

SCOTTISH BORDERS COUNCIL
TWEEDDALE AREA FORUM

MINUTE of the MEETING of the
TWEEDDALE AREA FORUM held in the
Burgh Hall, Chambers Institution, Peebles on
24 June 2013 at 6.30 p.m.

Present:- Councillors W. Archibald, S. Bell, N. Buckingham, G. Garvie, G. Logan.
Community Councillors A. Campbell, R. Howard, C. Lewin, B. McCrow, A.
Stewart, J. Taylor, G. Tulloch.

Apologies:- Councillor C. Bhatia.
Community Councillor W. Raine,

In Attendance:- Dr E. Bajjal, Director of Public Health, SB Local Area Manager (Tweeddale) (J.
Hedley), Democratic Services Officer (K. Mason).

Members of the Public:- 5.

MINUTE

1. There had been circulated copies of the Minute of the Meeting held on 6 March 2013. At the request of Community Councillor B. McCrow the following words should be added to paragraph 9 of the Minute – “During discussions the Forum noted the need to have a complementary programme of job creation for those receiving benefit but who were able to work.”

DECISION

NOTED the Minute subject to the above amendment.

SUB-COMMITTEE MINUTES

2. The Chairman of the Sub-Committee, Councillor Bell advised that there had been a meeting of the Sub-Committee on 12 June 2013, the Minute was not ready for circulation. The Sub-Committee had received a very detailed analysis of the two day parking survey which had taken place in May. Further meetings of the Sub-Committee would be held before a report on recommendations/proposals would be brought to the Forum for consideration.

DECISION

NOTED the position.

COMMUNITY COUNCIL SPOTLIGHT

3. (a) Community Councillor G. Tulloch in referring to Christmas Lights advised that West Linton Community Council had received a bill from Scottish Power for £900 for 12/14 motifs which was felt to be excessive. The original bill had been for £1,100 but Scottish Power after being contacted reduced the bill by £200. He explained the Community Council had been told there would be no extra charges resulting from the installation of new boxes but their worst fears had been realized. He asked for feedback from other Community Councils about the bills they had received. Community Councillor Howard advised Clovenfords Community Council had not yet received an invoice for Christmas Lighting. It was pointed out that some areas had separate Committees to deal specifically with the provision of Christmas Lighting. The Chairman expressed concern and asked to be kept informed if any other Community Councils received excessive bills for Christmas Lighting in their areas.

DECISION

NOTED the position.

- (b) Community Councillor A. Campbell referred to the inadequacy of Police Reports at meetings of Manor, Stobo and Lyne Community Council and asked whether other Community Councils were happy with Police Reports and/or Police attendance at Community Council meetings since the new Police Force came into operation. The majority of Community Council representatives advised a monthly report was adequate and they did not expect a Police Officer to attend every meeting. The Chairman advised that a Police plan of action could be issued and referred to in an online monthly report.

**DECISION
NOTED.**

- (c) Community Councillor C. Lewin advised of safety concerns in relation to timber lorries using the B712 – Broughton – Stobo – Peebles. Although he understood there was no other road which could be used, he wondered whether any measures could be taken such as white lines and rumble strips to make the road safer. The Chairman advised that the Timber Transport Group normally dealt with such matters.

**DECISION
NOTED.**

- (d) Community Councillor J. Taylor referred to the increased use of the Meldons area and expressed concern at the absence of the public toilet facilities there which used to be open. He advised people were using the bins as latrines, whilst the site was cleaned by the Council this was still very unpleasant. He asked if it would be possible for the public toilets at the Meldons to be re-opened to the public at the weekends.

**DECISION
AGREED that the Chairman would liaise with the Director of Environment and Infrastructure about the request for the public toilets at the Meldons to re-open for the public at the weekends and report back.**

- (e) Community Councillor A. Stewart asked that the disappointment of Peebles Community Council be recorded in the Minutes at the decision to close Peebles Sheriff Court.

**DECISION
NOTED.**

OPEN QUESTIONS

4. (a) With reference to paragraph 6(a) of the Minute of Meeting of 8 May 2013, the SB Local Area Manger referred to the landslip where vegetation had been deposited on the main A72 and advised that the Council had engaged a consultant to inspect the site. The consultant had concluded that the exposed slope of the landslip could not be left in its current state because further movement was likely. Their recommendation was for containment of any further movement on the slope by the use of a draped and contoured rock netting. Council Officers were in communication with Forestry Commission Scotland, (FCS) (the owners of the land in question), regarding the legal responsibilities for carrying out these works. In engaging with the FCS, Officers were taking advice from the Council's legal section and discussions were on going. The SB Local Area Manager further reported that in regard to the larger area of embankment adjacent to the slip, the FCS had looked at this section and agreed to undertake a course of action which would involve felling a number of the larger trees to reduce wind rock falls and the potential further movement of the bank while keeping the root systems in place to help maintain the stability on this steep slope. As this site was an SSSI, the FCS

had arranged with Scottish Natural Heritage to permit the felling works and were working with Council Officers to agree a date when these works could be carried out. FCS had intimated that to carry out this operation the road would need to be closed for the majority of the tree removal works, and there was agreement between the Council and the FCS to allow this closure to take place overnight between the hours of 10 pm and 6 am. A further day would then be required to complete the works and this would be carried out under a temporary traffic light arrangement. In response to a question raised about contingency plans the SB Local Area Manager advised it was currently planned that the overnight closure be carried out during the latter half of August and Council Officers were finalising details over the exact dates and these would be confirmed in due course.

DECISION
NOTED the position.

- (b) Mr George Winter, Eddleston resident presented various statistics in relation to the lack of enforcement of the 30 mph speed limit in the Eddleston Area. He submitted that the Police were not tackling the situation and asked why no camera van was in place. The Chairman advised of the difficulties in Eddleston in relation to site lines and road safety issues. It was pointed out during the discussions that local Police Officers had been trained in hand held speeding guns although there was a need for Officers to wear high visibility vests.

DECISION
NOTED.

SUICIDE PREVENTION STRATEGY

5. The presentation was withdrawn.

“FACT OR FANTASY – YOUR HEALTH IN 2010”

6. Dr Eric Bajjal, Director of Public Health, for both NHS Borders and the Council, was in attendance and gave a presentation on his third Annual Report (2011-2012). In the Borders, people live longer than the Scottish average, although not always in good health. The number of pensioners and children was increasing faster than the working age population. There were inequalities and pockets of deprivation and one of Dr Bajjal's roles was to promote equality. Dr Bajjal discussed the work of the Healthy Living Network using Walkerburn as a case study. Residents had been encouraged to use allotments to grow vegetables. Cooking skills had been taught and people were encouraged to be physically active. The project had been successful and most residents no longer felt disadvantaged. In the Scottish Borders there were already established interventions to encourage healthy living. For babies and children, initiatives such as increasing breastfeeding and immunisation were encouraged. In middle age, promoting responsible drinking, discouraging smoking and early detection of cancer were important. In older people, improving diet, preventing loneliness and coping with dementia were among the interventions. The presentation concluded with three examples which highlighted the importance of early interventions at different stages of life. Information could be downloaded from the following link:- <http://www.nhsborders.org.uk/news/fact-or-fantasy-is-the-challenge-for-health-in-borders>
7. Following the presentation Dr Bajjal proceeded to answer questions in relation to emergency out of hours health care service and the inadequacy of accommodation for the elderly. He also referred to the remit of the Integrated Health and Social Care Partnerships. The Chairman thanked Dr Bajjal for his attendance and his presentation.

DECISION
NOTED the presentation.

HALMYRE COMMUNITY COMPANY

8. Mr Mike Madden in presenting information on the Halmyre Community Company advised there was a clear shortage of affordable housing in the Halmyre Mains part of the Borders and that which was available was often of poor quality and pricing was affected by the proximity to Edinburgh. There was demand from people already working in the area to upgrade. Those applying for jobs in the area had often to turn these down because they could not find reasonably priced accommodation. He explained that land at Halmyre Mains, West Linton had been sold to a property developer 5 years ago to build 16 luxury homes but the developer had gone into liquidation and the site was taken over by the Royal Bank of Scotland and attempts to sell the land at auction had failed.
9. Halmyre Housing Community had been set up as a not for profit company limited guarantee after Scottish Borders Council's Planning Department had indicated they would be prepared to consider an amendment to planning permission to allow the number of homes to be increased to 22. Funding from the E U Leader Programme had been provided and a design team had been appointed to undertake a feasibility study into building an environmentally friendly community of houses. It was intended to build homes to include 2, 3 and 4 bedroom houses and a unit of single rooms with communal public area for short term workers and accommodation for visiting families. The original footprint had been reduced by 30% for the purposes of the study, despite the increase in the number of houses, and would release space for community plots, etc.

DECISION

NOTED and THANKED Mr Madden for his interesting and informative presentation.

CHAMBERS INSTITUTION TRUST

10. Community Councillor A. Stewart, a Trustee of the Chambers Institution Trust in giving background information advised that the original Trust had been established in the 1850's and was subsequently enshrined in law by an Act of Parliament in 1911 when Andrew Carnegie gave £10,000 to establish a library. The Trust had been administered by Scottish Borders Council (SBC) since 1996. In 2010 it was decided there should be a complete separation from SBC and a separate Trust should be formed and should seek charitable status. It was therefore agreed that six independent trustees together with the six Tweeddale Councillors should be appointed, achieving an equal balance of trustees between those who were Councillors and those who were not. Six independent trustees were appointed and in June 2012, and one of those, Ronald Ireland, was appointed Chairman.
11. The Trust's lawyers advised there were a number of technical issues to resolve around the separation from SBC. Officials from SBC, the Trust and the Lawyers had met and agreed that the way forward was to prepare a Memorandum of Understanding which would clarify the position and satisfy all parties. Community Councillor Stewart concluded his presentation by listing a number of actions taken to date by the Trust and advised that they were hopeful that the discussions currently being held with SBC would resolve the position by the end of August 2013 and the Trust would become an independent entity. After that the future development of the Chambers Institution would be explored by the Trust.

DECISION

NOTED and THANKED Community Councillor Stewart for his interesting presentation.

PEEBLES – INNERLEITHEN SHARED ACCESS PATH

12. The Chairman advised that the new bridge over the River Tweed had been unofficially opened on 7 June 2013. This would now allow people to walk, cycle and ride from Innerleithen to Peebles unhindered. The route was being well used with lots of children and families taking advantage of the flat off-road route to travel safely between the local communities and settlements. Local people should be urged to use the route and perhaps join the local volunteer group organised through Sustrans to help look after and enhance the facility. A Minister from the Scottish Government had been invited to formally open the

route later in the year and on receiving a response information would be issued. The possibility of extending the route to Walkerburn and north of Peebles to Edinburgh would be looked into. However, this was a long term plan and would be dependent on potential funding opportunities.

