COMMON HAUGH, HAWICK – INSTALLATION OF GATES

Report by Chief Officer - Roads

HAWICK COMMON GOOD FUND SUB-COMMITTEE

20 June 2017

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1 PURPOSE AND SUMMARY

1.1 **This report provides the Hawick Common Good Fund Sub-Committee with the requested information on the proposal to install gates to the entrance and exit of the Common Haugh Car Park, Hawick.**

1.2 Hawick Common Good Fund Sub-Committee requested the Asset Manager, Scottish Borders Council, to investigate the cost of installing gates to the exit and entrance of the Common Haugh car park and report back to Members.

1.3 A price has been obtained and observations have been taken on concerns raised on the need to install gates and the practicalities of their operation.

2 RECOMMENDATIONS

2.1 **I recommend that the Hawick Common Good Fund Sub-Committee:-**

(a) Notes the content of the report and the concerns raised with regards to the installation of gates to the Common Haugh Car Park entrance and exit.

(b) Accepts the alternative recommendation to provide and position "Car Park Closed" signs and road cones at both the entrance and exit to the car park when it is deemed necessary during any significant flood event.

3 BACKGROUND

3.1 The Hawick Common Good Fund Sub-Committee requested the Asset Manager, Scottish Borders Council, investigate the cost of installing gates to the exit and entrance of the Common Haugh car park and report back to its Members.

3.2 This matter originated from a request by the Hawick Flood Group who wanted to deter motorists from using the car park during a significant flood event. The Flood Group's claim was that during the flood events in December 2015 and January 2016, the car park had been chaotic and dangerous with spectators and motorists congregating in the area.

3.3 Having considered the request, a price has been obtained to manufacture and install gates formed in two halves at both locations with an estimated cost of approximately £3,000 +VAT. These gates would be padlocked open when not required, and could then be closed and padlocked shut to prevent access / egress of the car park.

3.4 In undertaking this request the following concerns have been raised:

- The practicalities of the operation to close and open the gates during an extreme weather event.
- The provision of regular maintenance to ensure the gates were always in working order together with the identification of associated funding to maintain.
- The potential for already parked vehicles being prevented from exiting the car park after a decision has been taken to close and lock the gates. This situation has the potential to deem the Council liable for any damage caused.

3.5 In view of the above concerns, Police Scotland, SBC Emergency Planning Officer and SBC Network Manager were consulted. Their collective response does not support the installation of gates as suggested and recommends the alternative to provide and position "Car Park Closed" signs and road cones at both the entrance and exit to the car park when deemed necessary during any significant flood event.

3.6 The decision to deploy and subsequently remove any signs and cones, would be controlled and managed through the Council's Emergency Planning section and would be built into the current process, picked up during the debrief of the recent storms, to close and manage the footbridges over the River Teviot. The operation resource to erect and remove any signs and cones would be undertaken by SBC operatives deployed to deal with the emergency flood event taking place.

4 IMPLICATIONS

4.1 Financial

(a) A cost of £3,000 +VAT has been obtained to provide and install gates to the entrance and exit of the Common Haugh car park. No funding has been identified to undertake these works.

(b) The gates will require regular maintenance to ensure their continued working order. No funding has been identified to undertake this maintenance.

(c) The cost to purchase "Car Park Closed" signs and road cones to be placed at both the entrance and exit to the car park during any

significant flood event, is estimated at no more than £300 +VAT. No funding has been identified to purchase these items, although the General Flood Management budget could be used.

4.2 **Risk and Mitigations**

(a) There is a risk that by doing nothing to prevent members of the public accessing the Common Haugh car park during a significant flood event, that those who do access the area could place themselves at risk of the effects of the flooding situation.

(b) There is a risk that by using gates to prevent access and egress from the car park, that already parked vehicles are prevented from exiting the car park after a decision has been taken to close and lock the gates. This situation has the potential to deem the Council liable for any damage caused.

(c) The alternative to provide and position "Car Park Closed" signs and road cones at both the entrance and exit to the car park when deemed necessary during any significant flood event, would prevent access to the car park and would, if required, allow for the cones to be temporarily moved aside and any already parked vehicles to exit.

4.3 **Equalities**

It is anticipated that there are no adverse impact due to race, disability, gender, age, sexual orientation or religion/belief arising from the proposals in this report.

4.4 **Acting Sustainably**

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

4.5 **Carbon Management**

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

4.6 **Rural Proofing**

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

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

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

5 CONSULTATION

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

5.2 The Corporate Transformation and Services Director has also been consulted and any comments received into the final report.

Approved by

David Girdler
Chief Officer – Roads **Signature .....**

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Background Papers: **N/A**
Previous Minute Reference: **N/A**

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