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## TEVIOT AND LIDDESDALE AREA FORUM TUESDAY, 16 FEBRUARY, 2016

A MEETING of the TEVIOT AND LIDDESDALE AREA FORUM will be held in the LESSER HALL,  
TOWN HALL, HAWICK on TUESDAY, 16 FEBRUARY 2016 at 6.30 pm

J. J. WILKINSON,  
Clerk to the Council,

9 February 2016

<b>BUSINESS</b>		
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 (Pages 1 - 6)</b>  Minute of the meeting of the Teviot and Liddesdale Area Forum of 19 January 2016 to be approved. (Copy attached).	2 mins
6.	<b>Hawick High Street One Way Operation (Pages 7 - 26)</b>  To consider a report by Service Director Commercial Services. (Copy attached).	20 mins
7.	<b>Hawick CCTV (Pages 27 - 34)</b>  To consider a report by Service Director Commercial Services. (Copy attached).	15 mins
8.	<b>Speed Limit Review 2015 (Pages 35 - 40)</b>  Consider report by Service Director Commercial Services (Copy attached).	10 mins
9.	<b>Neighbourhood Small Schemes and Quality of Life (Pages 41 - 50)</b>  Consider report by Service Director Neighbourhood Services. (Copy attached).	10 mins
10.	<b>Street Cleaning Machine</b>  Consider update from the Chairman.	5 mins

11.	<b>Police Scotland</b> Update report by Police Inspector detailing ongoing work and initiatives in the Teviot and Liddesdale area.	10 mins
12.	<b>Scottish Fire &amp; Rescue Service</b> Update report by Russell Bell, Station Commander, detailing ongoing work and initiatives in the Teviot and Liddesdale Area.	10 mins
13.	<b>Open Questions</b> Opportunity for members of the public to raise any issues not included on the agenda.	10 mins
14.	<b>Community Council Spotlight</b> Consider matters of interest to Community Councils.	10 mins
15.	<b>Any Other Items Previously Circulated</b>	
16.	<b>Any Other Items which the Chairman Decides are Urgent</b>	
17.	<b>Date of next Teviot and Liddesdale Area Forum Meeting</b> Tuesday, 15 March 2016 at 6.30 pm in Room 205, Tower Mill, 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, A. Cranston, W. McAteer, S. Marshall, D. Paterson and R. Smith

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  
 Mr S Wilson, Newcastleton & District Community Council

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

MINUTE of Meeting of the TEVIOT AND LIDDESDALE AREA FORUM held in Lesser Hall, Town Hall, Hawick on Tuesday, 19 January, 2016 at 6.30 pm.

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Present:- Councillors G Turnbull (Chairman), A Cranston, W McAteer, S Marshall, D Paterson, R Smith, Community Councillors: Mr M Grieve (Burnfoot), Ms G Crew, (Denholm) Mr C Griffiths (Hobkirk), Mrs M Short (Hawick), Mr T Stevenson (Upper Teviotdale & Borthwick Water).

Apologies:- Station Manager Mr R Bell, (Scottish Fire and Rescue Service), Community Councillor Mr W Roberts (Denholm).

In Attendance:- Inspector Carol Wood (Police Scotland), Sergeant R Noble (Police Scotland), Neighbourhood Area Manager (Mr F Dunlop), Democratic Services Officer (J Turnbull).

Members of the Public:- 13 in attendance

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1. **ORDER OF BUSINESS**

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

2. **WELCOME AND INTRODUCTIONS**

The Chairman, Councillor Turnbull, welcomed those present to the Area Forum. With regard to the temporary closure of Sandbed Post Office, Councillor Turnbull reported that Mr Douglas Scott, Senior Policy Advisor, Scottish Borders Council, had been in contact with Linda Bonar, the Post Office's Public Affairs Manager. Ms Bonar had advised that the Sandbed Post Office would close on 29 January 2016, for refurbishment and reopen on 22 February 2016. The Post Office was unable to provide a temporary post office owing to the length of time required to install a dedicated IT line into a building. The mobile service was also unavailable as it was being used in other areas and was not capable of providing a larger branch service. The nearest post office, with the same range of functions, was in Jedburgh. The Post Office was investigating provision of a bus service to Jedburgh three days each week. The Burnfoot Post Office would also be able to provide local post office services. The Forum expressed their disappointment at the short timescale the Post Office had provided for advising of the temporary closure and the lack of replacement facility during the refurbishment period. The closure would cause hardship and inconvenience, especially to elderly, disabled residents. It was noted the Sandbed Post Office had temporarily closed in 2005 and a replacement had been set up in a much shorter time period. Hawick Town Hall staff had also indicated that they would be able to accommodate a temporary post office. It was agreed that a meeting be arranged with Ms Bonar and Councillors as soon as possible to discuss further. The Chairman went on to notify that the report on the one-way system would be presented at the February meeting. This was due to a staff changeover and postponement of the survey due to the recent floods. The Chairman concluded by informing that grants were available for flood affected residents, businesses and community groups. A flat rate grant of £1,500 was available to anyone affected by flooding. An additional £3,000 was available for businesses severely impacted by the flooding which affected their ability to trade. Applications forms were available from Contact Centres or from Scottish Borders Council's website.

## **DECISION**

**AGREED that a meeting be arranged, at the earliest opportunity, with the Post Office to discuss the temporary closure of Sandbed Post Office.**

### 3. **MINUTE**

There had been circulated copies of the Minute of the meeting held on 15 December 2015.

- 3.1 With reference to paragraph 11.3 of the minute, Mrs Drew, Denholm Community Council, intimated that the meeting with Ms Jane Bower, South of Scotland National Park, had not taken place.

## **DECISION**

**AGREED to approve the Minute.**

### 4. **WARD BOUNDARIES**

The Chairman welcomed John Lamont MSP, who was present at the meeting to take part in the ward boundary discussion. Councillor McAteer notified that a meeting had taken place with the Scottish Government Minister for Local Government and Community Empowerment, Marco Baigi, to discuss the Boundary Commission's proposals. At the meeting, concerns had been raised regarding: parts of Burnfoot being in an area of deprivation - the bottom 5% percentile of the entire country; Hawick being in an isolated, rural area; the Boundary Commission's methodology when deciding parity and representation; and approximately 20 councils lodging objections to the Boundary Commission's proposals, with some councils now considering judicial review. The Chairman, Councillor Turnbull added that he had been in discussion with Paul Wheelhouse MSP and had highlighted the Area Forum and its excellent record for community engagement. If the Boundary Commission's proposals went ahead the Forum, in its present form, would not exist. Mr Lamont advised that the Boundary Commission had been tasked by Scottish Government to give extra representation to deprived areas without any increase in the total number of councillors. This meant that the central belt would receive additional councillors, rural areas fewer. He confirmed that his submission to the Boundary Commission had been for retention of the status quo. However, the problem was that the consultation period had ended. Historically, government ministers had never gone against the Boundary Commission's recommendations. There followed a discussion, the consensus being that the Boundary Commission's methodology had been flawed and that the status quo should remain and that six councillors be retained. The Chairman concluded the discussion by advising that Mr Wheelhouse had stated that he would prepare a letter, supporting local Members. This letter, together with a suitable motion, would be presented to Council for consideration.

## **DECISION**

**(a) NOTED that all six local members were unanimous in their wish for retention of the existing ward boundaries represented by six councillors.**

**(b) AGREED that once Mr Wheelhouse's letter was received, an appropriate motion from all six local councillors be presented to Council.**

### 5. **CITIZENS ADVICE**

Mr Ian Heard, Pension Wise Guidance Specialist was present at the meeting to give a presentation on the Pension Wise Service which was funded by HM Treasury and delivered throughout the UK by the Citizens Advice Bureaux. Mr Heard stated that he had started in post last year and initially his role was to deliver Pension Wise Guidance sessions, this had been expanded to cover local promotion, marketing training and guidance sessions for the Roxburgh & Berwickshire, Central Borders and Peebles and more recently Dumfries & Galloway areas. Mr Heard advised that Pension Wise was a free and impartial service for defined contribution (DC) pensions to help people

understand their options. Mr Heard explained that the 2014 budget, announced Pension Freedoms with a pledge of free, impartial guidance, including face to face. These new pension rules came into effect on 6 April 2015 and Pension Wise had been launched in March 2015. The service was for people close to or over 50, who had a defined contribution pension and were close to making a retirement decision. The service was not designed to replace Financial Advisors but was in addition, to assist people in understanding the new freedoms and their options. Pension Wise Guidance sessions were approximately 45 minutes and discussed what it meant for the individual's circumstances. Online guidance was available from [www.pensionwise.gov.uk](http://www.pensionwise.gov.uk); telephone appointments on **0300 330 1001** or at the local Citizens Advice Bureau. Mr Heard was currently contacting local firms to discuss the possibility of taking the service to their employees. Assistance and promotion of the Pension Wise Service from councillors and attendees at the meeting would be appreciated. The Chairman thanked Mr Heard for his informative presentation.

