

**Spaces for People suggestions – CitizenSpace survey responses – June and July 2020**

Question - Please provide specific suggestions for temporary local schemes which would make it safer for people to walk or cycle for essential trips and exercise during COVID-19 pandemic.

Please provide specific locations for example streets or sections of road and bear in mind the guidance and criteria on the introduction page.

A cycle train from Innerleithen via Cardrona to Peebles High please. Leaving from the start of the multi use path in Innerleithen, picking up from Cardrona Village Green and on to Peebles High School. Secure bike storage will be required.

We are very lucky in this area to have excellent open spaces right on our doorsteps. However walking in these areas is not pleasant right now as they are often badly over grown with weeds. I think we could spend some money getting them tidy and therefore encourage people to use them, after all the paths etc are there you just can't see or use them. The Selkirk resilience group have done an amazing job keeping things tidy and the hanging baskets from Philiphaugh brighten our day so come on let's have a spring clean in the summer. Let's show Covid we can beat it 🙌🌞

Extend pavement on bypass road in kelso from shedden park roundabout to Sainsbury's to make access easier for railway cycle path.

KELSO

Make pavements one way: left hand side of the road goes one way, right hand side of the road goes the other way.

NO ONE is socially distancing on pavements up Horsemarket, Grassmarket or Roxburgh

The Rennie Bridge in Kelso is a bit of a nightmare at the moment with its two narrow pavements making physical distancing dangerous, how about temporary lights and widened foot/cycleways?

There's a cycle path between Walkerburn and Peebles and also from Clovenfords to Galashiels BUT the section in the middle isn't complete to join up. It would be beneficial for the paths to join to allow a complete journey between Peebles and Galashiels.

As I live at Peel, having a safe section of cycle path would allow my children to cycle to school in Clovenfords.

I already commute by bike to Galashiels daily and the section of road from the

nest roundabout, travelling either by the A72 or A707 and Caddonfoot Road are particularly dangerous and a cycle path would be great

We would like to carry out some exercise sessions in local parks as soon as allowed under Phase 2/3. We are a borders wide Community Fitness Organisation and have unable to deliver any of our normal classes since 21st March. Our community would love to be back doing something and many have asked if we could do something outside before we are allowed inside again

Widening of pavements around Kelso. In particular pipewell brae and Edinburgh road (down the side of Croft park), it's impossible to social distance while pushing a pram at the moment meaning that others have to walk on the road. It would also be helpful to have a look at where dropped kerbs are in relation to junctions and roundabouts. Sometimes I feel a bit unsafe pushing the pram out on to the road close to a roundabout.

Extend and widen the pavement on the Kelso bypass (left hand side of the road leaving the town)- so that you can walk all the way to the new railway walk to Sprouston without having to cross a busy (60mph) road (there is currently a pavement but it's grass covered and a road sign blocks the way making it impossible for a buggy or wheelchair).

On the old Kelso Bridge (rennie bridge), you could impose and 'one way' system asking people to walk on one side when approaching the town and the other side when leaving the town centre. This would help with social distancing without having to widen pavements. This would only require signage and communication to people in the town.

A cycle / walking path to Earlston Village from Carolside so my children can walk or cycle to school safely to mitigate the need for school transport. This would involve permission from 1 or 2 land owners to amend fences.

I think Peebles is fairly safe for cycling in the grand scheme of things. But theft is more of a concern so we tend to avoid leaving decent bikes in town for any length of time. So better, more secure bike storage would be good (for example I wouldn't cycle to Peebles to get the bus and leave my bike just chained to a basic bike stand for the whole day). Having lockable containers - maybe where you could also leave your helmet etc, might be useful.

Provision of secure cycle parking/stands at haylodge hospital in Peebles

If I make this too long there's a chance it won't be read so I'll try and keep it short.

When I first saw the sum £30 million on cycling I thought fantastic, then I saw temporary and I couldn't believe what i was reading. Isn't that just throwing £30 million down the drain.

Nearly every border town is connected with a disused rail track please don't waste this chance to think of the future of our regions travel and tourism industry. Think of all the bicycles that have been purchased over the last four months these will be put away into sheds and garages to collect dust and

cobwebs. If the UK are to have more people staycating let's give them a reason to come to the Scottish Borders. Making off road cycle paths for families and less confident cyclists would be a great investment for the region. I've written to Scottish Borders council before about this and was told this would never happen. Then low and behold a cycle path appears between Kelso and Sprouston and it's fantastic just ask the parents who take their children along this very safe and traffic free route. I'm sure if Sustrans are involved with this project their input will be excellent just look at their UK cycling guides. One for example is their Callander to Killin old rail track. Please, please, please think long and hard about this £30 million and don't waste it. I do hope you took the time to read this, if you did, thank you.

Safe cycle parking on the High Street

Dedicated cycle lanes at Cardrona roundabouts

Melrose Road - given the large number of residents living along this trunk route, especially noting developments at Melrose Gait, having a focus on improving the paths would provide greater opportunity for safe active travel. Presently this is a very rough, narrow and overgrown in places which restricts the movement of buggies, wheelchairs and children wheeling.

Entry&Exits to shared use paths - a number of your shared use paths around Galashiels have poor low level egress points, especially if transitioning from the road to the path. Example of this can be found on Winston Road behind the gas works joining the river path, as well as at several points along Huddersfield road where the shared use path either crosses access roads or for joining the path following the bridge crossings.

School Entry/Exit - has consideration been given to school sites and provision for promoting active travel and providing greater space on approach either through temporary road closures (School Streets) or restrictions on vehicle access to allow physical distancing for those walking, or wheeling. With promotion of more active travel comes the requirement for greater storage for bikes and scooters.

Kingsmeadow's road in Peebles which is the main road to and from the town which includes Priorsford school and hundreds of houses plus a nursery and industrial estate. The pavement in places is not even 1 metre so you are walking on the road. The traffic is fast moving plus cycling is taking place on the pavement. I walk this road most days and I dread people returning to work and bike trails opening and fear for school children

Close off Peebles High Street to all traffic, including cyclists & car parking & have pedestrian only. This will allow for safe distance queues and possibly allow outdoor eating space for businesses who don't have it.

## PEEBLES

Let us move the bus pick from outside the post office, move the taxi ranks from the same area and move it all to Edinburgh road car park.

Buses already park there and all that would be required is to extend the parking area for buses and also mark out an area for a taxi rank.

There are toilets already there for people to use before and after their bus journeys and it is a short walk to the town centre.

The effect of this move would be to free up the beginning of the high street from the congestion which now exists from parked buses and waiting taxis and free up Northgate where traffic jams often occur with buses not able to transit due to parked vehicles and lorries offloading

This in conjunction with closing the high street to traffic would allow for safe distancing between people and also allow coffee shops, pubs, restaurants etc to utilise the outside space created by nil traffic.

This could all be done with minimum spending as a road system already exists to allow traffic to pass around Peebles and avoid the high street, and also minimum spend on Edinburgh car park to take centralise buses and taxis

- Repainting of cycle lane markings on Kingsmeadows Road, Peebles, this is an essential walk/ride to school route for many children approaching Priorsford Primary School and to the wider town plan, Cavalry Park industrial estate, and residential areas of Kitlegairy and Whitehaugh.

- If line painting is not feasible in the budget it could be possible to use temporary barriers/cones periodically as 'islands' at the roadside to restrict road width and help reduce traffic speed along Kingsmeadows Road.

- Temporary closure to all private vehicles on approach to Peebles High School during school opening and closing times. Particularly on Springwood Road, as the buses turn off Springhill Road towards the school they can mount the kerb forcing school children on the pavement to scatter, this is frequently a bottle neck with private cars as parents drop their kids off in the playground.

- The measure above could be complimented by temporary 'parent drop off zones' in the likes of Kingsmeadows Car Park with a 'safe walk to school' route marked out across Victoria Park towards Springwood Road.

- Temporary/coned restrictions of carriageway width at the roundabout between the old station building (Nashys Cafe/end of bike path) and Cardrona Way, the carriageway is very wide on the roundabout and approach speeds in all directions by motor vehicles is often too fast, restrictions would allow walkers and novice cyclists to cross from the village to the bike path with more confidence..

- Reduction in the 50mph zone between Glentress Hotel and Peebles Hydro Hotel to 40mph, for residents in Eshiels the 50mph limit has brought the average speed down but the only footpath on the South side of the road is still very narrow and passing traffic is still very close and travelling at speed. This may help encourage more cycle journeys and walking in the Eshiels area and be much safer for the cyclists heading from the cycle path crossing the A72 to Glentress forest.

- Temporary narrowing (buildout) of the A72 Innerleithen Road at Hydro Gardens to slow traffic approach speed and allow walkers/cyclists to cross safely from Whitestone Park to the other side of the road, foot/cycle traffic here is generally heading towards the start of the cycle path at Janets Brae next to Peebles Hydro and with groups of children on bikes it can take several minutes to cross safely..
- Stretching of the 30mph limit on A72 Neidpath Road, Peebles further up the hill past Kingsland Primary School closer to Neidpath Castle, traffic tends to accelerate away from the lights at Neidpath corner towards the town, ignoring the current 30mph limit only slowing as they pass the graveyard, again this suggestion is to reduce approach speed to the town and further reinforce road safety when schools return and to protect the demand activated crossing between Kingsland Car Park and Haylodge Park.
- A temporary 50mph zone from the A703 junction at Winkston Farm (North of Peebles), all the way down the A703 towards the existing 30mph limit at Crossburn Caravans Peebles, the footpath on the West side of the road is very well used as part of a walking, cycling, running circular route to the North of Peebles.
- Signing strategy - a general reinforcement of shared walking/cycling where applicable across parks and on shared use paths.
- Where pathways/routes cross major roads or unclear, ensure signs are placed to encourage users to cross at the next safest point ie (Safe Crossing 50m>>>>)

The walk from Covenfords village centre down to the football field on the B710 could benefit from having a temporary footpath/cycle way. There is currently no footpath between Caddon Haugh and the entrance to the football field which is being used much more during this pandemic as a vital exercise spot and safe place for kids to play.

Any way of reducing the traffic volume or speed, or making a safer walkway (there's no pavement or verge to walk on) would be extremely beneficial to the community.

The Tweeddale Access Panel have assessed and costed a project which will look at safer routes around Peebles for Wheelchair Users and pedestrians with limited mobility or visual impairments.

The project aims to look at key routes travelled in the town and ensure that they are accessible.

This could give an overarching view of any changes to street furniture and or pavements proposed to open up spaces.

Upgrade of Dargy Lane steps from wooden steps to box type steps -wider with more space at the passing points  
Dargy Lane near Windyknowe Road Galashiels

Upgrade and tidy up of the steps between the Iceland Car park and toilets in Galashiels to the Gala Park car park and shops -

Chiefswood Road runs from multiple housing estates in Melrose to the Borders General Hospital & onwards to the Tweedbank Train Station but it is not a safe road for walking or cycling at any time but especially in winter. Many staff from BGH drive to work despite the 1 mile distance because they don't feel safe on the road. This would reduce parking pressures & car sharing for hospital staff and allow residents from these estates to walk or cycle safely to Tweedbank. It would also make travel to Galashiels for Banking, Post office & some shopping more accessible

As you come into Galashiels from the Public park, and walk along the pavement past St. Peter's school, you will see the pavement is quite narrow. People with young children tend to cycle along the pavement, rather than the road, and at the moment, the walkers can simply go on to the road to let the cyclists go by. With the increase of traffic, this is now harder to do. Is it possible to do anything with the narrower parts of the pavement in particular, so that both walkers and young cyclists can go on their travels without fear of being struck by a passing car?

There are a large percentage of people in the borders who commute to Edinburgh by bus. This is now not safe and we should be encouraging cycling instead and there are a high number of active cyclists who would be able to commute from Peebles and further. There has already been work undertaken to extend the cycle path that goes from Innerleithen to Peebles up to Eddleston. I know it would take a long time to properly surface this route, however it would be possible to quickly make this off-road route from Peebles to Penicuik passable using mountain or hybrid bikes. I believe all that would be needed is removal of some obstacles eg fencing etc, smoothing off of some groundwork, addition of some gravel surfacing to some areas (grass might be ok in some sections) and some temporary signage. The road is far too dangerous to commute on by bike and this would make the route so much safer and encourage both key worker travel by bike but also people in the surrounding area to get exercise. It could also be used later on for travel tourism for the area which will be sorely needed. My understanding is that all the planning has already been completed or in its late stages. This extra funding could give it the final push that is needed to at least get a temporary fix put in place until a more permanent and robust route can be put in place.

Please clean up the broomlands woods path - half is currently covered in leaves/dirt. Please also improve route in woods between Inchmyre and Abbotseat to make easier to walk on

Within many streets of Peebles (apologies but there are too many to specify) there are too many properties boundaries impacting on pavements due to hedges/shrubbery having been allowed to grow beyond the boundary of these properties. Owners should respect that pavements are for pedestrians, not an extension to gardens and boundaries.

Many pavements are restricted to a width for only one person plus a few actually make walking on the pavement impossible.

I work at Haylodge community hospital and we don't have facilities to store our bikes when we are working . Several of us have discussed that we would like to start cycling to and from work on a regular basis. Many of us travelling from Innerleithen along the bike path.

1. Improve safety on blind bends.

eg the bends on the A698 immediately east of Kelso. Many local cyclists use the circuit from Kelso to Birgham, across to Eccles and back to Kelso as a local exercise route. This includes family groups with young children. Motorists tend to take an optimistic view of incoming traffic on the bends on the outskirts of Kelso. Introducing double white lines to the stretch between the walls along the Hendersyde estate would enhance the safety of all traffic in that area. (Other bends may also apply!)

2. Improve the access to the shared footpath / cycle path at the bottom of Rotary Way. Access from the Shedden Park roundabout needs to be made more accessible for vulnerable road and path users. Rotary Way is a popular "circuit" for many in Kelso and the gap from the end of the shared path to the Shedden Park roundabout needs addressing.

3. Fix the potholes on well known cycle routes. (Too many to document but how about the poorly repaired A698 east of kelso where potholes and decaying repairs force cyclists out into the centre of the lane on a fast moving stretch of road.) How about taking the documented cycle routes/loops on Open Street Maps (cycling layer) as a starter and patch holes on those? Makes cycling pleasanter and means fewer cyclists having to take unpredictable evading action so safer for everyone.

4. 20mph in all built up areas but especially in shopping streets. Why not just try it in one of two towns now? For the cost of a few replacement signs ...

5. More information on social media about safe passing techniques.

6. Encourage more bike facilities at supermarkets. eg bike stands in visible accessible places, reminders in car parks of vulnerable users of all sorts

The 20mph in cherry park to be introduced again to slow down lorry's plus car drivers its getting dangerous.

Chiefswood Road Melrose from Melrose to the BGH. Surely the busiest single route. Loads of people have been walking and cycling even before lockdown. It is only a matter of time until someone is critically injured or killed. This has to be a priority. Everyone walking this path does so to get to work to save lives. Do the same for our lives please.

Chiefswood Road is a particularly unsafe place for walkers and many people commute along it -whilst it is a 60mph road! If anything can be done to provide a walk path this would be amazingly beneficial!

Walk way /cycle path down chiefs Wood Road to the borders general hospital.

Provision of a shared foot and cycle path covering the length of Chiefswood Road in Melrose from Fairways to the Borders General Hospital

Reduce speed limits to make cycling and walking nicer.  
Let everybody rise on pavements  
20 is plenty on all roads. Traffic drives too fast in all these schemes.  
Get more traffic wardens in towns

Chiefswood Road Melrose.  
So, so many staff could walk to work safely to BGH if there was a safe path with lights - it would be fantastic after a 12hr shift to walk home on a nice night and get fresh air but the road is so busy it just doesn't feel safe.

It is absolutely necessary to protect our NHS that a cycle/walkway be built from Melrose, down Chiefswood Road to the Borders General Hospital. Indeed this should not be temporary but a permanent feature.

This road is used by a significant level of cars and is not safe for our NHS workers a large amount of whom walk or cycle this road every day. It should also be lightened up particularly as a number of staff use this during the dark winter mornings and night.

A walk/cycle way along chiefswood Road, Melrose to the hospital would be beneficial for many.

A cycle path on Chiefswood road would be a welcome addition to families for recreational purposes and would provide a safer walk for NHS staff who currently use it to get to work.

Make the footpath alongside the A68 between St Boswells and Newtown St Boswells into a designated shared use cycle path.

Create cycle lanes along each of the main arterial routes in towns so cyclists and walkers can use these busier routes safely- often necessary to get from one side of town to another. Eg- A68 in Jedburgh, A7 through Selkirk.

Make a one way system through St Boswells to make the high street safer to cross and cycle on.

A6105 between Foulton and Duns (and beyond).

Reduce speed limit to 40mph on sections where homes face onto the 60mph road, or where lanes to homes intersect with A6105.  
Perhaps also in sections with blind bends and summits.

I appreciate there is a balance with wildlife/diversity with next suggestion, but many stretches of this road has verges made more dangerous by long grass and overhanging hedges/trees. Since there are no footpaths (eg between Foulton and Chirnside) cutting the verges short would at least give an escape route to pedestrians and cyclists.



Harleyburn drive/avenue down Chiefswood road to the hospital or tweedbank.

Walk way from the top of Chiefswood Road, Melrose to the junction (entrance) into the BGH

Cheifswood Road melrose.

