
MEETING**Date:** Wednesday, 26 January 2022**Time:** 6.30 p.m. – 8.30 p.m.**Location:** Via Microsoft Teams

BUSINESS	
1.	Welcome and Meeting Protocols
2.	Feedback from meeting of 24 November 2021 (to follow)
3.	<p>Section 1 : Service Partner Updates and Consultations</p> <p>(a) Place Making – update on workshops</p> <p>(b) Common Good – consultation on asset register</p> <p>(c) Jim Clark Rally – consultation on Rally proposals for the 2022 (report to follow)</p>
4.	<p>Section 2: Local Priorities Cheviot Area Partnership – how are we doing? Feedback and future meeting topics</p> <p>We will use Menti to gather the opinion of everyone at the meeting. The questions will be accessed via a QR code or web link. If you have a second device you may find it useful to have it available but it is not essential.</p>
5.	<p>Section 3: Community Empowerment and Community Funding (Pages 3 - 10)</p> <p>(a) Community Fund Evaluation – Edgerston Village Hall</p> <p>(b) (i) Community Fund – update on Panel membership and quorum</p> <p>(ii) Community Fund consider funding recommendations from the Cheviot Assessment Panel (report attached)</p> <p>(c) Build Back a Better Borders Recovery Fund application</p> <p>(i) Cheviot Togs (assessment attached)</p> <p>Photos of BBBB funded projects: BBBB Fund Awards 2021/22 Flickr</p>



6. **Section 4: Other** (Pages 11 - 30)
- (a) Additional information for noting:
 - (i) Current consultations, Community Empowerment requests and additional information including Community Assistance Hub update (attached)
 - (ii) 20 mph trial in the Borders – Key Results (attached)
 - (iii) Funding tables (attached)
 - (b) Next Area Partnership 23 March 2022, Agenda issued 9 March 2022

Are there any items you would like to propose for the agenda?
Please contact your local councillor or the Communities & Partnership Team
 - (c) Any other formal business
 - (d) Future meeting dates

29 June 2022
 - (e) Meeting evaluation will take place using Menti

Please direct any enquiries to Fiona Henderson Tel: 01835 826502
E-mail: fhenderson@scotborders.gov.uk



JIM CLARK RALLY 2022 PUBLIC CONSULTATION PROCESS

Report by Director of Infrastructure & Environment

CHEVIOT AREA PARTNERSHIP

26 January 2022

1 PURPOSE AND SUMMARY

- 1.1 This report provides the Area Partnership and the local community an opportunity to consider and comment on the proposals submitted by event organisers of the Jim Clark Rally to hold a rally on closed roads in the Scottish Borders on the weekend of the 27 to 29 May 2022.**
- 1.2 Revised legislation was introduced in 2019 to allow motor sports events to take place on closed public roads. The new regulations build upon previous experience through the Jim Clark Rally and other events and are intended to introduce increased rigor to the procedure for organising and running such events.
- 1.3 The 2019 regulations introduce a two stage procedure where organisers must first successfully apply to an "authorised body" for a permit before applying to the local roads authority for a Motor Sports Order.
- 1.4 In determining whether to make a Motor Sports Order Scottish Borders Council, as local roads authority, must consider a number of factors that are laid out in the regulations. This report outlines those factors and provides an opportunity to, in particular, examine the proposals submitted by the rally organisers in respect of the routes and timings for the rally on 27 and 29 May 2020.

2 RECOMMENDATIONS

- 2.1 I recommend that the Area Partnership:-**
 - (a) Notes the application by organisers of the Jim Clark Rally to run an event on the weekend of the 27th to 29th May 2022.**
 - (b) Makes known any comments it has about the proposal to run an event and/or the proposed routes and timings for that event**

3 BACKGROUND

- 3.1 From 1996 through to 2014 the Jim Clark Rally took place annually on closed roads in the Berwickshire area. The legislation that allowed this to happen was the Scottish Borders Council (Jim Clark Memorial Rally) Order Confirmation Act 1996.
- 3.2 Following the tragic events at the 2014 Jim Clark Rally a Motor Sport Event Safety Review Group was set up to determine how such events might be made safer in the future. This, along with the findings of the Fatal Accident Inquiry carried out into the 2014 event, has led to more robust procedures and new legislation being put in place for all motor sport events going forward.
- 3.3 The Motor Sport on Public Roads (Scotland) Regulations 2019 came into force on 17 April 2019 and revoked the previously used 1996 Act that is discussed in 3.1 above. The new regulations introduce increased rigor to the planning process and aims to reduce the likelihood of a repeat of the tragic events of 2014. They introduce a two stage procedure where organisers must first successfully apply to an "authorised body" for a permit before applying to the local roads authority for a Motor Sports Order. The latter procedure must be received at least 6 months prior to an event taking place.
- 3.4 An important point to note is that the previous 1996 Act was specific to the Jim Clark Rally and restricted routes to the Berwickshire Area. The 2019 Regulations applies to the whole of Scotland and an application can be made by anyone who wishes to promote a race or trial of speed between motor vehicles on a public road in Scotland. Similar legislation is in place for the rest of the United Kingdom.
- 3.5 The Jim Clark Rally held in November 2019 was the first event in the Scottish Borders to be held under the new legislation. There have been no subsequent JCR events as a result of COVID restrictions.
- 3.6 In determining whether to make a Motor Sports Order roads authorities must consider:
 - the likely impact of the event on the local community;
 - potential local economic and other benefits
 - and any other matters that it considers relevant.
- 3.7 The new legislation also states that the roads authority may make the Motor Sports Order if it is satisfied that:
 - adequate arrangements have been made to allow the views of the local community to be taken into account
 - adequate arrangements have been made to involve local residents, the police and other emergency services in the planning and implementation of the event
 - adequate public safety arrangements have been or will be made for the event, and
 - adequate traffic management arrangements have been or will be made for the event.

4 CURRENT POSITION

- 4.1 The organisers of the Jim Clark Rally, having successfully applied for a permit from "the authorised body", have lodged an application with Scottish Borders Council (within the specified 6 month period required to allow consideration) seeking a Motor Sports Order to undertake an event on Friday 27, Saturday 28 & Sunday 29 May 2022. It should be noted that the event organisers have also been in regular consultation with representatives of Scottish Borders Council and Police Scotland through the established Safety Advisory Group (SAG) system that is in place at the Council.
- 4.2 The SAG process is separate from the operational management of an event. SAG meetings are a multi-agency forum normally made up of Police Scotland, Scottish Fire & Rescue Services, Scottish Ambulance Services and Scottish Borders Council along with the event promoters and organisers. The main purpose of SAG is to assist event organisers in planning their events, with the specific aim of ensuring the safety of the public.
- 4.3 At this time the intention of the Jim Clark Rally organisers is for the rally to be based in Duns as it was in 2019. The proposal is to have a pre-rally "shakedown stage" on the Friday morning followed by two rally stages starting early evening; then 7 rally stages (over 3 different routes) on the Saturday and a further 6 rally stages (over 3 further different routes) on the Sunday. The Shakedown Stage on Friday is scheduled for the road south of Mellerstain Mill with the evening stage being two runs of Longformacus to Abbey St Bathans following a ceremonial start in Duns Square. On the Saturday the three routes are Westruther, Scott's View, Eccles. This would see a single run, in an anti-clockwise direction of travel, over the three routes followed by vehicle servicing and refuelling in Duns and then a repeat of that earlier sequence. Following a further refuelling there would then be a third run over the Eccles Stage ahead of a Ceremonial finish in Duns shortly after 1700 hours. Sunday would see routes at Edrom, Ayton and Fogo. The intention being to run a clockwise loop of these routes followed by servicing and refuelling in Duns before a repeat loop over the three routes and a final Ceremonial finish in Duns. Daily overall route plans are provided in Appendix A with provisional stage timings provided at Appendix C.
- 4.4 Plans of all the stages, including a reserve route at Blackadder, are included at Appendix B. It should be noted that while the majority of stages are within the Berwickshire Area, the Scott's View Stage is within both the Eildon and Cheviot Area Partnership areas while the Mellerstain Mill shakedown is wholly within Cheviot.
- 4.5 As part of the process of satisfying itself on the first two bullet points of section 3.7 above, the Council has launched a public consultation; available online via <https://scotborders.citizenspace.com/>. The online consultation will run for 6 weeks. In addition to this Council officers, along with representatives of the Jim Clark Rally, will be in attendance at the Berwickshire, Cheviot and Eildon Area Partnership to discuss the event plan, including the proposed routes and timings.

- 4.6 As for previous events the organisers of the Jim Clark Rally have been contacting separately those residents who are directly impacted by the routes. This includes individual visits to all properties in addition to letter drops. Organisers have also indicated that they will consult with / inform the community councils affected by the rally.
- 4.7 Properties on "open" road sections who will experience an increase in traffic due to the temporary road closures will receive written notification of this.
- 4.8 The Jim Clark Rally organisers will also provide pre-event ongoing information on the status of the rally and on-the-day information through their website and social media outlets. In addition an on-the-day helpline will be permanently manned during the live-event.
- 4.9 The Jim Clark Rally is a major sporting event that brings significant economic benefit to the Scottish Borders. It attracts a high number of spectators, supporters, staff and competitors to the area; many of whom stay a number of nights. Previous studies have estimated that the event contributes over £2.5 Million to the local economy.
- 4.10 It is recommended that the Area Partnership notes the new legislation and the requirement for the Council to consult on the proposals submitted by the Rally Organisers. The committee should consider the routes and timings proposed by the Rally Organisers attached at Appendices A to C and provide any comments or questions on these for consideration as the Council assess whether or not to issue a Motor Sports Order.

