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EILDON LOCALITY COMMITTEE THURSDAY, 22 JUNE, 2017

A MEETING of the EILDON LOCALITY COMMITTEE will be held in the COUNCIL CHAMBER, COUNCIL HEADQUARTERS, NEWTOWN ST BOSWELLS on THURSDAY, 22 JUNE 2017 at 6.30 pm

J. J. WILKINSON,
Clerk to the Council,

15 June 2017

BUSINESS		
1.	Welcome and Introductions	
2.	Appointment of Vice Chairman	
3.	Apologies for Absence	
4.	Order of Business	
5.	Declarations of Interest	
6.	Minute (Pages 1 - 6) Minute of the meeting of Eildon Area Forum held on 9 March 2017 to be noted (copy attached).	2 mins
7.	Partner Updates (Pages 7 - 24) (Copy of Scottish Fire & Rescue Service report and Plan 2014-2017 attached).	15 mins
8.	Neighbourhood Small Schemes (Pages 25 - 28) Consider report by Neighbourhood Area Manager (copy attached).	15 mins
9.	Selkirk Town Centre Streetscape Project (Pages 29 - 42) Consider report by Service Director, Assets and Infrastructure seeking approval to re-determine public right of passage over areas in and adjacent to Market Place, Kirk Wynd and the A7 in Selkirk Town Centre (copy attached).	10 mins
10.	Various Streets, Selkirk - Traffic Regulation Order (Pages 43 - 58) Consider report by Service Director, Assets and Infrastructure proposing amendments to the Traffic Regulation Order for Selkirk (copy attached).	10 mins

11.	Open Questions Opportunity for members of the public to raise any issues not included on the agenda	5 mins
12.	Community Council Spotlight Consider matters of interest to Community Councils.	10 mins
13.	Any Other Items Previously Circulated	
14.	Any Other Items which the Chairman Decides are Urgent	
15.	Meeting Dates 2017 - 2018 14 September 2017 7 December 2017 8 March 2018 10 May 2018 Discussion on venues	

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 G. Edgar (Chairman), S. Aitchison, A. Anderson, M. Ballantyne, K. Drum, E. Jardine, T. Miers, D. Parker, H. Scott, E. Thornton-Nicol.
Community Council representatives.

Please direct any enquiries to Fiona Walling, 01835 826504 fwalling@scotborders.gov.uk

**SCOTTISH BORDERS COUNCIL
EILDON AREA FORUM**

MINUTE of Meeting of the EILDON AREA FORUM held in the Waverley Chambers, Transport Interchange, Galashiels on Thursday, 9 March 2017 at 6.30 pm

- Present:- Councillors B White (Chairman), S. Aitchison, M BaChristmas25!antyne (from para 2), V. M. Davidson, G Edgar, I. Gillespie, B Herd, D. Parker, J. Torrance.
Community Council representatives:- Rick Kenney (Galashiels), T Cotter (Lilliesleaf, Ashkirk & Midlem), D & R Purvis (Tweedbank), J. Paton-Day (Earlston), J. Mackenzie (Stow), R. French (Newtown & Eildon), J McLaren, Employee Director (NHS Borders), Stephen Mitchell (Scottish Fire & Rescue Service).
- Apologies:- Councillor J. Mitchell, Inspector A. Hodges (Police Scotland).
- In Attendance:- Neighbourhood Area Manager (C Blackie), Democratic Services Officer (F Henderson), Assistant Engineer – Roads (Gary Haldane)
- 1 member of public.

1. **MINUTE**

There had been circulated copies of the Minute of 8 December 2016.

DECISION

APPROVED for signature by the Chairman.

2. **PARTNER UPDATES**

2.1 **NHS Borders**

In his update, Employee Director John McLaren firstly explained that he would not be reporting on performance as this was detailed on the website. Mr McLaren went on to explain that NHS Borders would be attending each of the Area Forums to discuss how best to engage with the Forum to allow more meaningful engagement. Mr McLaren spoke about the upcoming Staff Awards, which included 13 awards and the Chairman's Award, 8 of which were being sponsored by Local Businesses. A press release would be given with regard to the financial plan coming to the Board on 6 April 2017 and the meeting was open to all. Mr McLaren spoke of the challenging financial year in terms of pay uplifts, apprenticeship levies and the expectation to work joint Boards. In response to questions in relation to staffing levels, the possible extension to Selkirk Health Centre and Data missing from the Performance Data Website, Mr McLaren agreed to provide information at the next meeting of the Forum. In response to a question about the admissions of elderly people, being higher than the number of beds available, Mr McLaren explained that there were various ongoing projects looking at the matter and the results would be reported to a future Area Forum.

2.2 **Scottish Fire and Rescue Service**

There had been circulated copies of a report to inform the Eildon Area Forum of the Scottish Fire and Rescue Service activity since the last forum on 8 December 2016. Following a summary of Response and Resilience activity the report went on to list and detail areas of partnership working and ongoing Prevention and Protection work in the Eildon area. As in all local stations SFRS staff provided home fire safety visits all year

round. These focussed on identifying and reducing the risks of fire in the home. Smoke detectors with a 10 year battery life were provided as part of this free service. Staff were delivering road safety awareness training to students from Borders College. The year on year initiative delivered during the academic year targeted young drivers and prospective drivers from across the entire Scottish Borders. SFRS staff would also be supporting the Under 17s Borders Drivewise Project, which would be delivered over 14 days from April to October at Charterhall airfield near Duns. All 9 secondary schools would be participating. As a direct result of SFRS working in partnership with TD1 and Community Learning Development delivering the pilot diversionary project a formal contract had been established with a TD1 participant to engage in direct mentoring in employability skills and vocational training, attending Galashiels every Tuesday night with the retained crew. For Primary 6 pupils, the initiative Firesharp provided face to face education within local primary schools on matters of fire risk and prevention. Moving into spring the seasonal community safety calendar and thematic action plan would focus on the following areas:- anti-social behaviour; deliberate fire setting; Muirburn Code and Wildfire. Stephen Mitchell, Station Manager, Galashiels was present at the meeting to answer questions.

DECISION

NOTED the updates.

3. SMALL SCHEMES AND QUALITY OF LIFE PROJECTS

Neighbourhood Area Manager, Craig Blackie, gave a verbal update on the progress of schemes and projects under the Small Schemes and Quality of Life budgets. He advised that there was less than £1,700 remaining from the total of £74,000 in the Small Schemes budget for the Eildon area. With regard to the Quality of Life budget there remained £950, and £319 in the Galashiels & District and the Selkirkshire wards, respectively. Councillor Parker welcomed the fact that Councillors and Community Councillors had identified worthwhile projects of community benefit on which to spend this money. It was highlighted that some schemes were weather dependent, but if approved and not completed prior to the end of the financial year, the scheme would be carried forward.

DECISION

NOTED the update.

4. THE LOAN, GATTONSIDE – LENGTH RESTRICTION ORDER

There had been circulated copies of a report by the Chief Officer, Roads which proposed to introduce a restriction on the length of vehicles permitted to use The Loan, Gattonside. The report explained that concerns had been raised regarding the use of The Loan in Gattonside by longer vehicles which the road could not accommodate. In order to prevent this and the associated damage to property, it was proposed to introduce a restriction on the length of vehicles. The report detailed the background to the proposal, the proposal itself and the financial implications. Statutory Consultation was underway and no adverse comments had been received to date.

DECISION

APPROVED the making of the Scottish Borders Council (The Loan, Gattonside) (Length Restriction Order) 2017 and delegated authority to the Chief Officer (Roads) to implement the TRO's assuming that no objections were received during the consultation period.

5. VARIOUS STREETS, SELKIRK – TRAFFIC REGULATION

There had been circulated copies of a report by the Chief Officer, Roads proposing to amend the Traffic Regulation Order for Selkirk. The report explained that the previous amendment had been carried out in 2016. Since that amendment, proposals had been made regarding the town centre improvement scheme and additional amendments to improve road safety and traffic management in the town. These had been collected into the proposed amendment and detailed in the Appendix to the report. Statutory

consultation on the proposals was underway and no adverse comments or objections had been received to date.

DECISION

AGREED to approve the amendments to the Scottish Borders Council (The Burgh of Selkirk (Prohibition and Restriction of Waiting and One-way Traffic working) Order 1972) and delegated authority to the Chief Officer (Roads) to implement the TRO's assuming that no objections were received during the consultation period.

6. VARIOUS STREETS, GALASHIELS – TRAFFIC REGULATION ORDER

There had been circulated copies of a report by the Chief Officer, Roads, proposing amendments to the Traffic Regulation Order for Galashiels. The previous amendment to the Galashiels Traffic Regulation Order (TRO) was carried out in 2016. Since that amendment, the existing traffic regulation order had been vetted and the amendments detailed in the report had been produced to tidy up the written orders. The report detailed the proposed amendments and the financial implications. There was considerable discussion with regard to the proposal to add No Waiting 10 p.m. – 4 a.m. Thursday – Saturday except Taxis to the Park Street end of Channel Street as detailed in the appendix to the report and there was a division of opinion.

VOTE

Councillor Aitchison, seconded by Councillor Ballantyne moved that the recommendation be approved, although amended to be implemented for a trial period of 6 months, reviewed and reported back to a future meeting.

Councillor Herd, seconded by Councillor Edgar moved as an amendment that the recommendation be refused.

On a show of hands Members voted as follows:-

Motion - 7 votes

Amendment - 2 votes

The motion was accordingly approved.

DECISION

AGREED:-

(a) to approve the proposed amendments to the Scottish Borders Council (The Borders Regional Council (Various Street, Galashiels) (Regulation of Traffic) Order 1990) and delegated authority to the Chief Officer (Roads) to implement the amendments assuming that no objections were received during the consultation period apart from for the proposal referred to in (b) below.

(b) that in respect of the proposed No Waiting restriction to the Park Street end of Channel Street, this be implemented for a period of 6 months after which it be reviewed and reported back to the Area Forum.

