offers were issued to drivers using mobile phones, one motorist had been issued with an ASBO warning. Planning was already taking place for the Common Riding, 500 Year Event and Queen's Baton Relay. Councillor Paterson reported that he had organised a meeting with constituents and the Police regarding dog fouling, the consensus being that they would take a proactive role.

DECISION

NOTED the report.

SCOTTISH FIRE AND RESCUE SERVICE

14. The Chairman welcomed Russell Bell, the Station Manager, Scottish Fire and Rescue Service; Mr Bell would now be attending Forum meetings. Mr Bell reported on the responses and resilience activity in the Teviot and Liddesdale Area. There had been two non-deliberate house fires, with four casualties suffering from smoke inhalation. There had been six open fire occurrences, three controlled burning and three deliberate, one person had fallen, one flooding incident and one domestic pet in distress. There had also been nine unwanted fire signals. Staff in all local stations provided home fire safety visits. These visits focused on identifying and reducing the risks of fire in the home. Smoke detectors with a 10 year battery life were provided as part of this free service.

DECISION

NOTED the report.

OPEN QUESTIONS

15. (a) Mr Weir, a member of the public, informed the Forum that the materials and work for the Viv Sharp monument and seating area had been agreed and would be provided free of charge. In order to progress to the installation of the memorial, he required permission from the Hawick Common Good Sub-Committee to erect the memorial on Common Good land, at St Leonards. The Chairman suggested that Mr Weir write to the Committee Clerk with details and that if required a special meeting could be arranged to discuss the request.
- (b) Mr Farquhar, a member of the public, raised concerns at the amount that Scottish Borders Council (SBC) had spent on severance package and requested that SBC provide evidence of the savings made.
- (c) Mr Farquhar also questioned the cost of providing SBConnect - £60K; the latest edition had contained information on new staff members, but the public required information on increases in charges for school meals and charges to services for vulnerable people.
- (d) Finally, Mr Farquhar requested that an audit take place on the use of the corporate credit card and whether rules on use had been breached. The Chairman responded that if he could obtain the information to the matters raised, he would report back at the next meeting.
- (e) Mr Paterson, a member of the public, asked for information regarding the possibility of an abattoir being located at Burnfoot. He had been informed that if there was to be an abattoir then it would be located at Galashiels and felt that Councillors should support the abattoir being located in Hawick. Councillor Cranston replied that there would be a comprehensive report to the next Burnfoot Community Council meeting on the feasibility of an abbotair.

DECISION

NOTED.

COMMUNITY COUNCIL SPOTLIGHT

16. Mr Stevenson, Upper Teviotdale and Borthwick Water Community Council, reported that they had received 10 applications for community grants, nine had been successful and the other one would be considered again when further information was provided. A total of £30,000. had been granted, the new application process would commence in May. He reported that the grass verges at the lay-by near New Mill had been damaged and not repaired as yet and asked for an update on the New Mill bus shelter. The Chairman read out a response provided by the Neighbourhood Area Manager that following a site visit with representatives from BEAR Scotland, Councillors and officers investigate other alternatives, and in particular turning the shelter around with the panel nearest the kerb edge, it had been decided that this would restrict visibility for drivers exiting from the adjacent entrance and this proposal would therefore not be supported. Positioning the shelter at the locus, across from the junction, had been considered but this would incur significant additional cost and there did not appear to be any positive response to pursue this as an option. The Chairman confirmed that the Ward Councillors would discuss this further and would report back.
17. The 50mph signs had been erected but were still covered, when would these be enforced? The Chairman advised that the Community Council should contact BEAR Scotland for clarification.
18. Mr Roberts, Denholm & District Community Council, reported on a planning application to erect a large greenhouse at Standhill Farm, although no objections had been received, local residents expressed their concerns with regard to the adequacy of the local borehole water supply to support the proposed facility. The Community Council had agreed they would respond to Planning with "no objections", but with a request that an assessment be conducted into the impact of the proposal on the water supply and for another independent water supply to be provided.
19. The trial run of an outsized load, escorted by Police, had been scheduled for May. Inspector Wood clarified that the purpose of the trial was to determine if there would be any issues.
20. Banks Renewables were holding a meeting regarding Birneyknowe, two representatives had been asked to attend but the Community Council felt that the meeting should have been open to all community councillors.
21. Dumfries & Galloway Council had announced a moratorium on any further windfarms, were SBC considering a moratorium? The Chairman responded that SBC were not considering a moratorium.
22. The Borders Walking Festival was going ahead. Broadband provision in the area was poor.
23. Mr Knight, Burnfoot Community Council, expressed thanks for the repairs to potholes in the Burnfoot area. Dog fouling was getting worse, especially around the school.

