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TWEEDDALE AREA FORUM WEDNESDAY, 2 SEPTEMBER, 2015

A MEETING of the TWEEDDALE AREA FORUM will be held in the COUNCIL CHAMBER,
COUNCIL OFFICES, ROSETTA ROAD, PEEBLES on WEDNESDAY, 2 SEPTEMBER, 2015 at
6.30 PM

J. J. WILKINSON,
Clerk to the Council,

26 August 2015

BUSINESS		
1.	Apologies for Absence.	
2.	Order of Business.	
3.	Declarations of Interest.	
4.	Minute. (Pages 1 - 8) Minute of Meeting of 27 May 2015 for noting. (Circulated.)	2 mins
5.	Presentation - Permanent Traffic Lights at Neidpath Corner. Paul Aitken, Project Engineer.	10 mins
6.	Presentation - Local Access and Transport Strategy Graeme Johnstone, Lead Officer for Transport and Access.	10 mins
7.	Report on A72. (Pages 9 - 20) Consider report by the Service Director Commercial Services on the position regarding the condition of the A72. (Copy attached.)	30 mins
8.	Open Questions. Opportunity for members of the public to raise any issues not included on the agenda.	
9.	Community Council Spotlight. Opportunity for members of the public to raise any issues not included on the agenda.	
10.	Police Scotland. Update by Response Team Inspector Mike Bennett.	10 mins

11.	Scottish Fire & Rescue Service Update report by Keith Langley, detailing ongoing work and initiatives in the Tweeddale Area.	10 mins
12.	Any Other Items Previously Circulated.	
13.	Any Other Items which the Chairman Decides are Urgent.	
14.	Date of Next Meeting (Tweeddale Area Forum)	

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.**

Membership of Forum:-

Scottish Borders Council Members:- Councillors W. Archibald (Chairman) S. Bell, C. Bhatia, K. Cockburn, G. Garvie, G. Logan.

Community Council Members – one representative from each of the following Community Councils:-

Carlops – to be confirmed

Clovenfords and District – Mr R. Howard

Eddleston and District – Mr J. Taylor

Innerleithen and District – Mr B. McCrow

Lamancha, Newlands and Kirkurd – to be confirmed

Manor, Stobo and Lyne – Mr. G. Hughes

Royal Burgh of Peebles and District – to be confirmed

Skirling – to be confirmed

Tweedsmuir – Mr G. Parker

Upper Tweed – Mr C. Lewin

Walkerburn and District – Miss M. McIntosh

West Linton – Mr G. Tulloch

Please direct any enquiries to Kathleen Mason 01835 826772
email:- kmason@scotborders.gov.uk

SCOTTISH BORDERS COUNCIL
TWEEDDALE AREA FORUM

MINUTE of the MEETING of the
TWEEDDALE AREA FORUM held in
the Council Chamber, Rosetta Road,
Peebles on 27 May 2015 at 6.30 p.m.

- Present:- Councillors W. Archibald (Chairman), S. Bell, K. Cockburn, G. Garvie, G. Logan.
Community Councillors P. Faris, G. Mackie, G. Parker, G. Tulloch,
Apologies:- Councillor C. Bhatia, Community Councillors R. Howard, A. Stewart, Mr K. Langley, Station Manager, SFRS.
In Attendance:- SBC Neighbourhood Manager (Tweeddale) (J. Hedley), Team Leader, Road Safety and Traffic Management (J. McQuillin), Inspector A. Hodges (Police Scotland), Democratic Services Officer (K. Mason),

Members of the Public:- 5

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 4 March 2015.

**DECISION
NOTED.**

3. With reference to paragraph 11(a) of the Minute, Councillor Bell requested an update on the proposal to set up an A72 Action Group. The SBC Neighbourhood Manager (Tweeddale) advised he had fed the request to the Council's network asset management team. Members agreed that Officers of the network asset management team be invited to the meeting of the Area Forum to be held on 3 September 2015.

DECISION

AGREED that the SBC Neighbourhood Manager (Tweeddale) would invite Officers from the network asset management team to attend the meeting of the Area Forum to be held on 3 September 2015.

4. With reference to paragraph 12 of the Minute, Councillor Garvie advised he had received a number of complaints regarding (a) the cleanliness of the facilities at the Gytes Leisure Centre; and (b) the increased charges for the use of the facility.

DECISION

AGREED that the Democratic Services Officer invite an official from Border Sports and Leisure Trust to the meeting of the Area Forum to be held on 3 September 2015.

5. With reference to paragraph 10 of the Minute, the Chairman made reference to a pilot being undertaken at the Cheviot Area Forum in relation to "Localities in the Scottish Borders – a co-ordinated approach for local improvement". It was noted that this would assist in determining the way forward for all the Scottish Borders Council Area Forums.

