
LOCAL ACCESS AND TRANSPORT STRATEGY – CONSULTATION RESPONSES

Report by Service Director Regulatory Services
EXECUTIVE COMMITTEE

10 May 2016

1 PURPOSE AND SUMMARY

- 1.1 **To advise members on the results of a recent consultation exercise that will help provide advice on the development of a Local Access and Transport Strategy for the Scottish Borders.**
- 1.2 The development of a Local Access and Transport Strategy (LATS) is a key document for the Scottish Borders, providing a focus for transport issues throughout the Local Authority area and beyond, whilst detailing key projects and longer term aspirations.
- 1.3 A Main Issues Report (MIR) provided the basis for consultation with stakeholders and the general public and asked a number of specific questions that will help mould the Officers' overall approach to the main strategy document. A twelve week consultation period for the LATS concluded on 23 October 2015, with 31 responses received from statutory consultees, community councils and the general public. A list of the people and organisations that responded has been provided in **Appendix A**
- 1.4 A summary of the key issues from the consultation period has been provided in **Appendix B** and a copy of the MIR document has been provided in **Appendix C**.

2 RECOMMENDATIONS

- 2.1 **It is recommended that the Executive Committee considers the responses from the recent consultation exercise undertaken as part of the development of the Local Access and Transport Strategy for the Scottish Borders.**

3 BACKGROUND

- 3.1 Following the publication of the Scottish Integrated Transport White Paper in July 1988, the first Local Transport Strategy (LTS) document for the Scottish Borders was produced in 2001, covering a five year period. The second LTS document for the Scottish Borders was produced in 2008.
- 3.2 The LTS is informed by both the National and Regional Transport Strategy documents, produced by Scottish Government and the South East Transport Partnership (SEStran) respectively. The first National Transport Strategy (NTS) document was published in 2007. At the present time Scottish Government is considering a refresh of the NTS and SEStran has recently published a revised regional strategy document for the south east of Scotland.
- 3.3 Scottish Borders Council has incorporated countryside access alongside transport in the delivery of this strategy document. It was felt that there were a number of synergies between these two disciplines and a joint approach would provide a number of benefits.

4 MAIN ISSUES REPORT (MIR)

- 4.1 The MIR identified a number of key transport and access related issues which formed the basis for consultation with the general public and a wide range of interested groups and statutory consultees. A total of 32 questions were included in the MIR document.
- 4.2 The MIR was issued for consultation at the end of July 2015 for a twelve week period.

5 CONSULTATION EXERCISE

- 5.1 The consultation exercise consisted of an electronic questionnaire on the SBC website, area forum meetings, newspaper articles and radio coverage as well as utilising social media. Consultation meetings with specific groups such as the Community Planning Partnership Transport Group and equalities forums were also carried out where requested.
- 5.2 There were a total of 31 responses to the LATS consultation. A list of the organisations and individuals that responded has been provided in **Appendix A**, a summary of the comments is provided in **Appendix B** and a copy of the MIR document is provided in **Appendix C**.
- 5.3 It is expected that a draft Local Access and Transport Strategy (LATS) document will be finalised towards the end of 2016.

- 5.4 A paper on Peebles Transport Study was discussed by the Executive Committee on 24 March 2015 and it was indicated in this report that the LATS consultation would help inform the current situation regarding a potential new road bridge for Peebles. No comments on a proposed new bridge for Peebles were received as part of this consultation exercise.

6 IMPLICATIONS

6.1 Financial

The direct cost implications to the Council with regard to the document will be in relation to the printing and publishing of the final document. However the LATS will have an impact on how transport proposals are subsequently delivered in the Scottish Borders.

6.2 Risk and Mitigations

The final Local Access and Transport Strategy (LATS) will have an impact on how transport proposals are subsequently delivered in the Scottish Borders.

6.3 Equalities

Transport can have a significant impact on equality related groups within the Scottish Borders and this will be a key consideration in the delivery of the final strategy document.

6.4 Acting Sustainably

One of the key strands of the strategy is the promotion of sustainable transport and the promotion of non-motorised modes such as walking and cycling.

6.5 Carbon Management

There are no significant carbon emission impacts as a result of this report. However, a Strategic Environmental Assessment (SEA) will be carried out as part of the main strategy development.