DECISION

NOTED the reports.

URGENT BUSINESS

24. Under Section 50B(4)(b) of the Local Government (Scotland) Act 1973, the Chairman was of the opinion that the item dealt with in the following paragraph should be considered at the meeting as a matter of urgency, in view of the need to keep Members informed/make an early decision.
25. The Chairman advised that the Property Officer had reported that the metal rail at Lothian Street next to the O'Connell Street Car Park had been damaged by a vehicle and needed repaired and repainted. Further the copes at the wall forming the flower bed at the top of O'Connell were loose and required rebbed and repointed. The Property Officer had obtained estimates and asked if the works would qualify as a small scheme. The Chairman queried if the works could be carried out through SBC's insurance. The Neighbourhood

Area Manager would discuss with the Property Officer and report back to the next meeting of the Forum.

DECISION

TO request that the Neighbourhood Area Manager report back to the next meeting.

DATE OF NEXT MEETING

26. Agreed that the next meeting be held on 17 June 2014 at 6.30 pm in the Lesser Hall, Hawick.

The meeting concluded at 8.35 pm.

Works Programme

Updated: 19-May-14

Asset Programme of Revenue and Capital Works - Teviot & Liddesdale Area 2014/15

Programme of Capital Works - Roads

Location	Description	Estimate	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
DH24/3 Braid Road, Hawick	Carriageway Surfacing	£30,000												
DH68/3 Greenheads Terrace, Hawick	Carriageway Surfacing	£90,000												
B6437 Dawstonburn Bridge - Saughtree	Carriageway Surfacing	£70,000												
A6088 Charlies Hill	Surface Dressing	£26,100												
B6357 Sclaterford Cottage	Surface Dressing	£7,400												
B6357 Quarry - Cattle Grid	Surface Dressing	£4,800												
B6357 Newcastleton - Millholm Cross	Surface Dressing	£16,400												
D1/3 Deanburnhaugh	Surface Dressing	£17,300												
D16/3 Honeyburn	Surface Dressing	£11,800												
D32/3 Branholtmtown	Surface Dressing	£14,300												
D32/3 Chisholm - Woodburn	Surface Dressing	£12,600												
Queens Drive Hawick	Carriageway Patching	£6,000	Comp											
C29 Earlside	Carriageway Patching	£16,000												
Welfield Road Hawick	Carriageway Patching	£12,000												
Roxburgh Drive Hawick	Carriageway Patching	£12,000												
B6399 Stobs	Walls & Structures	£20,000												

TOTAL**£366,700**

Programme of Revenue Works - Roads

Location	Description	Estimate	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
D9/3 East Boonraw - Tadlaw Junct	Carriageway Patching	£16,000												
D24/3 Priestthaugh - Old Northouse	Carriageway Patching	£16,000												
D1/3 Robertson - Deanburnhaugh	Carriageway Patching	£17,000												
Weensland Park, Hawick	Carriageway Patching	£16,000												
D23/3 Flex	Drainage Works	£10,000												
Weensland Road, Hawick	Footway Works	£7,500		Ong										
Leyden Bank, Hawick	Footway Works	£10,000												
Back Dam Gate, Hawick	Footway Works	£5,500												
St Ninians Road, Hawick	Footway Slurry Sealing	£750												
Various Locations Rural	Jetpatching													
Various Locations Urban	Rhino Patching													