I suppose better late than never. This project was announced a couple of months ago and Glasgow & Edinburgh have already introduced changes. By the time Borders gets round to doing anything traffic will have returned to probably higher than pre-covid levels and people will have stopped cycling & walking as they will think it's too dangerous.

Whatever projects are chosen you must avoid tokenism, which has been far too prevalent throughout Scotland - painting a line a bit out from the gutter forcing cyclists into the worst part of the road with all the debris and hazardous drains, and then stopping the "cycle lane" just at the most dangerous point as the road narrows or parking takes over, and then ticking a box to pretend cycling provision has been created.

You must create a strategy, in fact start a revolution, in which walking, cycling and wheels are the priority and motorised traffic has to give way. Start by banning vehicles from certain priority areas where pedestrians etc will be safe. Provide more off-street parking to facilitate the segregation of vehicles from others.

All towns & major villages: increase the number of pedestrian crossings. (in Spain most towns & villages have numerous, wide, traffic calming raised areas on streets which double as pedestrian crossings. It is obligatory for drivers to stop when someone shows an intention to cross) This improvement should be permanent. Why should pedestrians and wheels have to wait in the pouring rain for a light to change just to allow vehicles to continue undisturbed?

Enforce action against illegal parking. Set up a website where people can upload photos of illegal parking, showing the registration plate, and take action against the drivers.

Reduce speed limits in all built-up areas so that cyclists, wheels & pedestrians are safer and in many rural roads as well where people living outwith towns and villages may wish to cycle from to go shopping, visit leisure centres, pharmacies etc.

Ban parking on town centre roads where there are adequate off-road parking facilities nearby. To reduce traffic why not copy the Recycling numberplate system of odd and even days for parking, on a advisory basis initially?

Selkirk: The High Street and Tower Street, with two pharmacies and several shops, often have vehicles parked, sometimes even on both sides of the road. Ban parking and create cycle lanes.

The A707 from the Bridge to Market Place is nearly all uphill. Parked vehicles make this hazardous as most cyclists struggle on the very steep sections. A

cycle lane instead of a line of parked cars would help.

Bowhill Estate, the hills above Philiphaugh and Broadmeadows are an outdoor mecca for cyclists and walkers taking exercise, yet most people arrive in cars. Make the A708 one-way for vehicles, ban motorbikes, reduce the speed limit for motors to 10mph, make half the road for cyclists and walkers only and improve the road surface which in places is like cobbles!! Those coming from the East could turn into Bowhill at General's Bridge and reach Selkirk via the B7009. I'm only joking, but some thought needs to be given to providing an off-road alternative and doing something about the road surface of the A708 which is, in places, the worst I've cycled on and makes me think I'd be better staying at home. (such a contrast to cycling in Spain where the roads are so much better in a supposedly poorer country) (instead of resurfacing a whole road, fill the potholes and then surface a strip in either direction, sufficiently wide to allow cyclists two abreast)

Buccleuch Road from the Bridge to the Swimming Pool is another hazard of parked cars and although there is a shared use path, (far too narrow) access to it for cyclists is difficult until one reaches the Pool. Returning from the shared use path to Buccleuch Road is ridiculous for normal cyclists, involving a very steep ramp which ejects the rider straight onto the road.

Extend the pavement and make it shared use. (this road was much safer when it was part of a one-way system a few years ago)

Many of the existing, and some quite recent, cycling & walking tracks, for example around Tweedbank, are very poorly designed, the routes aligned by desktop planners rather than on the ground and always giving priority to vehicular traffic. Sharp bends, debouching cyclists onto busy roads where visibility is poor, for example. This kind of thoughtless incompetence needs to be eliminated.

Melrose: The High Street from the Market Cross to the junction with Buccleuch Street should be closed to motorised traffic - those going East can use Buccleuch Street, while those coming from the east can enter from the roundabout to the west and the B6360. Again, get rid of all the parked cars where drivers are too lazy to find off-street parking and let them walk. It's good for the health and will contribute to tackling the obesity crisis.

Anyway, those are some of my suggestions. I'll very surprised if anything substantial comes out of this exercise - after all you issued a report in 2016 to create a cycling tourism strategy and make the Borders the "go to" region for cycling. As far as I can see nothing has happened - and the roads are still a disgrace.

Put in place a barriered cycle lane from the top end of the TVRP tunnel/layby to the roundabout at the M&S garage in Peebles to allow safe cycling into Peebles traffic free from/to Walkerburn/Innerleithen/Cardrona.

Consider making Peebles High street traffic free, buses to use existing turn/station in carpark

As a local trader in Peebles and to try and kickstart our high street I would recommend all car parks remain free for an extended period of time, it's been a hard time for many local shops and I would strongly disagree with any pedestrian precinct ideas as I have witnessed first hand the demise of the high street in Penicuik when it became pedestrianised this also happened in Perth as all vehicles are diverted away from the shops.

I would like to see a cycle on the left hand side on the high street selkirk stop cars parking

Hi,  
We are a keen cycling family and have been for many years.  
The Borders is full of redundant rail Lines and with minimal expense these can be made suitable to provide good flat cycling between our towns. It is low cost to do this compared with adding cycle roads to existing roads.  
This would also be a great boost for tourism as it encourages cyclists with families and of all abilities to come and cycle around.  
Cyclist make good tourists as you are not able to take everything with you so much more likely to use local shops and cafes as well as stay in B&Bs.

I am pleased to see that rail return to Tweedbank and would like to see it go to Hawick and on to Carlisle in the future but most of the old track is likely never to see trains again and would make perfect cycle tracks.  
Imagine a route -Eyemouth, Chirnside, Duns, Greenlaw, Gordon, Earlston, Galashiels, Innerleithen , Peebles. All on unused rail track. Flat & safe!

Just my thoughts.

Kind regards

Safe spaces to leave bikes in towns. Not just bike racks, but secure monitored parking areas

Cycle lanes and routes away from traffic

Make sure cycle lanes are clean. Usually lanes are by the sides of roads and get full of broken glass and other debris pushed there by passing vehicular traffic.

A cycle rental scheme where you can pick up and leave bikes at different destinations - like the bike schemes in London. I know this is tricky as shared bikes means shared touch, so some sort of sanitisation would be required

Oh, and if you'd like to buy me a Pinarello Dogma F12, I'll happily ditch the car altogether! :-)

Chiefswood Road. Leading from the hospital to the melrose golf club. This is a very dangerous road and would be good to have a cycle path/are to walk. This is a very narrow road and if 2 cars passing at same time very dangerous for anyone on a bike or walking.

Peebles High Street.

The very narrow pavements, especially on the north side between the Northgate and Eastgate, can be widened by removing the parking and

extending the pedestrian area into that space. Similarly on the south side between the PO and the pedestrian crossing, the taxi parking can be moved to the area west of the pedestrian crossing, and car parking removed completely. There is still the issue of the narrowing of the road at that point, and the speed of the traffic. I suggest either

1. putting in traffic lights so that the area from the pedestrian crossing to the PO Brae is single line traffic only or
2. making a one-way system directing traffic from the west via Northgate to the Edinburgh Rd.

In either case, traffic should be restricted to 20 mph on through roads. There is inadequate space for people to walk in the Old Town and on the Northgate. Parking needs to be removed from these areas.

More cycle racks will encourage people to cycle into town.

The cycle lane on the back road between the Priorsford Bridge and Whitehaugh Park, is being encroached upon by a build up of soil, general detritus and weeds, narrowing the available space for cycling. That could easily be cleared back to the wall. Also on the south side of the same road, the drain covers are badly sunk, so that cyclists have to swerve into the path of the cars. A speed limit of 20 mph would also encourage cyclists on that road.

Peebles is fortunate in having plenty of designated car parks in the town centre, so that very little reserved on street parking is needed, except for disabled spaces.

The danger to cyclists on the roads is not just from vehicles - it is also from the dreadful state of the road surfaces. Delineating part of the road is only part of the solution as the cyclist will still swerve to avoid the danger. It is not just the potholes but the edges of the roads which get damaged by wide vehicles. South Street in Duns and the north access road in Duns Industrial Estate have particularly treacherous surface whilst the B6460 between Mount Pleasant Junction and Paxton has large stretches where the road edges are badly broken up.

As a shop owner in Peebles, I look forward to welcoming customers from next week.

Peebles High Street pavements are wide, the only exception would be outside the Orange Grove this could be resolved by removing/reducing the goods laid out on the pavement?

I would be against the removal of any parking opportunities for customers within Peebles town centre. We need to encourage people back to the shops to re start all our businesses which have been hard hit by Covid.

Provide mown (and rolled) roadside verge footpath on the west side of the A701 between Mountain Cross and Romanno Bridge. Some cutting of roadside branches opposite the turning to Bordlands is needed.

This would provide residents of Mountain Cross improved access to Newlands School and the shops in West Linton. Else, there is nowhere safe to walk from Mountain Cross other than along the minor road to Callands.

Just get on and put 20s in the Borders. Other Councils have them and they are popular. Stop dragging your heels and get it done. Want kids to walk to school? Get drivers to slow down by reducing speed limit.

Spaces for People consultation by SBC

NOTE: This replaces a previous submission I made.

I am submitting this on behalf of

would like to be involved in the consultation as we are currently interested in and involved in all aspects of accessibility in the Tweeddale area, including the built environment.

Our membership comprises able bodied members and members who are wheelchair users, have mobility issues, hearing impairments and visual impairments.

Therefore, in the establishment of a strategy to support people movement around and between the towns we have a broad range of lived experiences which can inform the consultation.

In addition, we have prepared and costed a project to investigate accessible walking routes around Peebles and are ready to go subject to funding.

Finally, last year we established an Access Guide for Peebles which would be enhanced to include any additional limitations due to social distancing. This again would be subject to funding to make the amends.

1. Innerleithen Road in Peebles to be made a cycle and footpath with a drop curve to cross the road opposite the foot of Soonhope lane. And possibly re-paved as it's uneven in places.

2. A path directly across Whitestone park/gytes park to walk/cycle from Innerleithen road to Tweedgreen/gytes. Currently the path meanders around the football pitches, but there is a natural line that walkers/cyclists use.

3. Bigger signposts at the foot of Soonhope lane to say no parking, no car access to glentress and footpath/cycle path all the way to glentress/cardrona/Innerleithen.

4. Improve the "S" bend where the cycle path drops from the forest back to the same level as the A72. This needs to be smoothed as so many riders fall and it's also blind for walkers, joggers and cyclists.

5. repaint the lines and add more lines to the ground in the tunnel as debris often covers the existing lines making it quite difficult for cyclists and walkers. (Ideally lighting in there but I know that may not be possible)

6. Janets Brae itself is quite overgrown at the moment, so quite narrow in places.

Peebles high street is a wide street with wide pavements. As a trader on the high street I do not want to see the high street closed to traffic. As we live in the country, there are many people that have no option but to use their car to come to Peebles to shop. Being able to park on the high street & pop into your local shops is a big attraction. Lots of parents of children also find this convenient & useful.

A safe path from Standalane to Peebles high school, for when the schools return, to avoid too much contact with general public.

To help keep walkers, joggers and cyclists safe could you consider reducing the speed limit from 30mph to 20mph in towns? This is already in place around many schools

B710 caddonfoot road to be temporarily closed/or one way system installed for the safety of pedestrians walking to the common ground from clovenfords.

The closure of Caddonfoot Road from Cliff Road. This road is used regularly by cyclists and dog walkers as well as parent with their children. The football pitch is an excellent facility for local people and has proven to be invaluable during lockdown. it is a place where children can get outdoor exercise and explore nature. A few days ago i was walking up this road with my 3 year old daughter on her bike and had to pull her into the verge when I heard a car engine roaring towards us. We were on a bend when the subaru impreza raced around the corner and nearly hit us. The driver was going too fast and had to swerve onto the other side of the road. Since this happened I have posted on various Clovenfords facebook pages and have been met with a number of parents sharing similar experiences. the cars come up this street far too fast and I am now put off going to the football pitches as I do not want to endanger the life of my daughter or myself.

I live in Clovenfords and we have a superb football/recreational field that all the community use for all sporting activities including just a nice walk.. Its the access road from Clovenfords to caddonfoot which is the problem.. We have to walk down a busy 60mph road which is always dangerous as no pavements.. There have been near misses with cars and pedestrian including my children.. Its just not safe but their isn't any access apart from walking down the road.. Its just a matter of time before there is a serious accident with a pedestrian been struck..

A footpath between Melrose and the Borders General Hospital along Chiefswood Rd would provide safe passage for the many people who walk and cycle along this road.

Safe access to the old football Pitch on caddonfoot road

A cycle path way from West Murrinston in to Earlston would be beneficial to many that live within the West Murrinston area... There are around 7 children that could use this to either walk or cycle to school and there are around 20 adults that can also make use of a cycle path to attend earlston For shops...

Also families from Corsbie and Ledgerwood would also be able to make use of a cycle path into earlston... The road between West Morrison is far too busy with school and work traffic for children to safely use to cycle to school as it is at the moment.

We live in Blainslie where a school bus operates. We would happily cycle to school but the road to lauder is narrow and fast with poor visibility in places. A small cycle track (1.5 mile approx) just off road would allow much safer cycling to school as there has already been a path added along the side of the A68 south of Lauder but it stops at the Blainslie road so cyclists and walkers have to go back on to the toad at that point where there is a steep blind hill.

The one way system in Gala makes it hard for cyclists to get from transport interchange or Tweedbank to the high school. There should be a link to the cycle path from the high school through Scott Park, St John street across cornmill square to paton Street. This would get people to Tesco. There then needs to be a better link to the black path cycle path which currently involves mutilane roundabouts and a lot of recommended walking on foot path at the side of Next. Cyclists could go through tesco car park and onto a segregated cycle lane to link onto Tweedbank cycle path. Also direct route to interchange from high school using bank Close and gills Close would be easy to sign post. Potentially allowing cycles to go against flow of traffic on Bank Street and Channel Street.

Extra bike parking stations in schools for staff.  
I think local green park areas could have running tracks ( short cut grass and white lanes) put in to support running or walking excercise in defined spaces. or a labyrinth idea for kids ( like they have in edinburgh where the space/track is defined by lines on grass, and folk can contemplate as they twist and turn one way in and different way out. It's about getting people out the house to excercise. Wouldn't cost much but if advertised properly folk would go see what it's all about. Can we have it in Selkirk behind the schools pl?

Stow to gala ...no safe cycle route  
Children would cycle if it was safe

It would be a great idea to Finnish the cycle way between Lauder and Oxton it should have been finished before now that would make a great cycle for family as it would be safe and not difficult to do only one farmer against had that been common good ground the council would have never thought twice in taking it and making the great safe route to cycle hope you can do something to get it done

There needs to be more done in Galashiels to encourage more kids to cycle to school. There are a few tricky junctions and really busy streets that make cycling difficult and scary. The area at the roundabout at Asda is super busy and crossing there can be really difficult, then you follow the cycle path on the pavement (which often results in pedestrians tutting and shaking their head), join the one way system and the roundabout at the salmon inn is again very busy and can be difficult to navigate. Even as an adult it can be intimidating so

I can imagine as a school pupil it would be even worse. The easiest way to the Academy from there is straight up St Johns Street, however this street is always fully parked up both sides of the road which doesn't leave much room for cars getting through, in both directions, never mind adding bikes into the mix. If parking could be suspended on one side of this street it would allow for a much clearer view and would make it easier for cars and bikes to get through. The pupils could then cross the road into Scott park. Better spaces are needed and also clearer signage or communication about what routes are the best.

I've heard cycle lanes and things mentioned which is a great idea but the roads would need to be widened. I live off the C11 road just outside Stow and there's been a lot of people walking and cycling which is great but I've been working through this whole pandemic and I've got to drive on these roads and it's been a nightmare as there are people on both sides of the road and it's only single track.

Need a safe crossing at the Glentress junction of the A72, it is currently in a 50 mph zone and can be busy for anyone crossing let alone people with young children.

Reduce village speed limits in Stow to 20 and the roads leading out it as they are key areas to cycle and walk.

Add a cycle path and signage between Stow and Galashiels similar to the ones in Innerleithen for work and pleasure

Better cycle way between Stow and Lauder.

Develop more trails in woodland

Reduce speed limit in Stow village centre and also on back roads from Stow to Fountainhall and Stow to Clovenfords.

Signed cycle routes from stow- north & south. Reducing the speed limit through stow & along the back road that runs from stage hall farm to Ferniehirst farm (both directions) to make this road safer for cyclists & families

I enjoy cycling but am nervous on busy roads. The cycle path from Peebles to Innerleithen is excellent; is there any way that a similar path could be laid to Eddleston and on towards Edinburgh? I know it is a long stretch, but the A703 is an extremely fast and dangerous road; I'd be more likely to cycle north of Peebles if an independent cycle/multi-use path was available.

Having lived in Stow on Galashiels road for 5 years now I have always been concerned about both speeding traffic and HGV driving through the village as many of the pavements are very narrow. There are a lot of children in the village and the park is just off the main A7, as in most places I would suggest a 20mph limit for the whole village after all most of our capital city has enforced this limit.



Perhaps also a 40mph on the back road from Heriot to Clovenford would discourage fast driving and allow walking and cycling a safer environment.

Selkirk to Galashiels cycle/walkway.