DECISION

NOTED the position.

SB LOCAL SMALL SCHEMES

13. There had been circulated copies of a report by the Director of Environment and Infrastructure seeking approval for the following proposed new SB Local Small Schemes:-
- Lyne Station Cycleway, Improvement works - £5,000
 - Victoria Park, Innerleithen, Improvement works - £3,500
 - Millbank Road, Clovenfords, Restoration and improvement works to the John Leyden tablet, including dry stone wall repairs, at *The Luggie* – £520
 - Clovenfords village, provision of plants and materials to create and sustain floral displays in the village. - £372
 - Millennium footbridge, West Linton - £4,500
 - Burnside, Eddleston, Footpath works - £3,144
 - Provost Melrose Place, Peebles, Landscape improvements - £500
 - White footbridge, West Linton which would include for repairs to the wooden spars, the deck anti skid surface and repainting - £2,000
 - The Strand/Church Street, Innerleithen, Footway improvement works - £1500
 - Old A703 Eddleston, drainage improvement works on the footpath where surface water ponds - £915
 - Broughton “School” Sign and collapsible bollard - £950
 - Clovenfords village, repairs to the Millennium notice board - £350
14. In discussing the proposals, Councillor Logan submitted that the proposed for Tweeddale East totalled £6,742 and those for Tweeddale West totalled £16,509. He referred to the unfairness of the distribution of grant funding and moved that the SB Local Small Schemes budget be split evenly between the two wards with any excess funds not being used by November being put into a pot for both wards to submit bids. Councillor Logan received no seconder and his motion fell. He asked that his dissent be recorded in the minutes. Thereafter, the forum considered the proposed small schemes.

DECISION

APPROVED the following new SB Local Small Schemes:-

- (a) Lyne Station Cycleway, Improvement works - £5,000**
- (b) Victoria Park, Innerleithen, Improvement works - £3,500**
- (c) Millbank Road, Clovenfords, Restoration and improvement works to the John Leyden tablet, including dry stone wall repairs, at *The Luggie* – £520**
- (d) Clovenfords village, provision of plants and materials to create and sustain floral displays in the village - £372**
- (e) Millennium footbridge, West Linton - £4,500**
- (f) Burnside, Eddleston, Footpath works- £3,144**
- (g) Provost Melrose Place, Peebles, Landscape improvements - £500**
- (h) White footbridge, West Linton which would include for repairs to the wooden spars, the deck anti skid surface and repainting - £2,000**
- (i) The Strand/Church Street, Innerleithen, Footway improvement works - £1,500**
- (j) Old A703 Eddleston, drainage improvement works on the footpath where surface water ponds - £915**
- (k) Broughton “school” sign and collapsible bollard - £950; and**
- (l) Clovenfords Village, repairs to Millennium notice board - £350**

DATE OF NEXT MEETING

15. The next meeting was scheduled to be held on Wednesday, 11 September 2013.

DECISION

NOTED that the next meeting of the Tweeddale Area Forum would be held on Wednesday 11 September 2013 – venue to be confirmed.

URGENT BUSINESS

16. Under Section 50B(4)(b) of the Local Government (Scotland) Act 1973, the Chairman was of the opinion that the items dealt with in the following paragraphs should be considered at the meeting as a matter of urgency, in view of the need to keep Members informed.

ALCOHOL BYELAWS

17. The Chairman advised that Community Councils would receive correspondence seeking views on the Council's proposed Byelaws Prohibiting the Consumption of Alcohol in Designated Public Places across the Scottish Borders. He explained that the proposed Byelaws would not apply for the Border Common Ridings, summer festivals and Hogmanay.

DECISION

NOTED the position.

TOURIST INFORMATION CENTRE – TOUCH SCREEN SYSTEM

18. Councillor Bell drew attention to the touch screen system which was located outside the Tourist Information Office on Peebles High Street. This was a trial system allowing visitors how to access information when the Tourist Information Office was closed.

DECISION

NOTED.

The meeting concluded at 8.40 p.m.

SCOTTISH BORDERS COUNCIL
TWEEDDALE AREA FORUM
PARKING SUB-COMMITTEE

MINUTE of the MEETING of the
TWEEDDALE AREA FORUM, PARKING
SUB-COMMITTEE held in the Old Burgh
Chamber, Chambers Institution, Peebles on
12 June 2013 at 5.10 p.m.

Present:- Councillors S. Bell (Chairman) (from para 3), W. Archibald, N. Buckingham, G. Logan, Community Councillor A. Stewart, Mr M Macdonald.
In Attendance:- Team Leader – Road Safety/Traffic Management, Democratic Services Officer (K. Mason).

CHAIRMAN

1. In the absence of Councillor Bell, Councillor Archibald chaired the meeting.

MINUTE

2. There had been circulated copies of the Minute of Meeting of the Parking Sub-Committee of 25 April 2013.

DECISION

APPROVED the minute.

MEMBER

Councillor Bell joined the meeting.

CHAIRMAN

3. Councillor Bell took over the chair.

PRESENTATION AND DISCUSSION OF PARKING AND QUESTIONNAIRE SURVEY

RESULTS

4. The Team Leader – Road Safety/Traffic Management by means of a power point presentation gave information on the results of the off-street car parking survey which had taken place within the four car parks, namely, Edinburgh Road, Greenside, Swimming Pool and Kingsmeadows. Information was also presented in relation to the on-street parking survey within the Old Town, Eastgate, High Street and Northgate. Both surveys had taken place on Saturday 18 May and Tuesday 21 May 2013.
5. The Team Leader advised that although he had insufficient time to deal in depth with the results of the survey, he had pulled out some of the relevant issues. Members considered that the data provided was comprehensive. In response to a question asking “would you continue to use the car parks if the charges were applied on weekdays as well as on Saturdays”, of those questioned, 57% said yes, 36% said no and 7% said maybe. Councillor Buckingham undertook carry out an analysis of the 36% in regard to where else they would park.
6. Mr Macdonald submitted that there was no shortage of parking in Peebles. 89% of respondents usually found a space easily; only 16% of respondents were not aware that charges did not apply on weekdays even although 32% of responders were from outwith the Borders; charging for parking on weekdays could potentially lead to a reduction in visitors of 36% which would be devastating; over 1/3rd (35%) of visitors were from Tweeddale and other Border towns outwith Peebles and introduction of parking charges would potentially divert these visitors to other destinations; according to the data there was available space in Peebles at all times, therefore the town was not losing visitors, and the introduction of pay

parking would not lead to increased footfall; a charging scheme would affect not only retail activities, but other issues of social interaction. He considered there were low cost, low impact measures which could be taken to improve parking efficiently, particularly on the High Street. He referred to a Northern Ireland Assembly paper on Discounted Car Parking Initiatives and the Democratic Services Officer undertook to email this document to Members.

7. In discussing the outline of the report to the Tweeddale Area Forum, it was hoped that the Sub-Committee would be able to report to the meeting of the Tweeddale Area Forum scheduled to be held on 11 September 2013. Care and time needed to be taken before making a recommendation and there was a need to prove that money had been wisely spent in carryout the surveys. Members were asked to pass their observations/comments directly to the Team Leader by 3 July 2013, to enable him to bring back some options for discussion on analysis of the data, which would be considered by the Sub-Group at the next meeting. The Team Leader was asked to gather information on busses using car parks for consideration at the next meeting. A question was also raised about whether the Market held on Thursdays in the Edinburgh Road car park had any impact on car parking. The Sub-Committee agreed that the Market could be an item at the end of the agenda for the August meeting although time constraints might not make that possible.

DECISION

(a) **NOTED the presentations.**

(b) **AGREED that**

- (i) **Councillor Buckingham would prepare an analysis of the 36% who said they would not continue to use the car parks;**
- (ii) **the Democratic Services Officer would email Members a copy of the Northern Ireland Assembly paper on Discounted Car Parking Initiatives.**
- (iii) **Members pass their observations/comments to the Team Leader by 3 July 2013, to enable him to bring back some options for discussion on analysis of the data, for consideration at the next meeting;**
- (iv) **the Team Leader would provide information on busses using the car parks for consideration at the next meeting; and**
- (v) **time permitting discussions would take place at the August meeting regarding the issues of the Market on Thursday.**

DATE OF NEXT MEETINGS

8. The Sub-Committee agreed that the next meetings would be held on Wednesday 24 July 2013 and Thursday 8 August 2013 at 5.00 p.m. within the Old Burgh Chamber, Chambers Institution, High Street, Peebles.

DECISION

AGREED that the next meetings would be held on Wednesday 24 July 2013 and Thursday 8 August at 5.00 p.m. within the Old Burgh Chamber, Chambers Institution, High Street, Peebles.

The meeting concluded at 6.15 p.m.

SCOTTISH BORDERS COUNCIL
TWEEDDALE AREA FORUM
PARKING SUB-COMMITTEE

MINUTE of the MEETING of the
TWEEDDALE AREA FORUM, PARKING
SUB-COMMITTEE held in the Old Burgh
Chamber, Chambers Institution, Peebles on
24 July 2013 at 5.00 p.m.

Present:- Councillors S. Bell (Chairman) W. Archibald, G. Logan, Community Councillor A. Stewart, Mr M Macdonald.
Apology:- Councillor N. Buckingham.
In Attendance:- Team Leader – Road Safety/Traffic Management, Democratic Services Officer (K. Mason).

MINUTE

1. There had been circulated copies of the Minute of Meeting of the Parking Sub-Committee of 12 June 2013. In referring to paragraph 7(b)(i) of the Minute, it was noted no analysis had been provided by Councillor Buckingham.

DECISION

APPROVED the minute.

SUBMISSIONS BY SUB-COMMITTEE MEMBERS

2. With reference to paragraph 7(b)(iii) of the Minute of 12 June 2013, there had been circulated copies of responses relating to the parking surveys received from Murdoch Macdonald, Peebles Community Council and Councillor Bell. The Team Leader was uncertain at how Peebles Community Council had arrived at their figures. In discussing the remit of the Sub-Committee, Members noted that any recommendation to the Tweeddale Area Forum would not be for the purpose of increased revenue but to ensure there was sufficient turnover in car parks to allow for visitor parking.

DECISION

NOTED the responses received.

VARIOUS SCENARIOS

3. There had been circulated copies of a report by the Team Leader reporting on various scenarios as follows:

Scenario 1 – All week charging with existing tariffs in all existing Pay and Display Car Parks.