#### **DECISION**

**NOTED the presentation.**

#### **6. SCOTTISH BORDERS HOUSEHOLD SURVEY**

Ms Clare Malster, Strategic Community Engagement Officer, Scottish Borders Council, was in attendance to give a presentation on Scottish Borders Household Survey 2015. Ms Malster began by advising that the survey had been undertaken in partnership with: Scottish Fire and Rescue Service, Borders Sports & Leisure Trust (BSLT), the four regional social landlords (RSLs) and Transport Scotland. The financial cost of the survey to the Council had been £11k. Ms Malster advised that 2,445 paper surveys had been returned and 261 responses completed online. This was a 41% response rate which was the highest response rate since 2010. Ms Malster went on to highlight some of the responses from the survey, including, satisfaction with the Council overall which had reduced slightly from 2013 from 66.5% to 54.5%. However, there had been a slight increase in the percentage that considered the Council excellent from 3% to 4.1%. This highlighted the Council's transformation programme to deliver a high standard of service was being maintained. Ms Malster explained that the survey showed that satisfaction with the local bus services had remained fairly consistent. There was a piece of work going forward at the moment for the operation of an improved service. Satisfaction with the kerbside waste and recycling collection service had reduced from 92% in 2013 to 79%, with 14% dissatisfied compared to 5% in 2014. These figures reflected the removal of the green waste collection. Satisfaction with the service offered at recycling bring sites had reduced from 82% to 69%, there had been issues with the contractors emptying banks but this has been resolved. Ms Malster highlighted the top five neighbourhood problems which were: parking problems (45%), rubbish and litter (43%) anti-social driving including speeding (42%) people using or dealing drugs (25%) and people being drunk or rowdy in public places (24%). The top three priorities were in line with the Borders as a whole. Ms Malster stated that the survey result showed 75% were dissatisfied at the speed of repairs to local roads; this was consistent throughout the Borders. To conclude her presentation Ms Malster highlighted that 86% of respondents considered the neighbourhood was a good place to live which was encouraging. Inspector Wood intimated that the top five neighbourhood problems reflected those in Police Scotland's multi ward plan. Councillor Turnbull thanked Ms Malster for the informative presentation.

#### **DECISION**

**NOTED.**

#### **7. NEIGHBOURHOOD SMALL SCHEMES AND QUALITY OF LIFE**

With reference to the paragraph 7 of the Minute of 15 December 2015, there had been circulated copies of a report by Service Director Neighbourhood Services updating the Forum on previously approved Neighbourhood and Quality of Life Schemes. The report sought approval for regrouting of setts within the footway at High Street, Hawick; the remarking of car parking bays at Lothian Street, Hawick and the erection of a fence at

Havelock Bank, Hawick. Permission was also sought from the Quality of Life Scheme to upgrade the existing woodland walk within Newcastleton Primary School. Mr Dunlop, Neighbourhood Area Manager, advised that upgrading of the footpath at Waverley Walk, Hawick had been completed. The installation of goal posts at Green Terrace had been delayed because of the weather, however, the sockets had now been installed. Councillor Marshall reported that he had received complaints regarding mud on the Waverly Walk footpath from Chay Blyth Place to the Leisure Centre; four or five lighting columns also required repairs. Mr Dunlop would liaise with the appropriate officers and arrange for cleaning of the footpath and repairs to the lighting columns.

**DECISION**

- (a) **AGREED the following new Neighbourhood Small Scheme for implementation:-**
  - (i) **Regrouting of setts within footway on High Street, Hawick** £4,050
  - (ii) **Remark existing bays within car park, Lothian Street, Hawick** £ 750
  - (iii) **Erection of fence at Havelock Bank, Hawick** £1,140
  
- (b) **AGREED the following new Quality of Life Scheme for implementation:-**  
**Upgrading of existing woodland walk within Newcastleton Primary School.** £ 900
  
- (c) **NOTED**
  - (i) **The updates on previously approved Neighbourhood Small Schemes as detailed in Appendix A to the report; and**
  - (ii) **The updates on previously approved Quality of Life Schemes as detailed in Appendix B to the report.**

8. **POLICE SCOTLAND**

There had been circulated copies of a report by Inspector Carol Wood, Police Scotland. The report highlighted that with regard to the Drug Dealing and Misuse priority, a number of stop and searches had been carried out in December. Four individuals had been reported for possession of drugs. Two house searches had been carried out under misuse of drugs' warrants resulting in two males being charged with drug offences. The Road Safety priority showed that 16 road checks had been carried out in December, although more had been carried out due to festive and road safety campaigns. One conditional offer had been issued for failing to wear a seatbelt and one warning for the anti-social use of a vehicle. With regard to the to the Anti-Social Behaviour priority, five fixed penalty tickets had been issued. The report stated that in the next few months, community officers would continue to carry out patrols to deter youth anti-social behaviour. There would also be a joint initiative with roads policing officers to give attention to areas where concerns had been raised regarding various road traffic matters. The Chairman thanked Inspector Wood for the report.

**DECISION  
NOTED.**

9. **SCOTTISH FIRE & RESCUE SERVICE**

There had been circulated, copies of a report from Mr Russell Bell, Station Manager, Hawick Fire Station, updating the Forum on Scottish Fire and Rescue activity for the month of December 2015. In Mr Bell's absence, the Chairman advised that there had been one house fire incident, at a farm steading causing two casualties. There had been one open fire, eight unwanted fire alarm signals and 33 special service incidents, including 21 relating to flooding.

**DECISION  
NOTED.**

10. **OPEN QUESTIONS**

- 10.1 Councillor Smith in his role as Chairman of Planning & Building Standards Committee, reported that the Scottish Government had issued information to community councils regarding the Reporter's changes to the Local Development Plan. Scottish Borders Council were unhappy with the proposed changes. However, challenging the changes would delay the Local Development Plan for approximately a year which would affect planning applications. Councillor Smith explained that the Reporter had made extensive changes to the renewables policy and to housing allocation. In terms of housing, 916 housing plots had to be identified across the Scottish Borders. With regard to renewables, SBC had offered to review its renewables policy but this offer had been rejected. Councillor Smith had sent letters to the Chief Planner, the Chief Reporter and the Chairman of the Independent Review Panel of the Review of the Planning System to express concern at the lack of consultation and the outcome of the process. A response was awaited.
- 10.2 Councillor Marshall advised that the sewage works at Duke Street had been reinstated. The contractors were carrying out investigation works for a new sewage pipework.
- 10.3 Community Councillor Grieve referred to the Hawick News office being relocated and asked if councillors were campaigning against the move. Councillor McAteer advised that he had written to the Chief Executive of the newspaper but had not had a response.

**DECISION**

**NOTED the reports.**

11. **COMMUNITY COUNCIL SPOTLIGHT**

- 11.1 Mr Robson from Upper Teviot and Borthwick Water stated that the community were concerned at the poor condition of the roads, many of which were in a dangerous condition. He advised that as many as 40 timber vehicles could use the road in a day and funding needed to be sourced elsewhere for maintenance. Mr Robson also advised that the Community Council had investigated the provision of a defibrillator for the community, but the cost had been prohibitive. Councillor Paterson advised that a community grant might be available to cover the cost.
- 11.2 Mr Griffiths, Hobkirk Community Council, stated that the Community Council were concerned at the proposals for wind turbines in the area. Mrs Crew added that Denholm and District Community Council were also concerned and stated that the public needed to be made aware of the impact the wind turbines would have on their communities. Community councils needed to meet together to discuss. The Chairman advised that the Scottish Borders Community Council Network (SBCNN) should be contacted to facilitate a joint meeting. Local MSPs should also be involved and invited to deliver an election address to the Forum. The clerk was asked to check if this would be appropriate.

**MEMBER**

Councillor Smith left the meeting during consideration of the above item.

- 11.3 Mrs Short, Hawick Community Council, advised that their recent petition regarding the 120 Bus Service had been received favourably by the Petitions and Deputations Committee. With regard to Christmas lights testing, a community grant application had been submitted. Mrs Short notified that they had also received an anonymous donation of £1k from a retired gentleman towards the light testing. This was an extremely kind gesture and much appreciated.
- 11.4 Mr Grieve, Burnfoot Community Council, advised that a landscape architect was now involved in the Remembrance Garden project. Plans were also ongoing for the Carnival. A meeting of Burnfoot Community Partnership would be held next Thursday.

- 11.5 Mrs Crew, Denholm and District Community Council, advised that they encouraged support of the national park proposals.

**DECISION**

**AGREED:-**

- (i) **To request an item on the agenda to discuss wind farms; and**
- (ii) **To request the clerk ask if appropriate for local MSPs to attend the Forum to delivery their election address.**
12. **DATE OF NEXT TEVIOT AND LIDDESDALE AREA FORUM MEETING**
- 12.1 The Chairman concluded the meeting by advising that he had been delegated to investigate the hire of a pressure machine for cleaning streets. A meeting would be arranged with local members to discuss.
- 12.2 The next meeting of the Teviot and Liddesdale Area Forum would be held on Tuesday, 16 February 2016 at 6.30 pm in the Lesser Hall, Town Hall, Hawick.

***The meeting concluded at 9.00 pm.***

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## **HAWICK HIGH STREET ONE WAY OPERATION**

**Report by Service Director Commercial Services**

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

**16 February 2016**

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

- 1.1 **This report presents reasons for the implementation of the direction of the one-way flow in Hawick High Street as well as the findings of a questionnaire survey that gauges Local Trader and general public opinion on the current operation of the One-Way System.**
- 1.2 At their meeting of 19 May 2015, Teviot and Liddesdale Area Forum requested a report on the workings of the decision for the traffic flow direction in respect of Hawick High Street's one-way system.
- 1.3 At their meeting of 16 June 2015, Teviot and Liddesdale Area Forum agreed to request that Commercial Services carry out a further consultation on the traffic flow direction of the one-way system in Hawick. At the time of preparing this report the on-street questionnaires had not been carried out but the results of the survey will be presented at the Area Forum on 16 February 2016. The same methods will be used to commission the surveys as those carried out at the end of the experimental order in 2009.

