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## **VARIOUS STREETS, SELKIRK - TRAFFIC REGULATION ORDER**

**Report by Service Director, Assets & Infrastructure**

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### **EILDON LOCALITY COMMITTEE**

**22 June 2017**

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#### **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 9<sup>th</sup> 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
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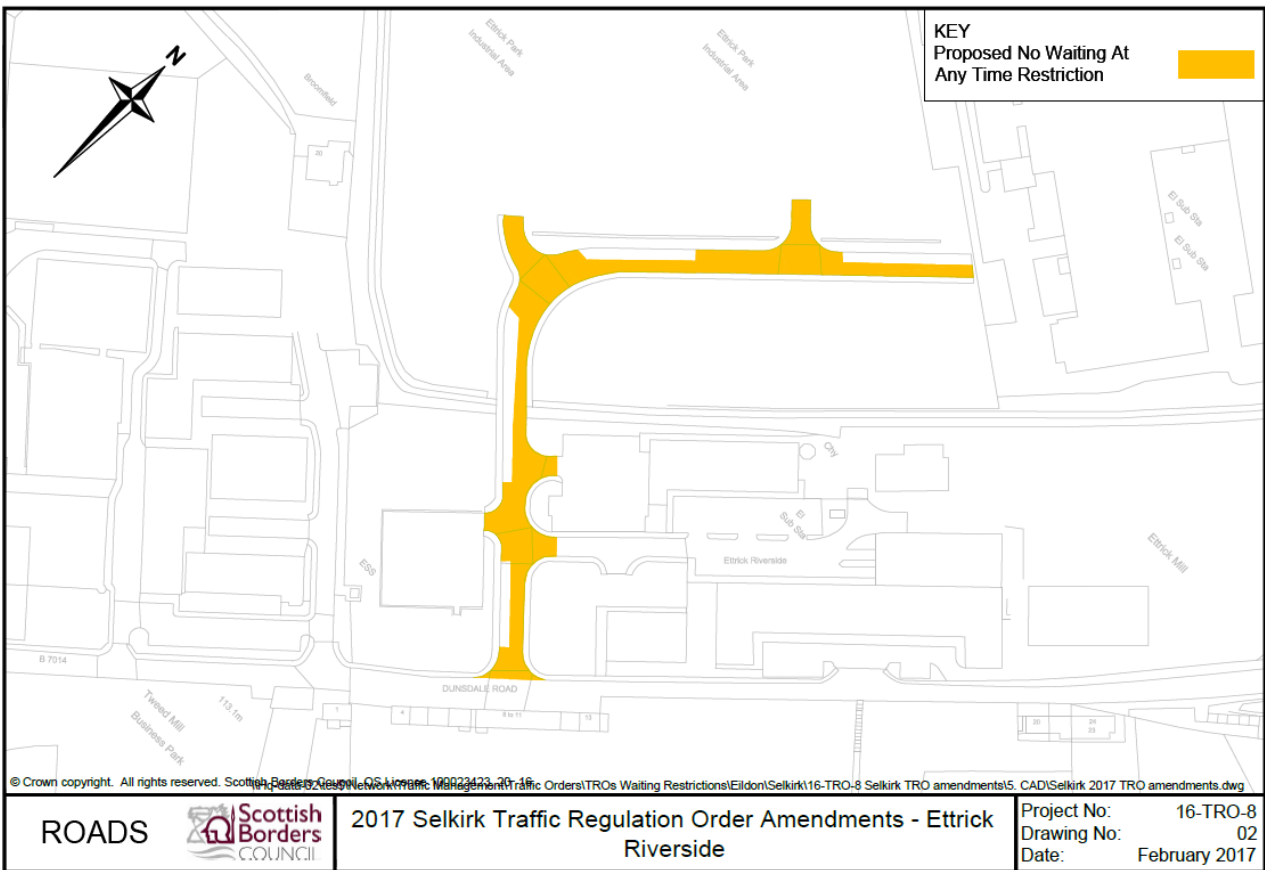
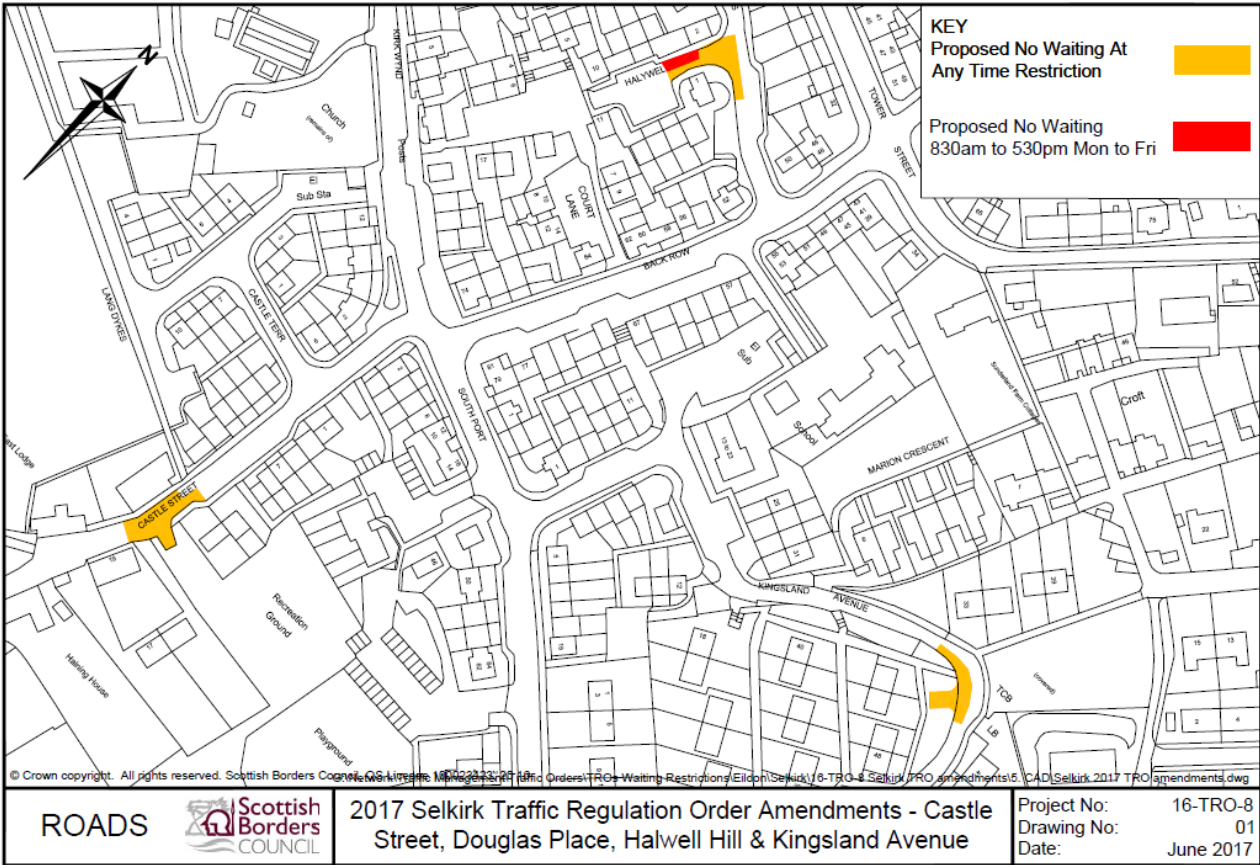
**Background Papers: none**