6.6 Rural Proofing

The LATS is designed to help identify strategies and potential schemes that could help improve accessibility and social inclusion for the area and could help to initiate the development of tourism and economic related opportunities for the whole of the Scottish Borders.

6.7 Changes to Scheme of Administration or Scheme of Delegation

No changes to the Scheme of Administration or Delegation are required as a result of this report.

7 CONSULTATION

- 7.1 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 have been incorporated into the final report.

7.2 The Chief Executive, Depute Chief Executive Place, Corporate Transformation & Services Director, Service Director Neighbourhood Services and Service Director Assets & Infrastructure were consulted and any comments have been incorporated into the final report.

Approved by

Brian Frater
Service Director Regulatory Services

Signature

Author(s)

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Background Papers: Development Plan Working Group – 24 November 2015

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, Environment and Infrastructure, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 825431, Fax 01835 825071, email e&ittranslationrequest@scotborders.gov.uk.

APPENDIX A

Statutory Consultees

NHS Borders

Historic Environment Scotland

SEPA

Scottish Natural Heritage

Other Organisations

SEStran

Sustrans

Borders Carers Centre

Scottish Borders Learning Disability Service

Bowden Village Committee

Borders Voluntary Care Voice

Local Authorities

Dumfries and Galloway Council

Northumberland County Council

Community Councils

Upper Tweed Community Council

Upper Teviotdale & Borthwick Water Community Council

Stow Community Council

Gordon and Westruther Community Council

Kelso Community Council

Peebles and District Community Council

Ettrick and Yarrow Community Council

Denholm and District Community Council

Hutton & Paxton Community Council

Individuals

Jeremy Cunningham

David Pollard

Timothy King

Alan Douglas

John Taylor

Andrea Beavon

Andy Maybury

Ian Turnbull

Jennifer Geddes

Appendix B

LOCAL ACCESS AND TRANSPORT STRATEGY: CONSULTATION RESPONSES

Question 1 Do you agree with the Vision for the LATS and do you have any alternative proposals?
Yes / No

The vast majority of respondents agreed with the vision for the LATS

Additional Comments Included:

- The rural dimension needs to be strengthened;
- The vision is too vague and not specific;
- Include improved health and social care services;
- The issue of market needs clarification;
- Climate change needs to be mentioned

Question 2 Do you agree with the main aims for the LATS? Do you have any other alternative proposals? Yes / No

The vast majority of respondents agreed with the aims of the LATS

Additional Comments Included:

- Social services and mental health well-being needs to be improved;
- Social and rural isolation needs to be reduced;
- SBC needs to improve and promote a public transport timetable that meets public demand;
- Strategic walking and cycling network is welcomed and will help to promote low carbon transport;
- The aims of the LATS are not realistic, building a railway that doesn't carry freight and cutting essential bus services;
- We should be encouraging more investment in roads;
- Make better use of the A68 which is the main artery through the Borders;
- Further improvements required for roads crossing east to west;
- There is no aim that directly targets improved health and wellbeing;
- Better access to community transport required;
- Not enough on vision for economic improvements and related employment;
- No specific reference to rural areas.

Question 3 What key projects should we be prioritising to help deliver the maximum benefits to the Scottish Borders?

The key projects included:

- Promotion of rail travel including extending Borders Rail to Hawick and providing more rolling stock, signage and passenger facilities at Tweedbank;
- The promotion of a strategic walking and cycling network for the Borders along with reduced speed limits to help encourage more sustainable transport opportunities;
- A safer and better maintained road network (A7 mentioned specifically);
- Better public transport services to the BGH;
- Increased number of electric charging points;
- Projects that attract industry and employment.

activity as a result of Borders Rail?

The key issues identified from the consultation exercise were:

- A proposed extension of Borders Rail to Hawick;
- Improved public transport connections to the stations;
- Improvements to walking and cycling routes as well as increased promotion of sustainable transport.

Other issues included:

- Improvements to Galashiels Town Centre;
- Provide adequate facilities at the rail stations;
- Additional mini-buses to deliver rail passengers to the key tourist destinations;
- Free bus services for tourists;
- Car free days in town centres.

Question 5 What do you think are the positive and negative aspects associated with developing a relatively short extension of Borders Rail to Hawick and a longer extension to Carlisle?