#### **2 RECOMMENDATIONS**

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum considers the results of an on-street questionnaire survey of the workings of the one way system on Hawick High Street.**

### 3 BACKGROUND

- 3.1 At their meeting of 14 June 2004, Teviot and Liddesdale Area Committee instructed the Director of Technical Services to carry out traffic surveys to ascertain the level of heavy goods vehicles using the High Street as concerns were expressed by members of the local community over the congestion that frequently occurred on the street and the fact that large vehicles were using the street as a shortcut between the A698 Hawick to Denholm road and the A7 Trunk road south of Hawick.
- 3.2 At their meeting of 16 November 2004, the Teviot and Liddesdale Area Committee agreed that the Director of Technical Services should carry out an investigation of the possibility of implementing a one-way restriction in High Street.
- 3.3 Between November 2004 and September 2006, a series of meetings took place between Area Committee Members and officers from Technical Services to agree what proposals would form part of a wider consultation process. The decision to recommend a one-way flow southbound on High Street followed experience of earlier operational issues that were prevalent during a temporary one-way restriction that was implemented northbound on the High Street in association with roadworks in the town. In addition to the one-way restriction, a vehicle weight restriction of 7.5 tonnes maximum gross weight was recommended on High Street and surrounding streets
- 3.4 At the Teviot and Liddesdale Area Committee meeting of 19th September 2006, the Director of Technical Services reported the findings of the consultation process and members agreed that:-
  - (a) a one-way system should be introduced on a one year trial basis on Hawick High Street, operating in a southbound direction from Oliver Place to Towerknowe.
  - (b) the prohibition of through traffic over 7.5 tonnes maximum gross weight should be introduced in Bourtree Place and High Street between Weensland Road Roundabout and Towerknowe. This restriction was also imposed on a number of streets on connecting roads to the High Street to prevent "rat running" by displaced vehicles.
- 3.5 In October 2007 a public exhibition of the above proposals was held in the Town Hall where Technical Services staff were on hand to talk through the proposals with attendees. 85 people were recorded as attending the exhibition.
- 3.6 The scheme was subsequently implemented as a year-long Experimental Order commencing on 10th February 2008. The scheme was overseen throughout by a Stakeholders Group made up of Local Members, Local Traders, Members of the Community Council, the Emergency Services, Bus Operators, Council Staff and various other public bodies. The Stakeholder Group chaired by a recently retired local businessman, met regularly to discuss the operation of the trial and to recommend any ongoing amendments that were required.

3.7 At the Teviot and Liddesdale Area Committee meeting of 17 March 2009, the Director of Technical Services presented results of various performance markers collated during the experimental order. Part of this presentation included the results of on-street questionnaire surveys carried out after the trial was complete on 18 and 19 February 2009 (an example of the Questionnaire is in Appendix A to the report). 300 people were chosen at random in and around the High Street to gauge their opinion on various elements of the trial. Of the 300 questionnaires that were completed, the following results that are considered relevant to this report were recorded:-

- Of those who stated a preference, 270 people (82.6%) were in favour of keeping the one way system as built.
- Of those who were Hawick residents, 206 (80.0%) were in favour of keeping the one way system as built.
- 6 people (2%) stated that they would prefer the one way to be in the opposite direction.

3.8 A separate questionnaire was directed at 73 Traders in the High Street area asking the same questions where it was found that:-

- Of those who stated a preference, 54 (83.1%) were in favour of keeping the one way system as built.
- 3 traders (4.1%) stated that they would prefer the one-way to be in the opposite direction.

3.9 The report which contains the full version of the results from the above mentioned questionnaires that was presented at the March 2009 Area Committee can be found in Appendix B to this report.

3.10 At the meeting of 17 March 2009, The Teviot and Liddesdale Area Committee agreed that the Experimental Traffic Regulation Order and Weight Restriction Orders in Hawick Town Centre be introduced on a permanent basis.

## **4 IMPLICATIONS**

### **4.1 Financial**

Should the one way restriction be reversed there would be financial implications where road markings, pedestrian crossings, bus stops illuminated sign posts and footways would require amendment to accommodate the reversal in the direction of flow. A significant number of directional road signs would also require renewal

### **4.2 Risk and Mitigations**

- (a) There is a risk that there would be operational issues associated with reversing the one way direction where large vehicles owned by businesses in the Lochpark Industrial Area would have difficulty gaining access to the High Street from O'Connell Street without removing parking and a loading bay. Even if removed the swept path of a larger vehicle would be immediately adjacent to the footway on the northwest of High Street.

- (b) There is a risk that significant congestion could occur at the Weensland Road and Sandbed Roundabouts and the Towerknowe junction should the one way be reversed due to the change in traffic flow. Any congestion on Albert Bridge or Bourtree Place could compromise the safety of pedestrians crossing at the crossing near Albert Road and on Bourtree Place.
- (c) The cost of the elements detailed in 4.1 above in relation to reversing the direction of the one way could not be borne out of existing budgets.

**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**

To reverse the one way direction would mean the removal of approximately 5 parking spaces and 2 loading bays which would impact on the economy of the High Street and road safety where goods vehicles cannot load or unload safely.

**4.5 Carbon Management**

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

**4.6 Rural Proofing**

It is anticipated there will be no adverse impact on the rural area from the proposals contained in this report.

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

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

**5 CONSULTATION**

- 5.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Chief Officer Audit and Risk, the Chief Officer HR, and the Clerk to the Council have been consulted and their comments have been incorporated into the final report.

**Approved by**

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

**Author(s)**

Name	Designation and Contact Number
Russell Cramb	Assistant Engineer (Road Safety & Traffic Management) 01835 824000 Ext 5025

**Background Papers:** None  
**Previous Minute Reference:** N/A

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





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# Hawick One Way System

**This survey will help the Hawick Stakeholders Group establish the level of support for retaining the current experimental one way system.**

**Q1 Where are you from?**

Hawick .....

Denholm  Newcastleton  Bonchester Br

Other Border town .....

Outside Borders .....

**Q2 What type of transport have you used in Hawick today?**

Car .....

Bus .....

Taxi .....

Bicycle .....

On foot .....

Other .....

Please specify

**Q3 Are you aware that the current one-way system is experimental and has been constructed on a temporary basis?**

Yes .....

No .....

**Q4 How do you rate the one-way system in Hawick?**

	<i>Very Good</i>	<i>Good</i>	<i>OK</i>	<i>Poor</i>	<i>Very Poor</i>
Overall visual impression	<input type="checkbox"/>				
Easy to use	<input type="checkbox"/>				
Pedestrian safety	<input type="checkbox"/>				
Access to shops	<input type="checkbox"/>				
Parking	<input type="checkbox"/>				
Comments					

**Q5 Are you in favour of keeping the Hawick one-way system?**

Yes .....

No .....

No preference .....

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**TEVIOT AND LIDDESDALE AREA COMMITTEE****ITEM NO. 8(b)****17 March 2009**

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**REPORT BY THE DIRECTOR OF TECHNICAL SERVICES**

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**ONE-WAY SYSTEM AND WEIGHT RESTRICTION IN HAWICK**

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**1 PURPOSE**

- 1.1 To present the results of the assessment of the current Experimental Traffic Regulation Order in Hawick Town Centre to enable the Teviot and Liddesdale Area Committee to come to a decision on the permanency of the scheme.**

**2 BACKGROUND**

- 2.1 At their meeting of 14 June 2004, Teviot and Liddesdale Area Committee instructed the Director of Technical Services to carry out traffic surveys to ascertain the level of heavy goods vehicles using the High Street as concerns were expressed by local members and the local Community over the congestion that frequently occurred on the High Street and the fact that large vehicles were using the street as a shortcut between the A698 Hawick to Denholm road and the A7 Trunk road south of Hawick.
- 2.2 At their meeting of 16 November 2004 Teviot and Liddesdale Area Committee agreed that the Director of Technical Services should carry out an investigation of the possibility of implementing a one way restriction in the town centre.
- 2.3 At the Teviot and Liddesdale Area Committee meeting of 19<sup>th</sup> September 2006, the Director of Technical Services reported the findings of the consultation process and members agreed that:-
- (a) *a one-way system should be introduced on a one year trial basis on Hawick High Street, operating in a southbound direction from Oliver Place to Towerknowe.*
  - (b) *the prohibition of through traffic over 7.5 tonnes maximum gross weight should be introduced in Bourtree Place and High Street between Weensland Road Roundabout and Towerknowe.*
- 2.4 Plans detailing the extent of these restrictions can be found in Appendix 1 to this report.

**3 SCHEME ASSESSMENT**

- 3.1 The success or otherwise of the trial of the one-way system is determined by assessing the performance of the scheme against the factors outlined in 3.2 to 3.7 below. Factors such as air quality, traffic speeds and traffic flows were monitored as much as practicable in the period leading up to the start of the trial and for periods during the trial. Other factors such as accident-risk and congestion are more subjective and their success will ultimately depend on the acceptance of the scheme by the general public. This in turn will depend on how the various impacts on the environment are perceived. As previously discussed, the views of the general public, businesses in Hawick and

residents were aired during the trial period by means of regular meetings of the Stakeholders Group, incoming correspondence and the questionnaire surveys which were conducted in late February 2009.

### 3.2 Air Quality

The Annual Mean Nitrogen Dioxide (NO<sub>2</sub>) levels have been examined for the High Street, Commercial Road, Mart Street and Bourtree Place for 2007 and compared against average levels during the trial. The Council's Environmental Health Officer reported that:

"The pollution levels generally have continued to reflect the impact of the one-way system. Levels on High Street and Bourtree Place have fallen whilst Commercial Road has seen a slight increase. The drop in levels on High Street has been quite marked and has fallen to nearly half the 2001 level. Commercial Rd is however still down on the initial levels and less than half the permissible maximum. The story in Mart St is the same as for Commercial Road."

It is understood that the Air Quality levels are well below the permissible safe level.