Clear and maintain vegetation on a regular basis, too overgrown so no room for distancing when passing others.

Ettrick Terrace in Selkirk is dangerous for cyclists as very dark due to amount of trees, this needs weeded to provide more light ensuring drivers can see cyclists.

Also on this stretch at Toll vegetation at Oregon needs cut and maintained do whole pavement can be used. As there is a need to cross road to use pavement and cycle path here the speed limit needs to be enforced and or reduced. Traffic is so fast that pedestrians are in danger.

Cycle lanes in Galashiels - to make the town bike friendly. This might need new one way systems eg along Abbotsford Road, Melrose Road, Ladhope Vale. More traffic calming measures like trees, outdoor seating, bike racks, and bike lanes.

Cycle lanes connecting Galashiels to other towns, particularly to Gattonside, Melrose, Tweedbank, BGH, Abbotsford, and along the bypass to Newtown.

For leisure cycling put speed restrictions and limit traffic on popular routes -

Eg the narrow road from the back of the BGH / Dingleton up to Bowden, Maxton to Pennielheugh, Peel to Traquair, Redpath to Scott's View, and promote these minor roads that are not very suitable for modern cars as bike friendly. That would be amazing for the Borders!

All B roads would be perfect for walks and cyclists, they are too small for large vehicles anyway and the wildlife has never been more flourish than now since lockdown, showing what a benefit to the area it would be, for animals and the public's health.

Better sign posting, traffic calmed areas, better cycle paths or booklet or map of area with point of interest, the west of Scotland and in rural Perthshire have all this in place what are we so far behind, the Scottish borders is a place people travel through to get somewhere else, why? If you want people to spend time in the borders then it's time to up the game and improve the roads so visitors can get to our areas of interest, educate the masses

Do not think there should be any changes to anything

Extend 30 mile speed restriction on A6112 into and out of Preston village to allow safer walking for residents to exercise.

Improving the roadside verges along the A7 between Galabank and Stow village in order that they may be walked on.

This short section of road has no walkway. The A7 has a 60mph limit which is often exceeded making this very dangerous to walk in order to go to the village.

Householders in TD1 2RP have difficulty walking in to Stow to access the village shop, health centre and pharmacy due to lack of walking surface.

This stretch of road also links the village to core path number 32 adding a valuable round circuit route without having to make an attempt to cross over to the back road which runs between Stow and Fountainhall. Access to this road over the river and new railway has now been blocked by a crash barrier.

The 'Black' path in Galashiels has a missing section since the railway arrived. This is the section along past the railway. Perhaps one of the busiest and most dangerous stretches of town road. However the road looks wide enough to add a cycle lane. Heading north past the station you cross the roundabout but there is no dropped kerb to rejoin the Black path in front the flats leading behind BandQ. You have to dismount at a very busy junction.

Would love to see the cycle route from Sprouston to Kelso in the old railway line extended through to Roxburgh and beyond. It's such a safe route to walk, run or cycle and would be a great asset to the cycle routes if the borders

Closing abbey row in Kelso from the church entrance to the junction with the abbey row centre to allow a safe cycle route bypassing the busy town centre

Pedestrian access to the playing field at Clovenfords from the village by bringing in to place a road closure.

The residents of St. Boswells village regularly use the walking route that goes from the east end of the village, from the B6404, along the Benrig road, past the Cemetery to the junction of the A699, then by Greycrook, and the unclassified road back into the village.

The section of road on the A699, is a high speed road, with bends and narrow verges, which at times can make it dangerous for those walking.

Could a unsurfaced footpath be provided along this section of road, the route could be constructed partially along the road verge or off road through the field and small wood.

If this was provided it would firstly increase greatly the safety of those using the walking route, potentially increase the number of people walking the route and lastly make the route potentially more attractive to people with young families to get out and walk.

Submitted by

I think the Council should be looking to protect and provide as much parking as possible on High Streets.  
Businesses now, more than ever need customers and free parking is crucial in encouraging visitors who will spend much needed cash.  
Please do reduce speed limits in towns to make for a safer and more pleasant experience. Drivers won't be delayed by much if speed limits come down.  
Free buses for key workers?

Since 'lockdown' has eased the speeding in the north end of Stow has been appalling - particularly heading North. I have lived here for 32 years and it is

far worse than ever. It is a permanent scheme to stop this which is required. Walking and cycling is dangerous in Galashiels Road north of the Springbank. There are many families with children living at this end of the village.

1. Push for the much trailed £50 "back into service" repair voucher for bikes.
2. Cut back the overhanging foliage on ALL paths, bike and pedestrian, needs to happen every year not just now and again.
3. Get a cyclist to check existing ties for holes/lose surfaces.
4. Bike-Buddy /Dr Bike sessions at SBC and NHS locations (open to all).
5. Working with British/Scottish Cycling/SUSTRANS confidence building sessions for novice/returning cyclists.
6. With police push the safe passing guidance to Motorists.

Create a walk route and cycle lane from Jedburgh to harestanes. The main road makes it very dangerous in parts. Also needs to be better publicised locally.

There is a circular route if you head out the A68 towards bonjedward then turn when to head towards Kelso then from the kelso road take a right. The path ends at bonjedward making this route very dangerous.

There should be consideration given to link all our borders towns with safe cycle lanes.

A reduction of speed in the village is necessary. Either by a traffic control area at each end of the village or reduction to 20 mph to keep people near 30. Bicycle parking would help so as to stop blocking the pavement also.

Cycle track to Galashiels following the river

Publicly available cycle storage in Stow.  
Cycle lane on A7 between Stow and Gala.

More bins on paths all over  
Pavement on cheifes wood road Melrose  
Wider paths to allow safe social distancing when passing as so etimes you have to go on the road and there are cars coming

Cycle/walking lane added to side of Blainslie Road. Increased use of this road for recreation (cycling, walking, horse riding) during Covid-19 pandemic has made it dangerous at times. It is used as a route by Blainslie residents but increasingly so the Lauder and wider community too. Whilst out for a run 2 weeks ago with my daughter on her bike we counted 10 runners, walkers or cyclists excluding us on the steep blind summit hill on the Blainslie road. Cars cannot see these people on the road if driving from Blainslie to Lauder until they are over the brow of the hill and it is a 60mph limit. At that maximum speed, by the Highway Code information, a car would take 73m to stop hence would have passed the majority of people on that hill before they could safely stop.

On a68 reduce speed limit from bend north of ancrum to ancrum football club. You have pedestrians crossing into harestones and loads of cyclists crossing b6400.

Provide footpath for cyclists and pedestrians from ancrum to bonjedward along a68.

Walk/ride/Cycle ways from Stow to Galashiels to take people off the main A7. Follow and make safe the road from Stow via Luggate to Ferniehurst and create a walkway from there towards Gala.

The main road from Gala to Stow is nerve wracking for a cyclist due to the heavy traffic. The back road to Clovenfords is strenuous. A cycle way like the path between Innerleithen and Peebles is the solution. Extending to Fountainbridge.

Every local town has lovely woodland walks

Jedburgh  
Howden woods  
Todlaw farm up to golfcouse  
Lanton woods  
Sharplaw  
Woodend  
Old railway track  
Mounthooly

I think the borders need to follow suit of the Lake District who are thriving...  
BEING DOG FRIENDLY cafes restaurants

Put traffic calming measures in the Manse Road one way lane, this would prevent pedestrians having to jump out of the way of cars entering the lane at speed as there is no pavements, it is also the main pedestrian route from West High Street to the park and Primary School, it seems that for some reason the "Safer Routes to School" are not being utilised in Lauder.

Create lay-bys on major roads and parking places on minor roads especially near public footpaths.

Make and mark virtual pavements on major roads by painting a line 1 metre from the side of the road to allow people to walk more safely, eg between the A68 and Maxton.

Require landowners to maintain footpaths, eg the path between Laretburn and the Maxton road is now unwalkable.

All cyclists should have to pass a test like a driving test. Anyone can jump on a bike, but not everyone is sensible enough to cycle on roads & paths in a safe & considerate manner.  
& they should be paying some form of vehicle tax towards the upkeep of the

roads & paths they want to use. Bikes are considered a form of vehicle, after all.

Footpath between Hornshole and Weensland Road, Hawick. No verge making it very dangerous to walks

Invest in old railway lines as cycle paths. Eg tweedsmuir to peebles, peebles to Edinburgh etc.

Help to buy electric bikes. Boris bikes.

Rosetta Road in Peebles... a lot of families use the road to get from their homes to school (Kingsland in one way and Halyrude the other) and this will be even busier when schools return and people won't be able to car pool, but the road itself is hazardous to navigate with poor visibility due to parked cars, pot holes, changing road widths and junctions. Sometimes you see parents trying to cycle on the road whilst their kids cycle on the path to be safer, but also the paths are narrow and people are also walking in the opposite direction to get to the other school. There is a back way but it involves a steep climb up and over the golf course/top of Connor ridge but it's hard going all the way up just to go all the way down if you are coming from the new estates on Standalane. Maybe during school run hours you could make a diversion or traffic lights for cars so that bikes and walkers could go on the road between Halyrude school and Weyms Place junction. Or cyclists on one pavement and walkers the other, or walking one way on one pavement and the other way on the other side? Or bike refuge points where no parking is allowed and families can regroup allowing cars to pass safely?

Definitely more paths. We need this between our villages and school. Kirkurd, Blyth Bridge, Mountain Cross, Romano Bridge where the School is. What a huge difference this would make. Walking, cycling safely. Better for our health and the environment.

Plumtree Brae turn in from A7 junction, Magdala Terrace and Halliburton place. Is extremely unsafe to cross from any direction.

The traffic along this stretch of road is busy and the speed limit is rarely adhered to. Cars park along the corner also making it difficult to see. Crossing with children is risky and worrying.

Can something be done to make this safer please?

Cycle to work scheme for staff and foot path from Lauder to Earlston

Traffic reducing and calming measures between Bannerfield and Selkirk Town Centre. Linglie Road and the area around are VERY busy with many high speed vehicles which makes cycling dangerous and nearly impossible with young children.

- Dedicated cycle lane from Lauder to EHS
- By pass for vehicles around Lauder
- dedicated cycle lane on A68
- main bus routes on A68 to carry bikes - make it like in other places in

Europe take more bikes

- no direct bus from Lauder to nearest town for main supplies (gala / Kelso) can't even take bike half way and part cycle.
  - bus run inc bikes to and from stow from Lauder. Mini bus with bike trailer hook up - can be pre booked based on demand.
  - slowing down measures in town of Lauder mainly on A68 - either put road narrowing sections in place where opposing traffic has to give way - especially in section outside shops / chippy.
- Could make the high street one way

I have been out cycling more during lockdown and I would like a cycle path between Gala and Stow to be made available so I can cycle easier in that direction. I am a key worker working in Galashiels and this could reduce my driving time.

I have also been out on the C11 road walking or cycling. cars go up and down this road too fast and if the speed limit was reduced to 30mph it would be safer.

There are so many beautiful local walks in the borders but a lot of them are overgrown with weeds and some areas are not accessible. For example parts of St.Cuthberts way from Jedburgh south. Also along the riverbank from Roxburgh castle to Roxburgh village.

Cycle path between Pyatshaw and Lauder. A great number of adult cyclist us the A697 as a link to quieter roads at Pyatshaw Westruther Blainslie loop. The A697 section. Is dangerous and discourages many adults and children.

This pertains to the area on the A7 north of Galashiels as far as Heriot.

The A7 between Heriot and Stow is possibly one of the most hazardous roads for cyclists in rural Scotland. I have been a cyclist for 52 years but will NOT cycle this road at any time. The danger of the road prevents me cycling from Stow to my work in Galashiels. Instead I drive to the outskirts of Clovenfords, then cycle in to Galashiels from there. I would very much support a cycle route either paralleling the A7 (similar to the A68 cycle-route south of Earlston) or by way of the old stagecoach road (C11) via Clovenfords. However, the latter would require a mandatory speed-limit of 40mph to hopefully deter some locals from using the road as a racetrack. Additionally it would be nice if farmers could be responsible for cleaning the road they have covered in mud, gravel and associated detritus. I also motorcycle, and the C11 stage-coach road is an absolute no-no on a motorbike, particularly because of mud and gravel.

It would be nice if the confines of Stow could be limited to 20mph. Not the A7 through-route, but more Townfoot and Townhead, Lauder and Earlston Road, and the road past the school to the C11.

It really is because of the risk to life that cycling is not as popular in this part of the Borders as it is say around Peebles, Innerleithen, Selkirk, Hawick and Kelso. I appreciate there is a wider choice of roads in all of these places, but none rival the danger of the A7 south of Heriot to Galashiels.

Just repair the potholes properly and improve the state of the roads in general  
- end of survey !  
#simples  
#notrocketscience  
#justgetonwithit

The path at the back of the football field in Lauder is a main route to and from the school, but it is simply not wide enough to accommodate social distancing if people are passing. There are other route possibilities, could they be improved or signposted in some way?

Cycle route to EHS from Lauder would be great.

I'm still after a "Twenty's plenty" sign or another way to slow traffic on the A68 through Lauder, and the Stow Road, as it's pretty scary to walk these areas with small children. My children need to cross the Stow Road regularly and it's terrifying.

I believe a relatively low cost measure in relation to road safety that could be implemented throughout the Scottish Borders could be a blanket 20mph zone i.e. replacing existing 30 mph zones with 20 mph zones.

I also believe the development of quieter roads in specific areas of the Scottish Borders would be a useful and relatively low cost measure that could see an improvement in active travel levels.

A specific example could be the minor road between Lauder and Earlston via Blainslie which is definitely not a route that should have a national speed limit.

A7 northbound path from the old ngt building to Lindean. Bushes and branches could do to be trimmed back for the Cyclist's.

Also the Yarrow road from weavers cottage/Old Tinnis to Yarrow Lea is possibly the worst section of road in the Borders

Ensure that hedges / trees are trimmed back on footpaths in peebles area. Many of them on the main routes into the town centre are restricting the width of the available pavement.

Where queuing for shops etc is required it would be useful if a standard format could be introduced. On Peebles high street all parking could be suspended to allow a wider pavement, the parking space area could be used to hold the queue allowing the existing pavement to be used as normal.

a safe route to Galashiels from Heriot, Fountainhall and Stow for pedestrian, cycle and horse traffic is essential. Using the existing road with appropriate dual purpose signage and extending a path from the B710 round the back of Torwood Lee to the A72 would make an amazing route past so many points of interest such as the Lady Well at Stow and the new purpose built building at Stow Station. It would also link other routes making it a popular tourist destination.

Stow to Galashiels. Aside from the major opportunity to build a cycly/walkway along the railway line missed while installing the borders railway a bike bus

was mentioned. My kids could cycle to the Gala Academy safely, albeit via a fairly roundabout route. Via the back road from Stow to Bowland, then the Clovenfords road and cut back to Gala on the cycle path. 10 hilly miles instead of 8 flat down the A7 which is dangerous. Hindsight - a flat fast, safe tarmac path alongside the railway line. Im struggling to get over that major blunder and now is the opportunity of a lifetime to make amends. People's health and the environment can be turned around. The short and long term benefits of a decent route cannot be underestimated. Parents could even link in for their work commute. PS. There is another shorter route but it involves a bit cross country but has some livestock sometimes but is a proper path. Maybe some collaboration with landowner could make safe and suitable. The path over the top of torwoodlee golf course is Used by cyclists. It cuts about 3 miles off journey.

The children and adults have no safe route to cycle not only in stow as pavements are so so small jn some places I am surprised there has not been a accident as its not safe ...let alone to cycle to galashiels...it needs to be done The a7 speed of cars is terrible please take note and do something even cameras or humps in road through village

20 miles per hour through stow town  
Marked cycle lather from stow to Galashiels and fountainhall  
Bike parking area in stow

Reduce the speed limit. More police presence particularly in leaving the village. You cannot have more people wandering around the village unless the traffic is under control.

Cut back trees and bushes in kelso. Edinburgh road and pipewell brae and outside doctors surgery

My name is residing at . I have for years tried to get SBC to do something about the speeding on Lauder Road. They put a sign up warning that there was no pavement up to the houses. This did nothing to stop the speeding.

I have just noted from the community news letter that The Wind Farm Fund have given Stow Community council £14,153.68 to supply operate and maintain 2 vehicle activated speed indicator signs on the A7 to enhance public safety.

I would like to know who make those decisions. It would appear I have been dealing with the wrong council. We have both primary school and secondary school pupils living at Lauder Road and it is dangerous. Very few vehicles passing my house are going at 30 mph also the A7 does have pavements.

1. Reduce the speed limit in Stow to 20 mph for a temporary period to give us a chance to understand the impact on life in Stow.
2. Introduce a signed cycle way between Stow and Galashiels for young people travelling to Galashiels Academy and Borders College as well as key workers and other commuters. In the longer term this route would open up the Gala Water as a cycling destination and bring much needed business to Stow.



3. Signed cycle route between Fountainhall and Stow to support people cycling between the two villages to access the Post Office /Shop/Café and railway station.
4. Alert signs for car drivers to note cyclists and pedestrians on the narrow back roads between Fountainhall, Stow and Galashiels.
5. Cycle parking facilities in the centre of Stow and beside Community Hall in Fountainhall to make it easier for people to use their bikes for short journeys rather than their cars.

