

Public Document Pack



TWEEDDALE AREA FORUM WEDNESDAY, 23 NOVEMBER 2016

A MEETING of the TWEEDDALE AREA FORUM will be held in the COUNCIL OFFICES,
ROSETTA ROAD, PEEBLES on WEDNESDAY, 23 NOVEMBER 2016 at 6.30 pm

J. J. WILKINSON,
Clerk to the Council,

16 November 2016

BUSINESS		
1.	Apologies for Absence.	
2.	Order of Business.	
3.	Declarations of Interest.	
4.	Minute. (Pages 1 - 6) Minute of Meeting of Tweeddale Area Forum of 31 August 2016 for noting. (Copy attached.)	2 mins
5.	Minutes - Tweeddale Area Forum - A72 Action Sub-Committee Consider the following Minutes.	20 mins
	(a) 6 September 2016. (Copy attached.)	(Pages 7 - 14)
	(b) 20 October 2016. (Copy to follow.)	
6.	Presentation - Draft Supplementary Guidance on Housing - C. Johnston, Lead Officer Plans and Research.	20 mins
7.	Presentation - Community Empowerment Act - C. Malster, Strategic Community Engagement Officer.	20 mins
8.	Disabled Persons Parking Places - Traffic Regulation Order (Pages 15 - 20) Consider report by Chief Officer, Roads proposing to amend The Scottish Borders Council (Disabled Persons Parking Places) Order 2015. (Copy attached.)	10 mins
9.	Presentation - Business Gateway - A. Watt, Business Gateway Growth Adviser.	20 mins
10.	Speed Limit Review 2016 (Pages 21 - 26)	10 mins

	Consider report by Chief Officer, Roads proposing to introduce a 40mph speed limit in the vicinity of Caerlee Corner. (Copy attached.)	
11.	Local Public Holidays 2017 (Pages 27 - 28) Consider proposed dates for 2017. (Copy attached.)	5 mins
12.	Open Questions. Opportunity for members of the public to raise any issues not included on the agenda.	
13.	Community Council Spotlight. Opportunity for members of the public to raise any issues not included on the agenda.	
14.	Police Scotland. Update by Inspector Hodges.	10 mins
15.	Scottish Fire & Rescue Service Update report by LSO Keith Langley.	10 mins
16.	Any Other Items Previously Circulated.	
17.	Any Other Items which the Chairman Decides are Urgent.	
18.	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 Committee:- Councillors W. Archibald (Chairman), C. Bhatia (Vice-Chairman), K. Cockburn, S. Bell, G. H. T. Garvie, G. Logan and Kerr

Community Councillors Mr A. Campbell, Mr P. Faris, Mr R. Howard, Mr C. Lewin, Mr G. Parker, Ms K Raspin, Mr J. Taylor and 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
West Linton Primary School on 31
August 2016 at 6.30 p.m.

Present:- Councillors W. Archibald (Chairman), S. Bell, C. Bhatia, K. Cockburn.
Community Councillors C. Lewin, G. Parker, R. Tatler, J. Taylor, G.
Tulloch.

Apologies:- Councillors G. Garvie, G. Logan.

In Attendance:- Neighbourhood Area Manager (Tweeddale) (Mr J Hedley), Network
Manager, Roads (Mr. B. Young), Engineer (P. Gilhooly), Mr. K. Langley,
Scottish Fire and Rescue Service, Inspector M. Bennett, (Police Scotland),
Democratic Services Officer (K. Mason).

Members of the Public:- 8.

1. MINUTE

1.1 There had been circulated copies of the Minute of the Meeting held on 25 May 2016.

**DECISION
NOTED.**

1.2 With reference to paragraph 1.2 of the Minute, the Democratic Services Officer advised
that arrangements were in place for Community Councillors to visit Talla Reservoir at
10.30 a.m. on 4 October 2016.

**DECISION
NOTED.**

2. MINUTE

There had been circulated copies of the Minute of Meeting of the A72 Action Sub-
Committee held on 16 May 2016.

**DECISION
NOTED.**

3. PEEBLES OLD TOWN A72 – PROPOSED TRAFFIC ISLAND

3.1 There had been circulated copies of a briefing paper by Ms P. Gilhooly, Engineer. In
presenting background information she advised that on a number of occasions the
Council's traffic and road safety section had received requests to look at additional
crossing points on the A72, and in particular in the area of Peebles Old Town and
Young Street. The existing waiting restrictions were detailed in the report. An
assessment was carried out by Officers to identify the most suitable type of crossing
for this location based on pedestrian volumes, desire lines, existing infrastructure,
turning requirements and impact on businesses and residents and a pedestrian refuge
island was deemed the most appropriate. To allow large vehicles to safely negotiate a
pedestrian refuge there would be a need to convert the existing single yellow lines to
double yellow lines. These new no waiting and no loading at any time restrictions on
both sides of the A72 would result in the loss of parking, loading and waiting outside
the Vets, Butchers and Red Cross Shop 24/7. A traffic regulation order would be

required to change the waiting restrictions in the area and the public would have the opportunity to object, and valid objections would come back to Area Forum for discussion. The briefing note recommended that progress be made with advertising a Traffic Regulation Order for additional double yellow lines and any valid objections would be brought to a future meeting of the Area Forum. Kate Jones and Alexander Finlayson, Castle Warehouse (Peebles) Limited advised that the implementation of such a traffic regulation order would affect customers parking and goods unloading would be severely affected. Mandy Taylor, On a Shoe String was also present and advised she had similar concerns as would the British Red Cross. The shopkeepers did appreciate the problems but hoped that some sort of compromise could be reached. A suggestion was made that something could be done to encourage people taking children to school to take another route and the Engineer undertook to look at that suggestion. Members discussed the Engineer's report and agreed that before coming to any decision that informal consultations take place with local traders. Councillors Bhatia and Cockburn agreed to take this forward, and it was noted that a representative from Tweeddale Access Panel and the Chairman of the Royal Burgh of Peebles and District Community Council would also be invited to take part in any consultations.

