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EXECUTIVE COMMITTEE TUESDAY, 29 SEPTEMBER, 2015

A MEETING of the EXECUTIVE COMMITTEE will be held in the COUNCIL CHAMBER, COUNCIL HEADQUARTERS, NEWTOWN ST BOSWELLS, TD6 0SA on TUESDAY, 29 SEPTEMBER 2015 at 10.00 am

J. J. WILKINSON,
Clerk to the Council,

22 September 2015

BUSINESS		
1.	Apologies for Absence	
2.	Order of Business	
3.	Declarations of Interest	
4.	Minute (Pages 1 - 4) Minute of meeting of Executive Committee of 15 September 2015 to be approved and signed by the Chairman (Copy attached)	2 mins
5.	Support for the Borders Economy and the Council's Corporate Transformation Programme - Proposed Additional Investment (Pages 5 - 8) Consider report by Chief Executive seeking approval for additional investment to support the Scottish Borders economy and the Corporate Transformation Programme	15 mins
6.	Synthetic Pitch Programme - Peebles and Hawick 3G Projects (Pages 9 - 28) Consider report by Corporate Transformation & Services Director on the Synthetic Pitch Programme	15 mins
7.	Defining a Secondary Salting Route Network for Introduction in Winter 2015/16 (Pages 29 - 68) Consider report by Service Director Commercial Services & Service Director Neighbourhood Services on a defined secondary salting route network	15 mins
8.	Any Other Items Previously Circulated	
9.	Any Other Items which the Chairman Decides are Urgent	

10.	<p>Private Business</p> <p>Before proceeding with the private business, the following motion should be approved:-</p> <p>“That under Section 50A(4) of the Local Government (Scotland) Act 1973 the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 8 and 9 of Part 1 of Schedule 7A to the aforementioned Act.”</p>	
11.	<p>Synthetic Pitch Programme - Peebles and Hawick 3G Projects (Pages 69 - 70)</p> <p>Consider private appendix</p>	

NOTES

1. **Timings given above are only indicative and not intended to inhibit Members' discussions.**
2. **Members are reminded that, if they have a pecuniary or non-pecuniary interest in any item of business coming before the meeting, that interest should be declared prior to commencement of discussion on that item. Such declaration will be recorded in the Minute of the meeting.**

Membership of Committee:- Councillors D. Parker (Chairman), S. Aitchison, S. Bell, C. Bhatia, J. Brown, M. J. Cook, V. M. Davidson, G. Edgar, J. G. Mitchell, D. Moffat, D. Paterson, F. Renton and R. Smith

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SCOTTISH BORDERS COUNCIL
EXECUTIVE COMMITTEE

MINUTE of MEETING of the EXECUTIVE
COMMITTEE held in the Council Chamber,
Council Headquarters, Newtown St. Boswells
on Tuesday, 15 September 2015 at 10.00 a.m.

Present:- Councillors D. Parker (Chairman), S. Aitchison (Chairman - Education Business),
J. Brown, M. J. Cook, V. Davidson (from para 3), J. Mitchell, D. Moffat, D.
Paterson, F. Renton, R. Smith.,
Also Present:- Councillors I. Gillespie, J. Greenwell, G. Logan, S. Mountford.
Apologies:- Councillors S. Bell, C. Bhatia, G. Edgar.
In Attendance:- Depute Chief Executive – People, Service Director Children and Young People,
Chief Officer - Education, Democratic Services Team Leader, Democratic
Services Officer (F. Henderson).

EDUCATION BUSINESS

Present:- Mr G. Donald, Mr. J. Walsh, Mr. G. Jarvie, Mrs J. Aitchison, Ms A. Ferhai.

CHAIRMAN

1. Councillor Aitchison chaired the meeting for that part which considered education business.

SUB-COMMITTEE MINUTES

2. The Minutes of the Education Performance (HMle) Sub-Committee held on 12 March 2015 and 4 June 2015 had been circulated.

DECISION

APPROVED for signature by the Chairman.

ATTAINMENT RESULTS

3. The Service Director Children and Young People introduced the new Chief Officer – Education, who would provide the presentation on attainment results, and she invited all elected members to in-depth presentations in respect of the schools within their Ward and urged them to get involved at a local level. The Chief Officer – Education explained that attainment had improved over a number of years and the results in National 5 English compared well with the National picture, National 5 Maths was better than the National Average and Chemistry was similar to the National average. It was highlighted that it was not just exam performance that was measured but attainment across everything i.e. Sport Leadership, Duke of Edinburgh etc. Individual schools were able to drill down into their own results and there would be a forensic analysis of the data for each School, Subjects within the school and for specific categories i.e. gender, LAC, SIMD, ASN and EAL and these results would be fed into the Action Plan for the School enabling targeted support to be put in place, sharing of good practice and learning from partners. Questions were answered in relation to areas of deprivation, the continuing increase of tutors being used outwith Schools and how GLOW2 could be used.

DECISION

NOTED:-

- (a) the presentation; and
- (b) that all Members would be informed of local meeting and invited to attend.

SENIOR PHASE STRATEGY

4. There had been circulated copies of a report by the Service Director for Children and Young People which described the work taking place in Scottish Borders Secondary Schools to progress the ambitions set out within Curriculum for Excellence in relation to the Senior Phase learning experience for all pupils in their 4th, 5th and 6th year at school. The report explained that the Senior Phase which spanned years 4th to 6th and was one of the most important, and potentially one of the most challenging. Schools were tasked with creating a curriculum that not only provided a meaningful learning experience which supported pupils in obtaining qualifications, but also enabled them to develop emotionally, physically and socially as young adults. Borders Schools have been working together to develop the curriculum, providing a much more diverse and ambitious Senior Phase experience for all 4th to 6th pupils across the Scottish Borders. The expansion of the curriculum presented challenges and opportunities. The "Senior Phase Strategy, April 2015", contained in appendix 1 to the report, built upon good practice in Borders schools and set out key recommendations of actions to be taken to ensure children obtained the highest level of qualifications and the highest quality skills for learning, life and work; resulting in a positive and sustained destination for all young people. It was evident in the development of the strategy for the Senior Phase that schools must build and develop partnerships with a range of further education providers and businesses, both within and beyond Scottish Borders. The ambitious agenda set out in the Senior Phase Strategy recommendations clearly demanded high quality partnerships moving forward. The question of future funding and the need to provide not only equality of opportunity but equality of access was raised and it was explained that there was guaranteed central funding for the next 2 years and access problems were appreciated with arrangements including the use of Taxis being put in place. Schools could also provide financial help in some cases. In response to a question on how parents were made aware of this help it was agreed that both school and council websites would be checked to ensure this information was available. Ms Ferahi expressed concern that the bar was not being set high enough and that parents were not mentioned in the Strategy although she considered them to be key partners. The Service Director School and Young People advised that the Senior Phase Strategy had been informed by a number of different documents which would cover the working of the whole school and that there would be a separate document detailing work with Parents and she offered to arrange visits for the parent representatives to schools so they could hear directly what was happening. Mr Donald highlighted the work of Church of Scotland chaplains within the Schools which he considered were an under used resource.

DECISION

- (a) **NOTED the draft Senior Phase Strategy, April 2015 for Secondary Schools.**
- (b) **AGREED that the final document be brought back to Committee for approval in due course.**

REVIEW OF OUT OF SCHOOL CARE POLICY 2015

5. There had been circulated copies of a report by the Depute Chief Executive (People) which described the review undertaken to develop a revised Out of School Care Policy. The review had recommended enhanced governance arrangements for the Vulnerable Out of School Care Grants Scheme. The report explained that there were 37 Out of School Care providers operating across the Scottish Borders, which were provided by a range of voluntary and private sector organisations who operated from a mixture of Scottish Borders Council (SBC), community and privately-owned facilities. Out of School Care providers supplemented the core universal school activities provided in communities whilst providing a valuable service for families. The majority operated as voluntary organisations with opening hours to meet the requirements of local families whilst aligning with the constraints of the business and provided care before and after school, with some also providing wraparound and holiday/in service care. SBC provided financial support to Out of School Care providers

through subsidised rent arrangements for some Out of School Care providers who operated from SBC premises and the Vulnerable Out of School Care Grant Scheme was in place to assist Out of School Care providers who met specific criteria. A number of organisations who were based within SBC premises provided Early Learning and Childcare as well as Out of School Care. The Early Years Team within SBC provided support to the Out of School Care providers with the aim of improving the quality of care across the Scottish Borders. This might be in the form of practical support ranging from establishing new Out of School Care provision, setting up a management committee through to provision of training and practice development. The existing Out of School Care in the Scottish Borders Policy had been approved in November 2010 and outlined SBC's commitment to work with all Out of School Care providers to develop their services and achieve financial sustainability. The policy established principles which were applied consistently when working with all Out of School Care providers in the Scottish Borders. To further assure consistency of application, a review of the 2010 Policy had been undertaken. The report detailed the main conclusions and highlighted that further clarity on rental arrangements for providers and access to the Vulnerable Grants Scheme was required. Questions were raised in relation to how many of the 37 provides used facilities outwith Council ownership as it was considered that they were at a greater disadvantage. The somewhat onerous requirements of the Care Commission in relation to provision, particularly for early years, were also raised. With regard to the Grant Scheme, the inclusion of the requirement not to have any outstanding debt to the Council was raised. It was suggested that this may unfairly discriminate against those providers who might only have a small debt but that debt was to the Council against those providers who had a large debt but not to the Council. It was agreed that the panel would need an element of flexibility in such cases. It was noted that the transfer of facilities to the Culture Trust might have implications for some providers, including private providers and it was agreed that this would be brought to Committee for future discussion if required.

DECISION

APPROVED:-

- (a) **the revised SBC Out of School Care Policy (2015), subject to the amendments detailed above; and**
- (b) **the implementation of a decision making panel to assess applications to the Vulnerable Out of School Care Grants Scheme.**

SUMMARY OF PRIVATE BUSINESS

MINUTE

1. The private section of the Minute of 4 June 2015 was approved.

The Education Business concluded at 12 noon and there followed a short adjournment.

OTHER BUSINESS

CHAIRMAN

On the resumption of the meeting, Councillor Parker took the Chair for the remaining business.

MINUTE

6. The Minute of meeting of the Executive Committee of 1 September 2015 had been circulated.

DECISION

APPROVED for signature by the Chairman.

SUB- COMMITTEE MINUTE

7. The Minute of the Trading Operations Meeting held on 17 August 2015 had been circulated.

DECISION

APPROVED for signature by the Chairman.

SUMMARY OF PRIVATE BUSINESS

SUB-COMMITTEE MINUTE

2. The private section of the Minute of 24 July 2015 was approved.

The meeting concluded at 12.10 p.m.

SUPPORT FOR THE BORDERS ECONOMY & THE COUNCIL'S CORPORATE TRANSFORMATION PROGRAMME – PROPOSED ADDITIONAL INVESTMENT

Report by Chief Executive

EXECUTIVE COMMITTEE

29 September 2015

1 PURPOSE AND SUMMARY

- 1.1 This report seeks the Committee's approval for additional investment to support the Scottish Borders economy and the Council's Corporate Transformation Programme.**
- 1.2 An annual review of the Balance Sheet was undertaken during 2014/15 and identified further additional resources of £500k not included in the 2015/16 Financial Plan. Executive Committee agreed that proposals regarding the expenditure of these additional resources be considered at a future meeting.
- 1.3 It is proposed that the additional funding should be used to meet key corporate priorities and ambitions set out in 'Ambitious for the Borders 2015'. The key themes that this additional investment is targeted at are firstly, inward investment, particularly across the wider Scottish Borders area; secondly, youth employment and employability; thirdly, continued support for the Council's Culture Strategy; and finally, Corporate Transformation action to deliver savings in relation to staff travel.

2 RECOMMENDATIONS

- 2.1 **I recommend that the Executive :-**
 - (a) Agrees the allocation of resources as set out in the report; and**
 - (b) Agrees to monitor progress on these actions through the regular Revenue Budget monitoring, Corporate Transformation and Performance Management reports.**

3 BACKGROUND

- 3.1 As reported to both the Executive Committee and Scottish Borders Council on 17 September 2013 and 25 September 2013 respectively, Finance staff undertook a review of the Council's Balance Sheet at 31 March 2013 which identified additional resources of £0.326m not included in the 5-year Financial Plan. This was used on a one-off basis to fund additional investment priorities of members, supplementing £810k of additional resources approved from the return of Police and Fire reserves to the Council.
- 3.2 At that time, the Chief Financial Officer committed to an annual review of the Balance Sheet. This was undertaken during 2014/15 and identified further additional resources of £500k not included in the 2015/16 Financial Plan. It was proposed that this resource should be ring-fenced in order to support Economic Development activity and infrastructure, the Borders Railway Blueprint and associated action plan, and the development of locality planning during 2015/16. Executive Committee agreed that proposals regarding the expenditure of these additional resources be considered at a future meeting.

4 PROPOSED ADDITIONAL INVESTMENT

- 4.1 It is proposed that the additional funding should be used to meet some of the key corporate priorities and the ambitions set out in 'Ambitious for the Borders 2015', the partnership agreement for the programme for local government in the Scottish Borders. The key themes that this additional investment is targeted at are firstly, inward investment, particularly across the wider Scottish Borders area; secondly, youth employment and employability; continued support for the Council's Culture Strategy ; and Corporate Transformation action to deliver savings in relation to staff travel.
- 4.2 Additional resources to support new inward investment activity have been highlighted as part of the Borders Railway Blueprint. A new Council approach to inward investment was agreed at Executive Committee on 1 September 2015. It builds on the major new opportunities provided by the opening of the Borders railway, but that also proposes new actions to promote the whole of the Scottish borders more effectively as a location for new investments by developers and businesses. The inward investment actions planned for the Railway Corridor will be supported by existing budget allocations. However, to fulfil the Council's ambitions for the wider Scottish Borders, it was agreed at Executive Committee on 1 September 2015 that £160,000 would be allocated to the Economic Development service to allow the employment of a dedicated officer for 2 years and also to allow the procurement of external resources to assist with the 'offer' and targeting of our promotion.
- 4.3 The additional investment in youth employment and employability activity will contribute towards the Council's support of the Developing the Young Workforce Programme. It would allow the Council to draw down European Social Fund (ESF) monies to then support businesses to provide additional employment opportunities for young unemployed people, as well as a range of other employability actions. It is proposed that £250,000 is allocated as match-funding for ESF, with spend commencing in 2015/16 and running into 2016/17. This proposal will particularly target employer recruitment incentive actions to continue the positive impacts that have

been achieved recently. The Council has supported local businesses to create 158 job contracts for young people over the last two years. This funding will be used to enhance the Scotland's Employer Recruitment Incentive (SERI) activity outlined in the report to Executive on 1 September 2015, with the aim of supporting similar numbers of young people.

- 4.4 Council approved the Culture Strategy at its meeting on 19 February 2015. As a consequence it has been possible to progress the Place Partnership established with Creative Scotland. Through this Partnership Creative Scotland offer £225k to the Council and this is match funded to achieve investment of £500k. At this stage it would be helpful to secure additional funds of £40k from the Council through which a further £40k could be drawn down by the Place Partnership resulting in a total of £80k. This fund is likely to be utilised in delivering a new facility which a number of arts organisations could use. Final proposals will require to be agreed with Creative Scotland but early indications from discussions with them indicate they are supportive of this approach. This investment would support the wider delivery of the Cultural Strategy.
- 4.5 Finally, as part of the Corporate Improvement Programme, it is proposed to invest £50,000 in order to deliver savings against the Council's staff travel budgets. Although the Council has been reducing and closely controlling these budgets in recent years, there is scope to implement new systems and approaches for staff travel that reduce the cost to the Council, whilst also reducing our carbon footprint. This action will be taken forward in the current financial year, 2015/16.

5 IMPLICATIONS

5.1 Financial

The review of the Balance Sheet at 31 March 2014 identified additional resources of £500k not included in the 2015/16 Financial Plan. It is proposed that this resource should be spent on the priority areas of inward investment (£160,000), youth employment and employability (£250,000), the Council's Culture work (£40,000) and Corporate Improvement actions to deliver savings on staff travel (£50,000) to assist the Council's financial plan.

5.2 Risk and Mitigations

The main risk in relation to these proposals is that the timing of the expenditure may shift, depending on detailed project planning and implementation plans. This risk is mitigated by the fact that this funding is a one-off allocation in the budget and that is planned to be spent over 2015/16 and 2016/17, with any variation in spend profile being addressed through the 'ear marked balance' process.

5.3 Equalities

An Equalities Impact Assessment is required because this report proposes an addition to funding for Council actions.

5.4 Acting Sustainably

No decision is required that has economic, social or environmental implications.

5.5 Carbon Management

No decision is required that has an effect on carbon emissions.

5.6 Rural Proofing

This report does not propose a new or amended policy or strategy.

6 CONSULTATION

6.1 The Chief Financial Officer, the Service Director Regulatory Services as Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR, and the Clerk to the Council have been consulted and their comments have been incorporated into the final report.

Approved by

Chief Executive

Signature

Author(s)

Name	Designation and Contact Number
Rob Dickson	Corporate Transformation and Services Director, Chief Executives, 01835 825075
David Cressey	Service Director Strategy & Policy, Chief Executives, 01835 825082
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Background Papers: Not applicable

Previous Minute Reference: Not applicable

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Bryan McGrath can also give information on other language translations as well as providing additional copies.

Contact us at Bryan McGrath, Chief Executives, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 01835 826525, Fax 01835 825071, email eitranslationrequest@scotborders.gov.uk.

SYNTHETIC PITCH PROGRAMME – PEEBLES AND HAWICK 3G PROJECTS

Report by Corporate Transformation & Services Director

EXECUTIVE COMMITTEE

29 September 2015

1 PURPOSE AND SUMMARY

1.1 This report proposes that:

- (a) the 3G synthetic pitch proposed for Peebles be located at Victoria Park (see Appendix B) and that the budget be increased by the sum of £564,200 in accordance with project estimates.**
- (b) the budget for Hawick 3G synthetic pitch at Volunteer Park (see Appendix F) be increased by £287,000 in accordance with project estimates.**
- (c) Both the Peebles and Hawick pitches are constructed during 2016**

1.2 In respect of Peebles, studies have been carried out on locations at the Gytes Leisure Centre, Victoria Park, Craigerne Lane, the High School and Haylodge Park. Public consultations have been carried out on locations at Peebles High School, Craigerne Lane and Victoria Park.

1.3 The public consultations have indicated that Victoria Park is the most suitable location for a 3G pitch in Peebles.

1.4 The location of the Gytes Leisure Centre was rejected due to the risk posed by flooding and Scottish Environment Protection Agency's opposition to development on a functional floodplain. Haylodge Park was rejected due to the need to undo previous improvement works if a full size pitch was to be created. Craigerne Lane options were rejected due to the strength of local resident objections.

1.5 In respect of Hawick the location at the present rugby club pitch at Volunteer Park has been the settled position since project inception.

2 STATUS OF REPORT

- 2.1 This is a public report but Appendix A in respect of the estimated costs is a private Appendix by virtue of paragraphs 8 and 9 of Schedule 7A to the Local Government (Scotland Act 1973). Paragraph 8 being that: The amount of any expenditure proposed to be incurred by the authority under any particular contract for the acquisition of property or the supply of goods or services. Paragraph 9 being that: Any terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or service.

3 RECOMMENDATIONS

3.1 I recommend that the Council:

- (a) Agree that Victoria Park is the preferred location for a 3G synthetic pitch in Peebles; and**
- (b) Agree that Council consider the addition of £564,200 to the Peebles 3G Project Budget as part of the construction of the 2016/17 capital programme and note that the increased cost may have an impact on the scope and timing of other capital projects and the revenue budget; and**
- (c) Agree that Council consider the addition of £287,000 to the Hawick 3G Project Budget as part of the construction of the 2016/17 capital programme and note that the increased cost may have an impact on the scope and timing of other capital projects and the revenue budget; and**
- (d) Agree the timelines for delivery within the report and consequently agree:**
 - i) that planning applications can be submitted to allow construction of both projects during 2016; and**
 - ii) that procurement of the necessary construction contracts should proceed with contract award awaiting confirmation of final budgets again to allow project delivery in 2016; and**
 - iii) that the necessary reports should be submitted to Hawick and Peebles Common Good Committees to agree the appropriate leases of ground for the new pitches.**

4 PEEBLES OPTIONS APPRAISAL

(a) VICTORIA PARK & CRAIGERNE LANE

4.1 The Victoria Park location was presented to the public at the public exhibition of 12 June 2015. A plan of Victoria Park is provided in Appendix B Highlights from the consultation follow:

4.2 The response from the four main Clubs in Peebles can be summarised as:

- Peebles Rugby Club in favour of Victoria Park
- Peebles FC in favour of Craigerne Lane
- Peebles Rovers in favour of Victoria Park
- Tweeddale Rovers in favour of Craigerne Lane

4.3 Individual email and feedback sheet responses received as part of the consultation can be summarised with regards to the preferred location numbers and objections against locations as

Location	Preferred Location	Generally Against
Victoria Park	43	15
Craigerne Lane	12	66

4.4 Of the 15 recorded against Victoria Park, 9 of these were against both Victoria Park and Craigerne.

4.5 Top Five Areas of Concern were recorded as follows:

Location	Area of Concern	No of Concerns Raised
Craigerne	Noise and Light Pollution	42
Craigerne	Traffic and Parking	41
Craigerne	Flooding and Drainage	28
Craigerne	Removal of Trees	27
Craigerne	Visual impact	13

4.6 The Project Team asked the public if they would be prepared to accept a smaller pitch size; this question was generally poorly answered however 12 people answered that they were not prepared to accept a smaller pitch; 1 person stating that this was acceptable.

4.7 It should be noted that the majority of responses received were those against the development being at Craigerne Lane. The residents around Craigerne were very prominent on the night of the exhibition.

(b) GYTES LEISURE CENTRE FLOOD RISK ASSESSMENT

4.8 The Council commissioned JBA Consulting to carry out a Flood Risk Assessment for Peebles 3G Pitch in December of 2013. The Flood Risk Assessment investigated the risk of flooding at the proposed pitch location in the grounds of the Gytes Leisure Centre.

- 4.9 The Flood Risk Assessment concluded that the proposed site is on a functional floodplain which is known to flood periodically. Modelling undertaken by JBA looked at three options within the grounds of the Gytes leisure centre, all of which are at risk of frequent, low intensity floods. Implications of a severe flooding event on a 3G pitch are wide ranging and invariably costly; pitch carpet replacement in the region of £300k with clean-up costs over and above the replacement cost.
- 4.10 Protection of the development from flooding could be created by either raising the level of the pitch or by construction of low level embankments, reducing the risk of frequent floods. However the impact of removing a volume of storage from the floodplain by incorporating these flood protection measures increases the risk of flooding to properties already at risk of flooding.
- 4.11 Compensatory storage may therefore be required to offset the loss of floodplain. The issue posed by a requirement for large scale compensatory storage areas, is that available land out with the floodplain and owned by the Council, is limited. It may be possible to construct additional compensatory storage at other locations along the river, although agreement would be required with landowners and the feasibility of these work investigated.

(c) SCOTTISH ENVIRONMENT PROTECTION AGENCY OBJECTION

- 4.12 The Flood Risk Assessment was submitted to Scottish Environment Protection Agency to gain their view on the proposal and a meeting was held to provide additional detail on the proposal. In their email of 03 April 2014, Scottish Environment Protection Agency made it clear that "If formally consulted through the planning process on the proposed development we would object in principle on the grounds that it may place buildings and persons at flood risk contrary to Scottish Planning Policy and PAN 69 based on the information supplied with this consultation."

(d) PEEBLES GYTES: SUMMARY

- 4.13 Officers believe that given the risk posed by flooding and the Scottish Environment Protection Agency's response, that to proceed with the Gytes is not entirely impossible but will prove very problematic, protracted and is likely to be expensive. It also noted that additional Flood Risk Assessment analysis will be required plus additional design and consultation would be required for the remaining alternative layouts within the grounds of the Gytes leisure centre. Members concluded that the Gytes was not a viable option.

(e) HAYLODGE PARK

- 4.14 Council officers have carried out basic measurements of the existing pitch and practice pitch and identified that the existing pitch play area measures 96m by 66m. Due to the existing topography, construction of a 3G pitch within this area would mean delivery of a smaller pitch play area so as to incorporate the required run off areas. 3G pitch play area is proposed to be 100m by 70m to attract the full sportscotland funding
- 4.15 To enable construction of a larger 3G pitch play area (100m by 70m) the existing floodlighting would need to be repositioned and fill material imported to the site so as to increase the level playing area required for the pitch.

- 4.16 The construction of the 3G pitch facility will reduce the usable area of the existing practice pitch.
- 4.17 Haylodge Park has recently installed new floodlighting and carried out drainage improvement works and relayed the turf pitch. These works cost in the region of £200k and received a contribution from sportscotland.
- 4.18 For construction of a full size 3G pitch the floodlighting will need to be taken down and re-erected to suit the pitch and the recent drainage works removed to accommodate the new pitch. The Council and sportscotland could receive criticism for wasting money by contributing to projects that are then replaced by another project.
- 4.19 Appraisal Workshop June 2014. When initially reviewing location options for Peebles, a workshop was held with Officers from across the Council, to appraise the various options. The outcome of that appraisal was that Victoria Park scoring the highest (most suitable); Gytes and Peebles High School scored equally in joint second place and Haylodge Park scoring the lowest (least suitable) option location.
- 4.20 Due to the distance of Haylodge Park from Peebles High School, there is a risk that the school may not utilise the new facility during weekday school time. If the school does not utilise the pitch, the facility would be considered to be community-based. As noted in the Capital Plan, there is an assumption that community-based synthetic pitches will not receive revenue funding from the Council whereas a school-based pitch would.
- 4.21 A plan of the existing Haylodge is provided in Appendix B.