TOTAL**£98,750**

Asset Programme of Revenue and Capital Works - Teviot & Liddesdale Area 2014/15

Programme of Revenue Works - Bridges

Location	Description	Estimate	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
B711 Martins Bridge	Embankment Protection	£5,000												
B6357 Riccarton Bridge	Masonry Repairs/Strengt	£70,000												
D29/3 Bowanhill Bridge	Parapet Replacement	£50,000												
DH115/3 Melgund Bridge	Scope of Works to be Fin	£60,000												
Newcastleton Footbridge	Footbridge Replacement	£12,500												

TOTAL **£197,500**

Programme of Capital Works - Street Lighting

Location	Description	Estimate	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Burnfoot Road, Hawick	Street Lighting Works	£55,000												
Wallace Court, Hawick	Street Lighting Works	£15,000												

TOTAL **£70,000**

NEIGHBOURHOOD SMALL SCHEME WORKS

Report by Service Director for Neighbourhood Services

TEVIOT & LIDDESDALE AREA FORUM

17 June 2014

1 PURPOSE AND SUMMARY

- 1.1 This report seeks approval for the proposed new Neighbourhood Small Schemes from the Area Forum.**
- 1.2** The following Schemes have been requested for consideration by the Teviot & Liddesdale Members: - provide shelter at Wellogate Cemetery Extension, Hawick, grass cutting at The Mote, Hawick, and footpath repairs at Wilton Path Garden, Hawick. Update previously approved Small Schemes are listed in Appendix A.

2 RECOMMENDATIONS

- 2.1 I recommend that the Teviot & Liddesdale Area Forum:**
- (a) approves the following new Neighbourhood Small Schemes for implementation:-**
- | | |
|---------------------------------------------------------------------|---------------|
| (i) Provide shelter at Wellogate Cemetery Extension, Hawick. | £3,200 |
| (ii) Grass cutting at The Mote, Hawick | £400 |
| (iii) Footpath repairs at Wilton Path Gdn., Hawick. | £1,580 |
- (b) Notes the updates on previously approved Neighbourhood Small Schemes as detailed in Appendix A to this report.**

3 BACKGROUND

- 3.1 Elected Members, Community Councils and the public can request potential small schemes or work to be undertaken by the Neighbourhood squads by contacting the Neighbourhood Area Manager direct. Neighbourhood Operations is contactable via the new Scottish Borders Council telephone number 0300 100 1800, e-mail address – enquiries@scotborders.gov.uk or by writing to Neighbourhood Services, Council Headquarters, Newtown St. Boswells, Melrose TD6 0SA.
The following schemes have been requested for consideration via these routes to enhance the Teviot & Liddesdale Area:-
- (a) Supply and erect wooden shelter on concrete base at Wellogate Cemetery Extension, Hawick (£3,200). This request was received from local Ward Councillors.
 - (b) Grass cutting to the top half of The Mote, Hawick (£400). This request was received from local Ward Councillors.
 - (c) Footpath repairs, including timber edging, and installation of 2 no. benches at Wilton Path Garden, Hawick (£1,580). This request was received from a local 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 previously approved Neighbourhood Small Schemes as detailed in Appendix A to this report.

4 IMPLICATIONS

4.1 Financial

- (a) A budget of £34,702 is available through Neighbourhood Services for small schemes in the Teviot and Liddesdale area in 2014/15. 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 £8,021 in Hawick & Hermitage Ward and £5,906 in Hawick & Denholm Ward for future schemes.

Appendix A list up-dates on previously approved Neighbourhood Small Schemes.

- (b) In addition, a budget of £20,000 is available for Quality of Life Schemes in the Teviot & Liddesdale Area in 2014/15.

4.2 Risk and Mitigations

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

4.3 **Equalities**

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

4.4 **Acting Sustainably**

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

4.5 **Carbon Management**

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

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

There are no changes to either the Scheme of Administration or the Scheme of Delegation

5 CONSULTATION

- 5.1 Consultation is being undertaken with the Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR, the Service Director Interim Capital Projects and the Clerk to the Council. Any comments received will be incorporated in the final report.