- 3.2 In referring to the traffic island at Eddleston, Community Councillor Tulloch advised on risks posed to cyclists when vehicles passed them at this area. A suggestion was made that a build-out might have been better than a traffic island. The Engineer advised that information had changed in April with the issue of a new traffic manual and she would explore the situation.

DECISION

AGREED that:-

- (a) **informal consultations take place with local traders, this would be taken forward by Councillors Bhatia and Cockburn and a representative from Tweeddale Access Panel and the Chairman of the Royal Burgh of Peebles and District Community Council would also be asked to take part; and**
- (b) **consideration of the proposed traffic island be deferred to a future meeting of the Area Forum.**

4. CAERLEE CORNER, INNERLEITHEN

There had been circulated copies of a briefing note by the Network Manager, Roads advising that there had been a number of injury and non-injury accidents just outside Innerleithen at Caerlee Corner on the A72. Mr Young advised that a number of minor engineering interventions (signs and road markings) had been implemented in recent years to try and address the accident pattern. Further signs and road markings improvements, to Trunk Road standards, had very recently been implemented. Agreement had been reached with Police Scotland to promote the introduction of a 40 mph speed limit on the western approach to Innerleithen. The process for introducing a Traffic Regulation Order (TRO) to amend the existing speed limit was a lengthy and legally protracted one that could typically take up to a year to be implemented on site. Members were pleased to note the promotion of the introduction of a 40 mph speed limit on the western approach to Innerleithen and thanked Mr Young for his attendance.

DECISION NOTED.

5. PRESENTATION – RAISING CONCERNS ABOUT ALCOHOL IN YOUR COMMUNITY

Mr Ian Tunnah, Licensing Standards and Enforcement Officer and Chairman of the Scottish Borders Local Licensing Forum was in attendance to give a presentation on behalf of the Scottish Borders Licensing Forum. Copies of a Toolkit Resource for communities were made available at the meeting. The Toolkit was designed to help anyone who would like to have a say on how alcohol impacted on their community. It explained how the licensing process worked in Scotland and provided some practical tips to help people who wanted to get involved. Mr Tunnah explained alcohol was licensed because it was not an ordinary product but one of high risk, alcohol played a part in many health and social problems, there was evidence to show that the easier it was to buy alcohol the more people would drink, licensing existed to regulate sale of alcohol to minimise harm. There were three types of alcohol licence:- permanent (premises), temporary (occasional), and personal for managers/supervisors who managed the sale of alcohol. The Licensing Board comprised of 10 elected Councillors and others involved were the Licensing Standards Officer, Police, Health Board, Community Councils, Local Licensing Forum and Members of the Community. Mr Tunnah gave information on the licensing process and how Community Councils could raise concerns about alcohol in the community. Community Councils could report problems to the Police and the Licensing Standards Officer, input to the planning process, get involved with the Local Licensing Forum, comment on alcohol licence applications or licensed premises, and speak to their local Councillor. Any party lodging an objection or representation in respect of an application would be invited by the Licensing Board to attend the hearing at which the application was being considered. Copies of the Alcohol Profile 2014/15 were available at the meeting. The Alcohol Profile had been prepared by the Local Licensing Forum and provided information relating to evidence of alcohol related harm in the Scottish Borders based on national research as well as local data from Police Scotland, NHS Borders, Scottish Borders Council and Scottish Fire and Rescue Service. Mr Tunnah concluded his presentation by answering questions from those present. The Chairman thanked Mr Tunnah for his attendance and informative presentation.

DECISION

NOTED the presentation.

6. OPEN QUESTIONS

- (a) Mr Tommy Davidson advised that approaches had been made to Springfield Properties to ascertain if they could open the access path to the school through their development. Owing to safety issues Springfield Properties were unwilling to accede to this request. It was noted there was no requirement for access to be made through the development to the school until after the development had been completed. Another way forward would be to invest in a temporary footpath between St Andrews Close and the school. The Neighbourhood Area Manager (Tweeddale Area) advised that if there was a need for funding for such a path he would be willing to assist. West Linton Community Council were remitted to take forward enquiries about the path on behalf of the community.

DECISION

NOTED.

- (b) Mr Robert Balfour advised that the Dawyck area would/could hold the Council liable to any future flooding of houses etc. downstream from the extensive works that had and were taking place at Merlindale Bridge on the B712. He asked if it would be possible for Council Officers to speak to residents downstream as they were very concerned. Flooding had become far worse and more frequent since the bund was built. He commented that Peebles should be aware because huge amounts of gravel were washed downstream closer to Peebles and enormous new banks of gravel had formed. He advised that many people were very grateful to the Council for the financial grants awarded following Storm Frank. The Neighbourhood Area Manager (Tweeddale Area) advised that he would make enquiries relating to the exact nature of the work at Merlindale Bridge. He would seek advice from the Council's Flood Officer in relation to the statement made regarding dredging and report back to a future meeting.

**DECISION
NOTED.**

7. COMMUNITY COUNCIL SPOTLIGHT

- (a) Community Councillor Tatler referred to recently publicity regarding the Royal Burgh of Peebles and District Community Council's new minute Secretary Ben Durkin. He was delighted as this might encourage younger people to become members of the Community Council.

**DECISION
NOTED.**

- (b) Community Councillor Tatler referred to the allocation of housing for the Scottish Borders and wondered if this could be considered as an item of business for the next area forum meeting.

**DECISION
AGREED that Council Officers be asked to attend the next meeting of the Area Forum to give a presentation on the allocation of housing in the Scottish Borders and in particular what this meant for the Tweeddale Area.**

- (c) Community Councillor Taylor advised of the wish to change the signage in Eddleston to indicate that Eddleston was the Home of the Great Polish Map of Scotland. It was noted that the Small Schemes budget could be used for such an initiative.