I would encourage my children to cycle to High school if the roads were safer. We live in Reston and the preferred route to school would be the unnamed road from Reston passed East Reston Farm to Ayton. I currently cycle this, with great caution as the road is in a terrible state of repair. In order for this to be safe, the very many pot holes need filled. I would also suggest that the stretch of road from Ayton to Eyemouth (over A1) would need additional safety features before and after school ie speed limit of 20miles enforced by frequent police surveillance.

We have fantastic roads in the borders to cycle on, but have had a few accidents because of potholes - this needs improved.

Extending pavement/temporary road closure or 1 way system on Caddonfoot Road in Clovenfords to allow safe passage for those wishing to utilise the playing fields for exercise and recreation. This road is very busy with vehicles regularly travelling at speed and many parents with young children attempting to access playing fields

I have seen a significant increase in use of the new cycle route running south from Earlston on the A68. Unfortunately once that reaches Drygrange this ends forcing many to cycle on the A68 for the short distance between that and the Gatton side spur ( Linking to the leader foot bridge ) A short extension to this would complete this link to Melrose & BGH in a safe way (Avoiding the A68)

You could resurface the junction of the Edinburgh Road/Innerleithen Road in Peebles. This will hopefully encourage all the cyclists to stop using the pavements.  
When it rains all the potholes and divits in the road fill with water from the lack of (or blocked) drains, which makes it a nightmare for pedestrians to walk along the pavements, avoiding both cyclists and the bow waves from passing traffic.  
You could then perhaps mark a cycle lane on the road, which may also help slow the traffic down.

Improve pavement- Jedburgh to Oxnam - Oxnam Road, Jedburgh end near Memorial Pool up bank towards Howdenburn and to the New School.

It's not wide enough, it has quite a severe slope towards the road in places and the surface is in an extremely bad condition at present. At the Jedburgh end there is a footpath on one side of the road only. This road is very busy and narrow, cars, commercial vehicles and large lorries, also buses from time

to time. There is no provision for cyclists. Pedestrians walking @ 2 meters distancing endangers lives as people walk on the road when approaching others at present

Segregated cycle lanes on B6397 and A6089. Both seeing heavy use by cyclists but also very fast traffic speeds.

Floors Estate would provide a great shortcut for cyclists and people walking to the town from the northwest where there are currently no footways or safe cycle facilities. Its also a massive area right next to the town with no access for exercise. Negotiate with the estate to open all entrances and roads/paths for non motorised exercise and access. Surely they could show some community spirit?

Remove some / all kerbside parking Horsemarket Woodmarket Bridge Street and Roxburgh Street. Temporarily widen footways.

Consider making vennels, especially between Woodmarket, Horsemarket and Abbey Row one way.

Provide more town centre cycle parking.

Get the parks open right away for the sake of public health.its a disgrace the kids have been forgotten in all this.

Designated cycle paths though this should be permanent not just for covid. It's a safety issue having shared paths with pedestrians. The path alongside the border rail from tweedbank to galashiels has resulted in many injuries for this reason. There isn't anywhere safe for children and adults to cycle together and certainly not to the schools. Maybe cycle routes within towns/villages from residential zones to local schools. I wouldn't ride on the road as an adult so wouldn't do this with children.

If schools are going back full time in August and secondary school kids are able to leave the school grounds to go down the high street for their lunch and don't have staggered start and finish times this would be a huge concern in Peebles. Priorsford bridge in normal times is crammed with large groups of young people at lunchtimes (and when walking to/from school at the start and end of the day) and then when they get down the street there's huge queues for food shops. Young people sadly think they're invincible to this virus. I don't know how you can manage this safely for towns people going about their business. They won't stick to a set number in a group and once they've left the school grounds they'll do as they please.

There must be stricter enforcement/signage for cyclists on pavements. This is a huge problem in Innerleithen particularly the high street. Pre lockdown bikes were also strewn on the pavement outside the cafe in Peebles Road and Caldwell's obstructing pedestrians and scooter users etc. The attitude of some of the cyclists has been pretty ignorant and it's been reported on occasion the near misses and abuse locals have had. So signage to tell cyclists to keep off the pavements and erect some permanent bike racks in hotspots (obviously off the pavements) eg hall street.

Kingsmeadows Road in Peebles has only one pavement and it's a well trodden one for workers, primary school kids and the high school all on this route. The road frequently floods so pedestrians have a hard job getting along that one pavement when it's wet trying to dodge cars. The pavement narrows particularly at Victoria Park which isn't even 6ft wide. I think in this case you need to consider doing away with the cycle lane and extending the pavement to make it wider for pedestrians to pass each other safely. At the very narrow part of the pavement at the park you'd need to cut away the banking into the park to open up more space to extend the width of the pavement or you could create a path though the entrance to the park at Victoria Park day centre to come out at the main entrance at the traffic lights. That option would allow a loop one way system at the very narrow bit.

Please make it safer for pedestrians and careful drivers by enforcing no parking on junctions. This is another daily issue in Peebles.

There needs to be more links between towns off the main road for cycle paths. There are still some mountain bikers who ride down the main road to Glentworth on the road and the pavement! instead of using the path.

I would very much appreciate more cycle or pedestrian space within Galashiels during these times. I am new to cycling and my son is 5 so I am not keen to take him on the roads as majority of cars are not very considerate towards cycles.

You could fix the potholes in the road from Lauder to Gala so cars do not swerve to miss them and nearly collide with cyclists and pedestrians.

Recently I am frequently having cyclists on the pavement and since my door opens directly onto pavement this is most dangerous. I suggest that the more sensible approach is to educate the cyclists on rules to be followed both for their own benefit and the general public. The growing antipathy between Cyclists, Car Drivers and general public must be based on respect for each other. Enlarged pathways will only be beneficial when that respect is there. Otherwise, eventually there will need to be new laws for cyclists similar to the ones which apply to motor traffic vehicles.

Living near Hornshole on the A698, we have seen the large increase in the number of walkers around the area. Circuit around Burnfoot and Hornshole. Circuit via Hornshole and Cavers back to Orchard and Hawick. Why not extend a pavement / walking path along the wide roadside verge on the A698 from Hornshole to Denholm. A project which will provide lasting benefit. Take business to the cafes / pubs in Denholm. Then get the bus back to Hawick.

There should have been a roadside path on this route years ago, as many people walk it anyway!

1. would like to suggest a signed cycle route between Melrose and Earlston High School via Newstead, old Tweed Bridge, Grange Hall and A68 Improvements. There are a couple of obstacles to be resolved and traffic may

need to be slowed on some sections. Initial stewarding may be required. We are hoping to survey this route.

2. Stow to Galshiels Academy via Clovenfords. Signage and traffic slowing will be required.

3. A Cycle Bus in some of the main towns. This would need to be organised by parents and could follow a circular route ending up at the Primary Schools. Some traffic separation may be required.

I think lowering the speed limit on the back road between fountainhall and stow to 20 or 15 Miles an hour would make it more attractive for cyclists .

#### General

Please try to separate pedestrians and cyclists.

If at all possible give cyclists the right of way, rather than to vehicles - not like the Selkirk to Gala path or the crazy new path south from Earliston (why didn't the path follow the inside of the lay-bys?)

Show your plans to a range of cyclists: road cyclist, commuters , etc. For example contact Cycling UK and asking them to contact local members using email or e- newsletter.

#### Specific

Selkirk to Hawick A7, Melrose bypass and various sections of A68: move the outer white lines towards centre of road. At the moment most cyclists on these sections of roads try to ride outside the outer white lines but there are issues doing so because of debris, drains, cats eyes, etc.

Use the overhead notice boards at roadsides throughout the Borders to remind drivers not to close pass cyclists - give minimum of 1.5m or 5 feet. Advertise this on local media.

Publicise videos showing cyclists how to ride defensively to increase their safety. Cycling UK would help provide videos.

Extras signs needed on shared paths to remind cyclists to slow down when they pass walkers from behind, and to give audible warning with loud bell or by calling out.

Sort out the recently renovated Old Tweed Bridge - currently, unbelievably, the marked cycle paths over the bridge end with a bollard right on the middle of all 4 of them!

It would be good to have pedestrian crossing points on Tweed Bridge and consider a temporary road closure of Springhill Road to Bonnington Road during morning arrival times and afternoon going home times at Peebles High School.

Widespread 20 mph speed limits throughout Peebles would help safety of pedestrians who need to socially distance when using the narrow pavements.

You could consider clearing the bushes and weeds from the paths that are already in place. Waverley Road in to Melrose being a prime example.

You could then clear all the clear up all the spaces we already have and make them more accessible.

Surely you could ask the landlord of Boleside if you could run the tractor over it and cut it to allow people to socially distance there?

On behalf of

The centre of Peebles is a haven for cars and car drivers. There is free parking on both sides of the High Street, and all along one side of the Northgate and in the Old Town. There is also free or virtually free parking in several large car parks.

During the lockdown, all these places remain available to cars.

As we start to return to the High Street when restrictions ease, it will be very important that people can move safely, at physical distance apart, on our usually busy pavements. Some of our pavements are reasonably wide, but there are definite pinch points, where it is virtually impossible to keep a safe distance. And while there is necessary queuing outside shops that space can be even more restricted.

While it is difficult to stay at a safe distance on the pavement people will be reluctant to return to High Street shops as they re-open.

More people generally are taking to bicycles as a way of getting around at a safe distance. But that safety is compromised by the high number of cars and lorries.

Proposed changes.

The overall thinking is to increase the space in town for pedestrians and cyclists, and to ensure that walking and cycling routes into town are the shortest possible and allow for physical distancing.

The High Street has a reasonably wide pavement on the north side between the bridge over the Cuddy and Northgate. But from Northgate to the Eastgate is narrow and very busy. The area currently designated for parking could be cordoned off to allow for pedestrians. Some thought would need to be given to shop deliveries and possibly space for disabled parking, but I'm not sure if the latter exists at present.

The area around the bus stop on the south side, and as far as the pedestrian crossing is also very narrow and busy. There are a variety of ways to change the layout of bus parking and the bus shelter, as there is plenty of minimally used space behind the bus shelter. After the church entrance, the road space is taken up with the taxi rank and more parking. That space needs to be made available to pedestrians. There are possible short-term solutions, but I wonder if in the long term, the whole structure around the Mercat Cross could be redesigned and moved, so that necessary traffic could still move in the High Street but leave much more space for pedestrians. A 20mph limit through the town would encourage cycling. The road between the pedestrian crossing and the Eastgate could be a controlled single lane, or a one-way system developed using the Northgate for traffic coming from the west.

The Northgate is very narrow, as is the pavement in the Old Town. These

areas would be difficult to allow for space for pedestrians. It should be possible to make a one-way pedestrian system on the pavements on each side of the road.

Access by foot and bike.

Coming from the south on the back road, the pavements are very narrow. There are some options of routing multi-use paths away from the main road, but it would need much more examination. A first step would be to make the path through Victoria Park much wider, and to construct dropped pavements on the surrounding street corners for bikes, buggies and wheelchairs. Similarly the footpath from Crossburn Farm Rd into the town could be improved and widened for bicycles.

Dedicated cycle lanes Scott Street. Gala Park Abbotsford Road to allow school children to cycle to school.

Tweed Road to allow students to cycle to Borders College.

Marking in Black Path and other shared pedestrian/cycle footpaths to mark pedestrian side and cyclists side.

Pedestrianised area all of Channel Street. Allow more cafés and encourage outdoor covered places for shoppers and especially tourists as route from transport hub to town centre and new tapistry building.

I don't think anything should be done on a temp basis. Let's wait and see and when we are free and then carry out essential work

Upgrade the roads , fill in the pot holes , new markings on the roads , get the road signs washed , just the basic things first then start to think of cycle lanes which most countries in Europe already have

Remove the no entry restriction From the bottom of Jedburgh's high street. Relocate to the coop car park entrance. This will alleviate traffic coming down the high street while keeping the main body of the high street one way. This will help people looking to use the high street as there will be reduced traffic, enabling safer parking and moving on the high street. Will also stop the coop delivery vans having to use the high street as access.

I am commenting on behalf of I. In conjunction with the trust we have run a consultation process with the public, we have received about 130 responses. The majority of people feel that there is a need to look at how we move around the town and there should be more facilities provided for pedestrians and cyclists.

Some respondents feel that road safety is jeopardised by speeding vehicles and that more 20MPH limits should be in place with enforcement by speed cameras. there is quite a large body of opinion that the main bus stop outside the post office on the Eastgate should be moved to the Edinburgh Road car park where queuing is less likely to have consequences for people passing by.

It has also been suggested that some wider pavement, such as on the High Street might be made into a one way system, whether this actually feasible is uncertain.

There is a feeling, broadly, that more provision needs to be made for cyclists, possibly by the installation of more cycle lanes. This could require more restrictions on parking in order to facilitate them. It has been suggested that in area where main pavements become narrow, e.g. Kingsmeadows road, temporary diversions could be put in through Victoria Park.

Some concern has also been expressed that pedestrians are being ignored whilst cyclists seem to be considered as a priority. There is frustration being expressed by the behaviour of some cyclists which is not conducive to road safety and consideration of other road users. more enforcement is desirable to stop cyclists from riding on pavements.

Bike racks in the Square at Kelso, plus tables and chairs. When the sun is out and with eat-ins being take -outs there aren't enough benches in the square. People soon fill existing benches so there's no where to sit. Lots of space in the square so why not have picnic tables even on a temporary basis. Make it more continental!

I live in the lovely town of Kelso. We have a fantastic Square in front of the Town Hall which is under-utilised. It could be such a draw for cyclists, walkers and visitors if more was done with it. You could put in cycle racks to attract more cyclists, so they can secure their bikes and put some table and chairs in the Square as it frequently gets full with no available seats. That way they could get takeaways from local coffee shops etc thus helping the town get back on its feet, killing 2 birds with one stone, people get to exercise and help regenerate the town at the same time.

There are plenty of tracks in the Borders but farmers and landowners need to be more aware of the 'right to roam' legislation and not to restrict the public's movements about the countryside.

Cut back hedges bushes on A7 along current cycle route. Add paths lanes of the roads away from traffic.

Mark shared use paths clearly (e.g the pavement between bridge place and interchange in Gala) so people know they can cycle there . Spray paint the ground or similar .

Proper barriererd cycle lane on places like kingsmeadow rd Peebles bank at Galashiels.

Improve links between existing paths link tweed valley cycle route with a proper car free route to Peebles high school

I would like to see the street lights that join Fountainhall with end of road to be joined together this will make the road safer for high school children walking back to the bus during darker nights and also provide a safe walk for the residents.

An E bike in the village would allow people to get to Stow and the post office for essentials. At present we have no bus so no way for non drivers get about and no facilities in the village just now.

I think it would be great if we could close the B710 Caddonfoot Road, between Clovenfords and Caddonfoot. This is a road without a pavement and closing it (except for local access, 1 house) Would provide a safe walk/cycle way enabling the young people of Clovenfords village access to the football pitch. This pitch has been well used during lockdown and it's only a matter of time before there is an accident with the number of cars traveling on the road at speed and young people on it.

There would be very little impact to drivers if this road was to be closed the diversion to the next roundabout would add 2/3 minutes to a journey maximum. So this seems to be a no brainier of a project.

A7 Selkirk to Galashiels, the cycle path is very over grown. Trees needing cut back. Then between Tweed bridge and Boleside very over grown with nettles, thistles etc.

Old Stage road needs to have passing places designated and signposted between Stow and Fountainhall for vehicles. It is a dangerous road now that so many people are using it.

It is too dangerous for cyclists, especially families and these roads are used for walking as well.

This is what I wrote to two SBC councillors recently:

To :

1) We could turn every town and village in the Borders in to a 20 mph zone - just try it, see how it works, it is not irreversible with this funding!

2) We could re-inforce essential travel, improving the flow for emergency vehicles and essential freight. We could increase the number of loading areas, and increase the number of disabled parking bays. We should decrease the volume of non essential vehicles on through routes for improved social distancing and less congestion. Non-essential vehicles cause poor air quality and delays for essential vehicles- we should take out some of their parking provision and make more space for social distancing and essential travel.

3) Win back neighbourhoods for the residents, what are our towns for? are they un-glorified highways or places where people could live better lives with safer streets for walkers and cyclists, less cars and lower vehicle speeds? Most people live in the Borders because of the quality of life but we have not recognised how the un-governed use of vehicles has eroded the quality of life in many of our towns and villages.

4) Look at design speeds for different streets and junctions - make it safer to cross the streets and cycle on the streets and to keep at a safe distance when doing so.

5) Paint markings at bus stops and outside retail outlets to create 2m distance boxes.

6) Increase provision of cycle parking.



7) Is the era of the commuter over? If it is, what does working mainly from home mean for our infrastructure? Are we still driven primarily by providing for cars that do not need to be on our roads any longer?

8) People are currently shopping locally and helping each other, how can we convert this to long term benefit for our local economy and communities?

9) The cities, Edinburgh and Glasgow, are driving out the car to make their conurbations safer in the pandemic. If we, the Borders, do nothing will we be taking these displaced car drivers and making our own streets less safe for our own residents by neglecting to act when the resources are there to improve safety?

10) Extend pavements in front of cafes and restaurants to give them space for serving customers safely during the pandemic.