(f) CRAIGERNE LANE & PEEBLES HIGH SCHOOL

- 4.22 Options have been considered at: Peebles High School; Craigerne Lane, south of and parallel to the road; Victoria Park. Detail of Victoria Park as developed is presented in 4.1 to 4.8 above.
- 4.23 Peebles High School; see location plan in Appendix D. Issues with this option include:
- (a) The 3G pitch will be tight up against the 2G pitch with a requirement to remove the newly installed running track and involve significant ground-works and it will be less than the optimal 100m by 70m;
 - (b) Removal of the area identified for future school expansion; this site will raise objections with neighbours/residents who voiced their opposition at both consultations;
 - (c) Access to the 2G pitch is via the gable of the new building and there is currently insufficient space elsewhere to replace this.
 - (d) The diversion of a water main will be required.
- 4.24 Craigerne Lane; see location plan in Appendix E. Issues with this option include:
- (a) The Council do not own sufficient land here and land purchase/land swap would be required (regardless of whether the pitch is orientated East/West as shown, or North/South)
 - (b) Ground levels here will require significant ground-works, more so if the pitch is orientated North/South
 - (c) This site will have objections raised by neighbours/residents who voiced their opposition at both consultations

- (d) The existing, long term drainage issues would need to be accommodated within the constraints of Scottish Water discharge to sewers. Scottish Water has indicated that their policy on drainage connections is changing and after 2015 they will no longer be allowed.

5 IMPLICATIONS

5.1 Financial

- (a) The current Peebles Capital Plan for 2015/16 is £1.095m. Delivery of the 3G pitch is now not possible within 2015/16. Should the Council agree to progress the Victoria Park option, £1,659,200 is required for the capital delivery of the pitch, over financial years 2015/16 and 2016/17. £564,200 is therefore required for the delivery of the 3G pitch in addition to the monies currently within the Capital Plan.
- (b) The current Hawick Capital Plan for 2016/17 is £0.990m. With the desire to deliver the 3G pitch during 2016/17 a review of costs has been carried out and the budget revised to £1,277m. £287,000 is therefore required for the delivery of the 3G pitch in addition to the monies currently within the Capital Plan. A plan of the Hawick pitch design is provided in Appendix F.
- (c) The detailed cost comparisons are included at Appendix A as a Private Paper.
- (d) By going out to the market with two 3G pitches the Council will be seeking to take advantage of potential commercial benefits offered by tendering parties.
- (e) Sport Scotland are presently committed to funding £300k towards the delivery of each pitch. The normal Sport Scotland grant application process will be followed for each pitch and additionally meetings will be held with Sport Scotland to discuss the overall scope and cost of each project along with the contribution being made by Sport Scotland.

5.2 Timeline

Set out below is the proposed timeline that will allow delivery of both pitches in 2016. Included in this time line is the necessary work with SportScotland (see 5.1 e) above). As part of completing the applications to SportScotland it will be necessary to conclude discussions with stakeholders in Hawick and Peebles, included within those discussions will be BSLT who the Council will be utilising to manage the pitches once they are delivered.

Two formal requirements of this process are to obtain planning permission and put in place leases with each Common Good Trust to secure the land on which the Pitches will be built. Recommendations to this effect are included within the report.

The time line below is provisional but utilises the experience gained from constructing previous pitches

Peebles & Hawick Key Dates

Milestone	Month / Year
Confirmation of Location (Peebles)	End September 2015
Initiate Planning Process	October 2015
Initiate Procurement of Construction Contracts	October 2015
Detailed Design and Contract Documentation Complete	December 2015
Planning Permission Granted	January 2016
Confirmation of Final Budget Award	February 2016
Award of Construction Contract	March 2016
Construction Complete	August 2016

5.3 Risk and Mitigations

- (a) Reputational risk to the Council if Peebles 3G is not viewed as value for money by the public or there are costs incurred should the full budget award not be provided as recommended. This risk is mitigated by the work not being abortive but of use even if there is a delay in construction due to budget availability. Value for money is best proven through the competitive procurement process and the input of SportScotland.
- (b) A suitable agreement including the financial aspects needs to be reached with the Common Good committee for use of the land at Victoria Park and Volunteer Park.
- (c) A geotechnical site investigation is required to confirm the suitability of the existing soils for use within the works. Should the soils prove to be unsuitable, additional costs would be incurred for their removal and disposal and for importing additional suitable material.
- (d) Stakeholders will require to be consulted should the Victoria Park option be endorsed. These will include but not be limited to; the Rotary Club, Horne's Funfair, Peebles and District Round Table and Peebles Scout Group. Relocation of activities that previously occupied the proposed pitch area and part of the surrounding will be required. This could elongate the planning process, result in amendments to the proposed scheme layout and incur additional costs. Stakeholders require to be consulted should the Volunteer Park option be endorsed. These will include but are not limited to: Common Riding Committee, existing Lease Holders, Bill McLaren Park Ltd and other sports clubs that from time to time utilise the Volunteer Park.
- (e) Discussions have commenced in respect of Peebles with Scottish Water on the connection of the proposed drainage into the existing drainage network. Until Scottish Water has confirmed the available capacity of the local network there is a risk that permission to connect could be refused therefore a risk of delay with associated costs exists. In respect of Hawick the design ties directly into the proposed Flood Protection Scheme.
- (f) All trees in Victoria Park are within the conservation area. A number of trees would require to be removed. An arboricultural assessment has been carried out so as to enable the preparation of a tree constraints plan which will identify; species, retention categories, root protection requirements and planting/replacement strategy.

- (g) An ecology ground based survey has been commissioned for the proposed pitch location so as to carry out a risk assessment for the potential presence of bat roosts and breeding bird habitats. The results will identify the need for further detailed surveys of medium and high risk trees and advise on any license requirements should they be needed, to allow works to progress without adversely effecting protected species.

5.4 Equalities

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

5.5 Acting Sustainably

The synthetic pitch programme is designed to provide good access to high quality multi-purpose pitch facilities to local communities, thereby reducing the need and distanced travelled to reach such facilities.

5.6 Carbon Management

There are no known effects on carbon emissions.

5.7 Rural Proofing

N/A

5.8 Changes to Scheme of Administration or Scheme of Delegation

N/A

6 CONSULTATION

6.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR and the Clerk to the Council have been consulted and any comments received have been incorporated into the final report.

6.2 Corporate Communications are also being consulted.

Approved by

Rob Dickson

Signature

Corporate Transformation & Services Director

Author(s)

Name	Designation and Contact Number
Michael Woods	Project Manager +5865

Background Papers: APWG 18 August 2015
 APWG 1 September 2015
 APWG 21 October 2014

Previous Minute Reference: [insert last Minute reference (if any)]

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Michael Woods can also give information on other language translations as well as providing additional copies.

Contact us at Michael Woods, Council HQ, +5865

Appendix B – Victoria Park, Peebles

Victoria Park Option

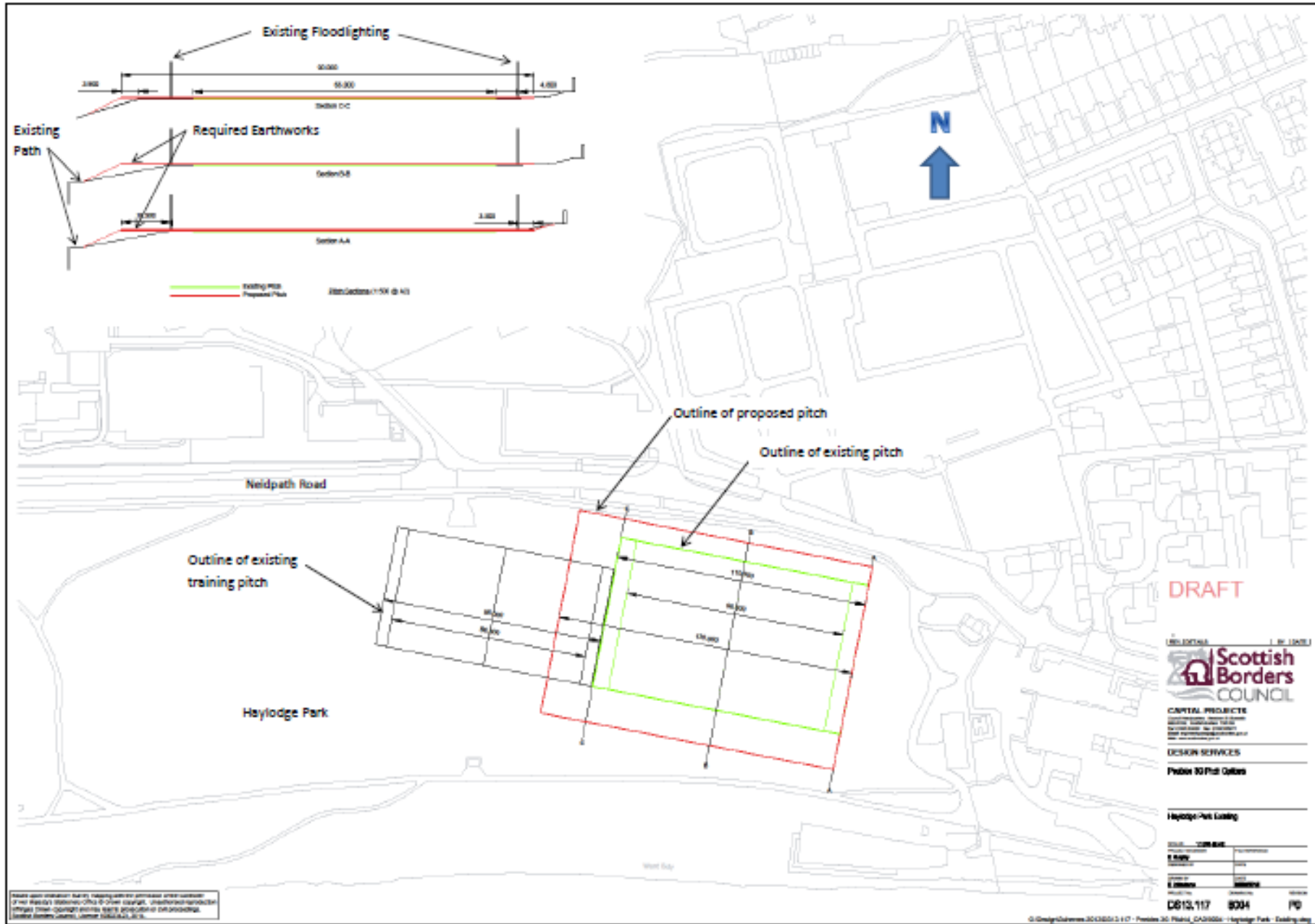


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APPENDIX C – EXISTING HAYLODGE LAYOUT

Appendix C – Haylodge Park

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DRAFT



Project 30 Pitch Gates

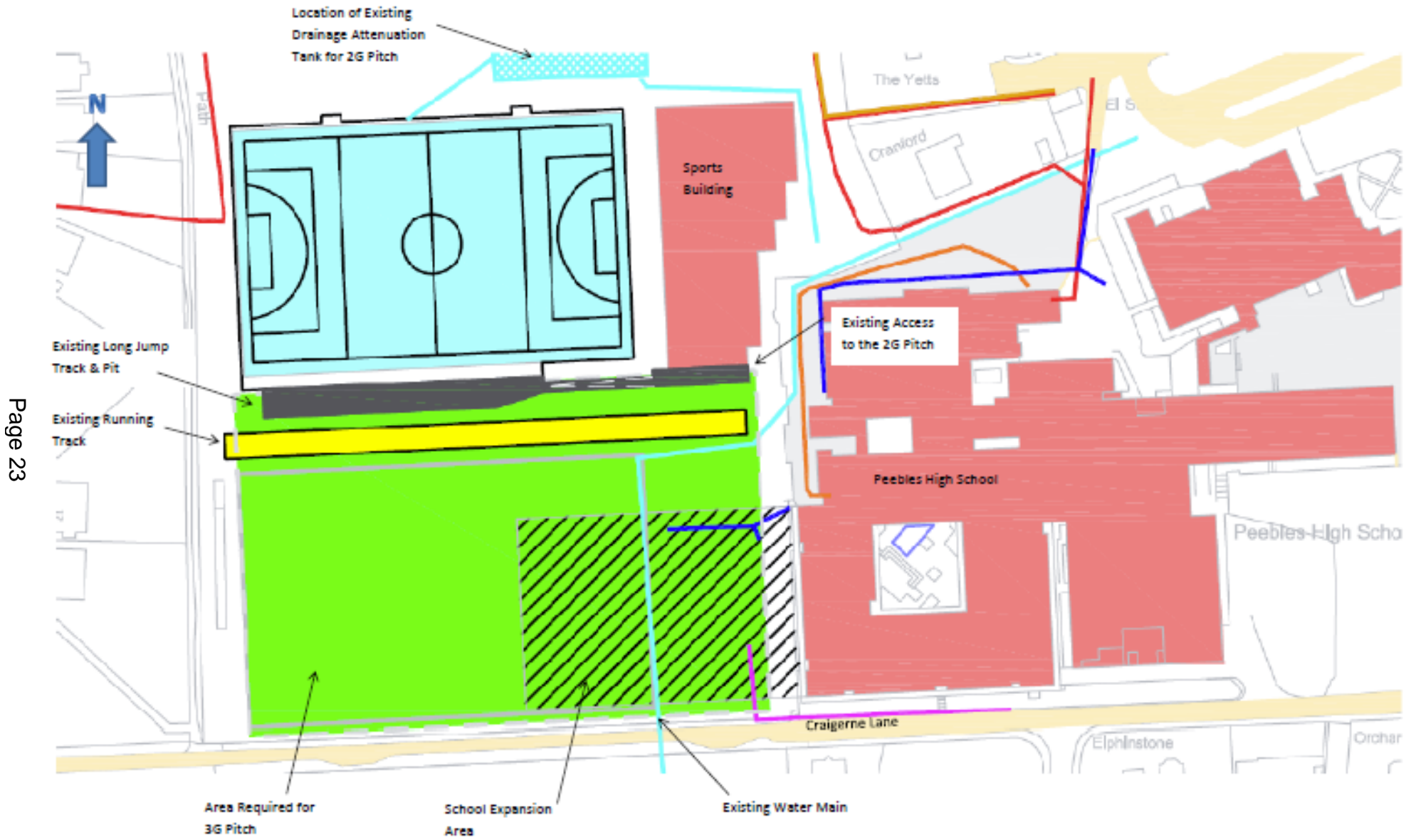
Haylodge Park Lighting

Scale: 1:200
Date: 29/09/15
Author: [Name]
Check: [Name]
Drawn: [Name]
Project No: CB13.117 8004 PD

© Design Services 2015. All Rights Reserved. Project 30 Pitch Gates, CB13.117 Haylodge Park, Edinburgh

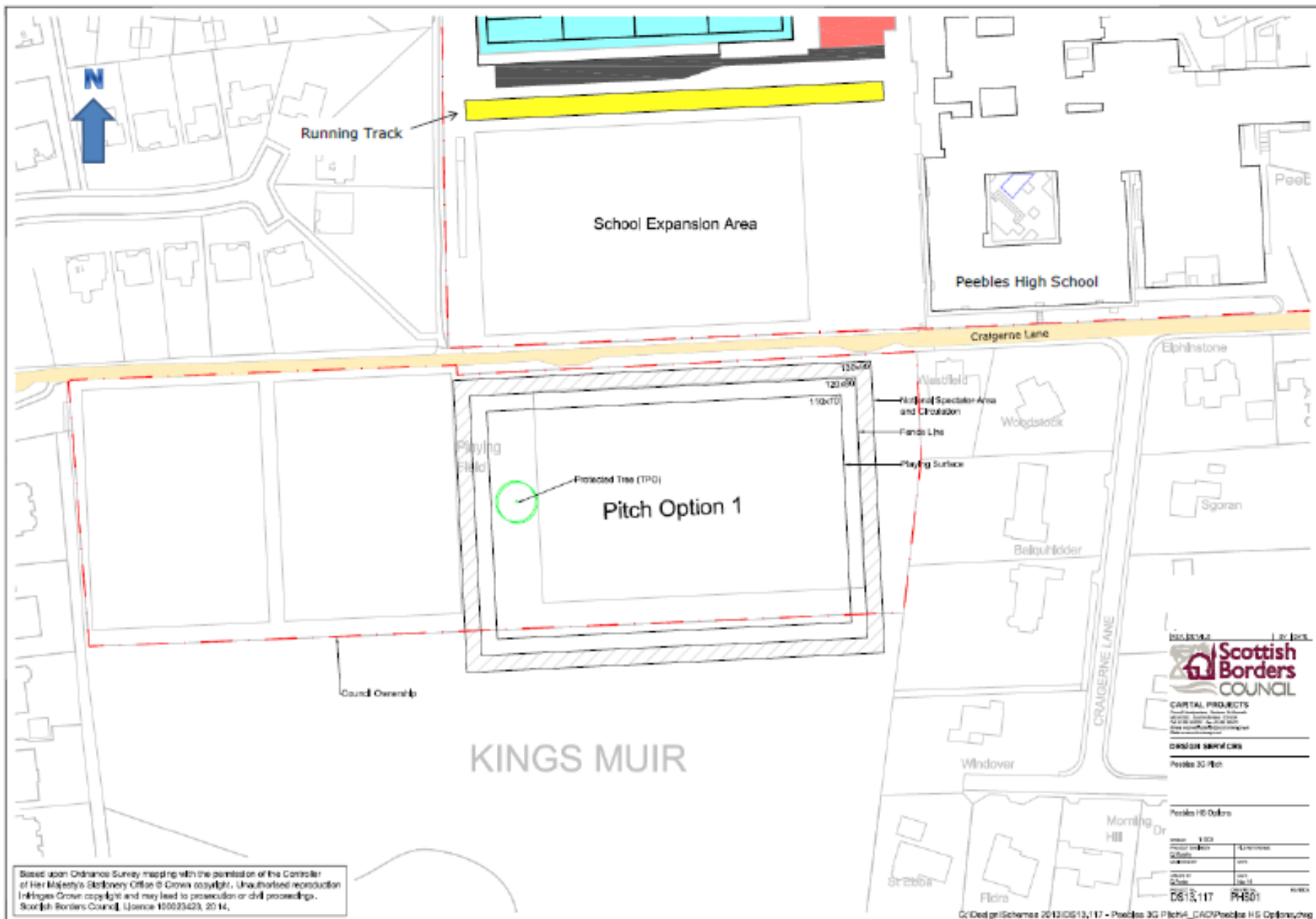
APPENDIX D – PEEBLES HIGH SCHOOL

Appendix D – Peebles High School



Appendix E – Craigerne Lane

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Scottish Borders Council
Capital Projects
 CAPITAL PROJECTS
 Scottish Borders Council
 11/12 High Street, Peebles
 Scottish Borders, TD11 1BY
 01896 842000
 www.scottishborders.gov.uk

Project Details
 Name: Kings Muir
 Scheme: PEEL/HS/2015/001
 Date: 28/09/2015
 Drawn by: D813/117
 Checked by: PH450

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Appendix F – Hawick



River Teviot

Old Tennis Courts now removed

Existing Soil Bund

Proposed 3G synthetic pitch (located on existing rugby pitch)

Perimeter spectator storage areas, width varies

Cricket Pitch

LOCATION PLAN N.T.S.

General Description
3G synthetic pitch with a playing area of 114m x 80m plus a 3m perimeter carpet run off.

Carpet to be lined to play rugby and football. Other lines to be painted on as required.

3m high perimeter fencing raised to 5m high behind goals at ends. Pedestrian access and ball retrieval gates provided along with vehicle gate. Perimeter fence to be weld mesh panels, colour coated 'Green'

1.2m high spectator barrier provided around perimeter of pitch.

Goal storage area provided in perimeter fencing, complete with a tarmac surface finish.

Floodlighting generally on 6 x 15m high columns - hinged for maintenance purposes. Lighting designed to achieve an average illumination of 300 lux over the entire rugby-football pitch. Switching designed to permit reduced lighting levels for training etc and for half pitch use.

New access provided for maintenance purposes. Access route to be gated and locked to prevent unauthorised access.



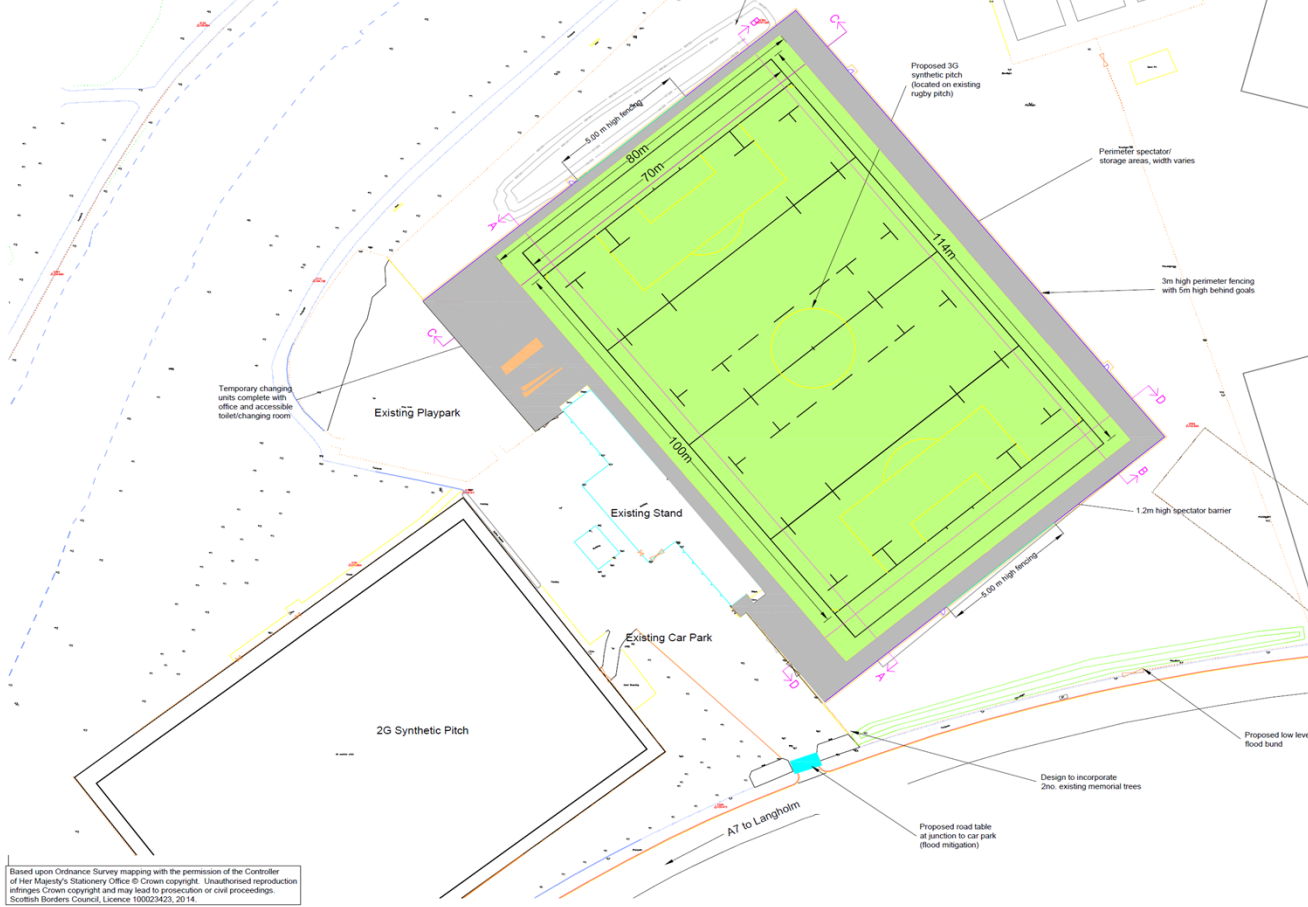
CAPITAL PROJECTS
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DESIGN SERVICES
Hawick 3G Pitch
Volunteer Park, Hawick

General Layout Plan

SCALE: 1:500 A1	FILE REFERENCE
PROJECT NUMBER	
DESIGNED BY D.Murphy	DATE April 2015
DRAWN BY D.Parker	DATE April 2015
PROJECT No. DS14.101	DRAWING No. 8003
	REVISION P1

© DesignSchemes 2014/DS14.101 - Hawick 3G Pitch_CAD/8003 - Preliminary Layout.dwg



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DEFINING A SECONDARY SALTING ROUTE NETWORK FOR INTRODUCTION IN WINTER 2015/16

Report by Service Director Commercial Services & Service Director Neighbourhood Services

EXECUTIVE COMMITTEE

29 September 2015

1 PURPOSE AND SUMMARY

- 1.1 This report seeks approval to amend the Winter Service Plan 2015/16 by defining a Secondary Salting Route Network in urban communities and rural areas across the Scottish Borders.**
- 1.2 This report presents a proposal that, following consultation with Council Members and Community Councils, a defined secondary salting route network be introduced in Winter 2015/16.

2 RECOMMENDATIONS

- 2.1 I recommend that the Executive Committee agrees to amend the Winter Service Plan in 2015/16 by defining and including a secondary salting route network in urban communities and rural areas across the Scottish Borders.**

3 BACKGROUND

- 3.1 The Council undertakes a Winter Service on nearly 3,000km of local road network. The Service is provided by the Neighbourhood Services.

Under the Roads (Scotland) Act 1984, Section 34, all roads authorities are required to *'take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads'*. The safe passage of people on the road network during winter is very important for the social and the economic needs of the area.