5 IMPLICATIONS

5.1 Financial

There are no direct costs attached to any of the recommendations contained in this report.

5.2 Risk and Mitigations

The new legislation and other measures that are now in place go further than previous legislation in its attempt to mitigate the safety and associated risks of holding the Rally. As with all events of this type, there are inherent risks that can never be fully mitigated. However, SBC is working with partners and the event organisers to ensure that the new legislation is complied with; that risk assessments and other appropriate safety measures are in place, monitored and reviewed.

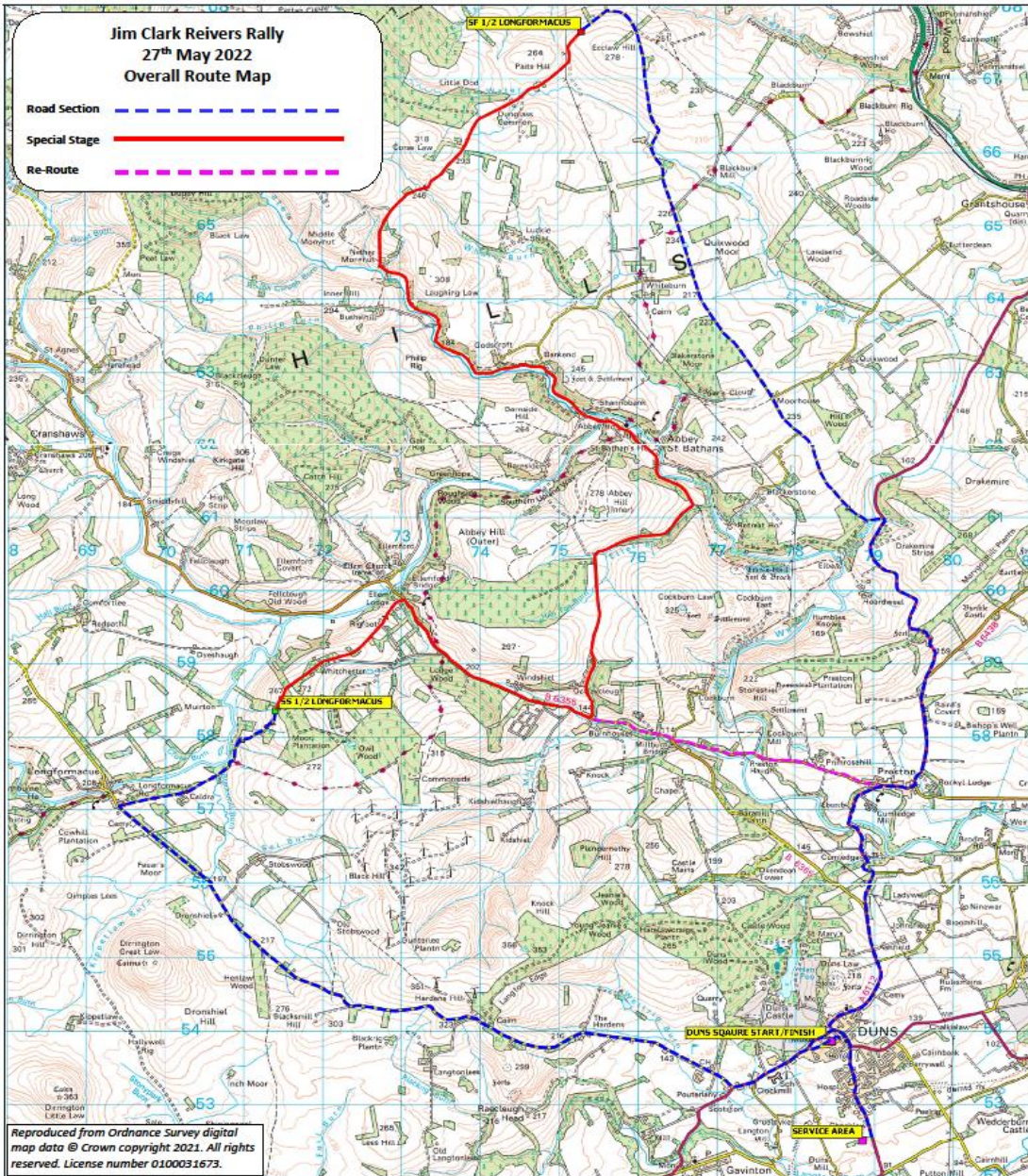
5.3 Integrated Impact Assessment

An Integrated Impact Assessment has been undertaken in regards to the content of this report and no adverse findings have been observed requiring a fuller IIA to be undertaken.

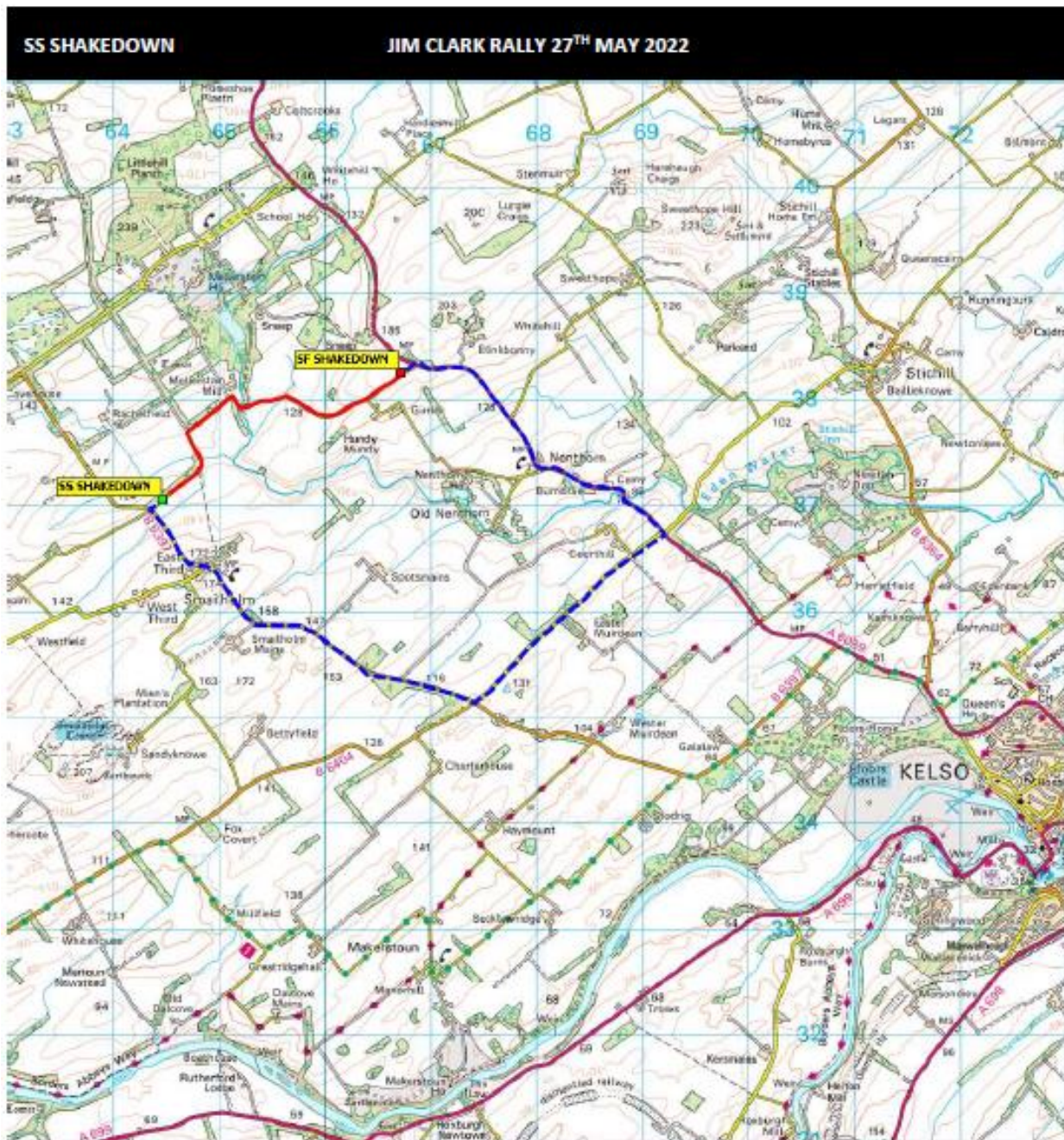
5.4 Sustainable Development Goals

It is not envisaged that the recommendations within the report will impact on any of the UN Sustainable Development Goals.

