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## TEVIOT AND LIDDESDALE AREA FORUM TUESDAY, 17TH MARCH, 2015

A MEETING of the TEVIOT AND LIDDESDALE AREA FORUM will be held in the ROOM 205,  
TOWER MILL, HAWICK on TUESDAY, 17 MARCH 2015 at 6.30 pm

J. J. WILKINSON,  
Clerk to the Council,

10 March 2015

BUSINESS		
1.	<b>Welcome and Introductions</b>	
2.	<b>Apologies for Absence.</b>	
3.	<b>Order of Business.</b>	
4.	<b>Declarations of Interest.</b>	
5.	<b>Minute.</b> (Pages 1 - 4)  Minute of the meeting of the Teviot and Liddesdale Area Forum of 17 February 2015 to be approved. (Copy attached).	2 mins
6.	<b>Presentation: Land Use Strategy (LUS) Framework</b>  Presentation by Mr Andy Tharme, Scottish Borders Council.	30 mins
7.	<b>Traffic Regulation Order - One-Way, Langlands Road, Hawick</b> (Pages 5 - 12)  Consider report by Service Director Commercial Services. (Copy attached).	15 mins
8.	<b>Neighbourhood Small Schemes and Quality of Life.</b>  Updated spreadsheet on the progress of the Neighbourhood and Quality of Life Schemes will be circulated at the meeting.	10 mins
9.	<b>Police Scotland.</b>  Update report by Police Inspector detailing ongoing work and initiatives in the Teviot and Liddesdale area.	10 mins
10.	<b>Scottish Fire &amp; Scottish Fire &amp; Rescue Service.</b>  Update report by Mr Russell Bell, Station Commander, detailing ongoing work and initiatives in the Teviot and Liddesdale Area.	10 mins

11.	<b>Engagement by NHS Borders</b>  Ms Susan Manion, Chief Officer Health and Social Care Integration.	10 mins
12.	<b>Open Questions</b>  Opportunity for members of the public to raise any issues not included on the agenda.	10 mins
13.	<b>Community Council Spotlight.</b>  Consider matters of interest to Community Councils.	10 mins
14.	<b>Any Other Items Previously Circulated.</b>	
15.	<b>Any Other Items which the Chairman Decides are Urgent.</b>	
16.	<b>Date of next Teviot and Liddesdale Area Forum Meeting.</b>  Tuesday, 21 April 2015 at 6.30 pm in the Lesser Hall, Hawick.	2 mins

#### NOTES

1. **Timings given above are only indicative and not intended to inhibit Members' discussions.**
2. **Members are reminded that, if they have a pecuniary or non-pecuniary interest in any item of business coming before the meeting, that interest should be declared prior to commencement of discussion on that item. Such declaration will be recorded in the Minute of the meeting.**

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**Membership of Committee:-** Councillors G Turnbull (Chairman), A Cranston, McAteer, S Marshall, D Paterson and R Smith.

**Community Council Membership:-**

Mr M Grieve, Burnfoot Community Council  
Mr C Griffiths, Hobkirk Community Council  
Mr M Harrison, Southdean Community Council  
Mr W Roberts, Denholm and District Community Council  
Mr R Scott, Upper Liddesdale & Hermitage Community Council  
Mrs M Short, Hawick Community Council  
Mr T Stevenson, Upper Teviotdale & Borthwick Water  
Newcastleton & District.

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**SCOTTISH BORDERS COUNCIL**  
**TEVIOT AND LIDDESDALE AREA FORUM**

MINUTE of the MEETING of the TEVIOT  
AND LIDDESDALE AREA FORUM held in the  
LESSER HALL, TOWN HALL, HAWICK on 17  
February 2015 at 6.30 p.m.

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- Present:- Councillors G Turnbull, (Chairman), A Cranston, W McAteer, S Marshall, D Paterson, R Smith.  
Community Councillors: Mr M J Batton (Burnfoot), Mr C Griffiths (Hobkirk), Mr C Roberts (Denholm), Mr R Scott (Upper Liddesdale and Hermitage), Mrs M Short (Hawick)
- Apologies:- Community Councillor M Grieve (Burnfoot), Inspector C Wood (Police Scotland), Station Commander R Bell (Scottish Fire & Rescue Service).
- In Attendance:- Neighbourhood Area Manager (Mr A Finnie), Democratic Services Officers (J Turnbull).