**DECISION
NOTED.**

8. POLICE SCOTLAND

Inspector Bennett advised that a new Divisional Commander had been appointed for the Lothians and Scottish Borders area since the last meeting of the Tweeddale Area Forum. Chief Superintendent Ivor Marshall took up his role on 18 May and said: "It is a pleasure and a privilege to have been appointed as the Police Commander for the Lothians and Scottish Borders – my local division. Building upon all the good work of my predecessors and drawing upon the ongoing commitment and hard work of all officers and staff, I am confident that the Division will deliver positive outcomes in keeping with agreed local plans. We will be relentless in our prevention and detection of crime, we will be resolute in protecting citizens from harm, and we will be proactive

in promoting the wellbeing of everyone who lives in or visits the Lothians and Scottish Borders. Having the support of local communities is vitally important to our work so we will ensure that our values of integrity, fairness and respect sit at the heart of all that we do so that we maintain the trust and confidence of the people we serve.”

9. In relation to bicycle thefts, Inspector Bennett advised that the Community Safety Team had secured funding from Scottish Borders Council to buy products from Bike Register which could be used to mark bikes with a “tamper-proof” sticker, and record details of owners on a national database. Events were being planned to deliver a crime prevention method to bike owners within the area. A dedicated team of Officers within the Division was investigating a number of thefts and a number of bikes had been recovered, which would assist enquiries into tracing the perpetrators. Those unable to attend the Farm Fire Safety and Crime Prevention Event on 9 June at Haswellsykes Farm, Peebles could access an excellent guide to farmers and wider community at the following link - <http://www.scotland.police.uk/keep-safe/home-and-personal-property/rural-crime> Alternatively, further information was available from the Scottish Borders Safer Communities Team by calling 01835 823204. Police Officers were aware that there had been frequent gatherings of young people at the Sware and Meldons during evenings at the weekends. There were concerns that teenagers were meeting and consuming alcohol and drugs while socialising with friends. Direct action had been taken against the youths, including searching them for drugs and alcohol. It was essential that all complaints about driving behaviour were notified to the police via 101 at the time. Every call was graded by call takers and allocated accordingly, so while Officers might be unavailable to attend at the time if they were committed to a higher priority incident, they would be able to note statements to pursue offences. There had been an increase in the number of detections for drink driving in the Scottish Borders, with people being caught in rural locations, having been drinking at a village pub and then choosing to drive home. The message from Police Scotland was very simple - if you are intending driving, do not drink. The public were encouraged to report all drink drivers either directly to the Police on 101 or report anonymously to Crimestoppers on 0800 55 111. Inspector Bennett reminded the meeting that Police Scotland’s public consultation process was now online and open all year, the link for the survey was <https://www.surveymonkey.co.uk/r/8LMB9WX> Inspector Bennett advised that this would be his last visit to the Area Forum because he was being moved to a post in Melrose. He was thanked for his attendance at the Area Forums.

**DECISION
NOTED.**

10. **SCOTTISH FIRE AND RESCUE SERVICE**
Station Manager Keith Langley advised that there had been two road traffic fatalities, one involved a motorcyclist. He gave information on a four hour course entitled “Biker Down” designed by bikers for bikers, the course focussed on three key areas: accident scene management, first aid for motorcyclists and the science of being seen. Community Councillor Taylor referred to the European Global Satellite-based navigation whereby an App could be downloaded to a mobile phone and 999 would be dialled if a person was involved in an accident. Councillor Bell expressed concern relating to the recent fatalities at Clovenfords and Horsburgh Ford. Innerleithen Community Fire Station held a road safety event on the 20 August, in partnership with the local CO-OP, to highlight the work they did within the community and road safety. West Linton Community Fire Station would hold an open day on Saturday 3 September with representation from Police, SAS and Mountain Rescue. Peebles were currently planning their event. It was noted that Fire Fighter Raymond Nicol had

retired in July from the Scottish Fire and Rescue Service after serving at West Linton Fire Station for 37 years.

**DECSION
NOTED.**

The meeting concluded at 8.20 p.m.

SCOTTISH BORDERS COUNCIL
TWEEDDALE AREA FORUM
A72 ACTION SUB-COMMITTEE

MINUTE of the MEETING of the
TWEEDDALE AREA FORUM A72
Action Sub-Committee held in the
Council Chamber, Rosetta Road,
Peebles on 6 September 2016 at 6.00
p.m.

- Present:- Councillors K. Cockburn (Chairman), S. Bell.
Community Councillor I. Lamb (Lamancha, Newlands and Kirkurd)
Community Councillor J. Crawley, (Royal Burgh of Peebles and District),
Community Councillor G. Thornton (Walkerburn Community Council),
Community Councillor J. Waddell (Manor, Stobo and Lyne), PC D. Sorrell,
(Police Scotland).
- Apologies:- Community Councillors M. Douglas, R. Tatler. Inspector M. Bennett.
- In Attendance:- Asset Manager (D. Richardson), Network Manager (B. Young),
Neighbourhood Assistant Area Manager (E. Nicol), Democratic Services
Officer (K. Mason).

WELCOME

1. The Chairman welcomed PC Dianne Sorrell, John Crawley, and George Thornton to their first meeting of the Sub-Committee.

MINUTE

2. The Minute of meeting of the Tweeddale Area Forum A72 Action Sub-Committee held on 24 March 2016 had been circulated.

**DECISION
APPROVED.**

A72

3. There had been circulated copies of a briefing note prepared by the Asset Manager and the Network Manager. The note summarised the matters discussed by the Sub-Committee at their meetings held on 24 March and 16 May 2016. The note advised that the Council's Asset Management section was responsible for Revenue and Capital maintenance works in connection with all adopted Roads, Bridges and St Lighting assets. In undertaking this role Officers used inspection and condition information to evaluate assets which had been identified as being in need of treatment or repair. This evaluation process allowed an annual planned programme of works to be compiled for completion within the level of budgets allocated. The asset types / treatments were detailed in the report together with the projects which had been included in the planned programme of works on the A72 between Galashiels and Skirling for the year 2016/17.
4. A report on the A72 had been presented to the Tweeddale Area Forum on 2 September 2015 which advised on the position regarding the condition of the A72 and on the identified sections highlighted for Surface treatment. The report advised that the Council participated in a national assessment of road conditions, Scottish Road Maintenance Condition Surveys (SRMCS). This information produced a road condition indicator consistently across all roads in Scotland. The survey measured a number of condition criteria, namely:- (a) texture (roughness of the road); (b) rutting (wheel tracking); (c) longitudinal profile (smoothness of ride); and (d) cracking. The Statutory

Performance Indicator for the condition of the Scottish Local Authority road network was defined as “the percentage of the road network which should be considered for maintenance treatment”. Information on the overall results from the SRMCS and the RCI were detailed in the report.