Approved by

Service Director Neighbourhood Services

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

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

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

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	
						£17,351	
Hawick & Hermitage							
Trinity Gardens, Hawick	Refurbish railings etc.			On-going	£1,945	£15,406	
Drumlanrig Square, Hawick	Refurbish railings etc.			On-going	£3,785	£11,621	
Hawick & Denholm						£17,351	
Maxton Court, Hawick	Install dropped kerbs			Ordered	£2,100	£15,251	
Hornshole, near Hawick	Kerb edge of carriageway			Completed	£3,600	£11,651	
Wilton Path, Hawick	Repaint railings & wall repairs			On-going	£4,165	£7,486	
Remaining Balance for SB Local Small Schemes						£19,107	

**RE-DETERMINATION OF PUBLIC RIGHTS OF PASSAGE OF
MELGUND BRIDGE, HAWICK – DH15/3**

**Report by Service Director Commercial Services
TEVIOT AND LIDDESDALE AREA FORUM**

17 JUNE 2014

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to re-determine the public rights of passage to Melgund Bridge, Hawick from carriageway to footway so as to prevent use by vehicular traffic but allow continued use by pedestrians.**
- 1.2 Melgund Bridge is situated in the town of Hawick and forms part of the DH15/3 public road. The road links the town centre with the "Terraces" area of the town and is currently used by both vehicular and pedestrian traffic.
- 1.3 Due to identified deterioration to part of the bridge structure it has been closed to vehicular traffic since early November 2013. During this time, however, it has been possible to cordon off part of the bridge to allow continued pedestrian use.
- 1.4 During the time the road has been closed to vehicular traffic no complaints have been received by Scottish Borders Council. Local residents and pedestrian users of the bridge, have intimated that their preference is for the bridge to be permanently closed to vehicular traffic. The Asset Manager and Network Manager of the Council's Commercial Services section support this view.
- 1.5 Police Scotland and The Scottish Fire and Rescue Service have been consulted regarding the proposal and have raised no objections.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum:-**
 - (a) Approves the re-determination of the public rights of passage to Melgund Bridge from carriageway to footway so as to prevent use by vehicular traffic but allow continued use by pedestrians;**
 - and**
 - (b) Delegate authority to instruct the confirmation of the order to the Council's Commercial Services Director - Place, provided there are no substantive objections.**

3 BACKGROUND

- 3.1 The unclassified public road DH15/3 Brougham Place is situated in the town of Hawick. Melgund Bridge is within Brougham Place and spans over the disused Waverley rail line. The bridge is situated adjacent to the junction of Melgund Place, see location plan in ANNEX A.
- 3.2 The DH15/3 Melgund Bridge forms part of one of four link routes between the town centre and the area of Hawick known as the "Terraces". The other three routes being, Cross Wynd and Wellogate Brae; O'Connell Street and Lochpark Road; Linden Crescent.
- 3.3 Of the four links, the route using Melgund Bridge is the least used and, at the bridge location, only provides single file use for vehicles. Due to the vertical road alignment on the north west side of the bridge, access and egress to the bridge can be difficult and visibility is poor for vehicular traffic. If Melgund Bridge was closed to vehicular traffic, the closest alternative route, by O'Connell Street and Lochpark Road, is less than 100 metres to the south west of the bridge location.
- 3.4 The section of road across the bridge has no footway provision and this gives the potential for conflict between vehicular and pedestrian users on that section of road. The closure of the bridge to vehicles would mean that pedestrian use could continue more safely than at present.
- 3.5 The main section of Brougham Place, (which is situated on the north west side of Melgund Bridge), has an "Access Only" restriction for use by residents living in that street. This restriction has been, and continues to be, ignored by some road users, and the closure of Melgund Bridge to vehicular traffic would reduce traffic movements in this area with the likelihood that the number of non residential users would reduce.
- 3.6 Since the deterioration of Melgund Bridge was discovered in November 2013, Officers of the Council's Asset Management section have been investigating and considering a number of options for the existing bridge structure. However, the presence of existing high and low voltage power cables, located within the road construction of the bridge, has meant that any significant alterations are not possible. This means that the bridge will be repaired to its original condition that would allow it to be used by both vehicular and pedestrian traffic. However, Officers recommend that due to the issues raised, and the available alternative routes between the town centre and the "Terraces", that the bridge should be permanently closed to vehicular traffic.
- 3.7 Police Scotland has been consulted on this proposal and responded as follows:-

"Over a number of years there have been problems with drivers using Brougham Place as a short cut to and from the High Street and the fact that this bridge has been out of use for vehicles has assisted in reducing this issue. We have also not received any adverse comment from vehicle users regarding their need to use a different route rather than coming over the bridge. Police Scotland would have no objection to the current traffic

plan for Melgund Bridge being implemented on a permanent basis."