Members of the Public:- 13 in attendance.

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**ORDER OF BUSINESS**

1. The Chairman varied the order of business as shown on the agenda and the Minute reflects the order in which the items were considered at the meeting.

**MINUTE**

2. There had been circulated copies of the Minute of the meeting held on 20 January 2015.

**DECISION**

**AGREED to approve the Minute.**

**MATTERS ARISING FROM THE MINUTE**

3. With reference to paragraph 4 of the Minute of 20 January 2015, the Neighbourhood Area Manager advised that the leak in the shelter at the Wellogate Cemetery had been repaired without cost to the Neighbourhood Small Scheme budget. With reference to paragraph 8, the Chairman gave the member of public a written statement, issued from the Leader of the Council, Councillor D Parker, regarding the Great Tapestry of Scotland project.

**DECISION**

**NOTED.**

**NEIGHBOURHOOD SMALL SCHEME WORKS**

4. There had been circulated copies of a report by Service Director Neighbourhood Services seeking approval for the proposed new Quality of Life Scheme from the Area Forum and updating the Forum on previously approved Neighbourhood, Quality of Life and Pay & Display Schemes. The installation of surface water drainage at Denholm Dene had been requested for consideration from the Quality of Life Scheme. The Neighbourhood Area Manager advised that there was £2,097 and £1,658 remaining in the small schemes for Hawick & Hermitage Ward and Hawick & Denholm Ward respectively. The remaining balance for Quality of Life Schemes was now £6,397 in Hawick & Denholm Ward which took into consideration the decision below.

**DECISION**

**(a) AGREED**

- (i) the installation of surface water drainage at Denholm Dene; and **£2,343**

- (ii) to delegate authority to the Service Director Neighbourhood Services to allocate the remaining funds for the current financial year to Quality of Life and Neighbourhood Small Schemes, subject to consultation with, and approval by a majority of members of the Teviot and Liddesdale and Forum through email.

**(b) NOTED**

- (i) the updates on previously approved Neighbourhood Small Schemes as detailed in Appendix A to the report;
- (ii) the updates on previously approved Neighbourhood Quality of Life Schemes as detailed in Appendix B to the report; and
- (iii) the updates on previously approved Pay & Display schemes as detailed in Appendix C to the report.

**POLICE SCOTLAND**

5. There had been circulated, at the meeting, copies of a report from Inspector Wood, Police Scotland, which updated the Forum on the performance, activities and issues up to 17 February 2015. Sergeant Noble was in attendance and highlighted that there had been a 2% increase in reported crime and the solvency rate had reduced by 8.91% compared with the same period last year. This was not only in the Teviot and Liddesdale area but throughout the Borders. Sergeant Noble then reported on the Ward Plan Priorities: In respect of Anti-Social Behaviour, five Fixed Penalty tickets had been issued. Searches were now carried out if the Police suspected an individual was in possession of a weapon or drugs; in the reporting period there had been eight positive drugs searches. The police continued to circulate advice to farmers and residents in rural areas on rural theft. Six road checks had been carried out during the month and three drivers had been warned regarding Anti Social Driving. Sergeant Noble advised that Community Police Officers were now able to carry out speed checks using a hand held device. Sergeant Noble continued that there had been a significant increase in the number of calls from the Burnfoot area, a church and a number of local residents had been targeted. Two people had been arrested and regular patrols would continue in the area. The builders at the Burnfoot Hub had been advised to clear up the area when they left the site to mitigate against vandalism. The Forum then discussed dog fouling in detail, including the reluctance in reporting incidents and the use of CCTV to identify culprits. Sergeant Noble confirmed that the Police continued to receive a number of complaints and would continue to target problem areas. He advised that legislation required that any owner had to be given the opportunity to pick up the dog waste, only if they refused had an offence been committed. In answer to a question, Sergeant Noble advised that the Police did issue excess car parking tickets and would continue to do so, when resources allowed.

**DECISION**

**NOTED the Forum's concern to the issue of dog fouling.**

**NHS BORDERS**

6. The Chairman welcomed Mr Warwick Shaw to the Forum, Mr Shaw was a NHS Borders Executive Board member and would be the NHS representative on the Forum. Mr Shaw advised that he would regularly attend meetings to update on the Acute Services Strategy.