- 3.2 To assist in meeting the legal requirements the Department produces an annual Winter Service Plan which describes what steps will be taken to maintain the local road network free from ice and snow as far as it is considered reasonable within the available budget. The Plan is mainly based on a route treatment hierarchy where priority routes have been determined depending on various factors such as traffic volumes, bus routes and access to schools, shops and medical centres.

- 3.3 How the Council keeps the road network operating safely and effectively is taken forward in 2 ways:

1. Prevention – by pre-salting roads to reduce the effect of frost and frozen conditions, taken forward on a routine, planned basis. The road network is currently split into Primary and Secondary Routes. Planned “pre-salting” is only undertaken on the Primary Routes. The remaining road network will then come under the “post-treatment” or secondary route network where, after treating the primary routes, there is time and resources to cover them, and it is believed that the freezing conditions will continue. Although all routes receive some treatment, priority is given to the Primary Network. This preventative approach is covered in the Winter Service Plan.
2. Intervention – through large scale snow clearance following extreme winter conditions, taken forward on more of an ad hoc basis, involving emergency actions and community resilience. This is coordinated by the Council’s Emergency Planning processes.

4 PROPOSED AMENDMENT TO THE WINTER SERVICE PLAN FOR 2015/16

- 4.1 Officers consider, on a regular basis, aspects of the current Winter Service Plan arrangements as having the potential to improve the winter service. During the last two years consideration has been given to introducing a defined secondary salting network across the council’s road network.

- 4.2 At the Executive Committee meeting on 22 October 2013, Members instructed the Director of Environment and Infrastructure to:

- produce a defined secondary salting network to be brought forward before members for approval for the winter of 2014/15.

- 4.3 In producing a defined secondary salting network, officers presented a report, "Review of Winter Service Plan for Year 2014/15 to the Executive Committee on 9 December 2014 and a briefing note on "Defining a Secondary Salting Route Network During the Winter of 2014/15" to the Administration Policy Working Group (APWG) on 20 January 2015. At the APWG the item of business was deferred and it was noted that a consultation seminar would take place in August 2015 for the Winter Service Plans 2014/15 and 2015/16 and where a defined secondary salting route network would be discussed with members.
- 4.4 Currently 37% of the council's road network is treated under primary salting, with the remaining 63% being covered under secondary treatment. Secondary treatment essentially means that the remaining 63% of network will be salted when, after treating the primary routes, there is time and resources to cover them, and it is believed that the freezing conditions will continue.
- 4.5 The Council's Winter Service Plan details that for those roads not assessed for primary treatment, the Road Hierarchy, as shown in APPENDIX A is used to dictate the order of treatment of the remainder of the network. When conditions dictate, and resources are available, secondary treatment of the remaining 63% of the network is being carried out. However, this method of prioritisation is open to interpretation and can result in a varied level of service and inconsistencies in service delivery.
- 4.6 As with a defined primary route network, the establishment of a definitive secondary route network would ensure that the council could provide, through its communications, i.e. Website; Social media; CRM; more detailed, specific, and consistent information to the public on the next level of treatment that is being provided after primary salting.
- 4.7 On the establishment and approval of a definitive secondary network, any remaining roads not treated as primary or secondary, will only be treated when extended weather conditions persist, all primary routes have been treated, resources have been committed to treat secondary routes, and resources have become available.
- 4.8 In determining a definitive secondary network, officers having followed two distinct processes in respect to Rural and Urban areas. These are:
- Rural areas – identified network to meet defined criteria
 - Urban areas – identified network through consultation with ward members and local communities

- 4.9 In identifying a secondary salting network in rural areas, officers have applied the following criteria to define a rural secondary salting network:
- previously removed 6% primary salting network
 - any A and B class roads not covered under Primary Treatment
 - remaining school transport routes
 - remaining identified timber transport routes

This exercise has defined the sections of road network which would be covered under rural secondary treatment and these are listed in APPENDIX B and coloured black on the plan in APPENDIX C.

- 4.10 The identified sections of road network listed in APPENDIX B and coloured black on the plan in APPENDIX C extend to a total of 472 kilometres which is 16% of the council's total adopted road network. In considering the design of secondary routes to cover the identified sections of road network, officers have endeavoured to gain maximum efficiency of gritting equipment and achieve a two to three hour route completion time. This has resulted in 12 secondary routes being designed within rural areas to cover all identified road network sections and these routes are shown on the plan in APPENDIX D.
- 4.11 In identifying a secondary salting network in urban communities, officers followed a different approach to that used in rural areas by engaging with local Members and Community Councils to allow their input to define the roads and streets that should be included under this treatment level. During May and June four open sessions allowed members to view initial proposals by officers, while those Community Councils whose town or village was to receive secondary treatment were also consulted. Members also participated in two workshop sessions during a Winter Seminar held in the Council Chamber on Thursday 20th August.
- 4.12 The suggestions received from Members and Community Councils during the consultations have now been considered by officers and, where appropriate, have been included within the final proposals of the roads and streets to be included within a defined urban secondary salting network. These roads and streets are shown coloured blue on the town and village plans in APPENDIX E.
- 4.13 In carrying out the exercise to define an urban secondary network the extent of the network was constrained by the size of the available resource, i.e. suitably sized gritting equipment and available trained drivers, however, a further 14 secondary routes have been defined within urban towns and villages and these routes, and the communities being covered, are shown in APPENDIX F.

- 4.14 As part of the process to define a secondary network, the council's insurers, Zurich Municipal, were consulted on the outcome of the process being applied. Their response confirmed that it is for the Council to have a Winter Service Plan that outlines the priorities in terms of the classification of any routes and to carry out salting in accordance with that plan. They further confirmed that if a reasonable winter maintenance system is in place which is based on the resources available and this is followed, there will be a reasonable defence to any claim made.

6 IMPLICATIONS

6.1 Financial

- (a) In 2015/16 the winter service will be delivered as a funded service. The operational staff required to deliver the winter service activities have their base wages fully funded as part of the Neighbourhood Services (NS) budget and a budget provision for winter related overtime has also been provided as part of the general NS budget. The basic cost of all plant and vehicles required to deliver the winter service are also fully funded from within the NS budget.
- (b) The main financial risk posed by winter in 2015/16 centres on the amount of overtime that will be required to deliver the service, which in turn is driven by the magnitude, timing and duration of winter weather events. Routine primary salting is generally required out-with core working hours in the early morning and evening and under existing employees Terms & Conditions will continue to give rise to overtime costs.
- (c) Should the Scottish Borders experience a severe or protracted winter, it will be the level of overtime coupled to a lesser extent by salt consumption and additional vehicle fuel consumption and repairs that are likely to apply additional budget pressures.
- (d) Defining a Secondary Salting Network in itself does not impose any financial increase to the winter service. The greatest majority of secondary salting is carried out during normal core working hours with only weekend working being in overtime. Any increase cost to the winter service as a result of secondary salting will be dependent on the severity of the winter and would have been incurred under the current arrangements.

6.2 Risk and Mitigations

- (a) The changes to the Winter Service Plan for 2015/16, defines a secondary salting route network which will ensure a consistent level of secondary winter treatment to be delivered across Scottish Borders Council. Should the changes not be adopted, varied levels of secondary treatment will continue to be delivered, leading to inconsistencies in treatment levels.

6.3 Equalities

An Equalities Impact Assessment has been carried out on this proposal and it is anticipated that there are no adverse equality implications.

6.4 Acting Sustainably

There are no significant economic, social or environmental issues associated with this report.

6.5 Carbon Management

There are no significant impacts on the Council's carbon emissions that are additional to current operation.

6.6 Rural Proofing

There are no equality impacts resulting from this report. A Rural Proofing template has been completed which found no real issues. A copy of this is attached to the report.

6.7 Changes to Scheme of Administration or Scheme of Delegation

There are no changes which are required to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals in this report.

7 CONSULTATION

7.1 The Chief Financial Officer, the Monitoring Officer, the Chief Legal Officer, the Service Director Strategy and Policy, the Chief Officer Audit and Risk, the Chief Officer HR, and the Clerk to the Council have been consulted and any comments received will be incorporated in the final report.

7.2 Council Members and Community Councils have been consulted on the roads and streets to be included within a defined Secondary Salting Network.

Approved by

Andrew Drummond-Hunt

Service Director Commercial Services

Signature.....

Jenni Craig

Service Director Neighbourhood Services

Signature.....

Author(s)

Name	Designation and Contact Number
Colin Ovens	Infrastructure Manager, Ext 6635
David Richardson	Asset Manager, Ext 6584

**Background Papers: Review of Winter Service Plan for Year 2013/14 and
Review of Winter Service Plan for Year 2014/15
Previous Minute Reference: None**

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Jacqueline Whitelaw can also give information on other language translations as well as providing additional copies.

Contact us at Jacqueline Whitelaw, PLACE, Business Support, Scottish Borders Council, Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA, Tel 0300 100 1800, email JWhitelaw@scotborders.gov.uk.

APPENDIX A ROAD HIERARCHY

	Route Description	Length (km)
TRUNK ROADS		(in Borders)
A1	National Border to boundary with East Lothian	30
A7 (south)	National Border to Kingsknowes Roundabout	45
A68	National Border to boundary with Midlothian	66
A702	boundary with South Lanarkshire to boundary with Midlothian	11
A6091	Kingsknowes roundabout to junction with A68	9
TIER I		
A7 (north)	Galashiels -Edinburgh	30
A72	Glasgow -Peebles -Galashiels	55
A697	Fireburnmill -Greenlaw -Carfraemill	38
A698	Hawick -Jedburgh -Coldstream	47
A699	Selkirk -St Boswells -Kelso	28
A701	Edinburgh -Moffat	46
A703	Peebles to boundary with Midlothian	16
A1107 (south)	A1 -Eyemouth	3
A6088	Carter Bar -Bonchester -Hawick	23
A6089	Kelso -Gordon -Whiteburn (A697)	21
A6090	Bonjedward Triangle	0.3
A6105	Earlston -Duns -Berwick	48
A6112 (north)	Duns -Grantshouse	14
B6357	Jedburgh -Newcastleton -Canonbie	47
TIER II		
A707	Selkirk to Caddonfoot	12
A708	Selkirk to Moffat	36
A721	Kirkurd -Carnwarth	2
A1107 (north)	Eyemouth -Coldingham -Tower	18
A6112 (south)	Coldstream -Duns	20
B709	Langholm -Innerleithen -Heriot	61
B710	Caddonfoot to Bowland	6
B711 (east)	Roberton to the A7 (Hawick)	6
B712	Peebles -Rachan	12
B6352	Kelso to Town Yetholm	14
B6355	Tranent -Gifford -Chirnside -Eyemouth	35
B6359	Hawick -Lilliesleaf -Melrose	24
B6362	Stow to Lauder plus Lauder spur (A68 to A697)	10
B6365	B6365 at Millburn Bridge to A6112	3
B6374	Melrose Road	6
B6399	Newcastleton to Hawick	32
B6401	A698 at Kalemouth -Morebattle -Town Yetholm	14
B6438	Preston to St Abbs	17
B6460	Greenlaw to Paxton	23
B6461	Kelso -Swinton -Berwick	32
B7007	Garvald to boundary with Midlothian	4
B7009	Tushielaw to Selkirk	23
B7059 (north)	A701 at Halmyre to West Linton	4
TIER III		
B711 (west)	Tushielaw to Roberton	17
B6350	Kelso -Cornhill	8
B6356	Clintmains - Bemersyde - Earlston	9

	Route Description	Length (km)
B6358	Spittal-on-Rule to Jedburgh (Dunion Road)	7
B6360	A7 near Lindean to A6091 at Tweedbank roundabout (Abbotsford Road)	3
B6360	Lowood Bridge to Leaderfoot (Gattonside Road)	5
B6361	Melrose to Newstead	2
B6364	Kelso -Stichill -Greenlaw	12
B6368	Heriot -Soutra	9
B6397	Earlston -Kelso	15
B6398	Newtown -Bowden	4
B6400 (west)	Ashkirk to Ancrum, A68	18
B6404	St Boswells to Charterhouse Crossroads, B6397	9
B6405	Denholm -Hassendean	4
B6436	Kelso to Morebattle	10
B6437 (north)	Whitsomehill Crossroads -Chirnside -Houndwood (A1)	16
B6453	Clarielaw -Midlem -Toftbarns	4
B6456	A697 near Whiteburn to A6105 at Choicelee (Westruther Road)	16
B6470	Swinton Hill to Norham	5
B7016	Broughton to Biggar (boundary)	5
B7039	A708 at Philiphaugh to B7009 (Bowhill Road)	2.5
B7059 (south)	A72 at Drochil to Romannobridge	5
B7060	A707 at Yair to A7 (The Rink)	3
B7062	Peebles -Traquair	12
C77	Lauder to Galashiels	14
C84 (north)	Junction with A68 to Oxton	0.5
C94	Coldstream -Swintonmill -Bogend	11
TIER IV		
B6396	Kelso -Wooler	8
B6400 (east)	A68 to Crailing	6
B6437 (south)	Lennel -Whitsomehill Crossroads	8
All Other 'C Class' Roads		
D80/1	A72 @ Walkerburn to Elibank Road	1
D83/1	Haughhead to Scrogbank	6
D83/2	A707 junction @ Ashiestiel to Scrogbank	7
TIER V		
All Remaining Public Roads		

APPENDIX B

LIST OF IDENTIFIED SECTIONS OF RURAL ROAD NETWORK

ID No.	Route	Distance (km)	Route Description
1	C4	4.313 km	From junction with A701 south of Romanno Bridge by Boggsbank to junction with B7059 at West Linton
2	D17/1	6 km	From A701 at Whim Farm by Wester Deans, Earlyburn and Shiplaw to join A703.
3	D31/1	1.2 km	From junction with A72 west of Castlecraig entrance by Kirkurd Church to junction with A72 at Kirkdean.
4	C1	9.49 km	From junction with A703 at Eddleston by Level Crossing and Wormiston to junction with A72 by two branch roads at Meldonfoot
5	B7007	4.08 km	From junction with B709 at Garvald Cottage to boundary with Midlothian Council north of Garvald.
6	B709	4.5 km	From junction with Borthwick Hall to junction with B7007 at Garvald Lodge.
7	B709	15.45 km	From junction with B7007 at Garvald Lodge to junction with A72 at Innerleithen
8	B709	9.52 km	From the north leg of twin junction at the D1/2 to boundary with D&G Council
9	B6368	6.5 km	From junction with A7 near Crookston House by Crookston Mains to boundary with Midlothian Council
10	C11	2.3 km	From junction with Station Road, Stow to Watherston Farm Cottage
11	D17/2	2.53km	From A7 at Nettlingflat Road end by Nettlingflat to turning area at Brothershiels.

12	D190/4	1.05km	From B6398 at Newtown St Boswells to turning area at Eildon Mains Farm.
13	D190/4	1.26km	From A6091 at Melrose to turning point at Rhymer's Stone
14	D83/1	5.98 km	From B709 by Haughhead and West Bold to Forestry Road at Scrogbank.
15	D83/2	6.5 km	From twin junctions A707 near Ashiestiel Bridge via Peel Hospital and Elibank to Forestry road junction at Scrogbank. (Continues to Area 1 - D83/1)
16	D80/1	0.43 km	From the termination of Caberston Road to its junction with the C83/1
17	B710	1.3 km	From its junction with A72 at Clovenfords to its junction with A707 at Caddonfoot
18	B7060	3.7 km	From its junction with A7 at Tweed Bridge to its junction with A707 at Yair Bridge
19	B6360	3.68 km	From junction with A7 south of Tweed Bridge by Abbotsford to junction with A6091 at roundabout east of Galaford Bridge
20	C76	10.6 km	From junction with A68 at Stoneyford Bridge and Clackmae to junction with A68 at Sorrowlessfield
21	D4/4	0.71 km	From C76 at Wineburgh to A68 near Galadean
22	B6356	3.9 km	From its junction with A6105 to its junction with B6360 near Redpath
23	C78	6.54 km	From its junction with B6356 south of Redpath to its junction with B6397 at Smailholm

24	D34/5	2.5 km	From B6356 atr Bemersyde to junction with C87 at Third
25	D56/4	1.15 km	From B6398 south of Whiterig to Greenwalls
26	D17/4	0.9 km	From B6359 at Dingleton Road to Charge Law Plantation Access
27	C91	3.3km	From junction with B6397 near Covehouse by Mellerstain to junction with A6089 near Whitehill
28	C90	9.59km	From junction with B6397 near Fans by Lightfield, Byrewalls to junction with A6105 near Middlethird
29	D56/5	0.47km	From junction with A6105 at East Gordon to D57/5 junction
30	D57/5	3.32km	From junction with A6089 near Greenknowe by Fawside Cottage and Macks Mill to junction with D56/5 near East Gordon
31	C89	3.15km	From junction with A6105 at West Morriston to Legerwood
32	D23/4	0.5 km	From its junction with D190/4 at Eildon to its Junction with A68 at Monksford
33	B6356	0.85 km	From D31/5 at Dryburgh Village to B6356 east of Dryburgh
34	D51/5	1.60 km	From its junction with D55/5 north of Westruther to its junction with the B6456
35	C86	2.87 km	From its junction with the B6456 at Westruther to its junction with the A697

36	C86	2.38 km	From its junction with the A697 to its junction with A6089 at Houndslow
37	C86	2.23 km	From its junction with the A6089 at Houndslow to Crosbie
38	C80	5.3 km	From its junction with the B6404 by Millfield to its junction with the D105/4
39	D105/4	0.6 km	From its junction with C80 north to its junction with the D106/4
40	D106/4	1.56 km	From its junction with the D105/4 to its junction with B6397
41	C79	2.4 km	From B6397 at Mainberry to A6089 at Courthill
42	C79	2.7 km	From A6089 at Courthill to its junction with B6364 at Stichill
43	D59/5	1.8 km	From its junction at A6089 at Skinlaws Toll to its junction with B6364 at Newton Don East Lodge
44	D2/6	2.3 km	From its junction with C98 Duns Road to Rawburn farm Cottages at the end of the public road
45	D1/6	2.58 km	From its junction with C98 to Moor Plantation Access
46	D172/6	6.65 km	From its junction with the B6355 to the Reigional Boundary
47	C106	7.2 km	From its junction with the C107 Whiteburn to its junction with the C130 south of Cockburnspath

48	C119	4.23km	From junction with A1107 at Huxton to junction with B6438 at Cairncross
49	C118	3.66km	From junction with B6355 near Whiterig by Moorpark to A6105 at Foulден.
50	B6355	6.9 km	From its junction with the A6112 at Preston to its junction with the A6105 at Ninewalls
51	D46/6	3.95 km	From its junction with the A6105 east of Duns to its junction with the B6460 at Sinclairs Hill
52	D93/5	2.8 km	From the C102 west of Fogo to B6460 at Bogend
53	C96	2.7 km	From the C94 at Hirsell Law to A6112 at Todhillrig
54	B6470	2.25 km	From its junction with the B6437 west of Ladykirk to the National Boundary
55	B6437	6.1 km	From its junction with the B6470 west of Ladykirk to its junction with the A6112 north of Lennel
56	C55	2 km	From its junction with B6350 east of Redden to its junction with the C69 at Hadden
57	C 69	1.85 km	From the C55 at Hadden to its junction with the C56 west of Holefield
58	B6396	8.3 km	From its junction with B6352 at Proctors Smithy to B6396 at National Boundary
59	C58	3 km	From its junction with the B6396 north of Lurdenlaw to the C58 at Lempitlaw

60	C58	3 km	From its junction with the C58 at Lempitlaw to its junction with the B6396 at Holefield
61	C70	1.6 km	From its junction with the B6359 Pressenhill to the C59 at Hoselaw mains
62	C59	4.4 km	From its junction with the C70 at Hoselaw Mains to its junction with the B6352 south west of Graden
63	D28/4	0.85km	From its junction with the A699 to D29/4 at Rutherford Farm
64	D29/4	1.33km	From D28/4 at Rutherford to its junction with the D30/4 at Rutherford Mains
65	D30/4	1.39km	From D29/4 just south of Rutherford Station to its junction with the C68 at Burnside
66	B7016	5.4 km	From its junction with A701 at Broughton to Regional boundary at Spittal Burn
67	C10	7.8 km	From its junction with the D66/1 Kirkton Manor to the access to Ford Langhaugh
68	C8	5.2 km	From its junction with the A708 at Cappercleuch to Cramalt
69	C22	5.3 km	From its junction with the A708 at Yarrow Bridge to its junction with the B7009 at Kirkhope
70	B7039	2.7 km	From its junction with the A708 Generals Bridge to its junction with the B7009 Carterhaugh Bridge
71	A708	0.3 km	The north western section of the triange from the A707 Linglie Road to its junction with A708

72	B711	17 km	From its junction with the B709 at Tushilaw Inn to Roberton
73	D4/3	1.2 km	From its junction with the B711 at Greenbank to its junction with the D1/3 at Burnfoot
74	C13	3.3 km	From its junction with the A7 north of Green Hill to its junction with the B6400 at Clerklands
75	B6400	7.2 km	From A7 north of Ashkirk to B6359 at Lilliesleaf
76	C18	5.5 km	From its junction with the A7 at Synton Mossend to its junction with the B6400 at Riddel south lodge
77	B6405	3.3 km	From its junction with the B6359 at Hassendean to its junction with the A698 at Denholm
78	D16/3	1.6 km	From A698 at Honey Burn to its junction with D15/3 north of Cavers Mains
79	D15/3	0.25 km	From its junction with the D16/3 to its junction with the D17/3 west of East Middle
80	D17/3	3.1 km	From its junction with the D15/3 north east of Cavers Mains to A6088 at Cauld Mill
81	D32/3	5.8 km	From its junction with the A7 at Branxholm Bridge to Chapel Hill
82	C44	3.88km	From its junction with B6405 near Hassendean Station by Minto Village to junction with B6405 at Melgund Glen, with a branch from the south end of Minto Village to junction with C42 near Teviothaugh.
83	C12	4.61km	From its junction with the C77 near Threepwood by Jeaniefield to junction with C76 at Chapel Mains

84	D30/3	1.5 km	From its junction with the A7 at Teinside Bridge to Commonsie
85	D24/3	2 km	From its junction with the A7 south of North House to Old North House
86	D29/3	2.1 km	From its junction with the A7 at Bowan Hill for 2.1 km to its junction with the farm track heading north towards Dryden Fell
87	D28/3	6.3 km	From its junction with the A7 at Teviothead to Merrylaw
88	D25/3	5.4 km	From its junction with the A7 at Branxholm Bridge past Hay Sike crossroads at the top of the Nipknowes
89	D24/3	3.68km	From the crossroads at the top of the Nipknowes to just north of Auld Ca-Knowe
90	C29	5.7 km	From its junction with the A6088 at Hawthornside to its junction with the B6399 at Berryfell
91	C34	5.7 km	From its junction with B6357 Saughtree to the national boundary at Deadwater Station
92	D35/3	1.8 km	From its junction with the B6357 south of Larriston to its junction with the D36/3 at Steel Road Bridge
93	C25	0.23km	From its junction with the B6357 at Hermitage Street to the junction of the D37/3 at Townfoot Bridge
94	D37/3	2.21km	From its junction with the C25 at Townfoot Bridge to the Car Park north of Dykecrofts Cottage
95	C54	4.5 km	From its junction with the B6400 west of Ancrum to its junction with the D63/4 at Rawflat

96	C42	2.7 km	From its junction with Myrescroft to just east of Chesters Grange
97	C67	2.6 km	From its junction with the A68 south east of Harrietsfield to its junction with the C68 south west of Fairnington
98	C 68	3.8 km	From its junction with the C67 south west of Fairnington to its junction with the D30/4 at Rutherford Burnside
99	B6400	5.5 km	From its junction with the A68 east of Ancrum to its junction with the A698 west of Crailing
100	D97/3	1.6 km	From its junction with the A68 at Bonjedward to the cross roads north of Sharplaw
101	C38	4.1 km	From its junction with the A698 north of Lanton to its junction with the B6358
102	C41	6.8 km	From its junction with Oxnam Road to its junction with the C32 at Newbigging
103	C40	3.5 km	From its junction with the C41 at Wildcat Gate to its junction with the C39 at Crailinghall
104	C39	2.45 km	From its junction with the C40 at Crailinghall to its junction with the C41 at Millheugh
105	D90/3	1.55 km	From its junction with the C41 at Millheugh to its junction with the D91/3 east of Harden Mains
106	D91/3	1.9 km	From its junction with the D90/3 east of Harden Mains to its junction with the C41 at Oxnam
107	C32	5.3 km	From its junction with the C41 south of Oxnam to its junction with the A68 at Camptown

108	C30	7.7 km	From its junction with the C32 east of Newhouses to its junction with the A68 at Inch Bonny
109	C 31	6.9 km	From its junction with the A68 at Earlshaugh to its junction with the A6088 at Chesters
110	D85/4	2.8km	From its junction with the B6350 Sprousten Road to its junction with the B6396 at Easter Softlaw
111	C33	6.84km	From junction with A68 South of Edgerston by Edgerston Tofts and Browndeanlaws to junction with C41 near Middlesknowes
112	C41	1.89km	From junction with C33 near Middlesknowes to crossroads at Pennymuir
113	C41	5.55km	From junction with C33 near Middleknowes by Swinside Hall to its junction with the C32 at Newbigging
114	C41	11.63km	From its junction with the B6401 near Grubbit Hill by Hownam and Swanlaws to its junction with the D138/4 to Buchtrig
115	D93/4	2.4 km	From its junction with the A698 at Heiton to its junction with the C50
116	C50	6.2 km	From its junction with the B6436 Wester Softlawe to its junction with the A698 at Eckfordmoss
117	D115/4	1.4 km	From its junction with High Street, Kirk Yetholm to ford south of halfwayhouse
118	C61	10.7 km	From its junction with the B6401 to Cocklawfoot
119	C49	2.24km	From junction with B6352 at Thirlestane by Cherrytrees to junction with B6352 at Braehouse