5. In relation to the Capital Scheme the report advised that over the years as well as implemented improvements such as Clovenfords to the Nest potential schemes had been identified on certain locations on the A72 and these were detailed in the report. However only a revised Dirtpot Corner scheme was currently in the Council’s 10 year financial plan and the prospects for future major schemes were very limited in the current economic climate.
6. A list of specific topics and issues raised at previous meetings of the sub-committee together with Officers’ comments is detailed in the Appendix to this Minute.
7. Iain Lamb referred to speed limit where the A72 joined the A701 and referred to the centre of Blyth Bridge off the A72 and the dangers when children got on and off schools buses where there was no speed limit. Officers confirmed that a review of this speed limit was on their list. In regard to flooding issues in the Blyth Bridge Area, David Richardson advised he would take these issues back to his team and advised that SEPA would be involved. George Thornton and Councillor Bell expressed concerns regarding the two sections of the A72 between Clovenfords and Walkerburn as detailed in para 10 of the appendix and it was agreed that Officers would look at this again and meet with Councillor Bell so he could show the areas of concern. John Crawley referred to road markings at Lyne Station and advised they were very faint and you could not rely on them on a misty night. David Richardson would check this out. Members then went on to discuss cycling and Brian Young undertook to liaise with Graeme Johnstone regarding alternative signs for cycle paths. It was noted that although Tweedlove was growing every year there was not a great deal to promote the safety of cyclists and it was felt that the Council needed to concentrate more on cyclists and cycling tourism. A comment was also made that that there should be an audit or review of signage on the A72 and Brian Young advised he would look into this request. In regard to paragraph 7 of the appendix John Waddell advised that the bushes had been cut back at Lyne Station and referred to lack of warning signs in the area. Brian Young advised he would check this out but thought there would be a warning sign in place. Elaine Nicol advised that Jason Hedley was making arrangements with Neighbourhood Services to cut back foliage west of Peebles; the turnoff signs at Drochill were obscured with foliage. A similar exercise would be organised to cut back foliage overhanging any of the advance warnings signs from Peebles to the Nest. Elaine Nicol also referred to the footpath between Eshiels depot and Peebles which was overgrown with branches and foliage this would be being cut back although land belonged to the Council it was maintained by Borders Forestry Trust and she hoped they would contribute towards the work.
8. With reference to paragraph 3 of the Appendix, Councillor Bell asked that the anti-skid surfacing, particularly the one at Clovenfords, be put on the list of recommendations to ensure this work would be considered within the future programmes of work.
9. With reference to paragraph 4 of the Appendix, Councillor Bell asked that central white lines which were disappearing at the section near the entrance to Holylee House and at the entrance to the Torwoodlee Forest plus the addition of the A72 out towards Neidpath Castle, be put on the list of recommendations to ensure this work would be considered within the future programmes of work.

10. Councillor Bell asked Officers to look at the entrance at Caerlee Estate. Turning to the left from the estate was okay but if you were turning right the visibility was not good because of the position of a wall in that area. Brian Young advised he had spoken to a Mr Morris about this, he was unsure how this could be resolved and advised perhaps the owners should take their wall down. Councillor Bell would send an email to Brian Young giving details of the situation to date.
11. With reference to paragraph 12 of the Appendix, George Thornton advised that he felt that the 30 mph sign at Clovenfords was too close to the roundabout.
12. A paper prepared by the Royal Burgh of Peebles and District Community Council was tabled at the meeting. This gave information in relation to conditions of the roads etc. relating to (a) Peebles Town limit to Peebles Old Parish Church, (b) Peebles Old Parish Church to the 30mph signs on the Innerleithen Road, (c) Peebles Town limit (east) to Glentress junction; and (d) A72 from the Glentress junction to Dirt Pot Corner. John Crawley gave background information relating to the report and passed on several photographs to Officials. Officers would pass on the full survey to Neighbourhood Services to enable them to check the items listed.
13. Iain Lamb commented that the A72 West of Peebles was in a terrible state, and he felt that more consideration was given to repair and work on the Peebles and the Eastern sections of the A72, the Chairman advised that Officers did their best with the budget available and David Richardson also referred to the sums of money and repairs recently spent on the Western section of the A72, but Iain Lamb still felt there was an issue. Councillor Cockburn advised that Iain Lamb might wish to consider putting this forward to the group as a potential recommendation.
14. The Chairman reminded Members that he would be asking them to bring forward suggestions for recommendations to the Area Forum, at the next meeting. Up until this point the Sub-Group had mainly concentrated on current issues, and short term issues of a smaller nature, these discussions had been excellent, and might allow the Sub-Committee to realise some quick wins, but discussion of such matters would now draw to a close, as the Sub-Committee needed to be strategic in its thinking, and attempt to make valid and relevant recommendations in the time still available, bearing in mind that the Council term was drawing to a close and there were only 2 more meetings of the Tweeddale Area Forum to which a report could be considered.

DECISION

AGREED that Members bring with them to the next meeting suggestions for recommendations to the Tweeddale Area Forum, thinking along the lines of what could be improved in the short term, mid to long term and long term as follows – (a) Short Term - as previous minutes and papers described; Old town crossing discussions; Caerlee Corner; Neidpath Corner; (b) Mid to Long Term - Caerlee Corner; Dirtpot Corner; Scrutiny Committee investigation into Timber Transport and other similar vehicles; Woodend – Tighnuilt; Decriminalised Parking Enforcement; Road related accidents and investigations; Possibility of continuing the action group; and (c) Long Term: Possible 2nd Tweed bridge in/near Peebles; Development of Peebles and other urban areas; Future flood mitigation plans for the Tweed Valley; Use of different and new materials for road repairs.

15. DATE OF NEXT MEETING

The next meeting would be held on Thursday, 20 October 2016 at 6.00 p.m. in the Council Offices, Rosetta Road, Peebles.

