
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)

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**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 at 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 Hounslow
37	C86	2.23 km	From its junction with the A6089 at Hounslow 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 Robertson
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

COPY ISSUED AS SEPARATE DOCUMENT

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

COPIES ISSUED AS SEPARATE DOCUMENTS

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