**DECISION
NOTED.**

6. With reference to paragraph 3 of the Minute, the Democratic Services Officer advised that she had received information from First Scotland East Limited advising that from mid-October 2015 to Mid-March 2016 the 62 Bus Service would revert back to the bus station and run on a 30 minute frequency on a trial basis.

**DECISION
NOTED.**

MINUTES

7. (a) Minute of Tweeddale Area Forum Parking Sub-Group held on 20 April 2015
There had been circulated copies of the Minute of Meeting of the Tweeddale Area Forum Parking Sub-Group of 20 April 2015.

**DECISION
NOTED.**

- (b) Minute of Tweeddale Area Forum Parking Sub-Group held on 13 May 2015
There had been circulated copies of the Minute of Meeting of the Tweeddale Area Forum Parking Sub-Group of 13 May 2015. The Chairman of the Sub-Group briefed Members in relation to the reasoning behind the recommendations in the Minute.

**DECISION
AGREED:-**

- (a) **to fund an Off-Street Parking Survey to gauge the effect of the changes to parking behaviour caused by amendments to parking charges made on 12 May 2014, at a cost of £1,950 to be paid for from the current surplus of c £13,500 available to Members from Pay and Display operations;**
- (b) **that a Nominal Charge of 20p be introduced to replace the free parking periods in the current scheme; and**
- (c) **that it be remitted to the Sub-Group to determine new signage replacing 5 no Pay and Display information signs at a cost of approximately £1,000 paid for from the current surplus of c. £13,500 available to Members from Pay and Display operations**

POLICE SCOTLAND

8. Inspector Hodges advised that the new Multi Member Ward plans for both Tweeddale East and West had been shared prior to publication with the Elected Members and had now been published on the Police Scotland website. He would report directly in relation to these at future forums. In referring to Common Ridings, Gatherings and local festivals he advised that Police Scotland along with the Scottish Borders Council's Emergency Planning Team were pleased that all the main events in the Tweeddale Area had been subject to the Safety Advisory Group or SAG process. This not only allowed all services to provide support and assistance to event organisers but also went a long way to ensuring that local events were held with public safety at the forefront. Police Licensing Officers were working closely with the Council's Licensing Department and Licensees to ensure that all licensed events during festivals were run in a professional and safe manner. He had liaised with Licensing Officers who had

reported that they anticipated no issues for the events being held in Tweeddale this year. The very nature of the Borders and in particular Tweeddale left the community open to criminals travelling into the area to target isolated premises and the farming community. These crimes often involved protracted enquiries across many boundaries and were difficult to not only to detect but also to deter. Police Scotland had recognised this and saw Rural Crime as an area in which partnership working had to be developed. Inspector Hodges advised he was now part of a group, meeting regularly with colleagues, from Mid, East and West Lothian to share best practice and work together regarding ongoing issues which affected rural communities. Strong links were being developed with the NFU and local initiatives would take place in the coming months based on areas identified as causing concern. Together with colleagues from the Fire and Rescue Service, the Police would be starting joint visits to farms to assist in improving security and safety. Local community schemes such as the Sheep Worrying initiative in Cademuir demonstrated willingness for communities to assist in prevention of crime and would always be supported by Police Scotland. The impact of housebreaking, whether a business premises or a garden shed, was significant with those affected often feeling isolated and in fear of further crime. This had been the subject of recent national news coverage, which might have caused concerns. In the Scottish Borders, Police Officers were working closely with the CID and Community Investigation Units in J Division to ensure thorough investigations were carried out into all such crimes. Community Officers would ensure local follow up was always carried out in areas affected. The Police were planning a proactive initiative in Tweeddale which would take place later in the summer. The Community Contact Vehicle for the north area of the Scottish Borders was based at Peebles for use by all the Tweeddale Community Officers. The mobile stations predecessor was purchased after the sale of Broughton Police Station. He was encouraging Community Officers to utilise this in the local areas to increase the visibility and interaction on a local level. If any Community Council had requests for the vehicle for specific issues or to support local initiatives or events, they should contact either Sgt Bruce at Peebles or their local Community Officer direct. The Community Officers would be using pedal cycles to patrol areas during the summer months.

DECISION

NOTED the report.

