



(A Scottish Charitable Trust SC027990)

Coldstream High Street Traffic Report



COLDSTREAM & DISTRICT COMMUNITY COUNCIL

April 2018

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This is an image from September 2017 of 2 large HGVs carefully avoiding each other outside the Cooperative Store on Coldstream High Street. The lorry on the left-hand side had to mount the pavement.

EXECUTIVE SUMMARY

This report is for the consideration of Scottish Borders Council officers and councillors, MP and MSPs.

It has been put together to highlight the everyday conflict on Coldstream High Street, the potential danger this is creating and to request the opening of a dialogue with SBC and others to see what solutions they can come up with that would improve the safety of all road users and pedestrians.

1. The Issue

There is serious concern in Coldstream about traffic management on Coldstream High Street in particular the potential conflict between pedestrians and vehicles at pinch points where it is now common for vehicles, including 44 tonne, six axle HGVs to drive on the pavement in order to pass each other.

2. The Causes

- 1) Road width at certain points
- 2) Increased size and width of vehicles – from HGVs to family cars
- 3) Volume of traffic
- 4) Parking at the pinch points
- 5) Lack of parking facilities, off the High Street
- 6) Worn and ineffective yellow lines
- 7) Lack of enforcement of parking regulations

3. Evidence Gathering

1) The results of a questionnaire sent to every household as part of Coldstream's Community Action Plan (CAP) revealed that parking and traffic on the High Street was top of the list of things people most disliked about the town.

2) A team of volunteers has spent over 50 hours logging the size and numeracy of all vehicles and in particular different sizes of HGVs passing through the town. They have also written to politicians and haulers to gather further evidence and surveyed High Street residents and businesses.

- 3) A letter of concern has been received from a school bus driver.
- 4) Photographs of: damage to kerbs; HGVs blocking the High Street; HGVs mounting the pavements and obstructing other traffic at the 'pinch points'.

4. The Road

Coldstream is situated on a crossroads: the A697 is a north/south route from Edinburgh (via A68) to Morpeth and Newcastle (via A1). The A698 is an east/west route from Berwick-upon-Tweed to Kelso and other Borders towns (St Boswells, Galashiels, etc).

They meet east of Coldstream at Cornhill on Tweed and diverge west of Coldstream at Fireburnmill.

The road through Cornhill and Coldstream, over the Tweed and Leet Bridges is both the A697 and the A698.

The major alternative routes for north/south through-traffic are the A1, via Berwick, and the A68, via Jedburgh. However, the traffic does not have to travel along the high streets of these towns.

Neither Coldstream (Tweed) Bridge nor its High Street was built to cope with today's volume and size of vehicles.

5. HGV Traffic Count

The Department for Transport (DfT) publishes annual traffic count figures for all main roads on their website (<http://www.dft.gov.uk/traffic-counts/area>).

This shows numbers of motor vehicles in ten categories, depending on type, weight and number of axles.

In 2016 the daily average number of vehicles travelling along Coldstream High Street (Count Point 10872) was 4,509 including 269 HGVs. The daily average numbers in the two heaviest categories was 46 (5-axle) and 72 (6-axle) = 118 per day.

A survey in 2017 by local volunteers using the same categories found similar results: an HGV every 3 minutes including a 5-axle or 6-axle vehicle of at least 36 tonnes every 6 minutes. **A significant increase in larger HGVs – almost 50%.**

The local volunteers recorded the HGVs of 128 different companies and wrote to around 45 who used Coldstream High Street most frequently. Five responded. Since the survey, the volunteers have witnessed several other haulage firms not on the list of 128.

The volunteers doing the vehicle count contacted other towns and villages on the A697 who also have concerns about HGVs passing through –

Longframlington, Longhorsley, Hedgeley/Powburn, Wooler, Milfield and Cornhill in Northumberland and Greenlaw in Berwickshire.

6. Responsibilities

- 1) Under the Road Traffic Regulation Act 1984, responsibility for traffic management rests with the local authority, Scottish Borders Council.
- 2) New technology in identifying overweight vehicles is being trialed by the Scottish Government.
- 3) No government agency, either at Holyrood or Westminster, has authority to regulate the content of 'SATNAV' systems in vehicles but the DfT does liaise with 'SATNAV' industry representatives to share technical developments and to promote good practice.

7. Conclusion

There is a range of views and attitudes within the community about High Street traffic: from those who are concerned about the safety of pedestrians and want a solution found to make the traffic flow better, those who want to be able to park where they want, when they want, those who want to see more parking in the High Street area and those who want to find a way to reduce the number of HGVs, particularly the larger 4-6 axle vehicles which seem to be on the increase.

There is sufficient agreement, however, about the potential conflict between vehicles of all sizes and pedestrians for members of the community to have spent many hours surveying traffic and writing to the community council asking for action to be taken.

We are requesting: -

- 1) The opening of dialogue between SBC and Coldstream Community Trust and Coldstream & District Community Council with a view to resolving the traffic issue on the High Street.
- 2) Support in lobbying both the UK and Scottish Governments to commit to dualling the A1 through Northumberland and Berwickshire to make it a more attractive north/south route for HGVs, than the A697.
- 3) The Council put pressure on the Woodland Trust to keep the sight line near the Coldstream (Tweed) Bridge as clear as possible.

8. Signatories to the Report

This report was considered and endorsed by:

Coldstream & District Community Council on 15th March 2018

Signed by Martin Brims, Chair.

Signature:

Date:

Coldstream Community Trust Board on 28th March 2018

Signed by Rannoch Daly, Chair and Trustee.

Signature:

Date:

The report has also been acknowledged as a positive step by the *Coldstream Gateway Association*.

9. Special Thanks

John Elliot, John Fulton and David Blackman, members of both the Coldstream Community Trust and Coldstream Gateway Association have dedicated nearly 51 hours surveying HGVs on Coldstream High Street using the Gov.UK list of HGV categories.