APPENDIX C
PLAN OF IDENTIFIED SECTIONS OF ROAD NETWORK
MEETING DEFINED CRITERIA SO AS TO BE INCLUDED
IN A RURAL SECONDARY SALTING ROUTE NETWORK

COPY ISSUED AS SEPARATE DOCUMENT

APPENDIX D
PLAN OF PROPOSED RURAL SECONDARY SALTING ROUTES

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**APPENDIX E
PLANS OF PROPOSED ROADS AND STREETS TO BE INCLUDED
WITHIN A DEFINED URBAN SECONDARY SALTING NETWORK**

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APPENDIX F **PROPOSED URBAN SECONDARY ROUTES**

EILDON AREA

- Newtown St Boswells – Melrose – Tweedbank – Gattonside – then after refilling - St Boswells – Lilliesleaf
- Earlston – Lauder – Oxton – then after refilling – Gordon – Greenlaw
- Galashiels – Clovenfords (inc Craigmyle Park)
- Selkirk

TWEEDDALE

- Peebles Town (south of the Tweed)
- Peebles Town (north of the Tweed)
- Innerleithen – Cardrona – Walkerburn
- West Linton (inc Rutherford Castle)

CHEVIOT

- Kelso (inc Sunlaws Village) – Coldstream
- Town Yetholm – Kirk Yetholm

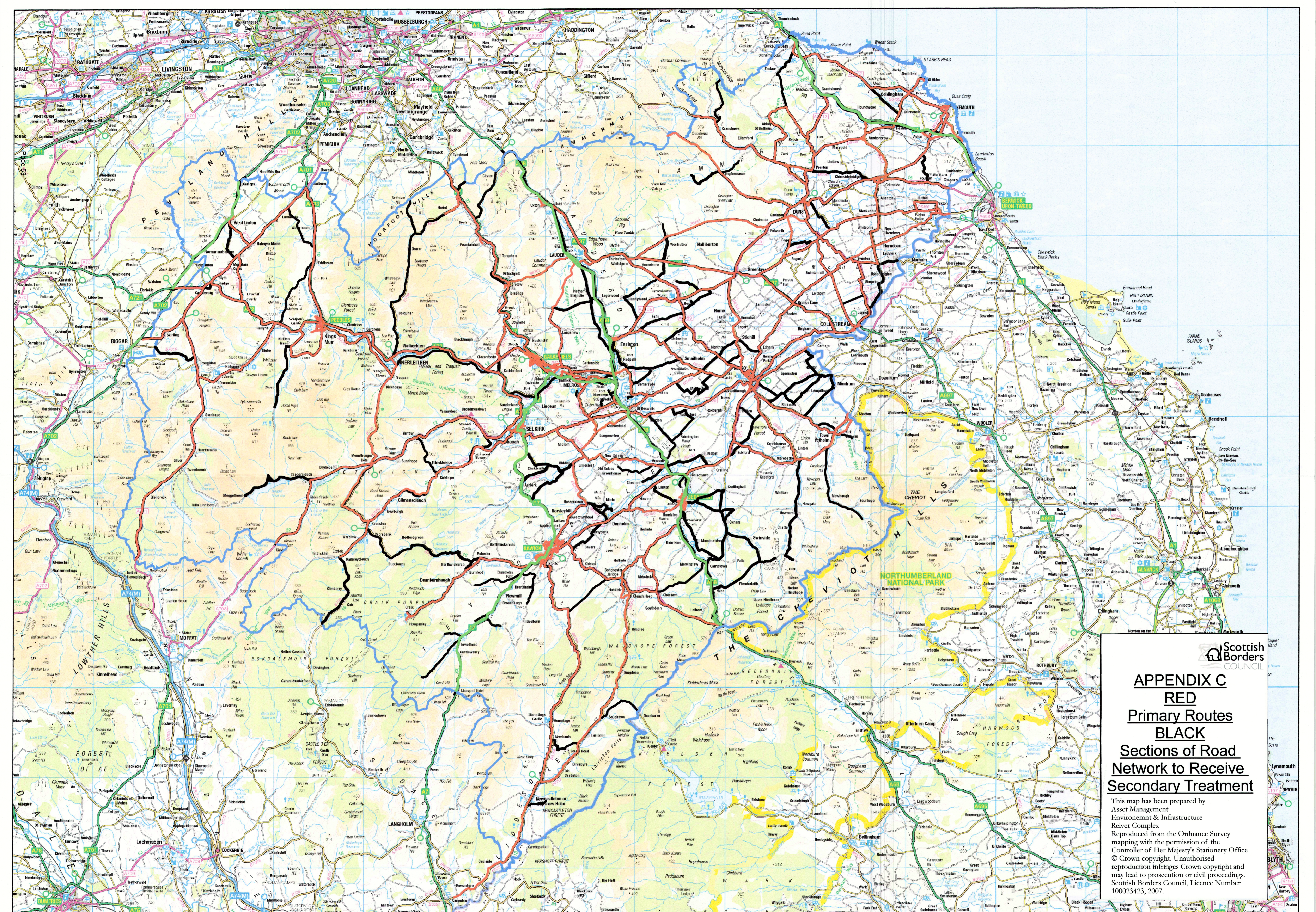
TEVIOT & LIDDESDALE


- Hawick
- Jedburgh – Ancrum – Denholm
- Newcastleton

BERWICKSHIRE

- Duns – Chirnside – Eyemouth – then after refilling – Coldingham - Cockburnspath

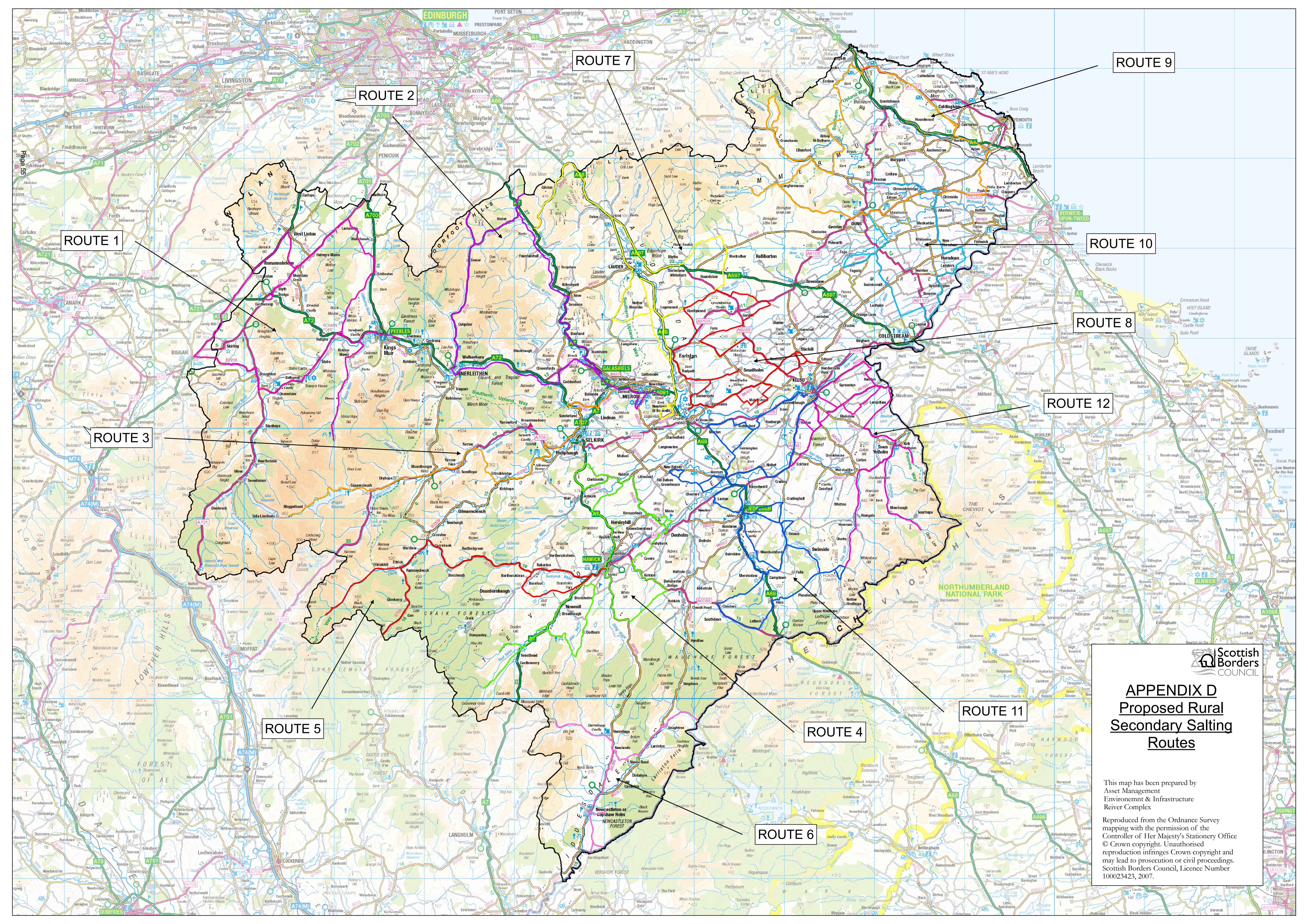
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APPENDIX C
RED
Primary Routes
BLACK
Sections of Road
Network to Receive
Secondary Treatment

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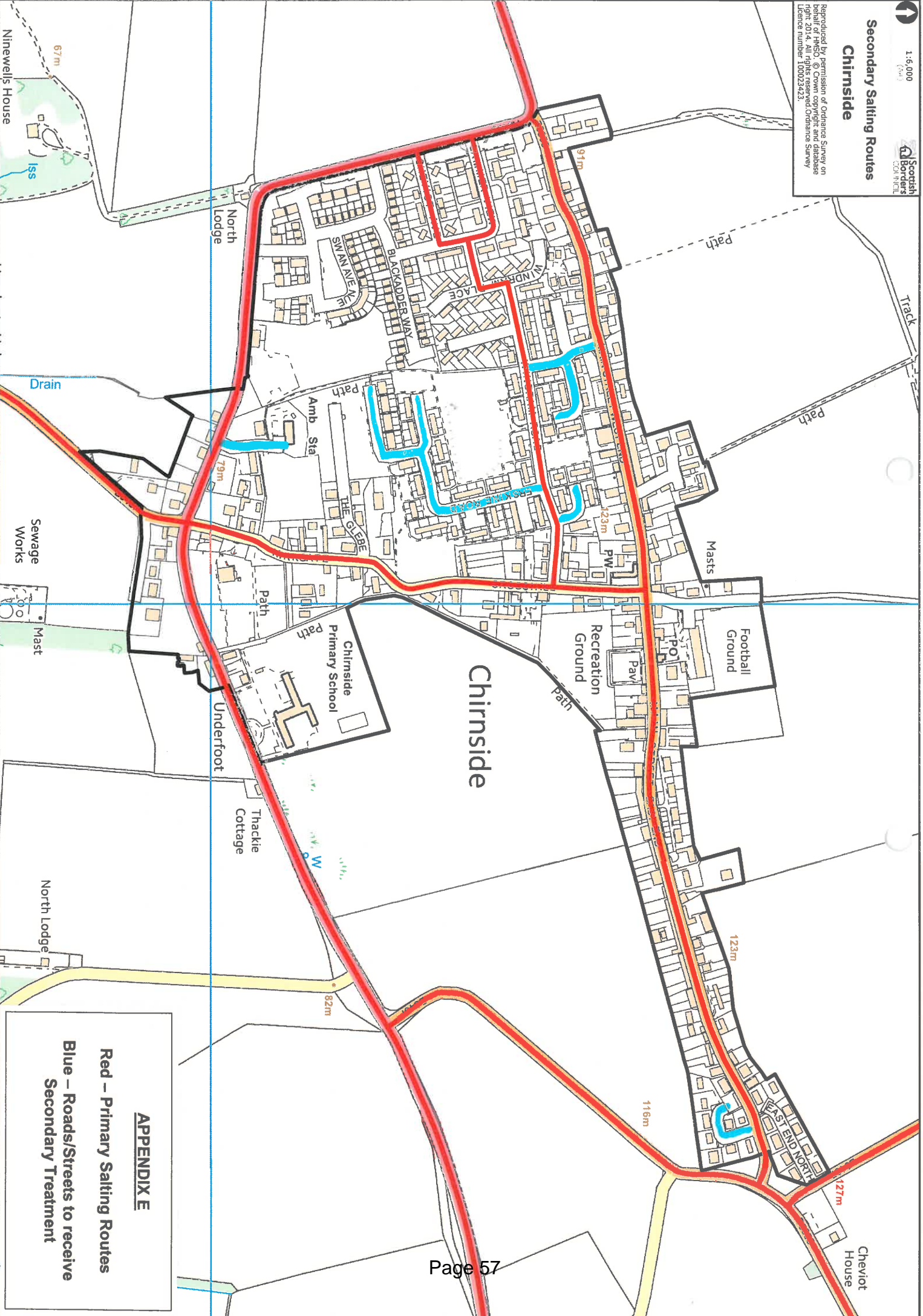


APPENDIX D Proposed Rural Secondary Salting Routes

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



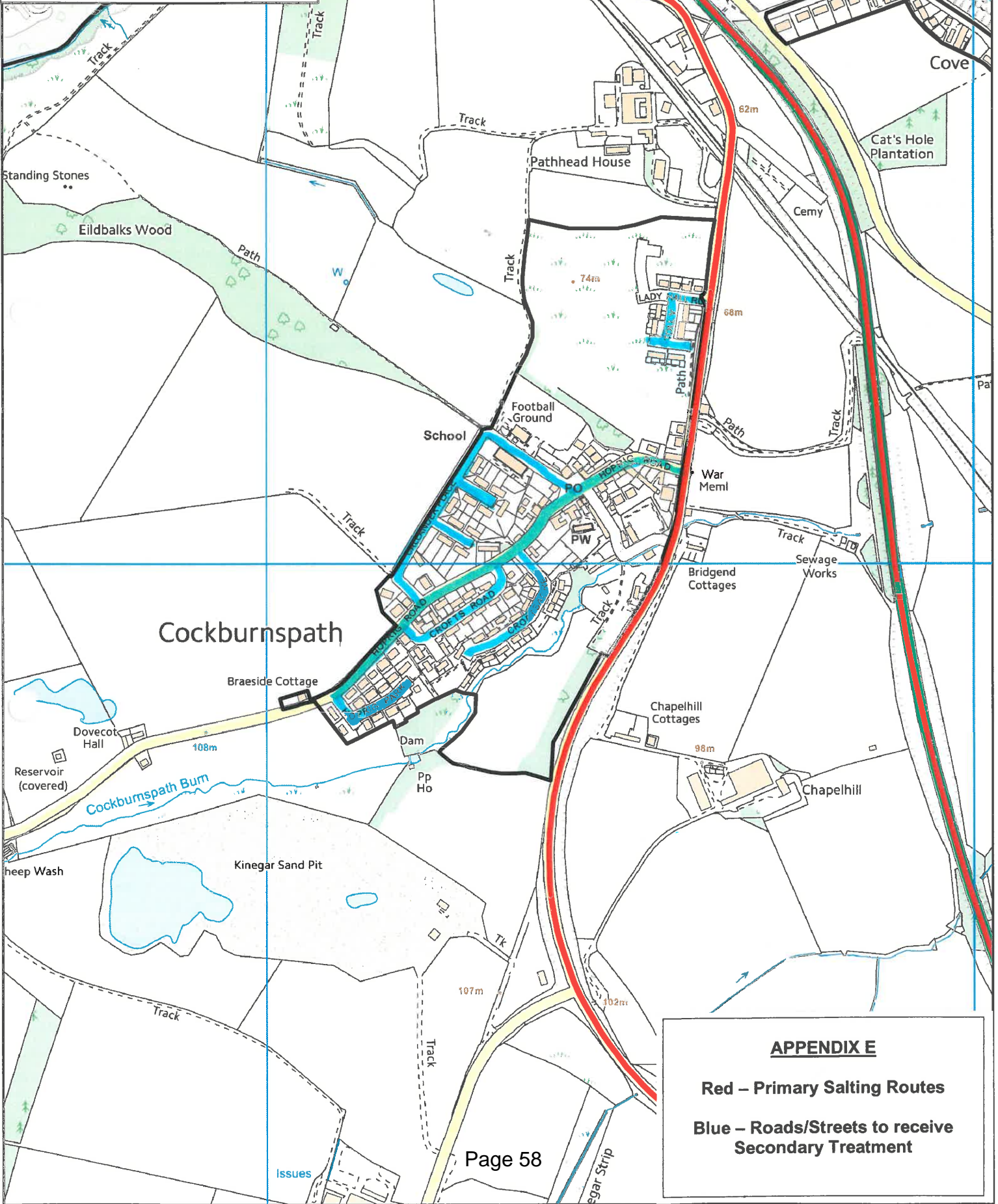
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Secondary Salting Routes

Cockburnspath

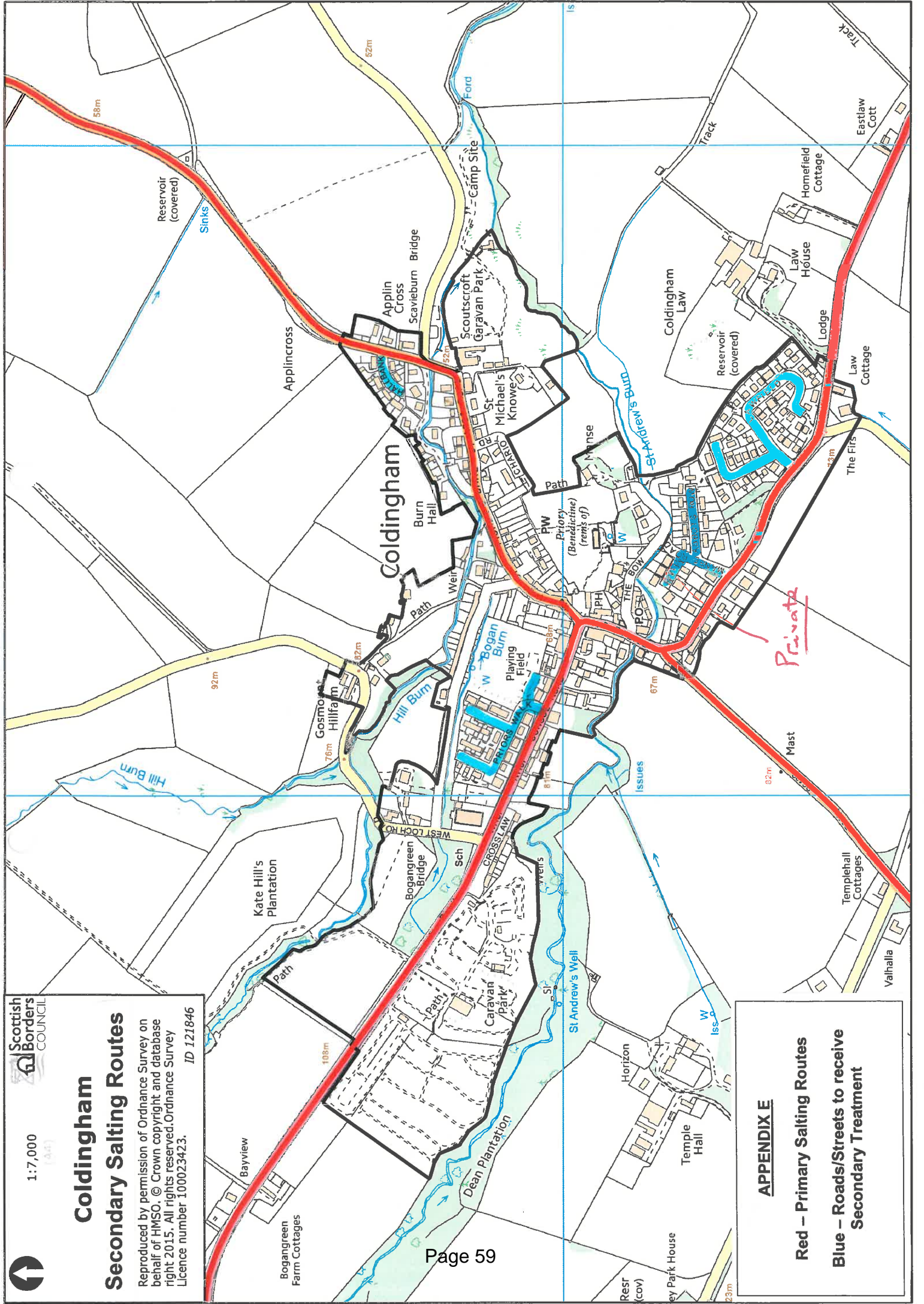
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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



Private



Scottish Borders COUNCIL

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Coldingham

Secondary Salting Routes

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



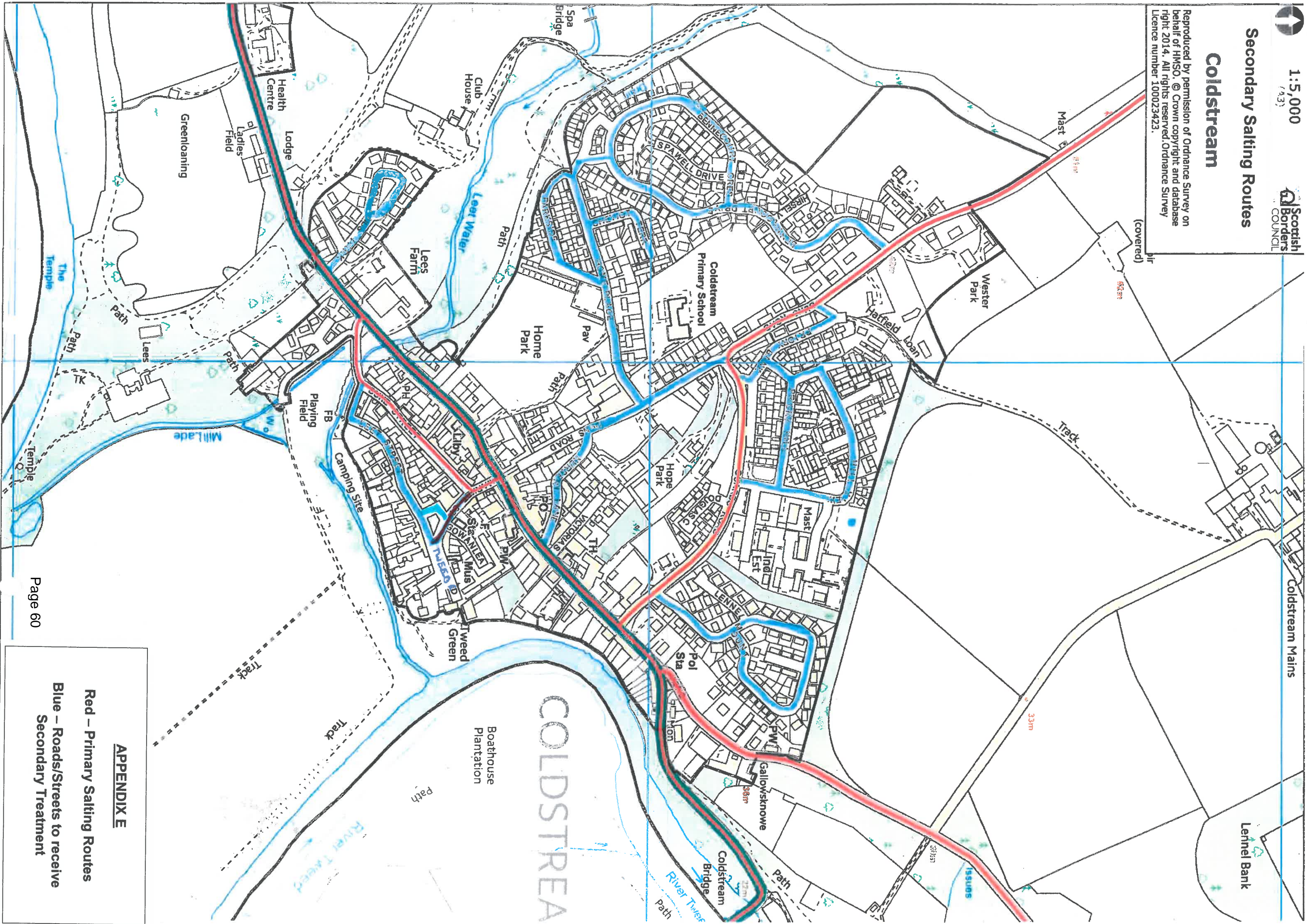
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Secondary Salting Routes

