

## **Gladhouse Reservoir - Clearway Order**

**Report by Kevin Anderson, Executive Director - Place**

### **Report for Information**

#### **1 Recommendation**

It is recommended that Council:

- i) Notes the outcomes of the Clearway Order implemented from 11<sup>th</sup> April 2022 to 2<sup>nd</sup> October 2022;
- ii) Notes that a Clearway Order will be implemented from 3<sup>rd</sup> April 2023 to 1<sup>st</sup> October 2023 and will be published in early course.

#### **2 Purpose of Report**

The purpose of this report is to provide Council with feedback from partners on the Clearway Order implemented from April to October 2022, as an operational matter, and advise that a Clearway Order will be implemented from 3<sup>rd</sup> April to 1<sup>st</sup> October 2023.

**Date:** 2<sup>nd</sup> March 2023  
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### 3 Background

- 3.1 Gladhouse Reservoir is a Scottish Water site and has become increasingly popular with visitors over recent years. At peak times, such as bank holidays, summer holidays, etc. well over 100 cars have been recorded at one time at the reservoir. With no parking facilities, visitors have parked cars on the verge of a narrow minor road. This has, and could continue to impact on emergency service access to the site.
- 3.2 The result of car parking on the verge, in addition to general damage to the verge and fencing, is that there are impacts for emergency vehicles gaining access or even passing through the road. The priority concern is gaining immediate access during an emergency.
- 3.3 With no appropriate or suitable passing places, vehicles travelling in opposite directions has resulted in consequential frustrations and cumbersome reversing which is dangerous to road users and pedestrians.
- 3.4 There has been regular damage from littering and fires and the local community calling on Scottish Water and the Council to take action to help manage the impacts on the sensitive site.
- 3.5 Visitors have been parking on the grass verge and often erect large campsites, with general anti-social behaviour, including 'wild toileting' being reported.
- 3.6 The introduction of the temporary parking restrictions last year significantly improved this situation by way of:
  - \* Less danger on the road
  - \* Less damage to verge and fencing
  - \* Less antisocial behaviour
- 3.7 Despite these improvements, there remains problems with fires and litter. Scottish Water has a plan in place to manage this.
- 3.8 Scottish Water have a live planning application with Midlothian Council for the creation of a car park at Gladhouse Reservoir. It is envisaged that a car park will provide a safe location for cars and improve experience for visitors and locals.
- 3.9 Scottish Water has funded a countryside ranger, employed by Midlothian Council, that is dedicated to the Gladhouse reservoir site, to monitor and challenge, where necessary, visitor behaviours onsite.
- 3.10 Police and Fire Service colleagues are supportive of the clearway but do note consequential impacts, i.e. the displacement of cars from the immediate locale could have an adverse impact on pedestrian safety on tributary roads; and the resource requirements to manage/police the clearway.
- 3.11 The creation and implementation of the car park has been, and remains to be, the aim of Scottish Water, which will mitigate against these impacts, together with consideration of imposition of speed restrictions.

- 3.12 Whilst the clearway remains in place during peak periods, access to the reservoir for the emergency services will be unhindered.

## **4 Report Implications**

### **4.1 Resource**

There are no Council resource implications, with Scottish Water providing resource for a sessional ranger post dedicated to the site. Additional signage will be put in place to encourage speed reduction and considerate parking in immediate surrounding roads only to address identified resultant risks.

### **4.2 Digital**

None.

### **4.3 Risk**

Failure to address public safety risks can expose the Council to reputational and financial risk.

### **4.4 Ensuring Equalities**

The subject of this report does not have a significant impact on equalities.

## **5 Additional Report Implications**

Appendix A

## APPENDIX A – Report Implications

### A.1 Key Priorities within the Single Midlothian Plan

The route map outlines the phases of service recovery and transformation which will underpin the Single Midlothian Plan.

### A.2 Key Drivers for Change

Key drivers addressed in this report:

- Holistic Working
- Hub and Spoke
- Modern
- Sustainable
- Transformational
- Preventative
- Asset-based
- Continuous Improvement
- One size fits one
- None of the above

### A.3 Key Delivery Streams

Key delivery streams addressed in this report:

- One Council Working with you, for you
- Preventative and Sustainable
- Efficient and Modern
- Innovative and Ambitious
- None of the above

### A.4 Delivering Best Value

Not applicable

### A.5 Involving Communities and Other Stakeholders

Stakeholder group have been involved in the process.

### A.6 Impact on Performance and Outcomes

The report aims to measure progress through outcomes.

### A.7 Adopting a Preventative Approach

The report is based on the creation of a wellbeing economy which prioritises prevention, fairness for people, the economy and the environment.

### A.8 Supporting Sustainable Development

The improvement and enhancement of our environment.