11) Above all this is a chance to try things out on a temporary basis, nothing is irreversible so it is worth being visionary and adventurous to find new ways of living in this new world

There is synergy between the need for more space for pedestrians and cyclist under Covid 19, the need for more space for pedestrians and cyclists to meet climate change and simple road safety.

All best wishes

To

Hi

I'm working with , with funding from to take a holistic look at how Peebles and Eddleston might be adapted in future to make them more cycling and walking friendly places. This is at the prompting of Sustrans and the Places for Everyone team. Our very helpful contact at SBC to date has been but at strategic transport planning is sorely missed now he has taken on new roles.

We have enlisted the engineering firm and the Landscape Architect s. Given some resources we could trial some fully reversible interventions almost immediately to see how they might help with social distancing and the new circumstances we find ourselves in where people want to be able to move around more on foot and by bicycle in Peebles and Eddleston whilst maintaining social distancing.

I had hoped that the Sustrans Covid19 fund would allow us to trial some of the ideas I mentioned in the notes for , along with new ideas from the engineers and. It would allow us to see how the public react to change and how things might work, or not work, on the ground in a fully reversible way. Key to this would be a trial 20 mph limit in both settlements and on all routes.

A holistic approach would accept that traffic must flow through the town down the A703, A72 and B7062, but at a steady 20mph. including along the High Street in Peebles. Wherever there is room, it would be good to include segregated cycleways along these arterial roads. Some on-street parking would go to make room for this but more space could be allocated to delivery vehicles and disabled parking whilst the able bodied who still wish to drive can use the car parks.

Busses could try departing from the Eastgate Car Park in Peebles where social distancing in queues would be easier to achieve than outside the Post Office in the High Street.

Less parked cars and buses on the High Street would help people appreciate what a fine open space this is and we might even be able to plant trees. The more the High Street feels like a place in itself, the less it will invite people to speed through it. What we want is a slow steady flow of essential vehicles and through traffic with less congestion, noise and poor air quality caused by able bodied drivers maneuvering vehicles that the do not really need to be near at hand on our streets.

Most of the other roads in the town can be made safe for cycling in the longer term by adopting a Dutch-style low traffic neighbourhood approach: using a mix of traffic filtering and one ways to eliminate possible rat runs and ensure that these roads are only used by those who want to go to the particular area that they are in. There will be some problem areas that need looked at – some nasty junctions, and delivery lorries that should be kept apart from bikes – but the result could be a place where cyclists and pedestrians could travel almost everywhere safely. There might also be scope to close some streets to traffic completely.

The division between main arteries and quiet streets can be made clear by forming continuous footways across the streets off the main arteries, so that any drivers turning off, over these, are made aware that they are entering a different zone.

Eddleston could be treated similarly. the only rat-run here is Station Road, which could be filtered to block through traffic. Other roads, such as Burnside, could benefit from some traffic calming (build-outs or humps), and Station Road could be access only. Continuous footways across the mouths of all the side roads would reinforce the message that these are quiet shared areas. The main road , the A703 in this case, would need to be reduced to 20mph following nearby examples in Penicuik and Biggar.

This would be a very opportune moment to put some of the Covid19 funds at the disposal of to try things out in Eddleston and Peebles in a fully reversible way to inform the longer term design proposals.

SBC are the only channel by which we could obtain 100% funding to do this and we need your help and co-operation.

Regards

I would welcome a speed limit on the back road from Fountainhall to Stow. This would improve the safety of both walkers and cyclists. Within Fountainhall, the road to the A7 has a section with no street lighting, as this section is also bordered by woodland, residents of Fountainhall are reluctant to walk along this section in the dark nights. If indeed we have to again abide by the strictest lockdown rules we are very limited for safe walking areas.

A cycle route from Fountainhall/Stow into Galashiels would be a great acquisition, which would improve safety greatly, reduce unnecessary short car travel and provide a much needed link. At present a feel the A7 is NOT a safe cycle route.

Cycle lane link from Newtown St Boswells to Earlston (A68) cycle path. Probably from Eildon village to beyond Ravenswood roundabout. This would enable a safe cycle route to / from Earlston High School. Specifically avoiding A68 bend from Eildon village to Old Melrose.

Would require safe crossing of A68

It is vitally important that a sensible and pragmatic approach is taken to changing the aesthetic set up and particularly parking on any of our High Streets.

It's all very well trying to reference Holland and how we should be following in the Dutch footsteps when it comes to cycling but very few people see beyond Amsterdam which is an extremely flat city. In the Borders we have steep hills, poor weather and a need for an injection of realism when it comes to stripping high streets of parking and moving vehicles to accommodate cyclists. What are the elderly, less fit and disabled meant to do for their shopping? It is preposterous to expect parked cars to be removed from our High Streets when the exact opposite is required at this time of economic crisis.

Every town has it's group of wealthy, bored, retired cyclists who have this Utopian vision of a car free high street and thriving communities with scant regard for those less well off who are still working full time, balancing looking after children and elderly relatives. Cycling isn't a realistic option for everyone so please do not squander this money on ridiculous schemes that will benefit the very few. Use the money for realistic projects that will be of benefit to the many. And consider high street traders and customers where local residents are employed.

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Stow has been crying out for a reduction in speed through the village for many years now. Traffic calming needs to be done at either end of the village to reduce speeds. To help cycling in the area we need to have reduced speed limits to thirty on stow to Heriot back road as well which would make it safer as it's very narrow to meet traffic on. Likewise on the Stow to Clovenfords back road and improved repairs as these big piles of loose gravel are very dangerous for cyclists

Residents in ripe end of Melrose would benefit from a foot and/or cycle path leading from Chiefswood Road to Borders General Hospital. This sound then hook the path that allows safe passage to other areas such as Tweedbank railway station, Galashiels, Darnick, Melrose .

This would be used by adults and children. It's a popular walking and cycling route already but is becoming increasingly dangerous due to the volume and speed of traffic on that road.

We would like to request street lights from the A7 to Fountainhall to make it safer to walk to/from bus stops & also to encourage/promote exercise for wellbeing & mental health. We would also request the bus stops on either side of the A7 are lit. We have often had to stand at these bus stops in the middle of winter in complete darkness which is dangerous & also frightening. Thank you.

Northgate, Dean Park, and Edinburgh Road, Peebles. These streets are essential for access from my neighbourhood to the High Street, schools and local facilities, and are in desperate need of improvement for pedestrians and cyclists. School age children living in the area and those using the Scout Hut are averse to cycling on these streets and younger children need close supervision even on the pavement due to the speed and proximity of motor vehicles. No children play outside on the street on our block, despite the top of the Northgate being a dead end, and local, outdoor play is vital to children's health and wellbeing.

On the Northgate and Dean Park, parking is unregulated and usually at full occupancy during work hours, making it less safe for pedestrians, and especially wheelchair users, to cross. The pavements are narrow in some parts of the Northgate, which inhibits social distancing. There is insufficient dropped curbs needed at the access to Sainsbury's yard.

The Northgate and Dean Park are used as a rat-run, and drivers take the route at speed during peak times. The build-out at the junction of Northgate and Dean Park makes drivers slow at the corner but then accelerate sharply up Dean Park. This driving pattern, which is encouraged by the road layout, increases air pollution on Dean Park and diminishes the road safety, making residents much less likely to want to use these streets for walking or

cycling.

As a bus route through a residential area, these streets have to remain open to traffic, but some bus-friendly temporary speed-reducing cushions on Dean Park would be a cheap and effective solution to reduce traffic speed and encourage safer use by cyclists and pedestrians. Something similar to the rubberised temporary cushions are in use on Valleyfield Rd, Penicuik - I don't know the technical name for them. On the Northgate, please consider installing temporary speed-reducing cushions and build-outs for safer pedestrian crossing. Why not think progressively and look at traffic calming plus a shared space approach to these streets, and use this funding opportunity to experiment with temporary changes to see what works? Furthermore, family groups and younger cyclists are averse to using the Edinburgh Road and often prefer the pavement due to the lack of cycle lane or traffic calming. Due to the long straight, this is fast and dangerous piece of trunk road and I would ask that the council invests in making this route much better adapted for cycling.

Creation of a south-bound cycle lane along the entire Northgate (along with traffic calming) could encourage any cyclist coming south into Peebles along the Edinburgh Road to divert along this historic street straight into the heart of the High Street, rather than run the gauntlet of the BP garage roundabout.

1) Traffic speed reduction from Galabank to Stow on the A7 to make pavements safer for pedestrians and for cyclists to access minor roads from home.

This might be achieved either through a reduction in the speed limit to 20mph throughout the suggested area or proper enforcement 24 hours/day of the existing 30mph limit (and its extension to Galabank) which is abused by most traffic passing through the village.

2) It might also be appropriate to introduce a temporary weight restriction on the A7 that prevents its use by HGV's as a route from the A720 to the A68. There is no need for HGV's to be on the A7 other than for local access to farms and villages. HGV traffic to and from Galashiels and beyond should be using the A68 trunk road. This measure would have benefits for cyclists and pedestrian both in Stow and through Galashiels.

Stow

A walking/cycling route away from motor vehicles, from the village up onto Lauder common. There is a farm track that runs on the south side of Craigend Road that leads up to wards the common however additional fencing to keep people away from livestock and styles over fences would be required. This would allow a safe route for folk to walk/cycle to Lauder for food provisions.

Drastic action is required to reduce speed of vehicles within Stow village. Back in March and early April 20 when no one was travelling it was total bliss. However since then vehicles have been disregarding the 30 speed limit and travelling VERY FAST within the village which is hugely dangerous and inhibits people from walking and especially cycling around the village. Slow traffic within the village will allow children to cycle to friends at the other end of the village and thus reduce parents doing short car journeys. An enforced 20 miles an hour within the village would be good however it MUST be enforced.

### Stow to Gala

A safe route away from vehicles and livestock from Stow to Gala to allow cycling is the way forward. I know a lot of people who would love to cycle to Gala but are too scared to because of the fast traffic.

There are no decent off road walking routes around Stow, that became very evident with lockdown and the request from farmers not to open gates. Everyone was restricted to walking on roads, the roads are all linear, there are no loops, you walk out turn around then walk back, not inspiring in the slightest. To make a loop walk you can use the back road north towards Fountainhall then at Watherston you can cross the Gala water with the footbridge however you now need a path created to go under the railway line and some styles over fences so you can walk along the riverside south into Stow.

While cycling between towns in the Borders is usually pleasant, cycling through towns is a nightmare as cycleways come to a dead end (Boleside, Clovenford to Gala, A7 either side of Selkirk are examples). To join up routes through towns which are traffic free, ideally, or made safe seems sensible, especially as more people have took to cycling during lockdown. Cyclist are very unwelcome and unsafe in Border towns.

The following improvements I'd like to see in Stow, the reduction of the speed limit in the village to 20mph. This will allow all residents, particularly children to move around the village safely without the fear of speeding traffic. Secondly, a cycle way to be put in place between Stow and Galashiels for essential journeys. This will allow us to cycle back and forward to Galashiels while trains present public health risks. Thirdly, a cycle way between Fountainhall and Stow to allow people in Fountainhall to cycle into Stow for services, e.g. shop, post office, train etc. Finally, a reduction in the speed limit on the road between Stow and Lauder. I have been using the Lauder Moor for daily exercise but have had to drive up to the Moor because of dangers on the road. This road should be made safe for cyclists and walkers. I am confident that I and other people I know who live in Stow will use these improvements to cycle and walk for essential journeys and exercise.

Thank you for this opportunity to put forward suggestions to improve the local infrastructure for cycling and walking. I have lived in Stow for 30 years and although I have seen in that time a huge increase in leisure cycling around the village, the day to day life in the village has been dominated by car use even for short journeys because of how unpleasant it is walking and cycling around the village. The volume and speed of the traffic on the A7 dominates our lives, making it difficult to be confident about our safety or more importantly that of children out and about in the village. This is further exasperated by narrow pavements which makes even walking alongside the road difficult. consequently children need to be accompanied by adults at all times and too often driven by car on short journeys around the village.

I taught cycling proficiency in the local primary school and felt that I was compromising the safety of children by teaching them not to cycle on pavements when I knew no sane parent would allow their children to cycle on the A7. Lockdown has given all of us the experience of life in the village without traffic and it has transformed how we move around the village. The

following are the suggestions that I want to make which would reduce the use of cars for essential journeys and ensure that the behavioural changes that we have all made during lockdown are maintained beyond lockdown.

Reduce the speed limit in the village of Stow to 20mph.

Review the location of speed limit signs particularly the one on the Lauder Road to take account of the needs of cyclists and pedestrians. particularly local children who use a wood just off the Lauder Road for cycling.

Reduce the speed limit on the Heriot to Clovenfords road to 30 mph in recognition of the needs of cyclists and walkers who use this road regularly.

Use temporary measures to signal a cycle path between Clovenfords and Stow. Use of signs together with the reduced speed limit would make drivers aware of the frequent presence of cyclists and walkers and would give the many individuals who have taken up cycling during lockdown confidence to continue cycling from Clovenfords to Stow for essential journeys.

Introduce a cycleway between Stow and Galashiels for commuters. The route would follow the C11 towards Clovenfords, turn left just past Ferniehurst Farm down the off road track past the old sawmill then turn right onto the B710 to Clovenfords where the route would follow the cycleway alongside the A72 and then the Clovenfords link into Galashiels. This route would require a reduction in the speed limit particularly along the B710 and signs to make motorists aware that this is an identified cycle route. It would connect Stow and the nearest large town Galashiels for commuters, school pupils, college students and provide a real alternative to car use while public transport presents a public health risk.

Provide bike parking facilities in Stow beside the shop and café. The presence of bikes parked in the middle of the village would give visible expression to the changes that are happening in our daily lives and encourage people to cycle for those short essential journeys.

There is a need to make the road between Stow and Lauder more accessible for cyclists and walkers. In recent weeks I have used the Lauder Moor several times a week for exercise. I have always had to take the car up onto the Moor rather than walk because the road is so dangerous for walking.

Making safe times for cyclists to commute along the A7, where cyclists at commuting times/ school times have priority on the road and car speed limits are greatly reduced between these times to ensure safety. This would enable a safe and less hilly route for commuters and school children to cycle. The reduced speed limits would need to be properly enforced with speed cameras to ensure safety. This could tie in with bike buses for children. An hour in the morning and again in the afternoon of reduced speed to allow for in and out journey.

Living at Galabank, Stow directly on the A7 it was very noticeable how quiet the countryside was without the traffic. Gradually the traffic has increased but due to still less traffic on the road the cars and motorcycles have been going considerable faster making it dangerous for pedestrians and cyclists using the road. There have many more walkers from the village venturing out but the one thing they have been commenting on is the lack of a safe crossing at Galabank to make a circular route from the village and back again. I would like to suggest that a 40 mph speed limit is made pass Galabank and investigations made regarding a paved /safe pathway along the road to the footbridge at Watherson across the river. It was good to see as many folk

walking and cycling towards Galabank but it would more pleasurable that it is safe from them do so.

#### C11 road from Fountainhall to Stow

This road is increasingly being used by cyclists which is great, but as a regular walker on the route I am finding that cyclists are more hazardous than cars. Motor vehicles can be seen and heard, allowing me to stand clear and allow them to pass. Cyclists travel fairly fast especially on the downhill stretches and cannot be heard when coming up behind me or coming round bends towards me. This has caused problems and near-accidents on several occasions. Is there a way to separate cyclists from pedestrians or at least to ensure that cyclists are equipped with bell, whistle or horn to alert pedestrians to their rapid approach?

Bridgend, Duns - Very narrow pavement and bottle-neck for traffic due to parked cars. This presents added hazard to pedestrians and cyclists as drivers try to 'squeeze through'.

Restrict parking, widen pavement/coned off lane for bikes and manage traffic with temporary traffic lights?

Mini-roundabout at bottom Bridgend/Station Road, Duns: Traffic approaching roundabout from north and continuing south can be approaching quite quickly and is not easily seen by road users approaching from the east. Thinking about children cycling to school from Bridgend direction - downhill approach - can't really see traffic approaching from the right until the last moment...

Traffic calming measure for vehicles approaching from the north?

General suggestions: Warning signage, e.g. cyclists. Reduced speed limits through towns. Reminders of recommended passing distances. Reminders to drivers of motor vehicles of their responsibilities towards more vulnerable road users. Reminders that all road users have a right to use the road and are part of the traffic flow.

Any 'tramlines' caused by deteriorating patching need to be filled in as the deep ones are a hazard: when narrower bike wheels go into them it is no longer possible to balance. Potholes/tramlines/lumpy patching causes cyclists to have to move out further into the road.

Rural road: Our fantastic network of rural B and C roads ought to be ideal for cycling but seem to be LAWLESS. Consideration for other road users is rare and high speeds and close passes are very common. Sometimes deliberate and often through ignorance.

Suggestions from stow resident:

1. I support the suggestion of 20 mph speed limit through Stow.
2. The A7 feels and is so dangerous, I would never recommend walking/cycling along it.

Why not introduce 50 mph speed cameras the length of the A7. The A9 has benefited

greatly in terms of a reduction in deaths/ accidents. Why doesn't the Borders follow

suit. This suggestion is probably for a different department and is for the safety of

motorists as even if this was implemented, I would still feel the A7 would be too



dangerous for walkers/cyclists.