Coldstream

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Coldstream Mains

Lehnal Bank

APPENDIX E

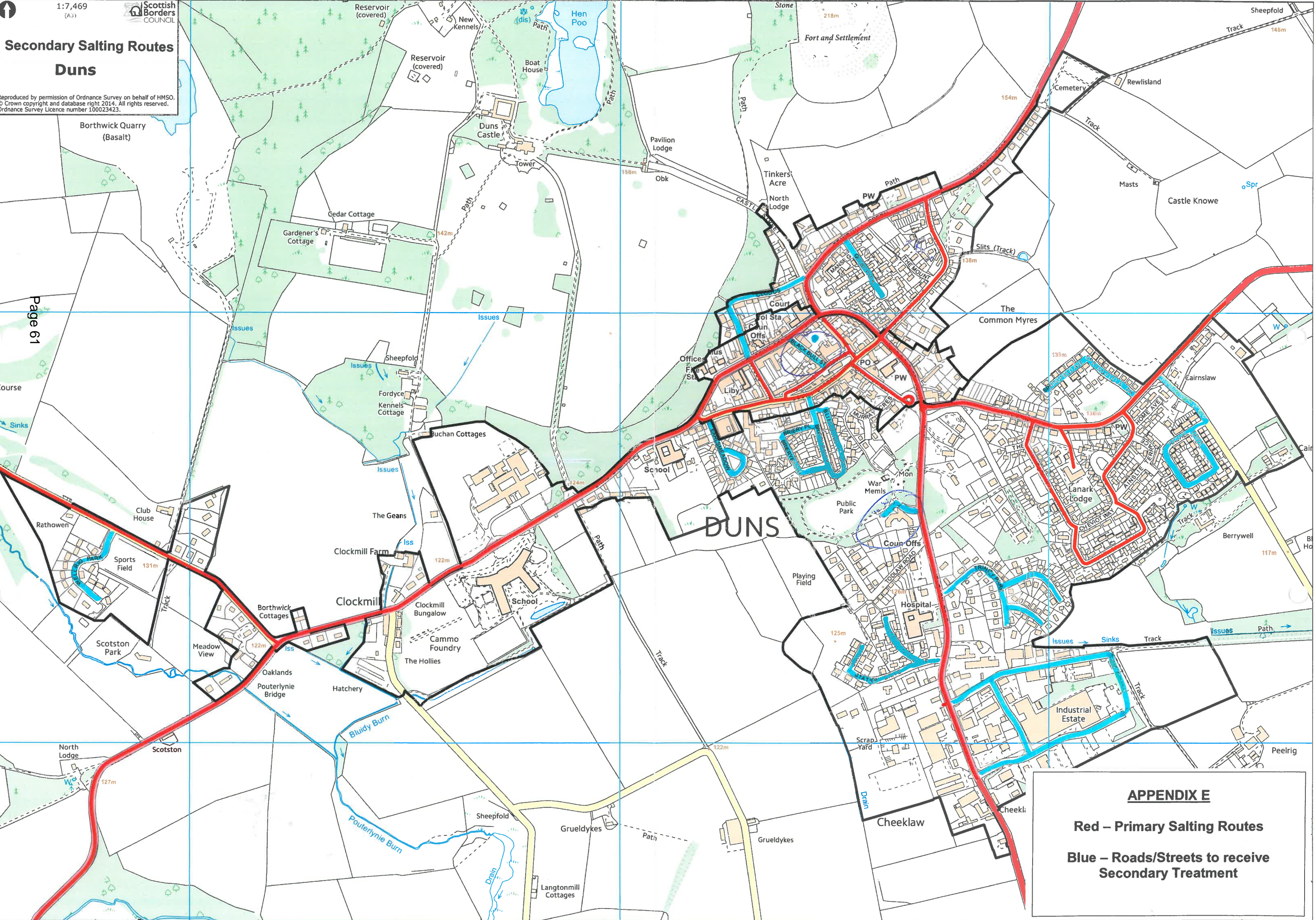
Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

Secondary Salting Routes Duns

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



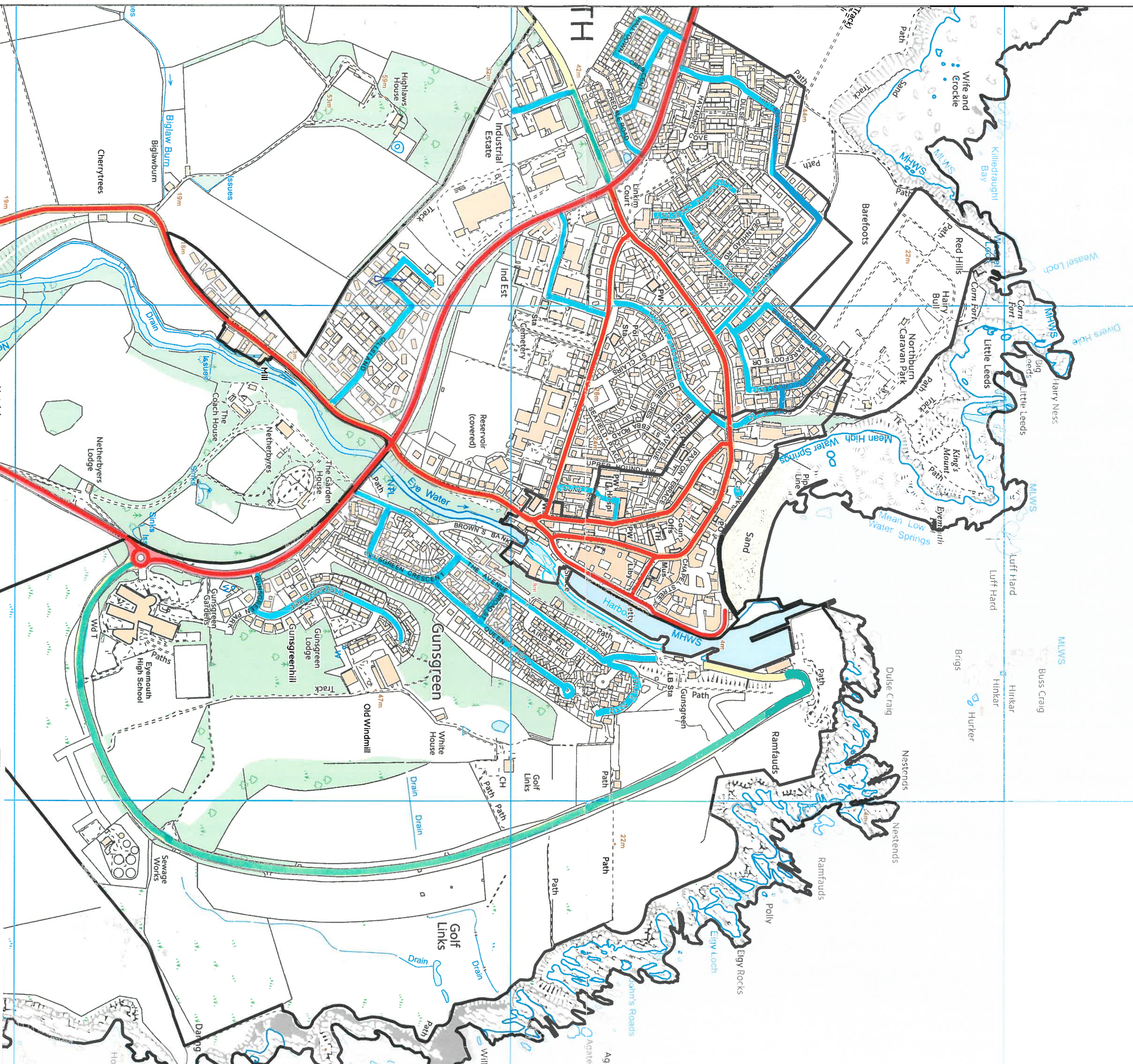
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Secondary Salting Routes

Eyemouth

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

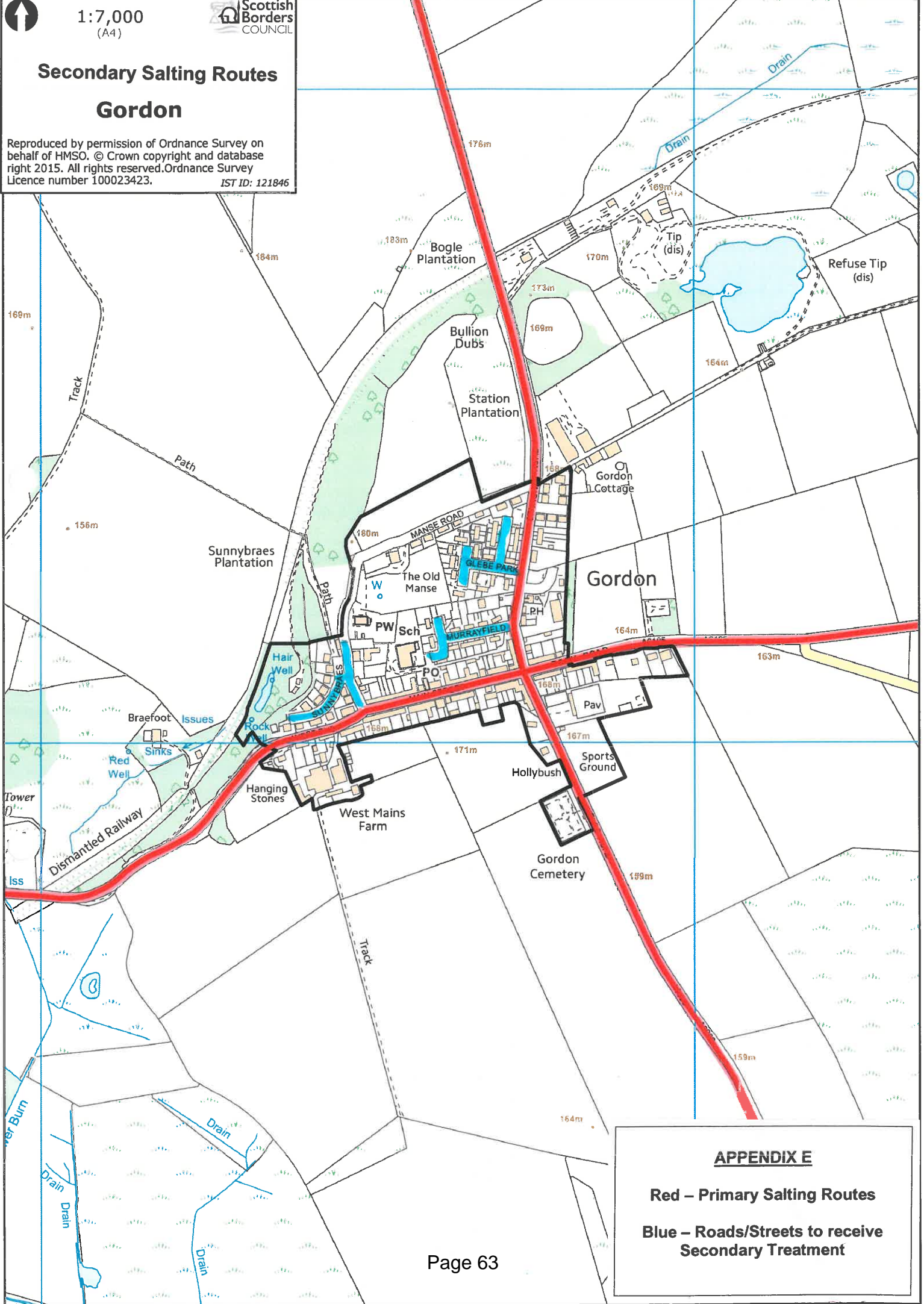


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Secondary Salting Routes Gordon

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APPENDIX E

- Red – Primary Salting Routes
- Blue – Roads/Streets to receive Secondary Treatment



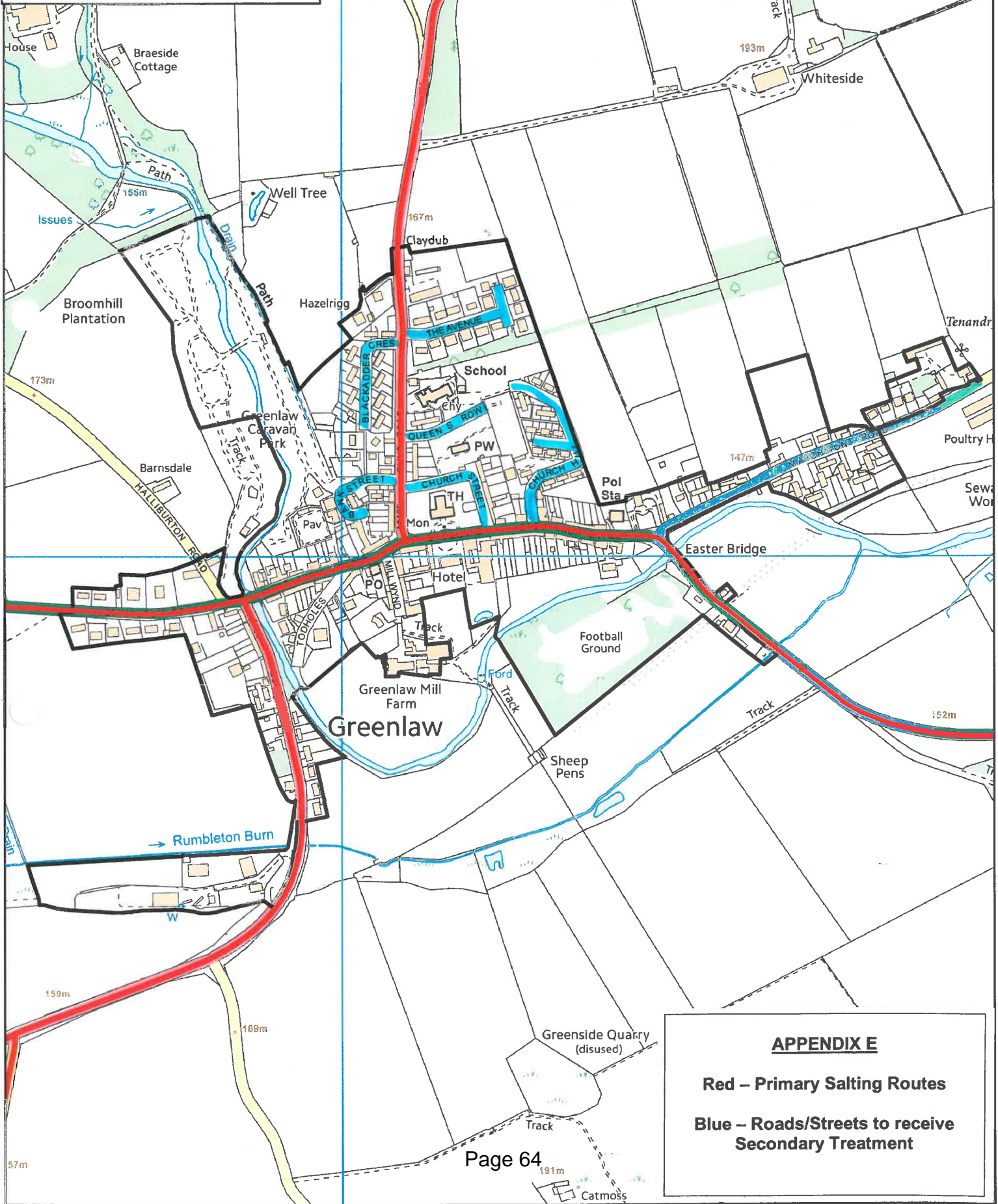
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Secondary Salting Routes

Greenlaw

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



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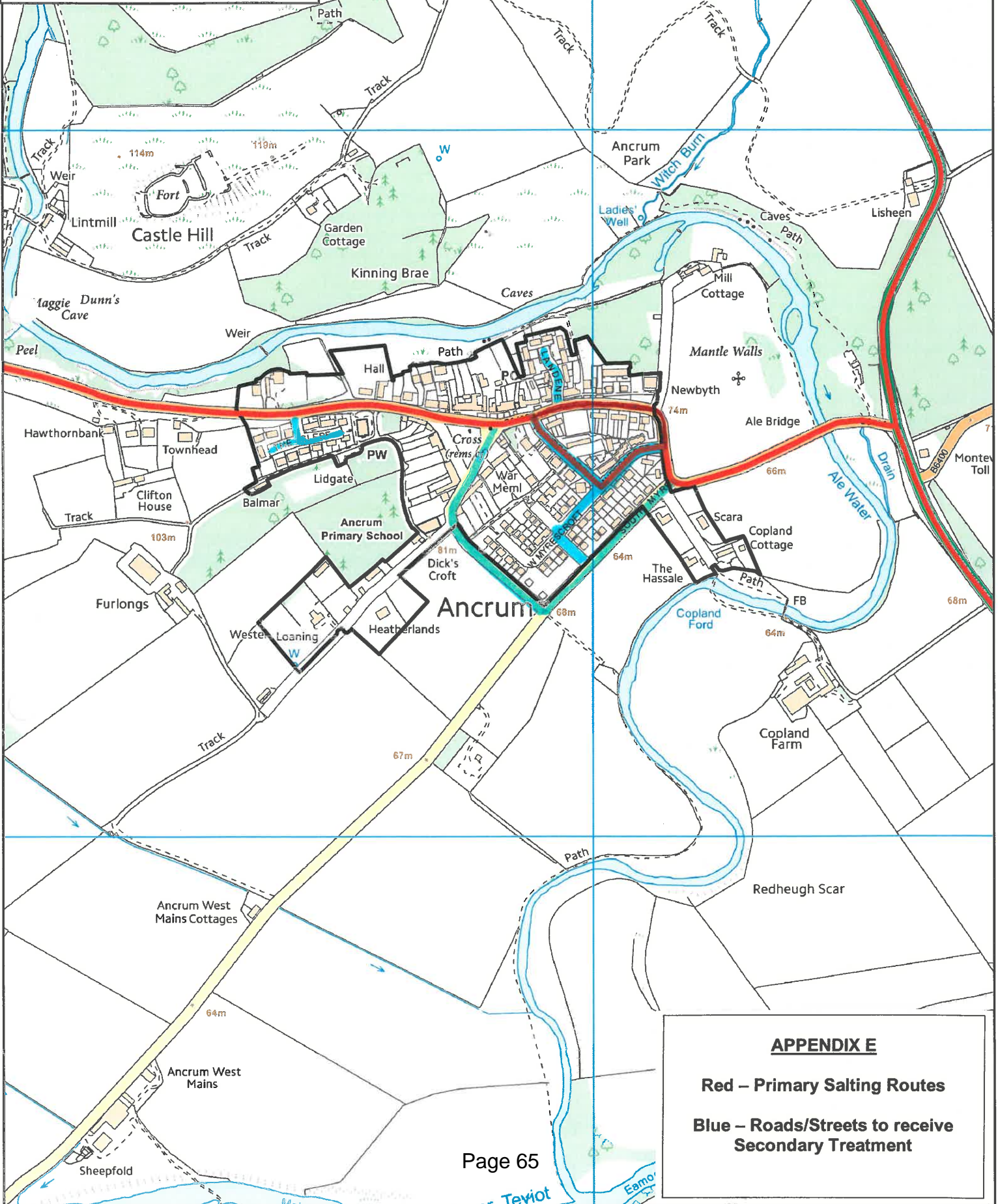


Secondary Salting Routes

Ancrum

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APPENDIX E

- Red – Primary Salting Routes**
- Blue – Roads/Streets to receive Secondary Treatment**



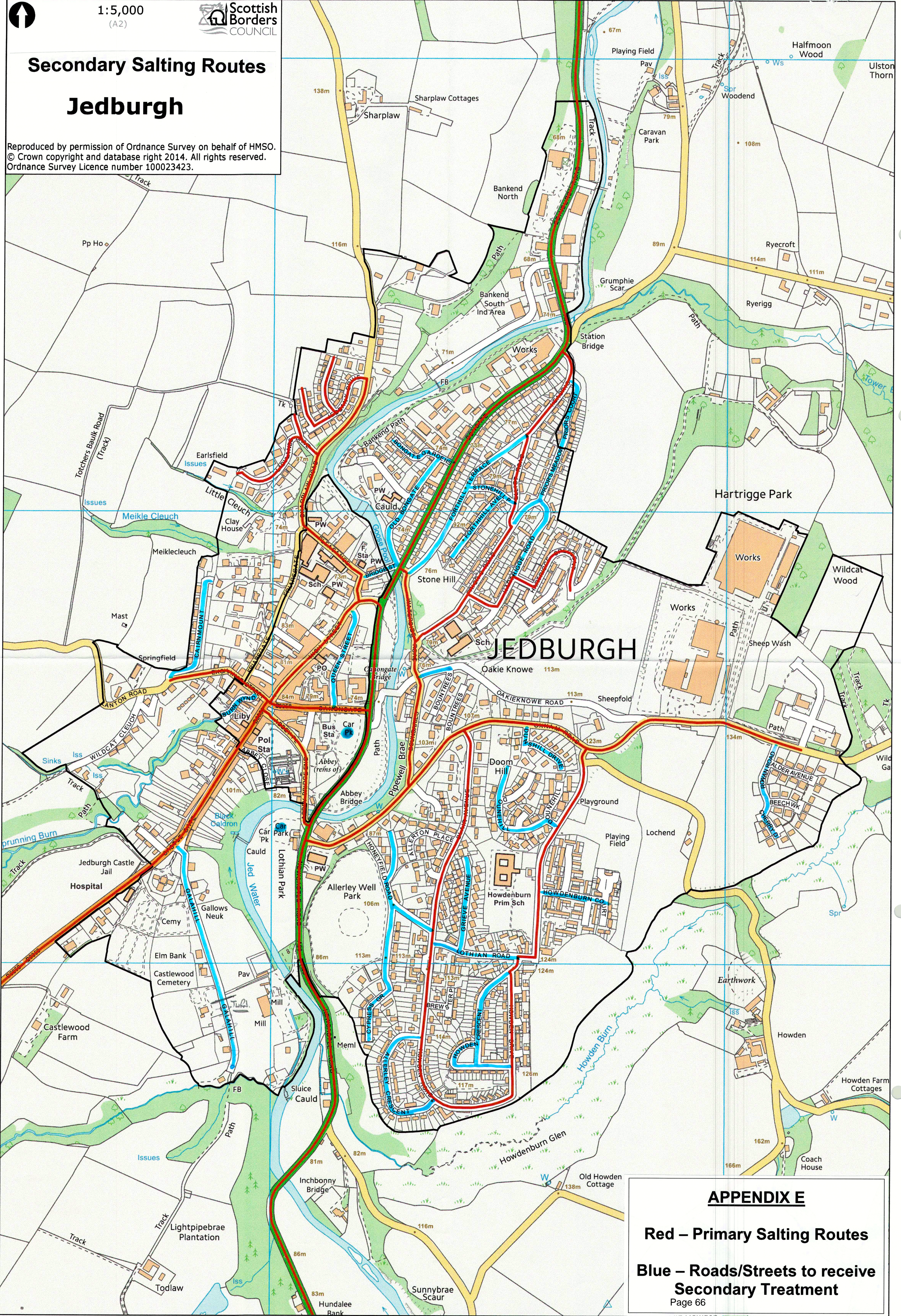
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Secondary Salting Routes

Jedburgh

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

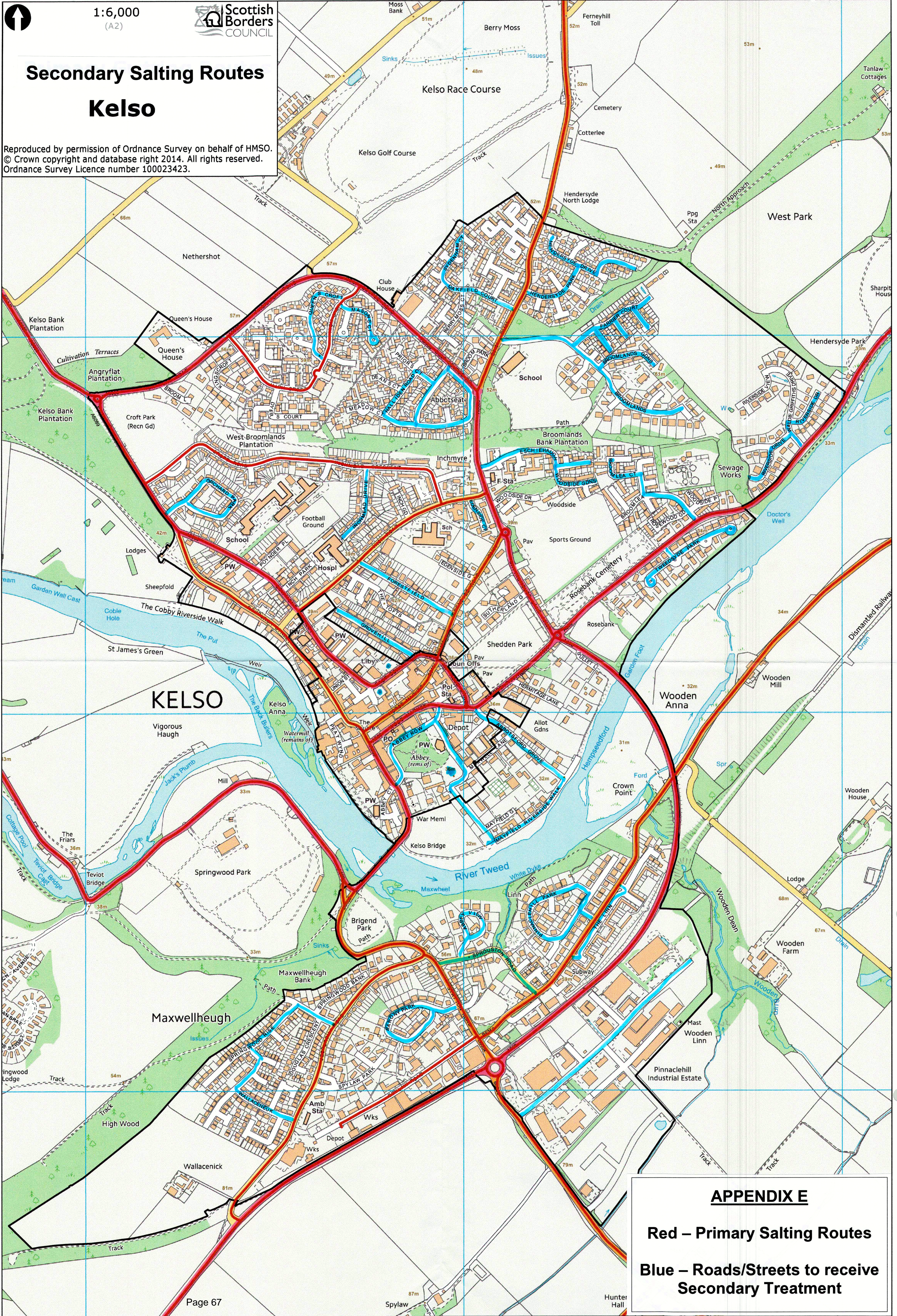


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Secondary Salting Routes Kelso