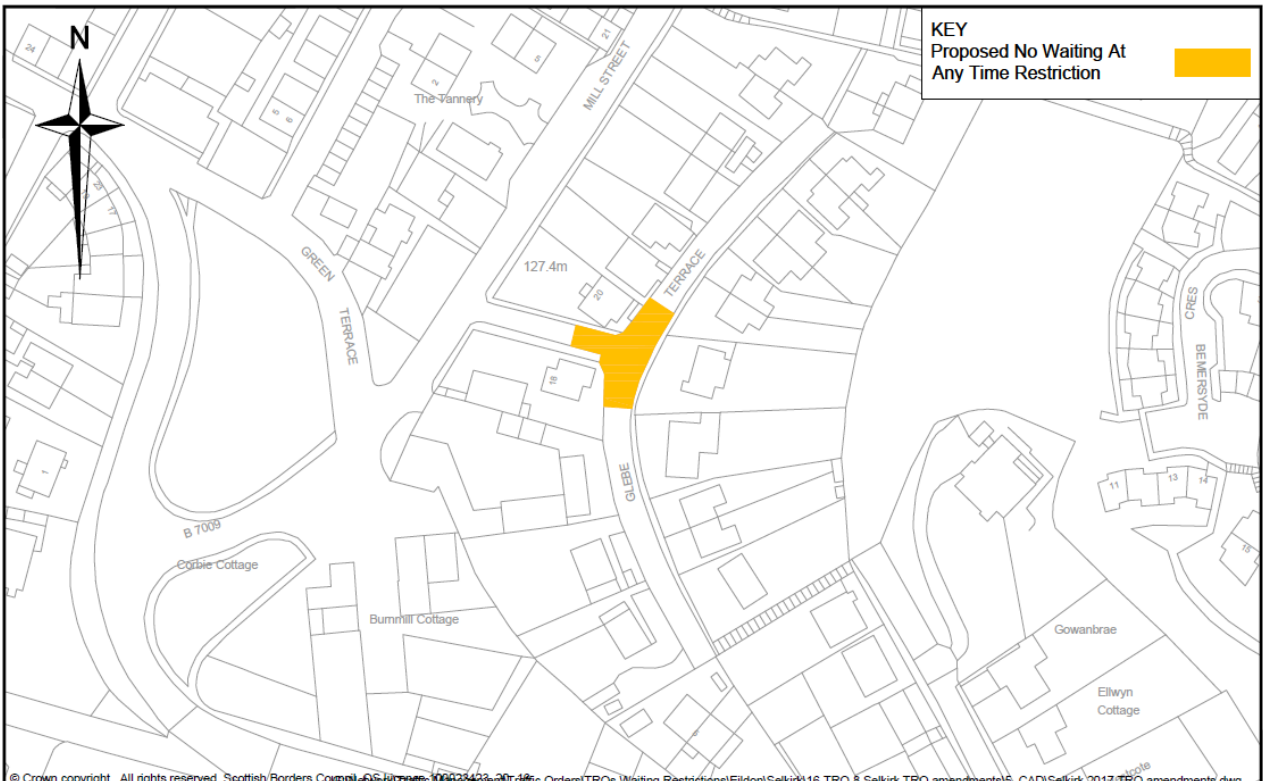
**Previous Minute Reference: none**

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

Contact us at Jacqueline Whitelaw, PLACE, Scottish Borders Council, Council  
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**KEY**  
 Proposed No Waiting At  
 Any Time Restriction

<p>ROADS</p>	 <p>Scottish Borders COUNCIL</p>	<p>2017 Selkirk Traffic Regulation Order Amendments - Glebe Terrace</p>	<p>Project No: 16-TRO-8          Drawing No: 03          Date: February 2017</p>
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## 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

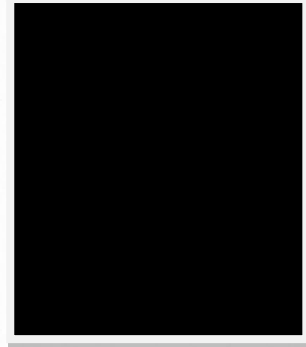
22 MAY 2017

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.

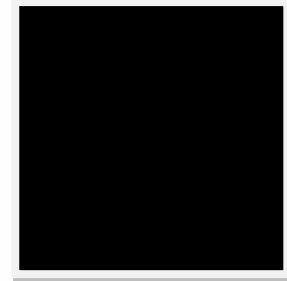
I have contacted the Road Safety and Traffic Management department who have explained the details of proposed order. As I understand from conversation and from looking at the plans there will be no waiting at any time restrictions for 10 metres at each side of the junction of Glebe Terrace. My concerns 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 become<sup>2</sup>  
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

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

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



4.  
leave plenty space for our neighbours to park.

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

I look forward to hearing from you.

Yours faithfully.