5.5 Climate Change

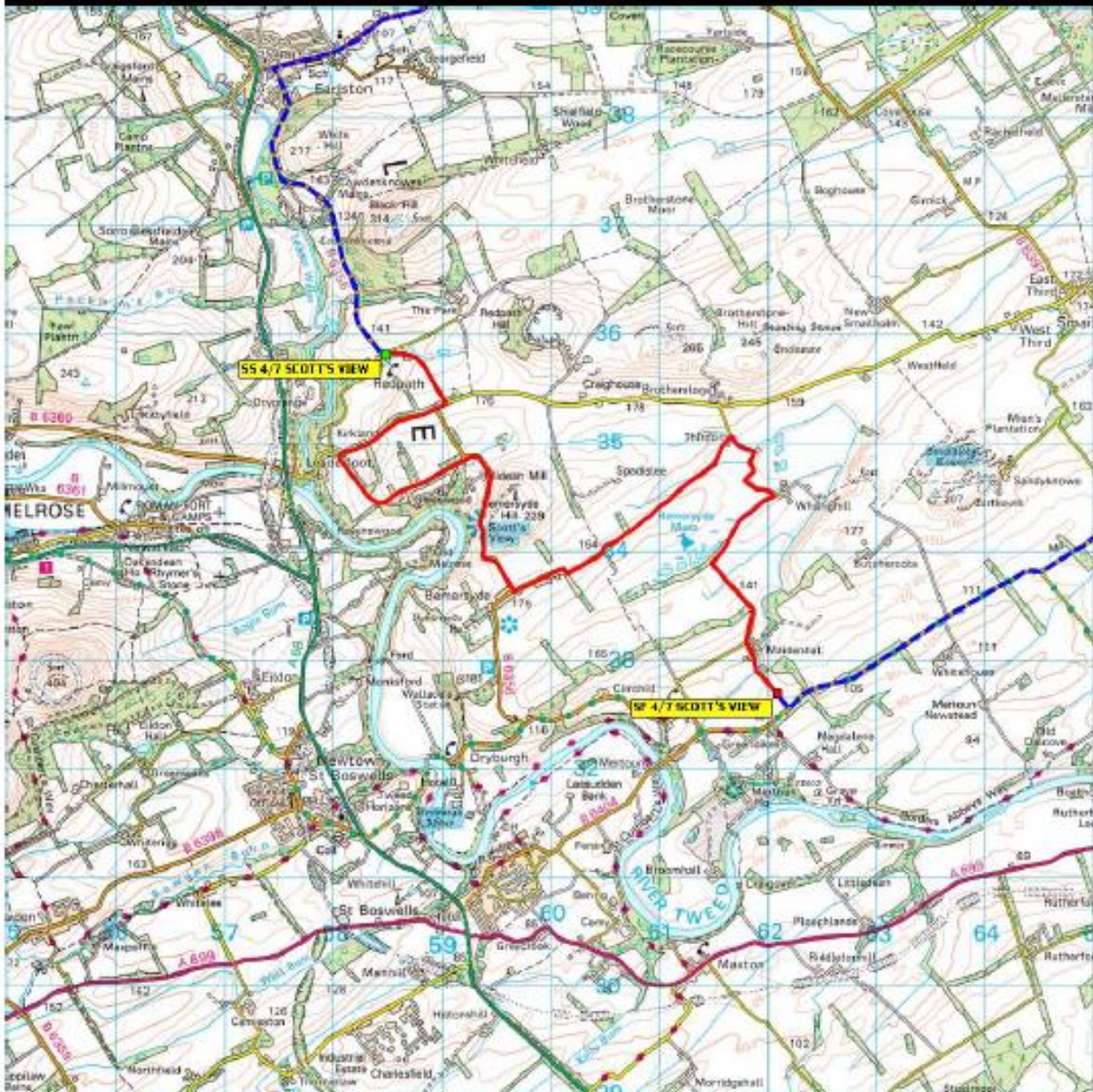


Appendix B : Individual Stage Maps



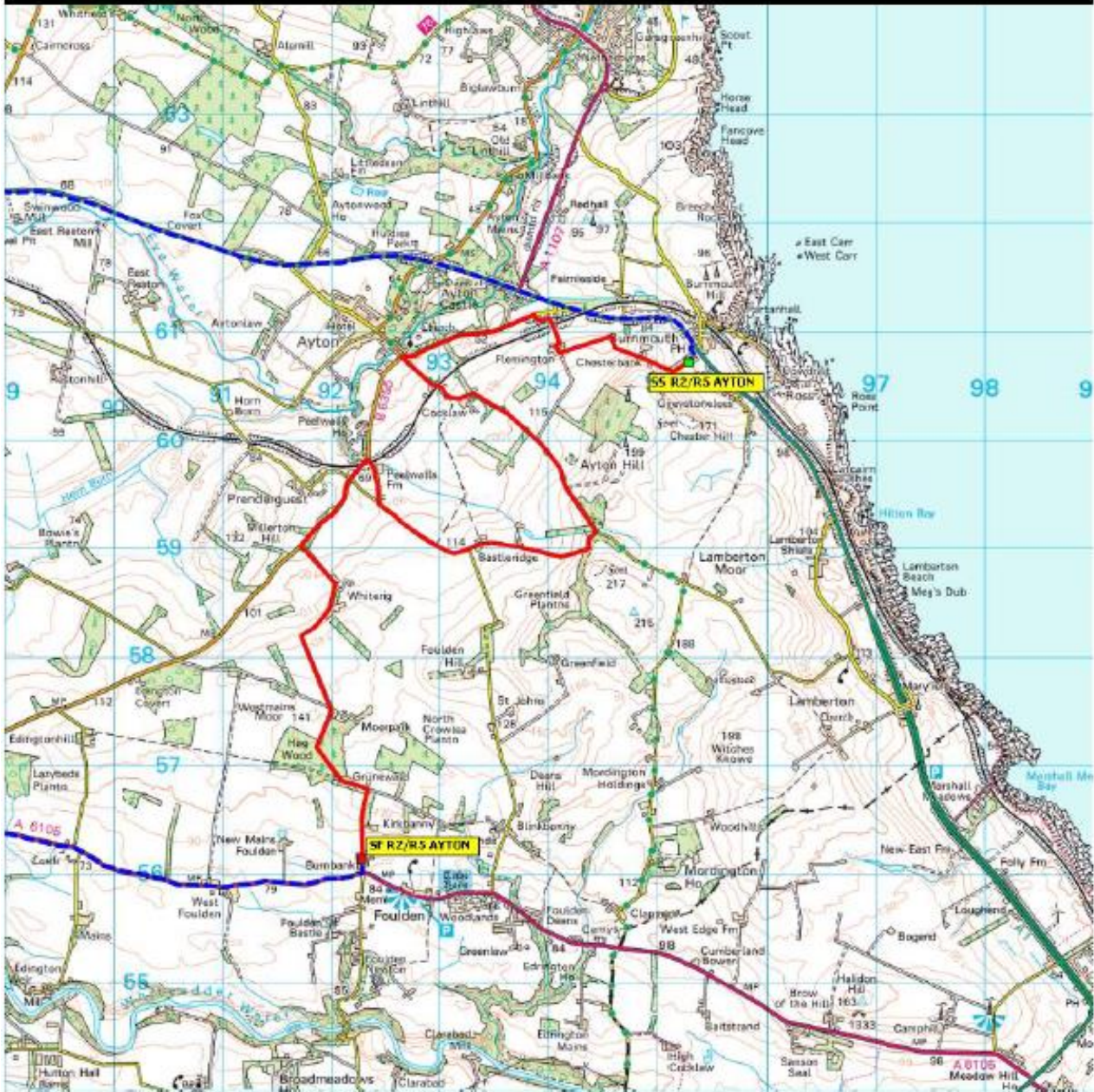


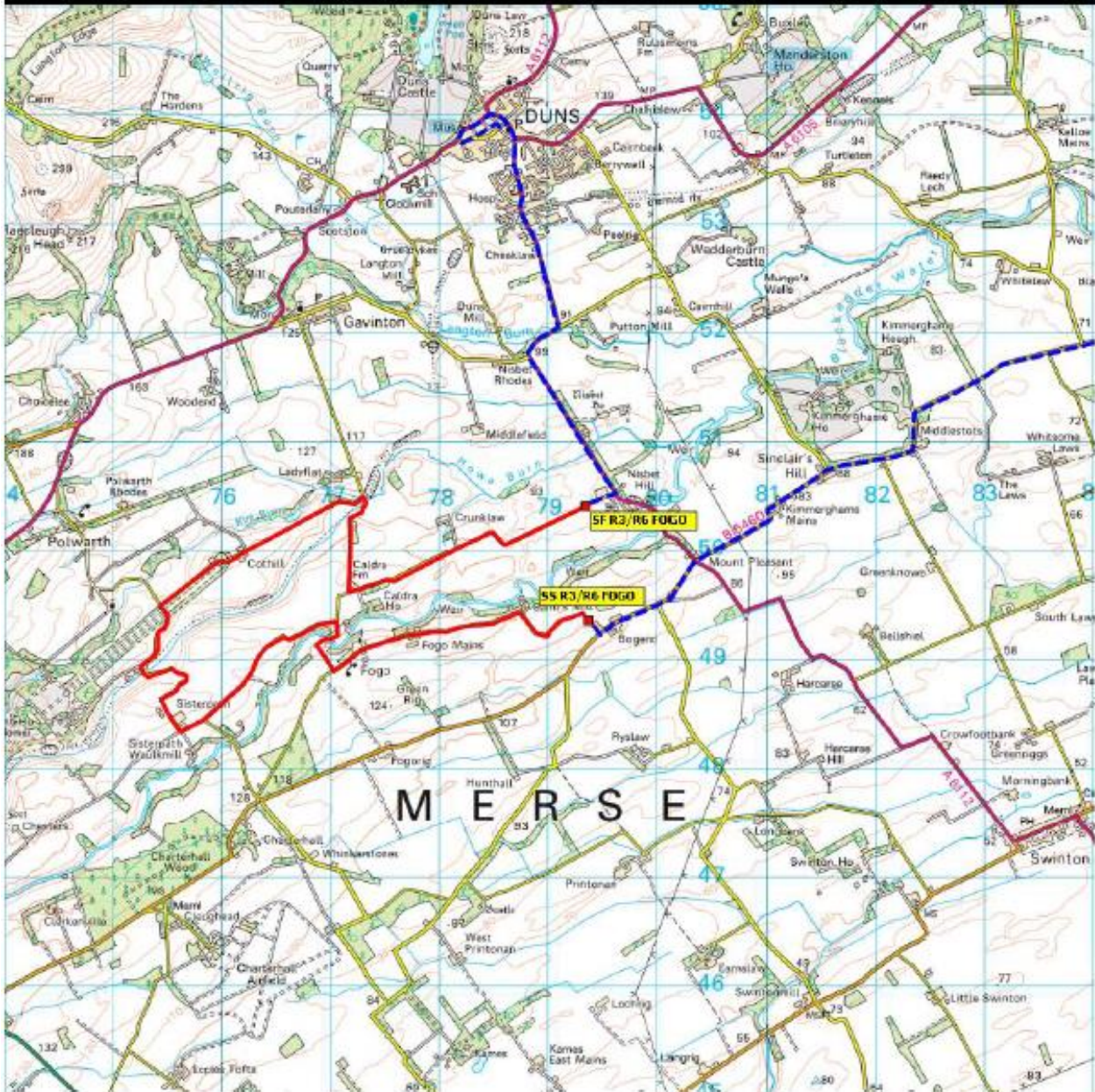


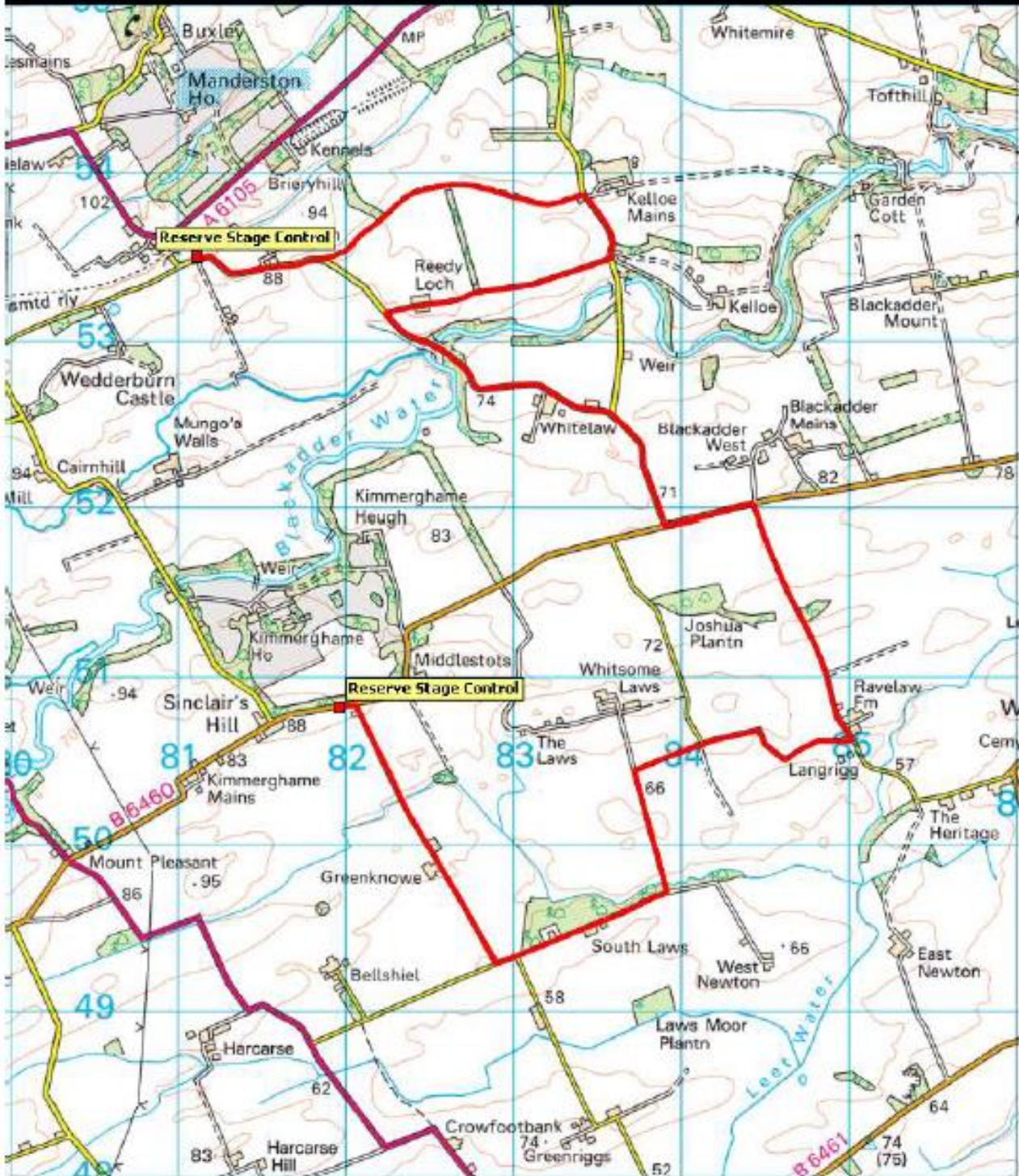












Appendix C : Provisional Stage Timings

Beatson's Building Supplies Jim Clark Rally 2022

Schedule

DRAFT

Leg 1							Friday 27th May 2022		
TC SS	LOCATION	SS Dist mls	Bogey Time	Liaison Dist mls	Target Time	Car 1 Due	Road Closure	Road Opens	
<i>Distance to next refuel</i>		(12.02)		(42.34)					
-	Holding Area - (Service)	-		-	-	18:45			
MTC 0	Ceremonial Start - (Duns Square)	-		1.44	00:15	19:00			
TC 1		-		8.37	00:18	19:18			
SS 1	Longformacus 1	-		-		19:21	17:21		
SF 1		12.02	09:38	-		19:43			
TC1A	Regroup In - (Duns Service)	-		11.89	00:24	20:07			
TC1B	Regroup Out / Service In	-		-	00:10	20:17			
TC1C	Service Out	-		-	00:30	20:47			
TC 2		-		9.21	00:20	21:07			
SS 2	Longformacus 2	-		-		21:10			
SF 2		12.02	09:38	-		21:32			
MTC 1	End of Leg 1 (Duns Square)	-		11.43	00:24	21:56		00:21	
TOTALS		24.04		42.34					

<p>Sunrise: 04:35 Sunset: 21:38</p>
--

Leg 2		Saturday 28th May 2022						
TC SS	LOCATION	SS Dist mls	Bogey Time	Liaison Dist mls	Target Time	Car 1 Due	Road Closure	Road Opens
	<i>Distance to next refuel</i>	(12.92)		(6.59)				