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APPENDIX E

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- Blue – Roads/Streets to receive Secondary Treatment

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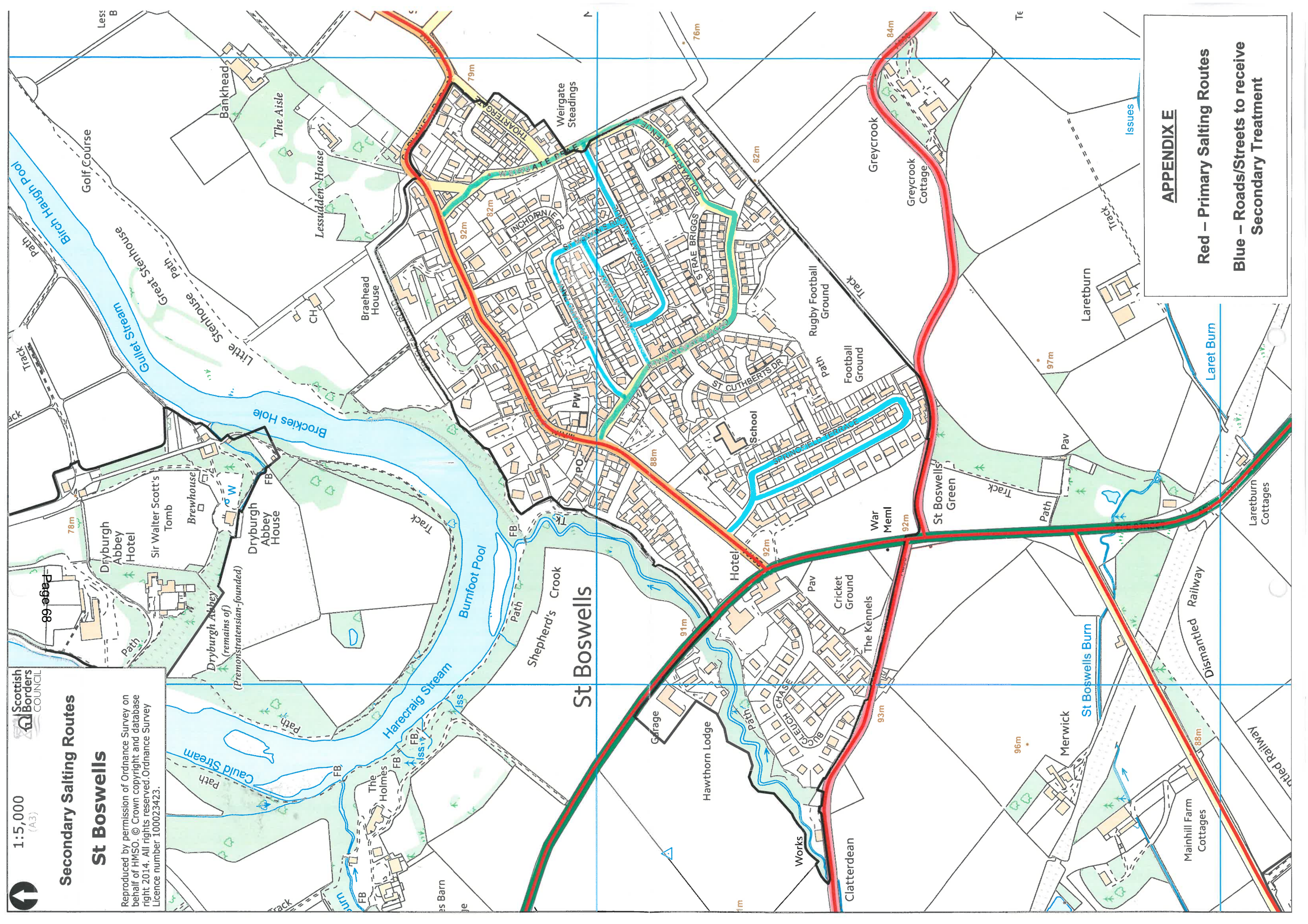
Secondary Salting Routes

St Boswells

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Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment



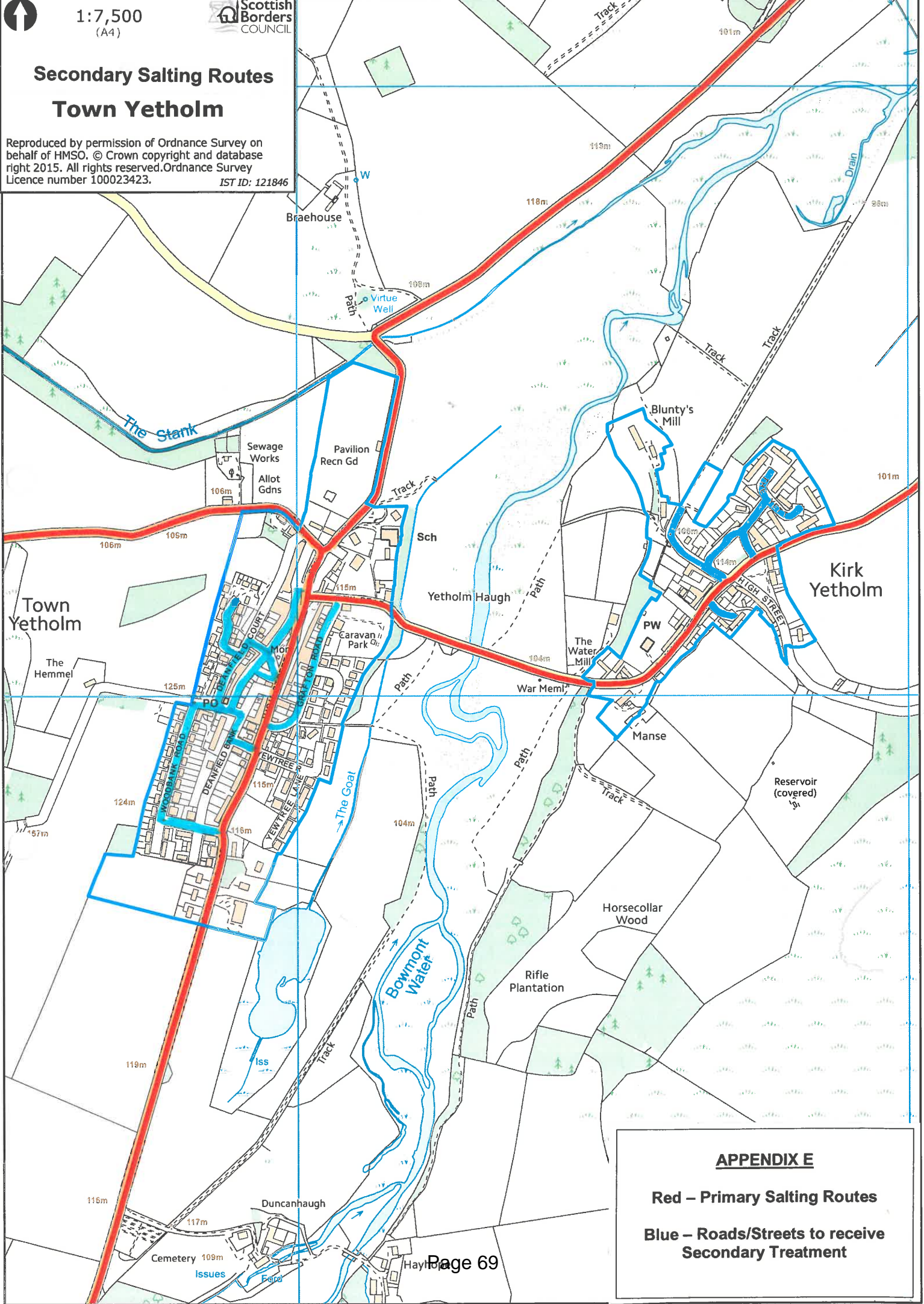


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Secondary Salting Routes Town Yetholm

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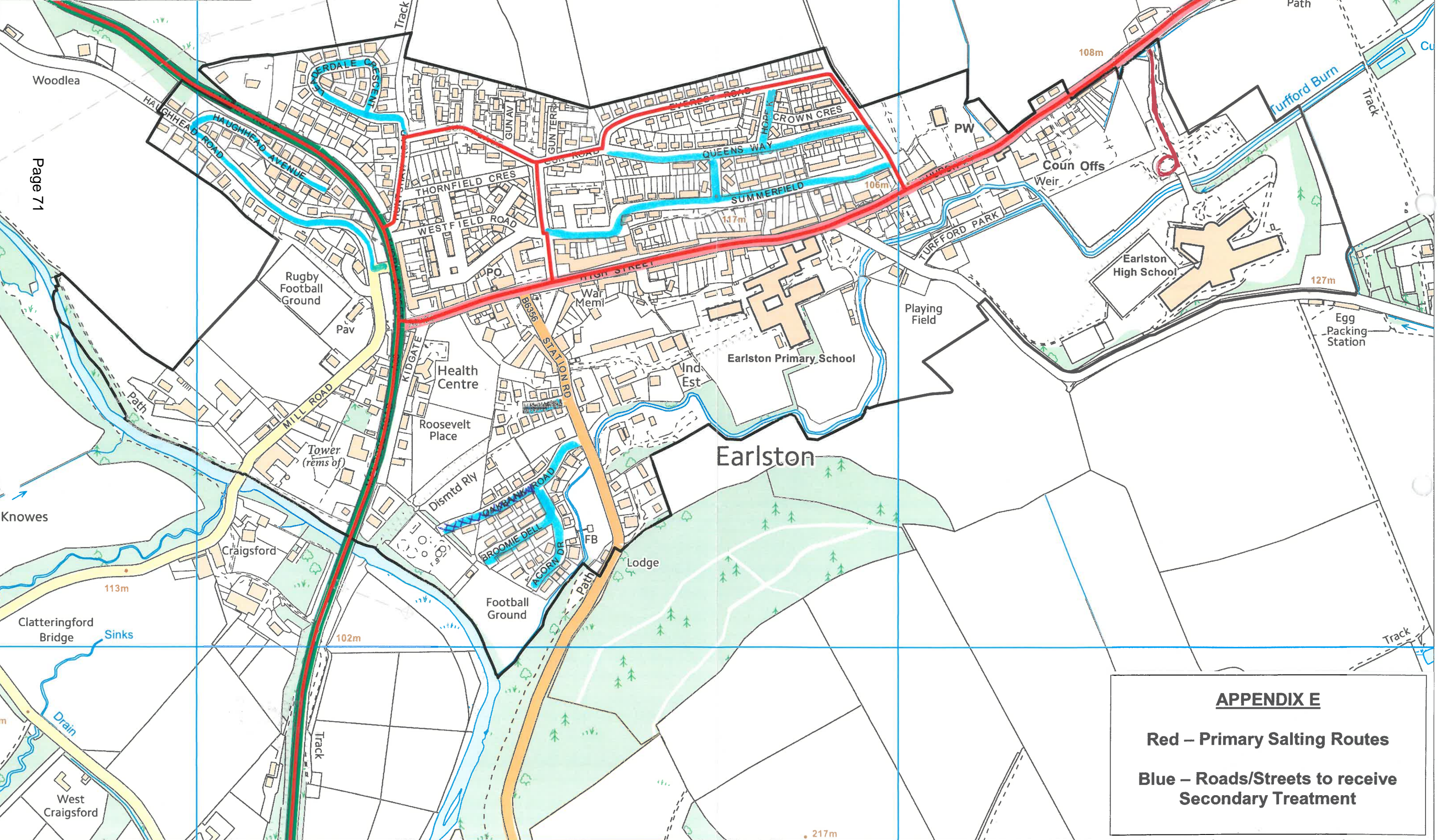
APPENDIX E
Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment

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Secondary Salting Routes

Earlston

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

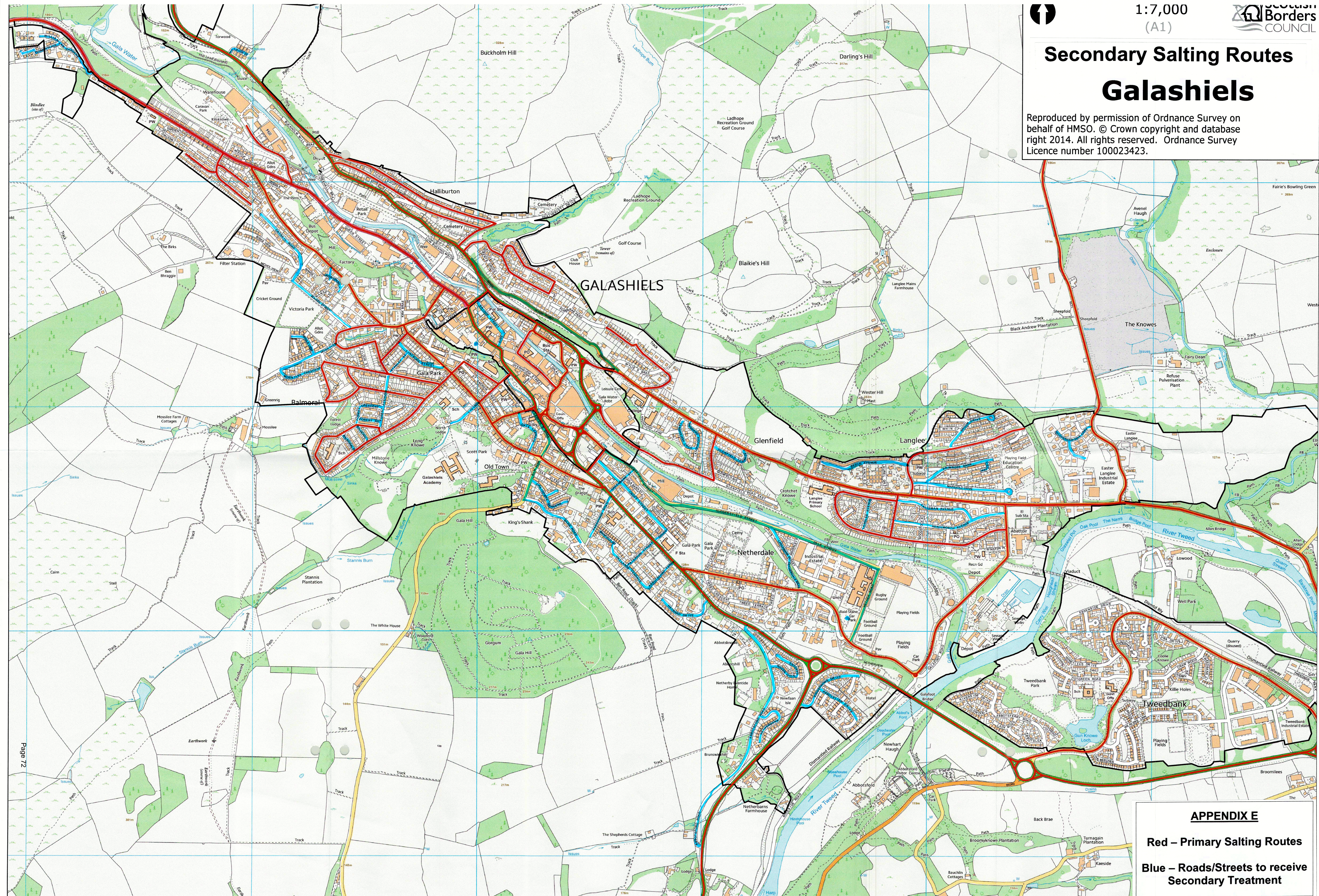


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Secondary Salting Routes Galashiels

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Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment



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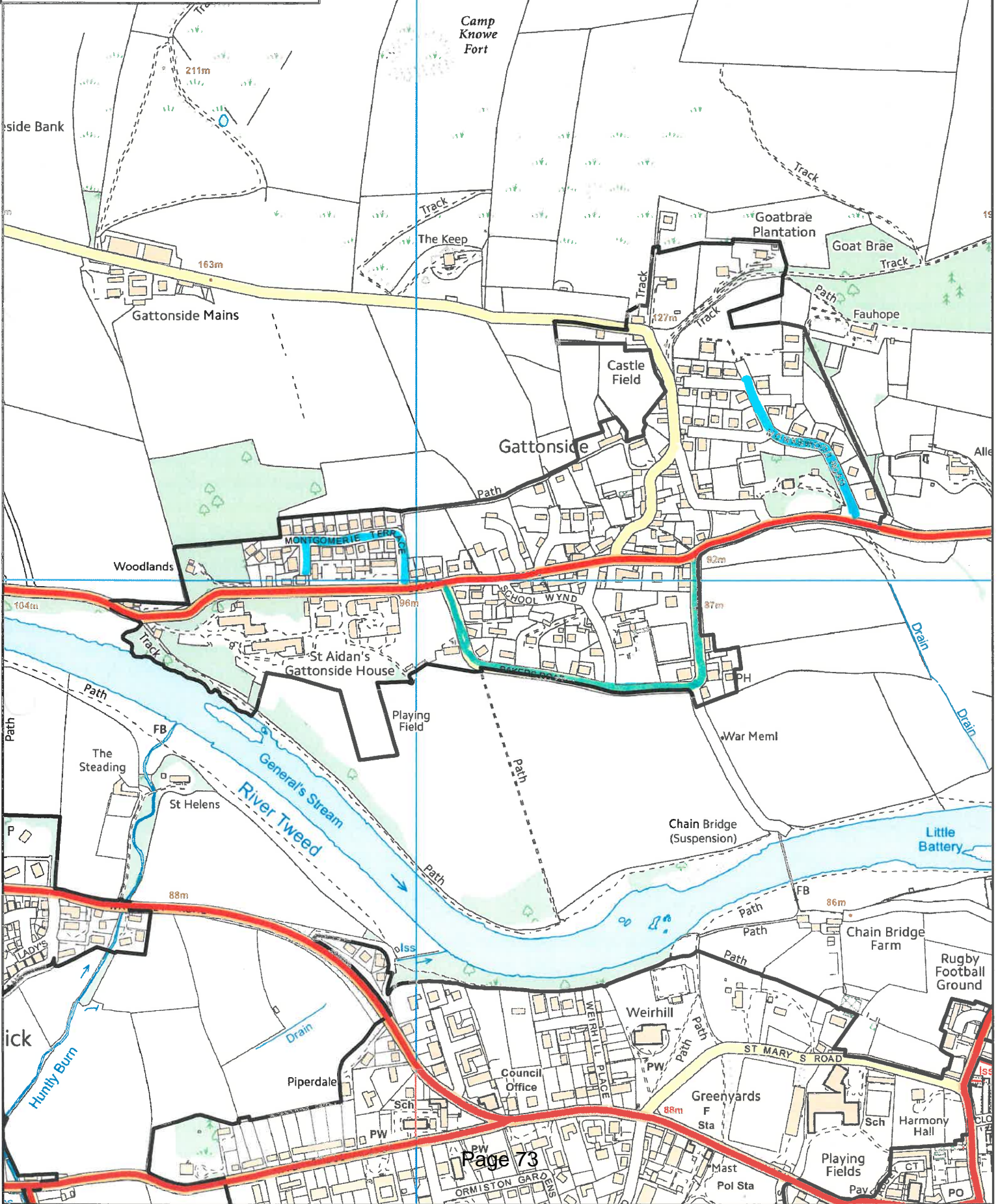


Secondary Salting Routes Gattonside

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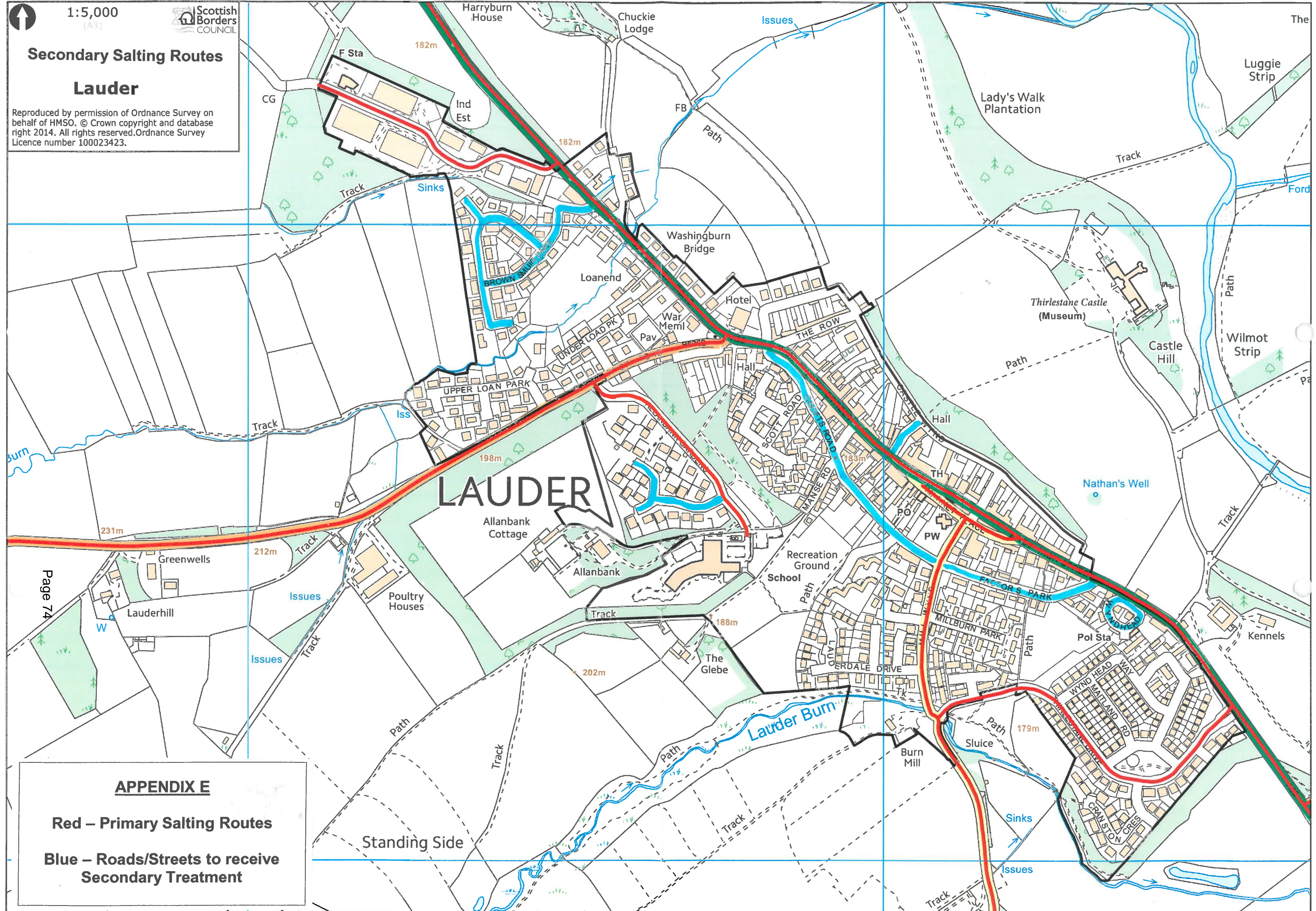
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Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment



Secondary Salting Routes Lauder

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Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