John Fulton is thanked for converting the standard Gov.UK HGV categories into local survey sheets and producing the statistics, both of which are in appendix B1.

A. LOCAL TRAFFIC ISSUES & CONCERNS

A1. The High Street

There are four narrow parts of the A698 as it passes through Coldstream:

- Coldstream (Tweed) Bridge
- The corner by the Police Station
- At the junction with Nursery Lane
- At the war memorial

At the bridge, it is a tight corner for HGVs and there have been accidents in the past. However, on-coming traffic can see each other and generally take action to avoid contact.

At the police station corner, north bound traffic can often take the corner very wide as they pull out to avoid parked cars and it can cause south bound traffic to have to take evasive action.

At the junction of Nursery Lane, the road narrows and with cars parked

on the north-bound carriageway it is too narrow for two large vehicles to pass. The one advantage is that the road is relatively straight at this point so on-coming traffic can see each other.

The pinch point at the war memorial corner is the one causing most concern and is the area where vehicles regularly have to mount the pavement to avoid colliding with on-coming traffic as it passes parked cars. Inconsiderate parking and poor traffic management are considered a problem, not just for HGVs, for all traffic – please refer to A2 below.

On the High Street, there are three traffic-calming measures: a puffin crossing with pedestrian lights; a 30mph speed limit; and parked vehicles.

A2. War Memorial Pinch Point

This is the area we have had most complaints about, which is of most concern and where vehicles are driving on the pavement due to:

- The narrowness of the road
- Vehicles parking on the corner forcing traffic onto the opposite carriageway without being able to see if there is anything coming the other way
- There is no disincentive to parking on the corner as the double and single yellow lines are not enforced; according to a Police Scotland officer many of the yellow lines in Coldstream are unenforceable anyway because the lines are worn and there are gaps in them.

It is a busy part of the town with the Cooperative store, the busy community centre and the entrance to Home Park, all nearby. Traffic is mounting the pavement on the same side as the community centre and park entrance.

Connect Berwickshire Youth Project run both an After School Club and evening youth sessions at the community centre so there are frequently young people on the pavement outside the community centre which is exactly the stretch where vehicles use the pavement to pass each other. The ASC children are picked up at school and escorted through the park to the community centre using this dangerous part of the pavement on the A698.

There are regular functions at the centre and people of all ages using the footpath, all potentially at risk. The Coldstream Outdoor Play Project is currently working on a project to develop a new major play area in Home Park, with the support of Scottish Borders Council. As it is to be sited at the war memorial entrance to the park it is highly likely that footfall at that entrance will increase with parents taking children to the play park and they should feel safe in doing so, and not having to be worried about

44 tonne lorries driving on the pavement they are walking on.

Reduced car parking for residents and shoppers, on all parts of the High Street, could, however, have an impact on residents, shoppers and trade.

A3. Letter of concern received by the community council

Letter to Coldstream Community Council from David Michael, Berwick-upon-Tweed, received November 2017:

"I am the driver of a large coach which is used to transport children from St Boswells, Kelso and Coldstream to and from Longridge Tower School. I am concerned that because of the inconsiderate parking on the main street within Coldstream, that the safety and well being of both the children and myself is increasingly at risk.

"I note that vehicles are being allowed to park on yellow lines, especially in areas which constitute bottle necks. My question is why are they being allowed to do so. I have raised my concerns with Police Scotland who informed me that parking 'was not their concern'.

"I have also complained to Mr John Lamont, the local MP. He has replied that he is looking into the matter, and is contacting the council. Heavy, large vehicles have to travel through the town and I have witnessed several near misses between buses and other traffic. Because vehicles are parked where they shouldn't be, when two large vehicles meet, to progress one has to mount the pavement.

"I request the council consider placing double yellow lines at the problem areas, and that as they are in Berwick-upon-Tweed they be enforced. Unless something is done sooner rather than later, I fear a serious accident may occur."

A4. Results of Community Action Plan (CAP) and Questionnaires

In the process of creating a CAP for Coldstream, last year consultants drew up questionnaires to find out the views of residents, businesses, local charitable and voluntary organisations and visitors.

There was no specific question on HGVs and traffic, yet traffic and parking topped the list of what residents most disliked about the town. Finding solutions to both issues has become important and the lack of parking has become a key issue in the CAP.

A5. Responses to the Coldstream Community News

A feature in the quarterly Coldstream Community News asked residents to voice their concerns about HGVs impacting our High Street, if they had any. The number of written responses was limited but again showed the concerns of the community.

A6. Coldstream High Street Shop and House Owner survey

Volunteers contacted 85 people living or trading on the High Street to complete a specific questionnaire on possible structural issues and received 33 written responses.

The responses included: -

- We are all concerned about the very large vehicles;
- We witness possibly dangerous situations on a regular basis;
- Our windows and doors shake regularly;
- Two residents are concerned about cracks in their walls.

A7. Photographic evidence

Volunteers gathered photographic evidence to support the survey and concerns.



On the left is an example of a potentially dangerous situation at Coldstream (Tweed) Bridge and the Marriage House. The pavement and kerb stones immediately beside the vehicle's back-left wheels were damaged in mid 2017 and repaired by Scottish Borders Council in November 2017. The pavements either side of the road, at this tight corner, are always vulnerable.

Behind the photographer, cars were braking to let the HGV manage the corner.

The situation immediately right was taken in November 2017 at one of the High Street's 'pinch- points', outside 40, High Street and opposite the war memorial. Cars coming the opposite way had to mount the pavement. This was a 36t lorry.