7. PENSION WISE SERVICE

Mr Ian Heard, Pension Wise Guidance Specialist, Citizens Advice Bureau, was present at the meeting to give a presentation on the Pension Wise project which began in 2015 to provide guidance to clients who had Defined Contribution Pension Schemes. The aim was to help people become more aware and knowledgeable about their pension options. The initial funding was for the Scottish Borders area but as the initial take up was lower than expected at the end of the first year he was asked to cover Dumfries and Annan to retain the full time position. Whilst the current position was still to be confirmed it looked likely that the funding would be reduced from 1 June 2017 resulting in a reduction of hours, although the project was planned to continue. Since the beginning of the project

the job had grown considerably to cover not only Pension Wise appointments but also promotion, training of Bureau volunteers, attending PACE events, meeting Councillors, MP's, MSP's and various other roles. Appointment numbers had grown steadily over the two years because of continued national advertising and also the considerable work being done locally to promote the service. There was a 40% increase in total appointments from this time last year. Initially the project was set up to be a one appointment only service. However, owing to the complexities of pensions and also the fact that clients wanted to re-check facts before making such an important decision meant that Pension Wise were now able to see people more than once. The major issues covered were six options open to clients, also providing information on the potential impact on tax and state benefits which could help prevent major issues in terms of losing benefit or having a large tax bill. Mr Heard went on to give details relating to promotional and other activities. Statistics provided by Ipsos/Mori had shown 92% of clients surveyed had been satisfied with the service provided. Online guidance was available from www.pensionwise.gov.uk; telephone appointments on 0300 330 1001 or at the local Citizens Advice Bureau.

DECISION

NOTED and thanked Mr Heard for his informative presentation.

8. SUPPLEMENTARY GUIDANCE ON RENEWABLE ENERGY.

8.1 The Chairman welcomed to the meeting Mr Charles Johnston, Principal Officer Plans and Research, to give a presentation on the Supplementary Guidance on Renewable Energy. Mr Johnston gave the background to the preparation of the Supplementary Guidance. One of the recommendations of the Local Development Plan, adopted on 12 May 2016, was to prepare, within one year, a Supplementary Guidance on Renewable Energy. Mr Johnston confirmed that a draft had been approved by Scottish Borders Council on 22 December 2016 and that there followed a 12 week public consultation period which would end on 17 April 2017. He explained how responses to the Supplementary Guidance could be made. In line with national support for the promotion of sustainable development and renewable energy the Council would continue to be supportive of renewable energy within appropriate locations. Shown within the presentation were maps of the Scottish Borders indicating all wind development applications of over 5 MW and under 5 MW, colour coded to show the status of each and the height to blade tip. Looking at the policy context of the guidance, Scottish Planning Policy reaffirmed support for renewable energy and the need to attain national energy targets. This was to achieve 100% of electricity from renewable energy by 2020. However a balance must be sought; emphasising the right development in the right place and not to allow development at any cost. The planning system should facilitate positive change while maintaining and enhancing distinctive landscape character. There was general support of renewable energy within the Local Development Plan. However if there were judged to be unacceptable significant adverse impacts, or effects which could not be satisfactorily mitigated, consent would only be granted if it was considered that the wider economic, environmental and other benefits outweighed any potential damage. The Guidance confirmed that the Council was also positive in its support of other renewable energy types; those referenced included micro renewables, field scale solar photovoltaics, biomass, energy from waste, anaerobic digestion, hydropower and ground source heat pumps.

8.2 Mr Johnston referred to the Wind Energy Spatial Framework within the draft Guidance and maps of the Scottish Borders were shown indicating: national scenic areas where wind farms would not be acceptable; areas of significant protection where wind farms may be appropriate in some circumstances; and areas with potential for wind farm development. Scottish Planning Policy also made reference to the need to consider Landscape Capacity and Cumulative Impact studies. As a strategic study and starting point, an updated Landscape Capacity and Cumulative Impact Study had been produced by consultants. Extracts from the study were shown in the presentation, including maps showing landscape capacity in areas of the Borders for turbines of different height ranges. A summary map of opportunities and constraints was also shown. Mr Johnston concluded the presentation by listing the development management considerations within

the Supplementary Guidance, including those not previously mentioned such as impacts on communities, built heritage and archaeology, tourism and recreation, natural heritage, opportunities for energy storage and contribution towards renewable energy targets. He advised that, following the consultation period an update of findings and conclusions would be referred back to elected Members in summer 2017. The Supplementary Guidance would ultimately be referred to Scottish Ministers to become part of the Development Plan. In the ensuing discussion the Chairman believed that the planning team deserved huge credit for their approach to the preparation of the Supplementary Guidance on Renewable Energy. He thanked Mr Johnston and encouraged members of the Area Forum to look at the guidance and to respond as part of the consultation.

DECISION

NOTED the presentation.

9. PREPARATION OF THE NEW LOCAL PLAN.

Mr Johnston's second presentation related to the preparation of a new Local Development Plan (LDP). He confirmed that, as part of a 5 year cycle, work on a new Plan was just commencing. He summarised the timeline for the production of the Plan and highlighted that the first stage, the Main Issues Report (MIR), would be prepared by December 2017. The MIR was a front runner to the LDP which in essence sought to identify a range of issues which the LDP should address. The MIR, which would be sent out for public consultation, identified preferred sites for houses as well as alternatives. It also proposed where planning policies could be updated, removed or merged. The MIR sought public opinion on a range of matters such as the main aims of the LDP, proposals for allocation of employment sites, housing policy, retail policy, regeneration issues, green space protection and climate change issues. Community engagement would be carried out through a series of exhibitions and workshops with community groups throughout the summer of 2017. Mr Johnston was thanked for his attendance.

DECISION

NOTED.

9. OPEN QUESTIONS

There were no open questions.

DECISION

NOTED.

11. COMMUNITY COUNCIL SPOTLIGHT

Nothing to report.

DECISION

NOTED.

12. REQUESTS FOR FUTURE AGENDA ITEMS

No items were brought forward.

DECISION

NOTED.

13. DATE OF NEXT MEETING

The next meeting would be held on Thursday 8 June 2017 at 6.30 pm at the Transport Interchange, Galashiels.

The meeting concluded at 8.10 pm

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SCOTTISH
FIRE AND RESCUE SERVICE
 Working together for a safer Scotland

Eildon Locality Committee Report 22nd June 2017
Scottish Fire and Rescue Service Report.

Purpose of the Report

The purpose of this report is to inform the Eildon Area Forum regarding Scottish Fire and Rescue Service activity since the last forum meeting on 9th March 2017.

Within the Local Fire and Rescue Plan 2014-2017 for the Scottish Borders five priorities are identified;

1. Reduction of Dwelling Fires
2. Reduction of Fire Casualties and Fatalities
3. Reduction of Deliberate Fire Setting (Not including Dwellings)
4. Reduction of Unwanted Fire Alarm Signals
5. Reduction in Road Traffic Collisions.

Response & Resilience activity in the Eildon Area*

Incident type	Occurrences	Detail	Casualties
Fire- House	9	9x accidental dwelling	3
Fire- Other	29	27x woodland/refuse 1 x retail outlet 1x farm building	0
Special Service	15	2 x medical responder 3x animal rescue 2x effect entry 5x RTC 3X Flood/water rescue	2X (RTC)
Unwanted Fire Alarm Signals	52	Various domestic & industrial	0

NOT PROTECTIVELY MARKED

Partnership Working

The Scottish Fire and Rescue Service (SFRS) community action team (CAT) within the Scottish Borders core work centres on creating referral pathways with partner agencies, the on-going delivery of the SFRS Home Fire Safety Visit (HFSV) policy and Enhanced HFSV for those deemed most at risk. The team continues to expand its partnership working with the key agencies including Police Scotland, Health, Social Care and Housing in order to focus on members of local communities at high risk from fire and achieve positive outcomes in helping to reduce overall numbers of accidental dwelling fires.

SFRS Command Officers continue to attend the Safety Advisory Group meetings to ensure SFRS assist in the production of appropriate Operational Plans for events within the Scottish Borders.

Prevention and Protection

Fire prevention and protection activity is key to reducing the number of fires, casualties and losses in Scotland thus minimising the economic and social impact of fire on communities. The seasonal community safety calendar provides the catalyst for a number of initiatives and schemes throughout the calendar year.

Activity that is ongoing now within the Eildon area;

- SFRS staff in all our local stations provide home fire safety visits all year round. These provide the householder with a home visit, focussing on identifying and reducing the risks of fire in the home. Smoke detectors with a 10-year battery life are provided as part of this free service.
- Galashiels staff are delivering road safety awareness training to students from Borders College. This year on year initiative, during the academic year targets young drivers and prospective drivers from across the entire Scottish Borders
- SFRS staff from Galashiels & Community Action Team are supporting the Under 17s Borders Drivewise Project. This is being delivered over 14 days from April to October at Charterhall airfield near Duns. All 9 Borders secondary schools are participating. It is anticipated approximately 700 students will receive driver awareness and road safety education as a result of this initiative.
- Appliances from Galashiels Community Fire Station were involved in a successful multi pump exercise at a Chemical Production site in Walkerburn on the 25th March to test our operational preparedness.
- All SFRS stations are participating in the British Heart Foundation initiative- Call Push Rescue. Stations are providing free CPR training to the public on a requests basis, year round to build resilience in the community and to drive down the numbers of people who die from cardiac arrest.
- SFRS working in partnership with TD1 Youth Hub, Galashiels, and Community Learning and Development are planning the second delivery of the award winning diversionary initiative for 8 students over this summer break
- SFRS staff from Galashiels are continuing to mentor a young person identified from TD1 project 2016 to engage in direct mentoring in employability skills and vocational training, attending Galashiels every Tuesday night with the retained crew.
- Firesharp is an initiative for Primary 6 pupils, providing face-to-face education within our local Primary schools on matters of fire risk and prevention.

NOT PROTECTIVELY MARKED

- Fire safety audits provide a targeted examination of a business premises and their relevant documents to ascertain how the premises are being managed regarding fire safety. The enforcement officer also engages with members of staff to confirm their level of fire safety awareness.
- Unwanted fire signals are being addressed by our phased intervention actions which identifies premises which are producing 'false alarms', provides guidance on how to reduce a reoccurrence, and can also evoke legislation if occurrences fail to reduce in number.
- SFRS Safeguarding Policy and Procedure for Protection of Children and Adults at Risk of Harm was implemented to link into adult and child protection. The policy has created closer ties with Social Services within Scottish Borders and ensures those people and families that fire crews identify as at risk are brought to the attention of Social Services. This has resulted in joint visits to homes to reduce risk to those occupiers.
- We are developing a strong partnership with the local Domestic Abuse Advocacy Service and involvement in Multi Agency Risk Assessment Conference (MARAC). The Local Authority Liaison Officer (LALO) and Scottish Borders Station Manager for Prevention and Protection are fully involved in all local MARAC processes, attending the monthly conferences and all steering group meetings.

As we move into the summer the seasonal community safety calendar and thematic action plan will focus our activities on the following areas;

- Deliberate fire setting / fire related antisocial behaviour
- Summer Safety
- Water Safety
- Wildfire & outdoor fire safety

We will work closely with our partners in the Scottish Borders Council Safer Communities Team as well as local partnerships to promote preventative work as well as inter agency solutions.