SCOTTISH FIRE & RESCUE SERVICE

9. There was no report.

OPEN QUESTIONS

10. No open questions were raised.

FOOD WASTE COLLECTION SERVICE

11. The Chairman welcomed Julie Rankine and Fiona Munro, from Neighbourhood Services, to give a presentation on the introduction by Scottish Borders Council of a Food Waste Collection service. Ms Munro referred to the background which led to the decision to introduce this new service. The Waste (Scotland) Regulations 2012 required food waste collections to be introduced by 1 January 2016. Food waste was seen as a valuable resource and a way of diverting more waste from landfill. There was an anticipated increase in recycling rate of 1.5 – 2% in the Scottish Borders, based on an average of £1.5kg food waste presented per household. In accordance with the regulations and Scottish Government urban versus rural classification the collection service in the Scottish Borders would involve approximately 24,500 households and businesses. Phase 1 would see weekly kerbside food waste collections start in Galashiels, Tweedbank, Selkirk and Peebles during the week

commencing 25 May. Phase 2, involving Jedburgh and Hawick, would start during the week commencing 31 August. Ms Munro had brought along examples of the caddies, together with biodegradable liners and guidance leaflets, which would be delivered to households during the week prior to the start of collections. Each household would have a 5 litre silver kitchen caddy and liners, in which to deposit daily food waste. The tied bags of waste should then be transferred from the kitchen caddy to outdoor brown caddies of 23 litre for a single household or 140 litre for communal household. It was emphasised that the food waste collection service also came under animal by-product legislation and as such would be closely regulated. There would be no effluent or waste produced during handling. Purpose-built collection vehicles would transport the waste to central skips from where it would be taken to the nearest food waste management site at Levenseat Ltd., Midlothian. From 1 January 2016, also under the Waste (Scotland) Regulations 2012, there would be food waste collections from an estimated 140 businesses producing over 50 kg waste per week and from an estimated 520 businesses producing over 5 kg per week. On behalf of West Linton Community Council, Community Councillor Tulloch expressed their anger at having the garden waste recycling removed to pay for the food waste uplift. He asked (a) what volume/weight of general waste had been recovered by the Council since the garden waste service was stopped and how did that compare to the volume/weight recovered in a similar period previously, and (b) what additional costs had been incurred by SBC since the garden waste service ceased, landfill tax for example. The answers to the questions would be researched and forwarded to the Community Council. The Chairman thanked the Officers for the presentation.

DECISION

NOTED the presentation.

H & SCI DEVELOPMENT OF STRATEGY COMMISSIONING PLAN

12. Susan Manion, Chief Officer Health & Social Care Integration was welcomed to the Forum to give a presentation on the Integration of Health and Social Care and the consultation currently taking place. It was explained that in accordance with the Public Bodies (Joint Working) (Scotland) Act 2014 the 14 Health Boards and 32 Local Authorities were required, by April 2015, to develop integration arrangements for each area and to establish a Joint Integration Board, Chief Officer and Joint Body. By April 2016 there required to be developed a 3 year Strategic Plan covering the commissioning of adult care and health services. The membership of the Borders Strategic Planning Group had come from all areas of Health and Social Care including service users, health and social care professionals, carers, related commercial and non-commercial organisations and from the third sector. The Group would be involved in all stages of developing and reviewing the Strategic Plan. Copies of the initial Draft Strategic Plan were given to members of the Area Forum, and feedback was invited as part of the current consultation which would run until 5 June. Consultation on a second draft, produced by the end of June, would end on 22 September, with a final draft by the end of October 2015 and new arrangements scheduled to be fully implemented by April 2016.
13. With reference to the Draft Strategic Plan, the presentation went on to look at the vision and aims of the Health and Social Care partnership. Doing nothing was not an option. The case for change included an ageing population; rising demand for services; the cost of services; and the need to deliver better outcomes through improved joint working, better communication, reducing duplication and sharing information. Lists were given of the current NHS and SBC services that would come within the scope of Integrated Services. The objectives included making services more accessible; improving prevention and early intervention; reducing avoidable admissions to hospital; providing care close to home; optimising efficiency and

effectiveness; and seeking to reduce health inequalities. A case study was provided in the Plan giving a before and after scenario and demonstrating how the experience of the client, and efficiency, should be improved by the integration of services. The presentation also looked at a profile of the Scottish Borders and some comparative statistics relating to the Tweeddale area. Also shown were proposed locality arrangements within the Scottish Borders model which would be based on the existing five areas. A request was made to ensure links with the armed forces champion were in place in the plan. Members welcomed the presentation and recognised the importance of the public engaging with the consultation by submitting their views. The Chairman thanked the Officer for the informative presentation.