3. Maybe I have been fortunate but I have found the motorists on the "back road" C11 to be very careful and thoughtful . Most are local residents, agricultural vehicles and delivery drivers. However it would do no harm to have signs thanking and advising pedestrians, cyclists and drivers to continue being aware and considerate of all road users.
4. Cycle route to Galashiels via C11 sounds a great idea for those young and /or fit enough to do that! Is there sufficient capacity or space on the train for those to return by public transport with a bike and possibly heavy shopping for whom cycling both ways may be too ambitious!!!
5. On the subject of those who are maybe taking up cycling anew, or who are limited for whatever reason in the distance/ altitude!! they can cycle, is there any possibility of having electric bikes for hire. I know they have an electric bike hire system in Midlem.

Stow is a lovely village to walk around but traffic impact on it from safety, pollution and noise aspects. 30mph on the A7 through the village would be better at 20 as the vast majority passing through the village speed through well in excess of 30. Reducing the speed limit on the back road C11 would also help make walking and cycling safer.

Any proposed changes would have to be the subject of an Equalities Impact Assessment , and take into account the needs of disabled people. For example, Blue Badge holders must be able to drive to, and park near to, where they need to go.

Shared space cannot provide a safe answer to traffic problems. Blind people may not be aware when they are stepping into a shared space. They would not be able to see, nor would a deaf person be able to hear, if due to a lapse of driver/cyclist concentration (or to the driver/cyclist expecting the pedestrian to react and move out of the way) a car or bike enters a shared area.

A few suggestions to facilitate social distancing, whilst avoiding or minimising the need for taking detours when meeting someone walking in the opposite direction:

- Where pavements exist on both sides of a street, but are too narrow for people to pass each other without breaching social distancing guidelines, a practice could be introduced for pedestrians whereby each pavement was made one way.
- Where pavements are a bit wider, or where a one-way system is not appropriate, a practice could be introduced whereby those wishing to walk in

the same direction as the nearest traffic flow would walk closest to the buildings. People wishing to walk in the opposite direction to oncoming traffic would walk on the side of the pavement nearest to the road, to be in a better position to see the oncoming traffic should it be necessary for them to step out onto the road to avoid coming too close to a person approaching. Exemption from going onto the road could be given to elderly and disabled people.

- Some directional arrows painted on pavements might encourage compliance with both of the above practices.
- With restricted numbers of customers allowed inside, many pubs, hotels and cafes are likely to apply for Council/Licensing Board permission to use street space for outdoor tables to maximise their custom. Restrictions on customer numbers inside a variety of other premises will also lead to queues forming in the streets. Both of these situations are likely to reduce the space available for pedestrian traffic flow in town centre streets.
- Perhaps people might be encouraged to make more use of the town bus service if a telephone and online seat booking facility were introduced, so that passengers could be certain of a seat for both outward and return legs of their journey.
- Perhaps there is a need for guidelines or a Code of Practice on the use of space shared between pedestrians, pram and buggy pushers, walking frame, wheelchair and motorised scooter users, joggers and sometimes cyclists, covering who is expected to get out of whose way, and who has priority? Incidents have been reported in some parts of the country where disputes have arisen and disabled people have been told that they should be shielding and shouldn't be out on the streets.

I would suggest the closing of Church Wynd in Stow, TD1 2QU. It has turned into a fast rat run which makes it unsuitable for both pedestrians and cyclists. It runs parallel to the main road from Stow to Lauder (so there is no need for it to be used) and provides access to only 4 houses. There is a blind bend at the top, it is too narrow for pavements and only one vehicle can pass in either direction so there's inevitably a lot of reversing onto the grass verge by the interpretation board next to the remains of the Bishop's Palace, which also makes that area unsafe. If the Wynd was made access only, it would provide a pleasant walk for visitors and residents alike and a safe space for those who have to access their driveways; also for the young children who live in one of the houses. I myself am registered blind so I find it particularly unsafe.

At all times but particularly during the pandemic it has become more difficult than ever to access even empty farmers fields for the purposes of off-road walking. The Gala Water which runs through the valley can be accessed only at one point, over a stile opposite St. Mary of Wedale Church, so unsuitable for disabled. It seems we are surrounded by green fields but we're barred from using most of them.

For Stow

Creation of bike parking spaces , outside the Town Hall, near the crossroads and by the park.

Reduction of speed limit to 20mph anywhere in the village, enforced with speed bumps and permanent speed warning cameras.

Creation of cycling lanes alongside the A7. At the moment the A7 is very dangerous to use for cyclists.

Sign posting of cycle routes from Stow to Galashiels, Lauder, Fountainhall, Herriott etc. Reduction of speed limit on all back roads to 30mph.  
Sign posting of walking routes.  
Support and encouragement from the council for Stow 's own pump track.  
In Stow we would really welcome temporary reductions in speed limits to allow us to continue to enjoy walking and cycling routes around the village and wider area. Connections between Stow and neighbouring places - Fountainhall and Lauder in particular, but also connections through to Galashiels also need supporting with temporary signage, facilitation of off-road routes where possible, and on existing road, reductions in speed limits. This would benefit villagers accessing facilities like the school and medical centre from wider afield. 30mph on the back road (C11) would be ideal, but even a reduction to 40mph would be welcome. All of the roads within the village of Stow really should be 20mph. I understand Police Scotland might object on the basis that they don't have the resources to enforce, but changes to the speed limits wouldn't require any further resources from them than the current speed limits do - and if speeding continues to be a problem, we should explore permanent solutions like average speed cameras in due course - but the Spaces for People project offers a great opportunity for communities to access their local area without fear of excessive vehicle speeds. In addition, Spaces for People could provide cycle parking in the village - ideally opposite the cafe and shop/post office. When the Station House project completes later in the year, this is intended to be a hub for active travel - the Spaces for People project allows for a really super opportunity to try some different ways of thinking in the local area, and ensuring that the people who live here are prioritised rather than through-traffic. Exploration of temporary features for locations where pavements are narrow or non-existent could also be explored - providing protected areas, whilst also helping to slow traffic in our village. The focus should be on the A7 in Stow (Galashiels Road), Earlston and Lauder Roads, and Craigend Road.

For most of the year it would not be safe to cycle from Fountainhall to Gala Academy or Borders College Who would want to anyway with the bus and train available?

Reduction of speed limit to 30 mph, which would make it safer for both cyclists and pedestrians, on the road leading off the A7 at the Fountainhall turnoff, and heading for Fountainhall. A speed limit is in operation in front of the school, but there is none from the A7 and vehicles often come very fast down this stretch of road.  
Another addition which would make it safer for pedestrians is to provide street lights. There are lights at the turnoff and lights from the school building on, but there is a long gap where there are no lights at all, and in the dark winter months this makes it dangerous for pedestrians.

I would like to see some traffic calming measures on the A7 through Stow, either by reducing the speed limit to 20 mph or placing speed cameras to raise awareness of drivers speed. With more people walking around the village due to Covid restrictions residents of Stow need to be able to move around the village safely. I personally intend to continue to work from home as restrictions are lifted as I am sure others will, therefore any measures introduced will have a lasting impact.

A safe cycle route from Stow to Galashiels would benefit many people, including my grandchildren who are cycling more on the back road, C11. Due to the width of the road a reduction in the speed limit to 40 mph would benefit walkers too.

Stow to Fountainhall on Old Stage Road

Dedicated cycle paths throughout Galashiels Town to allow Academy and Borders College students (as well as commuters) safe spaces to cycle. Specifically along Scott Street, Abbotsford Road, Melrose Road to join existing cycle routes. Consideration to be given to changing the cycle route alongside the A72 to take it off the section along Wood Street. Also installing a safe cycleway between Walkerburn and Clovenfords

A cycle path between Stow and Galashiels would be extremely useful. I live in Heriot, so we can reach Stow by bike on the back road. However the A7 between Stow and Galashiels is just too dangerous to use by bike. There are many cyclists around Heriot, local and visitors. It is easy to bike to Innerleithen or to head out east, and fairly safe to head north to Edinburgh, but the link south of Stow is missing.

What ever you do make it safe for small children i.e. Innerleithern/Cardrina/Peebles.... please please please don't make it like the 1 mile section south of Earlston, easy swerving distance from a fatal tumble for the smallest or less confident of family riders... adding in the many many crossings past; laybys, field entrances and driveways, all relying on the ability to stop... not always achievable or safe for young and less confident riders.

I'd like to see the following:  
20 mph on residential streets  
HGVs stopped using B3658 as a short cut to Hawick when they often cause blocked roads and are unsafe for pedestrians, car drivers and cyclists.  
Temporary pedestrianisation of Jedburgh high street to allow restaurants, shops etc to offer outside service.  
Living on Castlegate Jedburgh I'd like to see cycle paths for locals including children going to and from the new campus, safe cycle routes from Howdenburn, Castlegate and Bongate.

Provide safe and separated cycle lane between all villages on the East Berwickshire coast to increase connectivity and support access to local groups & shops.

The route from Peebles town centre to Tweed Valley Rail Trail has a poor offering of dropped kerbs and pavements that are of a decent structure to allow mobility scooters users, wheelchair users, visually impaired individuals and small children on bikes to travel safely.  
The pavement before the hydro entrance is very narrow.  
The hydro entrance has no dropped kerbs.  
The pavement past the hydro entrance is very narrow and often blocked by overgrown bushes or rubbish bins.

After hydro gardens there is no dropped kerb.

The opposite pavement after Whitestone Court past Whitestone house guest house is hazardous.

The pavements and kerbs at both the entrances to Whitestone park are in need of repair and adjustments.

If repairs and adjust were done I think it would open the rail trail to new users and increase their quality of life.

At present Peebles Hydro road is closed. I am fortunate to live close to the rail trail but I am unable to get into town on my mobility scooter because of the state of the pavements.

I would like to see sections of our existing road network turned into quieter roads where the national speed limit is reduced to a 40 or potentially a 30 , non essential traffic is diverted elsewhere and more active travel such as walking and cycling encouraged. The development of specific off-road routes is very expensive and this could be a lower cost method of developing a network. This has been undertaken elsewhere in Scotland and therefore is not a unique ask.

Why can't you maintain what you've got first before you spend money on something else that you will fail to look after. I drive all over the Borders with my work ,some roads are an absolute disgrace. I cycle back and forward to work most days using Huddersfield Street and Dale Street in Galashiels, you have to weave all over the road to miss the pot holes and sunken excavation 's in the road.

Cut back on foliage on side of pavements. Very difficult to socially distance when half the pavement is taken up by overgrown bushes and nettles. It's an absolute disgrace and makes the Scottish Borders appear messy.

I propose a pavement between the Dingleton area of Melrose and Borders General Hospital along Chiefswood Road.

Many people who live in Dingleton work at the BGH.

Currently to walk to work by pavement they need to walk away from the BGH heading North-East down Dingleton Road, before joining the West bound railway path. Many find this circuitous and lengthy route prohibitive to a commute by foot.

The direct alternative is to walk down Chiefswood Road itself. But this has no street lights, a 60mph speed limit, and several blind corners. Walking this way, without a pavement, is dangerous.

Thank you for considering creating a pavement along the length of Chiefswood Road, Dingleton, Melrose to allow NHS key workers to walk to work in a safe and timely manner.

Traffic calming measures through Stow to reduce traffic speed.

Consideration of cycle path between Stow and Galashiels.

A cycle way between Stow and Galashiels.

I would suggest a footpath the length of Chiefswood road Melrose to BGH. This road is narrow with lots of bends so visibility is poor. Walking this route is very dangerous. Many BGH staff live in the vicinity and I believe many more would walk to work if this route was safer. This would improve the physical and mental well being of staff and the general public and I expect would have a beneficial environmental impact with reduced car use. It would also reduce pressure on parking in the hospital which is often difficult and adds stress to both staff and patients.

I and I am sure others would use this route to walk their kids to school. We currently drive the kids down when we are working but if this route was safe, we could walk them as far as the BGH then would be happy there was a short and safe route from here to the primary school.

Corner of Roxburgh Street and Kelso square needs a wider pavement on the right. Old Bridge Kelso should have single lane traffic or one way pavement

I propose a footpath along Chiefswood road down to Borders General Hospital. Many, like me are essential key workers who need to attend the BGH for work. In order to improve general health, many of us are keen to walk down the Chiefswood road rather than take the car.

In view of the current COVID-19 pandemic, our family members including young children are unable to get on their bicycles or go for a run in the public area to get essential physical exercise. Chiefswood road, due to its proximity to the house, would be ideal for going for a run or bike.

Unfortunately, the road has a 60 mile per hour speed limit, is very winding with blind curves and this makes it a very dangerous road to walk/ cycle on.

A footpath/ cycle path along the Chiefswood road would certainly benefit many people in the area to improve their physical and emotional well-being.

Lower speed limits on the A7 north of Galashiels. Improve signage promoting safer driving and warning of cyclists.

Lower speed limit on A7 through Stow to 20mph. Improve signage warning drivers of pedestrians and cyclists.

Create 40mph zones or extend the current 30mph zones on all approaches to Stow, particularly on the A7 and on Lauder Road, so that traffic speeds are lower and vehicles are more likely to slow to the limit (30 or 20) at the first properties rather than half way in to the village. The footpaths in these areas either do not exist or are barely usable so pedestrians and cyclists are at very high risk.

Promote the use of the trunk road network (A68) by HGV's so that less use the A7, improving the safety and experience of cyclists using the road and of pedestrians in Stow.

Lower the speed limit and create a cycle route on the C11 from Heriot to Clovenfords. Promote and signpost this route all the way to Galashiels.

While I understand that speed limits are hard to police if they are lower and some people obey the lower limit then other traffic will have to follow in a lot of cases. When the limit is 30, some want to do 40 or more. If the limit is 20 and some do 30 then the reduction in speed would still be a positive outcome even without enforcement.

Where possible widen some of the very narrow sections of footpath in Stow.

Repair and maintain the flashing school signs at the Townfoot junction in Stow.

1. To create cycle stands outside the village shop in Reston and the Playpark.
2. Extend the walkway leading to the Riverside woodland walk and children's play area from the Ladeside estate. situated alongside the B6438 egressing out of Reston.
3. Assist the community council and the Reston Community Company in the establishment of a disabled friendly foot bridge over the River Eye, to make the Riverside accessible to all, presently 50% funded.
4. To promote the use of the major cycle routes No1 and to clear obstructions of overgrowth. (located on the outskirts of Reston alongside the A1 trunk road.
5. Reintroduce cycle proficiency tests for school children.

The cycle path from peebles to walkerburn to be extended to Galashiels to allow safe passage to avoid cyclist having to be on the dangerous A68,

A698 Kelso to Birgham

This section of road is used frequently by cyclists and would really benefit from a cycle path. There is a particular blind spot near Sharpitlaw house where there is a long corner covered by trees. I have both been on a bike at this point and come across cyclists there and feel it is dangerous. Also there is a pavement all the way from Heiton to Kelso and from Ednam to Kelso, connecting these villages with the town, could this not happen for Birgham to Kelso ? Even as far as Edenhall? It would encourage safe walking/cycling and connect communities.

To provide a dedicated cycle path through Galashiels connecting to the path to Tweedbank, Selkirk and Clovenfords.

Introduce a signed cycle way between Stow and Galashiels for young people travelling to Galashiels Academy and Borders College as well as key workers and other commuters. In the longer term this route would open up the Gala Water as a cycling destination and bring much needed business to Stow.

Speed reduction from Galabank right through the village to 20mph  
signed cycle route between Heriot and Stow  
Signed cycle route onwards to Galashiels to support key workers and school children to cycle safely  
reduce the speed limit on the back road to 30mph to make it safer  
additional signage on the backroad to warn cyclists and walkers about farm machinery moving around  
new bike parking facilities in the centre of Stow to promote the message of Stow being a cycling village and making it easier to do so

I agree that the back road C11, should be used to provide a safe place for walkers and cyclists to get out and about without fear of speeding drivers. Could it be temporarily changed so that only residents and farmers can drive along it? (Not sure how this would be policed).

A track running alongside the railway line would be very welcome so that people could cycle or walk to Galashiels. Walking and cycling tracks along the disused railway lines are a great idea.

Don't forget dog walkers and the provision for disposal of dog poo. Stow seems to lack facilities for disposing of it and so some people leave it lying.

I would like to suggest that Melrose road Galashiels between the primary school and the turn off to Glenfield road be improved for pedestrians and cyclists due to the narrowness of the footpath and road. This is used by all the residents of Langlee and Melrose Gate. The alternative is a long detour around Winston road down to the gas works then a narrow path all the way into town. The only way I see the way forward would be to invest in a new wider footpath keeping the footpath and cyclists away from the narrow road into town. This would not only be a temporary measure it would also serve as a safe route to school and make it safer for parents with prams walking into town. This has always been a choke point even before the pandemic and Melrose Gate development.

Walkerburn multi purpose walkway to Innerleithen. Can symbols be painted on the path showing one half for cycles, scooters, horses etc and the other for walkers, prams,

The completion of the cycle/walk path Peebles to Galashiels would be useful. The part between Walkerburn to Clovenfords needs finishing. This would help for travelling to the primary school in Clovenfords for children who live outside the village and the path continues on to Tweedbank and the BGH. To mark a cycle track along the A707 from Ashiesteel Bridge to Caddonfoot Road and close Caddonfoot Road to traffic would make this route safer than it is now. The overgrown hedges in Tweedbank, round the park and along the pavement by the industrial estate would benefit from trimming. People are having to go onto the road to avoid others and now it's a 40mph zone there's an accident waiting to happen.