The meeting concluded at 7.30 p.m.

TWEEDDALE AREA FORUM – A72 ACTION SUB-COMMITTEE
16 MAY 2016
APPENDIX

1. The Asset Manager undertook to ascertain if the A72 had received any unexpected benefits from the Bellwin Scheme and advise members accordingly.

Response - There were no repairs undertaken on the A72 which were related to the Bellwin Scheme.

2. The red gateways of road at the entrance to the town & villages at the 30mph signs ... both ends of Clovenfords, both ends of Walkerburn and the East end of Innerleithen are all worn and need refreshing.

Response - the replacement of red gateways compete against the planned surface treatment programme being undertaken each year. Unfortunately, when a decision has to be taken on an area of deteriorating carriageway and an area which has more of an aesthetic value, the deteriorating carriageway is currently always going to come out on top.

3. The anti-skid surfacing at the following locations are unduly worn a) the approach onto the Nest Roundabout from Clovenfords [the other two approaches are not as worn] and b) the section just before the entrance to Holylee House.

Response - these high friction areas also compete against the planned surface treatment programmes. This type of friction treatment has been placed for a specific reason, i.e. to assist road users when approaching a junction, or at a location which has been identified for treatment due to carriageway deterioration or clusters of injury related accident. However, an added burden in replacing these proprietary surfaces, (and this also applies to the red gateway areas), is that the existing carriageway surface must first be removed and replaced to a depth of 40mm, before the supplementary friction/red treatment is then applied. This means that the cost/square metre to replace these areas is higher than normal re-surfacing, which again puts pressure on limited budgets. We are currently investigating the use of a surfacing material which has a high Polished Stone Value (PSV), which would eliminate the need for the supplementary high friction surface on the top. Hopefully trials may be undertaken later this year depending on the outcome of a cost comparison exercise.

4. The central white line is disappearing a) at the section near the entrance to Holylee House and b) at the entrance to the Torwoodlee Forest.

Response - the Council's lining programme is based and prioritised on a reflectivity survey which in 2016/17 was commissioned to an external consultant. This survey information was then rated using scoring criteria which included, traffic flows; road alignment; accidents. Whilst there are some localised sections of the A72, between The Nest and Peebles, which have been identified as requiring re-lining, overall this section of carriageway has not been placed within the top nine sections of the A Class network which have been listed to be re-lined during 2016/17. It should be noted, however, that the sections of the A72, just to the west of Galashiels and between Peebles and Hallyne, are priorities 1 & 3 within this year's white lining programme and should be undertaken during the next few months.

5. Community Council representatives identified a number of sections of the A72 which were in a poor state of repair. Much of the road between Peebles and the entrance to Castle Craig hospital was characterised by corroded edges and patched potholes. The overall impression of the road was that the surface was generally poor, rough and uneven. It was not possible to list particular points in the road as there were potholes and damaged edges on most parts of the road. Potholes were often in groups and although they had been patched, were still rough and uneven. Further towards Skirling, the road continued to be damaged and patched in many places.

Response - Identified surface defects will initially be dealt with by Neighbourhood Services as part of the Council's cyclic inspection and repair process. The permanent repair of these areas would be undertaken as part of the Council's planned Revenue and Capital Works Programme for the Tweeddale area. In 2016/17 permanent patching works will be undertaken on the A72 between Thornielee and Walkerburn, later this year.

6. The area at the bend near Mountbog was under water for large parts of the winter and subject to temporary traffic lights for a long period. This remained an area of risk from flooding and the road remained damaged and uneven

Response – earlier this year officers of the Council met with the landowner of the field adjacent to the flooded section of road and a representative of SEPA. The meeting was to discuss why the road was becoming more prone to flooding and to find possible solutions to resolve future flooding. At the meeting the landowner produced an old drainage drawing of his field which showed a network of pipes in the fields that could be investigated. There is also the consideration of clearing some of the silt and accumulated debris within the manmade ditch/burn that runs parallel with the road. This work, however, would need to be undertaken in accordance with SEPA guidelines and permissions.

7. Concerns were raised relating to the sight lines coming out of Lyne Station because of bushes and small trees not being cut.

Response – Neighbourhood Services staff have since cut back the visibility splay referred to. There are still two bushes in the adjacent field which, if removed, would further improve visibility. Area staff continue to deal with this by contacting the landowner, Wemyss and March Estates.

8. The junction of the A72 and the A701 remained problematic due to its position on the side of a hill and there were still regular near misses. It would be useful to have a speed limit there and it could be incorporated into a limit which would also cover the village of Blyth Bridge.

Response - This request has been added to, and will be considered at the next speed limit review

9. Community Councillor Douglas submitted that something needed to be done regarding Caerlee Corner, Innerleithen and he referred to the speed of traffic coming into Innerleithen.

Response - The previously ordered additional signing and lining work has now been completed at the location and agreement has been reached, with Police Scotland, to promote a new 40 mph speed limit over this section of road. A detailed briefing paper

on the background to the Caerlee Corner and further proposals went to the August Tweeddale Area Forum.

10. Councillor Bell remains of the view that there are two sections of the A72 between Clovenfords & Walkerburn that need crash barriers on the river (southern) side of the road. a) At and round the first corner (on a downhill slope) following the Thornielee Forest entrance as you travel west bound.

Response - The route will have been assessed in the past but the guidance has changed considerably since then. The old rule of thumb was if it was > a 6m drop (or other inherent danger) then a safety barrier was required but is now more complex with multiple factors under headings such as location, road classification, collision data, and consequential effect. It also has to be recognised that at some locations it can be safer to allow vehicles to leave the road rather than potentially deflect them into oncoming vehicles. A very preliminary look on site at the two locations described would suggest that they are sufficiently back from the river course to make it unlikely that errant drivers would end up there.

11. Clovenfords CC (via Cllr Bell) asked why the foot-path on the south side of the A72 which runs from Clovenfords to the Caddonlee entrance stops there and does not run on until the Nest roundabout.

Response - This would have been decided at the design stage of the bypass and been consulted on at that time. No documented detail could be found but it is suspected a decision was based on a lack of demand/need basis at that time.

