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## **HAWICK TRAFFIC REGULATION ORDER**

**Report by Service Director Commercial Services**

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### **TEVIOT AND LIDDESDALE AREA FORUM**

**19 August 2014**

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#### **1 PURPOSE AND SUMMARY**

- 1.1 **This report proposes to amend the (Various Streets, Hawick) (Regulation of Traffic) Order 1988.**
- 1.2 Since the last TRO review in 2012, Scottish Borders Council has received various comments regarding the parking and movements of vehicles in Hawick and proposes to amend the TRO.

#### **2 RECOMMENDATIONS**

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum approves the amendments to The Scottish Borders Council (The Borders Regional Council) (Various Streets, Hawick) (Regulation of Traffic) Order 1988, as amended, detailed in the plans in Appendix A and the relevant extract from the Draft Traffic Regulation Order in Appendix A.**

### 3 BACKGROUND

3.1 Since the previous TRO amendment in 2012, comments and complaints have been received regarding the parking and movements of vehicles within Hawick. These comprise primarily of requests for local prohibition of waiting on the carriageway. These requests have been considered by officers and elected Members. Proposals have been collated into a single Traffic Order amendment and are listed below:-

- |  |                       |
|--|-----------------------|
| • Trinity Street – Proposed Parking                          | Drawing no. Hawick/1  |
| • Brougham Place<br>proposed extension to access restriction | Drawing no. Hawick/2  |
| • behind Howgate - DYL at access to steps                    | Drawing no. Hawick/3  |
| • Fenwick Park – DYL at Bend                                 | Drawing no. Hawick/4  |
| • Elm House Hotel – Access Extension                         | Drawing no. Hawick/5  |
| • Twirlees Road – DYL at junctions - Amended                 | Drawing no. Hawick/6A |
| • Green Terrace – DYL  | Drawing no. Hawick/7  |
| • Liddesdale Road – DYL at Crowbyres                         | Drawing no. Hawick/8  |
| • St Ninian's Road – DYL at junction                         | Drawing no. Hawick/9  |
| • Linden Crescent – DYL at bend                              | Drawing no. Hawick/10 |
| • Oliver Crescent – DYL at Hall                              | Drawing no. Hawick/11 |

3.2 Statutory consultation was carried out on ten of the eleven proposals (Drawing Nos. 1 – 10) from 7 April 2014 to 5 May 2014. The eleventh (Drawing No. 11) was subject to statutory consultation from 16 June 2014 to 15 July 2014. No adverse comments were received from either consultation.

3.3 The proposals (Drawings Nos. 2 – 11) were advertised to the public from 25 July 2014 to 15 August 2014. Drawing No. 1 was not included in the public deposition or draft Order as these proposals do not require to be made by Order. At the time of writing this report, only one response had been received. A copy of this has been included in Appendix C. The correspondent has been acknowledged and advised that his comment would be included in this report for consideration.

### 4 IMPLICATIONS

#### 4.1 Financial

The financial implications associated with the recommendations relate to carriageway markings, signage and advertising costs.

- a) £3,000

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

#### 4.2 Risk and Mitigations

- (a) The risk of not proceeding with the recommendations is that vehicles will be stopping in unsafe or inappropriate locations.

- (b) A risk of proceeding with the proposed amendments is that speeds may increase as a result of on-street parking being removed.

#### 4.3 Equalities

An Equalities Impact Assessment scoping exercise has been carried out on this proposal which concluded that there are no adverse equality implications and a full EIA was not required.

#### 4.4 Acting Sustainably

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

#### 4.5 Carbon Management

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

#### 4.6 Rural Proofing

This report does not relate to new or amended policy or strategy and as a result rural proofing is not an applicable consideration.

#### 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 have been consulted and any comments received have been incorporated in to the report.

#### Approved by

**Service Director Commercial Services Signature .....**

#### Author(s)

Name	Designation and Contact Number
Robbie Yates	Assistant Engineer, Network 01835 825116