DECISION

NOTED the presentation

TWEEDSMUIR COMMUNITY COMPANY

14. Mr James Welch, Vice-Chairman of Tweedsmuir Community Company gave a presentation on the Crook Inn Community Hub. A timeline showed events from 2006 when the Crook Inn closed until 2015 when the business plan was finalised. Plans showed a new wing to the building and were of a multi-functional design so as not to restrict use, and the proposals would meet a whole range of needs in the community and regenerate and revitalise the Tweedsmuir Area. An announcement would be made on 12 June 2015 in regard to the Scottish Land Fund decision in relation to the application for financial assistance to purchase land adjoining the Crook Inn. Opportunities ahead in 2015 and beyond comprised of – August 2015: Planning Permission; September 2015: Big Lottery Stage 2 Application; December 2015: Big Lottery decision; and April 2016: match funding secured. Members commended the plans for the Tweedsmuir Community Hub and thanked Mr Welch for his presentation.

DECISION

NOTED the presentation.

SCOTTISH BORDERS PILOT REGIONAL LAND USE STRATEGY FRAMEWORK

15. With reference to paragraphs 14 and 15 of the Minute of 5 March 2014, Mr A. Tharme, Ecology Officer, was present Tweeddale Area Forum to give an update presentation on progress in respect of the regional Land Use Strategy (LUS) Framework. He explained that, following the examination of opportunities and constraints and through the development of mapping and extensive stakeholder engagement, a draft Framework had been produced which was approved by Scottish Borders Council in December 2014 for public consultation. The presentation detailed the extent of consultation carried out in 2013/14 with regular meetings taking place of a key stakeholder group representing 20 organisations in addition to engagement with 44 organisational representatives and 36 Community Councils. The draft Framework set out the key land uses in the Borders and how these might change. Further sections dealt with how the Framework should be used, the next steps and monitoring and assessment going forward. The Framework identified the important goods and services delivered by the Borders landscape as follows: the provisioning of crops, livestock, renewable energy and timber; the regulating of water quality, flood risk, soil erosion, sediment risk and carbon resource; supporting biodiversity and pollination; and cultural considerations such as sense of place, game and sporting, historic sites and landscape designations. There were seven opportunities for change identified and mapped indicatively in the Borders at present: mitigation of flood risk; expansion of timber provision; native woodland expansion; biodiversity enhancement; improvement in agricultural production; water quality enhancement; and enhancement of soil carbon storage. The presentation went on to look in more detail at where the information and maps could be used in respect of natural flood management and the enhancement of

water quality. Mr Tharme stressed that the Framework was a non-statutory strategy for the Scottish Borders. It would assist and support decision-making about land use that was currently undertaken through existing processes. It provided new information as a web-based tool which could be used to evaluate different land use options in an integrated way at sub-catchment or farm/estate level. The Chairman thanked Mr Tharme for his useful presentation and update.

DECISION

NOTED the presentation.

COMMUNITY COUNCIL SPOTLIGHT

16. (a) Community Councillor Faris referred to inconsiderate parking at the bus stops and on the pavements in Innerleithen he asked that more attention be paid to this.

DECISION

NOTED.

- (b) Community Councillor Tulloch expressed concern at the bus from West Linton to Peebles parking on the A702 which was causing problems.

DECISION

NOTED.

NEIGHBOURHOOD SMALL SCHEME WORKS/QUALITY OF LIFE

17. There had been circulated copies of a report by the Service Director – Neighbourhood Services seeking approval from Tweeddale Area Forum for proposals to deliver projects throughout the Tweeddale area using Neighbourhood Small Schemes and Quality of Life budgets for 2015-16. Furthermore, the report sought delegated authority to decide on Quality of Life and Small Scheme proposals be granted to the Service Director Neighbourhood Services, subject to consultation with and majority approval of Tweeddale members. The following Neighbourhood schemes had been requested for consideration from quality of life budget (a) to fund costs associated with the creation of an additional bus service to meet the needs of children wishing to take part in after school activities on Fridays, between Peebles and West Linton, for a period of twelve months, commencing from June 2015 - £2,964; and (b) to support Vale of Leithen FC with the costs of having a ground capacity assessment and access audit undertaken, to meet the needs of the licensing requirements of Scottish Football Association - £1,000.

DECISION

AGREED to:-

- (a) **fund the costs associated with the creation of an additional bus service to meet the needs of children wishing to take part in after school activities on Fridays, between Peebles and West Linton, for a period of twelve months, commencing from June 2015 - £2,964, from the quality of life scheme;**
- (b) **support Vale of Leithen FC with the costs of having a ground capacity assessment and access audit undertaken, to meet the needs of the licensing requirements of Scottish Football Association - £1,000 from quality of life scheme;**

- (c) **delegate authority to the Service Director Neighbourhood Services to agree to proposals for Quality of Life or Small Schemes, subject to consultation with and majority approval by the Tweeddale Members.**

DISABLED PERSONS PARKING PLACES – TRAFFIC REGULATION ORDER

18. There had been circulated copies of a report by the Service Director Commercial Services proposes to introduce enforceable disabled parking bays within the Tweeddale area to be included in The Scottish Borders Council (Disabled Persons Parking Places) Order 2015. The report explained that the Disabled Persons Parking Places (Scotland) Act 2009 required the provision of advisory on-street disabled parking for disabled persons. This report proposed to include those bays lying within the Tweeddale area in a region-wide Traffic Regulation Order to make the existing bays enforceable (omitting those which were no longer required since the beginning of consultation).