The above is an image taken from the war memorial of a 40t lorry outside the Co-operative store, on the wrong side of the road and the vehicle coming the opposite way had to mount the pavement outside the Castle Hotel. A look at the pavements on the north side of the High Street from the war memorial right down to number 1 High Street show that HGVs, and other traffic are regularly on pavements.



This is an image of the pavement adjacent to the war memorial. We know from local evidence and surveys that the pavements in the various parts of the town need to be mounted by HGVs, or other vehicles avoiding them. It's a daily occurrence.

To the right is an image of the corner at the war memorial. Cars regularly park, as they did that day, on the south side of the road. The lorry in the background was delivering to the Newcastle Arms Hotel and when moving had to avoid the cars opposite the war memorial.





This is an image of a regular occurrence. A 6 axle 44 tonne lorry outside the Cooperative store and opposite the war memorial. To avoid the cars, it was witnessed that the lorry had to enter the pavement.

A8. Coldstream Bridge and Jacob's Well Woodland.

Scottish Borders Council and Northumberland County Council share responsibility for maintenance of the bridge.

Scottish Borders Council is satisfied that the Coldstream (Tweed) and Leet Bridges are strong enough to cope with the weights of large HGVs.

The corner by the Marriage House is particularly tight, especially for large HGVs.

The Woodland Trust agreed to the thinning of 43 trees at Jacob's Well in 2016 and 2017 to improve driver's view of oncoming traffic at the bridge.

B. HGV EVIDENCE GATHERING

B1. Volunteer HGV Surveys in Coldstream

Using the Gov.UK categories and survey sheets, the surveys covered a 12 hour day from 6am to 6pm from July to November 2017.

We wanted to confirm the accuracy of the DfT statistics, establish which haulage companies are passing through our town and to try and establish why they are using our High Street.

We understand from Scottish Borders Council that the DfT surveys cover an Annual Average Day, presumably 24 hours. It is, however, unclear how many days are included in the surveys. To ensure transparency and credibility, the Gov.UK typical categories of HGVs were used for our local surveys.

The results of the 51 hours surveying between July and November were as follows: -

SURVEY OF HEAVY GOODS VEHICLES PASSING THROUGH COLDSTREAM HIGH STREET, JULY-NOVEMBER 2017

Total duration of survey = 50.5 hours	Number of HGVs	Travelling NORTH / SOUTH	LOCAL / NATIONAL / INTERNATIONAL
MONDAY	156	82 / 74 52.6% / 47.4%	44 / 110 / 2 28.2% / 70.5% / 1.3%
TUESDAY	184	86 / 98 46.7% / 53.3%	53 / 129 / 2 28.8% / 70.1% / 1.1%
WEDNESDAY	197	104 / 93 52.8% / 47.2%	69 / 118 / 10 35% / 59.9% / 5.1%
THURSDAY	144	66 / 78 45.8% / 54.2%	41 / 101 / 2 28.5% / 70.1% / 1.4%
FRIDAY	266	128 / 138 48.1% / 51.9%	84 / 173 / 9 31.6% / 65.0% / 3.4%
TOTALS	947	466 / 481 49.2% / 50.8%	291 / 631 / 25 30.7% / 66.6% / 2.7%

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	TOTALS
HGV totals & vehicles per hour	156 in 9.5h = 16.4 per hour	184 in 8.75h = 21 per hour	197 in 10h = 19.7 per hour	144 in 8h = 18 per hour	266 in 14.25h = 18.7 per hour	947 in 50.5 h = 18.75 per hour
6 axle 44T artic totals & vehicles per hour	77 in 9.5h = 8.1 per hour	85 in 8.75h = 8.1 per hour	103 in 10h = 10.3 per hour	80 in 8h = 10 per hour	124 in 14.25h = 8.7 per hour	469 in 50.5h = 9.3 per hour

Observations:

- Our survey covers almost 1000 heavy goods vehicles passing through Coldstream sampled over the period Monday to Friday at various times each day between 6:00am and 6:00pm
- Of the 947 heavy vehicles counted, 469 are the largest 6 axle 44 tonne articulated variety (virtually 50% of all the HGVs)
- On average in our sample, 18.75 HGVs pass through Coldstream every hour Monday to Friday. This equates to 225 per day, 1125 per week and 58,500 per year (not counting 6:00pm to 6:00am and weekends). It also means that on average an HGV passes through the town every 3.2 minutes.
- In terms of the largest 6 axle 44 tonne articulated wagons, in our sample an average of 9.3 pass through Coldstream every hour Monday to Friday. This equates to 112 per day, 558 per week and 29,016 per year, again discounting 6:00pm to 6:00am and weekends. It also means that on average, a maximum size HGV passes through every 6.5 minutes.
- Of all the 947 HGVs counted, 66.6% or two thirds are non local (national) i.e. not from the Scottish Borders or Northumberland). Less than one third of the HGV traffic appears to be local companies and organisations.

B2. Department for Transport Traffic Statistics

We kindly received statistics from the SBC Roads Network team. We also received the same statistics from the Road Haulage Association.

The statistics of traffic flow were very helpful and were based on the Average Annual Day, presumably 24 hours. There was however, no indication how many days were surveyed and in which months and whether surveys were being carried out in 2017.

In terms of all vehicles, these are the results for several years from 2000 (5,102) to 2016 (3,858). This particular survey spot was the **30874** location reference in the DfT statistics. 30874 is the traffic surveying between the A697 at Cornhill and the A6112 (Police Station) turn-off in Coldstream.

V5AxleArticH GV	6orMoreAxleArtic HGV	AllHGVs	AllMotorVehicles
57	43	324	5102
51	50	329	5139
45	56	335	5405
39	60	321	5598
33	63	321	5670
65	43	300	4311
57	47	301	4436
61	53	305	4319
57	55	300	4281
50	55	292	4344
46	54	295	4237
48	59	298	4250
48	63	293	4163
36	42	202	3547
34	46	209	3637
34	46	219	3724
33	50	222	3858

Below are the results from 2000 to 2016 and are in the same presentation style as the above. This particular survey was the **10872** reference (Coldstream High Street) in the DfT statistical report.