12. Clovenfords CC (via Cllr Bell) still wonder why both Innerleithen and Walkerburn merit 'count-down' signs leading up to the 30mph on both sides of their town/village. But this is not seen as necessary for Clovenfords.

Response - Nationally the use of Countdown boards is no longer encouraged. The Department of Transport traffic Advisory leaflet 1/04 notes "As a general rule the department does not authorise the use of countdown signs. This is primarily because they have been shown to have little effect on vehicle speeds. Only in exceptional circumstances where both written and photographic evidence shows insurmountable visibility problems associated with speed limit terminal signs might consideration be given to their installation."

The department's own before and after studies on the subject illustrated that speed reduction, even at the point of the limit, was minimal and the internal report concluded:

The results are mixed, but by using the data for the traffic exiting the settlement as a control for the effects of weather etc. The average & 85th%ile speeds show a drop of 0.7mph and a reduction of 5.5% in the number of vehicles exceeding the limit. Given the cost of producing the signs and erecting the poles they do not seem to offer good value for money.

This has led to an "unwritten policy" of retaining the existing countdown boards within the area, but for subsequent requests to look to alternative speed reducing measures

This page is intentionally left blank

DISABLED PERSONS PARKING PLACES - TRAFFIC REGULATION ORDER

Report by Chief Officer, Roads

TWEEDDALE AREA FORUM

23 November 2016

1 PURPOSE AND SUMMARY

- 1.1 This report proposes to amend The Scottish Borders Council (Disabled Persons Parking Places) Order 2015.**
- 1.2 Since the making of the original order in 2015 a number of additional requests have been received, as well as bays which are no longer required and have been removed. This report details the amendments within the Tweeddale area as part of a region-wide Traffic Regulation Order (omitting those which are no longer required since the beginning of consultation).

2 RECOMMENDATIONS

- 2.1 I recommend that the Tweeddale Area Forum approves the amendment of disabled parking places in the Tweeddale Area listed in Appendix A (as amended by removals) to The Scottish Borders Council (Disabled Persons Parking Places) Order 2015.**

3 BACKGROUND

- 3.1 The Disabled Persons Parking Places (Scotland) Act 2009 came into effect on 1 October 2009 and imposed a duty on Local Authorities to provide advisory on-street parking places for disabled persons.
- 3.2 Under the Council's Scheme of Administration, Area Forums approve the making of temporary, permanent or experimental orders for the regulation of traffic.
- 3.3 The proposed Traffic Regulation Order (TRO) covers the whole of the Scottish Borders Council Area and this Area Forum is asked only to approve disabled bays within its own area.
- 3.4 Since the TRO was prepared and advertised, a number of disabled bays are now not required and have been brought to our attention for removal. These bays will not be included in the final TRO and are shown as struck off in the draft schedule shown in Appendix A. This could have been for any number of reasons, such as death or failure to renew the blue badge.
- 3.5 Statutory Consultation on the proposals was carried out from 28 June 2016 to 26 July 2016. No adverse comments or objections were received.
- 3.6 The proposals were advertised to the public from 15 August 2016 to 16 September 2016. Thirteen objections were received, twelve regarding TW052 South Park West, Peebles detailed in 3.7 and one relating to TW039 High Cottages, Walkerburn detailed in 3.8. Plans of these bays are shown in Appendix B.
- 3.7 Twelve objections were received regarding the parking bay TW052 South Park West, Peebles. These objections were on the grounds that the applicant has a driveway, the parking bay is causing a road safety concern/obstruction and various comments relating to the applicant's Blue Badge eligibility. Officers have investigated and are satisfied that the Blue Badge is valid, although due to the concerns of obstruction and road safety, it is recommended that the bay be removed from the TRO and subsequently removed from site.
- 3.8 One objection was received regarding the parking bay TW039 High Cottages, Walkerburn on the grounds that the applicant has now moved home. Officers have created two parking bays in this location and have arranged for one to be removed as a result of this.

4 IMPLICATIONS

4.1 Financial

The costs associated with signs and lines have already been incurred when the disabled bays were introduced as advisory bays under the Disabled Persons Parking Places (Scotland) Act 2009. The only remaining costs are associated with advertising and making of the Traffic Regulation Order.

Advertising region-wide TRO £3,000

These costs would be borne by Network's Aids to Movement budget.

4.2 Risk and Mitigations

(a) The risks of not proceeding with the recommendation are that the

bays would not be enforceable.

- (b) There are no perceived risks of proceeding with the recommendation.

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 impacts on the carbon emissions arising from the proposals contained in this report.

4.6 **Rural Proofing**

It is anticipated that there are no adverse effect on the rural are 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 any comments received have been incorporated into the final report.

Approved by

David Girdler
Chief Officer, Roads

Signature

Author(s)

Name	Designation and Contact Number
Gary Haldane	Assistant Engineer - Road Safety & Traffic Management 01835 82 6642

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, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, Email eittranslationrequest@scotborders.gov.uk

Appendix A

Peebles

TW036	Witchwood Crescent (north west side)	25m south of termination of Witchwood Crescent, south for 6.6m
TW043	Rose Park (south side of car park)	Final space in existing car parking area (most westerly)
TW046	North Street (west side)	18m north of junction with George Place, north for 6.6m
TW047	North Place (east side)	33m south of junction with Kingsland Square, south for 6.6m
TW048	Cross Street (west side)	17m south of junction with Crossland Crescent, south for 6.6m
TW050	Rosetta Road (most northerly parking area outside Violet Bank)	Most southerly bay
TW051	Rosetta Place (west side)	14m north of junction with Kingsland Square, north for 6.6m
TW052	South Park West (west turning head)	most south westerly bay