DECISION

AGREED to approve the inclusion of disabled parking places in the Tweeddale Area listed in Appendix A (as amended by removals) to the report in The Scottish Borders Council (Disabled Persons Parking Places) Order 2015.

NETWORK ASSETS UPDATES -

19. (a) Cardrona – Subsidence of River Bank
With reference to paragraph 11(e) of the Minute of Meeting of the Area Forum of 4 March 2015, the SBC Neighbourhood Manager (Tweeddale) advised that both engineers working on the subsidence of the river bank at Cardrona were on holiday. The engineers confirmed three weeks ago that they were checking the banking at least once per week. As the fish spawning season had finished, the engineers were progressing the tenders in order to be able to confirm the cost at outlay. The engineers confirmed that there had been very little movement or erosion in some time and as long as the works were carried out this summer, there would be no concerns before the winter weather returned

**DECISION
NOTED.**

- (b) Dirtpot Corner
The SBC Neighbourhood Manager (Tweeddale) advised the Council was planning to undertake some Ground Investigation works at Dirtpot Corner. The works were being undertaken to obtain more information about the nature of the ground conditions in the area for future maintenance or possible improvement works. Part of this investigatory work would require traffic control to be in operation but it was anticipated that any delays would be minor as traffic control should only be required for a few days. Before undertaking the Ground Investigation works there was a requirement to carry out an Environmental Survey to check for protected species due to the sensitivity of the River Tweed area. This Environmental Survey would be carried out within the next couple of weeks.

**DECISION
NOTED.**

Neidpath Corner

- (c) With reference to paragraph 11(a) of the Minute of Meeting of the Area Forum of 4 March 2015, the SBC Neighbourhood Manager (Tweeddale) advised that the estimated cost of the repair works to the wall at Neidpath Corner had been confirmed at £150,000. This figure was made up of £115,000 for the wall repair and £35,000 for the take down and rebuild of an additional three identified sections within the length of the wall. At a meeting on 26 May 2015, the Council's Executive Committee approved the allocation of the required funding to allow the repair works to proceed. However, the Committee also asked Officers to investigate and consider any possibility of the installation of the permanent traffic lights to be accelerated from its programmed date of 2016/17 so that both the wall repair works and traffic light works could take place this year. Officers would meet to discuss the Committee's request during the next two weeks and would then report back to Members on the outcome.

**DECISION
NOTED.**

The meeting concluded at 8.30 p.m.

REPORT ON A72

Report by Service Director Commercial Services

TWEEDDALE AREA FORUM

2 September 2015

1 PURPOSE AND SUMMARY

1.1 To advise on the position regarding the condition of the A72.

1.2 To advise on the position regarding those sections highlighted for treatment on the A72.

1.3 To advise on the position regarding traffic flow statistics for the A72.

1.4 To advise on the position regarding accident statistics for the A72

1.5 To advise on the position with the promotion of road improvements for the A72

2 RECOMMENDATIONS

2.1 I recommend that the Committee notes the position with regards to the A72, in relation to its condition, treatments, traffic flows, accident rates and current identified road improvements.

3 BACKGROUND

- 3.1 Following recent discussion over the promotion of works at A72 Dirtpot Corner and the ongoing repairs required at A72 Neidpath Corner, Local members expressed a wish to have details presented to them on a number of issues along the length of the A72.
- 3.2 Members have requested that details should include the following:
- road conditions,
 - an identified road surfacing programme,
 - current traffic flows,
 - current traffic accident rates, and
 - an identified road improvement programme
- 3.3 In order to consider the information in relation to the A72, comparison with other similar routes and a Borders wide context are presented.

4 ROAD CONDITIONS

- 4.1 Scottish Borders Council participates in a national assessment of road conditions, Scottish Road Maintenance Condition Surveys (SRMCS). This information produces a road condition indicator consistently across all roads in Scotland. The survey measures a number of condition criteria:
- texture (roughness of the road);
 - rutting (wheel tracking);
 - longitudinal profile (smoothness of ride); and
 - cracking.

Officers use this information together with other condition information to prioritise programmes of surfacing works from the capital Programme.