**DECISION**

**NOTED.**

**PRESENTATION**

**BORDERS SPORTS AND LEISURE**

7. Mr Ewan Jackson, Chief Executive Officer was in attendance to give a presentation on the Borders Sports and Leisure Trust. The Forum were shown a short video clip which highlighted the Trust's client base and activities they provided. Mr Jackson then gave a brief introduction to the work of the Trust: The Trust had been launched in 2003, when sporting

facilities transferred from the local authority. Initially the Trust concentrated on enhancing and maintaining these facilities. In 2011 they opened the first 3G pitch in the Borders and in 2012 the Borders Tennis Centre opened. Mr Jackson continued that the Trust now engaged with every single household with children in the area. The Trust sought to inspire everyone in the Borders to enjoy more active lifestyles, sporting excellence and healthier futures. In Teviot and Liddesdale area, there were 1,164 pre-school play visits, 16,000 swimming lessons provided and 64,000 physical activity visits per year. The Trust employed 54 people in the area, the majority in the Teviotdale Leisure Centre. There were also 354 volunteers assisting in the delivery of sports. £54k had been invested back into the area to secure a healthy future for communities. The Trust's challenge was to balance providing a service for the community with sustainability. The strength of the Trust was that it had knowledgeable staff and an excellent relationship with partners. Over the next four years the focus would be on the ageing population and promoting physical literacy from children to older members of the community. In answer to questions, Mr Jackson advised that there was a membership scheme for individuals and families to use the swimming pool. For talented youngsters, there was funding available through the Athletes' Support programme. The Trust had no intention of reducing the Teviotdale Leisure Centre's opening hours for the next year. Mr Warwick advised that the NHS were working jointly with SBC to increase the opening hours of the Wilton Pool. The Chairman thanked Mr Jackson for the informative presentation.

**DECISION  
NOTED.**

**SCOTTISH FIRE AND RESCUE SERVICE**

8. There had been circulated, at the meeting, a report from Scottish Fire and Rescue Service which updated the Forum on activity for the month of January 2015. There had been three house fire occurrences, two open fires, four special services and seven unwanted fire signals. Initiatives being carried out in the area at the moment were: Young Drivers S6 Programme, aimed at educating new/potential drivers; Fire Safety Visits, all year round; Firesharp, face to face education for Primary 6 pupils. Crucial Crew, a multi-agency event at Tweedbank for Primary 7 pupils; Fire Safety Audits; Fire Case Study and Adult & Child Protection policies ensuring multi agency involvement was provided for the support and protection of higher risk members of the community. The winter season thematic period was still active.

**DECISION  
NOTED.**

**COMMUNITY COUNCIL SPOTLIGHT**

9. Mrs Short, Hawick Community Council reiterated the concern of the community to the dog fouling problem. Delivery of resilient communities' leaflets was nearing completion. However, response had been disappointing; comments received were that the community assisted when required and that Scottish Borders Council should be carrying out the work. There was a meeting with the Resilient Community Planning on Monday evening to discuss the situation.
10. Mr Scott, Upper Liddesdale and Hermitage Community Council advised that the notice board issue would hopefully be resolved soon.
11. Mr Griffiths from Hobkirk Community Council advised that there had been an uncontested election to the Community Council, nominations had closed on 9 February. There had been two service issues relating to phone signals; BT and Vodafone were resolving. A falcon bred in the area had won the most prestigious falcon race in the world.
12. Mr Roberts from Denholm Community Council stated that they had also received a poor response to the resilient communities' scheme. There was to be an election for the Community Council the next day, Wednesday, 18 February 2015 and this may therefore be the last meeting he attended.

13. Mr Batton from Burnfoot Community Council also reported that the main concern in the Burnfoot area was dog fouling.

**DECISION**

**NOTED the reports.**

**DATE OF NEXT MEETING**

14. Agreed that the next meeting be held on Tuesday, 17 March 2015 at 6.30 pm in the Lesser Hall, Town Hall, Hawick.

*The meeting concluded at 8.05 pm.*

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

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**Report by Service Director Commercial Services**

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**TEVIOT & LIDDESDALE AREA FORUM****17 March 2015**