-	Holding Area - (Service)	-		-	-	09:45		
MTC 2	Ceremonial Start - (Duns Square)	-		1.44	00:15	10:00		
RZ 1	Refuel - (Woodhead Farm)			(5.15)				
	Distance to next refuel	(20.78)		(51.57)				
TC 3		-		12.66	00:27	10:27		
SS 3	<i>Westruther 1</i>	-		-		10:30	08:30	
SF 3		6.22	04:59	-		10:39		
TC 4		-		9.79	00:25	11:04		
SS 4	<i>Scott's View 1</i>	-		-		11:07	09:07	
SF 4		6.70	05:23	-		11:16		
TC 5		-		14.21	00:35	11:51		
SS 5	<i>Eccles 1</i>	-		-		11:54	09:54	
SF 5		7.86	06:19	-		12:04		
TC5A	Regroup In - (Duns Square)	-		8.00	00:19	12:23		
TC5B	Regroup Out	-		-	00:10	12:33		
TC5C	Service In	-		0.92	00:03	12:36		
TC5D	Service Out	-		-	00:40	13:16		
RZ 2	Refuel - (Woodhead Farm)			(5.99)				
	Distance to next refuel	(20.78)		(45.12)				
TC 6		-		13.38	00:32	13:48		
SS 6	<i>Westruther 2</i>	-		-		13:51		15:30
SF 6		6.22	04:59	-		14:00		
TC 7		-		9.79	00:25	14:25		
SS 7	<i>Scott's View 2</i>	-		-		14:28		16:07
SF 7		6.70	05:23	-		14:37		
TC 8		-		14.21	00:35	15:12		
SS 8	<i>Eccles 2</i>	-		-		15:15		
SF 8		7.86	06:19	-		15:25		
RZ 3	Refuel - (Woodhead Farm)			(7.74)				
	Holding Area			-				
	Distance to next refuel	-		-				
TC 9		-		8.70	01:18	16:43		
SS 9	<i>Eccles 3</i>	-		-		16:46		17:23
SF 9		7.86	06:19	-		16:56		
MTC 3	Ceremonial Finish - (Duns Square)	-		4.59	00:12	17:08		
TOTALS		49.42		97.69				