The positive aspects of a rail extension far outweighed the negative aspects

Positive Aspects

- Increased footfall
- Freight opportunities
- Public transport efficiency
- Encourage electrification of line
- Better connections to the rest of UK
- Forestry industry
- Extension to Carlisle would offer value
- Tourism
- Commerce
- Work opportunities
- Mobile workforce
- Beneficial to Langholm and the whole A7 corridor

Negative aspects

- Costs
- Connection to ECML more realistic
- Marginalisation of communities
- Reduction in bus services
- Affordability
- Disruption during construction
- Only worthwhile if onward connections to the rest of UK are provided

Question 6 If the bid to develop a new local rail service between Edinburgh and Berwick is successful, what can we do to help ensure the long term viability of the service?

The key issues identified from the consultation exercise were:

- Provision of high quality walking and cycling routes that connect to the proposed new stations as well as Tweedbank, Dunbar and Berwick;
- Good public transport connections and car parking facilities as essential;
- Cross-border collaboration in relation to provision of services;
- More integrated ticketing opportunities;
- More ticket purchasing machines.

Question 7 What potential improvements to ticketing provision would you like to see implemented within the Scottish Borders?

The primary issue identified from the consultation exercise was in relation to improved integrated ticketing to try and encourage more public transport usage.

Additional comments included:

- Potential ticket purchases at Post Offices;
- The provision of a dedicated ticket office at Galashiels;
- An oyster card equivalent for Scotland;
- More ticket purchasing facilities at bus and rail stations (Stow mentioned specifically);
- Promotion of e-tickets;
- Large employers providing subsidised travel by public transport, including the use of rail cards.

Question 8 Are there any aspects of information provision that require immediate improvement?

The primary issue identified from the consultation exercise was in relation to the provision of a local helpline number associated with bus services to advise on late running services and cancellations (specifically not Traveline).

Additional comments included:

- Interpretation boards for the new rail network should include QR codes, linking to smart phone optimisation;
- Utilise new technology in terms of information provision;
- Improved signposting at Galashiels and Tweedbank stations is required;
- Galashiels TI needs to be added to on-line bus maps;
- Maps of bus routes needs to be provided at stations;
- More real time information required for bus services;
- Stow Community Council is interested in utilising the Old Station House in Stow as a community building and information point.

Question 9 What are the positive and negative aspects of our existing bus services?

The negative aspects of our existing bus services far outweighed the positive aspects

Positive Aspects

- The X95 is a very good service
- The 62 service frequency is good
- Vehicle quality and comfort is good

Negative aspects

- Some of the vehicles are too old
- Some small village have no service (Westruther mentioned specifically)
 - Limited bike provision on vehicles
 - Services need to be connected to work patterns
 - There are large gaps in service provision
 - No availability of suitable transport provision is damping down commercial and social activity (Broughton area mentioned specifically)
 - The existing services do not serve the needs of the young and working people
 - Lack of connectivity between operators
 - Services need to be better advertised
 - Bus fares are too expensive
 - Services need to be more responsive
 - Inadequate timetabling
 - Limited cross country routes
 - Poor level of low floor buses

Additional Comments

- A new strategy is needed to help facilitate public transport in rural areas to help people access local towns and hospital etc.
- The Western Borders is quite isolated at the present time in terms of public transport provision;
- Community councils should have the ability to apply for grants from the local authority in order to supply services to meet local needs;
- SBC should commission work on potential innovative rural transport schemes and promote pilot schemes
- The access to Borders College is very limited between Kelso and Hawick

Question 10 What would attract you to use the bus more often?

The key issues identified from the consultation exercise were:

- More reliable vehicles required;
- Improved evening and Sunday services;
- Improved disability access;
- Improved driver training;
- A reduction in cost per trip;
- A better roads network;
- More direct routes;
- Better connections to workplaces and rail stations;
- Quicker journey times;
- Shorter waiting times between services;
- More widely published timetables and routes;
- Lower fares;
- A bus service that connects to Berwick in the early morning and the late afternoon;
- Allocated space for bicycle provision on the vehicles;
- Links to villages such as Westruther and Fountainhall

Question 11 What possible improvements are required for taxi provision within the Scottish Borders?