- 3.8 The Scottish Fire and Rescue Service have been consulted on this matter and have intimated that they do not use the bridge for vehicular access so the change would not impact on their operational activities.

4 PROPOSED OPTION OF THE RE-DETERMINATION OF THE PUBLIC RIGHTS OF PASSAGE OF MELGUND BRIDGE, HAWICK – DH15/3

- 4.1 The temporary closure of Melgund Bridge has allowed a situation where vehicular traffic has been prevented from using the bridge but allowed continued pedestrian use.
- 4.2 During the period of temporary closure no complaints have been received and local residents and pedestrian users have intimated their preference for the bridge to be permanently closed to vehicular traffic.
- 4.3 It is proposed to make this temporary situation permanent by the re-determination of the public rights of passage to Melgund Bridge, Hawick, from carriageway to footway so as to prevent use by vehicular traffic but allow continued use by pedestrians.

5 OTHER OPTIONS FOR CONSIDERATION

- 5.1 On completion of the repairs to the bridge it could be re-opened to allow both vehicular and pedestrian use.

6 IMPLICATIONS

6.1 Financial

The closure of the bridge to vehicular traffic would require the installation of measures to prevent vehicle access but allow continued pedestrian use. This would be in the form of a "stepped" pedestrian barrier; extending existing road kerbing and footway. There would also be a requirement for associated signage to inform road users that the bridge was not available for vehicular use. It is estimated that the cost of these measures would be approximately between £5 - £10k and would be met from existing budgets.

6.2 Risk and Mitigations

There is a risk that should Melgund Bridge continue to be used by both vehicular and pedestrian traffic that, due to there being no footway, the two may come into conflict.

6.3 Equalities

There will be no adverse impact on any of the equality strands as a result of the proposed changes.

6.4 Acting Sustainably

There are no significant economic, social or environmental issues associated with this report.

6.5 Carbon Management

It is anticipated that there are no significant implications from the proposals contained in this report.

6.6 Rural Proofing

As this report is not a new or updated policy or strategy document it does not require to be rural proofed.

6.7 Changes to Scheme of Administration or Scheme of Delegation

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

7 CONSULTATION

- 7.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR, the Service Director Interim Capital Projects, the Clerk to the Council, and Corporate Communications have previously been consulted and their comments have been incorporated into this report.

Approved by

Commercial Services Director - Place

Signature.....

