
HAWICK FLOOD PROTECTION SCHEME – UPDATE ON ACTIVE TRAVEL NETWORK

Report by Director Infrastructure & Environment

EXECUTIVE COMMITTEE

5 October 2021

1 PURPOSE AND SUMMARY

- 1.1 This report is to provide an update on the Active Travel Network element of the overall Hawick Flood Protection Scheme following the report to Executive Committee on 16 March 2021.**
- 1.2 An additional £3.7M of funding was granted to the Council by Sustrans for the Active Travel Network element of the Hawick Flood Protection Scheme. This additional funding allows for increased Neighbourhood Links to be considered.
- 1.3 Since that report, Officers have collaborated with Sustrans to identify a range of additional measures. These additional measures are identified within this report.

2 RECOMMENDATIONS

- 2.1 I recommend that the Committee approves the additional measures identified within this report to provide enhanced Active Travel Network Neighbourhood Links within the Hawick Flood Protection Scheme.**

3 BACKGROUND

- 3.1 Hawick Flood Protection Scheme has commenced on site and is now just over 1 year in construction. Good progress has been made within the town including in-river works in multiple locations with two of the replacement footbridges lifted in.
- 3.2 At the time of the site works starting, an element of the project included an Active Travel Network of paths along the river bank. These are generally inside the flood protection wall and increased in width to allow for multiple use. The Council was successful in securing funding for this element of the project from Sustrans.
- 3.3 On 16 March 2021, a report to the Executive Committee identified that the funding that had been secured from Sustrans was set at £12.462M. Much of this grant included works that were already designed and included within the main works contract for the Flood Protection Scheme. However, the funding allocation included an additional £3.7M associated with active travel network connections within the wider neighbourhoods of Hawick to increase the functionality and accessibility of the network of paths.
- 3.4 The report identified that Officers would work with Sustrans to identify projects within the wider neighbourhoods for this additional £3.7M. This work has now been completed and verified with Sustrans. Local Ward Members have also been involved in this process.

4 ACTIVE TRAVEL NETWORK - NEIGHBOURHOOD LINKS

- 4.1 A review of the existing Active Travel Network that had been allowed for within the construction was undertaken. Within this, additional projects were identified to allow for improved connectivity and accessibility.
- 4.2 The additional projects that have been identified are now able to be reported on – see sections 5 to 10 of this report.

5 NORTH BRIDGE STREET TO HIGH STREET

- 5.1 The listed North Bridge the historic crossing point of the River Teviot. In the early 2,000's this bridge was removed from the trunk road network and is now a footbridge. The Active Travel Network now reimagines this historic crossing at the heart of the new Active Travel Network providing the pivot from the 4m corridor travelling east – west along the river with north through Dovemount Place and (now) south through North Bridge Street. The network on Dovemount Place and along the river corridor is already part of the approved network.
- 5.2 It is now proposed to extend the Active Travel Network along North High Street to conclude at the High Street. This achieves greater connectivity between the main river corridor and the town.
- 5.3 This is element is expected to cost £300k.

6 HIGH STREET TO LITTLE HAUGH

- 6.1 There is an interface with the proposed Hawick Business Centre project at Oliver Crescent and Teviot Road. This project will see the construction of a new business centre with flexible office space for small enterprise work on Oliver Crescent. The approved planning application also allowed for the demolition of the former retail building on both Oliver Crescent and Teviot Road. The proposal also allowed for a 2m footpath link between Oliver Crescent and Teviot Road providing pedestrian links with the High Street to the Little Haugh and the wider river corridor.
- 6.2 The Sustrans funding allows for this footpath to be increased in size to a wider 4m corridor providing for active travel between the High Street and Little Haugh. This will require a revised planning application. It is noted that this work will be separate and not in any way interfere with the progress of the Business Centre which is currently at procurement stage.
- 6.3 This element is expected to be delivered for £400k.

7 BURNFOOT

- 7.1 Within the Burnfoot area of Hawick, space is limited to provide for a 4 metre wide active travel network. The proposal within this area is to introduce a range of low intervention improvements at key road junctions to allow for improved road safety. The location and extent of these improvements are intended to be delivered through a *Community Delivery Model* in partnership with local organisations and the people of the Burnfoot Estate.
- 7.2 There is the opportunity however to link the overall Burnfoot area to the other elements of the Active Travel Network through links to and including Hamilton Road. In this way, access to the wider neighbourhoods of the town can be achieved and in particular, connections to Mansfield and Weensland area as noted in section 8 of this report.
- 7.3 This element is intended to be capped at a delivery value of £500k.