The key issues identified from the consultation exercise were:

- Local operators need to provide better advertising;
- The continued maintenance of taxi-ranks to discourage abuse from other vehicles;
- Installation of EV charging points at ranks to encourage transition to EV taxis;
- A consistency in fare levels between companies;
- A subsidised taxi service could help deliver a more comprehensive transport service in remote rural areas;
- Proposed introduction of a taxi-card service;
- A taxi stance at Tweedbank is required;
- The taxi rank at Channel Street should be taken out of the town centre and deployed at another site.

Question 12 Where should the priorities for an improved off-road shared access network between towns and villages in the Scottish Borders be located?

The key issues identified from the consultation exercise were:

- The priorities for an improved off-road shared access network should follow the strategic network of former railway lines;
- National Cycle Route 1 between Berwick and Edinburgh, via Tweedbank, Galashiels and Peebles should be a key priority, with some re-routeing into other centres of population;
- The main settlements of the Scottish Borders should be linked together;
- Hawick and Jedburgh should be included in the strategic network;
- A key route should be Roberton – Hawick – Denholm;

Question 13 If the Council was to consider introducing a section of quieter road in the Scottish Borders as a pilot project, where should this pilot project be located?

The key issues identified from the consultation exercise were:

- Roads close to Glentress near Peebles could be developed as quiet roads;
- The Morebattle and Yetholm area was suggested as a possible location;
- A route between Hawick and Selkirk was suggested as a possible location;
- The B road between the old Peel Hospital and Walkerburn would be the ideal first traffic calmed route for the Scottish Borders;
- We support the aspiration of Scottish Borders Council to develop cycle friendly roads as introduced by Clackmannanshire.

Question 14 What other measures might encourage walking and cycling to school?

The key issues identified from the consultation exercise included dedicated walking and cycle lanes to primary and secondary schools. Another key point was the development of a route in Peebles that linked Tweed Bridge with Kingsland School through Haylodge Park and the development of a route along the north side of the River Tweed.

Additional comments included:

- Safer crossing points;
- Peebles High School pupils travelling by bus should be dropped off at Kingsmeadows Car Park to help encourage walking;
- Implementation of school travel plans;
- 20mph zones in residential areas and around schools;
- Limit the drop-off zones at schools to children that live over a mile from the school;
- Separation of pupils from vehicles is important;
- Improved lighting;
- No parking zones around immediate school environment;
- Not suitable for more rural areas;

Question 15 If you believe travel planning should be a priority, how should the Council promote travel plans more vigorously with employers?

The key issues identified from the consultation exercise were:

- Bike to work schemes should be promoted with employers such as the BGH;
- Borders College should be a key consultee in relation to this work;
- Travel planning needs to be connected to shift patterns and the main locations of workers;
- The Council should stay out of the matters of private business;
- The public bodies such as the Council, schools and the Health Service should take the lead and set an example.

Question 16 Should the Council consider the promotion of further promoted routes for horse riders and if so where should these routes be located? Yes / No

The majority of consultees indicated that the Council should not promote further routes for horse riders in the Scottish Borders.

Additional comments included:

- There are tensions between walking, cycling and horse riders. SNH, British Horse Society and the Scottish Rural Business and Property Association have issued joint guidance;
- Horse riding is a rural pastime and if it gives pleasure and activity to a percentage of the population then as far as possible we should try and accommodate this;
- I do not consider this as a relevant issue when considering transport;
- Paths for horse riders are a part of local culture, should work in conjunction with cycling and walking paths;
- Horse riders should be encouraged to get off roads;
- Sadly, horse riding is an even more unsustainable activity than mountain biking.

Question 17 Should the Council only concentrate on the key access routes within the Scottish Borders in terms of development, promotion and maintenance? Yes / No

A small majority of consultees indicated that the Council should develop, promote and adequately maintain the whole of the access network throughout the Scottish Borders.

Additional comments included:

- All routes should be maintained adequately.

Question 18 How do communities feel about taking responsibility for managing a proportion of the local network?

The key issues identified from the consultation exercise were:

- If resourced correctly. Each community is different and have different needs and requirements;
- Most voluntary groups are overstretched and a bit demoralised. If money was spent locally and some decentralisation took place then this might engage more people;
- Communities would be willing to undertake responsibility if given the appropriate resources to do so;
- I imagine communities would be very resistant, but that would need further consultation and a huge support provided in terms of expertise;
- The community must be expected to play some part in this and provided it is reasonable and safe to do so, then why not;
- The resources would need to be available.