Scenario 2 – All week charging with amended tariffs and/or times in all existing Pay and Display Car Parks.

Scenario 3 – Targeted charging with existing tariffs to address particular supply versus demand issues.

4. The report recommended that targeted charging and increased signage should be considered as follows:- The introduction of weekday parking charges in Greenside Car Park would help manage demand and free up space. Although this measure had potential to move parking into residential areas and side streets it could be introduced on a trial basis. The parking equipment was in place and needed very little done to bring it into effect. This measure should then be assessed to decide if it should be introduced on a permanent basis and/or whether weekday charges should be considered to some degree in other Pay and

Display Car Parks in the town. The introduction of off-street parking charges for Kingsmeadows Car Park on Saturdays would help distribute parking more evenly throughout the town. This measure would need the introduction of a Pay and Display machine and a change to the current traffic regulation order (TRO). There would be no need to purchase a Pay and Display machine as a spare machine was available but the procedures to introduce a TRO would take a number of months. If this recommendation was adopted, it was suggested that it be introduced at the same time as any trial of weekday charges in Greenside Car Park. Increased signage including reference to Kingsmeadows Car Park might help distribute the parking more evenly throughout the town during weekdays. Members discussed the various options. The Team Leader advised that there would be a cost of £75 for each parking ticket machine which required adjustment. It was noted that a trial "pay by phone" system would soon be operational within Scottish Borders Council's Car Parks.

DECISION

AGREED that it be remitted to the Team Leader to bring a report to the next meeting with a recommendation to Tweeddale Area Forum on the following proposals:-

- (a) Greenside Car Park and Swimming Pool Car Park - 4 hours free parking then charge – Monday to Saturday;**
- (b) Edinburgh Road Car Park – 2 hours free parking then charge – Saturday;**
- (c) the report should include details of operation costs, increased signage, timescales etc. for a one year operational trial period;**
- (d) one year operational trial period to be combined with a consultation survey undertaken by the Tweeddale Area Forum; and**
- (e) penalty charges would remain the same with a review in 12 months.**

BUSES

5. There had been circulated copies of a paper detailing bus usage in the Edinburgh Road Car Park from 2 May 2013 until 18 July 2013. The paper presented information showing the infrequency of all four bus parking spaces all being used at any one time. The Sub-Committee expressed concern that First Bus was using the parking spaces as a bus depot. In discussions relating to tourism buses, it was noted that passengers were often decanted on Peebles High Street; the buses would then park elsewhere and return to the Edinburgh Road Car Park to collect passengers. The Team Leader advised the Sub-Committee that currently there was a £2.00 per day charge for bus parking.

DECISION

AGREED that further discussions would take place at the next meeting of the Sub-Committee on whether to recommend increasing the charge for buses from £2.00 per day to £5.00 on a Saturday only or for 6 days.

THURSDAY MARKET

6. There had been circulated copies of correspondence from the Estates Section seeking approval for a new lease of the market site in Peebles. A plan was attached showing a new layout for accommodating 10 to 12 stalls which was of a similar size to the area presently used. Members discussed the possible relocation of the market to several areas including, High Street, Northgate, Kingsmeadows Car Park and Venlaw Road.

DECISION

AGREED that the Team Leader would liaise with Estates Section about the possible relocation of the market with all Members of the Tweeddale Area Forum being kept informed of progress.

DATE OF NEXT MEETINGS

7. The Sub-Committee noted that the next meeting would be held on Thursday, 8 August 2013 at 5.00 p.m. within the Old Burgh Chamber, Chambers Institution, High Street, Peebles.

DECISION

NOTED that the next meeting would be held on Thursday, 8 August 2013 at 5.00 p.m. within the Old Burgh Chamber, Chambers Institution, High Street, Peebles.

The meeting concluded at 6.30 p.m.

SCOTTISH BORDERS COUNCIL
TWEEDDALE AREA FORUM
PARKING SUB-COMMITTEE

MINUTE of the MEETING of the
TWEEDDALE AREA FORUM, PARKING
SUB-COMMITTEE held in the Old Burgh
Chamber, Chambers Institution, Peebles on 8
August 2013 at 5.00 p.m.

Present:- Councillors S. Bell (Chairman) W. Archibald, G. Logan, Mr M Macdonald.
Apology:- Community Councillor A. Stewart
In Attendance:- Team Leader – Road Safety/Traffic Management, Democratic Services Team
Leader

MINUTE

1. There had been circulated copies of the Minute of Meeting of the Parking Sub-Committee of 24 July 2013.

DECISION

APPROVED the minute.

CAR PARKING

2. With reference to paragraphs 3 and 4 of the Minute of 24 July 2013, there had been circulated copies of report by the Team Leader, Road Safety & Traffic Management presenting proposals in response to the recommendations made by Members. Mr. McQuillin outlined the implications of his proposals. In response to a query on parking permits it was noted that this was a Borders wide scheme so outwith the remit of the Sub-Committee. However, it was requested that the availability of these permits be publicised. Members discussed the proposed changes to the Scheme and suggested amendments to the penalty charges and the signage to be included in the final report to the Tweeddale Area Forum.

DECISION

AGREED that the Team Leader prepare a report for consideration at the next meeting of the Tweeddale Area Forum containing the following proposals:-

- (a) **that Greenside Car Park and Swimming Pool Car Park have 4 hours free parking then charge on Monday to Saturday as follows:-**

Up to 4 hours	Free
Up to 5 hours	£1.60
Up to 6 hours	£1.80
Up to 7 hours	£2.20
Up to 8 hours	£2.40
Over 8 hours	£2.80

- (b) **that the Edinburgh Road Car Park have 2 hours free parking then charge on Saturday only as follows:-**

Up to 2 hours	Free
Up to 3 hours	£0.90
Up to 4 hours	£1.20
Up to 5 hours	£1.60
Up to 6 hours	£1.80
Up to 7 hours	£2.20

Up to 8 hours	£2.40
Over 8 hours	£2.80

- (c) that the costs of c£600+VAT to facilitate the changes were met from net income from the Peebles Pay and Display Scheme;
- (e) that a one year operational trial period was undertaken to be combined with a consultation survey undertaken by the Environmental & Infrastructure, Network Section;
- (f) that the penalty charges should be amended to £40 or £20 for early payment; and
- (g) that appropriate changes be made to the signage in the car parks.

BUSES

3. With reference to paragraph 5 of the Minute of 24 July 2013, the Team Leader, Road Safety & Traffic Management tabled a paper detailing the current regulations relating to the parking of buses in the Edinburgh Road Car Park. It was agreed that the current arrangements required to be amended to discourage long-term bus parking. It was proposed that there be 3 hours of free parking and then a penalty of £40 for those buses which exceeded that limit. It was further proposed that this be kept under review to ensure that the desired outcome was achieved.

DECISION

AGREED to recommend to the Tweeddale Area Forum that:-

- (a) with regard to buses using the Edinburgh Road Car Park 0-3 hours would be free with a penalty of £40 for any buses that exceeded the 3 hour limit; and
- (b) this be kept under review to ensure that this resolved the problem of extended parking by buses.

URGENT BUSINESS

4. 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 make an early decision.

THURSDAY MARKET

5. With reference to paragraph 6 of the Minute of 24 July 2013, the Team Leader, Road Safety & Traffic Management advised that the current market operator was looking to renew their lease of the Edinburgh Road Car Park and extending the area used by the market. Members noted that the suggested alternative market sites had proved unsuitable and proposed that the Estates Section consult all local Members with a view to renewing the lease for a period of 3 years.

DECISION

AGREED that the Estates Officer consult all local Members with a view to renewing the lease of the Edinburgh Road Car Park Market for a period of 3 years.

The meeting concluded at 6.05 p.m.

**RECOMMENDATIONS OF PARKING SUB-GROUP -
AMENDMENT TO PARKING CHARGES IN PEEBLES PAY AND
DISPLAY CAR PARKS**

Report by Director of Environment and Infrastructure

TWEEDDALE AREA FORUM

11 September 2013

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to amend the charges to Peebles Off-Street Traffic Regulation Order (TRO) to introduce an initial "free period" in all Peebles' Pay and Display car parks**
- 1.2 On 6 March 2013, on the subject of a report on parking management in Peebles by the Director of Environment and Infrastructure, Tweeddale Area Forum:-
- (a) **NOTED** the various options available to control off-street parking
 - (b) **DECIDED:-**
 - (i) to continue investigation by undertaking a parking survey; and
 - (ii) to form a sub-group of the Tweeddale Area Forum and, in light of the findings of a parking survey, discuss the various options and recommend a preferred option at a later meeting of the Tweeddale Area Forum.
 - (c) **AGREED** that Councillors Bell, Buckingham, Logan and Community Councillor Stewart be appointed to form the Sub-Group.
- 1.3 The sub-group met on five occasions between 14 March and 8 August 2013 and their recommendation is that the Tweeddale Area Forum approves the recommendations as summarised in 2.1 below.

2 RECOMMENDATIONS

2.1 I recommend that the Tweeddale Area Forum approves that:-

- (a) **Greenside Car Park and Swimming Pool Car Park should have 4 hours free parking then charge on Monday to Saturday. The following charges are recommended based on the existing charges and removal of charges for first 4 hours:-**

up to 4 hours	Free
up to 5 hours	£1.60
up to 6 hours	£1.80
up to 7 hours	£2.20

up to 8 hours	£2.40
over 8 hours	£2.80

- (b) Edinburgh Road Car Park should have 2 hours free parking then charge on Saturday only. The following charges are recommended based on the existing charges and removal of charges for first 2 hours:-**

up to 2 hours	Free
up to 3 hours	£0.90
up to 4 hours	£1.20
up to 5 hours	£1.60
up to 6 hours	£1.80
up to 7 hours	£2.20
up to 8 hours	£2.40
over 8 hours	£2.80

- (c) costs of £1100+VAT to facilitate the changes are met from net income from the Peebles Pay and Display Scheme**
- (d) a one year operational trial period is undertaken to be combined with a consultation survey undertaken by the Environment & Infrastructure, Network Section; and**
- (e) that the penalty charges should be amended to £40 or £20 for early payment.**
- (f) with regard to buses using the Edinburgh Road Car Park 0-3 hours would be free with a penalty of £40 for any buses that exceeded the existing 3 hour limit; and**
- (g) this is kept under review to ensure that this resolved the problem of extended parking by buses and that appropriate changes be made to the signage in the car parks.**

3 BACKGROUND

3.1 On 6 March 2013, Tweeddale Area Forum:-

- noted the various options available to control off-street parking
- agreed to continue investigation by undertaking a parking survey
- agreed to form a sub-group of the Tweeddale Area Forum discuss the various options and recommend a preferred option at a later meeting of the Tweeddale Area Forum; and
- agreed that Councillors Bell, Buckingham, Logan and Community Councillor Stewart be appointed to form the Sub-Group.