Sunrise: 04:35 Sunset: 21:38

TC SS	LOCATION	SS Dist mls	Bogey Time	Liaison Dist mls	Target Time	Car 1 Due	Road Closure	Road Opens
	<i>Distance to next refuel</i>	(21.84)		(9.77)				
MTC 0	Holding Area - (Service)	-		-	-	09:45		
TC 1	Ceramonial Start - (Duns Square)	-		1.44	00:15	10:00		
SS R1	Edrom 1	-		1.05	00:07	10:07		
SF R1		-		-		10:10	08:10	
TC 2		7.19	05:46	-		10:20		
SS R2	Ayton 1	-		7.28	00:17	10:37		
SF R2		-		-		10:40	08:40	
		7.30	05:52	-		10:50		
RZ 1	<i>Refuel</i>	-		(0.00)	-			
	<i>Distance to next refuel</i>	(21.84)		(26.05)	-			
TC 3		-		11.24	00:20	11:10		
SS R3	Fogo 1	-		-		11:13	09:13	
SF R3		7.35	05:54	-		11:23		
TC3A	Regroup In - (Duns Square)	-		4.72	00:12	11:35		
TC3B	Regroup Out	-		-	00:10	11:45		
TC3C	Service In	-		0.92	00:03	11:48		
TC3D	Service Out	-		-	00:30	12:18		
TC 4		-		1.89	00:12	12:30		
SS R4	Edrom 2	-		-		12:33		15:10
SF R4		7.19	05:46	-		12:43		
TC 5		-		7.28	00:17	13:00		
SS R5	Ayton 2	-		-		13:03		15:40
SF R5		7.30	05:52	-		13:13		
RZ 2	<i>Refuel</i>	-		(0.00)	-			
	<i>Distance to next refuel</i>	-		-	-			
TC 6		-		11.24	00:20	13:33		
SS R6	Fogo 2	-		-		13:36		16:13
SF R6		7.35	05:54	-		13:46		
MTC 1	Ceremonial Finish - (Duns Square)	-		4.59	00:10	13:56		
TOTALS		43.68		51.65				

Sunrise: 04:35
Sunset: 21:38

CHEVIOT COMMUNITY FUND ASSESSMENT PANEL

This report sets out the recommendations of the Panel for consideration by the Cheviot Area Partnership. The report provides a brief description of each application considered and highlights key factors that influenced the decision reached by the Panel.

Jedburgh Community Trust

An application was received for assessment work to preserve the historic Capon Tree. The Panel were supportive of the project and the key points influencing the Panel's decision were:

- Preservation of a local landmark and heritage
- Community driven
- Positive impact on tourism

The Panel recommend awarding £1,798.20

Crailing, Eckford & Nisbet Community Council

An application was received for the repainting the community owned telephone boxes. The Panel were supportive of the project and the key points influencing the Panel's decision were:

- Telephone boxes house the defibrillator
- Provision of information, advice and support for the local community and general public
- Supporting the local community

The Panel recommend awarding £1,026.00

Evaluation requirements relating to the use of the telephone boxes to be included if it is possible to for the Community Council to monitor this.

Tweed Valley Railway Campaign

An application was received for community engagement costs. The Panel had a healthy discussion on this application, with the majority supportive of the project. The key points influencing the Panel's decision were:

- Will help to establish the level of interest across the community
- Community driven

The Panel recommend awarding £2,500.00

Morebattle Institute

An application was received for roof repair costs. The Panel were supportive of the project and the key points influencing the Panel's decision were:

- Maintain and preserve a valued local resource
- Community benefits and investment

The Panel recommend awarding £2,500.00

This page is intentionally left blank

Build Back a Better Borders Recovery Fund - Assessment Form

For the purpose of assessment, projects have been ranked high, medium or low to reflect how strongly the application meets the criteria of the Build Back a Better Borders Recovery Fund.

High – a strong demonstration of how the project will assist recovery from the pandemic

Medium – provides acceptable examples of how the project will assist recovery from the pandemic

Low – lacks detail of how the project will assist recovery from the pandemic

1. Applicant Details:

Organisation name	Cheviot Togs				
Organisation structure	Constituted Charity				
Application reference	BBBB/CHE/13				
Theme of application	Sport	Arts & Culture	Environment	Community Capacity	Community resilience
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Project start date	Jan 2022	Project end date			July 2022

2. Organisation's finances:

End of year balance	£0
Current bank balance	New organisation, waiting on funding to arrive in the account.
Total cash/Unrestricted reserves available & purpose	£0
Total restricted /committed funds & purpose	<p>£2410 has been raised through grant and crowd funding. This is still to be transferred to the group as their bank account has only recently been set up.</p> <p>£1200 ring fenced for rent and insurance for December and January.</p> <p>£468 ring fenced for laundry trolleys. Remaining balance £732 ring fenced for organisation running costs and 10% match funding to Community Fund application.</p>

Project:

Outline of what the group plan to do to help people recover from the pandemic. Projects will be ranked higher if the application strongly demonstrates that they are meeting an identified need in the community. (e.g. area of deprivation, protected characteristics, tackling wellbeing and isolation, tackling climate change)

High

Medium

Low

Comment:

Cheviot Togs plans to create a clothing bank for children and young people in the style of a boutique shop, in Teviot Crescent in Hawick. The project will operate across both Cheviot and Teviot & Liddesdale; the application for funding has been split pro rata across the two community funds.

They aim to reduce the amount of good quality clothing going to land fill while helping those in need of support with clothing for children and young people.

Cheviot Togs aims to reduce the stigma of second-hand clothing.

Cheviot Tog aims to provide free, clean and suitable clothing to children who find themselves in need of clothing due to domestic violence, flood or fire, homelessness or financial difficulties facing the family. Clothing is sourced by donations, and partner organisations. Jedburgh Grammar has asked Cheviot Togs to manage all school excess uniforms. There are plans to engage with Kelso and Hawick high schools, as well as working with local supermarkets and shops to use excess stock.

Clothing will be provided via delivery, and in person at the Hawick base if people are able to travel, as well as pop up shops, and events, in Cheviot pending setting up a base in Jedburgh, and Kelso.

Cheviot Togs have worked with and consulted to establish need: Future Hawick, Burnfoot Community Hub, NHS Borders, Jedburgh Grammar Campus, School Nurse Hawick High School, Morrisons, The Co-op, Jedburgh Foodbank, Live Borders, Salvation Army, Borders Women's Aid, Cheviot Youth and Tweed Togs in Peebles who mentors the project and whom Cheviot Togs based the business model on. The organisation has also discussed the project with local community councils.

There is currently a referral process based on the operation of best practice used by Tweed Togs. This is through health, youth workers and education professionals. However, the organisation is keen to look at a mechanism for self-referral considering the dignity and confidentiality of the people using the service.

The organisation believes that access to clothing is a human right and all children should have access to clean, appropriate clothes to help them participate fully in life. Cheviot Togs wants to provide autonomy, choice and dignity wherever possible. Cheviot Togs are based in Hawick but will be taking over the service in Jedburgh and Kelso areas, currently operated by Tweed Togs, from January, covering a greater area of the Cheviot locality.

Evidence of individuals, groups or communities likely to benefit from the new initiative and how they have been affected by the pandemic:

High <input checked="" type="checkbox"/>	Medium <input type="checkbox"/>	Low <input type="checkbox"/>
--	---------------------------------	------------------------------

Comment:

Children aged 0-18 - children have been adversely affected by Covid-19, missing out on full school, social and sports activities for nearly two years. They should not be restricted or socially excluded because of a lack of clothing.

Families facing financial difficulties. People who are self-employed, working in the service industry and those who didn't qualify for furlough payments should have access to clothing for their children if needed.

Families facing a rise in the cost of living and having to make choices about food, heating and rent. To offer help with basic clothing needs for children would give them less to worry about and ease stress upon that family.

Refugees, people being relocated to The Borders during the pandemic may not have direct access to community support as previously. They should also have access to clean, suitable clothing for their families.

Cheviot Togs will give people access to clothing in a dignified way, aiming to recreate a boutique experience.