V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
79	63	373	4647
66	69	353	4719
60	79	361	4910
53	86	352	5103
39	46	270	3848
34	48	276	3858
32	54	279	3924
32	58	285	3879
30	61	285	3856
26	61	281	3921
24	60	283	3831
24	66	288	3850

47	53	237	4078
50	61	245	4142
48	67	254	4248
48	68	264	4353
46	72	269	4509

The 30874 surveys reveal the following headlines: -

- That overall, motor vehicles impacting Coldstream have reduced from the years 2000 to 2016, by 1,244 a day
- That HGV numbers have reduced by around 100 each day
- The impact of 5 axle HGVs has reduced since 2000 by around 24 per day
- The impact of 6 axle HGVs has increased by a small margin of 7 per day.

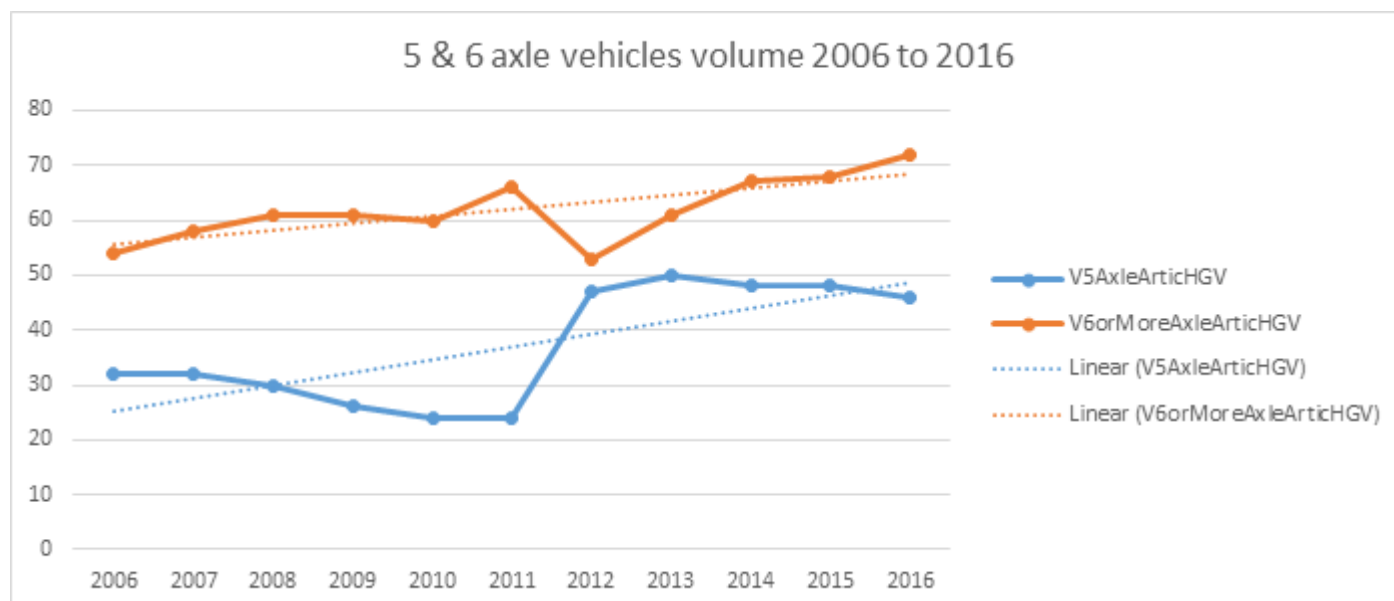
Using the same headlines, the 10872 surveys reveal the following headlines: -

- That overall, motor vehicles per day has reduced by around 100 each day
- Total HGV visits have reduced by 104 per day
- 5 axle HGV incidence reduced by around 33 per day
- 6 axle HGVs has increased slightly, by 9 per day.

Comparisons with local volunteer surveys

The surveys were conducted during the day whereas the DfT surveys are presumed to have been conducted over 24 hours. However, in broad terms, if the volunteer surveys were extrapolated over a 24 hour day, the survey results will not be far away, although the incidence of 6 axle HGVs in the volunteer surveys seems higher.

We feel that the statistics confirm that Coldstream High Street still has a problem.



There is a suggestion that the increase in 6 axle HGVs could be because deliveries to various locations would be cheaper for a hauler using a very large vehicle. It could also be that the delivery haulage business, by road, has had to increase, to meet demand.

B3. Extrapolations of Survey Results & A697/8 Status

Extrapolation

The traffic survey appendices have been very useful and if we extrapolate the DfT statistics relating to the 10872 survey point, for example, the annual impact of vehicles entering Coldstream is as follows: -

One Year's Traffic: -

All traffic – 1.54 million

All HGVs – 98,185 or an indicative 269 per day

5 and 6 axle HGVs – 43,070 – or an indicative 118 per day

NB: we must remember that HGVs don't stop travelling during the night. A journey along the A697 soon tells us that HGVs are regularly seen (both ways) in the evening.

This extrapolation has involved using a multiplication of 365 days in a year. The figures could therefore be exaggerated with some days in the week e.g. Sundays being quieter.

A697/8 Status

A review of the status of the A697 and A698 highlighted the following: -

The A697 is around 15 miles (24 km) shorter and an average time of 23 minutes quicker than travelling up the A1, according to figures from the RAC route planner.

Could this be encouraging HGVs to use the A697 and the A68?

A look at the Transport Scotland website indicated that: -

A trunk road, trunk highway, or strategic road is a major road, usually connecting two or more cities, ports, airports and other places, which is the recommended route for long-distance and freight traffic.