- 4.2 The Statutory Performance Indicator for the condition of the Scottish Local Authority road network is defined as “the percentage of the road network which should be considered for maintenance treatment”.

The overall results from the SRMCS are presented using a colour convention as set out below:

Green Minor defects may be present, but the road is considered to be in an acceptable condition.

Amber Further investigation is required.

Red The road has deteriorated to a point where repairs are very likely to be required to preserve serviceability and to prolong its future.

The RCI is derived by adding together the lengths of road shown as “red” and “amber”, and expressing the result as a percentage of the total road network length.

Scottish Borders’s ranking against other rural authorities is as follows;

Authority	2015 RCI	Change in RCI 2013 to 2015
Aberdeenshire	25.4%	+1.1%
Moray	26.3%	+0.2%
Angus	30.1%	+2.2%
Perth & Kinross	35.2%	-0.1%
Highland	36.2%	+3.0%
Scottish Borders	45.5%	+3.8%
Dumfries & Galloway	49.3%	+0.7%
Argyll & Bute	55.6%	-2.0%

2013-15 results show SBC with the greatest decline in condition over the two year period at 3.8% within the rural authority group, and overall the second worst in Scotland

- 4.3 In terms of the Scottish Borders road network the condition rating can be further broken down into classification of road as follows:

Road Classification	%RED	%AMBER	RCI Figure
A	3.82	26.65	30.47
B	5.76	33.44	39.20
C	7.70	34.46	42.16
D	15.62	41.64	57.26

- 4.4 In terms of the A72 the condition rating is as follows:

Road Classification	%RED	%AMBER	RCI Figure
A72	3.79	28.13	31.92
	4.1km	30.6km	

The Amber condition is 1.5% above the A class road average for the Scottish Borders.

- 4.5 In terms of the A72, Appendix A shows those sections of road identified as being in condition red, amber and green. Significant sections of Red/Amber exist between:
- Blyth Bridge & Wester Happrew
 - Four Mile Bridge
 - Edston Quarry
 - Peebles, High Street
 - Walkerburn, and
 - Clovenfords

Where there are sites that are a combination of Amber / Green then these can often be considered as surface dressing sites, this is an example of investing in the network before major deterioration occurs.

5 ROAD SURFACING PROGRAMME

- 5.1 Officers require to balance a level of programme with available budgets. The principle of managing assets through an asset management approach means that different treatment process can be used at different periods in their life cycle for a particular section of road. e.g. it may be more appropriate to patch and surface dress a section of road rather than do full scale overlay at a fraction of the cost.

Appendix A also shows the roads which are considered for treatment over the next 5 years.

6 A72 NETWORK & TRAFFIC FLOWS

- 6.1 The A72 runs between St John's Kirk, near Biggar, South Lanarkshire in the west and Galashiels in the east and provides the major link road between Tweeddale and the Central Borders. It also helps link the central and western Borders to the south west of Scotland.
- 6.2 Within the Scottish Borders the A72 is just over 54 km in length and is a single 2-lane carriageway road with varying carriageway widths, geometric characteristics and junction arrangements.
- 6.3 The A72 is one of the busier routes in the Scottish Borders, particularly between Galashiels and Peebles where the annual average daily traffic flow (AADTF) is over 6000 vehicles at the western end. The speed/flow relationship for a rural road is a complex function of junction frequency, vehicle type, curvature and carriageway width but in general terms an A class road should be quite capable of carrying double the number of vehicles the A72 does in its busiest hour(s) before it starts to reach critical capacity in operational terms. A comparison of AADTF in the Scottish Borders is provided in Appendix B.
- 6.4 Notwithstanding that the standard of the road varies over its length and that there are a number of pinch-points (e.g. Neidpath Corner) on the route, journey time reliability is generally good over all sections of the A72. The main reason for this is the lack of a critical intersection and/or town centre where significant traffic queues build up. It is acknowledged that Peebles in particular can be busy at times but generally traffic continues to flow and it is very unusual to encounter the level of delay that makes journey time unreliable.

- 6.5 One area where the route does suffer however is in relation to the road being closed. The, at times, narrow width and torturous nature of the route mean that essential maintenance can often only be done safely through a road closure. The route has also been prone to emergency closures in the past as a result of landslips and/or traffic accidents. As a valley route the alternative routing choices in these circumstances are few and either considerably longer or on less suitable roads. For this reason a specific Action Plan was developed, in conjunction with the police, to help deal with the issues associated with closures on the A72.