The LALO is in post within Council HQ in order to continue improving partnership working, with particular focus on the elderly and more vulnerable members of society. The primary aims of this partnership activity are to help ensure the safety and welfare of vulnerable persons throughout the community, and to seek to reduce the overall numbers of accidental dwelling fires, fire casualties and fire fatalities in homes.

Retained Duty system

A national recruitment campaign is on-going for RDS firefighters at identified stations within the Scottish Borders. We are currently seeking to recruit RDS firefighters at Galashiels Community Fire Station.

Local Fire and Rescue Plan

The Local Fire and Rescue Plan for Scottish Borders 2014- 2017 sets out the priorities for the Scottish Fire and Rescue Service.

We have a statutory responsibility to publish a Local Fire and Rescue Plan. The plan aligns to the SFRS Strategic Plan and adds local context by reflecting priorities for the Scottish Borders. We are in the process of reviewing our 2014-17 Local Fire and Rescue Plan; this review **(addendum to this report)** will inform the planning process for the 2017-20 plan, produced late 2017.

We require your feedback on the plan as you reflect the needs of the community as well as highlighting priorities for the SFRS.

Station Manager Stephen Mitchell
Scottish Fire and Rescue Service
Galashiels Community Fire Station
Tel 01896 752251 / 07833436663
Email: stephen.mitchell@firescotland.gov.uk



**Scottish Borders
Local Fire and Rescue Plan
Review 2014 - 2017**



**SCOTTISH
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1. Introduction

The Scottish Fire and Rescue Service is required under the Fire (Scotland) Act 2005 as amended to prepare Local Fire and Rescue Plans for each local authority in Scotland. Following the publication of our Strategic Plan in our inaugural year, our first Local Plans were published in April 2014.

These plans were developed to direct the Service through its initial transformation journey and have helped to forge our place as a national organisation with a strong sense of local accountability. Against the drive of public sector reform, the local planning landscape continues to evolve to provide a greater focus on protecting the most vulnerable, and improving community outcomes through collaborative working.

The publication of our new Strategic Plan 2016-19 in October 2016 has instigated a timely requirement to carry out a mandatory review of all Local Fire and Rescue Plans. This review will provide us with information on how well we are performing against our existing priorities as well as highlighting areas for continued improvement and opportunities for change against the diverse needs of our communities.

2. Performance Data – what the figures told us

Over the past five years within the Scottish Borders, the SFRS responded to 7538 incidents, which is an average of 1508 incidents each year. The indicators below relate to our reduction priorities within the 2014-17 Local Fire and Rescue Plan. They do not include certain data such as non-domestic, non-dwelling accidental fires and non-fire related Special Services, this data however does form part of the overall incident totals above.

Dwelling fires accounted for 7% of our operational activity over the five-year period and resulted in 96 fire casualties including five fatalities. Deliberate fires, other than dwellings, accounted for 6% of our operational activity over the five-year period. Special Service, Road Traffic Collision's (RTC's) also accounted for 6% of our operational activity for the same period.

Disappointingly, Unwanted Fire Alarm Signals (UFAS) accounted for 59% of our operational response activity.

Green figures indicate we have met our performance target, a red figures indicate we have failed to reach our performance target.

Key performance indicator	2012/13	2013/14	2014/15	2015/16	2016/17
Dwelling fires	108	110	84	109	89
All fire casualties and fatalities	18	28	15	18	17
All deliberate fires excl. dwellings	63	79	92	100	97
Special Service - RTCs	86	76	92	107	94
Unwanted Fire Alarm Signals	878	919	878	905	870

3. Scrutiny Arrangements

Scrutiny arrangements in the Scottish Borders require SFRS to report local performance on a quarterly basis to the Scottish Borders Police, Fire and Safer Communities Committee. Performance reports are presented to the Committee by the SFRS Local Senior Officer with the following Key Performance Indicators (KPI's) scrutinised.

1. Reduction of Dwelling Fires
2. Reduction of Fire Casualties and Fatalities
3. Reduction of Deliberate Fire Setting (not including dwellings)
4. Reduction of Road Traffic Collisions
5. Reduction of All Special Service Casualties
6. Reduction of Unwanted Fire Alarm Signals

It should be noted that the term "Special Service" relates to a range of incident types including RTC's, rescues from height, water and confined space, medical emergencies and effecting entry. Whilst not captured as a priority in our 2014-17 Local Fire and Rescue Plan, our attendance at medical emergency related calls continues to increase and accounted for 8% of our operational activity over the last two years.

HM Fire Service Inspectorate (HMFSI) inspection 2016

To support this formal review, the outcomes from HMFSI's Local Area Inspections that examine the development and delivery of Local Fire and Rescue Plans, have also been considered.

By undertaking inspections of our service delivery within local authority areas, HMFSI can provide independent assurance to Scottish Ministers and the public that adequate provision for local service delivery is being made, there is equal access to specialist resources, service provision and partnership working is of sound quality and strong scrutiny arrangements are in place. This allows HMFSI to maintain a good awareness of how well we are functioning and builds intelligence to inform future inspections.

By the end of the period 2016/17 it is planned that the SFRS service provision will have been examined in nine local authority areas. These areas included Aberdeen City, East Renfrewshire, Western Isles, West Lothian, Dundee, South Ayrshire, Scottish Borders, Moray and Glasgow City. Once prepared, these inspection reports are published by HMFSI on their website.

On examining the published Local Area Inspection Reports, we noted that HMFSI generally felt that there was a need to identify unique characteristics for each local area and provide clearer use of risk-based evidence to identify and shape priorities across our Local Plans. HMFSI would also like to see a stronger emphasis made on specific local priorities and contribution supported by an appropriate level of local performance measures. Local priorities and measures should be balanced against our national needs as well as aligning to the collaborative partnership working requirements of Local Outcome Improvement Plan delivery.

4. Reduction of Dwelling Fires

We will contribute towards the Scottish target of a 10% reduction over a three-year rolling period

What the figures told us

Dwelling fires can have devastating effects on our communities. The reduction of dwelling fires, accidental or deliberate, continues to be a priority for the Scottish Fire and Rescue Service (SFRS) in the Scottish Borders.

The incidence of Dwelling Fires in the Scottish Borders has seen minor increases and decreases over the last five years. Consistent with other areas of Scotland there is a higher incidence of Dwelling Fires in our larger populated towns for example Galashiels and Hawick.

Over 50% of these fires started in single occupancy dwellings involving persons 18-64 years old. Most fires occurred during the day between 1600-2100hrs with human behaviour rather than equipment faults being a common cause.

Not surprisingly, the kitchen and cooking continues to be the most common room of origin and cause for Dwelling Fires.

The Scottish Borders has generally charted just below the Scottish average over the last five years with 2.5 people in every 10,000 in the Scottish Borders requiring the attendance of the SFRS to a fire in their home.

	2012/13	2013/14	2014/15	2015/16	2016/17
Scottish Borders	108	110	84	109	89
Tweeddale West	11	9	4	6	6
Tweeddale East	7	10	4	5	4
Galashiels and District	22	17	16	18	14
Selkirkshire	3	9	3	4	10
Leaderdale and Melrose	7	11	15	8	4
Mid Berwickshire	11	11	10	11	11
East Berwickshire	8	7	7	20	12
Kelso and District	3	14	5	10	7
Jedburgh and District	9	7	3	7	3
Hawick and Denholm	15	9	8	9	7
Hawick and Hermitage	12	6	9	11	11

What are we doing to help prevent Dwelling Fires?

Over the last three years, we have conducted over 5000 home safety visits and fitted just over 10000 smoke detectors in the Scottish Borders. We continue to work alongside our community partners to identify and engage with those most at risk from fire.

5. Reduction in Fire Casualties and Fatalities

We will contribute towards the Scottish target of a 5% reduction, over a three-year rolling period in relation to fire casualties and fatalities

What the figures told us

Fire casualty and fatality rates provide an indication of the amount of serious, life-threatening injuries that occur due to fire. This can indicate not only the success of SFRS in reducing the number of life risk fires through community fire safety and similar activities, but also their success in response activity in saving lives.

Figures relating to fire casualties have averaged 17 over the last five years with exception of 2013/14 when we experienced a sharp rise in casualties. There have been five fire fatalities for the same period, one each year. The wards of Lauderdale & Melrose, Mid Berwickshire, Hawick & Denholm and Hawick & Hermitage collectively accounted for 58% of all fire casualties in the Scottish Borders over the five-year period.

Casualty figures include those who have received a precautionary check-up and no further treatment. Many non-fatal casualties suffered minor injuries such as slight smoke inhalation, very few required hospitalisation.

	2012/13	2013/14	2014/15	2015/16	2016/17
Scottish Borders	18	28	15	18	17
Tweeddale West	0	2	1	2	2
Tweeddale East	2	2	0	0	0
Galashiels and District	2	2	0	3	1
Selkirkshire	1	0	1	0	3
Leaderdale and Melrose	2	5	4	2	0
Mid Berwickshire	2	6	3	2	4
East Berwickshire	1	0	1	1	1
Kelso and District	0	2	0	1	1
Jedburgh and District	4	0	1	3	0
Hawick and Denholm	2	5	1	2	2
Hawick and Hermitage	2	4	3	2	3

What are we doing to reduce Fire Casualties and Fatalities?

During home safety visits, SFRS staff discuss fire safety measures with occupants and fit smoke detectors if required. Knowing what to do in the event of a fire is crucial to maintaining your safety and others within the home. Smoke detection gives early warning of fire and it is this warning that not only allows quicker intervention but also gives occupants the opportunity to leave the affected premises earlier thus reducing the chances of serious and life threatening injuries.

SFRS also work in partnership with other public services such as Police Scotland, Scottish Borders Council and Health and Social Care in order to identify, and reach, those most at risk from fire in our communities.

6. Reduction of Deliberate Fire Setting (not including Dwellings)

Our target against the 3-year average is to continually reduce the number of deliberately set fires

What the figures told us

Reduction of Deliberate Fire Setting continues to be a priority for the SFRS in the Scottish Borders. Deliberate fires of this nature typically involve grassland, refuse or derelict buildings. Evidence shows that there is often a close link between deliberate secondary fires and anti-social behaviour.

Deliberate fires can often be of a sporadic nature although increases in operational response activity generally coincide with the spring and summer months.

There have been 431 deliberate fires in the Scottish Borders over the last five years. Galashiels and District has consistently seen the greatest incidence of deliberate fires accounting for 19% of the five-year Borders total. Hawick & Denholm and Jedburgh & District are next highest accounting for 12% and 10% of the Borders total respectively.

East Berwickshire, with 4%, has seen the least amount of deliberately started fires.