Many trunk roads have segregated lanes in a dual carriageway, or are of motorway standard.

The A697 and A698 are not trunk roads.

B4. HGV Surveys at Fireburnmill

Volunteers spent eight hours during November to January surveying HGV lorries at the junction between the A697 and the A698. The particular focus has been on 5 and 6 axle 40-44t HGVs.

What they observed is that on average nearly a half (43%) of 40-44t HGVs are using the A697, and not the A698 ie they didn't turn off the A697 at Fireburnmill.

If local firms are added, the % rises to well over a half.

Impact for Coldstream is: -

- 63 large HGVs witnessed in 480 minutes, or one every 7.6 minutes;
- They were all national or EU lorries.

Conclusion:

- about 10% are local haulers with Oliver of Eccles being the most viewed HGV on our High Street;
- Another 10% are from within a 30 miles radius of Coldstream; and
- 82% of HGVs impacting our High Street are from greater distances in the UK and sometimes from the EU.

The surveys at Fireburnmill gave us the impression that not all HGVs are delivering locally, though it is accepted that a good number are, and without lengthy, detailed enquiries with the haulers, we may never know the figures. The key finding, however, is the size and number of HGVs frequenting our High Street and the impact they are having.

B5. Other towns and villages on the A697

Four Northumberland villages on the A697 were contacted – Longframlington, Longhorsley, Hedgeley (Powburn) and Cornhill – and the response from these four parish councils has been very helpful.

They have the same concerns as Coldstream and used the same survey sheets as Coldstream. Their surveys have been limited, but nevertheless useful.

Findings for a six hour survey in Cornhill-on-Tweed were: -

- 115 HGVs were witnessed in the 360 minutes, meaning that the village was witnessing one every 3 minutes;
- 41% of the 115 were local companies;
- 59% were national or EU companies; and
- 48% of the 115 HGVs were 6 axle vehicles

The survey also highlighted that: -

- Rickerby Factory – 3 of the survey periods were dedicated to finding out where the vehicles were heading/coming from, and the majority of HGVs were using the A697 and not the Berwick road (A698);
- War Memorial – 3 of the survey periods were dedicated to finding out where the vehicles were heading/coming from and a very large majority were coming from Coldstream, or heading to Coldstream, and not using the road to/from Wark.

Longframlington, Longhorsley and Hedgeley: -

The contact with these parish councils in Northumberland was to highlight our concerns over HGVs on the A697. All three councils have responded with similar concerns, having 'pinch points' within their villages.

Largely, they are witnessing the same haulage firms as we are in Cornhill and Coldstream although it is accepted that some HGVs passing through these villages are delivering supplies in Northumberland or Scottish Borders.

We have contacted the chair of Greenlaw and Hume Community Council who confirmed that Greenlaw residents have concerns about the presence of HGVs on their main street.

B6. Other Scottish Borders Towns

In the Borders, Coldstream, Selkirk, Lauder, and Innerleithen all experience a main road passing through their town centre. Selkirk is campaigning hard for a by-pass.

B7. Towns and Villages in the UK with a similar HGV impact

There are examples on the internet where various bridge weight restrictions and/or traffic calming measures have been applied to vulnerable villages/towns. It is the responsibility of the local authorities to make decisions in relation to the Road Traffic Regulations of 1984, in their administrative areas.

C. AUTHORITY, RULES & REGULATIONS

C1. MPs & Department for Transport (DfT)

MPs on both sides of the Border were contacted: John Lamont and Anne-Marie Trevelyan. John lives in Coldstream and is aware of HGVs on our High Street. Anne-Marie lives in Netherwitton beside Longhorsley and is a campaigner for the dualling of the A1. Both responded positively and await this report.

The A1 is a controversial route:-

1. The A1 in Northumberland is only partially dualled and in Berwickshire there are only short sections of dual carriageway;
2. The A1 not being a dual carriageway in these 'counties' has been on the political radar for over 20 years;

According to the AA Route Planner and a journey from Newcastle to Edinburgh:-

A1 – 120.2 miles – 2 hours 25 minutes

A68 – 103.8 miles – 2 hours 32 minutes

A697 – 109.3 miles – 2 hours 35 minutes

Using the A697 would save 11 miles and according to a Johnston Fuels website a typical HGV over 33t achieves 7.9 MPG, on the face of it saving

around 2 gallons of fuel.

However, the A697 takes 10 minutes longer and is likely to involve a lot more gear changes, consuming more fuel. This has to be balanced with possible traffic congestion on the A1 and to be able to keep to the maximum speed on the faster parts of the A1 e.g. Swarland to Alnwick.

The A68 looks the quickest route and only 7 minutes longer. Any journey on that road witnesses HGVs, but like the A697 it could use extra fuel.

Satellite Navigation

In October 2017, our MP John Lamont, contacted the Department for Transport in Westminster about satellite navigation and the Parliamentary Under Secretary of State Jesse Norman MP replied accordingly on 20th October.

Thank you for your letter of 8 September 2017, enclosing correspondence from your constituents regarding satellite navigation equipment directing heavy lorries to use Coldstream High Street.

There are a number of commercial HGV satellite navigation systems available that factor in the size of larger vehicles and map routes on that basis. The Government has no plans to mandate the use of HGV satellite navigation equipment, since not all drivers use satellite navigation and mandating the use of it would increase costs to the industry as a whole.

Whilst I appreciate heavy vehicles can cause problems, I must emphasise that the responsibility for traffic management on local roads rests with local authorities who are best placed to consider how these needs can be met effectively. Local Authorities have powers under Sections 1 & 2 of the Road Traffic Regulation Act 1984 to restrict or prohibit the use of HGVs on any road for a wide range of safety and environmental reasons.