8 WEENSLAND TO BURNFOOT INCLUDING NEW RIVER CROSSING

- 8.1 The active travel network within the main works provides for a 4m corridor from Duke Street to the Weensland area of the town. The footbridge at the junction of Duke Street and Trinity Street provides for the last downstream footbridge connection over the River Teviot. The next downstream crossing over the river is at Hornshole. Through collaboration with Sustrans, it is proposed to link Weensland with Burnfoot through a new 4m wide footbridge at the roundabout junction at Mansfield Road and Hamilton Road. This will provide for an Active travel corridor across the River to link Weensland Road and Mansfield Road. It will thereby increase the connectivity between Burnfoot and the rest of the town via the new 4m corridor running along the river.

8.2 To allow for this footbridge crossing, and in particular the elevated height about the flood wall, alterations to the roundabout junction at Mansfield Road and Hamilton Road will be required. This is possible through collaborative work with Scottish Water for the adjacent sewage treatment works and Hawick Rugby Football Club.

8.3 On the Weensland Road side of the river, the footbridge will connect to the active travel network links at Oliver Park and Weensland Road. It is noted that the main flood protection works allow for significant landscape enhancement to this area to improve its attractiveness as an active corridor, and delivery a new nature-wild / biodiversity style park for the town.

8.4 This element is expected to be delivered for £2.0M

9 VOLUNTEER PARK

9.1 The 4m wide active travel network currently ends at Volunteer Park by the McLaren Footbridge. It is proposed to extend this 4m wide corridor around the existing 3G pitch to the A7 at the point where the existing Crumhaugh pathway meets the A7. A new Toucan Crossing is also proposed at this location along with a widening of the entrance to the Crumhaugh pathway.

9.2 Consideration is also been given to further extending the new 4m wide path along to the Langlands Footbridge through widening the existing roadside footpath. It is assumed that this would be achieved by narrowing the A7 slightly over this length and that this would be delivered by providing a 'gateway' to the town at this location that simultaneously delivers road safety enhancements at this location. This element of the work is being advanced in partnership with Police Scotland and Transport Scotland.

9.3 This element is intended to be capped at a delivery value of £425k.

10 OLIVER PARK

10.1 A pathway currently stretches from Glebe Mill Street to Weensland alongside the river. Under the existing proposals of the active travel network this will be increased to a 4m wide corridor. There is an existing entrance from this pathway to Oliver Park. This entrance will be enhanced to provide a wider and safer entrance with landscape improvements.

10.2 This element is intended to be capped at a delivery value of £75k.

11 IMPLICATIONS

11.1 Financial

The Sustrans funding approval of £12.462M identified within the report to the Executive Committee on 16 March 2021 contained £3.7M of funding for additional active travel network links. This report identifies projects that have been agreed with Sustrans as being appropriate for this additional

funding. It is noted within this report that the Council's contribution to the project was finalised within the overall £91.8M project budget. There are therefore no additional costs that the Council requires to allocate to match this £3.7M.

11.2 Risk and Mitigations

- (a) The projects identified within sections 5 to 9 of this report will require roads, planning and environmental consents to be secured prior to construction. The project team will develop the projects and make all relevant applications for consent to mitigate this risk.
- (b) The Council owns or has rights over all of the land required for the proposal other than: (i) the Mansfield Road / Hamilton Road roadworks at section 8. Positive discussions have taken place with Scottish Water and Hawick Rugby Football Club to allow these works to be implemented; and (ii) the Oliver Park entrance at section 10. Positive discussions have taken place with SBHA; and (iii) the Weensland side of the proposed new footbridge at section 8. Positive discussions have taken place with the two private land owners at this location.
- (c) The Sustrans funding is intended to be applied to the works by the completion of the overall Flood Protection Project in 2023/24. The project team will work with Sustrans to establish a deliverable programme of works to ensure that the funding is applied by that timescale.

11.3 Integrated Impact Assessment

The design and implementation of the active travel network, including the additional projects identified within this report, will ensure that safe and integrated access within the town is provided.

11.4 Sustainable Development Goals

The design and implementation of the active travel network, including the additional projects identified within this report, will ensure healthy lives and promote wellbeing for all ages.

11.5 Climate Change

- (a) The design and implementation of the active travel network, including the additional projects identified within this report, will adopt the sustainable transport hierarchy promoted by the National Transport Strategy by encouraging/supporting walking and wheeling or cycling.
- (b) The design and implementation of the active travel network, including the additional projects identified within this report, will reduce the need for unnecessary car journeys.

11.6 Rural Proofing

This report does not affect or amend rural proofing policies.

11.7 Data Protection Impact Statement

There are no personal data implications arising from the proposals contained in this report.

11.8 Changes to Scheme of Administration or Scheme of Delegation

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

12 CONSULTATION

12.1 The Director Finance & Corporate Governance, the Monitoring Officer/Chief Legal Officer, the Chief Officer Audit and Risk, the Director People Performance & Change, the Clerk to the Council and Corporate Communications have been consulted and comments received have been incorporated into the final report.

Approved by

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Background Papers:

Previous Minute Reference: Executive Committee 16 March 2021

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