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**1 PURPOSE AND SUMMARY**

- 1.1 **This report seeks authorisation to make permanent the experimental Traffic Regulation Order (TRO) for one-way traffic operation along a length of Langlands Road, Hawick.**
- 1.2 In response to ongoing concerns from residents relating to speed of traffic on Langlands Road, an investigation was carried out in 2014 into the extent of the problem.
- 1.3 The study resulted in a recommendation to implement an experimental one-way order in an attempt to counter the negative effects of excessive speeds. This was agreed with affected residents, elected Members and Police Scotland and approved by this Forum on 17 June 2014.
- 1.4 This experimental TRO came into effect on 20 July 2014. Its extents are shown in the plan included in Appendix A

**2 RECOMMENDATIONS**

- 2.1 **I recommend that the Teviot & Liddesdale Area Forum approves the amendment The Scottish Borders Council (The Borders Regional Council) (Various Streets, Hawick) (Regulation of Traffic) Order 1988, as amended to include one-way operation of:-**
  - (a) **Langlands Road, from the Roadhead junction eastbound to the Rosalee Brae junction, in HAWICK as detailed in the plan in Appendix A and in the extracts from the relevant Draft TRO in Appendix B.**

### 3 BACKGROUND

- 3.1 Terms of agreement of the experimental one-way order on Langlands Road dictated that an evaluation exercise would be carried out. This comprised the monitoring of traffic flows on the link post-implementation and its comparison with those gleaned from a similar exercise prior to its implementation.
- 3.2 The results of this before and after study are tabulated below:-

	25/4/13 – 28/4/13		15/10/14 – 20/10/14	
	Eastbound	Westbound	Eastbound	Westbound
Average daily flow (directional)	148	121	408	9
Average speed	18	18	16	9
85 percentile speed (mph)	23	23	23	13

- 3.3 This information shows that a small number (just over 2%) of vehicles were recorded travelling in the wrong direction during the trial period. Speeds of the these non-compliant vehicles were particularly low.
- 3.4 In cases where two way roads are changed to one way operation, it can be the case that speeds experience an increase attributable to the drivers no longer anticipating or expecting oncoming vehicles approaching from the opposite direction. This was not borne out on Langlands Road as illustrated in the results.
- 3.5 As with all TROs, in order to make the experimental order permanent, 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 29/10/14 to 26/11/14. Hawick Community Council responded with the following comments. The Council's responses are shown in italics.
- (a) The direction of the one way system is the one which makes most sense. If it was in the opposite direction, it would be a great deal harder for drivers to exit from Victoria Rd at peak times than to exit onto Princes St from Langlands Rd.
- Noted*
- (b) Rosales Brae (sic) should be the road which gives way. Reason being that Rosalee Brae is a no through road, whereas Langlands Road is a through road.
- The reversal of priority was introduced to discourage high speeds at the Rosalee Brae end of the scheme and to reinforce the requirement for traffic from Princes Street to turn right. There is a proposal to enhance the signing to reflect traffic management arrangement.*



- (c) At the end of the one way part of Langlands Rd, there should be "2way traffic" signs.

*This is a valid point and one which will be taken on board*

- (d) If the priority at the junction of Langlands Rd with Rosalee Brae is to remain as it is, contrary to point 2, then the give way signs and markings should be changed to stop signs and markings due to the lack of clear view into Rosalee Brae. If the priority is to be changed as per point 2, then the traffic from Rosalee Brae should be faced with stop signs and markings.

*See response to point 2. There is strict criteria set out in Traffic Signs Manual Chapter 3 as to when a STOP instruction rather than a give way is provided. The criteria is not satisfied at this location.*

- (e) It has also been suggested that traffic is speeding along Langlands Rd at the part thereof near to the junction with Rosalee Brae and that this is the reason for the priority currently. We would suggest that due to the amount of parked vehicles at all times of the day, along with the narrowness of the road and the stone wall on one side, that it would be impossible to speed through that section. Which brings us back to point 2.

*See response to point 2.*

- 3.7 The proposals were advertised to the public from 5/12/14 to 5/1/15. No objections or adverse comments were received.