Author

Name	Designation and Contact Number
David Richardson	Asset Manager

Background Papers: None

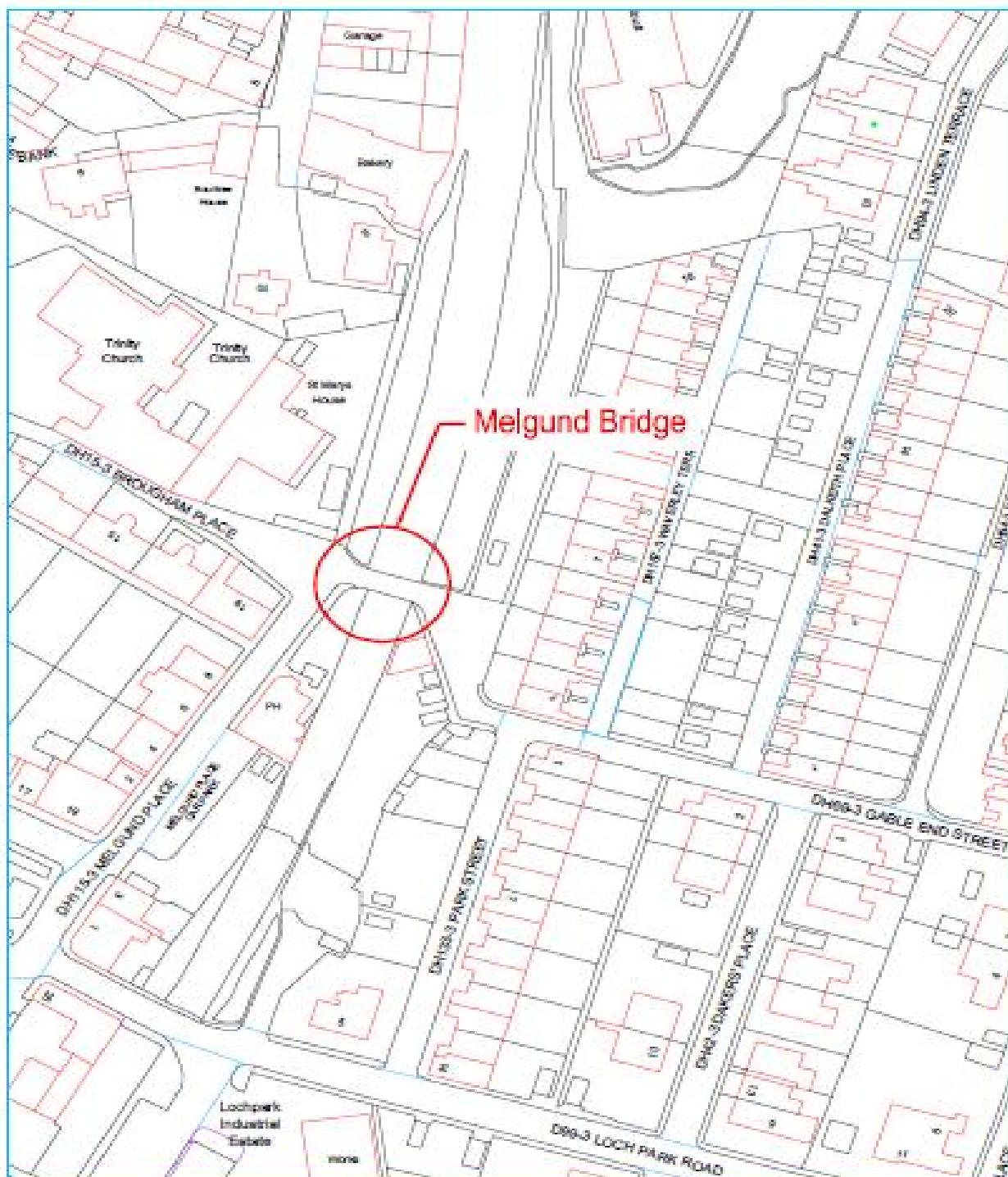
Previous Minute Reference: None

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Location Plan:
Melgund Bridge, Hawick

Annex A



**EXPERIMENTAL TRAFFIC REGULATION ORDER - ONE-WAY
ON LANGLANDS ROAD, HAWICK**

Report by Service Director Commercial Services

TEVIOT & LIDDESDALE AREA FORUM**17 June 2014**

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to introduce a Traffic Regulation Order for an experimental one-way traffic operation along a length of Langlands Road, Hawick.**
- 1.2 Representations have been made to the Council raising concerns about the speed of traffic and associated road safety concerns in Langlands Road, Hawick.
- 1.3 An investigation into the extent of the issues reported was undertaken and it was agreed with affected residents, Elected Members and Police Scotland that a system of one-way working should be trialled.
- 1.4 The experimental Traffic Regulation Order is proposed for a period of 6 months. After which further consultation and further report will be required to make the Order permanent.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Teviot & Liddesdale Area Forum approves the making of The Scottish Borders Council (Langlands Road, Hawick) (Experimental One-Way) (Traffic Regulation Order) 2014 to implement an experimental one-way traffic operation in respect to:**
 - (a) **Langlands Road, from the Roadhead junction eastbound to the Rosalee Brae junction, in HAWICK**
 - (b) **This is detailed in the plan in Appendix A and in the extracts from the relevant Draft Traffic Regulation Order (TRO) in Appendix B.**