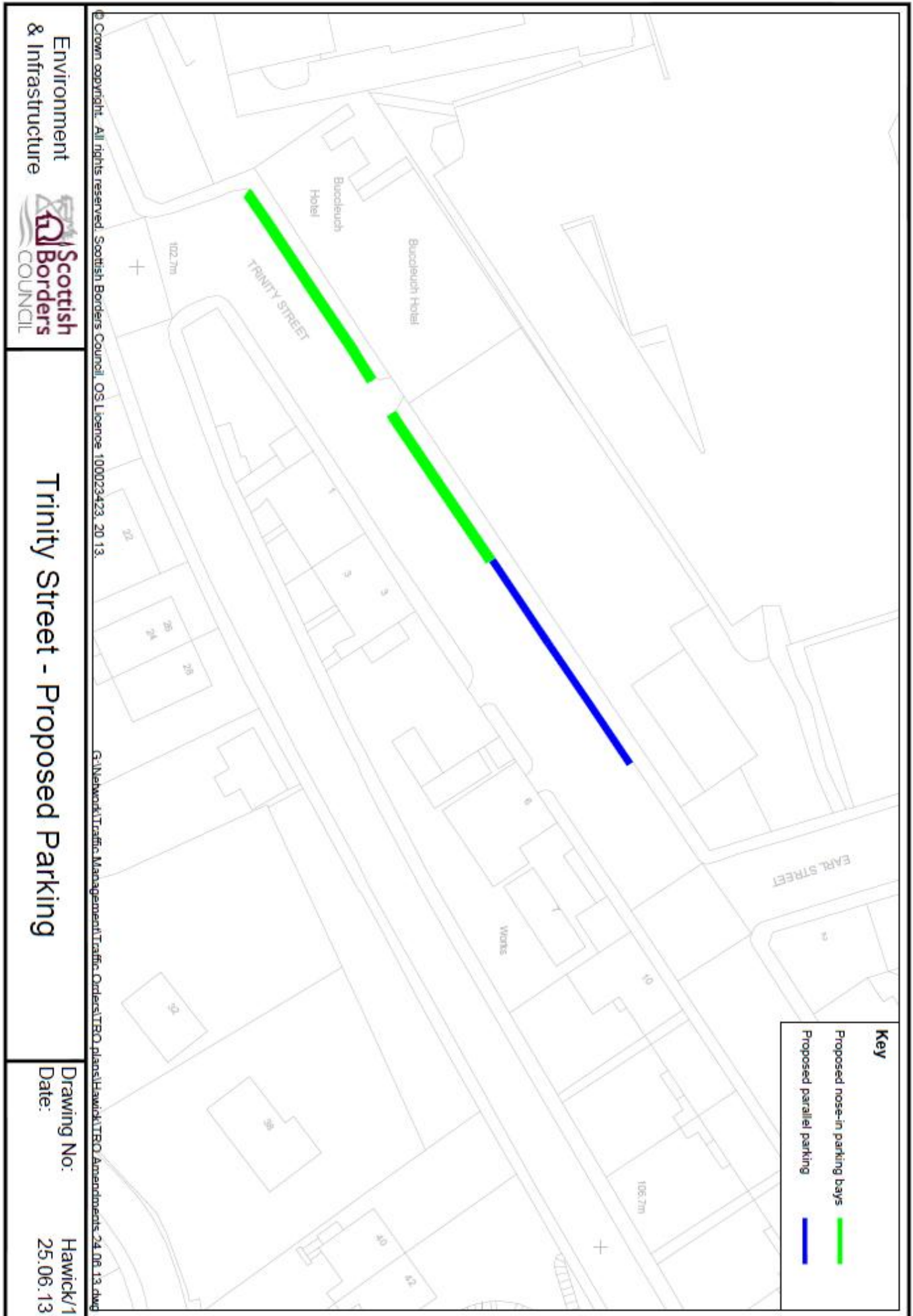
**Background Papers:** None

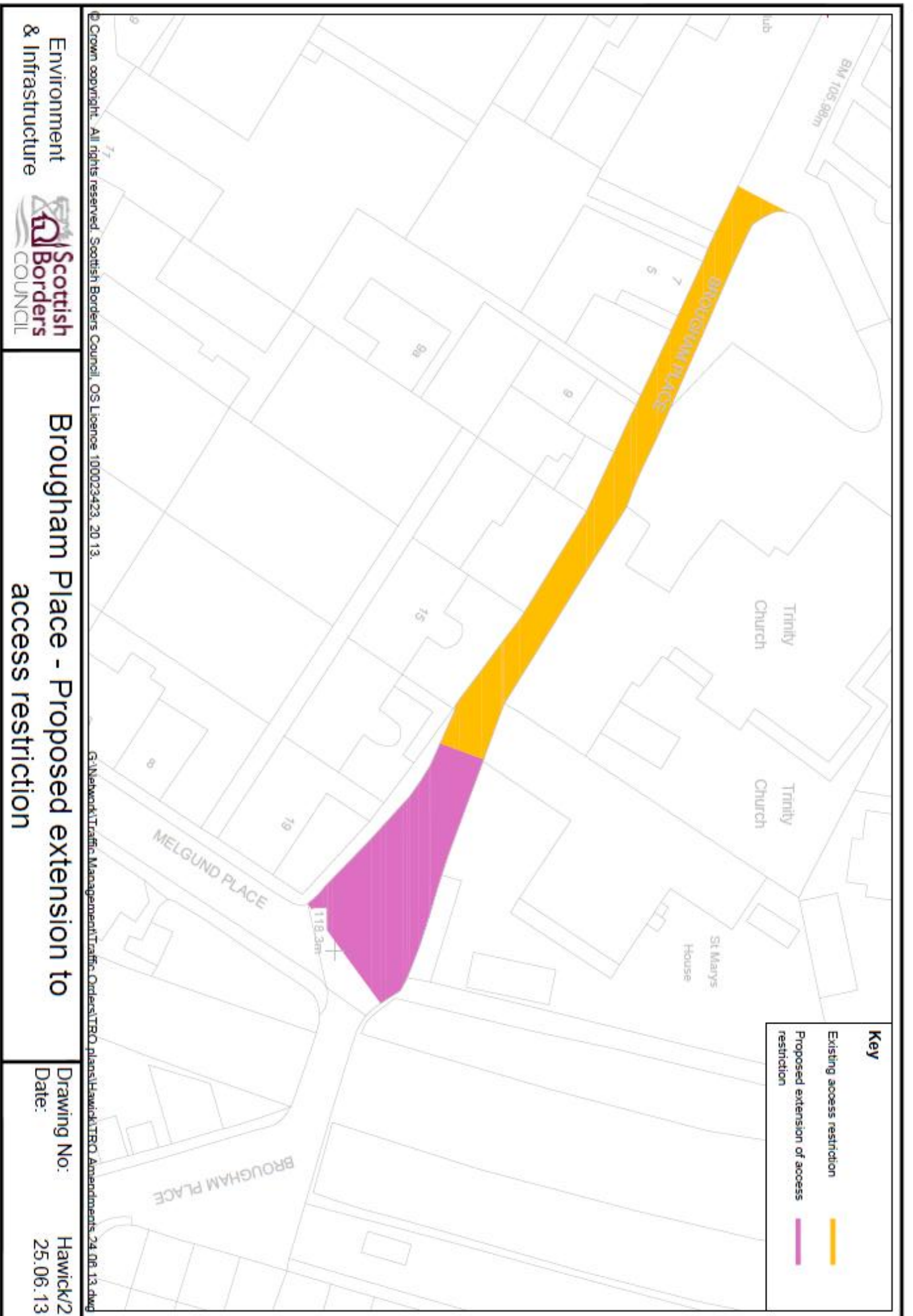
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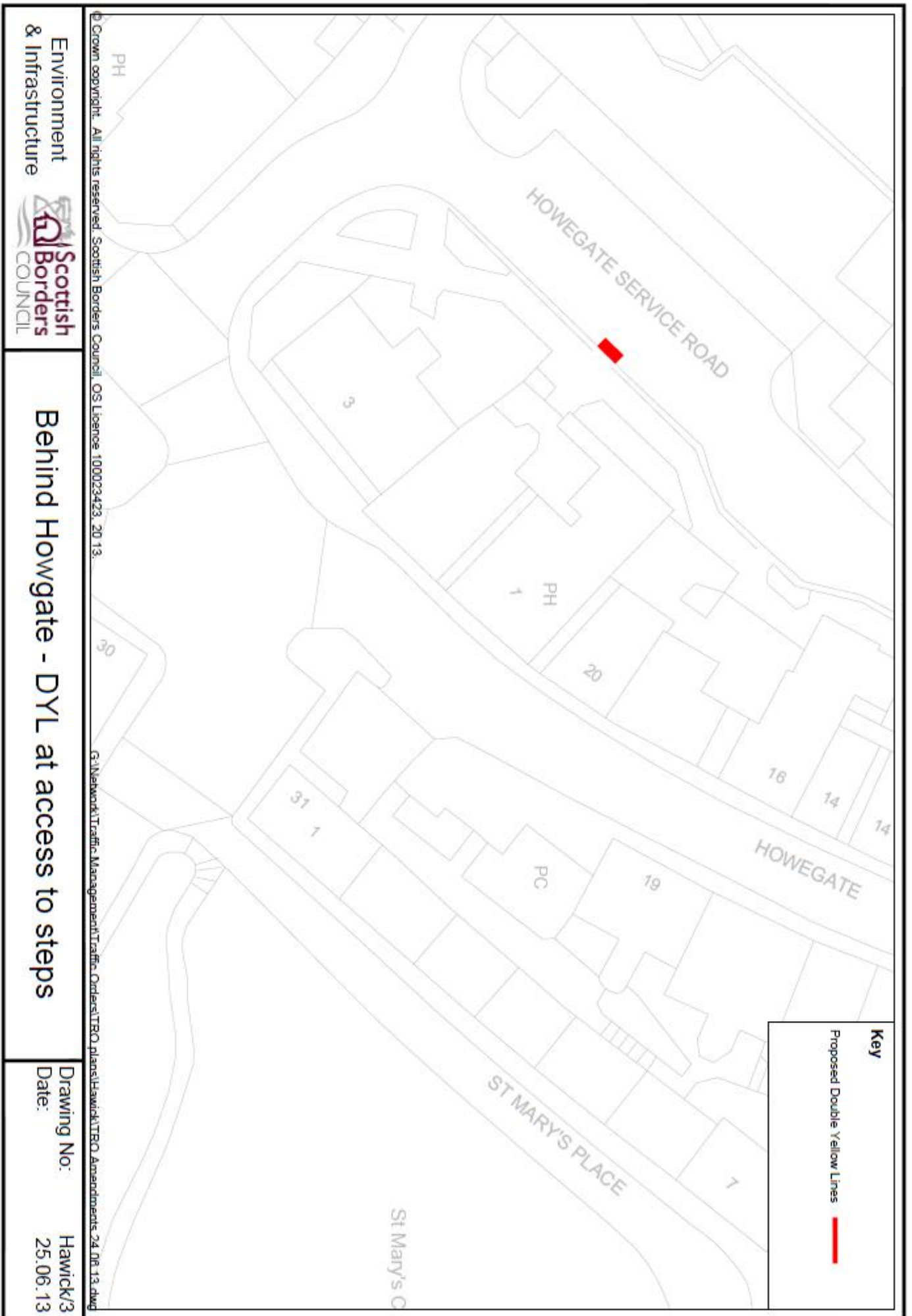
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Contact us at Robbie Yates, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 824000, email [eitranslationrequest@scotborders.gov.uk](mailto:eitranslationrequest@scotborders.gov.uk).