## 4 QUESTIONNAIRE

- 4.1 In addition to the formal consultation process which did not yield any comments or objections, the ward Members in agreement with officers undertook a door-to-door exercise of directly affected properties to garner the extent of support for making permanent the scheme. This took the form of householders being asked to complete a short questionnaire with their views on the scheme and presented an opportunity to offer comment.
- 4.2 Householders were asked the following three questions, the answers to which are tabulated below

	Yes	No	Not answered/ Don't know
Has the introduction of one-way operation benefited you?	13 (62%)	9 (33%)	1 (5%)
Do you feel that the introduction of a one-way operation on Langlands Road has improved the overall performance of the street/	15 (65%)	6 (26%)	2 (9%)
Are you in favour of making the one-way order permanent	15 (65%)	8 (35%)	-

- 4.3 The above results show that the majority of householders believe the scheme to be beneficial to themselves and the street as a whole.

- 4.4 Of those not in favour of making permanent the scheme, a variety of reasons were offered. These are listed below followed by Council response in italics
- (a) Problems with deliveries  
*The onus is on the delivery company to ensure an acceptable level of service. Access to all properties has been retained.*
  - (b) Higher speeds  
*The empirical evidence set out in Section 3 shows that the speeds have actually shown a marginal decrease.*
  - (c) Non-compliance  
*The empirical evidence set out in Section 3 shows level of non-compliance is minimal.*
  - (d) Parking at each end of the road (difficult to avoid parked cars at Rosalee Brae)  
*It is difficult to see why parking demand has increased at the Roadhead end of the street but parking behaviours will be monitored and if appropriate parking management measure implemented.*
  - (e) Cars turn at Rosalee Brae  
*There is a proposal to provide signing on Princes Street to provide clarity on the traffic arrangement on Langlands Road.*
  - (f) Still being used as a rat-run  
*It was not an objective of the scheme to stop the rat-running however by virtue of the one way it follows that the east- west rat-running will be eradicated.*
  - (g) Easternmost properties disadvantaged  
*Any traffic management scheme will affect some groups more than others. The Council, as promoters of the scheme, must take a holistic view of the situation.*
  - (h) Self interest of supporters of the scheme  
*Similar to the previous point such schemes must take into account the overall benefit.*
  - (i) HGV continue to use the road  
*It was never an objective or aim to remove HGVs from the street however it is not known why an HGV would use it other than for local access. Advisory signs were erected prior to the experimental one-way scheme being operational. Its success, or otherwise, should be considered separately from the scheme in question.*
- 4.5 Respondents also made several suggestions which are listed below with Council responses in italics:-
- (a) Suggestion to reverse priorities  
*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.*

- (b) Suggestion to provide increased parking opportunity  
*It is very difficult to see how that could be practically achieved within the existing road boundary and what purpose it would achieve.*
- (c) Suggestion of better signage  
*Apart from the proposed sign on Princes Street, it is unclear how the existing sign arrangement could be improved upon.*

## 5 DISCUSSION

- 5.1 The analysis of the results of the questionnaire reveal that the majority of respondents (63%) feel that the experimental scheme had benefited them and a slightly higher majority (65%) feel that there has been an overall benefit to the street. Not surprisingly the higher proportion (65%) of respondents would like to see the scheme being made permanent.
- 5.2 Clearly it is appropriate to take into account the view of all those directly affected. However the reasons cited by those opposed to the scheme being made permanent, although important to individuals are not common to any more than two respondents. That is to say there is no consensus of reasons or rationale for non-continuation of the one-way operation.
- 5.3 On balance, it is considered by officers that the scheme should be made permanent. Any secondary factors such as displaced parking or rat-running should be investigated separately.

## 6 IMPLICATIONS

### 6.1 Financial

The financial implications associated with the recommendations relate to the advertising costs associated with a Traffic Regulation Order  
Approximate costs are as follows:-

TRO	£1,500
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The costs would be borne by Network's Aids to Movement budget.

### 6.2 Risk and Mitigations

- (a) The risk of not proceeding with the recommendations is that the road safety issues identified at the outset would be likely to return.
- (b) The risk of proceeding with the recommendations is accidents may occur due to driver error or deliberately non-compliant drivers.

### 6.3 Equalities

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

#### 6.4 **Acting Sustainably**

There are no significant impacts on the economy, community or environment 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 **Rural Proofing**

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

#### 6.7 **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.

### **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 and the Clerk to the Council will be consulted and any comments received will be incorporated in the final report.