	2012/13	2013/14	2014/15	2015/16	2016/17
Scottish Borders	63	79	92	100	97
Tweeddale West	10	3	8	14	5
Tweeddale East	5	4	9	16	9
Galashiels and District	8	11	18	23	23
Selkirkshire	6	5	9	5	7
Leaderdale and Melrose	2	9	6	6	7
Mid Berwickshire	7	6	8	4	8
East Berwickshire	3	4	4	2	4
Kelso and District	3	14	4	6	6
Jedburgh and District	6	8	6	11	12
Hawick and Denholm	8	7	14	11	11
Hawick and Hermitage	5	8	6	2	5

What are we doing to reduce Deliberate Fire Setting?

Due to the sporadic and random nature of many deliberately started fires, prevention activities are often reactive. The Church Square area of Galashiels and District is a good example of this and has seen a number of partnership approaches to reduce deliberate fire setting whilst attempting to detect and apprehend the individuals responsible.

The SFRS also offer a range of diversionary and educational programmes for younger people such as Cooldown Crew and Crucial Crew that highlight the consequences of starting fires deliberately. The recent SFRS led TD1 initiative was not only innovative but popular and this format, where younger people's personal and team skills are developed to boost employment chances and encourage good citizenship, will be developed for potential use across the Scottish Borders.

7. Reduction of Road Traffic Collisions

Our target against the three-year average is to continually reduce the number of Road Traffic Collisions on the roads in the Scottish Borders

What the figures told us

Responding to Road Traffic Collisions is a key part of our intervention activities within the Scottish Borders. The SFRS is committed to working with partners and other stakeholders in order to reduce the amount of RTC's that occur in the Scottish Borders. It is worth highlighting that Police Scotland is responsible for investigating the cause of RTC, because of this the SFRS retain only general information relating to the figures below.

SFRS intervention at RTC's can include extricating persons using Hydraulic Rescue Equipment (HRE), rendering medical assistance, or making the vehicle or scene safe. In total, we attended 455 RTC's within the five-year period, on 125 occasions we utilised HRE to remove trapped occupants from vehicles.

	2012/13	2013/14	2014/15	2015/16	2016/17
Scottish Borders	86	76	92	107	94
Tweeddale West	12	8	18	11	8
Tweeddale East	5	12	13	13	8
Galashiels and District	10	10	13	14	12
Selkirkshire	7	5	6	7	6
Leaderdale and Melrose	13	8	8	16	11
Mid Berwickshire	4	9	8	5	10
East Berwickshire	8	3	8	12	6
Kelso and District	9	3	5	8	8
Jedburgh and District	13	13	8	13	15
Hawick and Denholm	4	3	2	6	5
Hawick and Hermitage	1	2	3	2	5

What are we doing to reduce Road Traffic Collisions?

The SFRS are part of the Scottish Borders Safer Communities unit and a member of the Community Planning Partnership (CPP) Road Safety Working Group. Community Action Teams (CAT) and operational staff attend educational establishments such as schools and the Borders College to deliver inputs to young drivers regarding the consequences of RTC's. We also participate in partnership initiatives such as the Scottish Borders Young Drivers Event and more recently, the Police Scotland led initiative "Drivewise". Reduction of RTC's also forms part of the SFRS action plan regarding the Reducing Inequalities Group within the CPP.

8. Reduction of Unwanted Fire Alarm Signals

Our target against the three-year average is to contribute towards a continued reduction in UFAS within the Scottish Borders

What the figures told us

Unwanted Fire Alarm Signals (UFAS) are defined as incidents where an automated fire alarm system activates and results in the mobilisation of SFRS resources, when the reason for that alarm turns out to be something other than a fire emergency.

UFAS is categorised into Equipment Failure, Good Intent and Malicious Intent. The figure below relates to all three categories however, our quarterly performance report presented to the Police, Fire and Safer Communities Committee focuses on Equipment Failure. Equipment Failure accounted for around 70% of all UFAS calls and just over 50% of our total operational response activity.

	2012/13	2013/14	2014/15	2015/16	2016/17
Scottish Borders	878	919	878	905	870
Tweeddale West	123	130	93	84	111
Tweeddale East	40	41	28	30	54
Galashiels and District	92	103	92	104	116
Selkirkshire	85	60	81	59	89
Leaderdale and Melrose	73	79	92	78	81
Mid Berwickshire	29	25	52	33	63
East Berwickshire	44	33	41	34	54
Kelso and District	25	29	36	25	76
Jedburgh and District	24	29	33	28	62
Hawick and Denholm	37	41	30	31	68
Hawick and Hermitage	65	60	67	60	96

What are we doing to reduce Unwanted Fire Alarm Signals?

We continue to proactively monitor UFAS calls and our Fire Safety Enforcement Officers work closely with premises to reduce further UFAS incidents. This includes discussing technological, procedural and management solutions in order to prevent future UFAS incidents. This forms part of planned approach with the aim of educating duty holders whilst reducing UFAS calls and ensuring they meet their legislative requirements.

The SFRS has a Policy for dealing with UFAS calls which has been implemented in the Scottish Borders to ensure this is managed appropriately and consistently.

9. Emerging Priorities

Last year the SFRS published its 2016-2019 Strategic Plan. Six Strategic Priorities were identified including “Improving Local Outcomes” and “Modernising our Response”, the plan can be accessed here,

http://www.firescotland.gov.uk/media/1005163/scottish_fire_and_rescue_service_strategic_plan_2016_19.pdf

Both of the aforementioned priorities will form key parts of our 2017-20 Local Fire and Rescue Plan for the Scottish Borders. Indeed, whilst not included in our 2014-17 Local Plan, over the last 18 months we have contributed to both priorities through pilot projects in the Scottish Borders.

In terms of “Improving Local Outcomes”, the SFRS lead a multi-agency initiative that targets those most at risk from Unintentional Harm and Injury in the home. The project has seen the role of a local Firefighter expand beyond traditional activities and include holistic home safety such as assessing risk from slips, trips and falls in the home and referring to partner agencies when cases of fuel poverty are identified. The pilot, in the Cheviot locality, is currently being evaluated with expansion to another area of the Borders anticipated in the summer 2017.

With regard to “Modernising our Response”, the Scottish Borders also feature heavily in a national project with the aim of increasing survival rates when an individual suffers an “Out of Hospital Cardiac Arrest” (OHCA). Initially seven Community Fire Stations were chosen across Scotland to take part in the pilot, this included Coldstream, Hawick and Lauder. The pilot, which has been running for 18 months, has expanded and now involves 16 stations across Scotland providing a medical response to OHCA in conjunction with Scottish Ambulance colleagues when requested.

The SFRS has taken a lead role in the Scottish Government “Unintentional harm” work stream of the Building Safer Communities Programme. The Scottish wide Strategic Assessment has now been published and will be considered as part of the next Local Fire Plan. (<http://www.bsc.scot/publications.html>)

The SFRS will continually aim to develop, evolve and improve as we look to provide a service that is fit for purpose, effective, efficient and takes cognisance of changing risk profiles and associated community needs.

10. Engagement – what our stakeholders told us

Building on the intelligence we gathered during engagement and consultation of the SFRS Strategic Plan 2016-19 we re-engaged with our key stakeholders to seek further views on our local service delivery.

Feedback identified that in terms of local communities, the majority of people residing within the Scottish Borders are “satisfied” or “very satisfied” with the service and information provided by the local Fire and Rescue Service. Community partners have acknowledged the importance of maintaining our “core business” however also recognise our contributions to wider Community Planning Partnership (CPP) themes such as Reducing Inequalities. Comments suggest that our CPP partners view the SFRS as a committed member in terms of resource and prevention and they are keen to see us develop some of our innovative projects in relation to Community Justice, youth engagement and holistic community safety.

Opportunities have also been highlighted where we can improve our community engagement whilst making our community fire stations more accessible for the general public and community partners. These opportunities also include wider information sharing regarding persons at risk and strengthening ties with Third and voluntary sector organisations.

11. Conclusions

In reviewing the progress against the priorities within the Scottish Borders Local Fire and Rescue Plan 2014 – 2017, it is pleasing to note the decrease in dwelling fires and associated casualties. We will continue to prioritise this type of incident whilst strengthening our links with community partners and the public to allow us to reach those most at risk from fire in our communities.

On a less positive note, Road Traffic Collisions and other Special Service incidents continue to rise. Improvements in this area will only be achieved by innovative and concentrated collaborative working with key stakeholders. As a statutory partner within the CPP but also as an emergency response service to RTC's, the SFRS will continue to prioritise the reduction of this type of incident and associated casualties.

It is clear that opportunities exist to improve our engagement with the communities we serve. Only by listening to our communities will we accurately identify their needs, which in turn will direct our prevention activities to the people and places that need them most. We will not do this in isolation and we will look to strengthen and improve our excellent relationships with Community Partners such as Police Scotland and the Local Authority whilst establishing links with other partners from the private and third sectors.

The SFRS has undergone significant change since its inception in 2013. Examples of this have been the expansion of the role of a Firefighter into holistic community safety whilst shaping a Fire and Rescue Service that meets the needs of modern day society and its associated risks. We are keen to ensure that the Local Fire and Rescue Plan 2017-20 recognises and reflects some of the key transformational changes which we have implemented and continue to develop in the Scottish Borders.

The review of the Scottish Borders Local Fire and Rescue Plan for 2014 – 2017 has considered the progress that has been made to date and supported the development of key priorities for the next plan. As mentioned previously, meeting the challenges in the new plan will not be achieved in isolation but through effective partnership working and as such, the new Local Fire and Rescue Plan will seek to compliment and contribute to the integrated approach to Community Planning within the Scottish Borders.

12. Recommendations

It is recommended that the following priorities are taken forward in the new Local Fire and Rescue Plan for the Scottish Borders area:

Priority 1: Reduction of Dwelling Fires

Priority 2: Reduction of Fire Casualties and Fatalities

Priority 3: As part of a Community Partnership approach, contribute to the reduction of Unintentional Harm and Injury in the Home for those groups most at risk.

Priority 4: Reduction of Road Traffic Collisions

Priority 5: As part of a Community Partnership approach, contribute to the reduction of all Special Service Casualties

Priority 6: Reduction of Unwanted Fire Alarm Signals

NEIGHBOURHOOD SMALL SCHEMES

Report by Service Director Assets and Infrastructure

EILDON LOCALITY COMMITTEE

22 JUNE 2017

1 PURPOSE AND SUMMARY

1.1 This report seeks approval for the proposed new Neighbourhood Small Schemes from the Locality Committee.

1.2 The following schemes have been requested for consideration by the Eildon members:-Replacement bus shelter in Tweedbank, white lining in a car park in Tweedbank, a new timber bench in Midlem, footpath improvements on the Eildon Hills walkway, construction of a disabled access to the Tweedbank allotments and the installation of two dropped kerbs on Marigold Drive, Langlee.