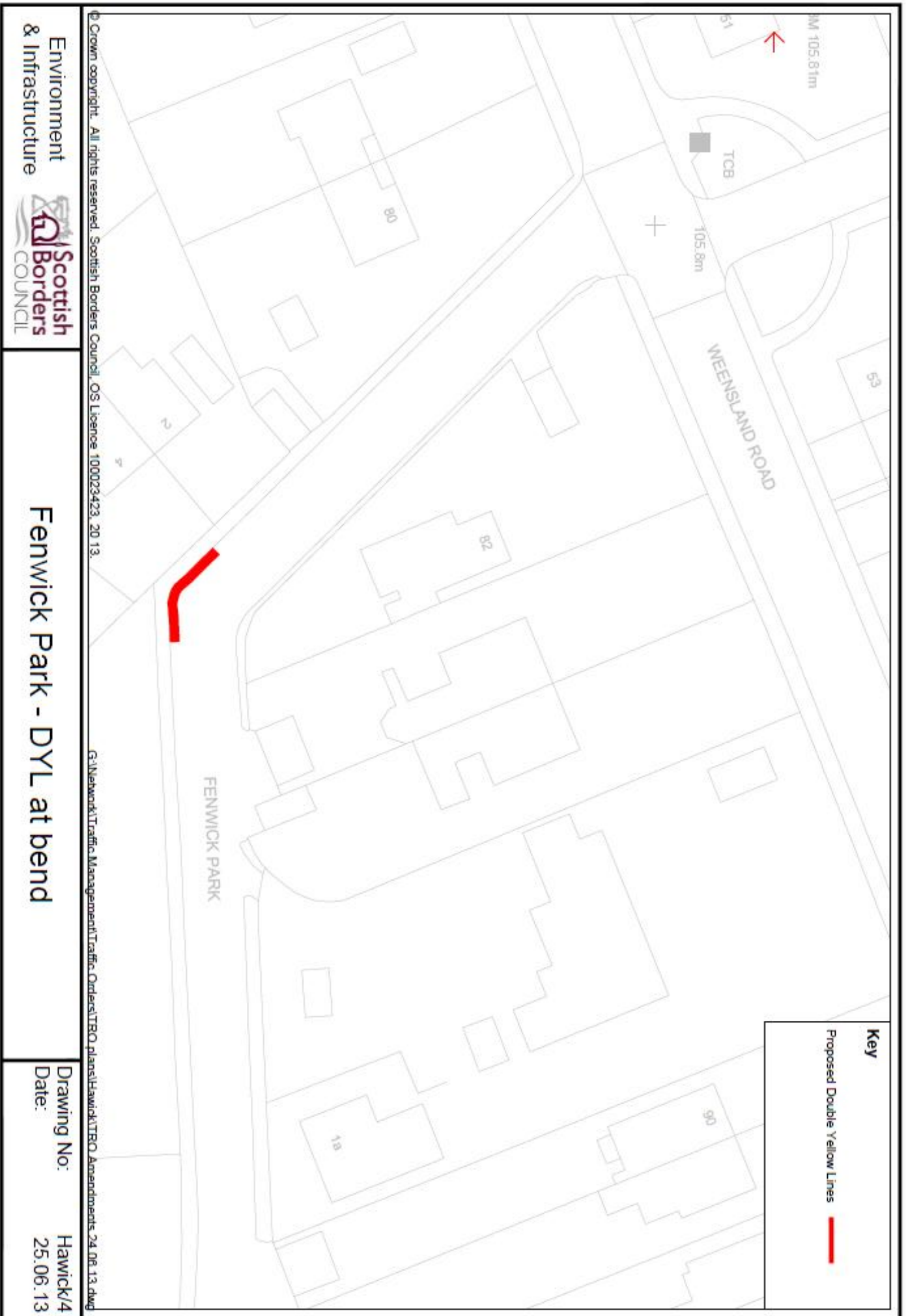
## Appendix A – Plans of Proposals

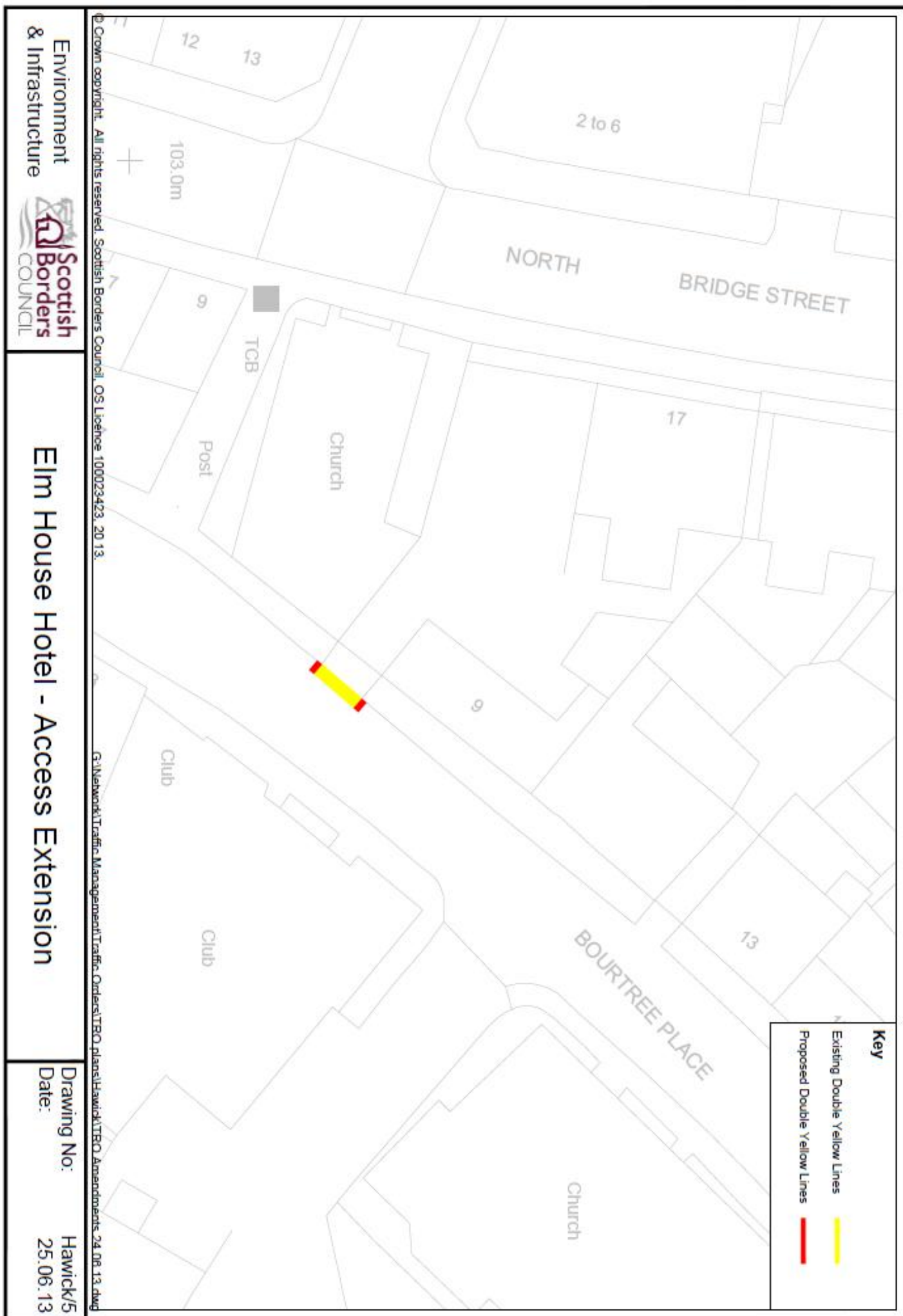




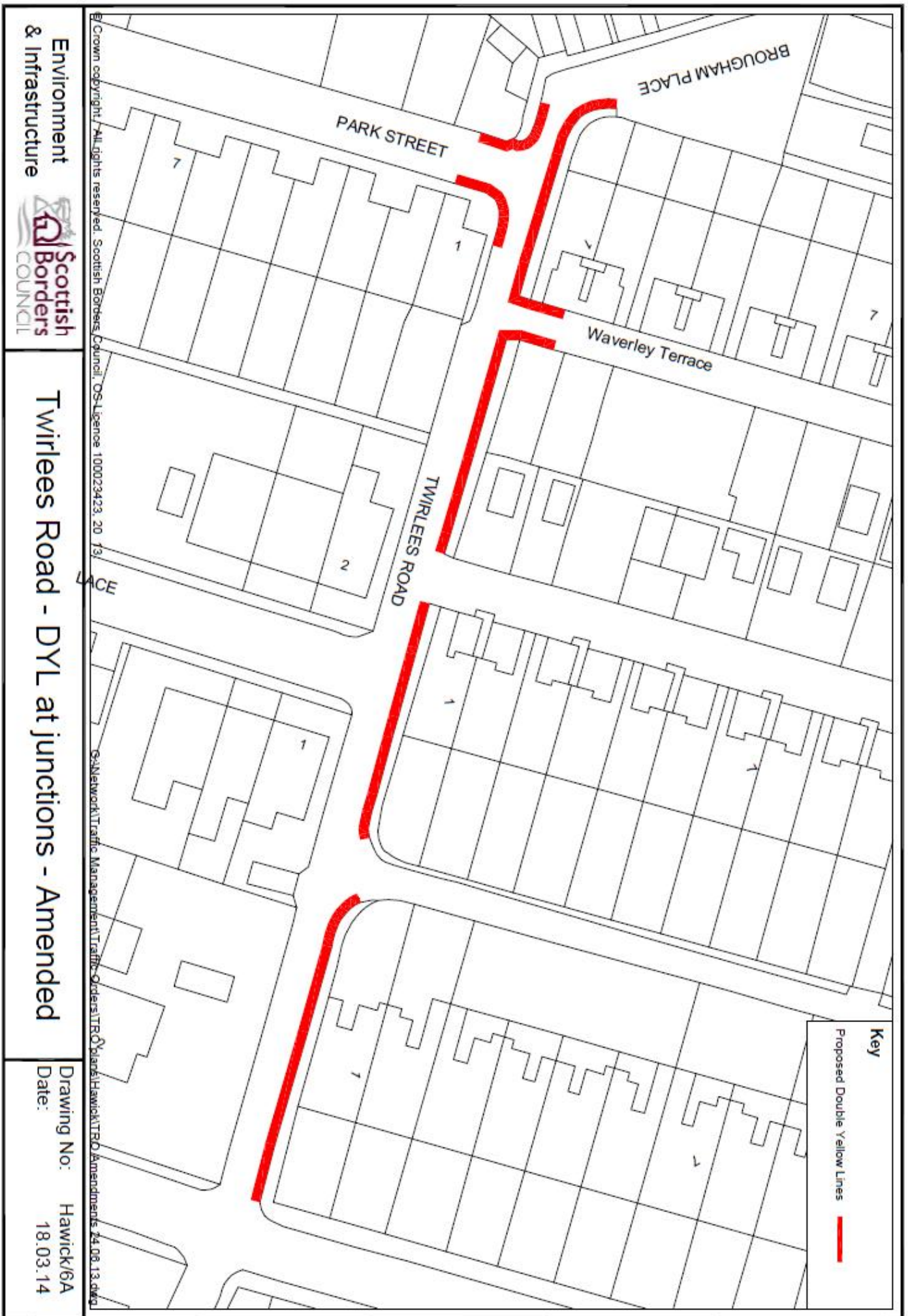


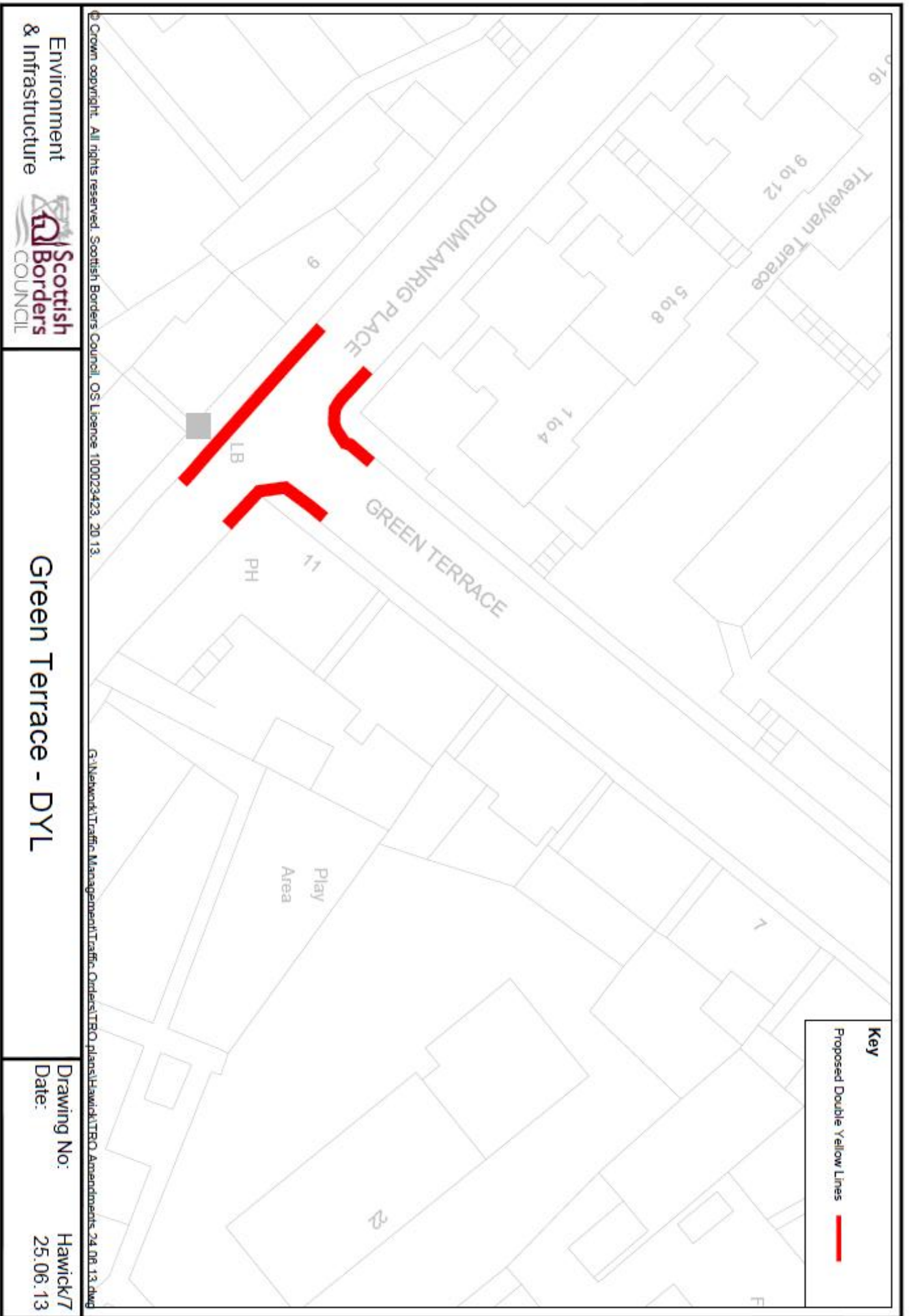


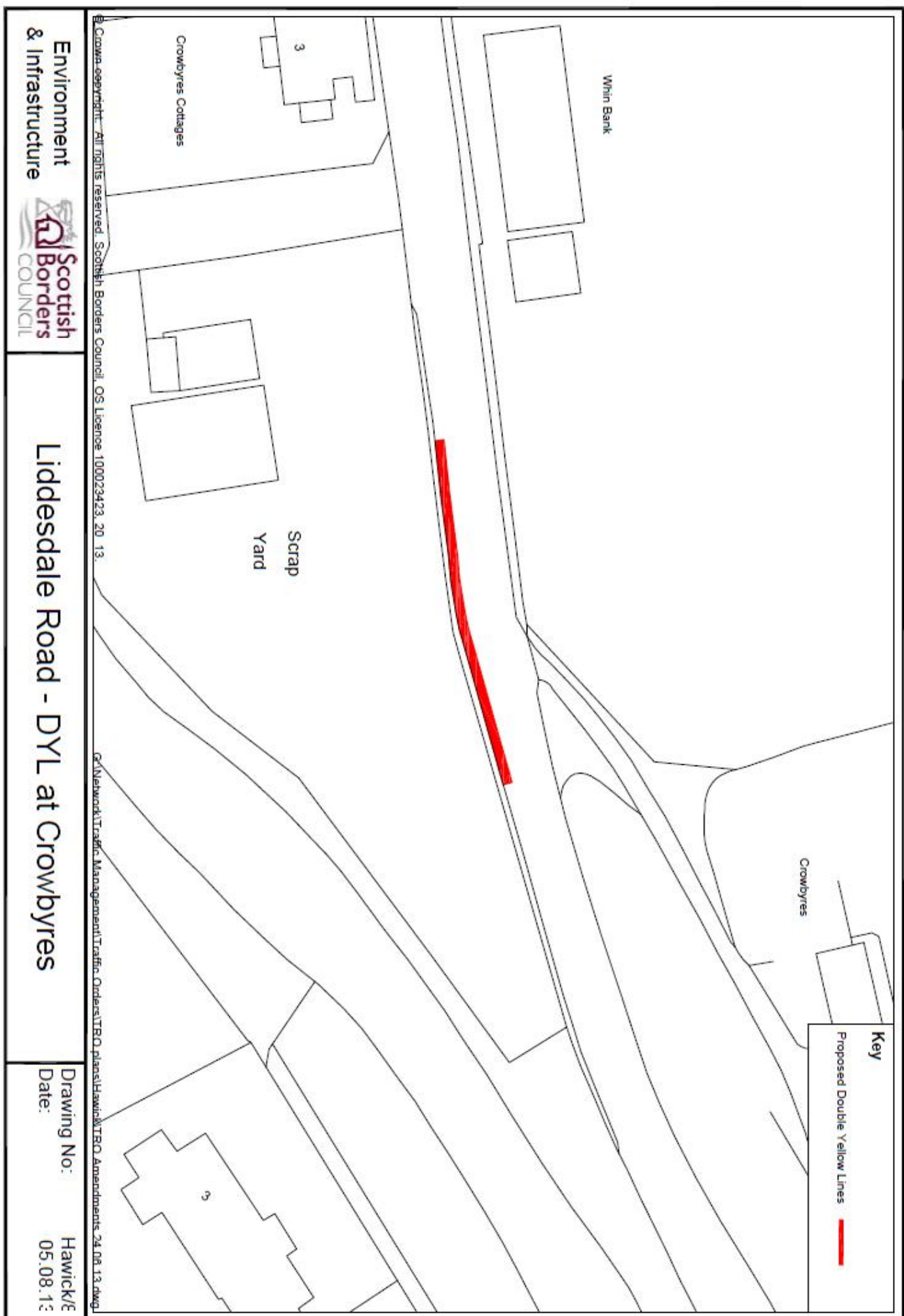




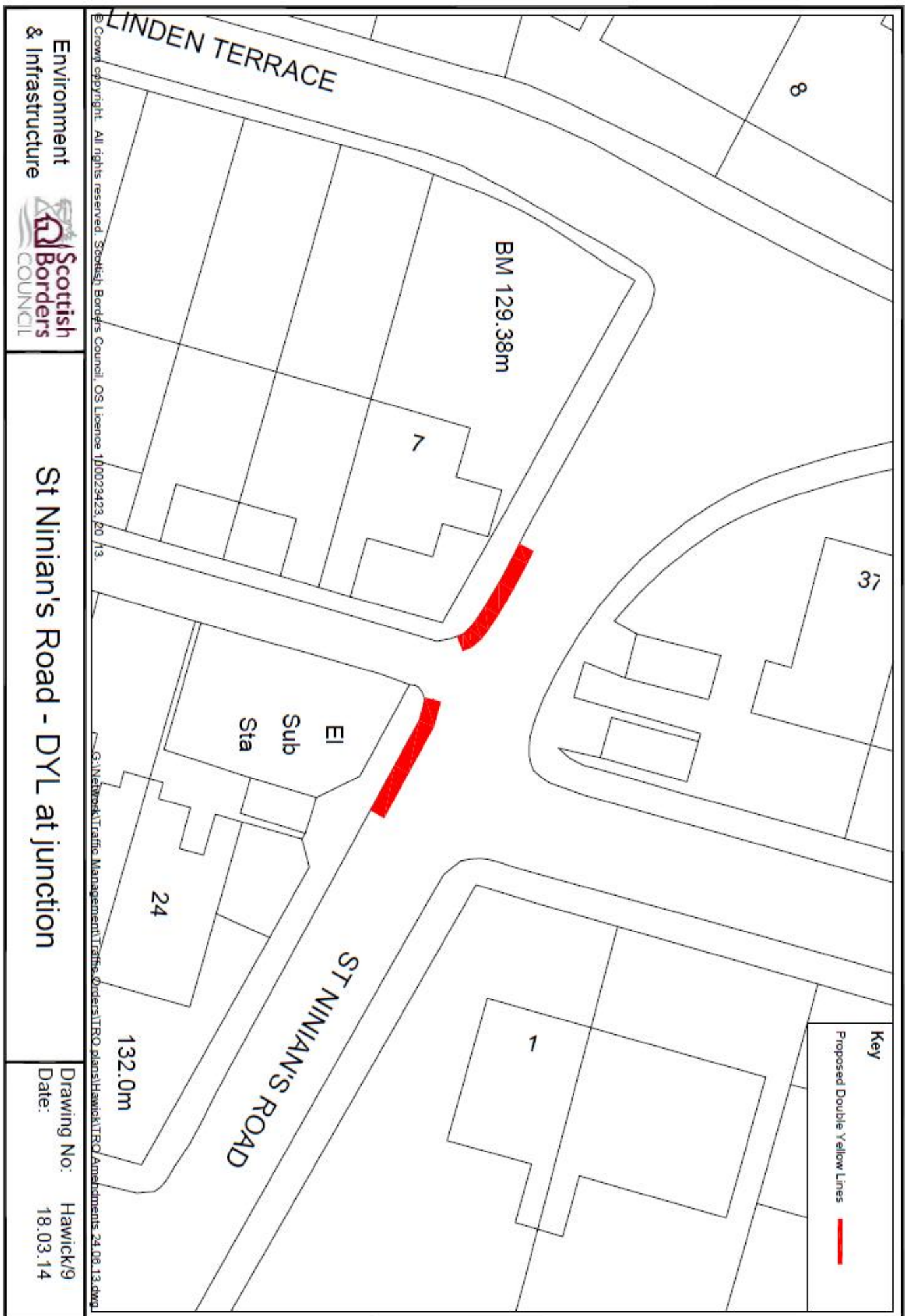


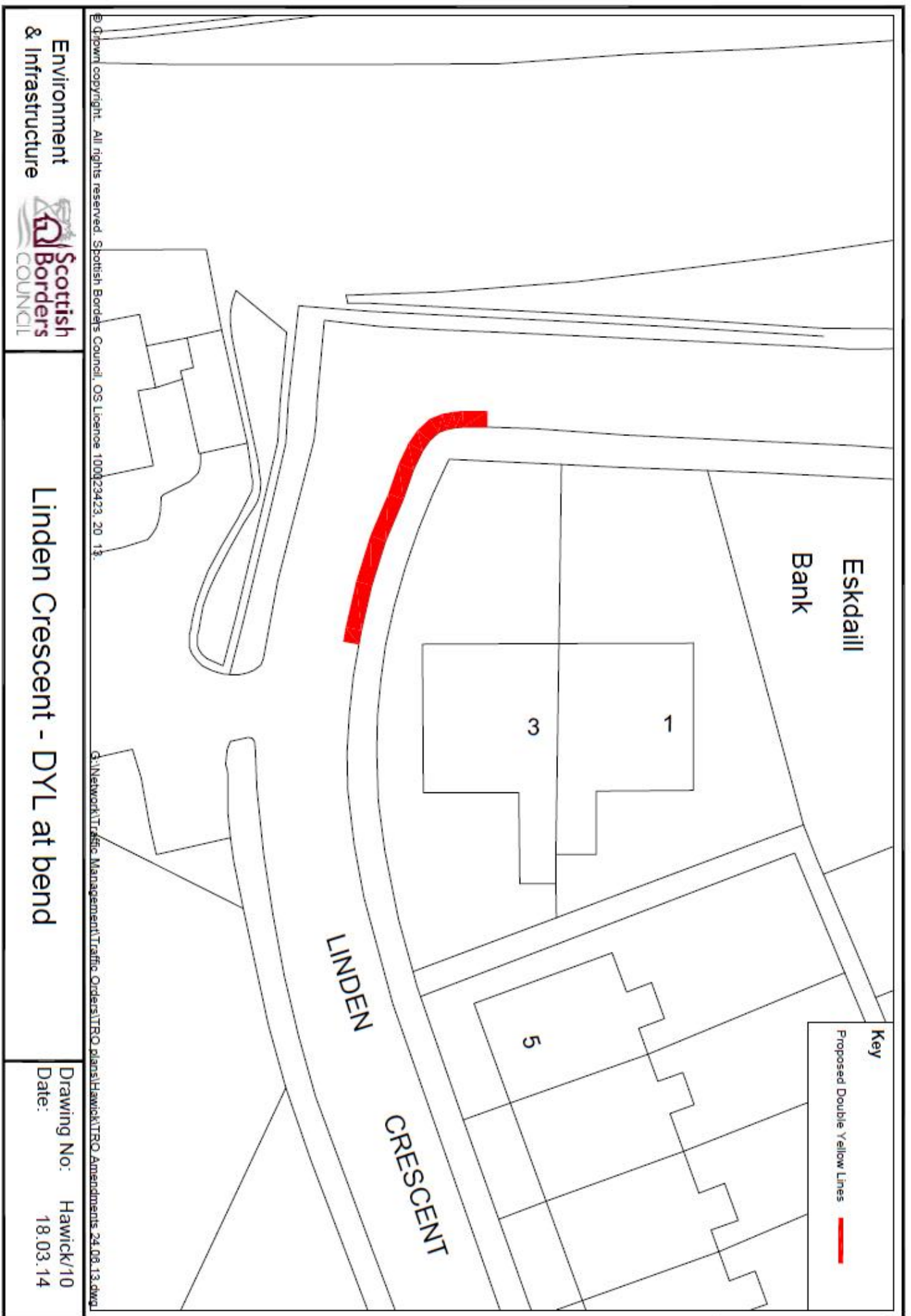




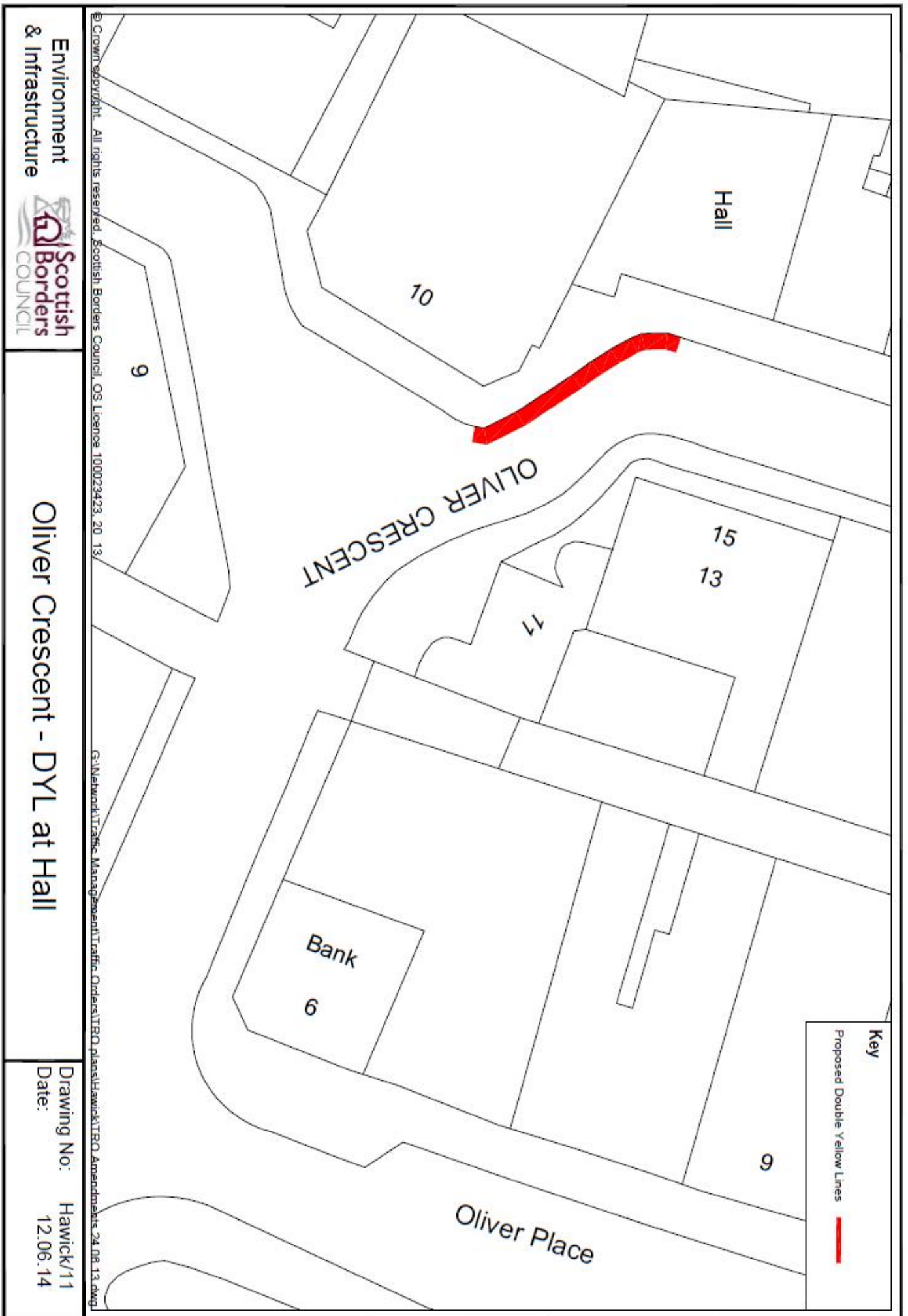












Environment  
& Infrastructure



Oliver Crescent - DYL at Hall

Drawing No: Hawick/11  
Date: 12.06.14

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### SCHEDULE I

Schedule 1 of the 1988 order as amended which deals with roads or lengths of road where waiting is prohibited at any time shall be amended as follows:

