

Conor Price,
Project Director
Hawick Flood Protection Scheme
Scottish Borders Council Headquarters
Newtown St. Boswells, Melrose
TD6 0SA

3rd December 2020

Dear Scottish Borders Council,

Hawick Flood Protection Active Travel Network, Scottish Borders Council

Thank you for your recent presentation at our Category 4 Panel Day.

Following September's panel meeting, we are delighted to inform you that Hawick Flood Protection Active Travel Network has been chosen by the panel to receive multi-year funding and support through Places for Everyone.

Please note that our multi-year support is dependent on the conditions outlined overleaf, and on the panel feedback being adhered to and considered as designs progress.

We will be in touch shortly to arrange an initial meeting to discuss the panel's comments and how you intend to address them going forward. We will also outline the partnership support offered by Sustrans and our expectations for the years ahead.

Please note - Press

Please note that **the results of the Panel are embargoed until a formal announcement has been made by Sustrans and Transport Scotland**. We will be in touch with further details as soon as these have been finalised. Following the announcement, you will be welcome to share the news with your wider team and networks.

One of the conditions of funding for projects is that all publicity materials, websites, social media and publications from partners acknowledge that financial assistance and support has been received from the Scottish Government, via Places for Everyone. If you require additional support for this, please contact myself and the Sustrans Scotland Communications Team.

Partners should share all press relating to Places for Everyone funded projects with Sustrans Scotland's Communications team at least five working days prior to release, for approval. Please notify and share press releases with the following contacts:

1. [Seumas Skinner](mailto:Seumas.Skinner@sustrans.org.uk) (Senior Communications Officer, Infrastructure)
2. [Sarah Cockburn](mailto:Sarah.Cockburn@sustrans.org.uk) (Communications Manager)
3. Your Places for Everyone Infrastructure contacts (if unsure, please use: placesforeveryone@sustrans.org.uk)

Should you have any questions in the interim, please do not hesitate to get in touch.

Many congratulations to you and your team again.

We look forward to working with you,

Yours sincerely,



Chiquita Elvin

Interim Head of Infrastructure & Delivery
Places for Everyone

Encl. Panel feedback: Hawick Flood Protection Active Travel Network

Hawick Flood Protection Active Travel Network, Scottish Borders Council

Total Project Cost: £12,642,481 (includes funding that has already been drawn down)

Amount Awarded: £11,813,508

Panel recommendation:

Five year (maximum) multi-year funding with conditions outlined below.

Overall comments:

The project has the potential to make a huge difference for the local area and young people particularly. The Panel are keen to support Scottish Borders Council in their journey to develop active travel in Hawick.

Whilst the project has many strengths, for a Category 4 Places for Everyone project, the project could be more ambitious in its designs for active travel across Hawick. However, the project nonetheless appears to be 'shovel-ready', and could be delivered relatively quickly, which is a major strength. The project presents excellent opportunities for multi-modal links (particularly to public transport), and this should be a particular focus for the project. While multi-year funding has been awarded, the project will be required to be presented for a brief review by the Panel within 1 year, to demonstrate that the most ambitious possible design solutions (particularly in relation to the Low Traffic Neighbourhoods) are being taken forward.

- It was questioned whether a one way system as proposed will achieve the stated outcomes. To be effective, the project will need to include substantial further road space reallocation. Within this, the project should be carefully engineered to ensure that congestion doesn't reoccur further down the line
- Hawick is complex in terms of historical traffic patterns and interactions; it was noted that impacts on travel flow around North Bridge will be key to the project's success.
- The project goes some way to mitigate risk of the flood defences causing disconnection between Hawick's streets and the river. However, the project should go further to enable positive re-engagement of the community and with the river (beyond the use of glass panels where the wall is particularly high).
- While the Panel supports many aspects of the project as it stands, there was an assertion from the Panel that there is still significant scope for the project to develop further if it is to fully demonstrate best practice. Please see funding conditions below which outline how best this could be achieved.

Funding conditions:

- The project must include substantial road space reallocation as part of a network of ambitious Low Traffic Neighbourhoods across the area. The current proposals are not substantiated sufficiently in this regard. More evidence of road space reallocation will need to be provided for review at the Panel at a later date. The scope will need to be broadened to ensure this is fully included to its maximum potential, and budgets and programmes revised accordingly. The project must continue to address the severance caused by the river, as well as strengthen the connectivity between the town and the river. Once design options are further developed, and final options selected, the proposals will need to be sent to the Panel within 1 year for further comment.
- The project must continue to focus on the journey to school as well as SIMD-related issues. The neighbourhood proposals, as well as behaviour change and community engagement work, must focus particularly on these aspects. It is

suggested that the project could make stronger links between schools and neighbourhoods and the new amenity space and pump track for all.

- The project must include facilities for accessible bikes at the cycle storage provision. Accessible cycle storage near to bus stations should also be provided.
- The project should focus more strongly on inclusion of green infrastructure and public realm improvements through its design development.
- Signage for longer distance through routes should continue to be developed.
- The project team must submit a revised budget and programme in light of the Panel's suggestions. Please note increased grant requests are subject to the availability of funds and Panel approval.