Pavement parking should be made illegal. It is difficult to avoid fellow pedestrians and dodge traffic when cars parked on pavements cause an



additional hazard. Scott Street and Tea Street in Galashiels have been the most noticeable to me.

My wife and I live at Galabank, a small group of houses close beside the A7 and several hundred metres north of Stow. I am also a but not at the moment in the Stow area.

There are great problems with exercise because the road at Galabank is a 60 mile an hour section six feet from. Because there is a bend in the road and Galabank is on the inside of the road, crossing the road presents a challenge with vehicles flying past at 60 mph. To walk or cycle to the village to the village means taking our lives in our hands quite literally. Some vehicles are very good at slowing and making sure that it is safe to pass a pedestrian but most do not. To experience a vehicle passing at 60mph (or greater) while only a foot away is not to be recommended. As a result people from Galabank use their cars to go just over a mile to the post office/shop or the health centre. We would recommend that there is a speed limit from the bend just north of Galabank to slow traffic down so that we can see traffic and traffic can slow easier to pass us. A footpath would be good but might be a more expensive exercise. The speed limit should extend to beyond the bend north of Galabank because 200 yds. north of Galabank there is a footpath to cross the Galawater and access the minor road (C11) on the other side of the valley and use it for exercise on a much less busy road. These recommendations would allow active travel to and from schools, allow us to walk to the health centre and to the shop, and to take exercise safely.

As a health walk leader, I find that most people at first find hills difficult and Stow/Galabank is at the bottom of a steep valley so exercise has to be along the valley bottom, which means the roads which of course are also in the valley bottom. During the current crisis many people have been using the minor C11 road for exercise, but it is a minor narrow road and while most vehicles are careful there are a few who speed past pedestrians or cyclists quite closely because of the nature of the road. A speed limit on this road would be also essential and beneficial. By the way as a regular user of this road on foot I see that the verges are collapsing due to traffic trying to pass, it should probably be designated a single road with passing places for safety.

Could do to install a 20mph zone or reinforce the 30 zone in Hawick along Victoria Road / Wilton Path and Princes Street.

I live at Galabank just north of Stow and our problem here is the speeding traffic on the A7 that passes in front of our home. The ten homes at Galabank have eight permanent households and one holiday let. There are eight older retired people in these households and one family with two children under the age of thirteen .

It can be extremely difficult to cross the road safely at times and we have to rely on having acute hearing to hear the traffic approaching which we cannot see because of the bends in the road. We have also noticed that with the introduction of more electric cars which are very quiet it is even more dangerous.

The family with children have bicycles and so do one or two of us but with the return of the usual busy flow of traffic after the lockdown we don't feel it is safe enough on this road with the speed of the traffic to continue using our bicycles. The children do wish to cycle if they can to school but we now have

to use the car to go the shop or the health centre reducing one easy way of daily exercise. Walking to the village on the road is a no no as it is just too scary. A cycle path or pavement to the village would make all the difference too if that is possible.

I live in the North end of Stow, relatively near the outskirts as you're heading out on the A7 up to Edinburgh. I like to walk or cycle with my 2 children to school or down to the post office but it isn't a safe road at all. The pavement is very narrow (when my daughter was still in a pushchair my son who was 4 at the time couldn't walk next to us, it was too narrow). Cars also speed excessively at this end of the village and I will always worry about them tripping/crossing the road, being on bikes etc. Any of the following measures would be hugely welcome at this time:

- Any measures to slow the car speed in this area would make a huge difference to children's safety when on foot on on a bikes and indeed to adults. In particular, traffic calming measures, a speed camera or the machine that flashes your speed at you would make a huge difference. People speed into the village and don't slow down often until they get down as far as Craighend Road. This makes it very dangerous for us at the top end, particularly as we have a lack of pavements and narrow ones where we do have them.
- A cycle lane so we could cycle safely on the road would also be hugely beneficial - it would help children learn, provide a safe space and hopefully help drivers respect the space on the road for cyclists.
- I'm not sure it's possible to widen pavements in this area but this would also be very beneficial so I can actually walk with my children.
- Reducing driving speed to 20 while going through the village would also enable more families and individuals to walk and cycle safely and access the village without having to get in their cars. So many people drive for short trips as they don't feel the roads/pavements are safe.
- Having somewhere to lock up bikes near the post office / school / train station would also be very welcome.
- Many people have been accessing the back road (Stow to Fountainhall and Stow to Luggate Bridge and beyond) for walks and cycles. Reducing the speed limit on this road would also make this road safer for people on foot or on a bike.

Back road from clovenfords to caddonfoot, its a lovely walk and cycle, but there is a lot of speeding traffic.

Would be nice to have a walking/cycling route between clovenfords and walkerburn

The cycle route from Gala and Tweedbank to Selkirk ends at the foot of the town next to Oregon Timber. It needs to continue to the town centre, with a cycle lane all the way up Ettrick Terrace to the High Street. No need for one on the downhill side of the road, as cyclists can travel at 20-30mph going down the hill.

In addition, a cycle lane from the High Street up the A7 to the High School, then on up the hill past the tennis courts to Ettickside garage, where cyclists could then join the cycleway past the Golf Club. This would encourage school pupils to cycle to school, or benefit tennis players and golfers. Ideally, there

should also be a cycle lane down the hill from the High School to the town centre.

Extension of the cycle way between Clovenfords and Walkerburn would allow more local access to the Tweed valley.

Living in Eyemouth, I cycle regularly around Ayton, Coldingham and to and from Burnmouth. The biggest disincentive to cycling is the state of the roads with rough surfaces, potholes and broken edges. Road repairs would be my first suggested priority to encourage more and safer cycling in this area. The broken edges and potholes mean one often has to cycle out from the edge which is not always appreciated by drivers.

Streetlights are needed to join up the streetlights on the new road from the A7 into Fountainhall with the existing lights in the village. This would make it much safer for walkers and cyclists going into Fountainhall. The speed on the new road is very high and drivers do not slow down sufficiently going into the village. The old road had a bend which slowed drivers down. A 30mph sign is needed before the Pirntaton junction. This would make it safer for walkers and cyclists

Continue the walking/cycle path from Walkerburn to Clovenfords. This will allow safer access for people wanting to get out (especially with children) both for recreation and commuting by bike. It will like communities together and encourage healthy active lifestyle!

To walk/cycle from Peel,, Glenkinnon to Clovenfords and on to Galashiels we need to use the A707 and then either the Caddonfoot road or the A72. None of the above roads have pathways or cycle routes and are extremely dangerous. I understand the Caddonfoot road is to be closed for 18 months to make access to the football field from Clovenfords safer but unfortunately our children will not have access. There is a small path at the bottom of the Caddonfoot road but it only extends as far as the village hall. If this could be extended along to the turn off to Glenkinnon this would provide all of the locals safe access, also for Clovenfords residents wishing to walk At Glenkinnon. This pathway would then link up with the pathway to Walkerburn and Innerleithen. Something which I believe there was funding for? The A707 is a 60 mph road as is the A72, it is not safe at present for pedestrians or cyclists.

Firstly I don't believe that there should be 'temporary' local schemes but to take this opportunity to make permanent change to support a healthy lifestyle but creating designated walk and cycle paths/ lanes.

As that leads biking I feel it is imperative to develop cycle lanes that enable pupils, staff and community members to travel from anywhere in Galashiels to the centre and the Academy safely. At present there are no designated cycle lanes and trying to cycle along the road through Langlee (Melrose Road), the A72, Scott Street, the A7 throughout the town is incredibly scary as a cyclist. With the islands in the road many drivers feel that they can squeeze through

when there is a cyclist already on the road in that space. I have experienced this when cycling myself and with pupils which has been really quite frightening.

The area around ASDA and Tesco's, including the roundabouts, is appalling for cyclists. There are no designated areas for cyclists to follow and as a result drivers of motor vehicles simply take up all the space and reduce it for cyclists. There needs to be space for cyclists to safely approach lights and roundabouts so support cyclists and keep them safe.

There are no signs up around the centre of town or the roads leading to the centre of town that promote cycling. As a regular cyclist on the roads in Galashiels it is apparent by a lot of drivers that they feel cyclists should not be there by the way they drive aggressively when I, and others, are simply following the Highway Code. At present there is nothing to support safer cycling albeit the cycle path from Galashiels to Tweedbank. However, this does not continue in to the centre of town or give a safe route to get elsewhere in Galashiels such as the Academy.

As many workers, pupils and community like to cycle there also needs to be clear routes for local community but also nearby towns and villages. Selkirk to Galashiels, Clovenfords to Gala, and Tweedbank to ASDA are good. However, we need at present there is not a safe designated route from Stow but there could be and should especially as they have a positive cycling community of all ages that would welcome such a route.

The main issue, however, is in and around Galashiels. It is not safe, it is not cycle friendly and it puts a lot of people off using their bikes to commute from home to work, school and or leisure.

Again, positive change to support walk ways and cycle lanes should not be temporary but permanent!!

We live in Stow with a young family. We think the speed of traffic on the A 7 in the village needs to be reduced. The speed limit needs to be decreased and this also needs to be enforced. This would make it safer to walk and particularly cycle in the village.

Reduction of speed limits within Stow to 20 mph and the relocation of speed limit signs to take account of the needs of cyclists and walkers. This should include traffic calming measures before Galabank and road mats and other strategies at the entrances to the village to slow vehicles down and in particular to discourage HGVs from using the A7. The Lauder Road and the need for a safe route to Lauder should be added to the changes that we want to see. This would allow access to the Lauder Moor for exercise and recreation and Lauder for shopping. Agreement on reduced speed limit on the back road (C11). A reminder that the road must also accommodate the needs of local farmers who need to move livestock along the road and the speed limits apply to cyclists as well. Support for the cycle ways connecting Fountainhall to Stow and Stow with Galashiels.

Cycle friendly option to Earlston from the Earlston-Gordon with Kelso/Smailholm intersection (A6105 junction with B6397)- this would allow children from Gordon catchment a cycle option to high school and would improve a junction which is currently dangerous for cyclists.

Cycle friendly option from Blainslie road junction with A68 south of Earlston to Earlston high school would allow Lauder catchment pupils a cycle friendly option to Earlston high school via Blainslie

Currently I cycle from Gordon to Newtown St Boswells. An improved cycle friendly option between Earlston/Newtown St Boswells avoiding A68 but not adding too much time to the commute would be a massive improvement

Reduction of speed limits within Stow to 20 mph and the relocation of speed limit signs to take account of the needs of cyclists and walkers. This must include traffic calming measures before Galabank and road mats and other strategies at the entrances to the village to slow vehicles down  
Discourage HGVs from using the A7 and Church Wynd to access Lauder Road  
Need for a safe route to Lauder should be added to the changes that we want to see. This would allow access to the Lauder Moor for exercise and recreation and Lauder for shopping.  
Reduce speed limit on the back road (C11). A reminder that the road must also accommodate the needs of local farmers who need to move livestock along the road and the speed limits apply to cyclists as well.  
Support for the cycle ways connecting Fountainhall to Stow and Stow with Galashiels.

20mph limit in all towns and villages

A signed cycle route between Fountainhall and Stow and Stow and Galashiels would be my biggest recommendation. The A7 is not safe for cycling, especially as a family and to have a safe designated route would be a huge improvement.  
Cycle parking facilities would be a bonus but not essential.

Commitment to fixing uneven, pitted, potholed road edges. Sproutan Road in Kelso has many road edges which every cyclist needs to avoid to prevent injury by falling off. Motorised vehicles can drive over these with little risk but cyclists swerving to avoid them puts them in danger from cars, etc.

I'd like to see the heart of the villages reduced to 20 mph. In Fountainhall 20mph to start where the 30 mph signs are. The back road would be ideal to reduce to 40/50 mph but also something like mirrors to be able to see round some of the bends.

Sprouton railway cycle path is really good for families to use. If possible more cycle friendly paths/lanes around Kelso would make it safer and more enjoyable for cycling to work and school or to the shops in the town centre. I cycle with Kelso Breezers and we have some Mini Breezers who are enjoying cycling but it is not always easy for them on the busy roads more cycle paths/lanes would give them the confidence to cycle safely. The ones on the

new bridge are ideal as we then feel we are not in pedestrians way or are slowing the traffic, it has to safe for everyone. Thanks

Pedestrianise Channel St in Galashiels. Make it a nice place to visit and shop local. Perhaps encourage businesses to create cafe spaces out in the street. Flowers/planters, Secure bike lockup/shelter. Place to hire bikes? Better signpost and link up to other paths so it's easier to get to and from the town centre. Make gala a cycle friendly town.

Birgham to Kelso main road is now being used by many local cyclists to access local services in Kelso and as a through route.

There are several sections that are wide enough to have a designated green lane. Other sections require notices to warn of cyclists.

The roundabout at the end of Kelso bypass also needs through lanes for cyclists to cross safely.

None of these areas are safe for children and nervous riders.

1. There are two established cafes in Roxburgh Street Kelso. To temporarily shut a portion of Roxburgh Street and allow those cafes to put out tables and chairs would help a great deal.

2. There has been a huge increase in the number of cyclists using the Kelso to Birgham stretch of road. A cycle lane/walkway of some sort would be incredibly valuable. In conjunction with the bike buses on the 67 bus route, this would immediately benefit all who live in the area.

Would it be possible to get sign posted walks around Fountainhall and Stow? These really help novice hikers such as myself

A cycle path between Birgham and Kelso would allow safe travel for those needing to shop for essentials as well as provide a safe exercise route.

I would like to be able to walk or ride my bike between Birgham and Kelso. This would make things much safer for my children if they could be kept away from the road. The A698 is a busy road and there are no footpaths along it.

There are many walking trails around Bowden. However, there is no safe direct cycle or walking path linking Bowden and Newtown St Boswells. Bowden residents access the Primary School, shops and health services in Newtown, with only an infrequent local bus service. The road between the village is too narrow for such a path, but it would be possible without too much expense and effort to create a route behind the hedge on the South side of the road. Dog walkers from Newtown who currently walk up this narrow road would also benefit. The 'Greener Bowden' group has been looking at the possibility of having such a route created, but progress has halted due to the pandemic.

There is a need for a safe way of cycling through Selkirk. The current cycle path finishes around "The Toll" and leaves cyclists having to cycle up the A7 to the town centre.

I have been cycling to Galashiels for shopping during the last three months

and with a fully loaded bicycle there is no alternative to the A7 for reaching the town centre. Continuing along the Riverside and cycling up Mill Street and The Green is too long and cycling up Raeburn Place and Bleacfield Road is too steep when fully loaded.

There should be a cycle lane through the centre of Galashiels. Currently there is no safe way of getting to the retail parks in the Wilderhaugh area from the town centre. Similarly those working in the Wilderhaugh area have no safe, direct way of reaching the town centre and the large supermarkets at the opposite end of the town.

Perhaps a bank of electric bicycles that could be borrowed, freely, by residents of Selkirk. There would need to be a space to store them, clean them and repair them as necessary. Someone, or a local organisation, could organise this perhaps? Selkirk Regeneration or Sustainable Selkirk, who will be based in 5 Tower Street, when the renovations are complete. Or the Community Shed. There are also plenty of empty shops in Selkirk where they could be stored and organised from.

Newstead:

Annay Road to be made one way, one lane into Melrose (East-West) for cars, with two way access and painted/ signed priority given to cyclists and pedestrians. One of the two car lanes should be made a segregated cycle lane. The cycle markings should continue to the NCN on Abbey Street, to encourage people with bikes to access the NCN from Newstead.

Dean Road and Main Street to be made one way toward A68, away from Melrose (West-East).

Main Street and Dean road to be one lane for motor vehicles, one lane for cyclists.

Main Street and Dean Road to be 10mph limit.

Melrose:

Bike parking on High Street and Market Square in Melrose. This should be installed in the Square, and a proportion of on-street parking should be replaced with bike parking. These should be Sheffield Stands or similar; not front wheel only stands.

Selkirk:

The A7 approach into Selkirk from the North to have a painted, signed, segregated cycle lane continuing from the point where the current pavement cycle lane ends up to High Street. The cycle route currently diverts up Raeburn Place- it would be better to continue it directly up Ettrick Terrace, but either way it should be made more clear to bike and car users and space should be segregated for bicycle users.

The National Cycle Network to be officially continued down the cycle path

beside the A7 to Selkirk High Street, then back along the A707 to rejoin NCN.

Increased cycle parking on high Street- allocated a proportion of on-street car parking spaces to bike stands. These should be Sheffield stands or similar; not front wheel only stands.

Galashiels:

There are several excellent cycling routes listed on the SBC website under '@Borders Towns Cycle Routes'. Galashiels is not listed as a starting point while other towns such as Peebles and Melrose are. Galashiels should be included as a starting point to enable its residents to find routes.

General points:

All town and village centres to be 20 mph limit. 10mph should be considered in appropriate areas.

Funding to be made available for former railways to be used as paths- Greener Melrose are coordinating a local, grass routes mapping project which should be consulted on this.

Back-roads such as Annay Road to be signed as pedestrian and cyclist priority.

Increased provision for bicycles on buses and trains. Currently this is not viable for commuters as it can't be depended on.

