
**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)

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Background Papers: Nil

Previous Minute Reference: Nil

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