7 TRAFFIC ACCIDENT RATES

- 7.1 Accident levels, both nationally and at Scottish Borders levels have been decreasing and the Council is making good progress against the ambitious nationally set accident reduction rate targets set for it:

- A 40% reduction by 2020 in the number of people killed
- A 55% reduction by 2020 in the number of people seriously injured
- A 50% reduction by 2020 in the number of children (< 16) killed
- A 65% reduction by 2020 in the number of children (< 16) seriously injured
- A 40% reduction by 2020 in the number of people killed
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per million vehicle kilometres

All of the above are measured against a baseline from the annual average over the period 2004 to 2008.

- 7.2 Appendix C illustrates the number of accidents occurring over the length of the A72 in the Scottish Borders. These are broken down as either west or east of Peebles and further classified by the police categorisation of the accident. The numbers are also displayed graphically on a 3 year rolling average basis.
- 7.3 Appendix D shows how the A72 compares to other A Class routes in the Scottish Borders in terms of accident numbers in recent years. This illustrates that in terms of accident occurrence the A72 is not atypical to similar A Class type routes.
- 7.4 A number of accident cluster sites have been identified on the A72 over the years and where appropriate remedial action has been taken to try and address identified patterns. These sites are monitored on an ongoing basis to see how successful or otherwise previous interventions have been.
- 7.5 The accident rate for a route is a function of the number of accidents, the route length and the vehicle usage and is expressed in per billion vehicle kilometres. The accident rate for the A72 is 22, down on the level of 27 calculated for the rural speed review undertaken in 2011. A figure of 35 or greater is viewed as significant and a number of routes are marginally in excess of this in the Borders.
- 7.6 The accident rate does however need to be treated with caution, particularly on low flow routes where relatively small fluctuations in accidents can significantly affect the rate. An example of this in the past saw the A6088 Hawick to Chesters road classified as one of only a few black (most dangerous) routes in the whole of Europe a few years ago.

8 ROAD IMPROVEMENTS

- 8.1 The A72 is an integral part of the strategic network of the Scottish Borders and of particular importance as an east/west route linking the Central Borders to the west.
- 8.2 This has been recognised over the years with major improvement schemes undertaken at locations including; east of Walkerburn; Eshiels; Horsbrugh Straight; west of the Nest and Clovenfords.
- 8.3 The A72 has also previously been the subject of a Route Action Plan to standardise areas such as warning signs, road markings, hazard marking and junction treatment.
- 8.4 The current identified roads schemes are packaged into the categories of;
- Development of Strategic Routes
 - Infrastructure to Aid Development
 - Integrated Network Improvements
 - Road Safety Schemes
 - Renewal of Infrastructure, and
 - Environmental Improvements

Currently over a hundred projects are identified across the Scottish Borders but it is increasingly difficult to get sufficient priority for road improvement schemes to establish them in the Council's Capital Programme.

- 8.5 Over the years potential schemes have been identified at the following locations on the A72:
- Kirkdean
 - Blyth Bridge
 - Ladyurd
 - Tarth Bridge
 - Lyne Church
 - Neidpath Corner
 - Dirtpot Corner
 - Woodend – Tighnult (2 phases)
 - Holylee
 - Stirling Bridge to Clovenfords

Of these only the schemes at Neidpath and Dirtpot Corners currently feature in the Council's 10 Year Capital Financial Plan.

9 Implications

9.1 Risk and Mitigations

There are no risks directly associated with this report which is primarily for information purposes.

9.2 Equalities

It is anticipated there will be no adverse impact in terms of equalities arising from the proposals contained in this report.

9.3 **Acting Sustainably**

There are no identified issues relating to acting sustainably as part of this report. Issues relating to sustainability are addressed as part of any future planning and scheme design process.

9.4 **Carbon Management**

There is no direct impact on Carbon Management as a result of this paper.

9.5 **Rural Proofing**

There are no effects on rural proofing policy or strategy.

9.6 **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.

10 **CONSULTATION**

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 and the Clerk to the Council are being consulted and any comments received will be tabled at the meeting.

Approved by

Andrew Drummond-Hunt
Service Director Commercial Services

Signature

Author(s)

Name	Designation and Contact Number
Colin Ovens	Infrastructure Manager
Brian Young	Network Manager

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, PLACE, Business Support, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 0300 100 1800, email JWhitelaw@scotborders.gov.uk.