The appropriate solution would appear to be for the Local Authority to look again at the route and consider whether further restrictions are necessary. It is important that unsuitable roads are properly signed by local authorities which will mean that professional drivers can use their experience and skill to make the appropriate route decisions for their vehicles whether they are using satellite navigation systems or not.

JESSE NORMAN

The Road Traffic Regulation Act 1984 parts 1 and 2 (see C3 below) reveal that the local authority or Secretary of State could restrict the use of certain vehicles if there is potential danger to the public or the roads infrastructure. It appears that the UK government allows local authorities to apply the legislation flexibly and pragmatically where necessary.

Below was an e-mail from the Northumberland MP:-

Dear Gerald,

Thank you very much for your email and attachment to Anne-Marie regarding the concerns and real problems that you are experiencing in Coldstream with heavy goods vehicles. Anne-Marie is working tirelessly this side of the border with the same issue, the A697 is disintegrating in some areas because of the HGV traffic. We are in constant contact with Northumberland County Council highways and Anne-Marie is supporting the parish councils in getting traffic calming measures introduced. Anne-Marie is meeting John Lamont on the 08 December to discuss this problem and look at ways that they could work together.

Thank you again for getting in touch.

Yours Sincerely

Tom

Tom Forrester

Chief of Staff, Anne-Marie Trevelyan MP

C2. Member of the Scottish Parliament

We contacted our MSP, Rachael Hamilton who responded that she was aware of our concerns over traffic and environmental safety and she would await the results, and any recommendations, of our report. Rachael was asked to request that the overweight vehicle technology could be trialed in Coldstream.

This report will also be sent to Paul Wheelhouse MSP and Scottish Government minister.

C3. Road Traffic Regulations 1984 – Parts 1 and 2

A review of the regulations and parts 1 and 2 reveal the following key pieces of legislation: -

- The government can permit traffic regulation orders to avoid traffic danger now and in the future, can designate roads unsuitable for certain traffic and the preservation of amenities;
- Orders can specify prohibiting various things including heavy vehicles;
- Particular contraventions and offences;
- Local authorities can be flexible in the orders;
- Local authorities can activate experimental traffic orders for up to 18 months and these can be extended with permission;
- Certain roads can be designated as 'special'; and
- Restrictions can be activated on certain classes of roads.

C4. Scottish and UK Laws & Divisional Police Commander

Firstly, knowing that traffic safety and regulation is the responsibility of Police Scotland, we wrote this letter in November to the divisional commander. We have not as yet received a reply.

Dear Divisional Commander Clark,

HEAVY LORRIES ON OUR HIGH STREET – COLDSTREAM (A697/8), SCOTTISH BORDERS

- 1. I am writing to you in a pragmatic way regarding our small town on the England/Scotland border that is experiencing a 44t lorry on our High Street every 3-4 minutes. During a working day we can experience over 150 huge vehicles mounting pavements, causing compromising situations with pedestrians and other vehicles, probably impacting on buildings and air quality and generally being a huge concern for locals and visitors. The same compromising position can happen at the nearby Coldstream bridge and in both situations it must be quite a test for experienced lorry drivers.*
- 2. The photo below (for the purpose of this report, the photograph is not shown here but can be seen on page 3) is one compromising situation and it is not difficult to imagine the reaction to this, or the difficulties of experienced lorry drivers in managing that situation.*
- 3. We are currently activating a pragmatic and exploratory project which includes a 3 month survey of HGVs entering and leaving our High Street, consultation with other communities on the A697, High Street resident and shopkeeper surveys in terms of disturbance, danger and any structural problems, obtaining views of the MPs and MSPs, consulting the UK and Scottish Transport departments, assessing the damage to our pavements, researching the UK satnav situation, recording non-local haulage companies using our High Street, writing to these haulers in a pragmatic/helpful tone, asking why they are using our High Street, taking more photographs of HGVs in potentially dangerous positions on our High Street and on Coldstream bridge and anything that builds a picture, highlighting our serious community concern. We are hoping that the authorities will come up with a sensible solution that helps us and haulers. We are planning to have a comprehensive report produced by mid-December.*
- 4. We fully understand that some local supply lorries have to use our High Street for local economy reasons but our daily survey, carried out over 3 months, is showing, and will continue to show, that we have 'non-local' and EU lorries passing through on a regular basis, probably heading to other parts of Scotland, and returning, and not using the A1. We are fairly confident that the survey will highlight flaws in official traffic statistics.*
- 5. Yesterday we witnessed another potentially dangerous situation. A 44t timber lorry parked on the pavement outside the Cooperative store and the driver entered the store. When the driver returned, the lorry wouldn't start and there was at least a 2 hour delay before it could be moved. The tailbacks on the High Street were lengthy.*
- 6. We feel in many ways that the High Street is an accident waiting to happen.*
- 7. We would very much welcome a pragmatic reply to our letter. SBC officials and members, our community council, local residents etc have*

been alerted to the ongoing project and to expect a report in December. We feel as a development trust trying to improve and protect our environment we are entitled and empowered to act in this way. During the summer, the community conducted a '2017 Coldstream Study' and we are awaiting a 'Community Action Plan'. We know already that HGVs on our High Street is a major concern for our locals and visitors.

Thank you in anticipation. Please use a letter or feel free to give me an e-mail or telephone call. We could even visit Hawick for a meeting/chat. Please appreciate that we are trying to help our community and authorities, and hopefully haulers too.

Yours Sincerely,

Gerald Tait, Secretary, Coldstream Community Trust Tel: 01890-882685 or 07725718589 E-Mail: tenwickettait@gmail.com

To: Divisional Commander, Chief Superintendent Lesley Clark, Police Scotland, 1, Howdengate, HAWICK, Roxburghshire, TD9 7JU.

In terms of bridge weight restrictions and traffic safety we understand that this is the responsibility of Scottish Borders Council.