### 3.3 Traffic speeds

Traffic speeds were measured on the High Street outside the Crown Hotel and on Linden Crescent 70 metres south of the A698.

Average traffic speeds on the High Street stayed at pretty much the same level between 15.5mph and 17.5mph before and throughout the trial.

Average traffic speeds on Linden Crescent remained at the level of 18mph before and throughout the trial.

### 3.4 Traffic flows

Average daily traffic flows were recorded prior to the implementation of the trial in January 2008 and on a monthly basis thereafter on the High Street, Linden Crescent and Commercial Road. Graphs showing these figures can be found in Appendix 2.

Traffic flows on the High Street were recorded at 8300 prior to the trial, dropping to around 6900 vehicles in the summer and to 5400 in December 2008.

Traffic flows on Linden Crescent were recorded as being 1300 vehicles before the start of the trial rising to a figure of 1500 vehicles, a level that was maintained throughout the trial.

Traffic flows on Commercial Road rose from 5400 vehicles per day in January prior to the start of the trial to 10000 vehicles per day almost immediately, a figure that was maintained pretty much constantly throughout the rest of the trial.

### 3.5 Accident-risk

In the three years prior to the start of the experimental order, 13 personal injury accidents were recorded on High Street and Bourtree Place between 10 February 2005 and 10 February 2008. 11 of these occurred on the High Street and 2 occurred on Bourtree Place.

In the year that the experimental order has been in operation 2 personal injury accidents have been recorded on High Street and Bourtree Place between 10 Feb 2008 and 10 Feb 2009. Both of these accidents occurred on Bourtree Place so there have been no recorded personal injury accidents on the High Street during the experimental order.

### 3.6 Questionnaire Surveys

In February 2009 local members carried out a survey of the traders on the High Street and the analysis matrix of this can be found in Appendix 2. The result of the trial revealed that of the 39 traders who were surveyed and stated a preference, 84.8% or 5.6 to 1, were in favour of retaining the scheme permanently

At the same time, Technical Services staff carried out an on-street survey of 300 people, The analysis matrix for this survey can also be found in Appendix 2. The result of this survey revealed that of the 300 who stated a preference, 82.6% or 4.7 to 1 were in favour of retaining the scheme permanently. Of those who lived in Hawick, 80% or 4 to 1 were in favour of retaining the scheme permanently.

### 3.7 Stakeholders' views

At its meeting of 23 February 2009 the Hawick One Way Stakeholders Group agreed that the Experimental Order should be made permanent.

## 4 CONSULTATION

4.1 The Chief Financial Officer, and the Heads of Corporate Administration and Legal Services have been consulted and their comments have been included in this report. The Chief Financial Officer has been consulted and any comments will be reported to the meeting

## 5 FINANCIAL IMPLICATIONS

5.1 Although the restrictions were implemented on a temporary basis there remains only the erection of a permanent barrier outside Towerknowe, some minor footway works and the illumination of the road signs to make the scheme permanent and this work would be funded out of the next phase of Streetscape works.

## 6 RISK COMMENTARY

6.1 If the restrictions are not made permanent and the traffic system reverts to two-way then congestion is likely to return to the High Street and road safety could be compromised.

## 7 SUMMARY

7.1 The Area Committee is being asked to consider the continuation of the current Experimental One-Way system and Weight Restriction Orders in Hawick town centre.

## 8 RECOMMENDATION

**8.1 I have to recommend that the Teviot and Liddesdale Area Committee considers the assessment factors and comments and comes to a decision on whether the Experimental Traffic Regulation Order in Hawick is introduced on a permanent basis.**

**If the decision of the Area Committee is to revert to two-way traffic operation and/or to remove the weight restriction on the High Street, the current Experimental Order is revoked and the Director of Technical Services makes arrangements to remove the current One-Way System and weight restriction as soon as practicable in consultation with the Stakeholder Group.**

**Approved by**

Name	Designation	Signature
Callum Hay	Director of Technical Services	

**Author(s)**

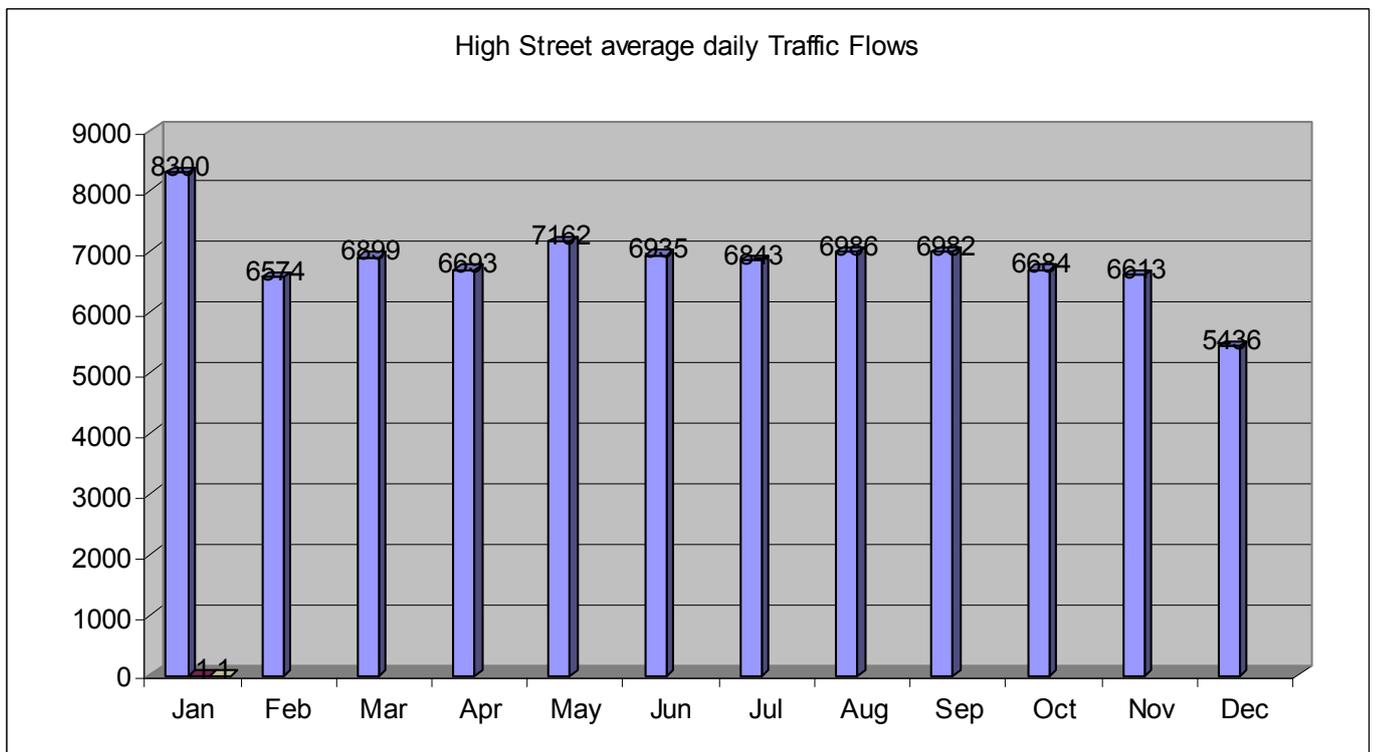
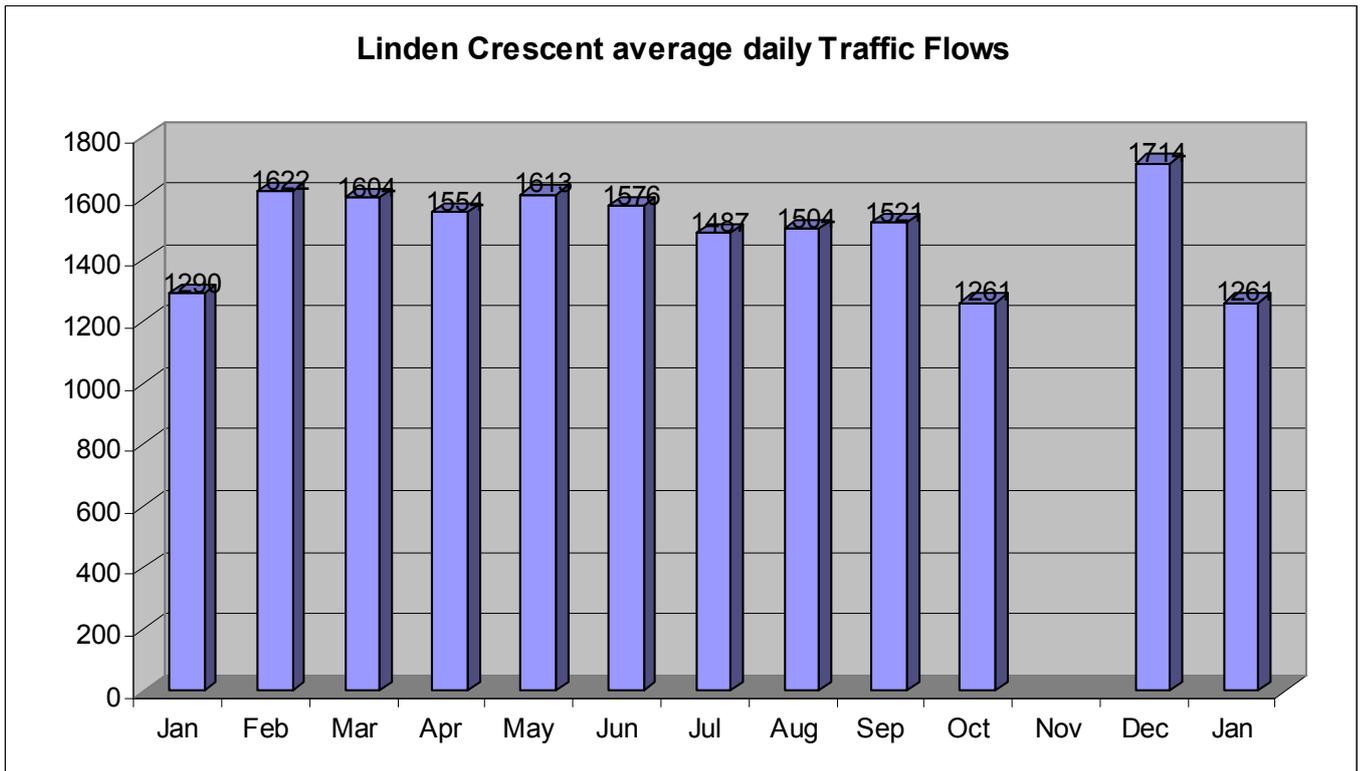
Name	Designation
Russell Cramb	Senior Road User Technician