#### **Approved by**

Andrew Drummond-Hunt

**Service Director Commercial Services**

**Signature .....**

#### **Author(s)**

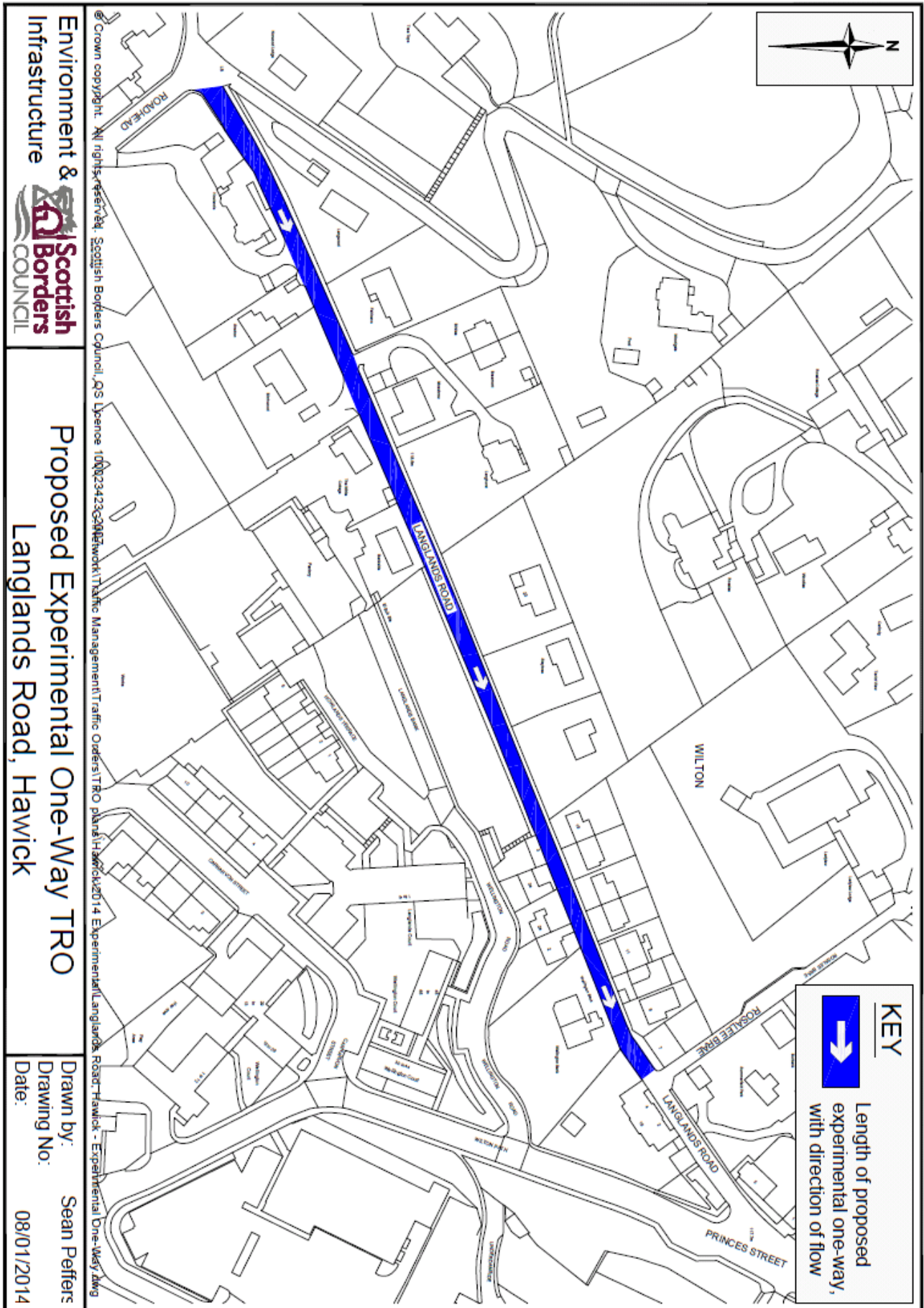
Name	Designation and Contact Number
Robbie Yates	Assistant Engineer, Network 01835 825116

**Background Papers:** TLAF – Langlands Road Experimental One Way Report  
17 June 2014

**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, 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](mailto:eittranslationrequest@scotborders.gov.uk).



## Appendix B

### SCHEDULE

#### One – Way Streets

##### Column 1

Langlands Road

##### Column 2

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