3.2 Key outcomes and Actions from Sub-Group Meetings

3.2.1 Meeting of 14 March 2013

It was agreed that the following would be undertaken as the remit of the Sub-Group:-

- design a survey
- carry out the survey
- evaluate the survey results
- recommend action to the Tweeddale Area Forum

Outcomes and actions from meeting:-

- the Team Leader would e-mail Members of the Sub-Committee a draft questionnaire together with times for carrying out the survey before the next meeting of the Sub-Group
- the Team Leader would provide a position statement on bus parking together with a proposal for action for consideration by the Sub-Group at the next meeting
- Councillor Archibald be appointed as a Member of the Sub-Group; and
- Councillor Bell liaise with Mr McGrath and Mr MacDonald relating to the appointment of a shopkeeper to the Sub-Group.

3.2.2 Meeting of 25 April 2013

- Welcomed Mr M Macdonald as a Member of the Sub-Group representing Peebles Traders
- the Parking Survey would be carried out by external consultants
- the survey would take place on:-
 - i) a Tuesday between the hours of 7.00 a.m. and 4.00p.m. and
 - ii) a Saturday between the hours of 9.00am to 5.00p.m.
- the Team Leader, Traffic & Road Safety liaise with the company undertaking the survey to negotiate a possible discount for a two day survey
- it be delegated to the Team Leader in consultation with the Chairman to seek approval for additional funding to carry out the survey over a two day period

- if approval for additional funding was not authorised that the Chairman would liaise with local Members re other methods of funding the survey;
- the Team Leader would email Members of the Sub-Group copies of the following:-
 - Parking Study from 2008 trimmed down for Peebles area
 - Existing Traffic Regulation Orders, and
 - Bus observations 2010
- agreed with the wording of the questionnaire

3.2.3 Meeting of 12 June 2013

The Team Leader, Traffic & Road Safety presented results from the Parking and Questionnaire Survey and following discussion with Members of the Sub-Group it was agreed that:-

- Councillor Buckingham would prepare an analysis of the 36% who said they would not continue to use the car parks
- the Democratic Services Officer would e-mail Members a copy of the Northern Ireland Assembly paper on Discounted Car Parking Initiatives
- Members pass their observations/comments to the Team Leader by 3 July 2013, to enable him to bring back some options for discussion on analysis of the data, for consideration at the next meeting;
- the Team Leader would provide information on buses using the car parks for consideration at the next meeting; and
- time permitting discussions would take place at the August meeting regarding the issues of the Market on Thursday

3.2.4 Meeting of 24 July 2013

The Team Leader, Traffic & Road Safety presented Parking Scenarios based on Members' views and discussions at the meeting of 12 June 2013.

The Scenarios were:-

Scenario 1 – All week charging with existing tariffs in all existing Pay and Display Car Parks.

Scenario 2 – All week charging with amended tariffs and/or times in all existing Pay and Display Car Parks.

Scenario 3 – Targeted charging with existing tariffs to address particular supply versus demand issues.

Following discussion, the Parking Sub-group agreed that an approach based on Scenario 3 would be the way forward and that it should be remitted to the Team Leader Road Safety & Traffic Management to bring a report to the next meeting with a recommendation to Tweeddale Area Forum on the following proposals:-

- a) Greenside Car Park and Swimming Pool Car Park - 4 hours free parking then charge on Monday to Saturday;
- b) Edinburgh Road Car Park – 2 hours free parking then charge on Saturday;
- c) the report should include details of operation costs, increased signage, timescales etc. for a one year operational trial period;
- d) one year operational trial period to be combined with a consultation survey undertaken by the Tweeddale Area Forum; and
- e) penalty charges would remain the same with a review in 12 months.

3.2.5 Meeting of 8 August 2013

The Parking Sub-Group considered responses from the Team Leader, Road Safety & Traffic Manager. His response is below each point as appropriate:-

a) Greenside Car Park and Swimming Pool Car Park - 4 hours free parking then charge – Monday to Saturday;

There are no issues with this proposal and costs are outlined in (c) below

b) Edinburgh Road Car Park – 2 hours free parking then charge – Saturday;

There are no issues with this proposal and costs are outlined in (c) below

c) Report should include details of operation costs, increased signage, timescales etc. for a one year operational trial period;

Operational costs

The operational costs for the changes will not rise or fall significantly as a result of any of these proposals. Should income rise or fall as a result of these changes there could be some change to the frequency of cash collections but these charges are insignificant.

Increased signage

There are minor changes required to the signboards to advise of the current charges but these costs are insignificant

Costs to Introduce a Free Period

Below is an e-mail from Metric Group on the question of whether Pay Parking machines could be readily converted to provide a “free period”

I can confirm that you will just require a tariff change for the free period. Basically motorists will just use the normal issue button to get the free ticket.

The cost of the tariff change will be as follows:-

Software for 5 machines @ £78.00 per machine
Engineer callout @ £80.50
Site labour @ £51.75 per hour (approx 15 mins per machine)

Total Estimate = £535.50 (please note that this is only an estimate as labour cannot be recorded until the engineer has finished the job)

Our current lead time on software orders is approx 2 weeks from receipt of order

Metric Group

(d) one year operational trial period to be combined with a consultation survey undertaken by the Tweeddale Area Forum

To revert to the current charges, the costs incurred in making the software changes would not need to be paid again as the new software would also include earlier charge tables.

Following discussion, the Parking Sub-group agreed that The Director of Environment & Infrastructure should bring a report to the next meeting with a recommendation to Tweeddale Area Forum on the following proposals:-

- (i) Greenside Car Park and Swimming Pool Car Park should have 4 hours free parking then charge on Monday to Saturday. The following charges are recommended based on the existing charges and removal of charges for first 4 hours:-

up to 4 hours	Free
up to 5 hours	£1.60
up to 6 hours	£1.80
up to 7 hours	£2.20
up to 8 hours	£2.40
over 8 hours	£2.80

The first 4 hours charges are currently:-

up to 1 hour	£0.40
up to 2 hours	£0.60
up to 8 hours	£0.90
up to 4 hours	£1.20

- (ii) Edinburgh Road Car Park should have 2 hours free parking then charge on Saturday only. The following charges are recommended based on the existing charges and removal of charges for first 2 hours:-

up to 2 hours	Free
up to 3 hours	£0.90
up to 4 hours	£1.20
up to 5 hours	£1.60
up to 6 hours	£1.80
up to 7 hours	£2.20
up to 8 hours	£2.40

over 8 hours £2.80

The first 2 hours charges are currently:-

up to 1 hour £0.40
up to 2 hours £0.60

- (iii) Costs of c£1100 to facilitate the changes are met from net income from the Peebles Pay and Display Scheme
- (iv) One year operational trial period is undertaken to be combined with a consultation survey undertaken by the Environmental & Infrastructure, Network Section; and
- (v) That the penalty charges should be amended to £40 or £20 for early payment
- (vi) With regard to buses using the Edinburgh Road Car Park 0-3 hours would be free with a penalty of £40 for any buses that exceeded the 3 hour limit; and
- (vii) This be kept under review to ensure that this resolved the problem of extended parking by buses
- (viii) That appropriate changes be made to the signage in the car parks.

4 IMPLICATIONS

4.1 Financial

- (a) The costs of changing machine software and associated signing is detailed in 3.2.5 above and are in the region of £600. The cost of amending the Traffic Regulation Order is estimated at £500. These costs would be met by surplus from the existing Peebles Pay Parking Scheme.
- (b) There is likely to be a reduction in future net income as a result of these proposals. This reduction is difficult to quantify but will not impact as much as to result in a net loss.

4.2 Risks

The risks of not proceeding with the recommendations are:-

- (a) that pressure on on-street space continues to be a problem on weekdays in the Greenside area and on Saturdays in on-street areas close to Edinburgh Road car park and in Kingsmeadows car park
- (b) that surplus income from the Peebles Pay and Display Scheme is reduced and therefore less funds are available for local improvement schemes.

4.3 Equalities

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

4.4 Acting Sustainably

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

4.5 Carbon Management

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

4.6 Changes to Scheme of Administration or Scheme of Delegation

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

5 CONSULTATION

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

Approved by

Director of Environment & Infrastructure Signature

Author(s)

Name	Designation and Contact Number
Jim McQuillin	Team Leader – Road Safety & Traffic Management Tel. No. 01835 825139

Background Papers: None

Previous Minute Reference:

Tweeddale Area Forum	06/03/2013
Peebles Parking Sub-Group	14/03/2013
Peebles Parking Sub-Group	25/04/2013
Peebles Parking Sub-Group	12/06/2013
Peebles Parking Sub-Group	24/07/2013
Peebles Parking Sub-Group	08/08/2013

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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 eittranslationrequest@scotborders.gov.uk.

INTRODUCTION OF TRAFFIC REGULATION ORDER FOR SCHOOL KEEP CLEAR ZIGZAG MARKINGS

Report by Director of Environment and Infrastructure

TWEEDDALE AREA FORUM

11 September 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 Tweeddale 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 5 lengths of road where school keep clear zigzag markings exist in the Tweeddale 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:- Walkerburn Primary School, St Ronan's Primary School, Halyrude Primary School (2 lengths) and Broughton Primary School.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Tweeddale Area Forum approves:**
 - (a) **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) **Caberston Road in Walkerburn**
 - (ii) **Craig Terrace in Innerleithen**
 - (iii) **Rosetta Road and Kingsland Square in Peebles**
 - (iv) **adjacent to primary school in Broughton**
 - (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 Tweeddale Area Forum area:-
- (a) Walkerburn – Caberston Road
 - (b) Innerleithen – Craig Terrace
 - (c) Peebles – on Rosetta Road and Kingsland Square;and
 - (d) Broughton – adjacent to Broughton Central Primary School
- 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) Walkerburn | £300 | 1 sign and 1 set of zigzags |
| b) Innerleithen | £300 | 1 sign and 1 set of zigzags |
| c) Peebles | £600 | 2 signs and 2 sets of zigzags |
| d) Broughton | £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

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

Approved by

Director of Environment & Infrastructure Signature

Author(s)