The only thing we can do is hand this report over to the Council and give a copy to the Police Commander.

C5. Transport Scotland and New Technology

This was a letter by John Lamont, then MSP, for John Elliot, a Coldstream resident. We have asked Rachael Hamilton MSP to follow this up and see if the technology has been progressed, what were the results and could it be trialed in Coldstream.

This is a copy of the letter: -

Dear John (Lamont),

Thank you for your letter of 24 March, on behalf of your constituent John Elliot, about overweight HGVs and 'weight in motion' sites. As responsibility for this matter falls to my Directorate, I am replying on behalf of Roy Brannen, Chief Executive, who is currently out of the office.

We are currently engaged in a trial of new technology which provides the capability of identifying overweight vehicles. While the trial is currently focused on specific locations on the trunk road network identified as having a high volume of heavy goods vehicles, if the trial proves successful, it will promote improved behavior that will benefit all roads more widely. We may also consider additional locations in the future.

I appreciate Mr Elliot taking the time to raise his concerns regarding key routes in the Borders area and will ensure that these concerns are forwarded to the Project Manager running the current trial.

I hope this is helpful. I am copying this reply to the Minister for Transport and the Islands, Humza Yousaf MSP.

Yours sincerely.

HUGH GILLIES

Director of Trunk Roads and Bus Operations

C6. SBC Executive Member and Director Roads

The Director asked his Roads Network Manager, Brian Young, to acknowledge our contact and concerns and the latter responded positively. He awaits our findings and fully appreciates the project/initiative.

D. ROAD HAULAGE INDUSTRY

D1. Road Haulage Association

We wrote separately to the RHA HQ and the Scottish Regional Office and received a timely response from the latter.

Dear Mr Tait,

Thank you for your letter dated the 28th October to our Chief Executive and to our Regional Office earlier in the month. I have read with interest the measures you are taking to assess the level of HGV's transiting Coldstream.

It is unfortunately the case that many historic towns across Scotland, and indeed the rest of the UK, face the traffic issues outlined in your letter. What is often missed by sometimes understandably concerned and frustrated residents in such a village, and the surrounding area is that these areas must be serviced to allow the community to thrive, a service in which HGV's play a vital role. A point I'm sure you have picked up on. HGV's operate in a highly regulated space within the UK, in fact the road haulage industry is governed by more EU regulation than the aviation industry. A large proportion of this regulation is to ensure that HGV's on the UK's roads are roadworthy and are maintained to the highest possible standard. The industry undergoes an average of 6 weekly vehicle inspections to ensure this standard is maintained.

It is unfortunate that you have experienced some vehicles break down in the village, but I would suggest this is a rare occurrence. In addition, while it is not ideal that drivers stop in local villages for supplies I would point to a drastic shortage of service areas across the country for drivers to stop and even simply use facilities, let alone stock up on day to day necessities. We are tirelessly lobbying

Government for them to take an active role in trying to resolve this shortage, of which I am glad to report some movement.

The Department for Transport's (DfT) traffic monitoring stats which measure vehicle movements all across Scotland would not necessarily support some of the points raised in your letter. I have attached a section of the report which deals with traffic count point 30874, which is situated

at the western side of Coldstream Bridge. Column Z reflects the total HGV count for the year. It is not our understanding that HGV drivers prefer to use the A698 over the A1 or any other route for that matter. The DfT's statistic attached would tend to support this point of view. While the rumour that drivers avoid the A1 does have some truth, it is our understanding that they usually divert via the A66 much further South, or use the A68. Satnav's rarely play a role as most GB drivers use local knowledge. The case for EU drivers is slightly different and can be a constant battle for us.

I understand that traffic issues can be an emotive subject but we have no evidence to suggest that hauliers are using Coldstream High Street through anything other than necessity and are certainly not using it over other routes for economic reasons. The road haulage industry operates on very low margins and so using routes where a lorry would have to stop and start regularly while operating at low speeds would be a last resort. I trust this goes some way to answer your queries and if we can be of any further assistance in your enquiries, please don't hesitate to get in touch.

Kind regards,

Chris

Chris Little, Regional Policy Advisor

Road Haulage Association Ltd

Kirkton House, 1 Allen Road, Livingston, EH54 6TQ

D2. Road Hauler Survey and Responses

Our surveys noted the following HGVs in our town and where they appear to have their HQs. This list of 128 firms is not exhaustive:-

1. BCA Automotive (Cars) – Surrey or Luton, but also Bellshill – car transporters
2. Taylor's International – Nottingham - Container
3. Canute Distribution (supplies) – Essex
4. JW Thompson International – Timber – can't find address
5. Jordan Transport – Macclesfield
6. Robinson's Transport – Cambridge
7. Stobart – London but North-West bases
8. Furniture Factory – Portsmouth
9. John Ferguson – Wirral
10. Stan Robinson Transport – Stafford
11. Alex Melville – Angus
12. 3D Transport – Berwick
13. Mulgrew Removals, Ireland
14. Lawton International Freight – Batley, Yorkshire
15. Carrs of Billington – Carlisle
16. Pollock (Scotsran) – Bathgate
17. JG Riddell - Aberdeen
18. TSA Transport UK – Leeds
19. A&F Grant Ltd – Banff