**Background Papers:** reports to Teviot & Liddesdale Area Committee, 14 June 2004  
Teviot & Liddesdale Area Committee, 16 November 2004  
Teviot & Liddesdale Area Committee, 20 June 2006  
Teviot & Liddesdale Area Committee, 19 September 2006  
Teviot & Liddesdale Area Committee, 20 March 2007

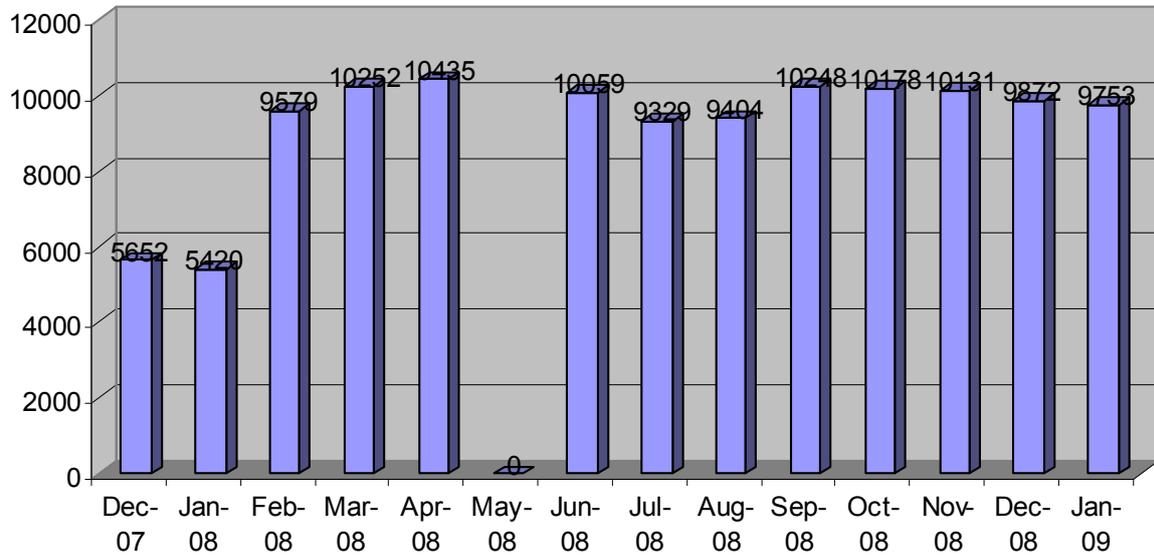
**Previous Minute Reference:** Minute of Teviot & Liddesdale Area Committee, 14 June 2004  
Minute of Teviot & Liddesdale Area Committee, 16 November 2004  
Minute Teviot & Liddesdale Area Committee, 20 June 2006  
Minute Teviot & Liddesdale Area Committee, 19 September 2006  
Minute Teviot & Liddesdale Area Committee, 20 March 2007



APPENDIX 2 – Assessment of factors



### A7 Commercial Road average daily Traffic Flows



# Surveys

Traders Survey		Are you in favour of keeping the one way system?								
		Yes		No		No preference		Preferred opp direction		
		Number surveyed	Number	%age	Number	%age	Number	%age	Number	%age
		73	54	74.0%	11	15.1%	5	6.8%	3	4.1%
Of those who stated a preference, Yes or no		65	83.1%		16.9%		4.9 to 1 in favour			

On street Survey		Are you in favour of keeping the one way system?					
Where are you from?	Number surveyed	Yes		No		No Preference	
		Number	%age	Number	%age	Number	%age
Hawick	221	165	74.7%	41	18.5%	15	6.8%
Denholm	12	11	91.7%	0		1	8.3%
Newcastleton	6	5	83.3%	1	16.7%	0	
Bonchester Bridge	7	6	85.7%	1	14.3%	0	
Other Border Towns	41	32	78.0%	2	4.9%	7	17.1%
Outside Borders	9	1	11.1%	1	11.1%	7	77.8%
No Town specified	4	3	75.0%	1	25.0%	0	
<b>Total surveyed</b>	300	<b>223</b>	<b>74.3%</b>	<b>47</b>	<b>15.7%</b>	<b>30</b>	<b>10.0%</b>
Of those who stated a preference	270	<b>82.6%</b>		<b>17.4%</b>		<b>4.7 to 1 in favour</b>	
Of those who live in Hawick who stated a preference	206	<b>80.0%</b>		<b>20.0%</b>			

Aggregate results	How do you rate the one way system				
	Very Good	Good	OK	Poor	Very Poor
Overall Visual Impression	23	120	101	25	12
Easy to Use	33	151	60	31	6
Pedestrian Safety	52	143	54	27	8
Access to shops	34	135	88	17	4
Parking	30	126	74	41	4
<b>Totals</b>	<b>172</b>	<b>675</b>	<b>377</b>	<b>141</b>	<b>34</b>
<b>Average</b>	<b>34</b>	<b>135</b>	<b>75</b>	<b>28</b>	<b>7</b>

Parking		Comments	Traffic Problems		Comments
Parking time/ double parking needs policed	3		Tower knowe end of street too narrow		5
Disabled parking required on street	2		Tower knowe junction is a problem		18
Allow parking on street one side only	11		Traffic problems at sandbed		3
Install parking meters on street	1		Roundabouts are too busy (queues)		7
Parking is too congested	10		Commercial road is too fast now		5
Parking should be staggered	1		Signals at Albert Road end of Commercial Road a problem		1
Loading on the high street is a problem	1		Traffic signals cause hold ups (Mart Street, Comm Road)		2
Remove parking from the high Street	4		Busier everywhere else (Mart Street, TLC roundabout)		4
			Victoria Road onto Albert Road can be very difficult to get out		1
			Displacement (having to go all the way round)		4
			Pedestrians crossing between cars, not using crossings		2
			Drivers driving along middle of road		1
Layout		Comments	Pedestrian Problems		Comments
Road humps at the Horse unnecessary	1		Crossing the A7 at Albert Bridge difficult		2
Make system system a loop similar to Gala, using commercial road	4		The crossing on Bourtree Place doesn't beep		1
Remove/reduce build outs on street	3		High street bus stop causes jams, awkward going north		7
Reverse direction of One Way	6		Trying to cross at TLC roundabout is impossible		1
Install zebra crossing at Towerknowe	2		Pedestrian issues at the sandbed		1
Easier to use shops on high street	1		Too pedestrian conscious		1
One way system doesn't work	1		Needs more crossings		1
Excellent job	2				
Too many signs	1				
West end of High street surface needs improving	1				
Bomb it	1				

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## **HAWICK CCTV**

### **Report by Service Director Commercial Services**

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## **TEVIOT AND LIDDESDALE AREA FORUM**

**16 FEBRUARY 2016**

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### **1 PURPOSE AND SUMMARY**

- 1.1 **This report details the current Public Space CCTV camera provision in Hawick after the installation of additional Public Space CCTV cameras within the central area of the town during 2015.**
- 1.2 There are currently fifteen Public Space CCTV cameras located within the central area of Hawick (See Appendices A, B and C).
- 1.3 Eight of the current Public Space CCTV cameras were installed after funding was approved by the Teviot & Liddesdale Area Forum in January 2015.
- 1.4 Police Scotland was consulted on the locations of the additional cameras.
- 1.5 Longer term the Council is unlikely to be in a position to fund the installation and maintenance of public space CCTV systems, though in conjunction with the Police it would be supportive of communities that are willing to fund such CCTV systems themselves.