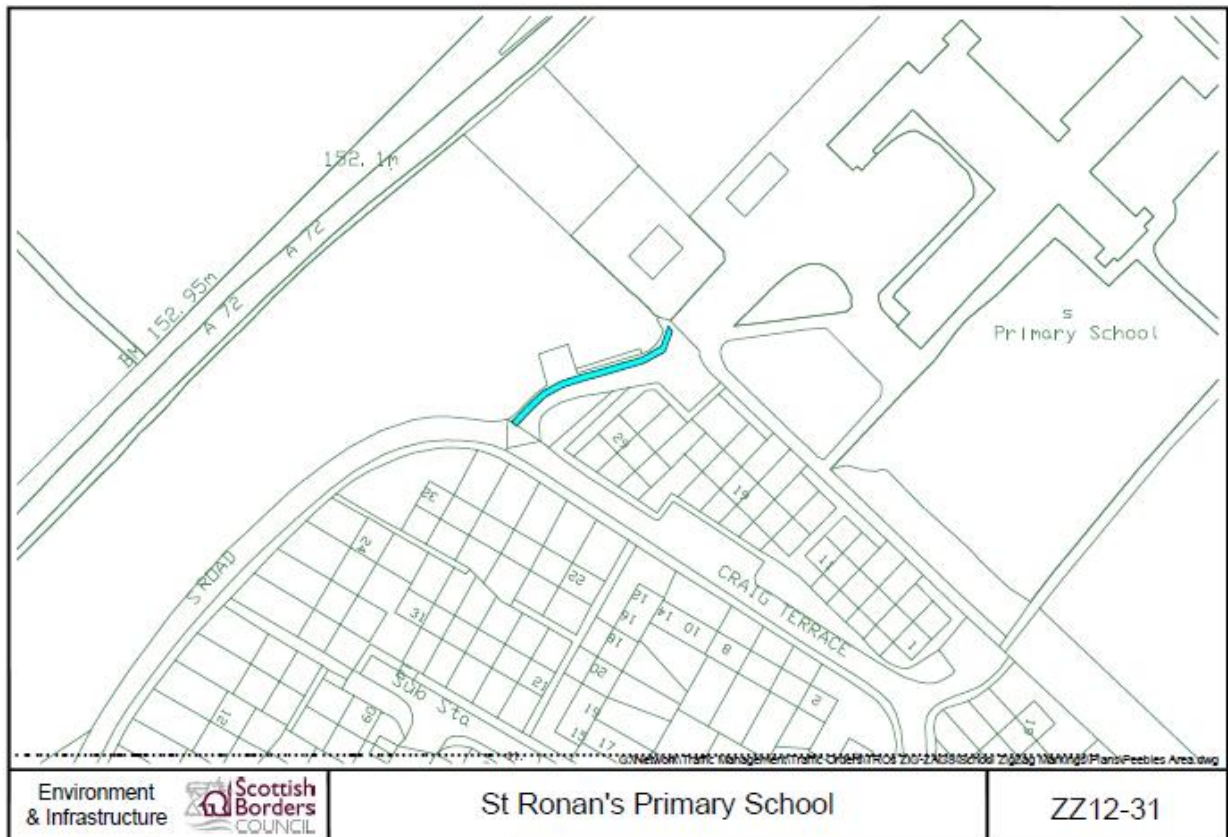
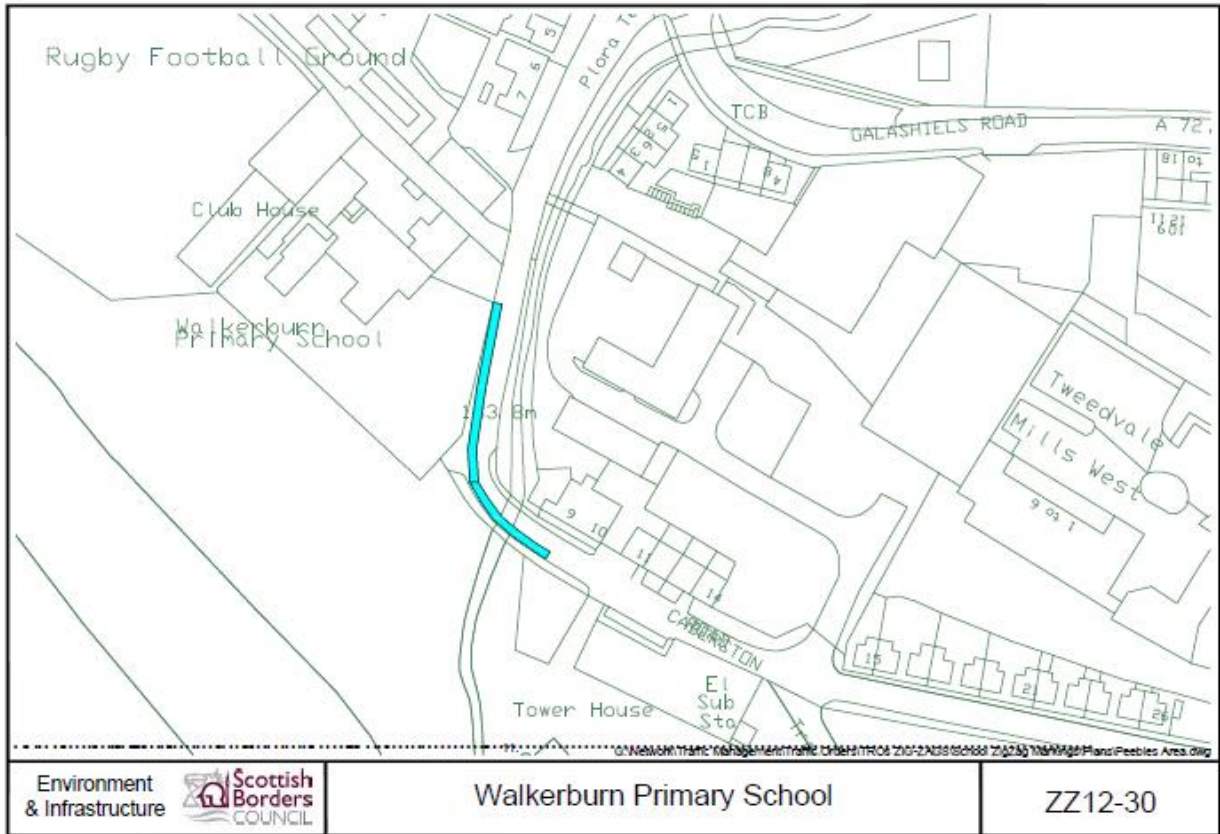
Name	Designation and Contact Number
Jim McQuillin	Team Leader - Road Safety & Traffic Management 01835 825139