Increased cycle signage. lower speed limits, chicanes and segregated cycle lanes to protect people on bikes from people in cars.

Outdoor shelters for pedestrians and cyclists to get out the rain.

The old railway lines should be explored as potential walking paths- Greener Melrose are doing this with volunteers, so should be given funding.

Every high street and town centre should have a marked, segregated cycle lane

Bike maintenance stations in high streets and main squares such as Melrose.

Cycle stands in Melrose Market Square (and all town squares)- this should be reallocated from car parking spaces.

Galashiels should be included in the list of 'Borders Towns Cycle Routes on the SBC website as a town with its own set of maps.

Bike maintenance equipment supplied in Newstead Village Hall and bike maintenance training offered.

In order to keep vulnerable cyclists off main roads, in- town roads should be one-way in order to create more space, ie the spare lane.  
Perhaps the pavement on the cyclists side of the road could be utilised by



businesses to attempt to recoup some income that was lost during the Coronavirus lock-down.

It would be very useful to have "off road" access for pedestrians and bicycles between Stow and Lauder common. This would allow people to safely move between Stow and Lauder for shopping, recreation and leisure activities. It would also allow safe passage to Stow station from Lauderdale. The B6362 is a dangerous road particularly between Stow and Lauder common where visibility for vehicles is poor and pedestrians and cyclists are vulnerable. There are numerous "off road" routes between Lauder and Lauder common but no recognised routes from Lauder common to Stow. There used to be a "right of way" to Lauder common through Muirhouse Farm but it has largely been blocked by the farm.

- 1, Reduce the speed limit in Stow to 20 mph for a temporary period - this would encourage and enable more people to walk and cycle to the local primary school, local shop and health centre as well as make the start and end of journeys further afield safer for those travelling by bike to the Academy, college and work places such as shops and hospitals. Speed cushions coming into the village would help reduce speed.
2. A signed cycle route between Fountainhall and Stow to support people cycling between the two villages to access the Post Office/Shop and health centre.
3. Introduce a signed cycle way between Stow and Galashiels linking in with the Fountainhall cycle route for young people travelling to Galashiels Academy and Borders College as well as key workers and other commuters.
4. Reduce the speed limit on the back road (C11) to 30mph to make a safer cycling route.
5. Make a safe cycle route from the end of the existing cycle path from Clovenfords to Galashiels up to Academy. There are many keen cyclists in Stow and the Academy has an active bike club and cycling is part of their curriculum. However, currently it is not safe for young people to cycle from Stow to Galashiels. I have two boys and know several other young people who would cycle if there was a safe route. Improvements at the Galashiels end would also enable young people to cycle from Clovenfords as well.
6. Reduce the speed on the Lauder road to encourage use of cycles for shopping in Lauder - local shops in Lauder have been well used by Stow residents but safer cycle route would encourage over-reliance on cars. I would also suggest moving the speed limit into Stow village from the Lauder road to further out of the village (before the bend). There have been near misses where cars over take cyclists going up the hill and cars come round the bend too fast into Stow. Young people also use the woods for recreation and exit onto the road in a 60mph zone.
7. National speed limit sign on Craigend Road should also be moved further out of the village or speed reduced for whole road to allow people to exercise and travel safely by bike and on foot.
8. Cycle parking facilities in the centre of Stow and beside the community hall in Fountainhall to make it easier for people to use their bikes for short journeys rather than their cars.

The following are my suggestions for Stow and Fountainhall that would support us to cycle and walk for essential journeys as well as leisure:

Reduce the speed limit in Stow to 20 mph for a temporary period. This will encourage more people to walk and cycle for essential journeys around the village and will reduce the use of cars for short journeys.

A signed cycle route between Fountainhall and Stow to support people cycling between the two villages to access the Post Office/Shop/Café and Railway Station in Stow.

Introduce a signed cycle way between Stow and Galashiels, linking in with the Fountainhall Cycle Route, for young people travelling to Galashiels Academy and Borders College as well as key workers and other commuters. This cycleway is vital for commuters who no longer feel safe using public transport or who have underlying health conditions and for whom the use of public transport is not advised. In the longer term this route would open up the Gala Water as a cycling destination and bring much needed business to the area.

Reduce the speed limit on the back road C11 to either 30 or 40 mph. During lockdown I have used this road frequently and noticed the huge increase in its use by the local community. A reduced speed limit will ensure that local people continue to use the road for this purpose.

Consider traffic calming measures for the Stow to Lauder road at least between Stow and the cattle grid at the entrance to the Lauder Common. This would mean that local people could walk to the Lauder Common rather than use their car.

Provide cycle parking facilities in the centre of Stow and beside the Community Hall in Fountainhall to make it easier for people to use their bikes for short journeys rather than their cars.

## Spaces for People Consultation proposal.

### Background

Since the start of lockdown, the people of Stow have had an opportunity to experience life with reduced traffic on the A7 and surrounding minor roads. This has led to a dramatic increase in the numbers and frequency of people cycling and walking around the village, rather than using their cars, to access local services such as the shop/post office and health surgery. There has also been a big increase in the numbers taking advantage of the walking and cycling on surrounding minor roads particularly "the back road" (C11) for their recommended daily exercise. The impact on health and wellbeing has been significant with people experiencing the benefits of both regular exercise and increased social interaction. This is creating a much stronger sense of community and has helped to reduce the risks of loneliness and isolation during lockdown.

Over a number of years, has made representations to Scottish Borders Council highlighting their concerns about the impact of the speed of traffic going through the village on the health and wellbeing of the community. This remains the single biggest factor that concerns parents of young children in the village and prevents children being able to walk and cycle safely around the village leading to an over reliance on cars for short journeys. Plans have now been agreed for the funding and erection of two speed indicators for motorists along the A7.

Led by ), building and construction work is underway to renovate the Old Station House and establish a Bar/Kitchen, Cycling Hub and Community Room. The aim of the project is to use this development to re-invigorate the

local economy, create a more connected community within Stow, strengthen relationships between communities along the Gala Water, support active travel and establish the Gala Water Valley as a cycling and walking destination. The opening of the Borders Railway has led to a dramatic increase in the number of people in Stow and the surrounding area using public transport instead of their cars, to travel to Galashiels and Edinburgh. Covid-19 has now created new risks for public transport users. Our proposals, outlined below, provide viable alternative safe modes of transport, particularly for commuters to Galashiels and the Central Borders, who have become dependent on the train for essential journeys.

The following proposals have emerged from consultation with the local community.

1. Reduce speed in the village to 20mph

The proposal is that the speed limit on all roads within the village should be reduced to 20 mph. The community has experienced the reduction of the volume of traffic during lockdown and the impact that it has on our community, enabling people to feel safer walking and cycling around the village. This proposed reduction in the speed limit would enable the community to maintain these conditions and would be of particular benefit to families with young children who are unable to allow their children to move around the village independently.

In addition, the location of speed limit signs should be reviewed on all minor roads around Stow to ensure they reflect the needs of pedestrians and walkers in the village e.g. the location of the 30 mph speed limit sign on the Lauder Road does not take into account the safety needs of children and young people who regularly use a track off the Lauder Road to access nearby woods for cycling.

Traffic calming measures should start before Galabank on the A7 with a 30 mph limit there and then reducing to 20mph at the current location of the speed limit sign at the entrance to the village. Additional traffic calming measures should be implemented, such as temporary speed cushions to strengthen the communication of the changes to motorists and serve to encourage HGV drivers to make use of the A68 main truck road.

Implementation of these proposal will require the replacement of speed limit signage around the village. It will be supported by the agreed plans for the erection of two speed indicator signs along the A7 in Stow as already agreed by the

These changes would benefit the whole community and support active travel around the village particularly families with young children. It would result in a reduction in the use of cars for essential short journeys to the Primary School, the Health Centre, the Post Office and Shop.

2. Reduce the speed limit on the "back road " (C11) between Heriot and Clovenfords to 30 mph.

It is difficult to fully articulate the benefits that the communities of Fountainhall and Stow derived from the back road (C11) during lockdown. The volume of traffic reduced significantly. Motorists using the road were residents and farmers who were respectful of the needs of cyclists and walkers. The road has been busy with cyclists and walkers. We are now beginning to see the impact of both an increased volume of traffic and speed of vehicles. This is likely to have an adverse effect on the numbers of people cycling and walking. Our proposal is that a speed limit of 30 mph should be applied to the road from Heriot to Clovenfords so that local communities can continue to benefit

from the use of the road for cycling and walking.

### 3. A Cycleway between Fountainhall and Stow

Fountainhall is just 4 miles from Stow. The local population travel to Stow for Post Office, Shop, Café, the Health Centre, Church Services and the Railway Station. A cycleway along the C11 would support more people to cycle for these essential journeys. A reduction in the speed limit to 30 mph and signage along the C11 would be adequate temporary measures to give cyclists the confidence to cycle or walk this route safely.

### 4. A Cycleway between Stow and Galashiels

The proposal is that a temporary cycleway should be established between Stow and Galashiels. The route would follow the C11 to the left hand turn just beyond Ferniehirst farm where it would then follow the off-road track past the sawmill onto the B710 and then right along the B710 to Clovenfords where it would join the Clovenfords cycle route alongside the A72 and the Clovenfords link into Galashiels. The route is 9.84 miles with a climb of 728 feet outwards and 924 feet on the return journey. The temporary improvements required to establish this cycleway are:

- implementation of a reduced speed limit of 30 mph on the C11 and the B710;
- signage to ensure that motorists are aware that this is a dedicated route for cyclists, and
- some remedial work on the road surface.

This route would be of particular benefit to students accessing Galashiels Academy and Borders College as well as commuters to Galashiels and onwards to other destinations in the Central Borders. It will provide an alternative for commuters who before the pandemic had been reliant on bus and rail to commute to work and now no longer wish to use public transport because of the public health risks involved. It will also ensure increased resilience and maintain mobility for local communities in the event of a further spike in the pandemic locally.

Galashiels Academy has been involved in discussions about this proposal and is very supportive. There has been a significant increase in the numbers of young keen cyclists in Stow in recent years. It is their view and that of a number of parents and pupils that this pathway will be used by students. The school already has good storage facilities for bikes and workshops.

This cycleway has the potential to open up the Gala Water valley for cyclists and bring longer term economic benefits to local communities as well as contributing to the development of an integrated network of cycle pathways in the Central Borders

### 5. Cycle parking facilities in Stow and Fountainhall

The provision of bike parking facilities in the centre of Stow and beside the Village Hall in Fountainhall is also required. The only bike parking facilities are at the Railway Station in Stow. The provision of additional facilities beside the Shop and Café in Stow would give cycling much more visibility in both villages, encourage local people to cycle for short essential journeys and encourage touring cyclists to stop in the village and use local facilities.

### 6. Traffic calming measures on the B6362

The B6362 is being used more frequently by people from Stow to access the Lauder Common and Sell Moor for walking and off-road cycling. In recent years there has also been a growing number of people shopping in Lauder. The condition of the B6362 makes cycling or walking on it very difficult so most people drive to the Lauder Common to go for a walk. This is an

unnecessary use of cars. Traffic calming measures such as the reduction in the speed limit up to the cattle grid at the entrance to the Lauder Common could create the conditions that would encourage people to walk and make off road cycling on the Common more accessible particularly for children and young people.

#### Implementation

These temporary improvements have the potential to be implemented quickly. From the engagement process that we have undertaken there is widespread support for these initiatives across the communities of Stow and Fountainhall. Local people are confident that these changes will support them to maintain the behavioural shifts that they have already made during lockdown to walk and cycle for local essential journeys and their recommended daily exercise. We are committed to working with partners and the local community to support the delivery of these proposals and provide potential users with any support that they may require to maximise their use of them as well as monitor their impact.

Although all of these proposals are temporary, our ambition is that they will achieve the attitudinal and behavioural changes required to make a lasting change to the community's commitment to greener travel solutions. They will also serve as a catalyst for our ambitions to develop a network of cycle pathways linking Stow with other communities including Lauder, Innerleithen and beyond.

Instigate traffic calming measures on the A7 from Galabank South through Stow and on the back road (Old Stage Road) all the way up Gala Water. Warning signs that the back road from is heavily used by cyclists, walkers and runners

We really need better cycle ways in the borders connecting all the town villages plus into Edinburgh. The A7 is currently very unsafe to drive with very speedy traffic through Stow. It's feels unsafe to commute by bike or car. In Stow I would like to see cycle routes which will complement the cycle hub promote tourism the pump track and encourage people to become active better for our health and the environment.

Mill Road could do with a change from "Twenty is plenty" to a must 20mph as more cyclist use this road but it is being used as a short cut for people going to the surgery, also cars from people on the Hill seem to think this is a short cut to get on to the Android.

Make villages 20 miles an hour (Stow and others)

Put in sleeping cushions and flashing speed signs to encourage motorists to respect this

Have a 30 mile an hour limit on the back road between Stow and Fountainhall  
Signpost a safe cycling route between Stow and Galashiels that avoids steep hills

Share knowledge of walks where it is safe to let a dog off the lead without disturbing livestock

Have times of the day when roads are shut to allow people to exercise safely

Reduce speed limits through downs and villages and on key link routes between towns and villages e.g. Heriot, Stow, Lauder

Use passive measures such as road markings and to reduce Speeds as cars enter Stow.

I would like to see a 30 mile an hour limit put on the road between Heriot, Fountainhall, Stow and Clovenfords. The road is used more and more for cycling and walking and would be a great route for Gala Academy pupils if it were safer.

I would also like to see a reduced speed through Stow to 20 miles and hour so we could all be safer and be more likely to cycle. It is just too dangerous on the A7.

I'd like to see greater speed reducing measures throughout the village of Stow - most in particular the A7. I travelled all over Scotland, and have found myself in many small villages that are similar in size to Stow, and they have rumble strips prior to the speed limit change and within the village itself, and speed cameras along with other measures to make motorists aware of the maximum speed that they should be travelling. The reduction of vehicular speed within Stow would be of great benefit to the community - most particularly children and walkers.

In Newtown St Boswells, advisory cycle lanes should be made through the village on the B6340 at its junction with the access road from Eildon (NCN 1) past SBC! and continue on the B6398 to the A 68 junction. This is a main route for cyclists and would enhance safety and make motorists more aware of cyclists.

In Melrose it would be safer to have a priority cycling route along St Mary's Road from Weirhill instead of cycling along congested High St past Rugby Grd and into Buccleuch St. At Abbey Road cyclists could then go right past the Abbey into Melrose. Please provide additional bike racks in the Abbey car park (one was removed!) Also can the cycle parking racks be repositioned at bottom of Dingleton Rd/Palma Place (as per proposal which has already been submitted to to the Council)

In Gala there is either inadequate or no clear signage into the town from the Asda rdbt to the transport Interchange. This is confusing for cyclists and walkers accessing the town centre. In two places the Sustrans directional route signs are pointing in the wrong direction! I can send in photos of precise locaations where signage would be helpful if required.

Finally why, in the new and large housing development at Easter Langlee being built by Persimmon, has no provision been made for walking and cycling in the scheme. It appears that none of the street or housing layout has been designed with Active Travel considerations in mind. There would also be a need for a safe cycling route to Langlee School from the development along the Melrose Road B6374.

Many of these schemes need permanent solutions but should be looked at as priority funding.

Some means of restricting excess speed at north end of Stow. Numerous vehicles travel in excess of 40-50mph in this 30 zone. The worst of these is

northbound when drivers think they have left the village at craigend road. There have been several crashes eg vehicles driving in to walls.

Fountainhall park for young kids but safe local cleaning or spraying of the sight by council or community if possible

We have been walking along the backroad between Fountainhall and Ferniehurst and have on many occasions found it really dangerous because of the speed the traffic hurtles along at. This has been particularly Delivery vans and non locals. We always get off the road and often the drivers don't even acknowledge you. I must say that the same can be said for many no local cyclists as well who fly down the road with no bell or with any call to say that they are passing and then glare or even curse at you as they pass. We have just stopped cycling on the roads around Stow because of the state of the roads. There are so many potholes that it is impossible to cycle along the side of the road. If a car or van approaches it is extremely dangerous to go near the side of the road as it so poorly surfaced. I would certainly not consider cycling on the A7 because of the speed of the traffic

The A7 Road through the centre of Stow is heavily used and very dangerous. The reduction in traffic during the lockdown encouraged drivers to speed through, even faster than normal., treating it like a motorway. Unfortunately now that traffic is ever-increasing the speeding has remained horrendous, from cars, white vans to heavy goods vehicles. At the north end of Stow there are several families with small children, watching them struggle along the narrow pavement with buggies and small children is scary. Serious traffic calming is needed urgently!

We moved to Stow 4 years ago and have been disappointed that it is relatively difficult to walk and cycle safely in the area. There are several things that would make it safer to do this. A reduction in the speed limit to 20mph on the A7 through Stow (but maybe this would need traffic calming measures) and on the Old Stage Road between Stow and Clovenfords, and Stow and Heriot would help. A reduction in the speed limit, or ideally an off-road path, between Stow and Lauder Common would be beneficial too. As a pedestrian, it is otherwise difficult to safely get from Stow up to Lauder Common without driving. Also, it would be beneficial to have walking routes available through fields that do not have cows in them. I would be supportive of a more direct route for cyclists/pedestrians from Stow to Galashiels.

It would be beneficial to widen the footpath for pedestrians on Mill Road and around the School/Station.