### **2 RECOMMENDATIONS**

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum:-**
  - (a) **Notes the current Public Space CCTV camera provision in Hawick after the installation of eight additional cameras during 2015.**
  - (b) **Notes that longer term, the Council is unlikely to be in a position to fund the installation and ongoing maintenance of public space CCTV systems. However, in conjunction with the Police, the Council would be supportive of communities that wish to install and maintain such systems at their cost.**

### **3 BACKGROUND**

- 3.1 Public Space CCTV cameras are located in the following towns across Scottish Borders Council – Duns; Hawick; Galashiels; Kelso; Peebles; Eyemouth; Selkirk; Melrose.
- 3.2 All Public Space CCTV cameras referred to in 3.1 are operated by Police Scotland with all maintenance of the CCTV camera systems being carried out by Scottish Borders Council’s Street Lighting section.
- 3.3 Hawick currently has fifteen Public Space CCTV cameras located in High Street; Drumlanrig Square/Howegate; Tower Knowe; Sandbed; Baker Street; North Bridge Street; Commercial Road (A7 at Leisure Centre Roundabout), see location plans in APPENDICES A, B & C.
- 3.4 Seven of the cameras in Hawick are part of the original CCTV system installed in 1997, although the cameras were recently replaced with modern Analogue, Pan, Tilt and Zoom, (PTZ), dome cameras under an insurance claim after a lightning strike.  
The remaining eight cameras were installed after funding was approved by Teviot & Liddesdale Area Forum in January 2015. These new cameras are modern Analogue Static cameras which are connected to existing CCTV camera system recording equipment located in the Town hall, or connected to new recording equipment located within other Council owned buildings.
- 3.5 Police Scotland were consulted on the location of the eight new cameras and responded as follows:-  
“At present, due to the limited coverage provided by the existing public space CCTV system, Police Scotland is often unable to progress reports of crime/incidents. An increase in the number of public space cameras would greatly assist with this. Additional CCTV cameras located in the areas highlighted within this report would be beneficial due to the issues Police Scotland is having to deal with in relation to licensed premises. The installation of cameras in these areas will also act as a deterrent whilst providing reassurance to the residents in these areas.”
- 3.6 The additional eight cameras were installed during the summer of 2015 with the locations at Drumlanrig Square/Howegate; Sandbed; and High Street, being operational by the beginning of June. The remaining two cameras at North Bridge Street were installed and operational by the end of July, although these were subsequently replaced due to poor image quality.
- 3.7 Since the installation of all cameras, Councillors from Hawick and Hermitage ward have met with officers of the Council’s Infrastructure section and representatives of Police Scotland to discuss Hawick’s CCTV system. The meeting allowed a number of issues to be discussed and these included camera coverage positions and interruption of sight line. These issues have since been rectified.
- 3.8 It is unlikely that the Council will be in a position to pay for future new public space CCTV installations. Furthermore, into the longer term future it is unlikely the Council would be able to fund the maintenance of existing public space CCTV systems though in conjunction with the Police, the Council would be supportive of communities that are willing to fund such

CCTV systems from their own resources.

## **4 IMPLICATIONS**

### **4.1 Financial**

- (a) The cost for the annual maintenance and operation of the additional eight public space cameras is estimated at £1,940, (including energy). The Council are currently funding these costs through its Asset Management Revenue Budget.
- (b) Into the longer term future the Council is unlikely to be in a position to continue with the maintenance of existing public space CCTV systems and communities that wish to retain them would need to find their own funding for CCTV installation and maintenance.

### **4.2 Risk and Mitigations**

Whilst the existing public space cameras were only replaced in May/June 2014, other parts of the existing system, i.e. cabling, are part of the original installation in 1997. Whilst there is currently an annual revenue budget allocation available to maintain existing public space CCTV systems across Scottish Borders Council, the level of this budget may not be sufficient to repair/replace any major failure of a CCTV system. Into the longer term future the Council is unlikely to be in a position to continue with the maintenance of existing public space CCTV systems and the mitigation is for communities that wish to retain them to find their own funding for CCTV maintenance.

### **4.3 Equalities**

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

### **4.4 Acting Sustainably**

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

### **4.5 Carbon Management**

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

### **4.6 Rural Proofing**

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

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

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

## **5 CONSULTATION**

- 5.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Chief Officer Audit and Risk, the Chief Officer HR and the Clerk to the Council have previously been consulted and their comments have been incorporated into this report.

**Approved by**

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

**Author(s)**

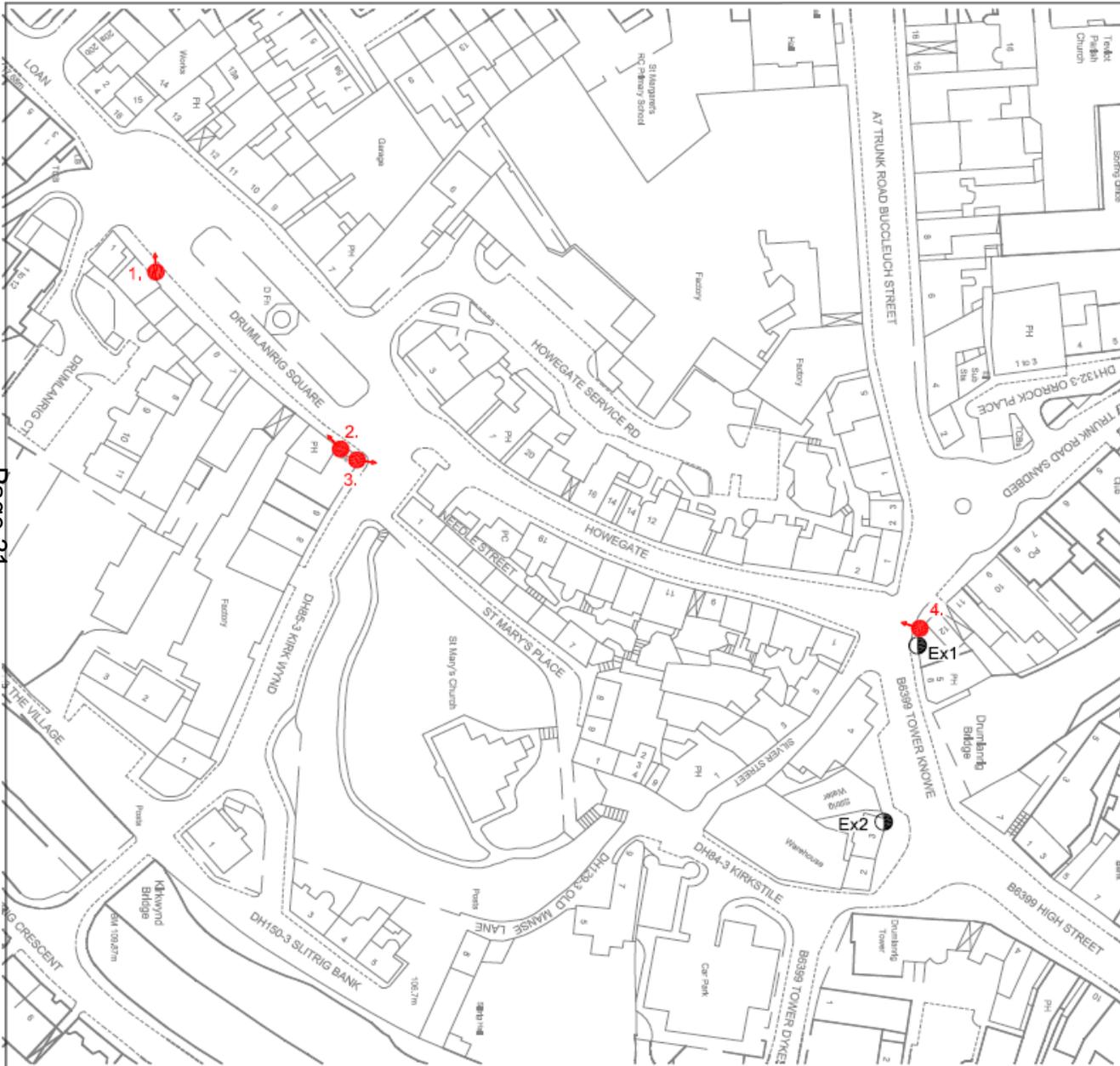
Name	Designation and Contact Number
David Richardson	Asset Manager

**Background Papers: None**

**Previous Minute Reference: None**

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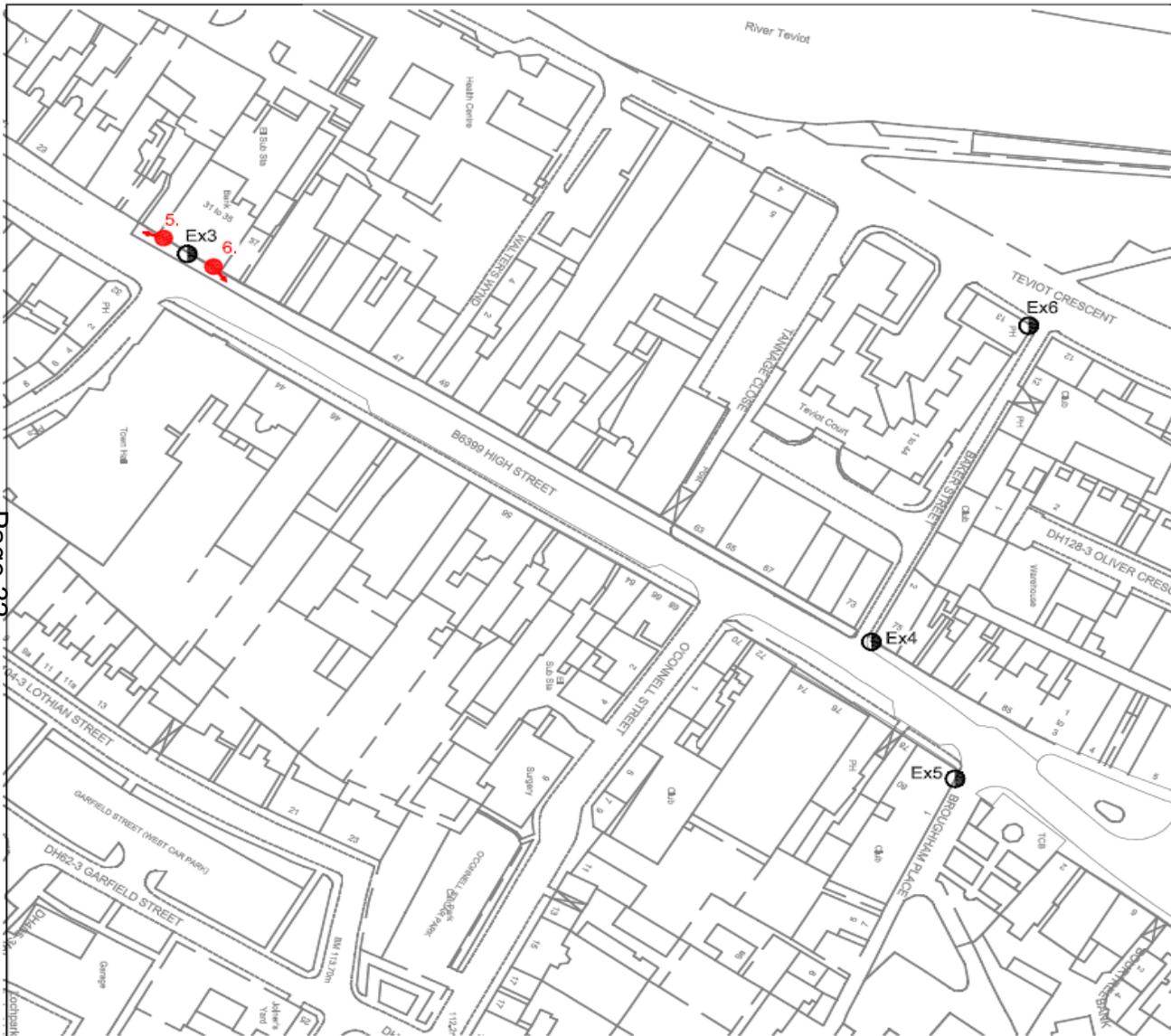