Expected impact of the new initiative and how will it help those most in need recover from the pandemic

High <input checked="" type="checkbox"/>	Medium <input type="checkbox"/>	Low <input type="checkbox"/>
--	---------------------------------	------------------------------

Comment:

It is expected that by being based closer to, and working actively in, Cheviot the number of referrals received by Tweed Togs will be increased from when they were delivering the service in the area during 2020/21:

TD8 Cheviot - 27
 TD5 Cheviot - 34;

Project Expenditure:

Total Project Cost	£5,500
10% organisation contribution	£550
Request to BBBB	£2,227.50

Item of expenditure	Cost
Laundry Equipment	£2,000
Rent	£1,500
Shop and Storage Furnishings	£1,700
Packaging, Stationery, Travel	£300
Total	£5,500

Match/other funding sought:

Funder	Funding Requested	Status
Crowdfunding	£5,000	Ongoing
Teviot & Liddesdale Community Fund	£2,722.5	Awaiting decision

Grants received from Scottish Borders Council or any other funder within the last three years

Date	Project Title/Funder	Amount
	Arnold Clark	£1,000
	Oregon Timber	£1,000
	Crowd Funding	£410

SBC OFFICER ASSESSMENT	The application meets the criteria of the BBBB fund and has been scored high as it will support families in need via the provision of clothing for children and young people.
Comments	<p>This project is new and fulfils the criteria as will aim to build community capacity and engagement. The project will also aim to reduce waste and change attitudes to recycling clothes. There is evidence of need based on SIMD statistics and uptake delivered by Tweed Togs.</p> <p>Cheviot Togs is reliant on funding to begin and during the initial phase the sustainability will be dependent on being successful in fund applications to have a level of reserve to build resilience. They are in the process of applying to the Ladhope Wind Farm, as well as in discussions and planning to apply to the National Lottery Community Fund.</p> <p>Cheviot Togs has been set up recently, meaning it has no financial history. They have a detailed business plan, with financial projections.</p>

<p>Additional terms and conditions required</p>	<ul style="list-style-type: none"> • The applicant must follow Scottish Government Covid-19 guidance when delivering the service. • Moveable equipment to be passed to another community group/organisation should this project cease to operate.
<p>Evaluation</p>	<p>If successful, we recommend the applicant include in their funding evaluation:</p> <ul style="list-style-type: none"> • Number of children and young people supported • Feedback from staff and service users where appropriate • Feedback from referring organisations e.g. GPs and Social Work staff.

This page is intentionally left blank

Cheviot Area Partnership 26 January 2022

Additional Information

Current consultations

- [2022/20 Budget survey](#)
Scottish Borders Council has launched a survey to understand the priorities of Borderers and give local people the opportunity to influence our next budget and a range of other important service areas for the future

Closes 30 January 2022

- [Common Good consultation 2022](#)
Following an investigation of the assets held by Scottish Borders Council, we have prepared a draft asset register for each former Burgh. We have considered title deeds (for land and buildings), museum records and old Burgh minutes. Where an asset was donated to the town, prior to 1975; where it was purchased from Common Good funds; or where it has historically been used by the people of the town as a public asset, we have determined that the asset should form part of the Common Good.

Scottish Borders Council is seeking views on whether there are any additional assets that should be included the draft asset registers that have been produced.

Closes 31 March 2022

Community Empowerment:

Currently, there are no formal Participation Requests being considered in the Cheviot area. No new expressions of interest have been expressed regarding asset transfers on land and buildings in the Cheviot area.

For information about the Community Empowerment (Scotland) Act 2015: [Parts of the Act | Community Empowerment \(Scotland\) Act 2015 | Scottish Borders Council \(scotborders.gov.uk\)](#)

[Community Ownership Support Service](#)

Community Assistance Hub update

The Christmas break has meant that there have only been two meetings of .Cheviot Community Partners. An information leaflet with contacts for people needing support, whether it be financial, housing, food or general has been produced and is available for partners to distribute to the community.

Community Funding

[Cheviot Community Fund](#)
[Queens Platinum Jubilee Fund](#)
[Community Enhancement Trust](#) and [Community Welfare Trust](#)
<https://fundingscotland.com/>

<https://www.tnlcommunityfund.org.uk/>
[Community grants and funding | Scottish Borders Council \(scotborders.gov.uk\)](#)

Area Partnerships' information pack:

[Cheviot Area Partnership | Scottish Borders Council \(scotborders.gov.uk\)](#)
[Community engagement, planning and ownership | Area Partnership information pack | Scottish Borders Council \(scotborders.gov.uk\)](#)

Co-production week Scotland

[Co-production Week Scotland](#) are launching a new co-production animation.

Their [short animation](#) explains co-production in a fun and clear way. It's been developed by the Scottish Co-production Network team, building on how we talk about co-production and explain it to others.

Explaining co-production isn't always easy, but using clear language to help people understand it is a big part of getting co-production right.

No definition is perfect, but we hope it will act as a helpful starting point to spark discussion, ideas and debate on what co-production means to you and the people you work with.

Community Councils:

Scottish Community Councils Latest News, including information about funding opportunities and national consultations.

[Community Council News](#)

Scottish Borders Council Meetings

[Browse meetings - Scottish Borders Council - Scottish Borders Council \(moderngov.co.uk\)](#)

Covid-19:

www.scotborders.gov.uk/coronavirus

Community Testing:

www.nhsborders.scot.nhs.uk/patients-and-visitors/community-testing/

Covid-19 vaccination programme

www.nhsborders.scot.nhs.uk/patients-and-visitors/covid-19-vaccination-programme/

NHS Borders website for current updates:

<http://www.nhsborders.scot.nhs.uk/patients-and-visitors/coronavirus/>

Business support

<https://www.scotborders.gov.uk/covid19business>
<https://findbusinesssupport.gov.scot/>

Debt Advice:

[Citizens Advice Bureau](#)



Download the NHS
Borders Money Worries
App here

NHS Money Worries App – download from Google Play or the App Store

Heating & energy:

www.scotborders.gov.uk/affordablewarmth

NHS Borders Wellbeing Service:

<http://www.nhsborders.scot.nhs.uk/patients-and-visitors/our-services/general-services/wellbeing-service/>

NHS Borders Wellbeing Point:

www.nhsborders.scot.nhs.uk/wellbeingpoint

20 mph trial in Scottish Borders: Evaluation

Page 35

Grigorios (Greg) Fountas
Lecturer (Assistant Professor)

Adrian Davis
Professor

Adebola Olowosegun
Research Fellow

Quantitative Evaluation

- *Before-after* analysis of vehicle speeds
- **Main objective:** To identify whether and how the 20mph speed limit trial affected vehicle speeds
- **Main outcome:** Reduction of mean speeds by **3 mph** (approx.) 8 months after the introduction of the 20mph limit

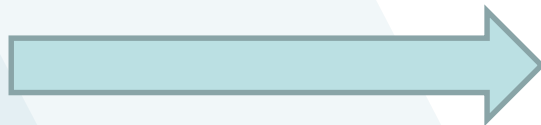
Page 36

Mean speed:

>25 mph



Before



Mean speed:

