
HAWICK HIGH STREET ONE WAY OPERATION

Report by Service Director Commercial Services

TEVIOT AND LIDDESDALE AREA FORUM

16 February 2016

1 PURPOSE AND SUMMARY

- 1.1 **This report presents reasons for the implementation of the direction of the one-way flow in Hawick High Street as well as the findings of a questionnaire survey that gauges Local Trader and general public opinion on the current operation of the One-Way System.**
- 1.2 At their meeting of 19 May 2015, Teviot and Liddesdale Area Forum requested a report on the workings of the decision for the traffic flow direction in respect of Hawick High Street's one-way system.
- 1.3 At their meeting of 16 June 2015, Teviot and Liddesdale Area Forum agreed to request that Commercial Services carry out a further consultation on the traffic flow direction of the one-way system in Hawick. At the time of preparing this report the on-street questionnaires had not been carried out but the results of the survey will be presented at the Area Forum on 16 February 2016. The same methods will be used to commission the surveys as those carried out at the end of the experimental order in 2009.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Teviot and Liddesdale Area Forum considers the results of an on-street questionnaire survey of the workings of the one way system on Hawick High Street.**

3 BACKGROUND

- 3.1 At their meeting of 14 June 2004, Teviot and Liddesdale Area Committee instructed the Director of Technical Services to carry out traffic surveys to ascertain the level of heavy goods vehicles using the High Street as concerns were expressed by members of the local community over the congestion that frequently occurred on the street and the fact that large vehicles were using the street as a shortcut between the A698 Hawick to Denholm road and the A7 Trunk road south of Hawick.
- 3.2 At their meeting of 16 November 2004, the Teviot and Liddesdale Area Committee agreed that the Director of Technical Services should carry out an investigation of the possibility of implementing a one-way restriction in High Street.
- 3.3 Between November 2004 and September 2006, a series of meetings took place between Area Committee Members and officers from Technical Services to agree what proposals would form part of a wider consultation process. The decision to recommend a one-way flow southbound on High Street followed experience of earlier operational issues that were prevalent during a temporary one-way restriction that was implemented northbound on the High Street in association with roadworks in the town. In addition to the one-way restriction, a vehicle weight restriction of 7.5 tonnes maximum gross weight was recommended on High Street and surrounding streets
- 3.4 At the Teviot and Liddesdale Area Committee meeting of 19th September 2006, the Director of Technical Services reported the findings of the consultation process and members agreed that:-
 - (a) a one-way system should be introduced on a one year trial basis on Hawick High Street, operating in a southbound direction from Oliver Place to Towerknowe.
 - (b) the prohibition of through traffic over 7.5 tonnes maximum gross weight should be introduced in Bourtree Place and High Street between Weensland Road Roundabout and Towerknowe. This restriction was also imposed on a number of streets on connecting roads to the High Street to prevent "rat running" by displaced vehicles.
- 3.5 In October 2007 a public exhibition of the above proposals was held in the Town Hall where Technical Services staff were on hand to talk through the proposals with attendees. 85 people were recorded as attending the exhibition.
- 3.6 The scheme was subsequently implemented as a year-long Experimental Order commencing on 10th February 2008. The scheme was overseen throughout by a Stakeholders Group made up of Local Members, Local Traders, Members of the Community Council, the Emergency Services, Bus Operators, Council Staff and various other public bodies. The Stakeholder Group chaired by a recently retired local businessman, met regularly to discuss the operation of the trial and to recommend any ongoing amendments that were required.

3.7 At the Teviot and Liddesdale Area Committee meeting of 17 March 2009, the Director of Technical Services presented results of various performance markers collated during the experimental order. Part of this presentation included the results of on-street questionnaire surveys carried out after the trial was complete on 18 and 19 February 2009 (an example of the Questionnaire is in Appendix A to the report). 300 people were chosen at random in and around the High Street to gauge their opinion on various elements of the trial. Of the 300 questionnaires that were completed, the following results that are considered relevant to this report were recorded:-

- Of those who stated a preference, 270 people (82.6%) were in favour of keeping the one way system as built.
- Of those who were Hawick residents, 206 (80.0%) were in favour of keeping the one way system as built.
- 6 people (2%) stated that they would prefer the one way to be in the opposite direction.

3.8 A separate questionnaire was directed at 73 Traders in the High Street area asking the same questions where it was found that:-

- Of those who stated a preference, 54 (83.1%) were in favour of keeping the one way system as built.
- 3 traders (4.1%) stated that they would prefer the one-way to be in the opposite direction.

3.9 The report which contains the full version of the results from the above mentioned questionnaires that was presented at the March 2009 Area Committee can be found in Appendix B to this report.

3.10 At the meeting of 17 March 2009, The Teviot and Liddesdale Area Committee agreed that the Experimental Traffic Regulation Order and Weight Restriction Orders in Hawick Town Centre be introduced on a permanent basis.

4 IMPLICATIONS

4.1 Financial

Should the one way restriction be reversed there would be financial implications where road markings, pedestrian crossings, bus stops illuminated sign posts and footways would require amendment to accommodate the reversal in the direction of flow. A significant number of directional road signs would also require renewal

4.2 Risk and Mitigations

- (a) There is a risk that there would be operational issues associated with reversing the one way direction where large vehicles owned by businesses in the Lochpark Industrial Area would have difficulty gaining access to the High Street from O'Connell Street without removing parking and a loading bay. Even if removed the swept path of a larger vehicle would be immediately adjacent to the footway on the northwest of High Street.

- (b) There is a risk that significant congestion could occur at the Weensland Road and Sandbed Roundabouts and the Towerknowe junction should the one way be reversed due to the change in traffic flow. Any congestion on Albert Bridge or Bourtree Place could compromise the safety of pedestrians crossing at the crossing near Albert Road and on Bourtree Place.
- (c) The cost of the elements detailed in 4.1 above in relation to reversing the direction of the one way could not be borne out of existing budgets.

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

To reverse the one way direction would mean the removal of approximately 5 parking spaces and 2 loading bays which would impact on the economy of the High Street and road safety where goods vehicles cannot load or unload safely.

4.5 Carbon Management

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

4.6 Rural Proofing

It is anticipated there will be no adverse impact on the rural area 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 have been consulted and their comments have been incorporated into the final report.

Approved by

Service Director Commercial Services Signature

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