Legend

-  1. Static wireless camera - at top of Drumlanrig Square looking towards the Loan
-  2. Static camera - covering Drumlanrig Square
-  3. Static camera - covering Howegate
-  4. Static camera - Sandbed looking up Howegate
-  Ex1 Existing CCTV - Sandbed covering Tower Knowe
-  Ex2 Existing CCTV - Tower Knowe covering High Street

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A Update Camera Positions & Legend		BY	CPH
Rev	Details	By	DJS
 <b>SCOTTISH BORDERS COUNCIL</b> <b>COMMERCIAL SERVICES</b>			
<b>ASSET MANAGEMENT</b>			
Proposed CCTV Installation Town Centre - Hawick			
Drawing 1 of 3			
Scales: 1:1000 @ A3			
Drawn By - A. L. King	Date: 19/11/2014		
Checked By - A. Young	Date: 20/11/2014		
Project No: 2,5,7,SLP	Drawing No: CCTV - 2317 - 1	Revision: A	



- Legend
- 5. Static camera - High Street South ( above RBS )
  - 6. Static camera - High Street North ( above RBS )
  - Ex3 Existing CCTV - High Street opposite Town Hall
  - Ex4 Existing CCTV - High Street / Baker Street junction
  - Ex5 Existing CCTV - Brougham Place covering band stand area
  - Ex6 Existing CCTV Baker Street / Teviot Crescent junction

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 <b>Scottish Borders</b> COUNCIL COMMERCIAL SERVICES	
<b>ASSET MANAGEMENT</b>	
Proposed CCTV Installation Town Centre - Hawick	
Drawing 2 of 3	
Scale 1: 1000 @ A3	
Drawn By - A. Lillberg	Date 18/11/2014
Checked By - A. Young	Date 20/11/2014
Project No. 2,3,7,SLP	Drawing No. CCTV - 2317 - 2 A



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## **SPEED LIMIT REVIEW 2015**

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### **Report by Service Director Commercial Services**

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## **TEVIOT & LIDDESDALE AREA FORUM**

**16 February 2016**

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### **1 PURPOSE AND SUMMARY**

- 1.1 **This report proposes to amend the existing speed limit in Hawick to take account of a recent region-wide Speed Limit Review.**
- 1.2 In 2015 a Speed Limit Review was carried out throughout the Scottish Borders region by officers from the Council and the Police. The review was carried out in accordance with Government guidance and the resulting recommendations reduce speeds on parts of the network currently covered by the National Speed Limit.
- 1.3 A total of 11 lengths of road were agreed to be recommended to be subject to adjusted statutory speed limit. One of these sites is in the Teviot & Liddesdale area, at Wilton Park Road, Hawick. The section of road in question is currently subject to the National Speed Limit.

### **2 RECOMMENDATIONS**

- 2.1 **I recommend that the Teviot & Liddesdale Area Forum approves the amendment to The Scottish Borders Council (The Borders Regional Council) (Restricted Roads) Order 1985 to allow:**
  - (a) **An extension of the existing 30mph speed limit on the DH183/3 Wilton Park Road in Hawick;**

**The affected length of road is detailed in the plan in Appendix A and the extract from the relevant Draft Traffic Regulation Order (TRO) in Appendix B.**

### **3 BACKGROUND**

- 3.1 In accordance with Government guidance, speed limits should seek to reinforce people's assessment of what is a safe speed to travel. Scottish Borders Council has a statutory duty to set local speed limits in situations where local needs and considerations deem it necessary for drivers to adopt a speed which is different from the national speed limit.
- 3.2 A Scottish Borders wide Speed Limit Review was carried out in 2015, to consider the representations which have been made (generally seeking lower speeds) or on sites which officers had identified as warranting investigation. Following careful consideration, one site within the Teviot & Liddesdale Area was identified as justifying an amendment. This was Wilton Park Road, Hawick. Details of the recommendation are outlined in the following paragraph.
- 3.3 The Speed Limit Review concluded in the following recommendation:-
- (a) Hawick - The extension of the existing 30mph speed limit on the DH183/3 Wilton Park Road from its current extent at Walled Garden Cottage southwest to include the Wilton Lodge Walled Garden, the sports pavilion and its associated parking area.
- As per the drawing in Appendix A.
- 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 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.
- 3.5 Statutory Consultation on the proposal was carried out from 24/11/2015 to 21/12/2015. No comments or objections were received during this period.
- 3.6 The proposal was advertised to the public from 14/1/2016 to 5/2/2016. As at 25/1/2016 no comments/objections had been received. Any comments/objections subsequently received will be tabled at the meeting.

### **4 IMPLICATIONS**

#### **4.1 Financial**

The financial implications associated with the recommendations relates to the relocation of existing signage. Approximate costs are as follows:-

- a) Hawick                      £200                      4 signs relocated.

There are also costs associated with advertising and making of the Traffic Regulation Order:

Advertising region-wide TRO                      £1,650

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

#### **4.2 Risk and Mitigations**

The risk of not proceeding with the recommendations is that drivers progress along the section of road at speeds inappropriate to the conditions increasing

risk of injury should an accident occur.

#### 4.3 **Equalities**

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

#### 4.4 **Acting Sustainably**

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

#### 4.5 **Carbon Management**

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

#### 4.6 **Rural Proofing**

It is anticipated there will be no adverse impact on the rural area from the proposals contained in this report.

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

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

### 5 **CONSULTATION**

- 5.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Chief Officer Audit and Risk, the Chief Officer HR, and the Clerk to the Council have been consulted and their comments have been incorporated into the final report.

#### **Approved by**

**Andrew Drummond-Hunt**  
**Service Director Commercial Services**

**Signature .....**

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

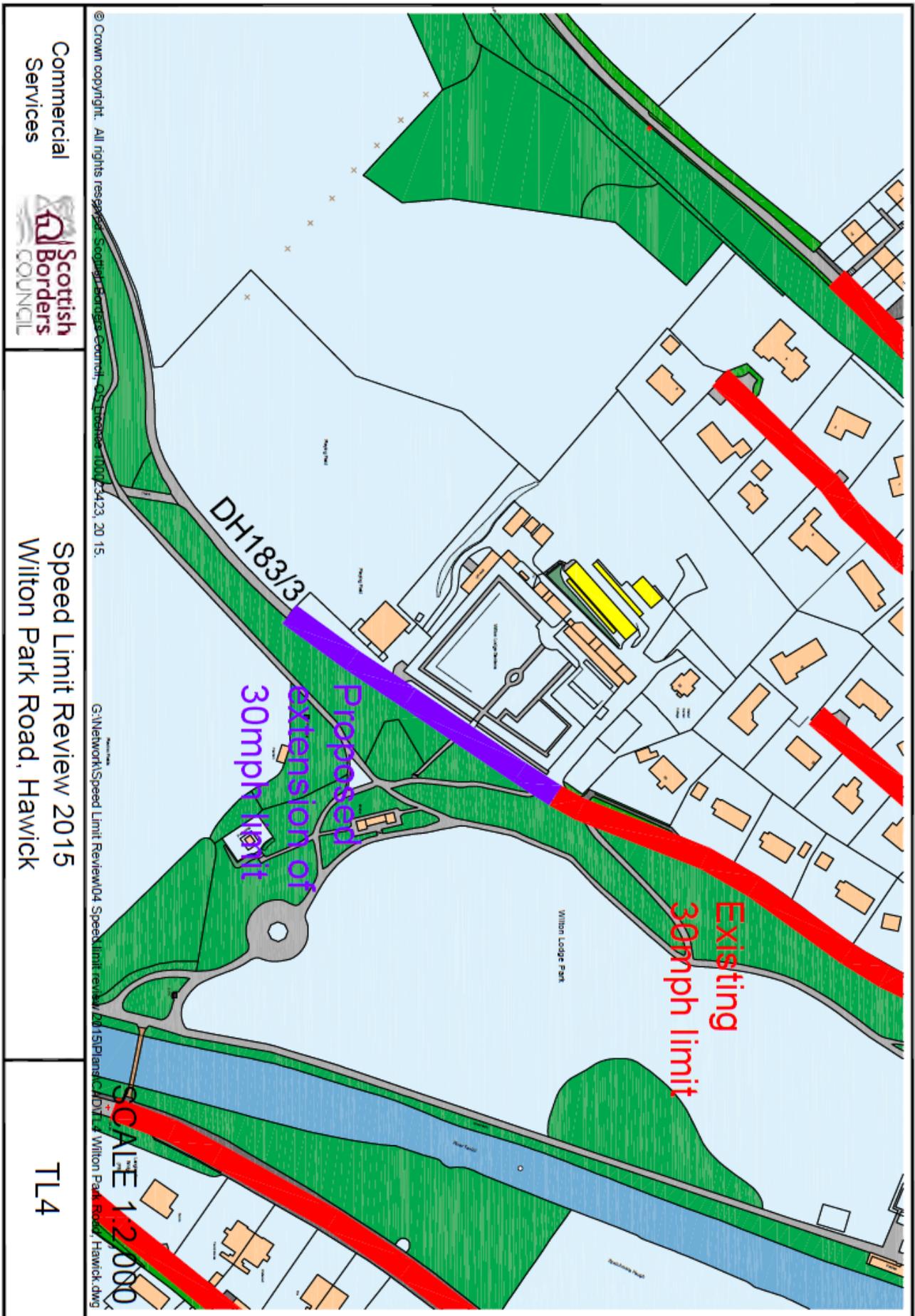
Name	Designation and Contact Number
Sean Peffers	Technician (Road Safety & Traffic Management) 01835 825250