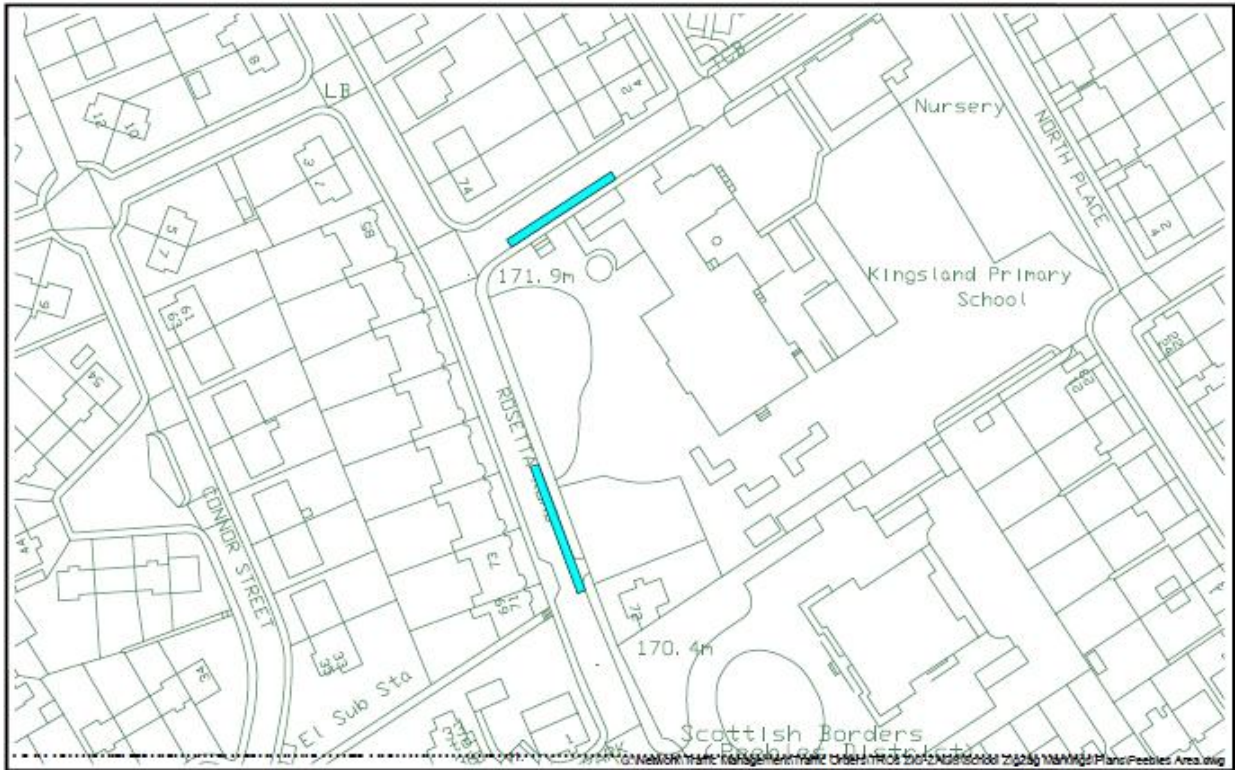
Background Papers: None


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

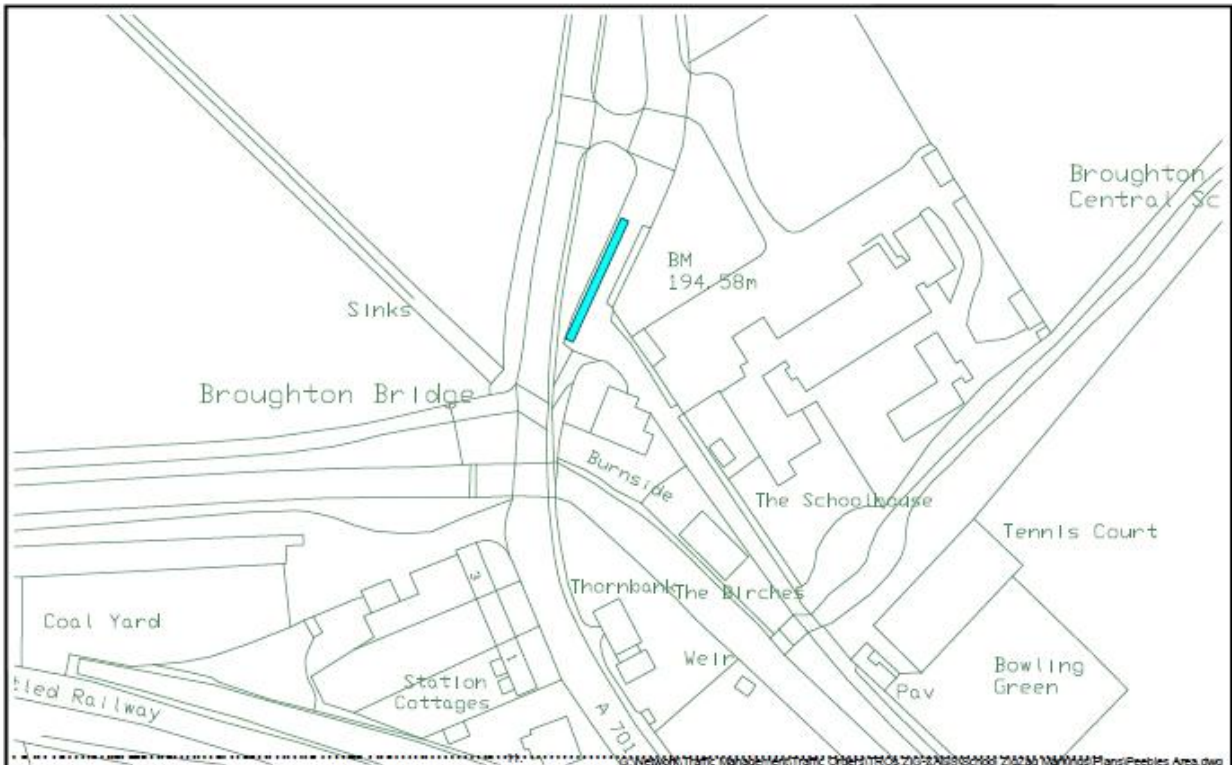
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Environment & Infrastructure		Halyrude (Old Kingsland)	ZZ12-32
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Environment & Infrastructure		Broughton Central School	ZZ12-33
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THE ROAD TRAFFIC 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.

TWEEDDALE

WALKERBURN

- | | |
|--------------------------------|--|
| 1. Caberston Road (West): | From a point 87m South of A72 Galashiels Road South for 43m |
| 2. Caberston Road (South West) | From a point 130m South of A7 Galashiels Road South East for 24m |

ST RONAN'S

- | | |
|---------------------------|---|
| 1. Craig Terrace (North): | From junction with St Ronan's Road East for 43m |
|---------------------------|---|

HALYRUDE (Old Kingsland)

- | | |
|-----------------------------------|---|
| 1. Rosetta Road (North East): | From a point 46m South East of Kingsland Square junction South East for 31.4m |
| 2. Kingsland Square (South East): | From 9m North East of Rosetta Road junction North East for 29m |

BROUGHTON CENTRAL

- | | |
|-----------------------------|--|
| 1. Broughton School (West): | From a point 23m East and South from A701 Junction South for 31m |
|-----------------------------|--|

**PROVISION OF LOADING AND WAITING RESTRICTION,
PEEBLES ROAD, WALKERBURN**

Report by Director of Environment and Infrastructure

TWEEDDALE AREA FORUM

11 September 2013

1 PURPOSE AND SUMMARY

- 1.1 This report presents a proposal to amend the Scottish Borders (The County Council Of The County Of Peebles (Walkerburn) (Prohibition Of Waiting) Order 1975).**
- 1.2 Scottish Borders Council has been made aware of continuing difficulties for residents and visitors egressing the private road servicing the three properties on the north side of Peebles Road, Walkerburn.
- 1.3 Proposals seek to alleviate this by the introduction of a length of prohibition of loading/unloading and waiting opposite the affected access.
- 1.4 A number of objections have been received opposing the proposed amendments.

2 RECOMMENDATIONS

- 2.1 I recommend that the Tweeddale Area Forum approves the proposal to amend the Traffic Regulation Order (TRO) to provide a new section of prohibition of loading/unloading and waiting as per Option 3 included in Appendix A.**

3 BACKGROUND

- 3.1 In 2011, officers met residents of properties Royston, Lindowan and Sulven and learned of their difficulties when emerging from their shared driveway onto the A72. Essentially this was caused by parked cars outside the properties on the opposite side of the A72 Peebles Road.
- 3.2 Those parking on the south side of Peebles Road tend to park partially on the footway, thereby minimising the extent of reduction of effective carriageway width. Despite this, their presence still affects the swept path of vehicles making the right in or left out manoeuvre from the shared driveway. It was agreed that this problem could be alleviated by the prohibition of parking for the short length opposite the access.
- 3.3 It was agreed that prior to its recommendation the proposal should be presented to the Walkerburn and District Community Council (WDCC). This group agreed, in principle, with the proposal but requested that it be extended. The following text is from an email addressed to the author of this report from the Secretary of WDCC dated 21 March 2013:

“to cover the frontage of the block with house numbers 20 and 22 facing the road. The reasoning behind this is to ensure that all road users and pedestrians gain benefit from the restriction. In the last month alone there have been two damage-only collisions in this area. Vehicles coming uphill, passing parked cars, have met downhill bound vehicles at the stud wall on the uphill side of the road and there is nowhere to go. Taking the restriction down past block 20/22 means that vehicles moving uphill can see traffic on the downhill stretch and have space to pull over to the left just before the small stud wall on the uphill side of the road starts. At the very least we would wish to see the first half of block 20/22 covered, i.e. the frontage of number 20 which has number 21 below and at the rear.

Members accept that more households would be affected by this extension but felt that if we are going to have a restriction then it should be used to improve all-round road safety at this dangerous corner not just allow 3 households safer exits onto the A72 and partially benefit a few pedestrians from High Cottages, however worthy that might be.”

Officers considered this reasonable and agreed to progress the proposal on that basis.

- 3.4 Officers agreed with the three Ward Members that, as a courtesy to those householders directly affected by the proposal, a letter drop illustrating the proposal would be undertaken. This was an informal element of the process and comments/ objections were not invited at this stage. Rather, the letter (issued in April 2013) requested that any comments be directed to WDCC.
- 3.5 A telephone call received on 14 August 2013 revealed that one objection had been sent directly to the author of this report, at that time. The letter was not received, however in any case, its contents could not officially be considered at that stage as formal statutory consultation had not yet commenced.
- 3.6 A similar letter was officially lodged within the appropriate consultation period. This covered the same points as that referred to in Paragraph 3.3 but included concern over the proposal affecting property prices. A copy of the letter is included in Appendix B.

- 3.7 The author of this report met the objecting resident outside his property on the afternoon of 15 August 2013 to discuss how the proposal could affect and be accommodating of his individual circumstances.
- 3.8 In recognition of the representations made in the consultation process, a number of options have been identified to be considered at this forum. These options are listed below and are shown on plans in Appendix A.
- Option 1 Full scheme which has been subject to statutory consultation (**No waiting and loading/unloading** between the western property boundary of no. 31 Peebles Road and the easternmost property boundary of no. 20 Peebles Road).
- Option 2 A **No waiting and loading/unloading** restriction between the western property boundary of no. 31 Peebles Road to the easternmost property boundary of no. 21 Peebles Road)
- and
- A **No waiting** restriction between the easternmost property boundary of no. 23 Peebles Road) and the easternmost property boundary of no. 20 Peebles Road.
- Option 3 A **No waiting and loading/unloading** restriction between the western property boundary of no. 31 Peebles Road to the easternmost property boundary of no. 21 Peebles Road).
- 3.9 Sections of road covered by a **No waiting** restriction i.e. one which permits, rather than prohibiting, loading/unloading allows for blue badge holders to park.

4 PROPOSALS

- 4.1 As it was the "full scheme" (Option 1), which was subject to statutory consultation and Options 2 and 3 are essentially lesser versions of that scheme, there is no requirement to repeat the statutory consultation exercise whichever option is chosen.
- 4.2 It is proposed that Option 3 is progressed.

5 CONSULTATIONS

- 5.1 As with all Traffic Regulation Orders (TROs), the Council has to undertake a two stage consultation process. Firstly there is a statutory consultation with bodies that have a direct interest such as emergency services, freight and public transport representatives and Community Councils. Following that process, the proposal requires to be advertised locally (local press and, optionally, on-street notices) to allow others the opportunity to comment.
- 5.2 Statutory Consultation on the Option 1, "full scheme" proposal was carried out from 6 June 2013 to 3 July 2013 and no comments or objections were received.
- 5.3 The proposals were advertised to the public from 9 August 2013 to 30 August 2013. As of 19 August 2013 only one objection had been received. This was from the same correspondent who responded to the courtesy letter discussed in Paragraphs 3.6.

- 5.4 Objections made at this stage reflected those made previously with that addition of concern being expressed that the restriction of parking will reduce value of his property.
- 5.5 In seeking to address or accommodate the objection an SBC officer met the objector on site on 15 August 2013 to discuss options. Consideration of the objector's circumstances resulted in identification of various options identified previously in this report.
- 5.6 A further two separate letters of objection were received on 28 August 2013. These letters were sent from different members of the same household also directly affected by the proposals. The points made in both letters are broadly similar in nature. They are summarised below with comment from the author inset:-
- The original proposal – Full Scheme Option 1 took no account of the circumstances/ requirements of the household of the previous objector. (Paragraph 3.6).
 - Noted. Discussed in Paragraph 5.5.
 - Considered to contrary to planning policy which required disabled access to the objectors' property.
 - Disabled access to the property which was requested as a planning condition is not synonymous with on-street parking.
 - Concern that at some point in the future objectors may need disabled parking.
 - It is not practical to make decisions of this nature based on circumstances which may or may not occur in the future.
 - Suggestion of the scheme being pushed through by self interested parties.
 - SBC are unable to comment specifically on this.
 - Parking problems more acute elsewhere in the village.
 - The Community Council who exist to represent the view of the whole community agreed and requested that that this section is tackled in the first instance.
 - Concern that the proposal would affect property value.
 - The recommendation is based on a road safety and operational consideration. Any householder present or future does not have the right to park directly adjacent to their property.
 - Concern that proposal would displace parking to a location less suitable.
 - This is a valid point and one which is identified in the Risks section of this report
 - Difficulty residents would have in receiving bulky deliveries
 - Similar to the point made previously. No householder has the automatic right to park adjacent to their property. However, it is likely that any enforcement agency would take a pragmatic view in isolated occasions.
 - Parked cars at the side of the road actually act as a traffic calming feature necessitating some cooperation between drivers and the proposals could have an unintentional effect of increasing speeds

- Noted and identified in the Risk section of the report.
- Unaware of any serious accident at the location.
- Interrogation of the Council Accident database reveals that there have been no reported injury accidents of any severity in the vicinity in recent years.