1. In **Item 6** relating to Bourtree Place, insert:

“North-east side	From a point 63m south-west from its junction with Union Street south-westwards for a distance of 5m”
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2. In **Item 77** relating to Howgate Service Road, insert:

“South-east side	From a point 45m north-west then north-east from its junction from Howgate north-eastwards for a length of 2m”
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3. In **Item 78** relating to Liddesdale Road, insert:

“South side	From a point 25m west from the centre point of its access to Crowbyres eastwards for a distance of 38m”
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4. In **Item 85** relating to Oliver Crescent, insert:

“West side of northern arm	From a point 54m south of its junction with Croft Road southward for a distance of 15m.”
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5. Add new item:

“90. <u>Fenwick Park</u> South side	From a point 55m south-east from its junction with Weensland Road south-eastwards then eastwards for a length of 12m”
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6. Add new item:

“91. <u>Twirlees Road</u> South Side	From Brougham Place to a point 5m east of its eastern kerbline with Park Street
North side	From Brougham Place to junction with Yarrow Terrace”

7. Add new item:

“92. <u>Waverley Terrace</u> Both sides	From junction with Twirlees Road northwards for a distance of 5m”
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8. Add new item:
- “93. Park Street  
Both sides
- From junction with Twirlees Road southwards for a distance of 6m”
9. Add new item:
- “94. Drumlanrig Place  
Both sides
- From a point 5m north-west of its north-western kerblin with Green Terrace south-eastwards for a distance of 17m”
10. Add new item:
- “95. Green Terrace  
Both sides
- From its junction with Drumlanrig Place north-eastwards for a distance of 10m”
11. Add new item:
- “96. St Ninian’s Road  
South side
- From a point opposite the eastern kerblin of its junction with Douglas Road westward for a distance of 19m”
12. “97. Linden Crescent  
North side
- From a point opposite the western kerblin of its junction with Douglas Haig Court westward then northward for a distance of 17m.”

#### **SCHEDULE VI**

Schedule VI of the 1988 order as amended, which deals with prohibition of driving, shall be amended as follows:

1. In **Item 1** relating to Brougham Place, delete “24m north-west of”

## Appendix C – Objections/Comments