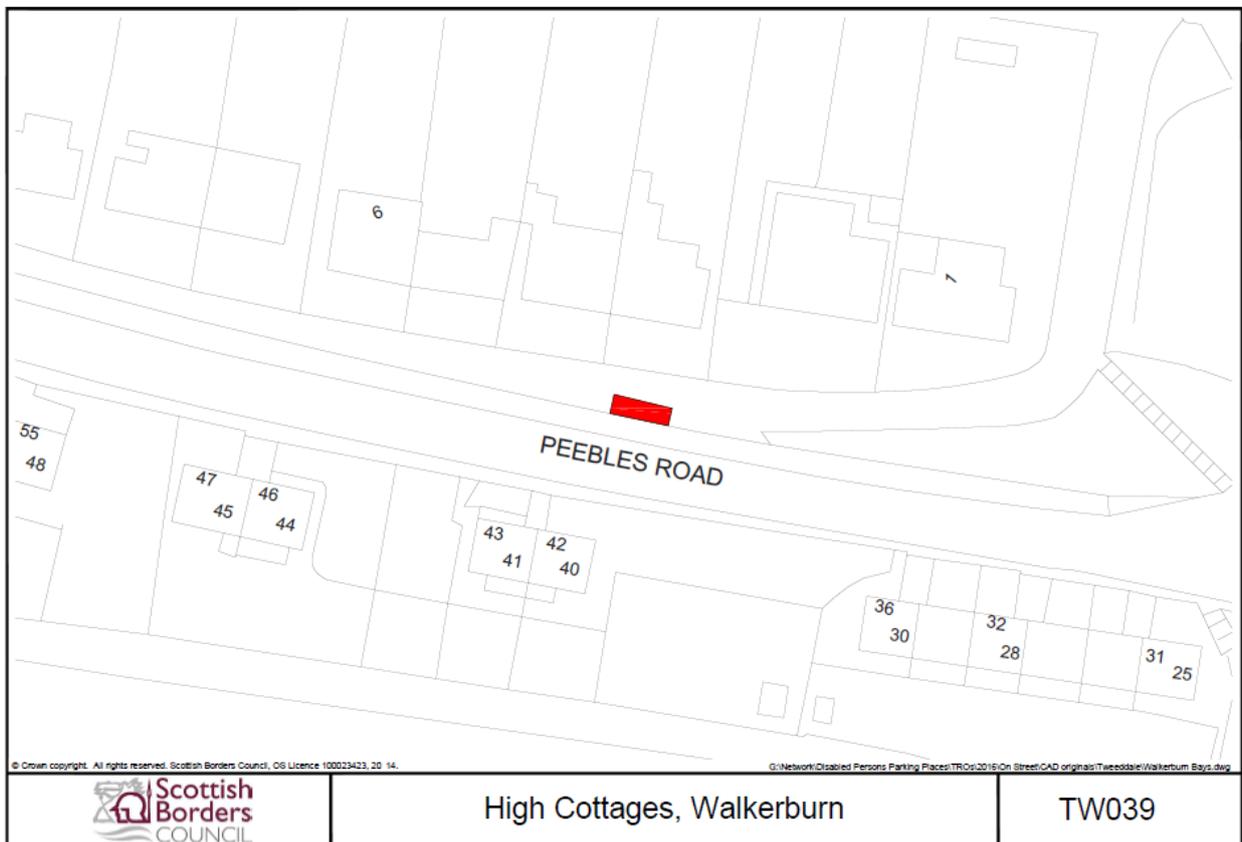
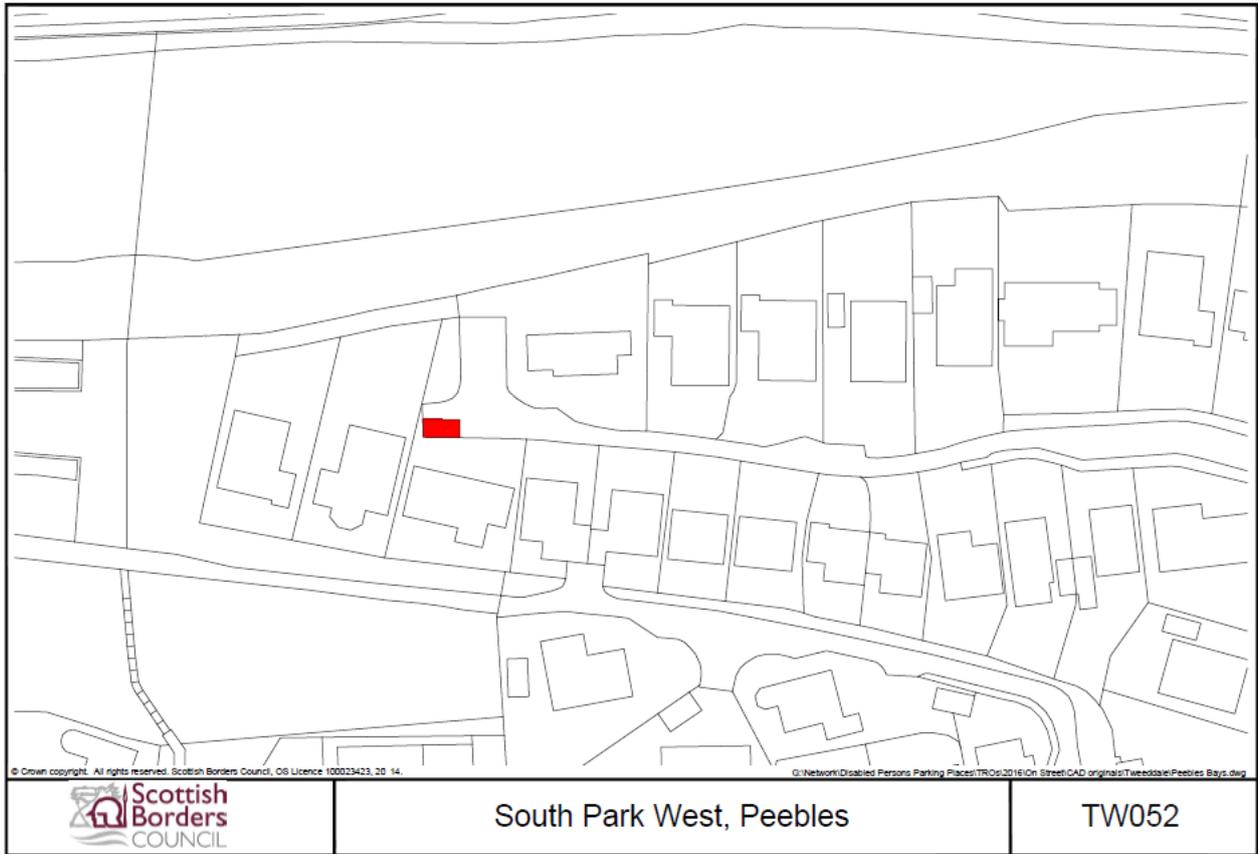
Innerleithen