2 RECOMMENDATIONS

2.1 I recommend that the Eildon Locality Committee

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

- | | |
|---|----------------|
| (i) Replacement of the existing bus shelter on Tweedbank Drive, Tweedbank | £10,200 |
| (ii) White line the car park, Neidpath Court, Tweedbank | £200 |
| (iii) Install two dropped kerbs, Marigold Drive, Langlee | £1,800 |
| (iv) Provide a new timber bench, The Green, Midlem | £200 |
| (v) Construct a disabled access to the allotments, Tweedbank
(Joint scheme with Criminal Justice Team) | £300 |
| (vi) Construct footpath improvements, Eildon Hills Walkway | £1,430 |

(b) agree to delegate authority to the Service Director for Asset and Infrastructure to allocate funds for small schemes in 2017/18, subject to consultation with all ten Eildon Members and approval by at least five Eildon Members.

3 BACKGROUND

- 3.1 Elected Members, Community Councils and the public can request potential small schemes or work to be undertaken by the Neighbourhood squads by contacting the Neighbourhood Area Manager direct. Neighbourhood Operations is contactable via the Scottish Borders Council telephone number 0300 100 1800, e-mail address – enquiries@scotborders.gov.uk or by writing to Neighbourhood Services, Council Headquarters, Newtown St. Boswells, Melrose TD6 0SA.
- 3.2 The following schemes have been requested for consideration via these routes to enhance the Eildon Area:-
- (a) Replace the existing bus shelter on Tweedbank Drive, Tweedbank (£10,500). This request was received from a local elected Member.
 - (b) White line the existing small car park on Neidpath Court, Tweedbank (£200). This request was received from a member of the public.
 - (c) Install two dropped kerbs on Marigold Drive, Langlee (£1,800). This request was received from a local elected Member and a member of the public.
 - (d) Provide a new timber bench for The Green, Midlem (£200). This request was received from the local Community Council.
 - (e) Construct a disabled access to the Tweedbank Allotments (£300). This is a joint project with the Criminal Justice Team. This request was received from a local elected Member.
 - (f) Construct footpath improvements, handrail and platforms, on the Eildon Hills Walkway near Melrose (£1,430). This request was received from a local elected Member and member of the public.

4 IMPLICATIONS

4.1 Financial

- (a) A budget of £48,200 is available for small schemes in the Eildon Area in 2017/18.
- (b) If the small schemes in 2.1(a) are all approved, the remaining small schemes budget for 2017/18 will be £33,770.

4.2 Risk and Mitigations

If the small schemes budget is not spent, the local area will not benefit from improvement works being carried out.

4.3 Equalities

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

4.4 **Acting Sustainably**

It is anticipated that there will be a variety of economic, social or environmental benefits arising from the proposed schemes in para 2.1.

4.5 **Carbon Management**

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

4.6 **Rural Proofing**

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

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

No changes to the Scheme of Administration or Scheme of Delegation are required as a result of 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 in the final report.

Approved by

Martin Joyce

Service Director Assets and Infrastructure

Signature

Author(s)

Name	Designation and Contact Number
Craig Blackie	Neighbourhood Area Manager (Eildon) 01835 824000 Ext 8036

Background Papers: None

Previous Minute Reference: None

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

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

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**SELKIRK TOWN CENTRE STREETScape PROJECT:
ROADS (SCOTLAND) ACT 1984
SCOTTISH BORDERS COUNCIL (MARKET PLACE, SELKIRK)
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC
RIGHT OF PASSAGE) ORDER 2017**

Report by Service Director, Assets and Infrastructure

EILDON LOCALITY COMMITTEE

22 June 2017

1 PURPOSE AND SUMMARY

- 1.1 **This report seeks approval to redetermine the public right of passage over areas of carriageway and footway in and adjacent to Market Place, Kirk Wynd and the A7 in Selkirk town centre all as contained in the draft order and plan contained in Appendix A and B to this report.**
- 1.2 The Selkirk Streetscape Scheme involves the removal of circulating buses from around the Walter Scott Monument in Market Place by providing linear bus stops adjacent to the main A7 carriageway. The Scheme is designed to remove conflict between buses and passengers at the bus stops and allows greater, improved pedestrian areas whilst retaining an area for car parking in Market Place.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Eildon Localities Committee approves the making and confirming by the Chief Legal Officer of Scottish Borders Council (Market Place, Selkirk) (Redetermination of Means of Exercise of Public Right of Passage) Order.**

3 BACKGROUND

- 3.1 Proposals for Selkirk Town Centre streetscape works have been developed with the Selkirk Stakeholder group which consists of a wide variety of groups from Selkirk. Proposals associated with the Scheme have also been displayed at a public exhibition in the town.
- 3.2 The Scheme involves the removal of circulating buses from around the Walter Scott Monument in Market Place by providing linear bus stops adjacent to the main A7 carriageway. The Scheme is designed to remove conflict between buses and passengers at the bus stops and allows greater, improved pedestrian areas whilst retaining an area for car parking in Market Place.
- 3.3 The proposals require the controlled pedestrian crossing to be moved a short distance along the road to accommodate the bus stops.
- 3.4 Areas of carriageway previously used for circulating buses adjacent to the Walter Scott Monument will be re-determined as footway. Other areas of footway at the build-outs at the controlled pedestrian crossing are to be re-determined as carriageway. In addition some small areas of carriageway are to be re-determined as footway and vice versa to accommodate the revised car park layout and widened footways.
- 3.5 Press notices were published in the Southern Reporter on 11 May and in the Edinburgh Gazette on 12 May 2017. No objections were received to the proposed Redetermination Order.

4 IMPLICATIONS

4.1 Financial

Allowance for the construction costs associated with the redetermination order and funding has been approved as part of the Capital Budget allocation for the scheme.

4.2 Risk and Mitigations

Risks and Mitigation for the Making of the Redetermination Order are in the main limited to legal challenges should the Order be made. It is considered that legal challenges to the making of the order are likely to be very low.

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

It is not considered that there are any significant economic, social or environmental effects.

4.5 Carbon Management

It is considered that there will be limited carbon emissions in undertaking the proposed works.

4.6 **Rural Proofing**

No new or amended policy is proposed.

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

No changes are proposed.

5 CONSULTATION

5.1 Consultation has been undertaken with the Chief Financial Officer, the Monitoring Officer, Chief Legal Officer, the Chief Officer Audit and Risk, Chief Officer HR and the Clerk to the Council and any comments received have been incorporated in the final report.

Approved by

Martin Joyce
Service Director Assets & Infrastructure

Signature

Author(s)

Name	Designation and Contact Number
David Johnston	Team Leader Engineering Design Assets and Infrastructure 01835 825545

Background Papers: Nil

Previous Minute Reference: Nil




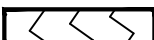
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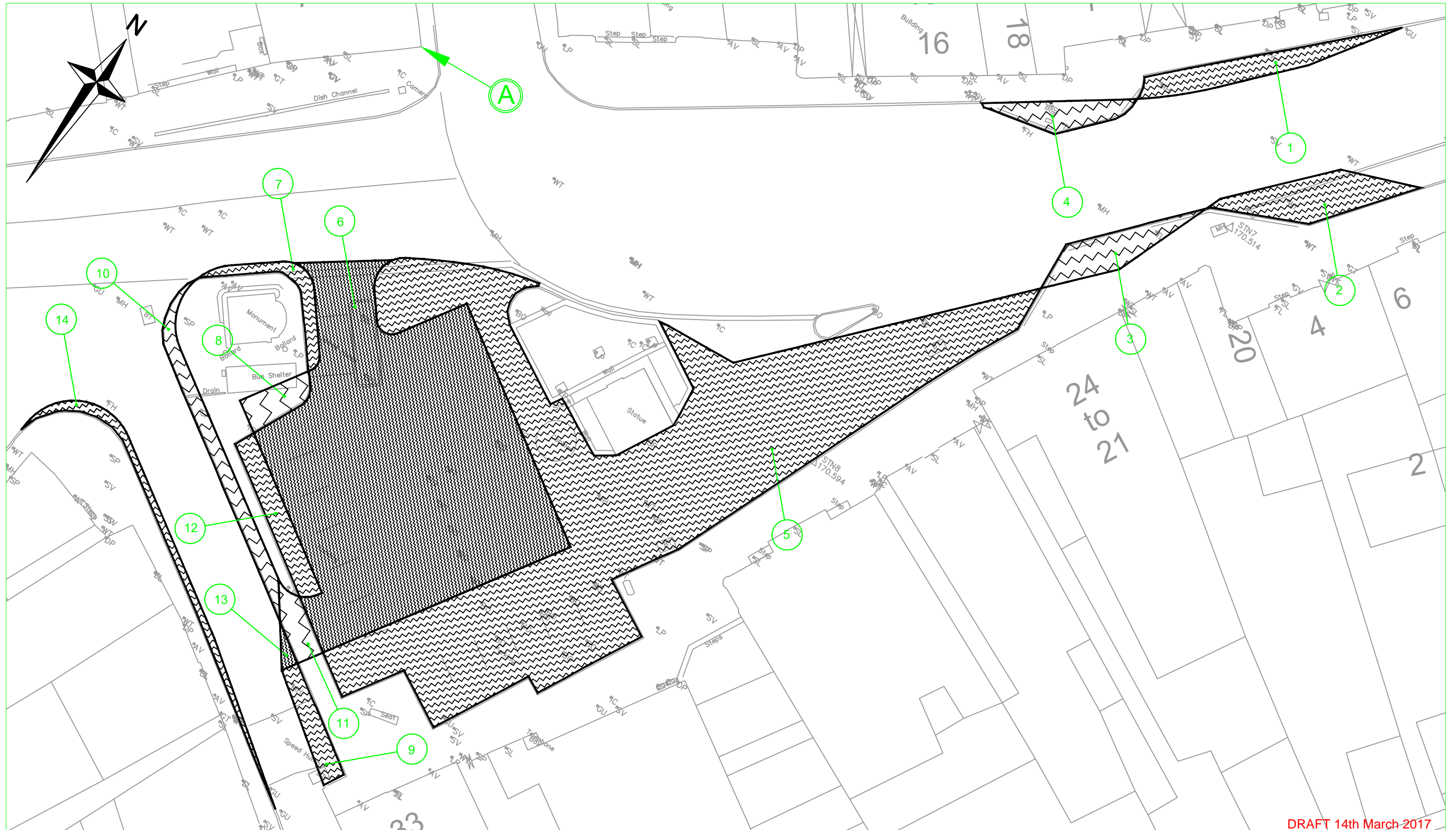
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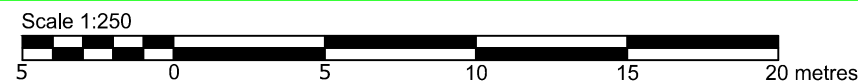
THE SCOTTISH BORDERS COUNCIL
(MARKET PLACE, SELKIRK)
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 20