**Background Papers:** None

**Previous Minute Reference:** N/A

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**ROAD TRAFFIC REGULATION ACT 1984**

**THE SCOTTISH BORDERS COUNCIL**  
**(THE BORDERS REGIONAL COUNCIL (RESTRICTED ROADS) ORDER 1985)**  
**(AMENDMENT) ORDER 2016**

**HAWICK**

- (e) That length of the DH193/3 Wilton Park Road from its junction with the DH140/4 Roadhead to a point 415 metres or thereby south-west of its junction with the DH219/3 Park View

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## **NEIGHBOURHOOD SMALL SCHEMES AND QUALITY OF LIFE**

**Report by Service Director Neighbourhood Services**

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### **TEVIOT & LIDDESDALE AREA FORUM**

**16 FEBRUARY 2016**

---

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

- 1.1 **This report seeks approval for the proposed new Neighbourhood and Quality of Life Schemes from the Area Forum and updates the Forum on previously approved Neighbourhood and Quality of Life Schemes.**
- 1.2 The following Neighbourhood Small Schemes have been requested for consideration by the Teviot & Liddesdale members: - provision of parking signs within Hawick Town Centre and installation of CCTV equipment within Common Haugh Car Park.
- 1.3 The following Quality of Life Schemes have been requested for consideration by the Teviot & Liddesdale members: - provision of timber constructed ramp at Silverbuthall, Hawick; contribution to Hawick Welcome Host Initiative and contribution towards electronic sign at the Hub, Burnfoot.

#### **2 RECOMMENDATIONS**

2.1 **I recommend that the Teviot & Liddesdale Area Forum:**

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

- |  |               |
|--|---------------|
| <b>(i) Provision of parking signs within Hawick Town Centre.</b>         | <b>£1,400</b> |
| <b>(ii) Installation of CCTV equipment within Common Haugh Car Park.</b> | <b>£7,900</b> |

**(b) approves the following new Quality of Life Scheme for implementation:-**

- |  |               |
|--|---------------|
| <b>(i) Provision of timber constructed ramp at Silverbuthall, Hawick.</b>              | <b>£2,700</b> |
| <b>(ii) Contribution to Hawick Welcome Host Initiative.</b>                            | <b>£1,000</b> |
| <b>(iii) Contribution to the installation of electronic sign at the Hub, Burnfoot.</b> | <b>£3,000</b> |

- (c) notes the updates on previously approved Neighbourhood Small Schemes as detailed in Appendix A to this report.**
- (d) notes the updates on previously approved Quality of Life Schemes as detailed in Appendix B to this report.**
- (e) agrees 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 & Liddesdale Area Forum through e-mail.**

### **3 BACKGROUND**

3.1 Elected Members, Community Councils and the public can request potential Neighbourhood or Quality of Life schemes or work to be undertaken by the Neighbourhood squads by contacting the Neighbourhood Area Manager direct. Neighbourhood Operations is contactable via the new Scottish Borders Council telephone number 0300 100 1800, e-mail address – enquiries@scotborders.gov.uk or by writing to Neighbourhood Services, Council Headquarters, Newtown St. Boswells, Melrose TD6 0SA.

The following schemes have been requested for consideration via these routes to enhance the Teviot & Liddesdale Area:-

- (a) Manufacture and install additional parking signs within Hawick Town Centre (£1,400). This request was received from local Ward Councillors.
  - (b) Installation of CCTV equipment within Common Haugh Car Park (£7,900). This request was received from local Ward Councillors.
  - (c) Provision of timber constructed ramp at Silverbuthall, Hawick. This facility is to enable more appropriate access & egress for residents (£2,700). This request was received from local Ward Councillors.
  - (d) Contribution to Hawick Welcome Host Initiative (£1,000). This request was received from local Ward Councillors.
  - (e) Contribution to the installation of electronic speed signs either side at the Hub, Burnfoot (£3,000). This request was received from local Ward Councillors.
- 3.2 Works will be scheduled to meet specific area needs, local timetable and to maximise the overall efficiency of the works programme.
- 3.3 Updates on previously approved Neighbourhood Small Schemes as detailed in Appendix A to this report.
- 3.4 Updates on previously approved Quality of Life Schemes as detailed in Appendix B to this report.

### **4 IMPLICATIONS**

#### **4.1 Financial**

- (a) A budget of £34,702 is available through Neighbourhood Services for small schemes in the Teviot and Liddesdale area in 2015/16. It has been agreed previously that this budget will be split equally between the Hawick & Hermitage and Hawick & Denholm Wards. If the above schemes are approved, then there will be a remaining budget of £5,032 in Hawick & Hermitage Ward and £4,676 in Hawick & Denholm Ward for future schemes.

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

- (b) In addition, a budget of £20,000 is available for Quality of Life schemes in the Teviot & Liddesdale Area in 2015/16. It has been agreed previously that this budget will be split equally between the Hawick & Hermitage and Hawick & Denholm Wards. If the above scheme is approved, then there will be a remaining budget of £6,198 in Hawick & Hermitage Ward and £190 in Hawick & Denholm Ward for future schemes.

Appendix B list up-dates on previously approved Quality of Life Schemes.

#### **4.2 Risk and Mitigations**

If these budgets are not spent, the local area will not benefit from improvement works being carried out.

The ramp at Silverbuthall is to be constructed on land owned by SBHA. The future use of this land is out with SBC's control and potentially could be a risk for the continued accommodation of this ramp.

The future maintenance of this ramp requires to be funded from the Quality of Life budget. However, there is no guarantee of a Quality of Life budget being available in the future.

#### **4.3 Equalities**

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

#### **4.4 Acting Sustainably**

It is anticipated that there will be a variety of economic, social or environmental benefits arising from the proposed schemes in para 3.1.

#### **4.5 Carbon Management**

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

#### **4.6 Rural Proofing**

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

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

There is no change to either the Scheme of Administration or the Scheme of Delegation.

### **5 CONSULTATION**

- 5.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Chief Officer Audit and Risk, the Chief Officer HR and the Clerk to the Council have been consulted and any comments received will be incorporated in the final report.

**Approved by**

**Jenni Craig**  
**Service Director Neighbourhood Services**

**Signature .....**

**Author(s)**

Name	Designation and Contact Number
Alistair Finnie	Neighbourhood Area Manager 01835 824000 Ext 6535

**Background Papers:** None

**Previous Minute Reference:** None

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

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

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TEVIOT AND LIDDESDALE AREA  
NEIGHBOURHOOD SMALL SCHEMES

APPENDIX A

Location	Work Description	Origin	Date of Enquiry	Status <sup>1</sup>	Price	Available Budget	Comments
<b>Total Budget available for Neighbourhood Small Schemes</b>						<b>£34,702</b>	
<b>Hawick &amp; Hermitage</b>						<b>£17,351</b>	
Riverside Walk, Hawick	Re-plumb existing railing fence			Completed	£1,180	£16,171	
O'Connell Street, Hawick	Purchase of shrubs			Completed	£500	£15,671	
Ettleton Cemetery, Newcastleton	Drainage works			Completed	£285	£15,386	
The Mote, Hawick	Grass cutting			Completed	£400	£14,986	
Waverley Walk, Hawick	Upgrade footpath			Completed	£725	£14,261	
Lothian Street, Hawick	Refurbish railings			Ongoing	£1,539	£12,722	
Green Terrace, Hawick	Install goal posts			Completed	£1,090	£11,632	
The Mote, Hawick	Grass cutting			Completed	£200	£11,432	
Ettleton Cemetery, Newcastleton	Provision of bench			Ordered	£200	£11,232	
High Street, Hawick	Regrouting setts			Ordered	£4,050	£7,182	
Lothian Street car park, Hawick	Remark existing bays			Ordered	£750	£6,432	
<b>Hawick &amp; Denholm</b>						<b>£17,351</b>	
East Stewart Place, Hawick	Install street name plate			Completed	£350	£17,001	
McLaren Court, Hawick	Line marking of parking bays			Completed	£550	£16,451	
Fairhurst Drive, Hawick	Line marking of parking bays			Completed	£500	£15,951	
Silverbuthall, Hawick	Install handrail to steps			Completed	£410	£15,541	
The Green, Denholm Village	Provision of picnic table			Completed	£107	£15,434	
Common Haugh Car Park, Hawick	Refurbish visitor information boards			Ordered	£1,718	£13,716	
Havelock Bank, Hawick	Erect fence			Ordered	£1,140	£12,576	
<b>Remaining Balance for Neighbourhood Small Schemes</b>						<b>£19,008</b>	

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