

Broughton Street Access Audit

Tweeddale Access Panel

November 2022

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1. Introduction

This report describes a street access audit of Broughton carried out by members of the Tweeddale Access Panel (TAP) on November 4th 2022. It is part of a programme of audits organised by TAP in small towns and villages with the aim of identifying opportunities to improve the accessibility of public spaces.

The route taken was from near the school in the south of the village northward, taking in the adjoining roads to the east of the village in the way as illustrated below.



2. Observations

At the southern approach to the village, there is a small garden area on the eastern side above the old railway line (picture 1). Access to the pavement is a little rough. The pavement from here to the primary school is less than a metre wide and pedestrians are very close to traffic which generally appeared to be travelling significantly faster than the 20mph limit. If possible, this footway should be widened.



The area outside the primary school is of reasonable quality; probably most pedestrians would use the carriageway rather than the narrow footway. There is an alternative access to the school with a small steep ramp in the side road leading to the tennis courts.

A dropped kerb would be useful between the bus stops opposite the school to provide wheelchair users and others who need level access with a step-free route (picture 2)

There is a public toilet which was open on our visit alongside a disabled toilet requiring RADAR key (picture 3)

1. APPROACH TO BROUGHTON



2. BUS STOP



3. TOILETS

The residential streets of Hawdene, Woodilee and Smithy Croft do not appear to present any significant access difficulties. The lack of definition between carriageway and pavement on Hawdene (picture 4) may be problematic for some blind people in finding their way, but there is a very little traffic. Continuing along the A701, there is a pavement on the eastern side of the road in reasonable condition, apart from one section between Smithy Croft and Dreva Road where (unfinished?) utility works appear to have left the pavement in poor condition (picture 5).



4. HAWDENE



5. POOR FOOTWAY

Towards the heart of the village to the north, there are some small areas of footway which are defective and should be improved. These include a drain just south of the village hall (picture 6) and the first short stretch of Dreva Road's southern pavement where there is a protruding step at a downpipe and a sunken metal plate (picture 7).



6. DRAIN



7. DREVA RD TRIP HAZARDS

Much of the pavement further along Dreva Road is blocked by pavement parking (picture 8). It is not known if this is because wide vehicles such as farm traffic need a lot of space on the carriageway but the effect is to make the pavement unusable. There are some kerbs running across the pavement which would benefit from levelling out (picture 9).



8. PAVEMENT PARKING



9. KERB ACROSS FOOTWAY

There is another pair of bus stops at this part of the village; again, installing dropped kerbs would be useful to provide a level access route from one side of the road to the other (picture 10).



10. BUS STOP

Conclusions

There were no major accessibility issues identified in the audit. It would be useful to widen pavements, especially at the south end of the village and to ensure that there is an opportunity for step-free access from one side of the main road to the other at the bus stops. Some sections of footway have fairly significant trip hazards which should be addressed (see above).

As elsewhere in Borders towns and villages, there is currently no decriminalised parking enforcement in Broughton. Scottish Borders Council should develop a strategy to manage problem parking (such as in the Dreva Road area).

David Hunter
Not for Profit Planning
www.nfpplanning.com