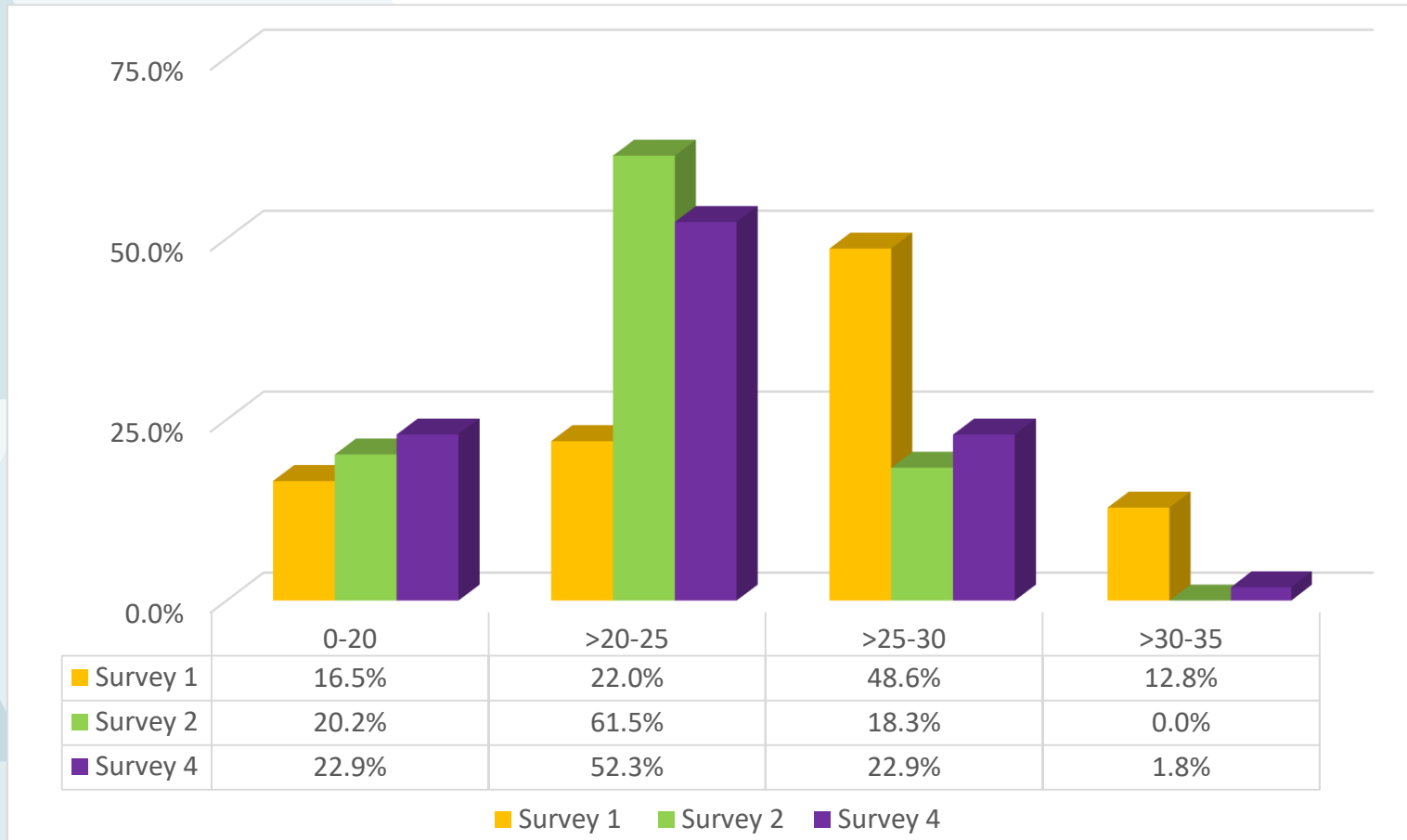
>22 mph



After

- Several sets of speed surveys have been carried out:
 - “**Before**” survey (in August – September 2020) – **Survey 1**
 - “**After I**” survey (November – December 2020 & early 2021) – **Survey 2**
 - “**After II**” survey (April – May 2021) – **Survey 3**
 - “**After III**” survey (June 2021) – **Survey 4**
- Descriptive & statistical analysis of speed data for varying numbers of locations :
 - Survey 1 vs Survey 2: 115 locations
 - Survey 1 vs Survey 2 vs Survey 3: 55 locations
 - Survey 1 vs Survey 2 vs Survey 4: 109 locations

Distribution of sites per mean speed range



- *Shift towards the left side of the distribution: most of the sites (>75%) have **low mean speeds** 8 months after the trial*
- The trial almost **doubled** the proportion of locations with speeds lower than 25 mph

Mean & 85th percentile speeds

For all sites (with **30mph speed limit** “before”):

Mean speed (mph)	N	Average	Std. Deviation
Survey 1 (“Before”)	109	25.33	4.56
Survey 2 (“After I”)	109	22.22	3.02
Survey 4 (“After III”)	109	22.64	3.27

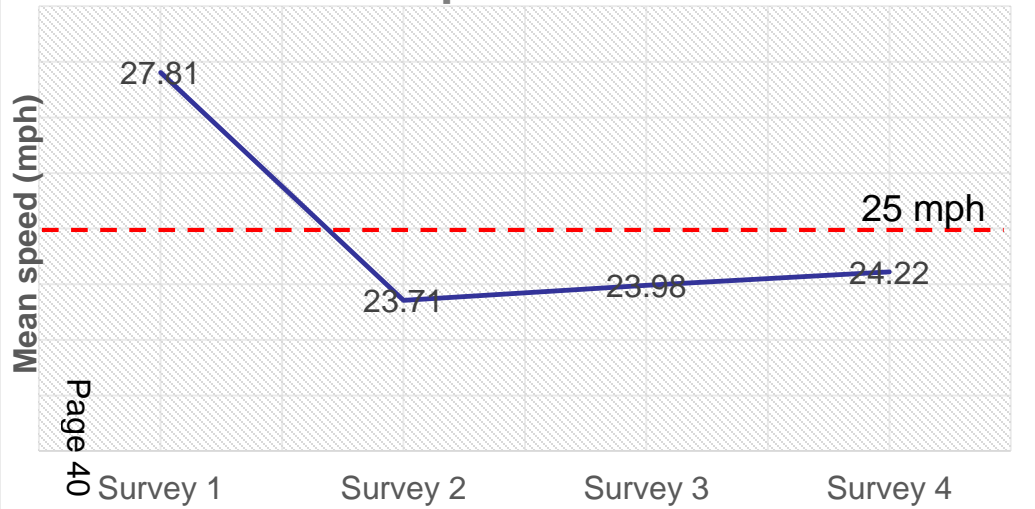
Page 39

85th percentile speed (mph)	N	Average	Std. Deviation
Survey 1 (“Before”)	109	30.21	4.90
Survey 2 (“After I”)	109	27.03	3.75
Survey 4 (“After III”)	109	27.59	3.93

- Speed reductions were observed across all survey waves for both metrics
 - **Reduction** in mean speed “after III” compared to “before”: **2.7 mph**
- Reductions in standard deviations of speeds were also observed
 - Lower standard deviations suggest more homogeneous speed patterns across the settlements

Evolution of speed over time

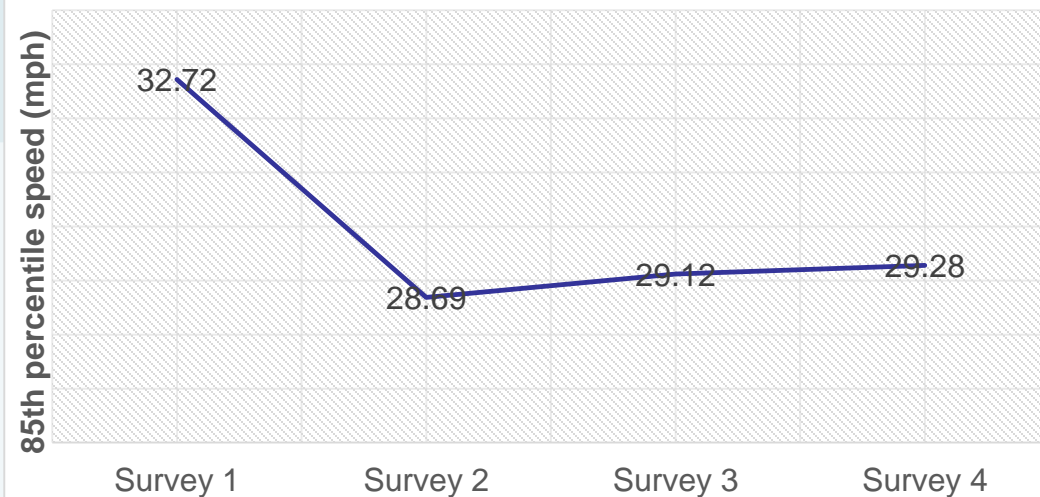
Mean speed over time*



- Reductions in **mean speed** are largely **maintained** even 8 months after the introduction of the 20mph limit

- Reductions in **85th percentile speed** are largely **maintained** even 8 months after the introduction of the 20mph limit

85th percentile speed over time*



* From the analysis of **55 sites** with available data across all 4 survey waves

Differences per mean speed range 8 months after the trial

- **Speed differences** between “Before” & “After III”

Mean speed range (mph)	“Before” speeds	“After III” speeds	“Before” – “After III” difference
0-20	18.06	18.01	-0.05
>20-25	22.58	21.12	-1.46
>25-30	27.94	24.17	-3.77
>30-35	31.17	26.45	-4.72

Page 41



- Speed reductions are more pronounced for locations with “before” mean speeds **greater than 25 mph.**

Traffic volumes & speed differences

	N	Average traffic (vehicles/day)	% Difference with “Before”
Survey 1 (“Before”)	109	2383	
Survey 2 (“After I”)	109	1820	-31%
Survey 4 (“After III”)	109	2506	+5%

	N	Mean speed (mph)	% Difference with “Before”
Survey 1 (“Before”)	109	25.33	
Survey 2 (“After I”)	109	22.22	-12%
Survey 4 (“After III”)	109	22.64	-11%

Page 42

- Despite the fluctuations in traffic volumes, speed reductions **are significantly maintained 8 months after the trial.**
- Statistical analysis revealed:
 - The impact of traffic volume fluctuations (due to COVID-19) on speeds is observable, but **minimal**
 - The speed differences are mainly attributed to the **impact of the 20mph speed limit**

Other safety interventions

- Mean speeds at sites **with** electronic signs

Mean speed (mph)	N	Average	Std. Deviation
Survey 3	23	24.64	2.20
Survey 4	23	24.33	2.12