Question 19 How should the Council promote walking in the Scottish Borders?

The primary issue identified from the consultation exercise was in relation to enhanced marketing and promotion of routes, primarily through the tourist information centres.

Additional comments included:

- The local press could highlight a suggested weekly walk;
- Not relevant, this is a leisure activity already well promoted;
- A Borders walking website is required as well as “apps” for smartphones
- There is a national strategy in place. There is no need to spend money locally;
- Walking should be promoted for short every day journeys;
- Utilise the NHS as a health intervention for those who do little or no regular physical activity;
- The Scottish Borders sells itself visually, so it is about getting that visual image to as many people as you can;
- Promotion of the key qualities of the Scottish Borders is an important aspect of attracting visitors. High quality infrastructure is a key element of developing places which people want to visit. This infrastructure should be planned and constructed in a way that respects local attractiveness and landscape characteristics;
- Greater development of riverside walks (Boleside mentioned specifically);

Question 20 Should we provide more of a focus / prioritise developing more information for cycling / walking routes linked to key tourist attractions? Yes / No

The vast majority of consultees indicated that there was merit in providing more information for walking and cycling, linked to key tourist attraction.

Additional comments included:

- Develop and maintain tourist information boards;
- More guided walking tours required;
- Make more attractions accessible to people with disabilities;
- Link the tourist attractions and rail stations to walking and cycling routes;
- Information should include detail appropriate to key destinations likely to be used by tourist coming by rail bike and on foot;
- Spending money on this suggestion will not increase tourist numbers or tourist spending;
- We would like to develop this for Stow for people coming by train.

Question 21 Are there any other aspects of Countryside Access that need to be addressed? Yes / No

The primary issue identified from the consultation exercise was in relation to accessible paths for wheelchair users and restricted mobility users.

Additional comments included:

- Paths could be better signed cared for and promoted;
- Some village have no path network;
- A robust defence of rights of way, core paths, established paths and the right to roam responsibly is needed;
- Specific mention of a path at Cuddy Brae, Fountainhall that has been damaged by the railway works;
- Clear information required with regard to accessing wind farm developments;
- Routes for trail runners required;
- Access to water should take account of angling and other water sports;
- The fragmentation of key access routes such as the "Black Path" should be avoided whenever possible, with alternatives provided where necessary;
- Increased provision of dog waste bins

Question 22 The road infrastructure in the Scottish Borders is a very valuable asset. How do we ensure that this asset is suitably maintained and enhanced accordingly?

The primary issues identified from the consultation exercise were in relation to the current deterioration of the A7 north of Galashiels and also requests for Scottish Government to re-trunk the A7 north of Galashiels and the A72. There were also a number of requests to provide more maintenance funding for the local road network and to deliver permanent road repairs as opposed to patching.

Additional comments included:

- Road funding must be increased
- Investment in the A1 should be a priority;
- SBC should urgently consider raising the relative spend on road maintenance within the overall budget and identify those minor roads with high impact on visitors as a priority;
- Cross Border routes in particular the A72 require significant improvement;
- SBC should consider pressing the Scottish Government to make further improvements in the existing trunk roads and designate all or part of the main cross border routes as trunk roads;
- We note SBC's aspiration to see the network improve its ranking in the National Condition Standards from the bottom quartile to the second quartile, but there appears to be no strategy to achieve this;
- More funding needs to be invested into the maintenance of rural roads. We agree that the short term reactive approach is inefficient and costly;
- We would not agree with concentrating funding solely on the key strategic road network. The A708, B7009 and B709 are key roads, but the swires that link the valleys are also important;
- SBC should be lobbying the Government to allocate a significant one-off slice of funding to get the Scottish Road Network back up to a reasonable standard.

Question 23 What other measures could be put in place to help improve and minimise the impact of forestry transportation in the Scottish Borders?

The primary issues identified from the consultation exercise were in relation to the damage that forestry related traffic can do to the local road network and a call for the forestry industry to provide some form of compensation to the local authority to help with maintenance and repair of local roads.