20. EMR Metal Recycling – Warrington
21. Globetrotter – London
22. Mark Thompson Ltd – Warrington
23. P. McKerral and Co, Ltd – Argyll
24. McFadyen – Argyll
25. Kerr Transport – Castle Douglas
26. Exceed Logistics Ltd – Lincolnshire
27. Iveco -
28. A W Jenkinson - Penrith
29. Abbey Fuels – Gwent
30. Bulmans Bulk & Haulage Ltd – Penrith
31. Palletline – Essex
32. McCaffrey Transport Ltd – Ireland
33. Bartrums Haulage & Storage – Diss
34. John Alexander – Berwick
35. GAP Haulage – Gateshead
36. Gordon Dow - Cumbernauld
37. Murdoch Transport – Neilston
38. Next -
39. Poundland – Greenock
40. Heisboer Transport – Netherlands
41. Drysdale Freight – Cockburnspath
42. RAS Distribution – French?
43. RSL Scotland – Hamilton
44. Robert Tweddle – Longtown
45. BJ & C Carberry
46. J. Richardson Transport - Stranraer
47. Collette – Halifax
48. Rhys Davis Logistics - Whitburn
49. Downton Deliveries - Gloucestershire
50. Containerships – Finland; bases all over Europe
51. Marshalls - Evesham
52. T. French & Sons - Cumnock
53. AR Transport - Kelso
54. LDS European – Seaham, Durham
55. Kuenhe and Nagel – worldwide company with several depots in UK
56. J E D Transport - Northants
57. DTS Transport - Cramlington
58. Careyglass - Ireland
59. Bako Northern & Scotland - Durham
60. Horseshoe Association – seems to be an American company
61. Huelstra – could be Hulstra and this is south of England
62. Wallburn Transport – Tipton, Wes Midlands
63. Streamline – not clear
64. JL Priestley Bulk Services - Lincolnshire
65. Viamaster - Castleford
66. Euro Express Delivery - European

67. Robert Wilson Transport – Johnstone, Glasgow
68. Ice Valley Mineral Waters – not clear
69. Chris Waite - Driffield
70. Davidson's Animal Feeds - Shotts
71. W. Hammond Transport - Billericay
72. M&S – Warrington
73. Ferguson's Transport – Annat, Corpach
74. CJD Haulage - Gateshead
75. Cowan - N. Yorkshire
76. Stewart's of Tayside
77. Currie European – Dumfries but have bases in France & Netherlands
78. Yearsley Group – Greater Manchester
79. ID Surfaces - Rosyth
80. Arcese Group - European
81. John H. Roberts Ltd – Laurencekirk, Aberdeenshire – Coal Merchants and Hauliers
82. Wren Kitchens – Humber HQ – with over 60 branches in UK
83. Gist – Basingstoke, Hampshire – Supply Chain Deliverers
84. QTR – Reading & Newbury – Pallet Distribution, Commercial Storage & Warehousing,
85. Peter Henderson (Transport) – Lowick – General Haulage
86. Jas. K. Mitchell – Crieff – Livestock Transport
87. XPO – Pipe Carriers – Darlington, Normanton & Leigh – Supply Chain
88. FTS Tanker (Fuel Transport Solutions) – Bathgate – Fuel Tanker
89. CJ Hughes – St. Boswells - Freight
90. LE Jones – Ruthin, North Wales – Logistics Haulage, Warehousing, Livestock Transport
91. Andrew Black – East Lothian – General Haulage
92. McDonald's - Belford
93. Anderson ACL - Edinburgh
94. Keystore
95. JR Dixon Ltd – Workington – General Haulage
96. Bedmax – Belford – Wood Shavings
97. Ian. S. Roger – Moray – General and Livestock Haulage
98. PA Laing – Bonchester Bridge – All sorts of haulage including timber
99. Davidson's Tractor Carriers – not clear
100. Iceland
101. J & VE Nichol – Haltwhistle - Freight
102. EGO 538 Car Carriers – Seems to be part of Rolfo – Italy with other EU bases.
103. TIP Trailer Services – Seems to be an EU firm providing all sorts of trailer services
104. Scottish Woodland – Riccarton, Edinburgh – but have a few bases in northern England
105. Turners (Soham) – Newmarket – Controlled Storage and Supplies Delivery
106. Coop

107. Woodside Motor Freight – N. Ireland – car carriers
108. SHB – a few UK bases – vehicle hire etc
109. Power Freight Ltd – Essex but not totally clear
110. Borders Straw – Duns – hay and straw suppliers
111. Richard Aynsley – Alnwick – General Haulage
112. Middlegate Europe – Hull but have bases in Netherlands – all sorts of haulage including warehousing
113. Border Aggregates - Kelso
114. Moody Supplies – not clear
115. Oliver's Transport – Eccles – general and livestock haulage
116. View Logistics – Hartlepool – A few services including supplies delivery
117. Julian Bowen – Nottingham – Furniture Suppliers
118. D'Agostini – Spain – Supplies and Distribution
119. KS & F Logistics – probably KS Pediton & Logistics – European firm
120. Maersk – Huge European company
121. Hermes – Germany – Parcel Delivery
122. R & R Hands – Prudhoe – Bulk Supplies
123. Certas – not sure where based – fuel supplies
124. J & J Ward – Bedale – Bulk Logistics
125. Halley Furniture Carriers - Broxburn
126. BV – Car Carriers
127. Carefoot – Preston, Lance - Yellow
128. Skeldons - Duns – Low Loader

We have written to around 45 haulage companies, asking why they use the A697. Local companies were excluded.

The response was disappointing:-

- AW Jenkinson said they rarely use the A697, preferring the Carlisle to Newcastle route, yet their vehicles are in the above list and we see them regularly.
- The Stobart response was similar.
- A telephone call from J. Richardson of Stranraer was negative.
- Andrew Black of East Lothian indicated that his vehicles generally use the A1 but occasionally have to use the A697 or A68 if local deliveries are required.
- T. French and Sons of Cumnock, Ayrshire gave a similar explanation to Black, except they quoted local farms where they were collecting grain.

Found from the research into these haulage companies was that some have depots in other parts of the UK, away from their HQ. For example, one company with a HQ in the Midlands has a depot in the north-east of England and therefore HGVs experienced in Coldstream may be coming from/to regional depots.

END