- Mean speeds at sites **without** electronic signs

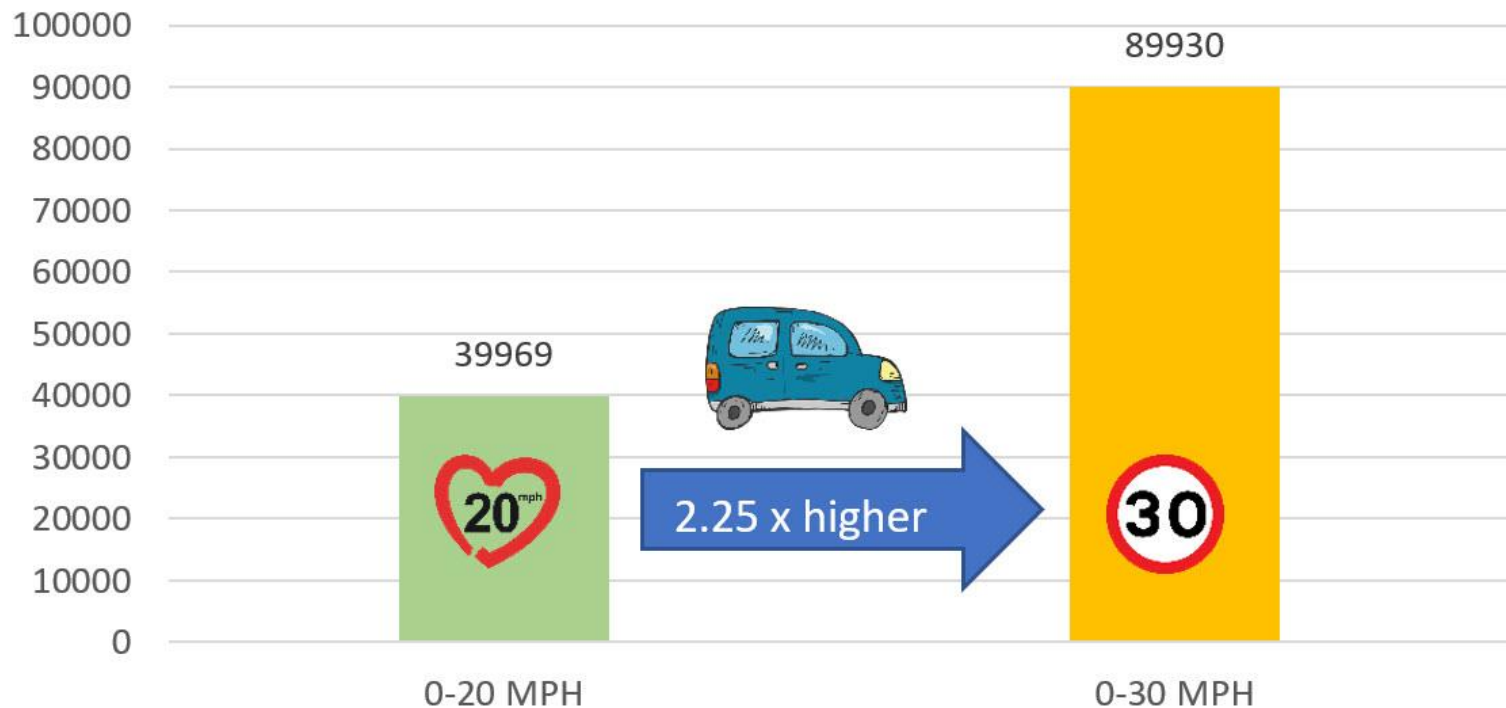
Page 43

Mean speed (mph)	N	Average	Std. Deviation
Survey 3	46	24.04	2.35
Survey 4	46	24.80	2.77

- Marginal **speed reductions** (<0.5 mph) at sites **with electronic signs**
- Marginal **speed increases** (<0.8 mph) at sites **without electronic signs**
- No observable impact of other interventions (such as buffer zones and speed limit repeater signs) on vehicle speeds

20mph and energy required

Energy (Joules) required for a 1000kg car to reach a maximum speed



Source: [20's Plenty for Us](#)

Overall findings

- Significant **speed reductions** after the introduction of the 20mph speed limit
- Shift from mean speeds **greater than 25 mph “before”** to **above 22mph “after”**
 - Proportions of locations with mean speeds **lower than 25mph doubled** post-intervention.

Speed reductions seem to be maintained over time

- Speeds are reduced by 3 mph (approx.) even 8 months after the beginning of the trial
- The extent of reductions is observed to be **greater** in locations having higher mean speeds “before”
- Traffic fluctuations are found to have a small impact on speed changes
- Other safety interventions were found to have mixed effects on vehicle speeds

What does this mean?

- Science-base has previously reported internationally of a 1mph average speed reduction resulting in a 5% casualty reduction
- From this study we report circa 3 mph mean speed reduction
- Significant findings which help fill the ‘rural settlements’ evidence gap on 20mph speed limits
- Few studies with funding to explore longer term behaviour change although these suggest a lag between intervention and behaviour change starting 1 year + after intervention
- SNP/Green Party Agreement means more such 20mph schemes likely and can learn from SBC

Cheviot Area Partnership 26 January 2022

Cheviot Funding Tables 2021/2022

26 January 2022

Community Fund 2021/2022		Build Back a Better Borders	
	£		£
Opening balance as of 01/04/2021 (£276k split per head of population)	£ 46,551.00	Opening balance as of 01/06/2021 (£500k split 80%/20% per head of population and S.I.M.D.)	£ 79,926.00
Plus 50% of available Local Festival Grant budget	£ 8,337.50		
Total available	£ 54,888.50	Total available	£ 79,926.00
Less:		Less:	
Community Fund & Community Fund Fast Track applications awarded since 01/04/2021	£ 8,624.00	Build Back a Better Borders Recovery Fund applications awarded since 01/06/2021	£ 44,030.20
Community Fund & Community Fund Fast Track applications that are assessed and await decision	£ 7,824.20	Build Back a Better Borders Recovery Fund applications that are assessed and await decision	£ 2,160.00
Sub-total	£ 16,448.20	Sub-total	£ 46,190.20
Funds remaining if assessed applications are successful	£ 38,440.30	Funds remaining if assessed applications are successful	£ 33,735.80
Community Fund & Community Fund Fast Track applications still to be assessed	£ 650.00	Build Back a Better Borders Recovery Fund applications still to be assessed	£ 15,000.00
Potential Overall Position	£ 37,790.30	Potential Overall Position	£ 18,735.80

Summary of all applications

No.	Date	Fund	Organisation Name	Amount	Project	Status
1	15/06/21	BBBB Fund	Roxburgh & Berwickshire CAB	£ 2,197.80	Staff costs	Awarded
2	24/06/21	BBBB Fund	One Step Borders	£ 585.00	Staff costs - Volunteer Coordinator	Awarded
3	23/07/21	BBBB Fund	Cheviot Youth	£ 13,433.40	Refurb of new base	Awarded
4	29/07/21	BBBB Fund	Morebattle Community Shop	£ 2,668.00	Volunteer Co-ordinator	Awarded
5	30/07/21	BBBB Fund	Queen's House	£ 6,885.00	Volunteer Co-ordinator costs & laptops	Awarded
6	15/08/21	BBBB Fund	Ancrum Community Council	£ 1,045.00	Development of Go Gardening project	Awarded
7	24/08/21	BBBB Fund	Jed Thistle Rugby Club	£ 15,000.00	Contribution to costs of new purpose built extension	Assessing
8	21/09/21	BBBB Fund	Border Group RDA	£ 10,350.00	Costs associated with two new programmes	Awarded
9	13/10/21	BBBB Fund	Kelso Orchard Tennis Club	£ 3,959.00	Cost associated with introducing new sessions	Awarded
10	26/10/21	BBBB Fund	Jedburgh Hearts Here	£ 2,907.00	Cabinets for defibrillators and training equipment	Assessed
11	11/10/21	Community Fund	St Boswells Parish Community Council	£ 1,928.00	Planters, plants and compost for bus terminal	Awarded
12	13/10/21	Community Fund	Kelso Orchard Tennis Club	£ 2,500.00	Clubhouse renovation project	Awarded
13	18/10/21	Community Fund	QME Care	£ 1,800.00	Digital inclusion & activities project	Awarded
14	18/10/21	Community Fund	Kalewater Community Company	£ 2,030.00	Legal fees for land acquisition	Awarded
15	15/12/21	BBBB Fund	Cheviot Togs	£ 2,160.00	Clothing bank	Assessed
16	10/11/21	Community Fund	Sprouston Community Council	£ 366.00	Noticeboard	Awarded
17	24/11/21	Community Fund	Jedburgh Community Trust	£ 1,798.20	Preservation of Capon Tree	Assessed
18	30/11/21	Community Fund	St Boswells SWI	£ 430.00	Hall fees and craft materials	Assessing
19	01/12/21	Community Fund	Crailing, Eckford & Nisbet Community Council	£ 1,026.00	Painting of adopted phone boxes	Assessed
20	03/12/21	Community Fund	Tweed Valley Railway Campaign	£ 2,500.00	Community engagement costs	Assessed
21	07/12/21	Community Fund	Makerstoun Village Hall	£ 220.00	Replacement defib pads	Assessing
22	16/12/21	Community Fund	Morebattle Institute	£ 2,500.00	Contribution to roof replacement costs	Assessed
Total				£ 78,288.40		

Other sources of grant funding - Cheviot

Grant Type	Available	Awarded	Remaining
Local Festival Grants	£ 8,337.50	£ 4,009.50	£ 4,328.00
Annual Support Grants (Community Councils)	£ 10,470.00	£ 6,045.00	£ 4,425.00
Village Halls (including Secretariat fee paid to the Bridge)	£ 9,140.00	£ 9,140.00	-
SBC Small Schemes	£ 34,700.00	£ 27,396.00	£ 7,304.00
Common Good - Jedburgh	£ 7,900.00	£ 6,600.00	£ 1,240.00
Common Good - Kelso	£ 3,000.00	£ 2,400.00	£ 600.00
SBC Enhancement Trust	£ 100.52	-	£ 100.52
SBC Welfare Trust	£ 2,890.65	£ 77.00	£ 2,813.65
	£ 68,201.17	£ 51,658.00	£ 16,483.17

This page is intentionally left blank