Additional comments included:

- A better method of monitoring and even enforcing the voluntary code is needed;
- The timber transport officer needs to be more visible and increase the amount of liaison with local communities;
- A clear timber management plan should be developed for all timber harvesting;
- SBC should urgently seek government support towards the maintenance of minor roads suffering degradation through forestry harvesting operations;
- Financial support may be offset through tax raising in the form of a levy per tonne transported or a satellite tracked charge per mile;
- Use the railway to move the timber;
- Timber lorries should be encouraged to use old and existing track roads to minimise disruption on the road network;
- More enforcement is required;
- Consideration should be given to investing in agreed future routes, based on forecasting, so that they are suitable for the function. Proactive rather than reactive;
- Approved and especially unapproved roads are suitably signposted so as to warn drivers who are unfamiliar with the area.

Question 24 How effective are existing prevention methods in the Scottish Borders?

The key issues identified from the consultation exercise were:

- Liberal use of speed limits, more 20mph zones and the treatment of urban streets as the extension of the home;
- The traffic calming work around schools has been excellent;
- Policing of speed limits is lack lustre and predictable;
- There are many accidents on the A7. We would like to see steps taken to minimise accidents;
- The allocated 50k is way too low. There needs to be a mechanism to record near misses;
- Very effective, no more money should be spent;
- More is needed to change the attitude of most road users;
- Awareness raising of safety for wheelchair users and people with restricted mobility is required;
- Consideration should be given to a one-way system in Selkirk;
- Not many lowered kerbs for wheelchair users and people with mobility issues;
- Not effective, with no effective accurate stats.

Question 25 What other road safety initiatives would you like to see Scottish Borders Council initiate?

The key issues identified from the consultation exercise were:

- More quiet street initiatives with more road narrowing and more speed bumps;
- Reduction of national speed limit;
- We would like to see measures taken to prevent speeding through the centre of Stow. Current measures are not working;
- Concerns raised regarding motorcycle activity on the A708;
- The B7009 is being used more by motorcycle traffic and we have concerns about the potential for an increase in accidents;
- Targeting speeding more actively;
- 20mph zones in all residential streets;
- A similar scheme to the IAM initiative for younger drivers should be rolled out to encourage older drivers to be more aware of the dangers of modern roads;
- There should be more speed bumps in built up areas;
- Implementation of the strategic path network for walking and cycling;
- Introduction of temporary street closures around schools at the start and the end of the day;
- Further introduction of 20mph speed limits in all settlements;
- Measures to prevent parking adjacent to dropped kerbs.

Question 26 If the Council was to consider more 20mph zones in the Scottish Borders, where should these new zones be located?

A small majority of consultees indicated that the Council should consider introducing more 20mph zones within the Scottish Borders although there were some strong views against introduction.

Additional comments included:

- In residential areas (High Road, Galashiels specifically mentioned);
- Nowhere but near schools;
- The money that it costs to signpost these would be better spent on speed bumps;
- No-where, 20mph zones near to schools and play areas are sufficient;
- In small villages not designed for modern traffic patterns (Bowden specifically mentioned);
- All towns and villages;
- On A and B roads passing through communities;
- Some local residents would like to see a 20mph zone in Ettrickbridge. More consultation would be needed, but 20mph zones in rural areas should be an option, particularly where there are no pavements;
- In all residential streets, near all schools and community centres, parks, hospitals, doctors surgeries and activity centres.

Question 27 Have you noticed a difference in parking behaviour locally since the removal of traffic wardens – please expand on your answer? Yes / No

The vast majority of consultees indicated that they had noticed a difference in parking behaviour since the removal of traffic wardens.

Additional comments included:

- People stop where they like;
- In some smaller towns such as Duns and Kelso, it has become very difficult to find a car parking space. This might have an impact on tourism;
- Dis regard for yellow lines and pedestrian crossings;
- Traders are parking all day on the high street. They should be encouraged to park in designated areas leaving space for customers;
- Indiscriminate parking has increased to the point of ridiculousness. Vehicles are sometimes parked for days in places where parking is limited to between 30 minutes;
- No, I have not. We should be encouraging people to stop and park in our town centres, not chase them away with overpaid wardens;
- Increased parking on pavements.

Question 28 Is the current level of cycle parking in your town or village adequate? Is it safe and secure? What other facilities would you like to see which might encourage you to cycle? Yes / No

The vast majority of consultees indicated that the level of cycle parking was not adequate and that more needed to be done in terms of providing secure cycle storage.