3 BACKGROUND

- 3.1 In April 2012, a letter was received from John Lamont MSP who had been contacted by a resident of Langlands Road, raising concerns about the unnecessary use of Langlands Road by HGVs.
Following this letter, Officers arranged for signs to be erected at either end of Langlands Road, advising drivers that the route is unsuitable for HGVs.
- 3.2 In March 2013, a further letter was received directly from the same resident, this time expressing concerns about the narrowness of the carriageway, the speed of traffic and road safety issues for children walking to and from school. Police Scotland and Council Officers carried out a joint site visit, and agreed that an experimental one-way operation may improve road safety in the area. Members were advised and agreed to consult the affected residents.
- 3.2 Members then carried out visits to the residents to canvass their views, after which a proposal was made to propose an experimental one-way system on Langlands Road from the Roadhead junction to the Rosalee Brae junction. The direction of the proposed one-way was based on comments from residents, the dominant traffic flow being eastbound, as recorded by traffic counter, and the observation that the majority of parked cars faced that direction.
- 3.5 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 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 or object.
- 3.6 Statutory Consultation on the proposals was carried out from 09/01/2014 to 06/02/2014. No adverse comments were received at this stage.
- 3.7 The proposals were advertised to the public from 28/3/2014 to 25/4/2014. No objections or adverse comments were received.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate to the advertising costs associated with a Traffic Regulation Order (TRO) and the provision of new signs and poles. Approximate costs are as follows:-

TRO	£1,500	
Langlands Road	£1,000	4 signs and 4 new poles

The costs would be borne by Network's Aids to Movement budget.

4.2 Risk and Mitigations

- (a) The risk of not proceeding with the recommendations is that problems associated with HGV use will continue.

- (b) The risk of proceeding with the recommendations is accidents may occur due to driver error. The likelihood of this will be reduced through the introduction of additional signage, road markings and public awareness.

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 **Rural Proofing**

it is anticipated that there are no adverse on the rural area from the proposal contained in this report.

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

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

5 **CONSULTATION**

- 5.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR, the Service Director Interim Capital Projects and the Clerk to the Council will be consulted and any comments received will be incorporated in the final report.

Approved by

Service Director Commercial Services

Signature

Author(s)