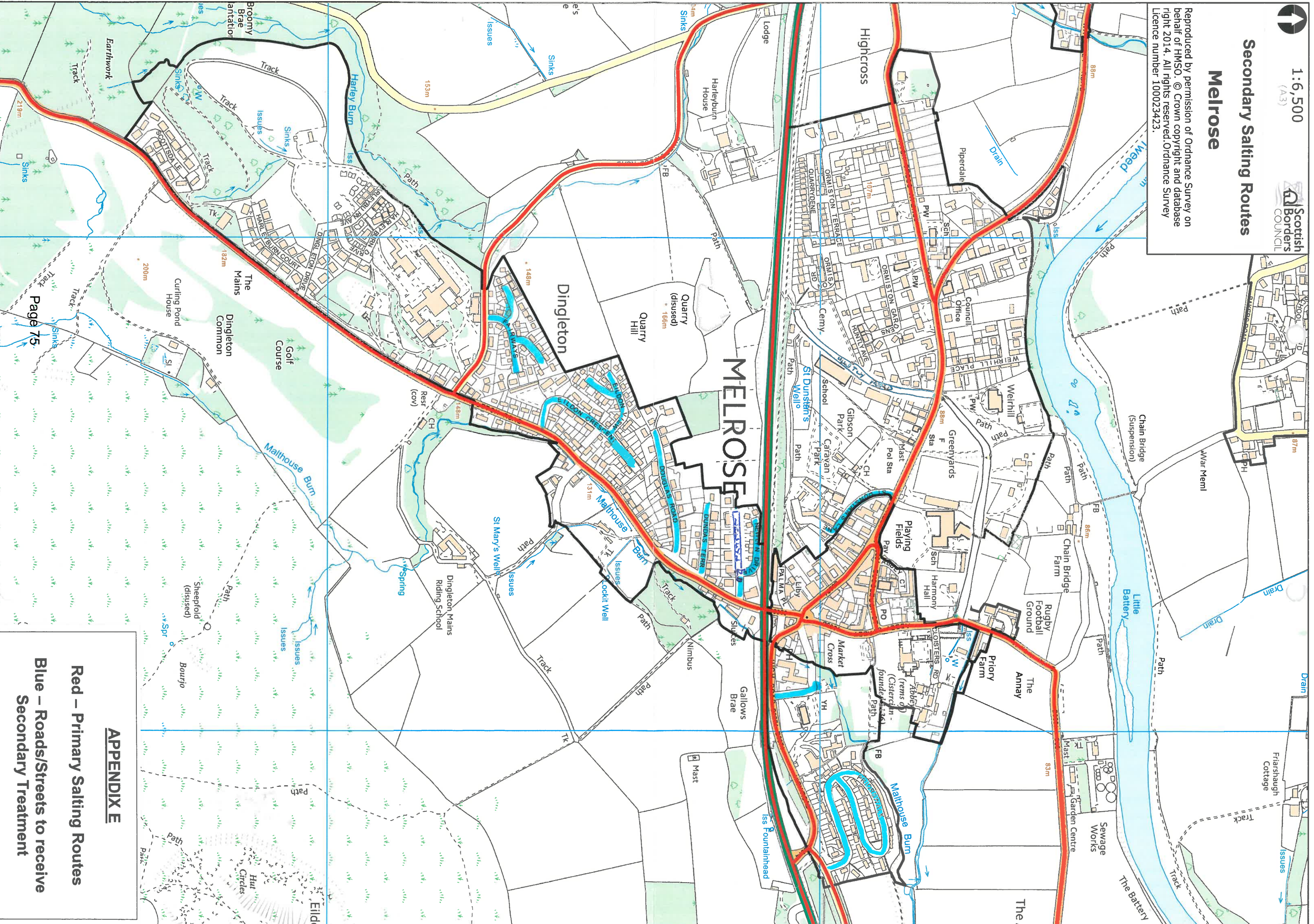
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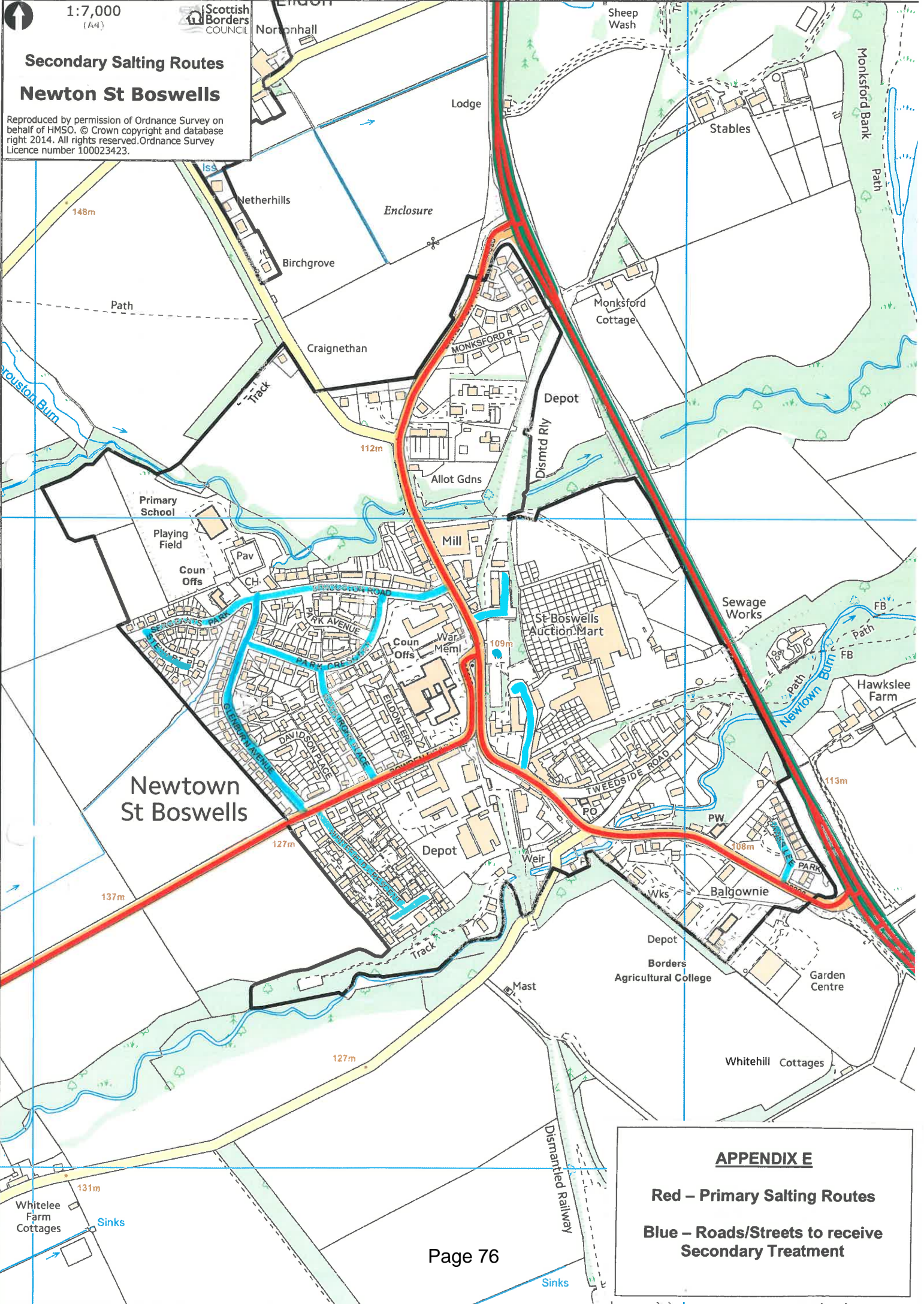
Secondary Salting Routes

Melrose

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APPENDIX E
Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment



APPENDIX E
Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment

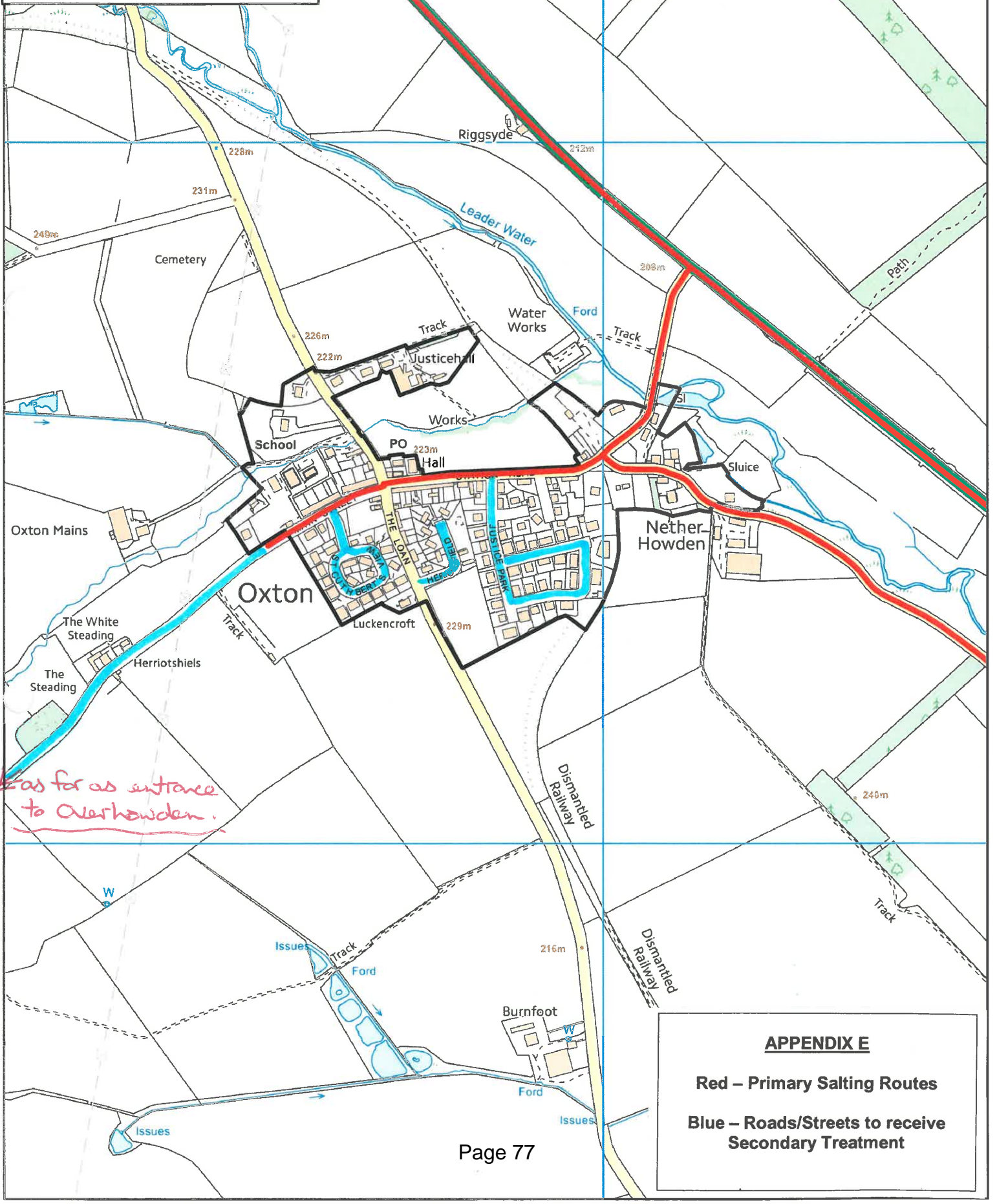


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Secondary Salting Routes Oxton

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Leas for as entrance to Overhowden.

APPENDIX E
Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment



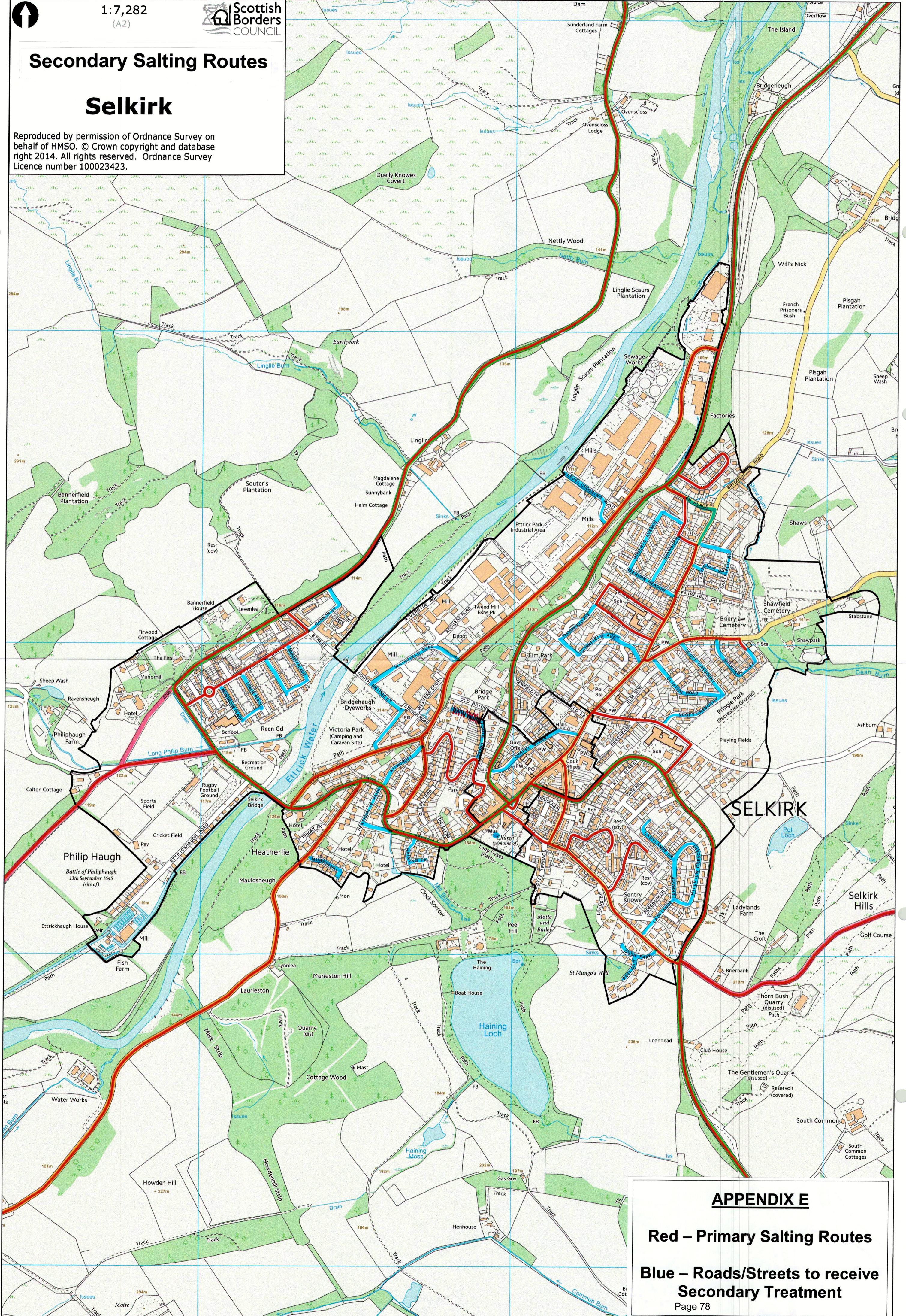
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Secondary Salting Routes

Selkirk

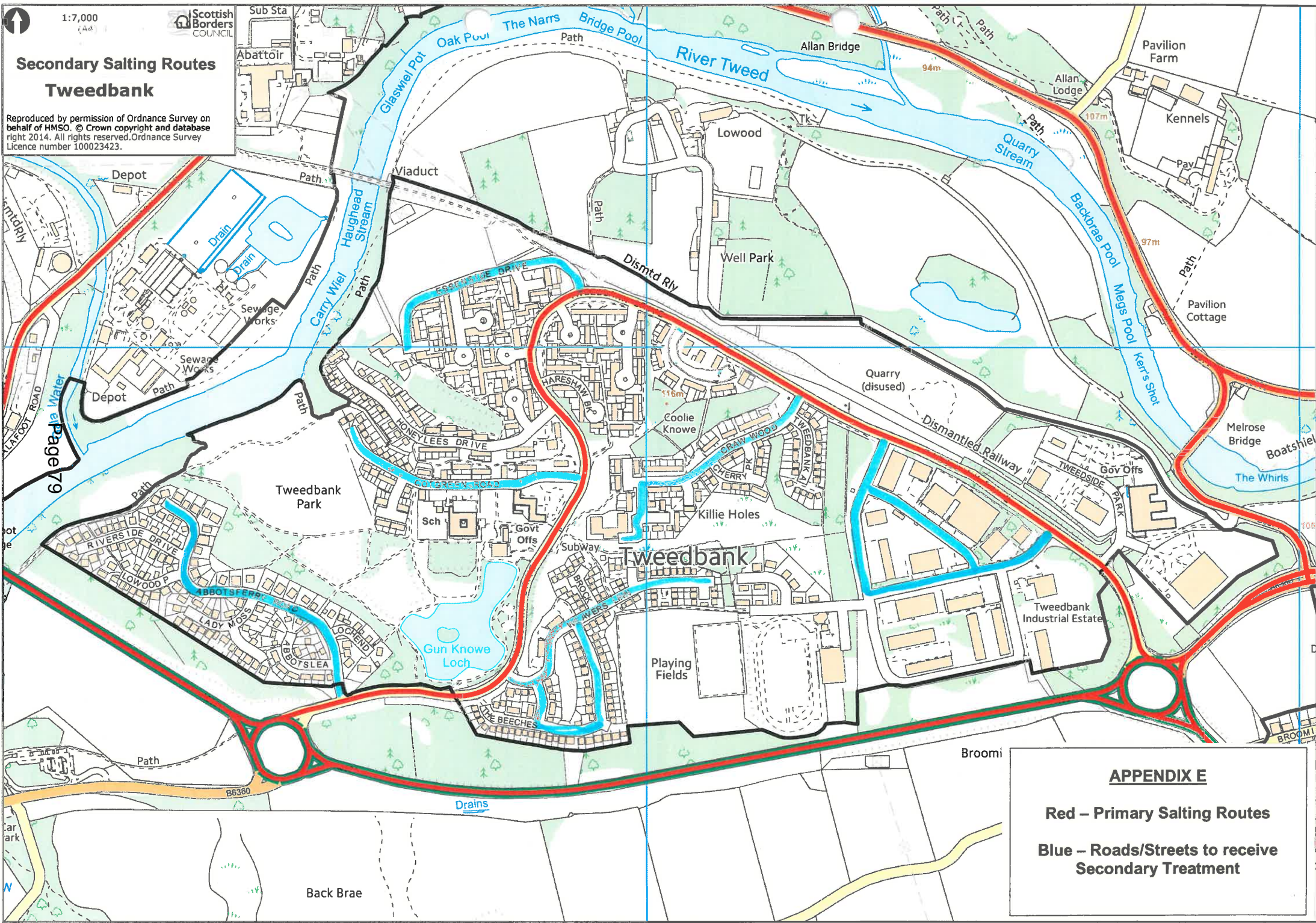
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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



APPENDIX E
 Red – Primary Salting Routes
 Blue – Roads/Streets to receive Secondary Treatment

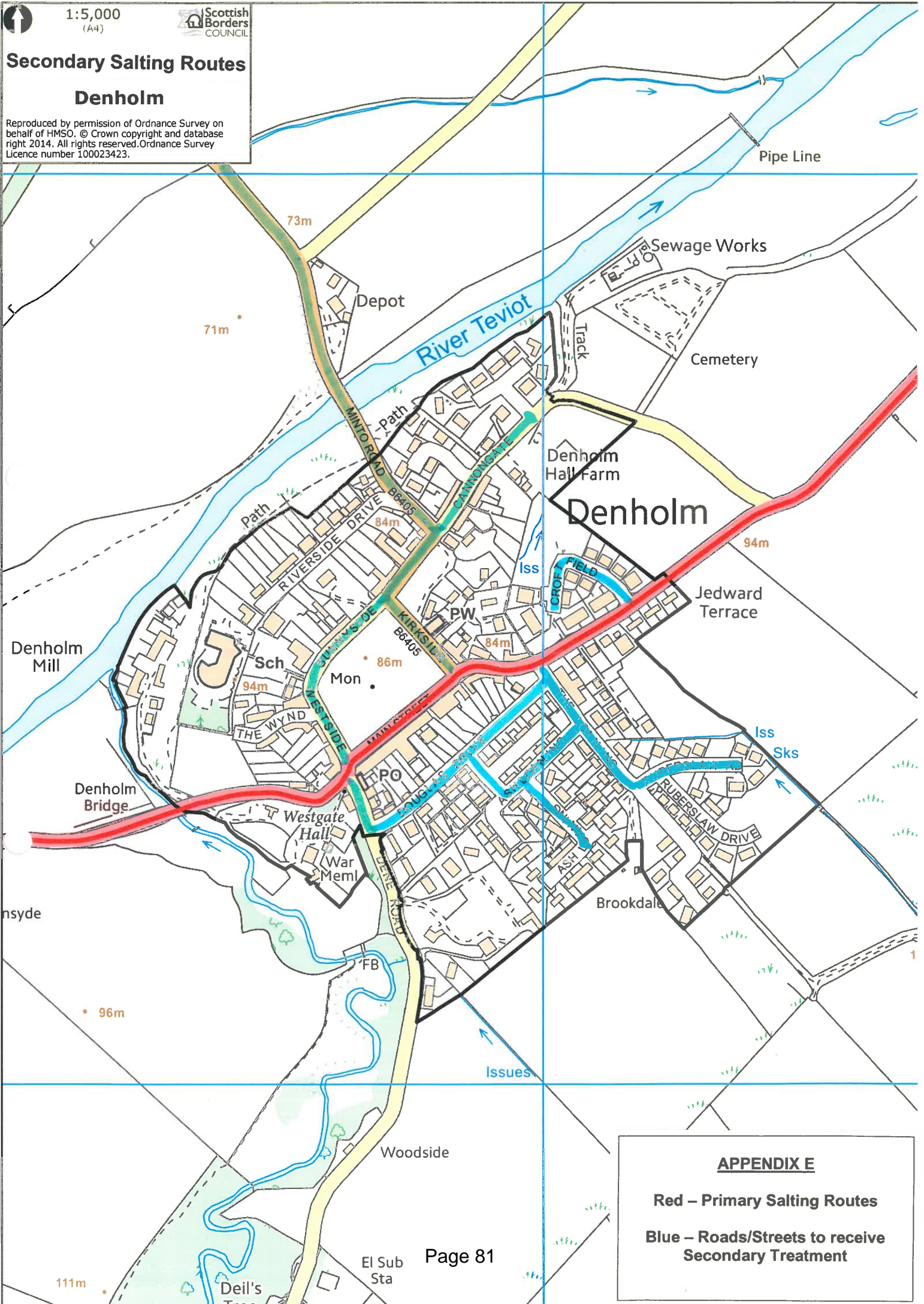
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Secondary Salting Routes

Denholm

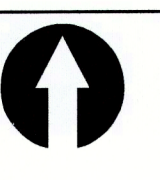
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Blue – Roads/Streets to receive Secondary Treatment

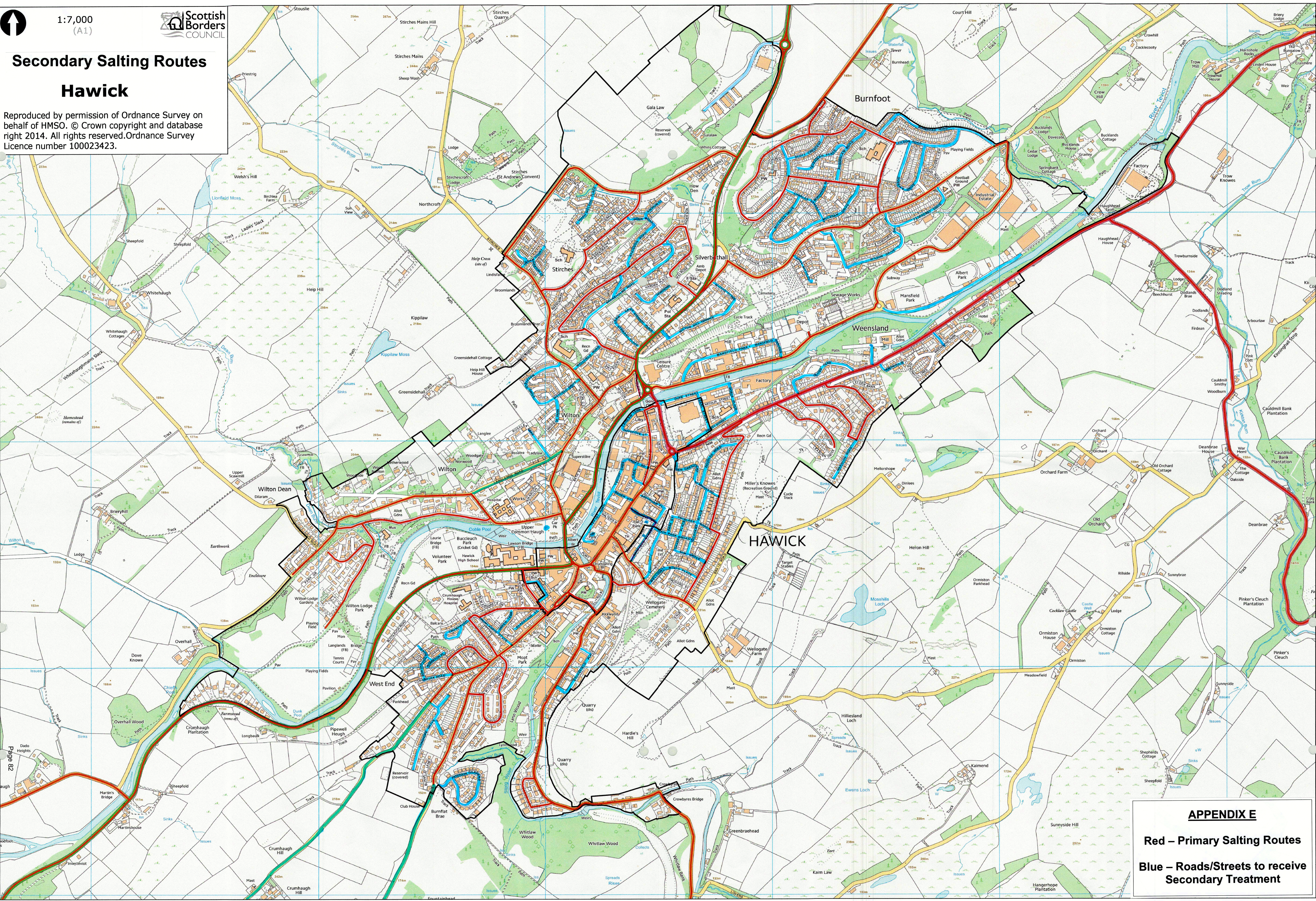


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Secondary Salting Routes Hawick

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Blue – Roads/Streets to receive Secondary Treatment