Additional comments included:

- Other than supermarket car parks, there does not appear to be any specific parking for bicycles within the Hawick area;
- More cycle racks in or near the town centre area would encourage tourist cycling, in turn increasing footfall in town centres;
- The provision of secure cycle parking is of increasing importance. Cycle use is increasingly the preferred mode of local transport and many visitors use cycling as their main or only transport;
- The individual value of bikes is increasing and bike theft is a significant problem;
- The LATS should include a commitment to provide adequate secure cycle parking in towns and at visitor attractions;
- More cycle lockers next to bus stops and terminuses. The trouble is bikes are often expensive items and owners want to know they are secure and safe from vandalism.

Question 29 Are there adequate levels of disabled parking (off-street and on-street) in our towns and villages? Yes / No

The vast majority of consultees indicated that the level of disabled parking was adequate in our towns and villages.

Additional comments included:

- I am pleased to see that there are disabled spaces in Selkirk Market Place. As I do not use these spaces, I feel unable to comment if there are enough;
- Misuse of the blue badge scheme is rife. Able-bodied drivers are using vital disabled parking spaces. Also, disabled drivers are using the spaces, but staying within their vehicle whilst an able-bodied passenger carries out whatever business they have. If a disabled driver used normal parking areas whilst able-bodied passengers do whatever they need to do, then that would free up vital spaces for the benefit of disabled drivers who do need to use them.

Question 30 What additional measures should the Council be doing to improve the parking in our town centres?

There was a wide ranging response to this particular question, with some consultees mentioning the existing disc parking arrangement in Northumberland as something the Council should consider.

Comments included:

- Free parking;
- Resiting of taxi ranks to reduce congestion in town centres e.g. Galashiels and Peebles. Limit taxis using main thoroughfares. Increase parking facilities and increase disabled parking areas in town centres;
- It would be very helpful if there were better public parking available in Melrose and Galashiels to reduce use of our BGH car parks and help encourage our staff to adopt mixed mode active commuting;
- In the absence of wardens employed by Police Scotland, Council employed wardens to enforce parking restrictions would free up spaces which would allow more turn-around of potential customers to town centre shops;
- There is limited potential of increasing the number of car parks near to town centres, but where possible, this should be encouraged;
- “Disc” parking i.e. free on the display of discs that determine the length of time the car is in the car park. Used very effectively all over Northumberland;
- Encourage traders to walk and park away from high streets, discouraging long term parking on high streets by highlighting the effect this will have on traders;
- Remove all parking immediately outside shops, except for disabled access and pedestrianise town centres as much as possible;
- Remove pay and display charges in the winter months;
- Bring back the parking wardens;
- The decision by Police Scotland to remove warden control of “illegal” parking and the rise in motorists prepared to ignore parking regulation and the current and future impact of this trend on both local amenity and the local economy has not been fully assessed;
- The LATS should include a commitment to undertake a public consultation, setting out the cost implications and the likely impact of reduced police enforcement;
- Provide a disc which displays arrival/departure times.

Question 31 What is your opinion on the provision of a network of charging points for electric vehicles throughout the Scottish Borders?

The vast majority of consultees indicated that the provision of a network of charging points for electric vehicles was a good idea. Appropriate levels of consultation with local communities was also mentioned.

Additional comments included:

- It has to be linked to demand;
- Further consultation would be needed on this and proposals would need to be costed as to whether this is the best use of scarce resources;
- A great start, but better promotion of the existing infrastructure and developing the network as uptake of EV’s increases;
- Depends on demand, at present not much demand;
- More and more electric vehicles are using the roads, thereafter more and more charging points will be required over time;
- Inconsiderate use by normal vehicles is an issue;
- Electric vehicle charging points are a waste of money;
- Good idea, consultation required with communities

Question 32 What would be required to encourage you to work from home on a more regular basis?

The vast majority of consultees indicated that the provision of better broadband would encourage them to work from home on a more regular basis.

Additional comments included:

- Improved digital connectivity is key to the sustainability of more remote areas, supporting more home working and the possibility of developing businesses and hence employment in remote locations;
- Centralisation of local government and loss of local offices has not helped.

Appendix C

LOCL ACCESS AND TRANSPORT STRATEGY – MIR DOCUMENT