PLANS TO BE PROVIDED AT THE MEETING

Appendix B

	2009	2010	2011	2012	2013	2014	AADT 2013	Location of counter
A1	17	10	10	8	5	5	7311	Ayton
A7	42	37	33	24	22	11	5570 7129 1805	Fountainall Appletreehall Teviothead
A68	35	27	25	23	20	19	8214 6503 6235 2842	Oxton Sth of Caframill Lilliardsedge Nth of Carter Bar
A72	17	24	18	17	21	9	3248 6379 4416 5599	Neidpath Glentress Holylee Torwoodlee
A697	8	5	10	11	7	5	1706 1682	East of Houndslow Hatchetnize
A698	16	10	11	16	9	7	4687 2927 3868	West of Denholm Knowesouth Heiton
A701	12	8	14	3	5	2	2967 922	Lamancha Tweedsmuir
A702	4	2	0	2	7	2	6266	West Linton
A703	6	10	8	9	5	6	7254	Eddleston
A1107	8	5	3	2	2	3	1734	Hallydown
A6088	0	2	3	1	1	3	361 1076	Kirkton Southdean
A6091	5	6	5	5	5	4	9906	BGH
A6105	10	4	12	10	11	11	2294	Foulden

[Traffic counts - Transport statistics - Department for Transport](#)

A72 Galashiels to Peebles

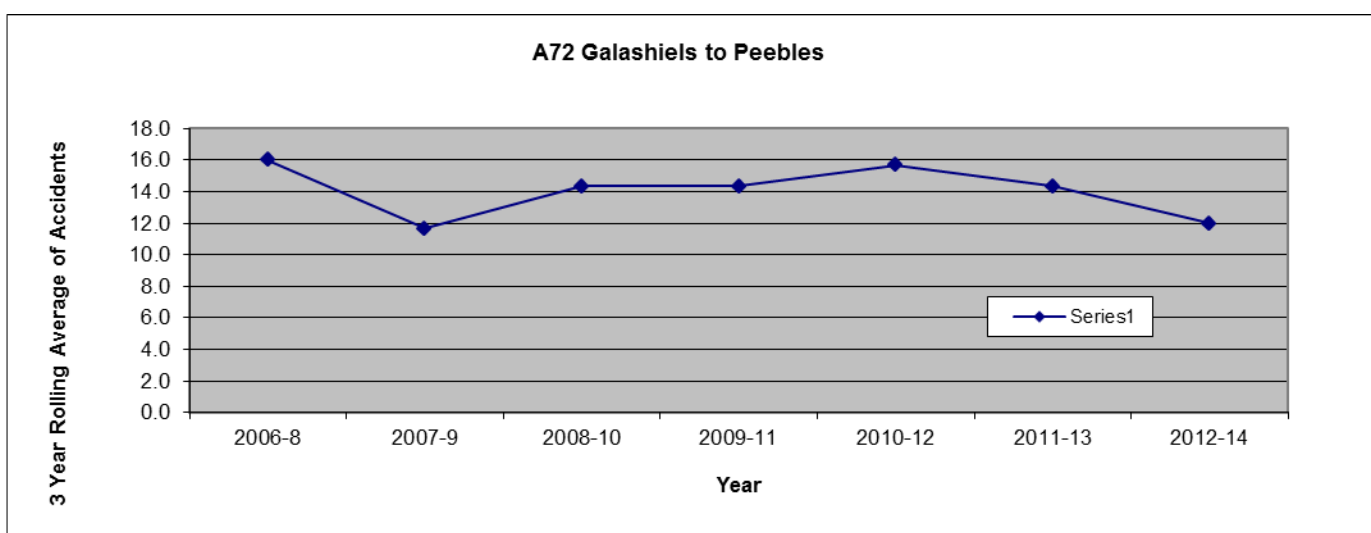
Traffic Flows - Permanent counter, Holylee

Year	Eastbound	Westbound	Combined
2014	2350	2340	4690
2013	2347	2334	4681
2012	2278	2260	4538
2011	2250	2246	4496
2010	2238	2244	4482
2009	2371	2369	4740
2008	2436	2442	4878
2007	2374	2233	4607
2006	2417	2411	4828

Accidents

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Slight	18	6	10	10	13	9	8	12	5
Serious	6	3	3	1	5	3	7	3	1
Fatal	0	2	0	0	1	1	0	0	0
Total	24	11	13	11	19	13	15	15	6

	2006-8	2007-9	2008-10	2009-11	2010-12	2011-13	2012-14
3 Year Rolling Average	16.0	11.7	14.3	14.3	15.7	14.3	12.0



A72 Peebles to Boundary

Traffic Flows

External Survey, Kingsland School 17-23/3/14

Year	Eastbound	Westbound	Combined
2014	1887	1832	3719

Accidents

	2006	2007	2008	2009	2010	2011	2012	2013	2014
Slight	5	1	2	3	3	0	1	3	2
Serious	1	7	1	2	1	4	1	3	2
Fatal	2	0	0	0	1	1	0	0	0
Total	8	8	3	5	5	5	2	6	4

2006-8	2007-9	2008-10	2009-11	2010-12	2011-13	2012-14
6.3	5.3	4.3	5.0	4.0	4.3	4.0