- 5.7 A further letter indicating concern was received on 29 August 2013 my yet another household which is directly affected by the proposals. Although the correspondents support the measures directly opposite the "Ladder/ Bus stop", they feel its extent, as proposed in the Full Scheme – Option 1. is too draconian. Points made echo those made by previous objectors namely:-
- Effect on values of property;
 - Difficulty in loading/ unloading of goods and passengers; and
 - Effect on speeds of traffic.

6 IMPLICATIONS

6.1 Financial

The financial implications associated with the recommendations relates solely to the provision of new signing and lining. This would amount to no more than £1,500 for the proposal. The cost would be borne by the Environment and Infrastructure Aids to Movement budget.

6.2 Risk and Mitigations

- The risk of not proceeding with the proposal is that residents and visitors to the three properties accessed from the private road to the north of the Peebles Road will continue to have difficulties accessing and egressing the main through road.
- A further risk of not proceeding with the proposal is that on-street parking will continue to obstruct the free flow of traffic round this narrow section of the A72, causing delays and conflict.
- A risk associated with proceeding with the proposal is that speed of through traffic increases due to the lack of requirement to give way to oncoming traffic. The resultant increase of speed brings about an increase in severity in consequence, should a collision occur.
- A further risk proceeding with any of the proposal is that the parking could be displaced to more inappropriate locations.

6.3 Equalities

- An Equality Impact Assessment (EIA) was undertaken and it revealed that the proposal (all options) would have an adverse effect on residents of the properties outside which the restriction is proposed. Those residents would no longer be able to park directly outside their properties.
- Although, at the time of writing there are no disabled bays at these addresses, the author understands that the wife of the original objector referred to. is disabled but has, to date, resisted applying for a disabled bay.

- (c) Aforementioned correspondent has stated that if the proposals were to be approved, then he would apply for a disabled bay under the Disabled Persons' Parking Places (Scotland) Act 2009.
- (d) Discussions on-site between officers and the Objector concluded that the proposal would be more acceptable if the double yellow lines were curtailed to a point short of his property.

6.4 Acting Sustainably

Beyond those identified and discussed in the EIA, there are no economic, social or environmental effects arising from the proposals contained in this report.

6.5 Carbon Management

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

6.6 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.

7 CONSULTATION

- 7.1 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 these comments received have been incorporated into the report.

Approved by

Director of Environment & Infrastructure Signature

Author(s)

Name	Designation and Contact Number
Robbie Yates	Assistant Engineer 01835 825116

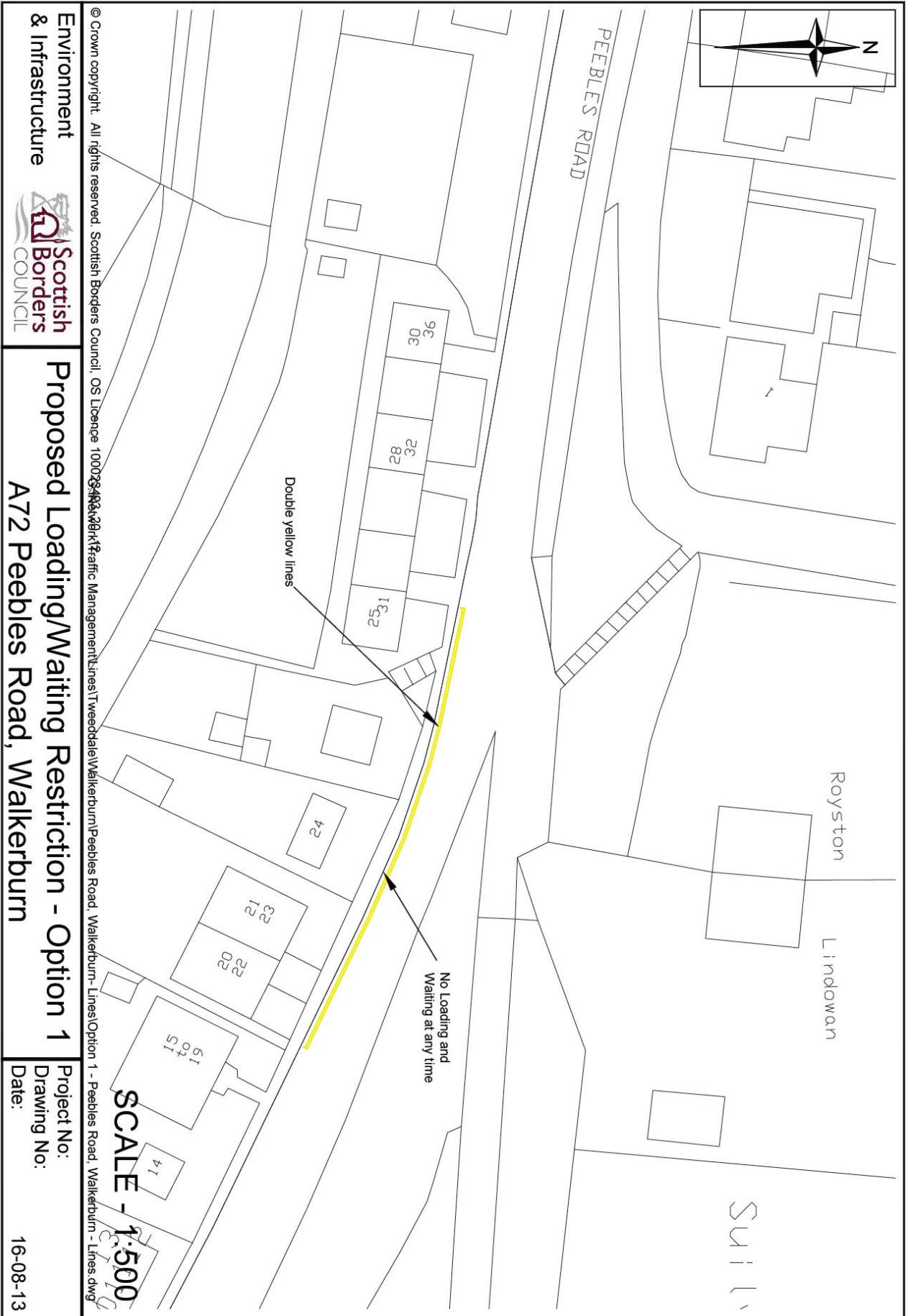
Background Papers: None

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 e&ittranslationrequest@scotborders.gov.uk

Appendix A



Environment & Infrastructure

Scottish Borders COUNCIL

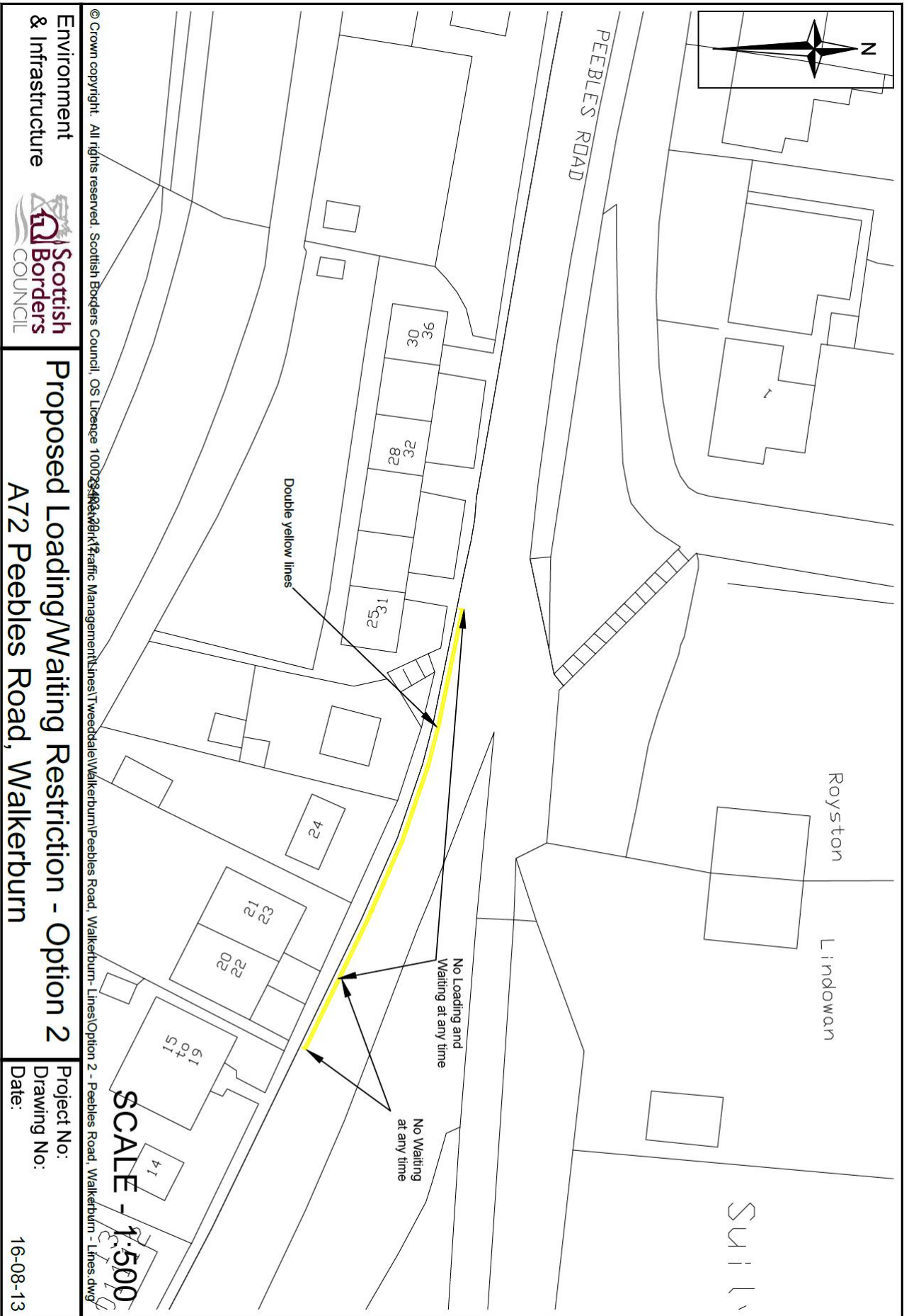
Proposed Loading/Waiting Restriction - Option 1