TW038	Craig Terrace (north east parking area)	Most easterly bay
TW041	Craig Terrace (north east parking area)	Fourth most easterly bay
TW042	Chapel Street (west side)	11m north of car park entrance, north for 6.6m
TW044	High Street (north side)	92m east of junction with Hall Street, east for 6.6m

Walkerburn

TW035	Tweedholm Avenue East (south side)	69m east of junction with Hall Street, east for 6.6m
TW039	High Cottages (south side)	190m east of its junction with A72, east for 6.6m
TW040	Tweedholm Avenue East (south side)	3m east of junction with Hall Street, east for 6.6m

Appendix B



This page is intentionally left blank

SPEED LIMIT REVIEW 2016

Report by Chief Officer, Roads

TWEEDDALE AREA FORUM

23 November 2016

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes to introduce a 40mph speed limit in the vicinity of Caerlee Corner.**
- 1.2 The A72 at Caerlee Corner was assessed in the 2015 Speed Limit Review for a 30mph speed limit extension and did not meet the criteria.
- 1.3 Local Members and the local Community Council requested that the site be re-assessed for a 40mph buffer zone supported by the continuing accident record and the high degree of local concern.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Tweeddale Area Forum approves the amendment to The Scottish Borders Council Various Roads (40mph Speed Limit) Order 2004 to include the section of A72 shown in Appendix A and described 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 had been made (generally seeking lower speeds) or on sites which officers had identified as warranting investigation.
- 3.3 The A72 at Caerlee Corner was assessed in the 2015 Speed Limit Review for a 30mph speed limit extension and it did not meet the criteria.
- 3.4 Local Members and the local Community Council requested that the site be reassessed for a 40mph buffer zone supported by the continuing accident record and the high degree of local concern. The extent of the proposed 40MPH limit is shown in Appendix A and described in Appendix B.
- 3.5 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.
- 3.6 Statutory Consultation on the proposals was carried out from 19 September 2016 to 17 October 2016. No comments or objections were received during this period.
- 3.7 The proposals were advertised to the public from 27 October 2016 to 25 November 2016. No comments or objections were received during this period.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relates to the advertising costs and the provision of new signs. Approximate costs are as follows:-;

Advertising	£1,500
Signs	£1,000

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

4.2 Risk and Mitigations

- (a) 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.
- (b) The risk of proceeding with the introduction of the speed limit at this site is that an errant vehicle may strike a sign post holding the signs necessary to indicate the restriction. This risk will be mitigated by design of appropriate sign pole.

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, Chief Legal Officer, Chief Officer Audit and Risk, Chief Officer Human Resources and the Clerk to the Council have been consulted and any comments received have been incorporated into the report.

Approved by

David Girdler
Chief Officer, Roads

Signature

Author(s)

Name	Designation and Contact Number
Gary Haldane	Assistant Engineer - Road Safety & Traffic Management 01835 82 6642

Background Papers: None

Previous Minute Reference: N/A

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

Contact us at Jacqueline Whitelaw, Place, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email eittranslationrequest@scotborders.gov.uk.

Various Roads (40mph) Order 2004 Amendment 2016

Add as follows:-

A72 Peebles Road, Innerleithen

That length of Route A72 from a point 376metres or thereby west of its junction with the western kerbline of B709 Traquair Road, westwards then northwards for a distance of 471 metres or thereby

This page is intentionally left blank

SCOTTISH BORDERS COUNCIL - TWEEDDALE AREA
PUBLIC HOLIDAYS 2017

	<u>PEEBLES AREA</u>	<u>INNERLEITHEN AND WALKERBURN</u>
NEW YEAR 2016	MONDAY 2 JANUARY TUESDAY 3 JANUARY	MONDAY 2 JANUARY TUESDAY 3 JANUARY
SPRING HOLIDAY	MONDAY 3 APRIL	MONDAY 3 APRIL
MAY DAY	MONDAY 1 MAY (EXCEPT FOR SHOPS WHICH WILL TAKE 8 MAY TO AVOID CONFLICT WITH THE EDINBURGH AND GLASGOW HOLIDAYS)	MONDAY 1 MAY (EXCEPT FOR SHOPS WHICH WILL TAKE 8 MAY TO AVOID CONFLICT WITH THE EDINBURGH AND GLASGOW HOLIDAYS)
VICTORIA DAY	MONDAY 29 MAY	MONDAY 29 MAY
BELTANE	SATURDAY 24 JUNE	
ST RONAN'S DAY		SATURDAY 15 JULY
TRADES' HOLIDAY	SATURDAY 29 JULY TO SATURDAY 12 AUGUST	SATURDAY 29 JULY TO SATURDAY 12 AUGUST
SHOP HOLIDAY	MONDAY 31 JULY	MONDAY 31 JULY
ST ANDREW'S DAY	MONDAY 27 NOVEMBER	MONDAY 27 NOVEMBER
CHRISTMAS	MONDAY 25 AND TUESDAY 26 DECEMBER	MONDAY 25 AND TUESDAY 26 DECEMBER
	<u>Glasgow</u>	<u>Edinburgh</u>
New Year 2017	Monday 2 and Tuesday 3 January	Monday 2 Tuesday 3 January
Spring Holiday		Monday 10 April
Easter	Friday 14 April and Monday 17 April	Friday 14 April and Monday 17 April
May Day	Monday 1 May	Monday 1 May
Victoria Day		Monday 22 May
Spring Holiday	Monday 29 May	
Trades' Holiday	Commence Saturday 15 July	Commence Saturday 1 July
Autumn Holiday	Monday 25 September	Monday 18 September
Christmas	Monday 25 and Tuesday 26 December	Monday 25 and Tuesday 26 December

This page is intentionally left blank