LEGEND:

-  Existing carriageway to be redetermined as footway
-  Existing footway to be redetermined as carriageway
-  Existing carriageway to be redetermined as shared space
-  Existing footway to be redetermined as shared space



DRAFT 14th March 2017



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ROADS (SCOTLAND) ACT 1984

SCOTTISH BORDERS COUNCIL
(MARKET PLACE, SELKIRK)
(REDETERMINATION OF MEANS OF EXERCISE OF
PUBLIC RIGHT OF PASSAGE) ORDER 2017

The Scottish Borders Council, in exercise of the powers conferred on them by Section 152(2) of the Roads (Scotland) Act 1984 and of all other enabling powers, hereby make the following Order:-

1. This Order may be cited as the Scottish Borders Council (Market Place, Selkirk) (Redetermination of Means of Exercise of Public Right of Passage) Order 2017 and shall come into operation on _____ 2017.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3.
 - (a) the lengths of road specified in Schedule 2 to this Order currently a carriageway shall become a footway the right of passage exercisable by pedal cycle and foot only.
 - (b) the lengths of road specified in Schedule 3 to this Order currently a footway shall become a carriageway the right of passage exercisable by vehicles only.
 - (c) the lengths of road specified in Schedule 4 to this Order currently a footway shall become shared use (parking permitted) the right of passage exercisable by vehicles, pedal cycle and foot.
 - (d) the lengths of road specified in Schedule 5 to this Order currently a carriageway shall become shared use (footway and parking permitted) the right of passage exercisable by vehicles, pedal cycle and foot.
4. Nothing in Article 3 of this Order shall prevent the use of the road for emergency service vehicles

Made and confirmed by the Scottish Borders Council at Newtown St. Boswells this _____ day of
Two Thousand and Seventeen.

NUALA MCKINLAY
Chief Legal Officer

SCHEDULE 1

In the following Schedules reference point "A" means the east corner of the building known as 1 Ettrick Terrace;

The said lengths of road in Schedules 2 to 5 are shown on the plan numbered DS12.106/8070 annexed and executed as relative to this Order.

SCHEDULE 2

ROAD OVER WHICH THE MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS TO BE REDETERMINED.

FROM CARRIAGEWAY TO FOOTWAY

1. That length of the existing A7 High Street from a point 48 metres or thereby, north east of reference point "A", in a generally north easterly direction for a distance of 18 metres or thereby, as shown by zig-zag hatching and numbered "1" on the said plan.
2. That length of the existing A7 High Street from a point 53 metres or thereby, north east of reference point "A", in a generally north easterly direction for a distance of 14 metres or thereby, as shown by zig-zag hatching and numbered "2" on the said plan.
3. That length of the existing Market Place from a point 44 metres or thereby, north east of reference point "A", in a generally south westerly direction for a distance of 54 metres or thereby, as shown by zig-zag hatching and numbered "5" on the said plan.
4. That length of the existing A707 Market Place from a point 18 metres or thereby, south of reference point "A", in a generally westerly direction for a distance of 7 metres or thereby, as shown by zig-zag hatching and numbered "7" on the said plan.
5. That length of the existing Market Place from a point 43 metres or thereby, south east of reference point "A", in a generally south easterly direction for a distance of 7 metres or thereby, as shown by zig-zag hatching and numbered "9" on the said plan.
6. That length of the existing Market Place from a point 28 metres or thereby, south east of reference point "A", in a generally south easterly direction for a distance of 12 metres or thereby, as shown by zig-zag hatching and numbered "12" on the said plan.
7. That length of the existing Market Place from a point 32 metres or thereby, south of reference point "A", in a generally south easterly direction for a distance of 27 metres or thereby, as shown by zig-zag hatching and numbered "14" on the said plan.

SCHEDULE 3

ROAD OVER WHICH THE MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS TO BE REDETERMINED.

FROM FOOTWAY TO CARRIAGEWAY

1. That length of the existing A7 Market Place from a point 44 metres or thereby, north east of reference point "A", in a generally north easterly direction for a distance of 12 metres or thereby, as shown by zig-zag hatching and numbered "3" on the said plan.
2. That length of the existing A7 Market Place from a point 37 metres or thereby, north of reference point "A", in a generally north easterly direction for a distance of 10 metres or thereby, as shown by zig-zag hatching and numbered "4" on the said plan.
3. That length of the existing Market Place from a point 22 metres or thereby, south of reference point "A", in a generally south easterly direction for a distance of 23 metres or thereby, as shown by zig-zag hatching and numbered "10" on the said plan.

SCHEDULE 4

ROAD OVER WHICH THE MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS TO BE REDETERMINED.

FROM FOOTWAY TO SHARED USE (PARKING PERMITTED)

1. That length of the existing Market Place from a point 23 metres or thereby, south east of reference point "A", in a generally south westerly direction for a distance of 5 metres or thereby, as shown by zig-zag hatching and numbered "8" on the said plan.
2. That length of the existing Market Place from a point 39 metres or thereby, south east of reference point "A", in a generally south easterly direction for a distance of 5 metres or thereby, as shown by zig-zag hatching and numbered "11" on the said plan.

SCHEDULE 5

ROAD OVER WHICH THE MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS TO BE REDETERMINED.

FROM CARRIAGEWAY TO SHARED USE (FOOTWAY AND PARKING PERMITTED)

1. That length of the existing Market Place from a point 5 metres or thereby, south east of reference point "A", in a generally south easterly direction for a distance of 22 metres or thereby, as shown by zig-zag hatching and numbered "6" on the said plan.
2. That length of the existing Market Place from a point 40 metres or thereby, south of reference point "A", in a generally south easterly direction for a distance of 3 metres or thereby, as shown by zig-zag hatching and numbered "13" on the said plan.

SCOTTISH BORDERS COUNCIL

ROADS (SCOTLAND) ACT 1984

**SCOTTISH BORDERS COUNCIL (MARKET
PLACE, SELKIRK) (REDETERMINATION OF
MEANS OF EXERCISE OF PUBLIC RIGHT OF
PASSAGE) ORDER 2017**

TS750/3J/JW
2017

Scottish Borders Council,
Council Headquarters
Newtown St. Boswells
MELROSE
TD6 0SA

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VARIOUS STREETS, SELKIRK - TRAFFIC REGULATION ORDER

Report by Service Director, Assets & Infrastructure

EILDON LOCALITY COMMITTEE

22 June 2017

1 PURPOSE AND SUMMARY

- 1.1 **This report proposes amendments to the Traffic Regulation Order for Selkirk.**
- 1.2 Amendments to the Scottish Borders Council (The Burgh of Selkirk (Prohibition and Restriction of Waiting and One-way Traffic working) Order 1972) were approved at the Eildon Area Forum meeting on 9th March 2017, subject to no objections being received during the consultation period. As objections have been received to the proposals, this report proposes relaxations to the initial restrictions based on the objections received during consultation.
- 1.3 The Proposal for Hallywell Hill/Douglas Place was re-evaluated based on the comments received. It is now proposed to retain 10m of no waiting at any time near to the junction, as per The Highway Code and change the remaining 13m to a single yellow line restricting parking between 8:30am – 5:30pm Monday – Friday. This is shown in the amended plan in Appendix A.
- 1.4 No changes are proposed to the Order with regard to the comments received on Glebe Terrace and Market Place.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Eildon Localities Committee approves the amendments to The Scottish Borders Council (The Burgh of Selkirk (Prohibition and Restriction of Waiting and One-way Traffic Working) Order 1972)**

3 BACKGROUND

- 3.1 The previous amendment to the Selkirk Traffic Regulation Order (TRO) was carried out in 2016. Since the previous amendment, proposals have been made regarding the town centre improvement scheme and additional amendments to improve road safety and traffic management in the town. These have been collected into these proposed amendments, which are detailed in Appendix A to this report.
- 3.2 Some of these proposals affect the Trunk Road (A7) and permission for these amendments will be requested through Scottish Ministers.
- 3.3 Statutory Consultation on the proposals was carried out from 28/02/17 to 28/03/17 and no adverse comments or objections were received.
- 3.4 Public Consultation on the proposals was carried out from 11/05/17 to 08/06/17 and 4 adverse comments or objections were received, these are detailed in Appendix B to this report.
- 3.5 The Proposal for Hallywell Hill/Douglas Place was re-evaluated based on the comments received. It is now proposed to retain 10m of no waiting at any time near to the junction, as per The Highway Code and change the remaining 13m to a single yellow line restricting parking between 8:30am – 5:30pm Monday – Friday. This is shown in the amended plan in Appendix A.
- 3.6 Two objections were received regarding Glebe Terrace but including a time restriction at this location would contradict advice in The Highway Code. It is therefore proposed to proceed with the planned no waiting at any time restriction.
- 3.7 One comment was made regarding the changes in Market Place, although this was not considered an objection and there are no proposed changes outside of this property.

4 IMPLICATIONS

4.1 Financial

The financial implications associated with the recommendations relate to the advertising costs associated with a Traffic Regulation Order (TRO) and the provision of road markings, signs and poles. Approximate costs are as follows:-

Advertising TRO £1,500

Signs (including poles) and lines £1,000

Signs and lines included as part of the town centre improvements will be paid for by the scheme. Advertising costs and the additional proposals would be borne by Network's Aids to Movement budget.

4.2 Risk and Mitigations

- (a) The risks of not proceeding with the recommendations are that the town centre improvements would not be effective and traffic management issues within the town will continue.

- (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 are being consulted and any comments received will be incorporated into the final report.