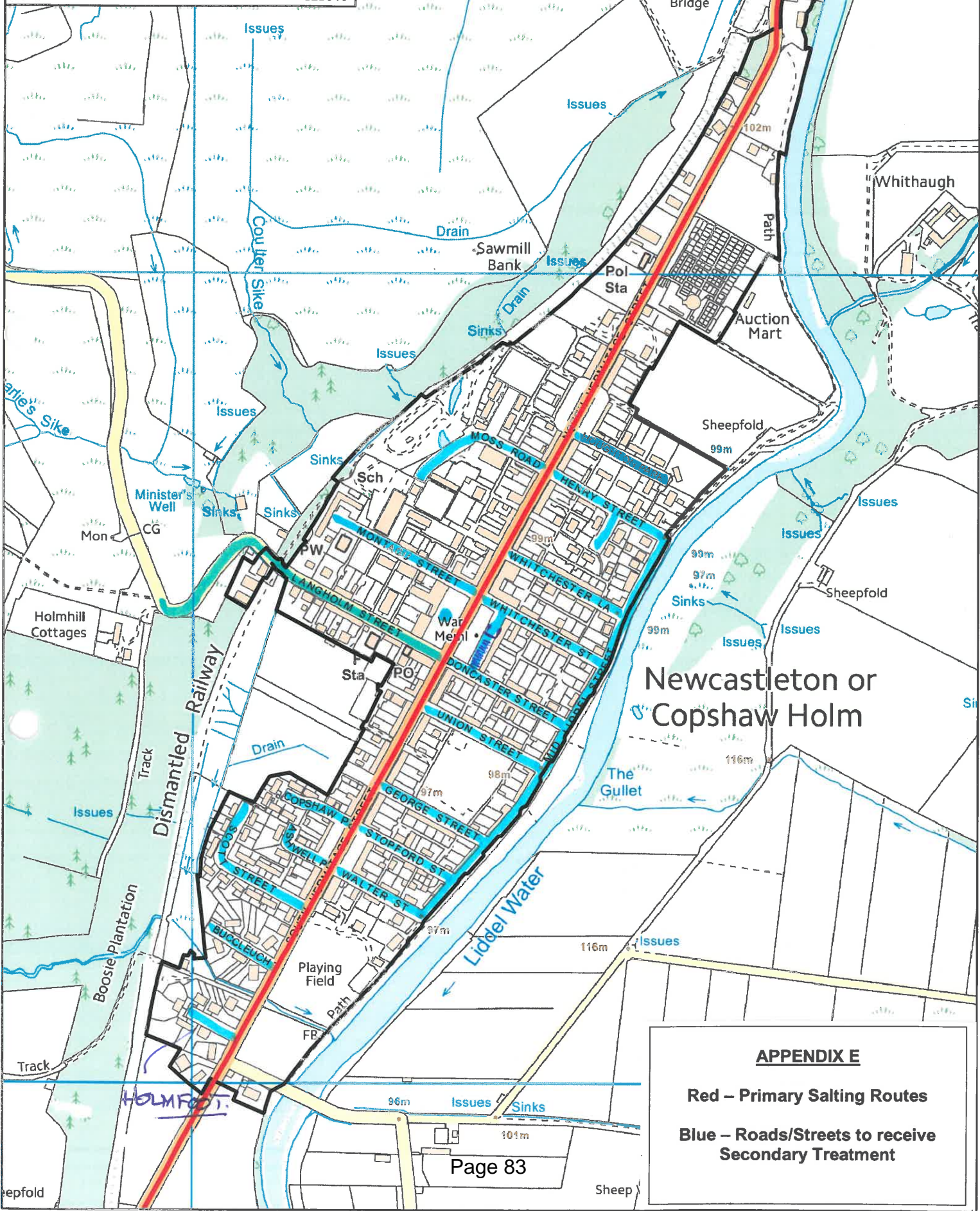


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Secondary Salting Routes Newcastleton

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Newcastleton or Copshaw Holm

APPENDIX E

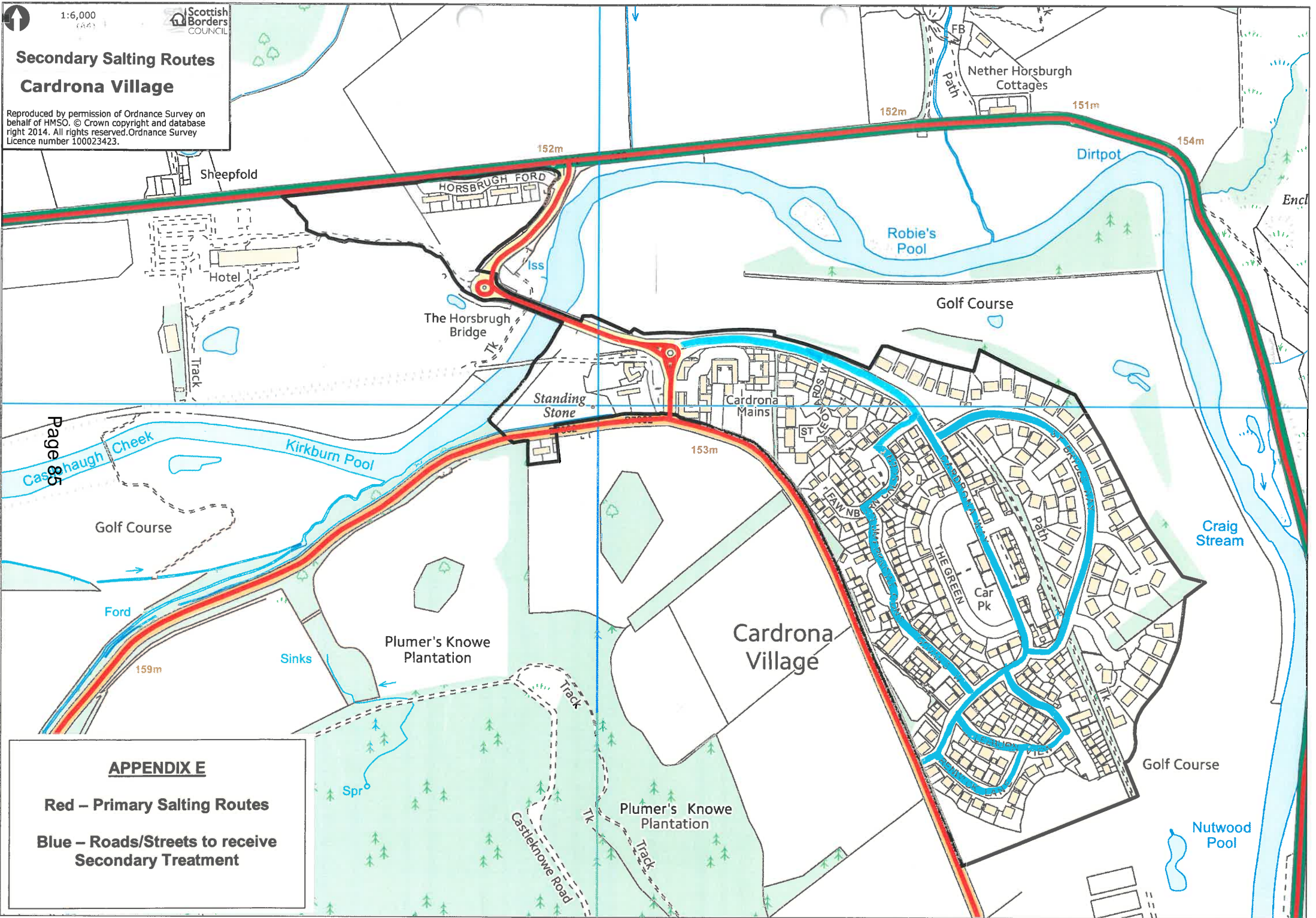
Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

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Secondary Salting Routes Cardrona Village

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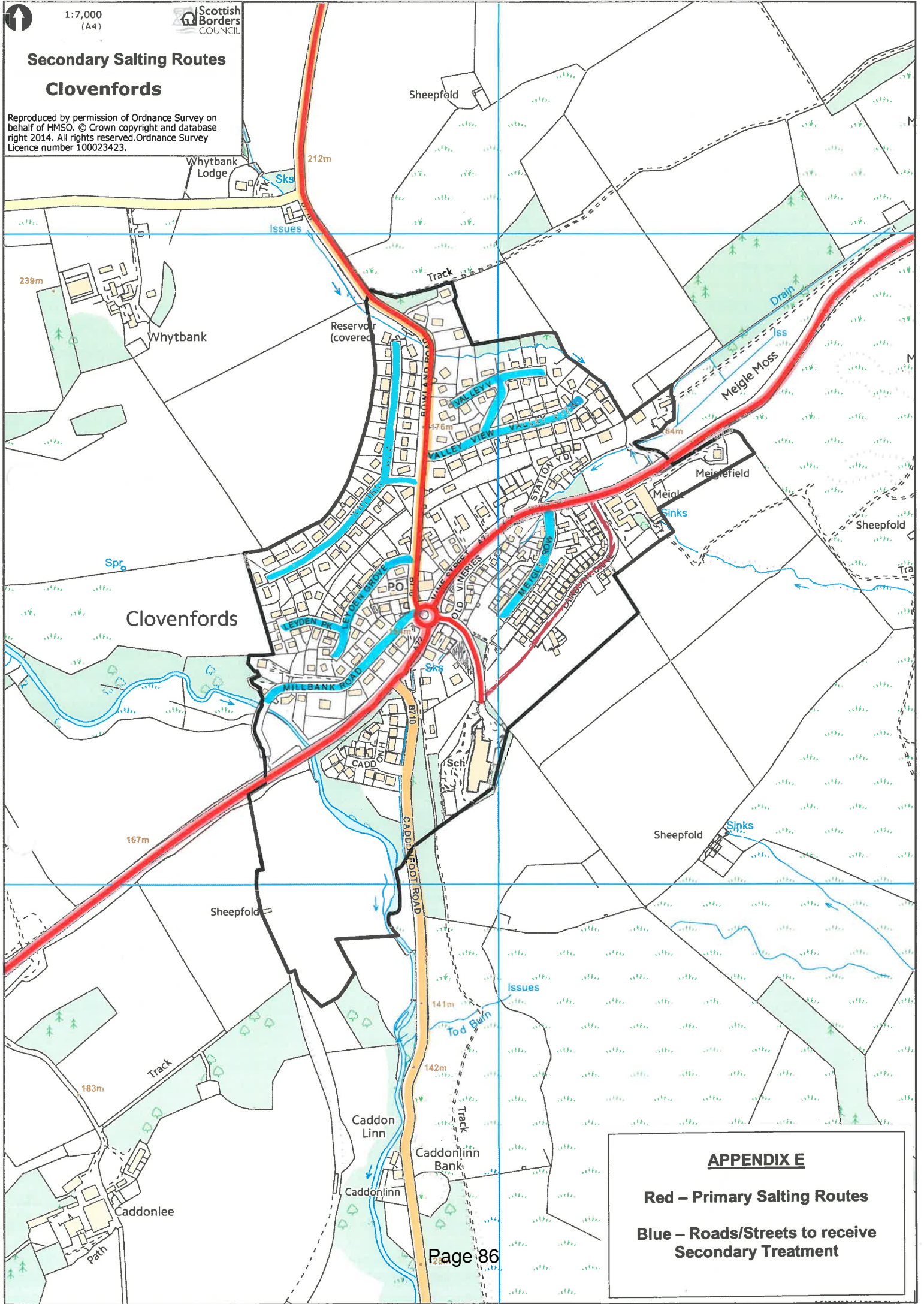
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Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

Secondary Salting Routes Clovenfords

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Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment



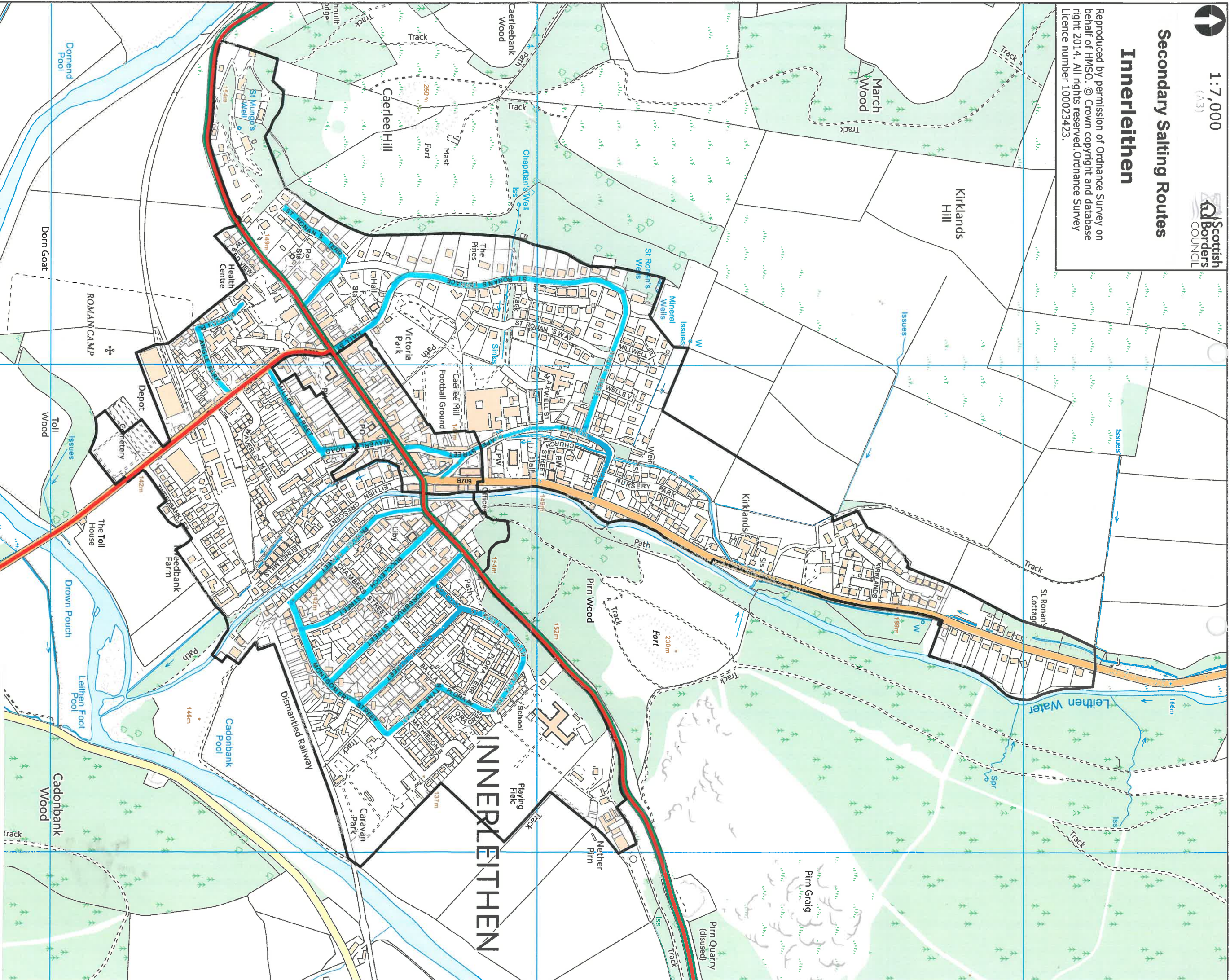
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Secondary Salting Routes

Innerleithen

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

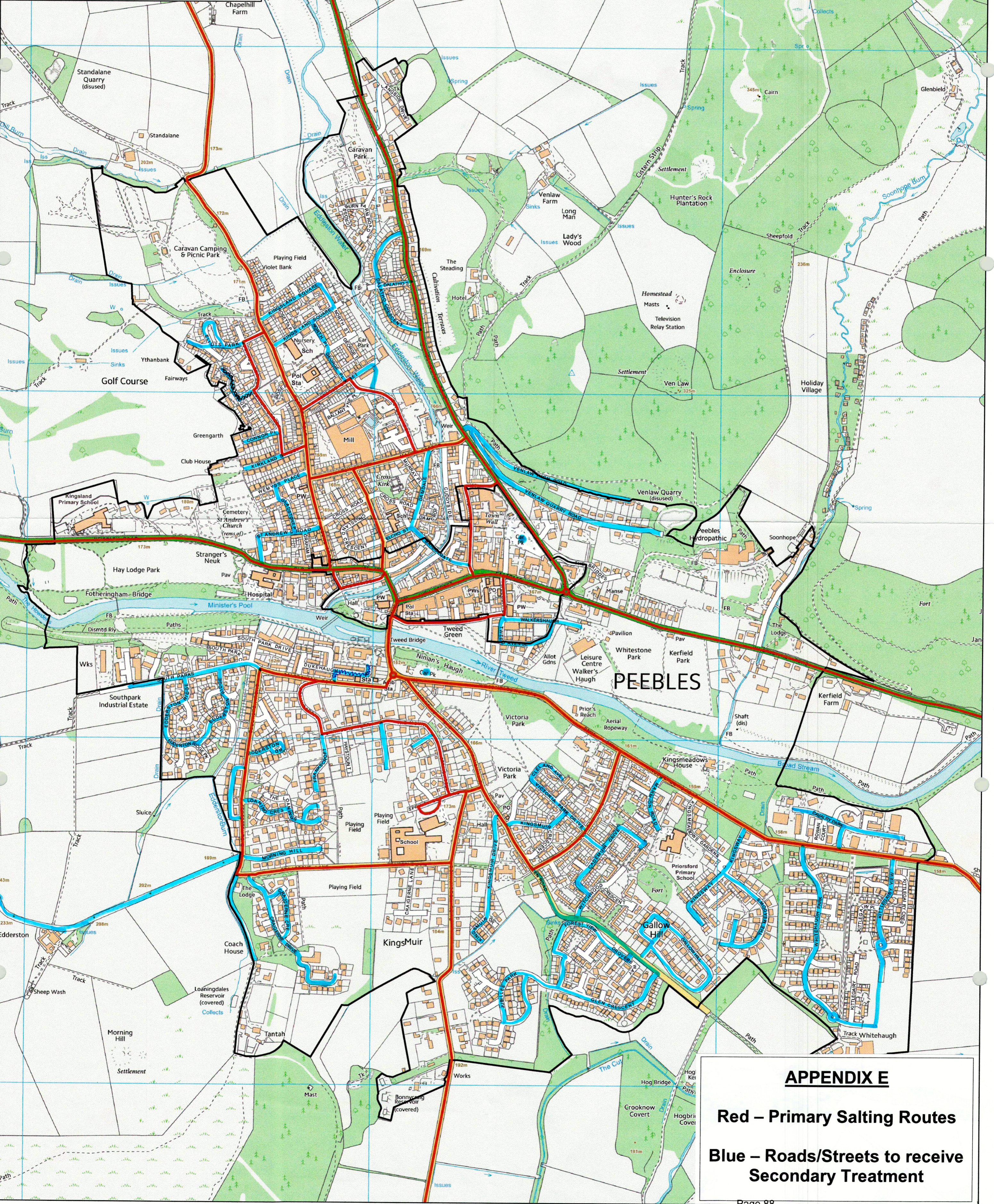


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Secondary Salting Routes Peebles

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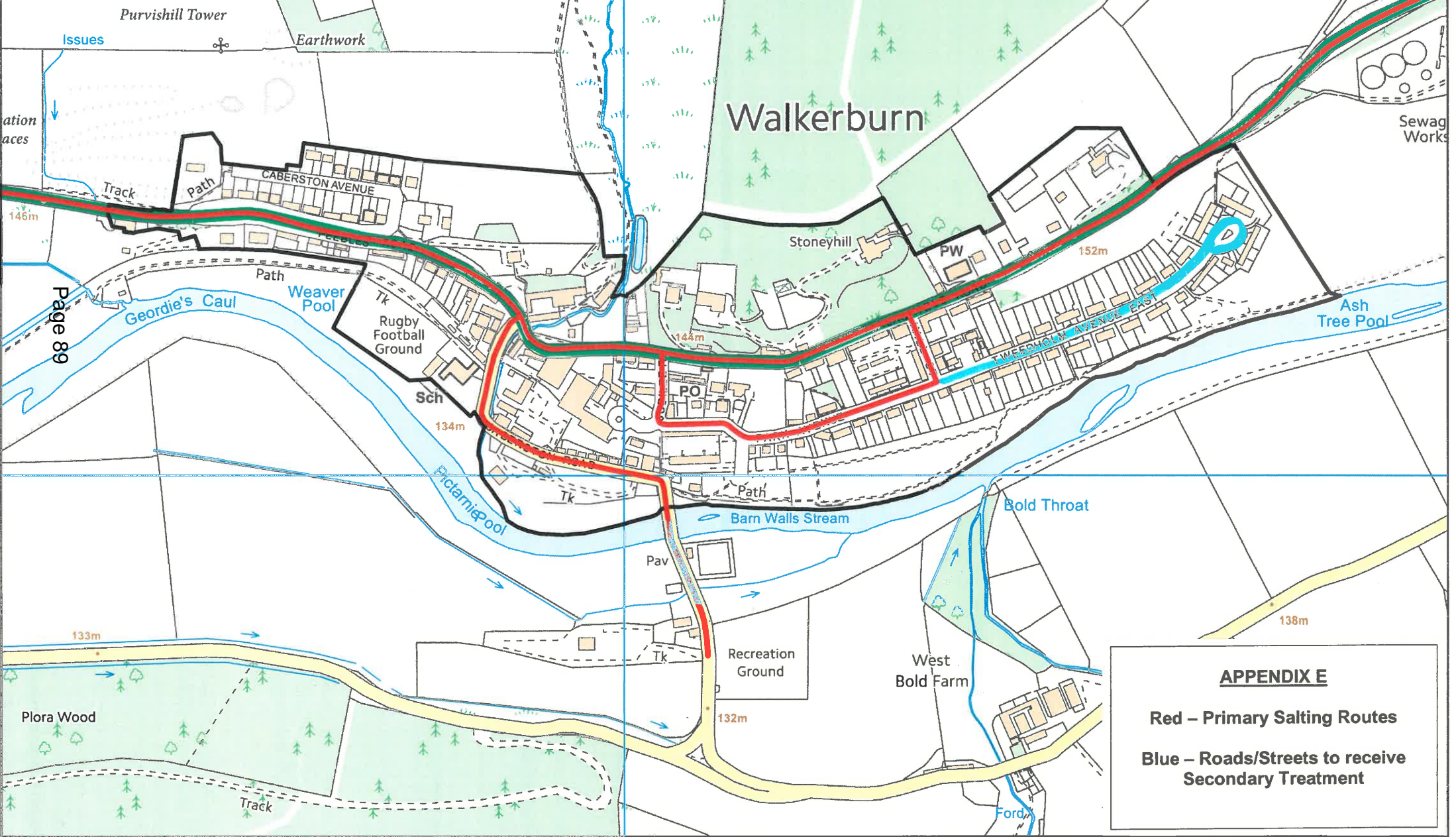


APPENDIX E

Red – Primary Salting Routes
Blue – Roads/Streets to receive Secondary Treatment

Secondary Salting Routes Walkerburn

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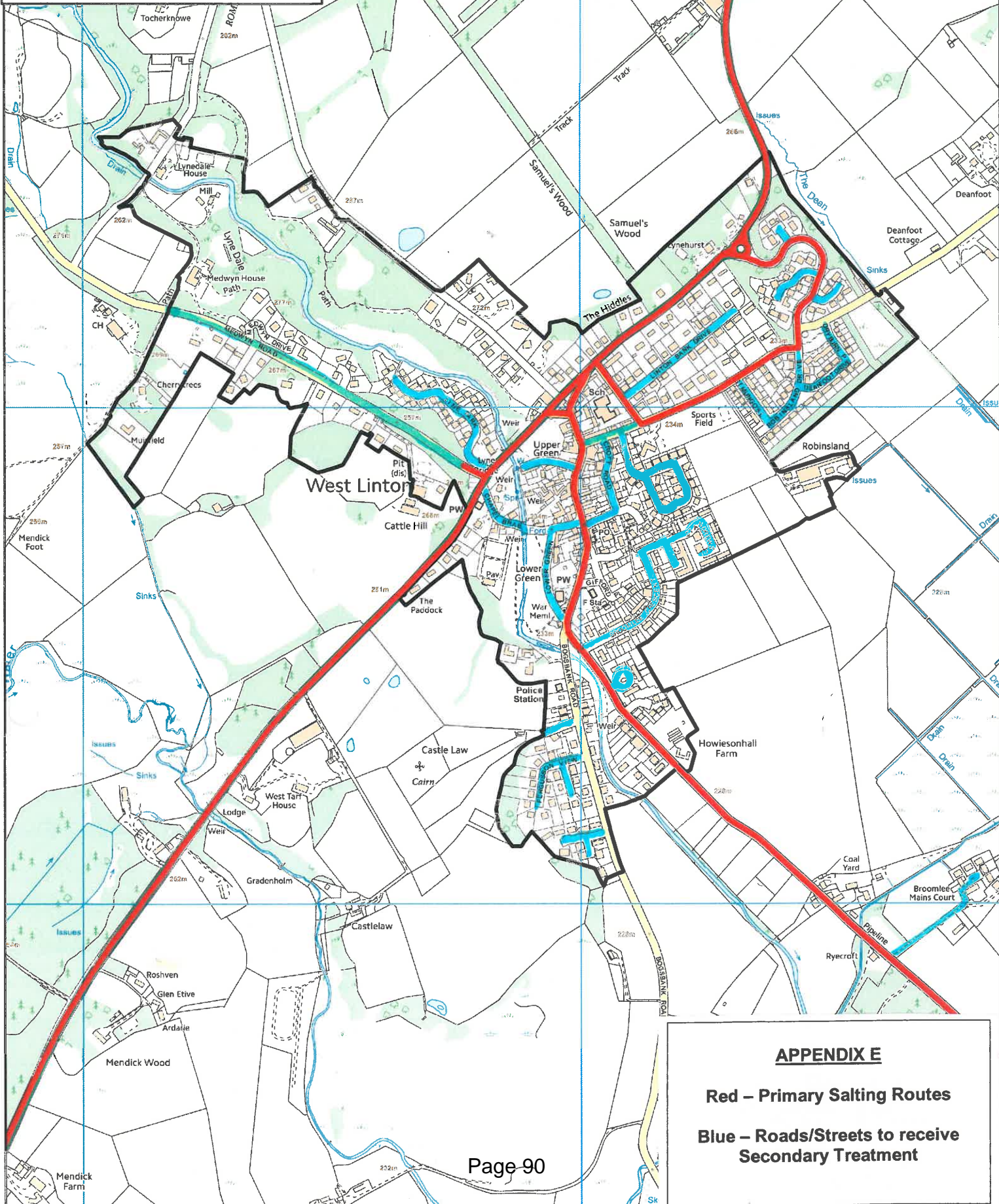


Secondary Salting Routes

West Linton

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APPENDIX E

Red – Primary Salting Routes

Blue – Roads/Streets to receive Secondary Treatment

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