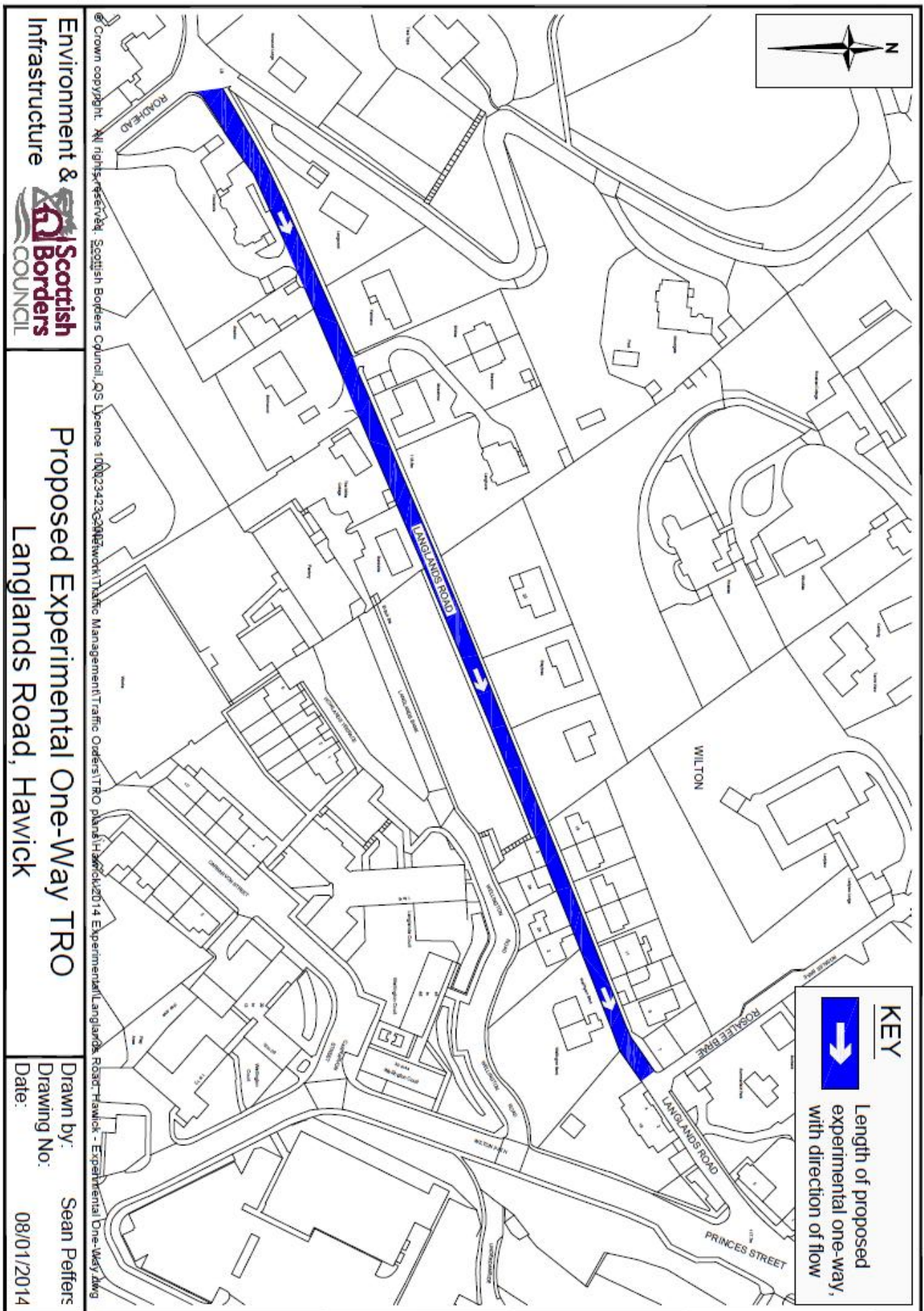
Name	Designation and Contact Number
Gary Haldane	Assistant Engineer, Network 01835 82 6642

Background Papers: None

Previous Minute Reference: N/A

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THE ROAD TRAFFIC REGULATION ACT 1984

THE SCOTTISH BORDERS COUNCIL
(LANGLANDS ROAD, HAWICK) (EXPERIMENTAL ONE-WAY)
TRAFFIC REGULATION ORDER 2014

The Scottish Borders Council in exercise of the powers conferred on them by Sections 9 and 10 of 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 (Langlands Road, Hawick) (Experimental One-Way) Traffic Regulation Order 2014 and shall come into operation on _____2014.
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 or traffic warden in uniform, drive or cause or permit to be driven any vehicle on the lengths of road specified in Column 1 of the Schedule to this Order other than in the direction specified in Column 2 of said Schedule and as shown on the plan annexed and signed as relative hereto.
4. Nothing in Article 3 of this Order shall apply to the driving of any mechanical road cleansing vehicle or any vehicle used for fire brigade purposes, or any ambulance or any vehicle in the service of a local police force being used in pursuance of statutory powers or duties.
5. The Chief Executive of The Scottish Borders Council may, if it appears to her essential in the interests of the expeditious, convenient, or safe movement of traffic, or of the provision of suitable and adequate parking facilities, or for preserving or improving the amenities of the area, and after such consultation and notice as are required by law, modify or suspend the operation of this Order or any provisions of it in accordance with Section 10(2) of said Act.

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

SCHEDULE 1

One – Way Streets

(Experimental for 6 months)

Column 1

Langlands Road

Column 2

From its junction with Roadhead eastwards to
its junction with Rosalee Brae.

**THE ROAD TRAFFIC REGULATION ACT
1984**

THE SCOTTISH BORDERS COUNCIL
(LANGLANDS ROAD, HAWICK)
(EXPERIMENTAL ONE-WAY) TRAFFIC
REGULATION ORDER 2014

2014
TS752/4H/JW

Scottish Borders Council
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