Approved by

Martin Joyce

Service Director, Assets & Infrastructure Signature

Author(s)

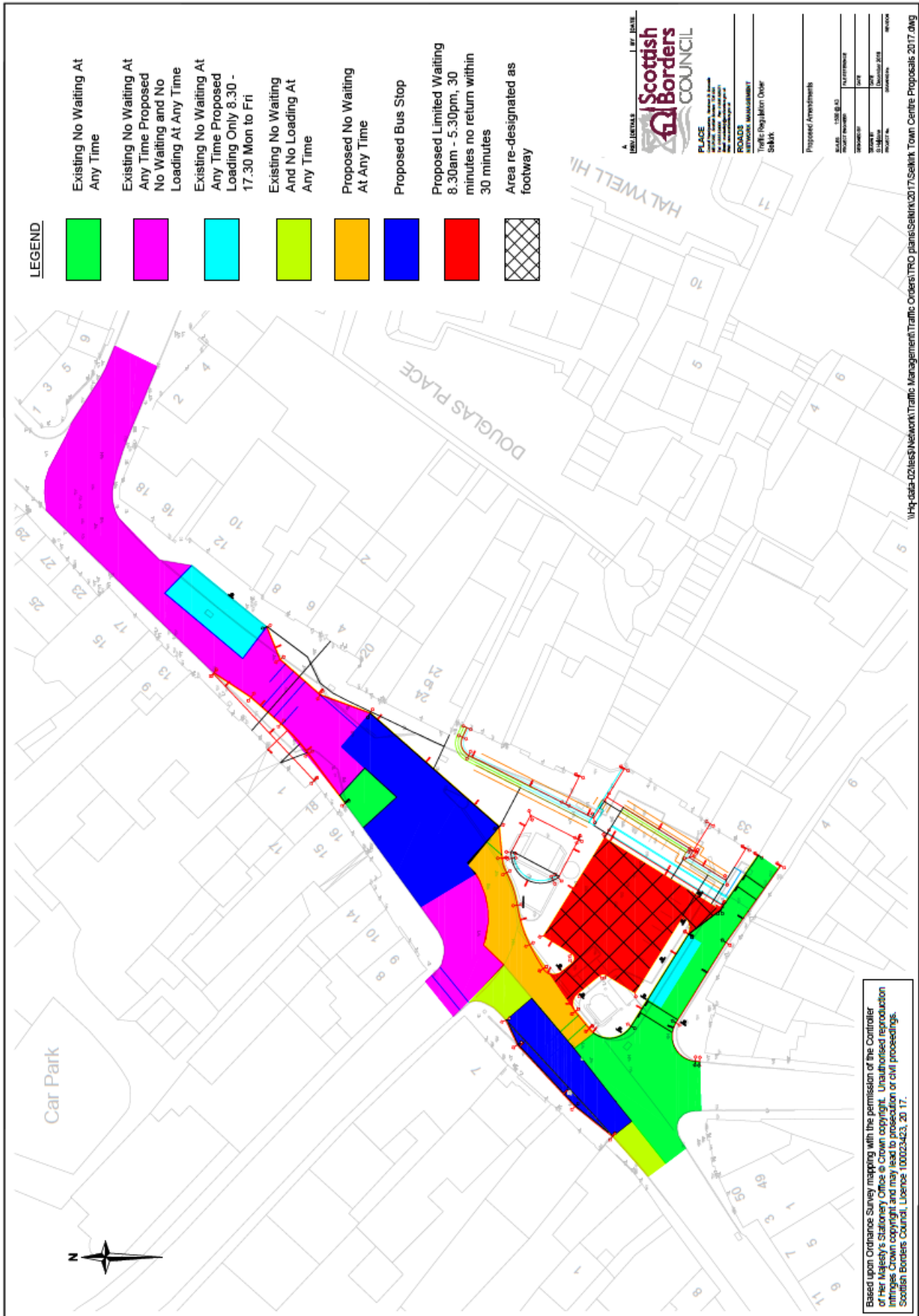
Name	Designation and Contact Number
Gary Haldane	Assistant Engineer - Road Safety & Traffic Management 01835 82 6642

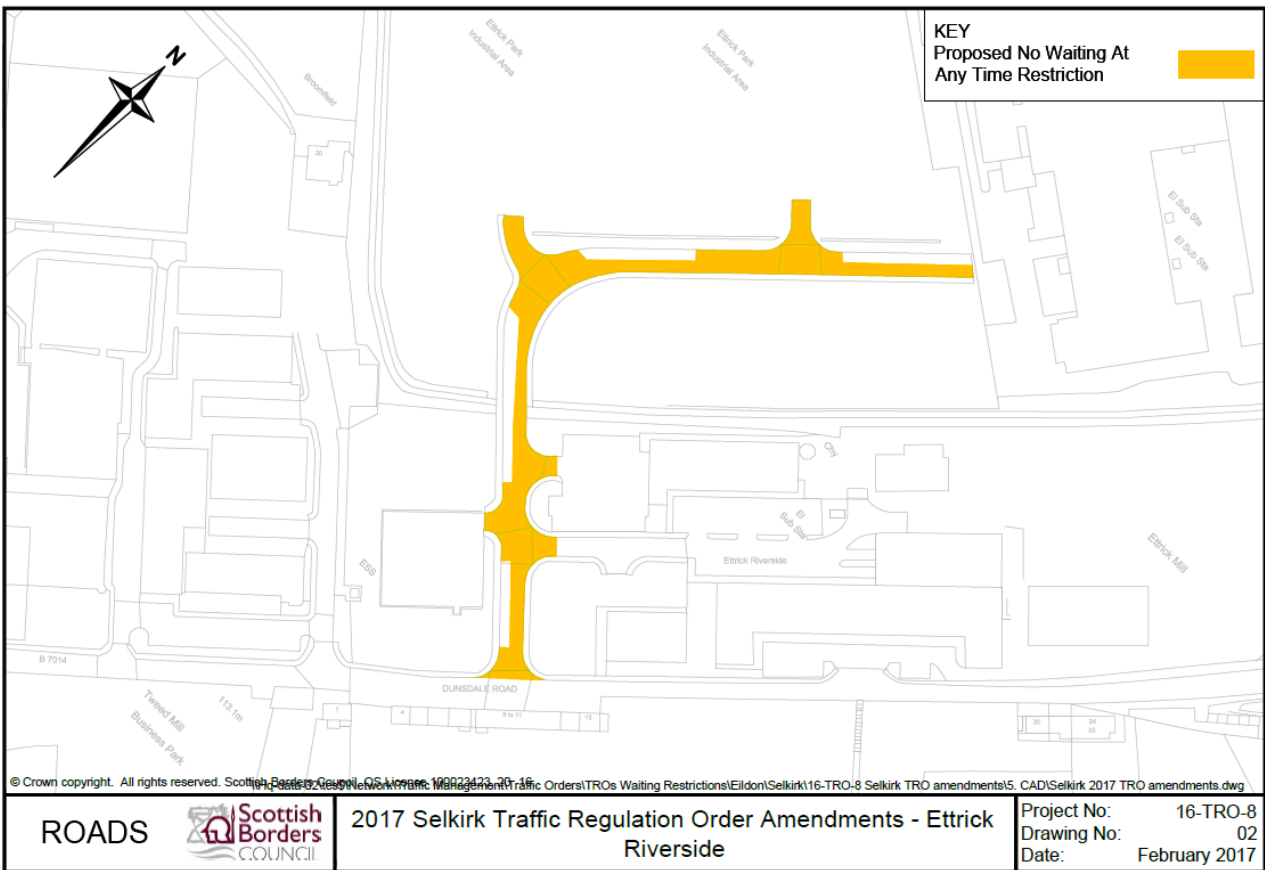
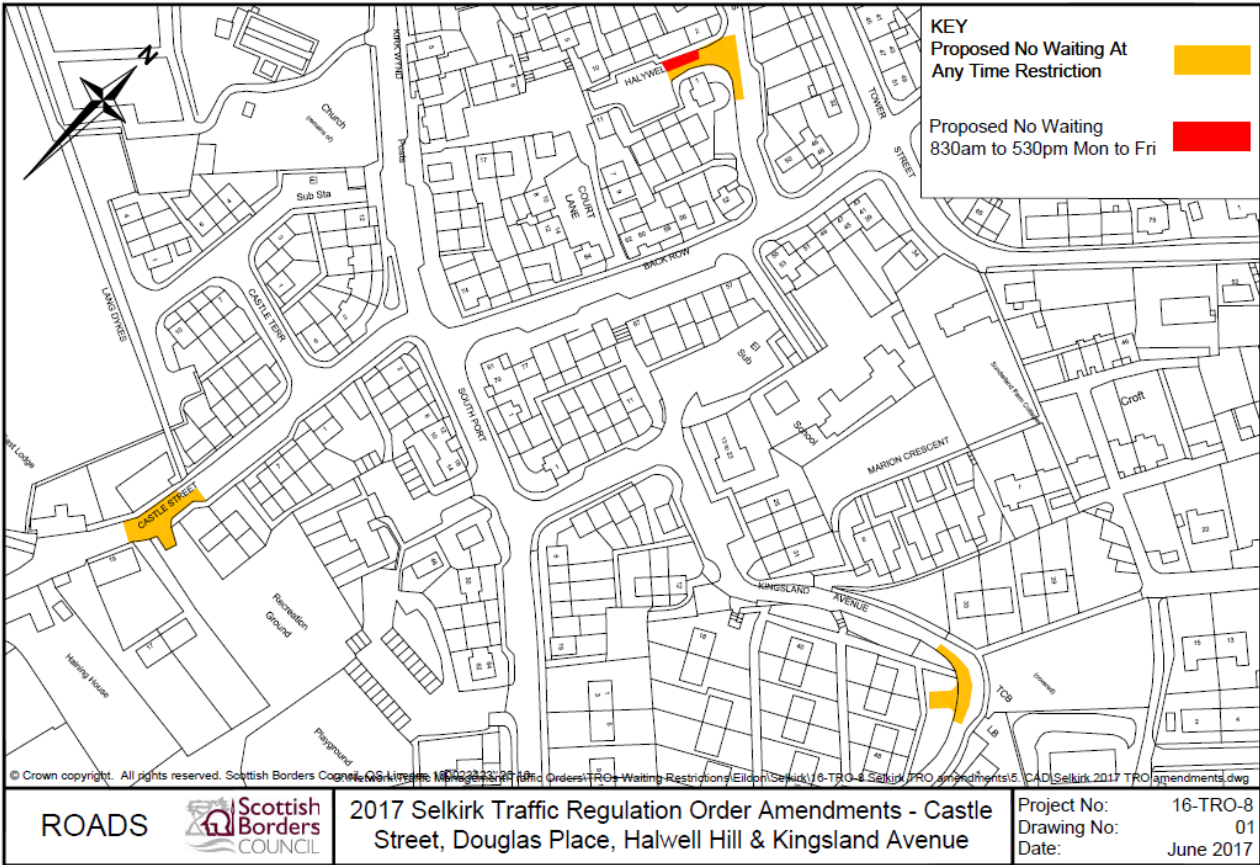
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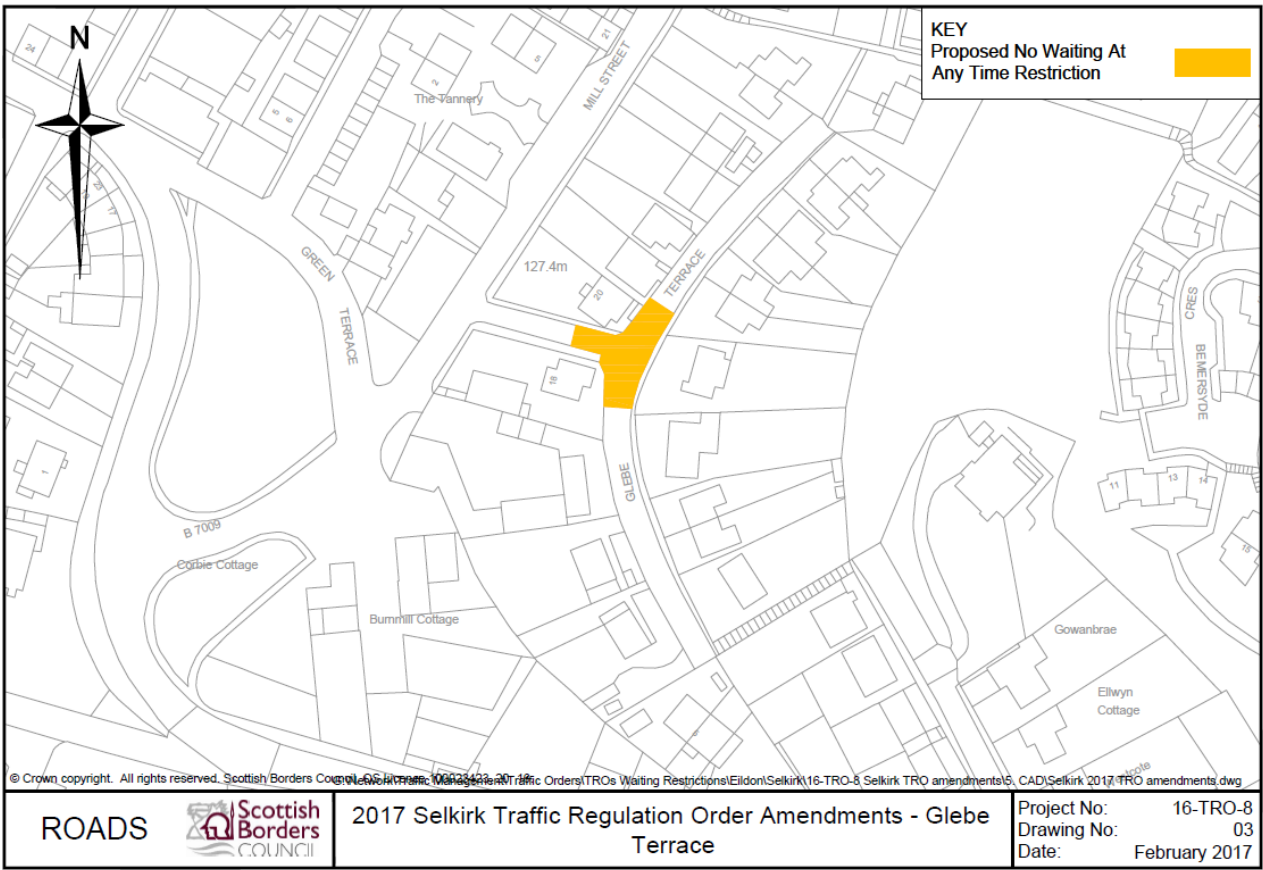
Previous Minute Reference: none