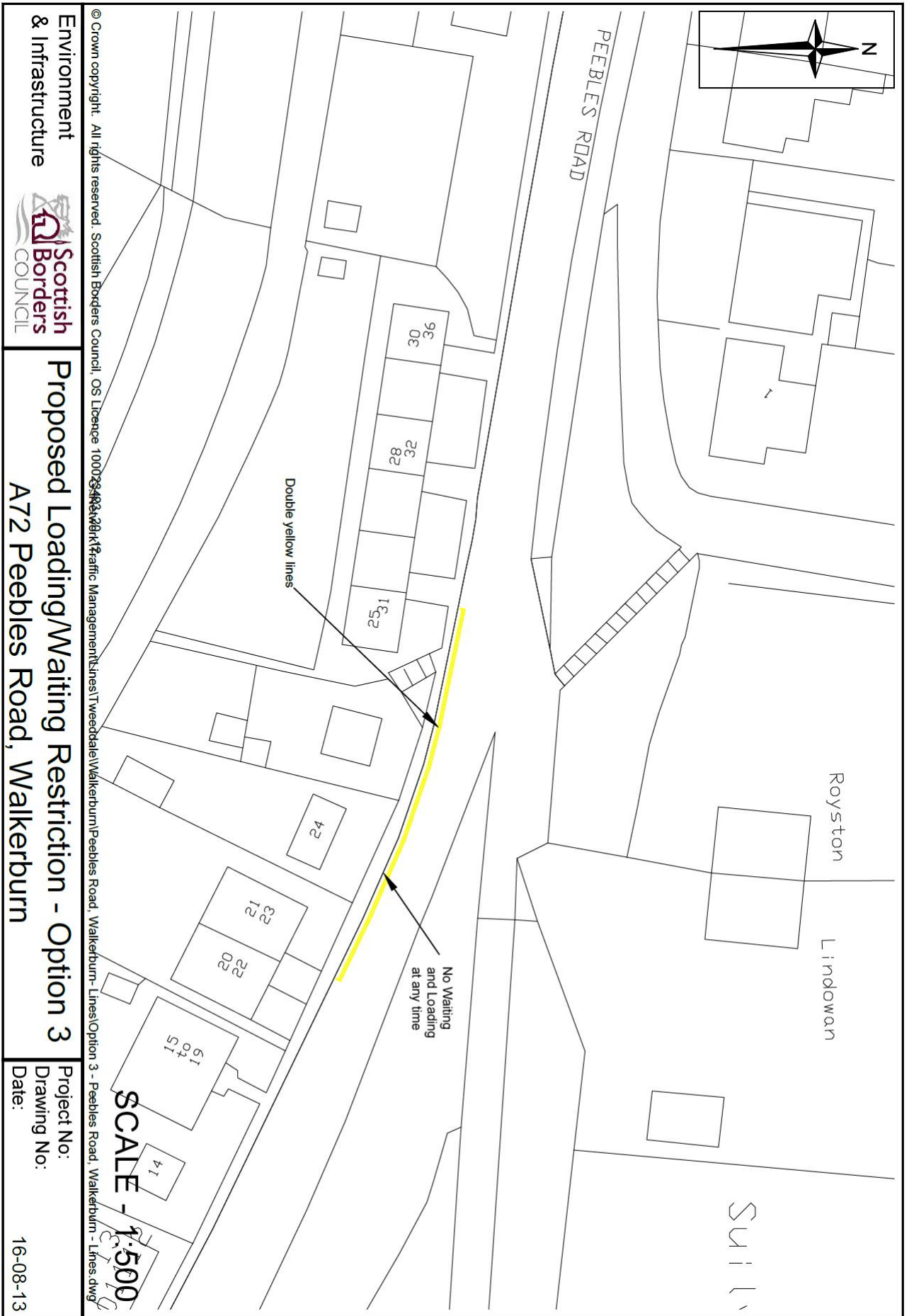
A72 Peebles Road, Walkerburn

Project No:
Drawing No:
Date:

16-08-13

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Received
15/8/13

RESOURCES DEPT

15 AUG 2013

DIRECTORATE

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

13th August 2013
Head of Corporate Governance Road Manager
Scottish Borders Council

Newton St Boswells
Melrose
TD60SA

Dear Mr Wilkie

Re :Objection Letter for Proposed parking restrictions

I am writing response to proposed Loading and waiting restrictions on Peebles Rd.

Agree that something should be done, but feel cars speed being parked there is the only deterrent for speeding, it forces drivers to stop for oncoming traffic and slow down.

Problems arise when people Park on the corner, opposite the start of the wall [REDACTED]

I Park directly at the front of my House [REDACTED] for convenience because my partner, whom is severely disabled, I feel the restriction of parking will add to the stress of caring for my partner. I have carers coming and going, aswell as Tweedwheels community transport and Ambulance transport

This can be confirmed By Mr John Barrow social worker at SBC
Case blue badge renewal Reference 81937

When I first moved to Walkerburn 7 years ago people including myself parked in the car park where café now resides and at the back by Rugby club, but since the dispute over about land, more people park on Peebles Rd.

With the introduction of double yellow lines also will need to be considered is the loss of value on the property and the effect of resale, would residents be compensated?

I think Parking on the pavement and Speeding are the main issues with Walkerburn and yellow lines will only increase both of these.

There is more of a problem with Parking on the Pavement, not allowing room for Wheelchairs and prams.

How would the restrictions be enforced ? the Police do nothing about speeding and parking on pavements.

Yours sincerely

[REDACTED]

Received
28/8/13



Mr Ian Wilkie
Head of Corporate Governance
Scottish Borders Council

Dear Sir,

Re: Changes in Parking Peebles Road Walkerburn

I write to make an objection to the proposed imposition of double yellow lines in the designated area on Peebles Road, Walkerburn.

There are several reasons for making this objection which I first made to the Walkerburn Community Council some months ago.

1. When given planning permission to build our new home, it was essential that the front door was made a disability access. It is now politically appropriate that disability parking is available outside a home of a disabled person. Should either my aging husband or I become disabled, it would be appropriate to have such a disabled parking space in front of our home for easy access. This would also be appropriate to any who in future purchase this house.
2. Already there is a gravely disabled lady living within this designated area. An ambulance comes several times a week to collect the lady to take her to the day hospital. Is she in future to be carried many yards to an awaiting ambulance? She also has carers attending daily who require parking especially for her late night visits
3. As there is intended to be no loading or unloading, is it to be presumed that people who are moving into the immediate area, have their furniture heaved many yards in order to get the furniture into their respective homes.
4. There is concern about the speed of traffic approaching the corner, and progressing through Walkerburn. I would suggest that the absence of parked cars will only aggravate the problem: at present the park cars act as a brake to traffic travelling in both directions.

5. In eight years as a resident in this area, I am not aware of any serious accidents in spite of the parking as is presently permitted.
6. I understand that two residents have complained that egress from their property is hampered by cars parking between 25 and 26 Peebles Road. This does not occur often and can be remedied by considerate neighbours as opposed to the imposition of yellow lines.

This issue has been an on-going matter of concern for some residents as it sometimes takes time to cross the road. However I would suggest that the proposed changes would cause an untold difficulty to the residents who reside within the proposed parking restriction.

I await with interest the decision of the Council,

Yours sincerely



Received
28/8/13



Mr Ian Wilkie
Head of Governance
Council Headquarters
Newton St Bowells

Dear Sir,

With reference to the proposed introduction of a full time loading and waiting restriction on Peebles Road as in your letter ref BRYL006 of 10 April 2013, please be advised that for the following reasons, I wish to lodge an objection to the proposal in the strongest terms,

Reason 1; This proposal will cause considerable inconvenience to one of the Residents who is severely disabled and who requires assistive transportation several times a week in the course of her exceedingly difficult life.

Reason 2; The proposal runs (not surprisingly) contrary to the demands of your Planning Department who insisted upon my creating a disabled access to the front of my property, exactly where your proposed restrictions would be in effect. At present, I have a small disability which, although not currently restrictive to my general mobility, is unlikely to improve with my advancing years, possibly requiring a disabled parking space at some future date.

Reason 3; This proposal is less about improvement of traffic facilities in the area and is based upon a history of unjustified complaint of one Resident about restricted sight-lines while crossing the road and the complaints of two other Residents on the North side of Peebles Road who claim that they cannot exit their property easily. It might be noted that both of these Residents are active members of the Community Council and it is to be hoped that they abstained from the vote which set this proposal in motion.

Reason4; As successive Police Personnel have stated, although not legal, the current practice of Residents parking on part of the Footway serves to limit the all too frequent excessive speed of traffic passing through the Village, surely an advantage. The opinion of many of us who dwell at this location is that the Council would better direct its efforts in the matter of speeding control than in this Proposal.

Reason 5; If this proposal is put into action, it will seriously affect the value of all the propeties between numbers 20 and 31 Peebles Road, It is hoped that S.B.C. will assess this contingency and make suitable recompense.

Reason 6; It appears that in the absence of any other suggested arrangements for Residents' parking, that the Council appears unconcerned about the outcome of this proposal. One solution to this question would be for Residents to park on the North side of the road, an arrangement which, not only exacerbating the problem would be quite unsightly_

it is my hope that these objections will be considered and that this proposal be deferred pending further thought to the effect it will have upon those of us which it will affect.

Received
29/8/13

RESOURCES DEPT
29 Aug 2013

D I R E C T O R A T E

28 August 2013

To: Head of Corporate Governance, SBC, Newtown St.Boswells

Re: *Scottish Borders Council Walkerburn Prohibition of Waiting Order*

Dear Sir,

We own [REDACTED] Walkerburn, formerly my wife's grandmother's family home, and we stay there for ten days at a time on average six times a year.

We do agree that there is a serious problem with the volume and speed of traffic on the A72 in Peebles Road and it is becoming more dangerous.

We support the proposed measures in the area opposite the Ladder/ bus stop to improve drivers' visibility, which is much impaired at present by parked cars, and also to make the crossing of the road there more safe. However we feel that the restrictions proposed are too draconian as we see no need to extend them in front of [REDACTED] Peebles Road. Personally the value of our house would be reduced, if these restrictions go through, as well as making loading and unloading of passengers (especially the elderly or children) and goods more difficult. We feel that there is a real danger that imposing parking restrictions

here might result in the increase of traffic speed and would therefore be counter-productive to the intentions of imposing these restrictions. Indeed we have noticed that, when few cars are parked in this area, the speed of the traffic picks up as there is little need for it to to slow down to avoid parked cars or oncoming traffic.

To sum up we definitely agree that parking restrictions on the corner opposite the Ladder should be imposed, but we oppose the extension in front of [REDACTED] Peebles Road. As a compromise, why not try limited imposition of waiting restrictions opposite the Ladder/bus stop and monitor the effect?

Yours faithfully,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]