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 eitranslationrequest@scotborders.gov.uk







Appendix B



Regulatory Services
- 9 JUN 2017
Legal & Licensing

Dear Sirs,

Reference

I write to object to the proposed sighting of yellow lines at the junction of Glebe Terrace and Mill Street in Selkirk.

If I understand correctly from the plans it appears that on the corners for a length of 10metres there will be no parking at anytime at Glebe Terrace and junction on to Mill Street.

This will dramatically cause congestion with the surrounding properties as to where the residents can park their vehicles on an evening. The parking in the near surrounding areas is difficult for parking so this will cause further congestion.

Can I suggest that you revisit the need for the alteration and additions of "yellow lines" and look for a different solution.

I understand that there is a problem with the council bin lorries but this is only on a Tuesday, Wednesday, Thursday, could the "no parking" not be limited to these days. Another suggestions would be, limit the times of parking (possibly from 8.30 to 16.00 hours).

I look forward to hearing your comments.

Yours Sincerely



RECEIVED
17 MAY 2017



Dear Sirs,

I am writing with respect to the proposed parking restrictions in Selkirk. I live at the above address. There is no rear access to the property and therefore need to sometimes load and unload items via the front door. I have always used common sense in the past 51 yrs (all my life) that I have lived at the property with regards to this and have never encountered any problems

yours faithfully,



Regulatory Services

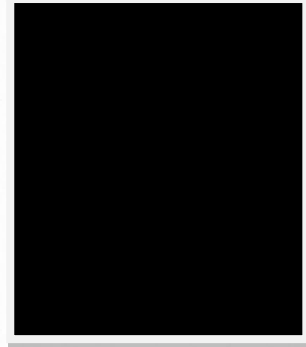
22 MAY 2017

Legal & Licensing

Regulatory Services

23 MAY 2017

Legal & Licensing



Dear Mr Frater,

I am writing to object to proposed order to introduce a no waiting order at any time restriction in lengths of Glebe Terrace.

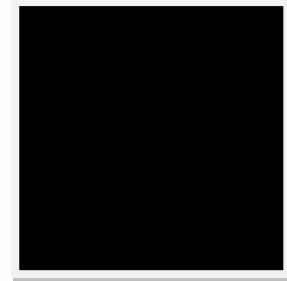
I have contacted the Road Safety and Traffic Management department who have explained the details of proposed order. As I understand from conversation and from looking at the plans there will be no waiting at any time restrictions for 10 metres at each side of the junction of Glebe Terrace. My concerns are that due to already limited parking in the area and the possibility of losing at least 6 parking spaces in the street this is going to push vehicles to park on the already dangerous stretch of Mill Street. There is 2 way traffic travelling at fairly high speeds and due to the nature of the road you are unable to see if any traffic is travelling up the road on the wrong side of the road. The road is already used for parking and there are only 1-2 clear areas to pull into to allow vehicles to pass. There is no parking in the vicinity of the area as an alternative for residents of Glebe Terrace and Mill Street. I have highlighted on the attached plan where I feel issues are already a problem and which will be made considerably more so by introducing the plans.

I am concerned that by introducing these restrictions this will in fact cause more issues and potentially accidents. I understand the road can become busy and may be difficult for larger vehicles to access at certain times during the day but I feel that the proposed order will not solve these issues.

Your sincerely,



Service Director
Regulatory Services
Council Headquarters
Newtown St Boswells
TD6 0SA



Dear Sir Madam

I am writing to object to the recently advertised Traffic Regulation Order "Various Street, Selkirk etc (Amendment No 6) Order 2017", specifically the restrictions proposed for Halywell Hill/Douglas Place.

My objection relates to a) the type of restriction proposed and b) the extent of the proposed restriction.

a) I believe that the proposal to introduce no waiting at any time double yellow line restrictions in Halywell Hill/Douglas Place is far too extreme. Speaking to Council officials I understand that the request to introduce these restrictions came from Waste services in relation to access for refuse vehicles. As the refuse vehicles only require access four times every fortnight these restrictions seem highly draconian as they will not allow residents to park at night or weekends. With the additional restrictions being imposed in and around the High street/Market Place it will only add to the pressure of parking in and around Halywell Hill. This added pressure will make it harder for residents to find a suitable parking space and migrate the problem onto the surrounding streets. I have lived in this street for over 40 years and there has never been a problem in relation to access especially at night or at weekends. If any restrictions are required then surely a more suitable solution would be to introduce a single yellow line with a no waiting restriction of say Monday - Friday, 8:00am - 4:00pm. This would allow access for the refuse vehicles whilst freeing up parking for residents at nights and weekends when no refuse vehicle access is required.

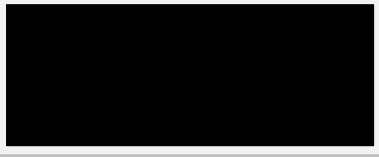
b) The proposed length of restriction planned for Halywell Hill of 23m is too extensive. This would remove approximately 4 parking spaces and, with the current high demand for parking, will impose a major restriction on residents. As in a) this will only lead to the problem migrating into the surrounding streets. As the Highway Code states that you should not park within 10m of a junction I would have thought that this would have been a more appropriate length of restriction rather than the proposed 23m. The introduction of a 10m restriction in conjunction with my proposal to amend the double yellow to single yellow would be a more appropriate restriction rather than the highly restrictive double yellow lines.

If you ignore this objection and introduce the double yellow lines I would be grateful if you could highlight to me an appropriate location where I could park my car. My current insurance requires that I park my car within a reasonable distance of my house which I can comply with at present. If these restrictions are introduced and I have to park a few streets I am concerned that my car will not be secure and that I will not be covered by my insurance if it is broken into or stolen.

I would be grateful if you could confirm receipt of this objection and keep me updated of any progress in relation to the TRO.

If you have any queries, please call me on 

Yours faithfully



SB Cares
09 JUN 2017



Dear Sir,

I am writing to you concerning the Order to paint yellow lines and make that zone a No Parking zone in Glebe Terrace. I live at no. [redacted] Glebe Terrace and it is my understanding that the lines will be painted at least half-way along the road in-front of my house. While I understand that the lines are probably needed for the safe entry and turning of the dust-cart and the emergency services, can I just make a few comments and suggestions of a solution?



When I bought my house 16 years ago, I bought it because it had plenty

room to park in front of it. However, it has become²
a major problem over the past few years to get
anywhere near to my house for various reasons and the
yellow lines will compound the problem further.

There are fewer spaces due to the fact
that the Mill Street house owners now park their
cars on Glebe Terrace and this has become worse
since Mill Street became 2-way again as they feel
their cars are unsafe on that road.

If I cannot park on Glebe Terrace, Mill St
is still often full-up and I would look to park on
the Green. This is impossible now because one of
the garages is letting out one of their properties to
a man who is breaking cars. The cars which are
often illegal / untaxed / unroad-worthy are parked all
over the Green and the Council and the Police
are already involved in removing some of these
vehicles. If you look at a map, there really is

no other street that is within a convenient distance of my house for me to park. 3

My greatest fear is that if I ever decide to sell my house then a no parking zone outside it will greatly devalue it.

However, I do have a suggestion! Would the Council consider allocating 1 parking bay to each household on Glebe Terrace? Those who want one or two could pay an annual fee to the Council. The bays could be marked on the road outwith the safe turning-zone for the dust-cart and emergency services.

Or, if you do go ahead with the yellow lines. Is there any legal and polite way to ask the Mill Street house owners to park on Mill Street? We, on Glebe Terrace could then park responsibly and



leave plenty space for our neighbours to park. 4.

I would really appreciate if you could help us resolve this parking problem.

I look forward to hearing from you.

Yours faithfully.



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