



Current view at Teviot Crescent

There are options for a possible active travel link between Teviot Crescent and Oliver Crescent, leading to the High Street. This might include a new toucan crossing on Teviot Crescent from the Wee Haugh. The lane in front of Santa Marina will be improved with new paving.

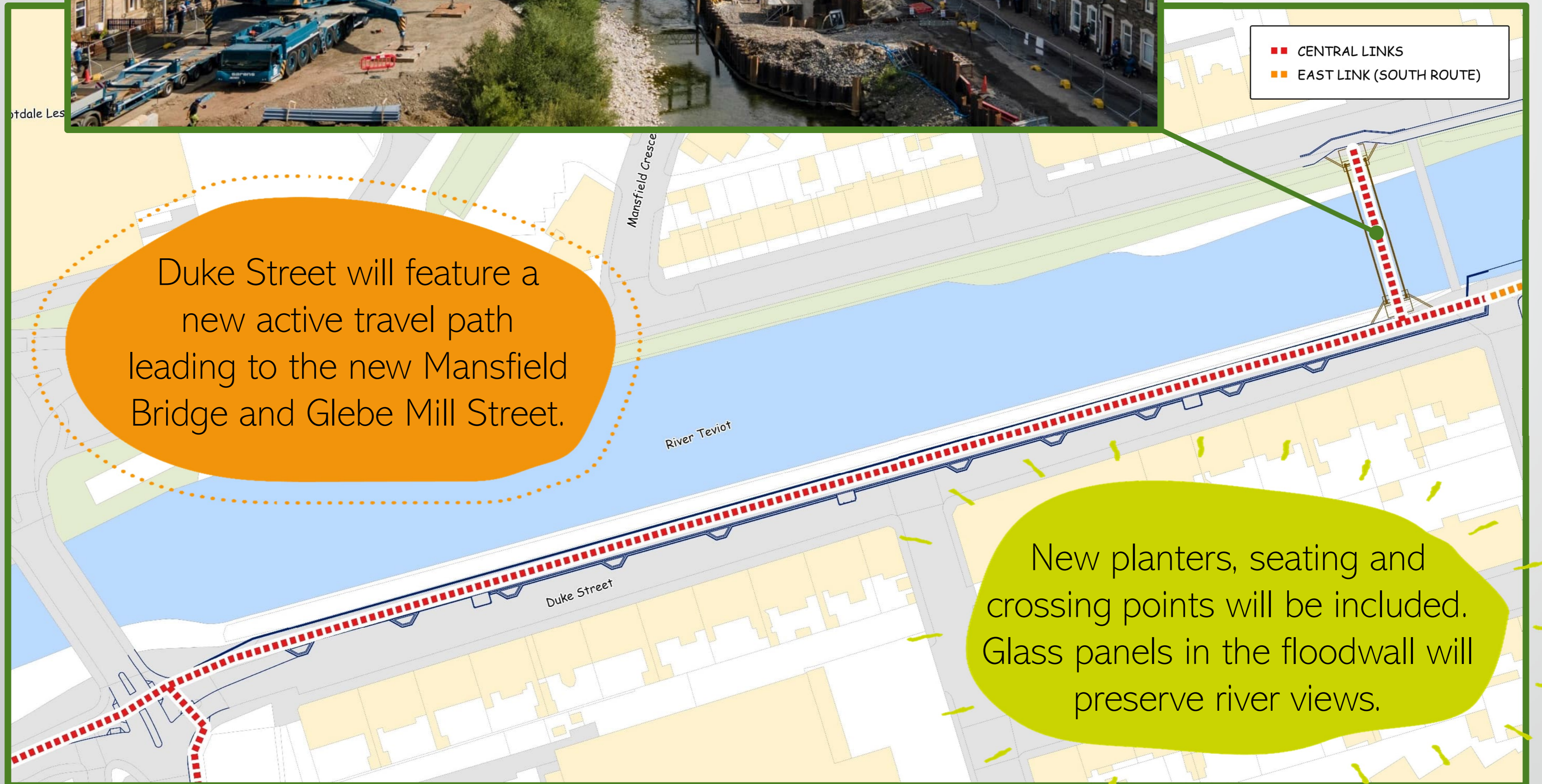


Possible view from Teviot Crescent  
*(courtesy of Aitken Turnbull Architects)*



Possible link between Teviot Crescent and Oliver Crescent  
*(courtesy of Aitken Turnbull Architects)*

[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)



[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)



**Hawick** Flood Protection  
Active Travel Network

# East Link (North)

## Waverley Walk

The Waverley Walk footpath will be made wider and include new lighting. The path will connect to the new crossings on Wilton Hill and Hamilton Road.



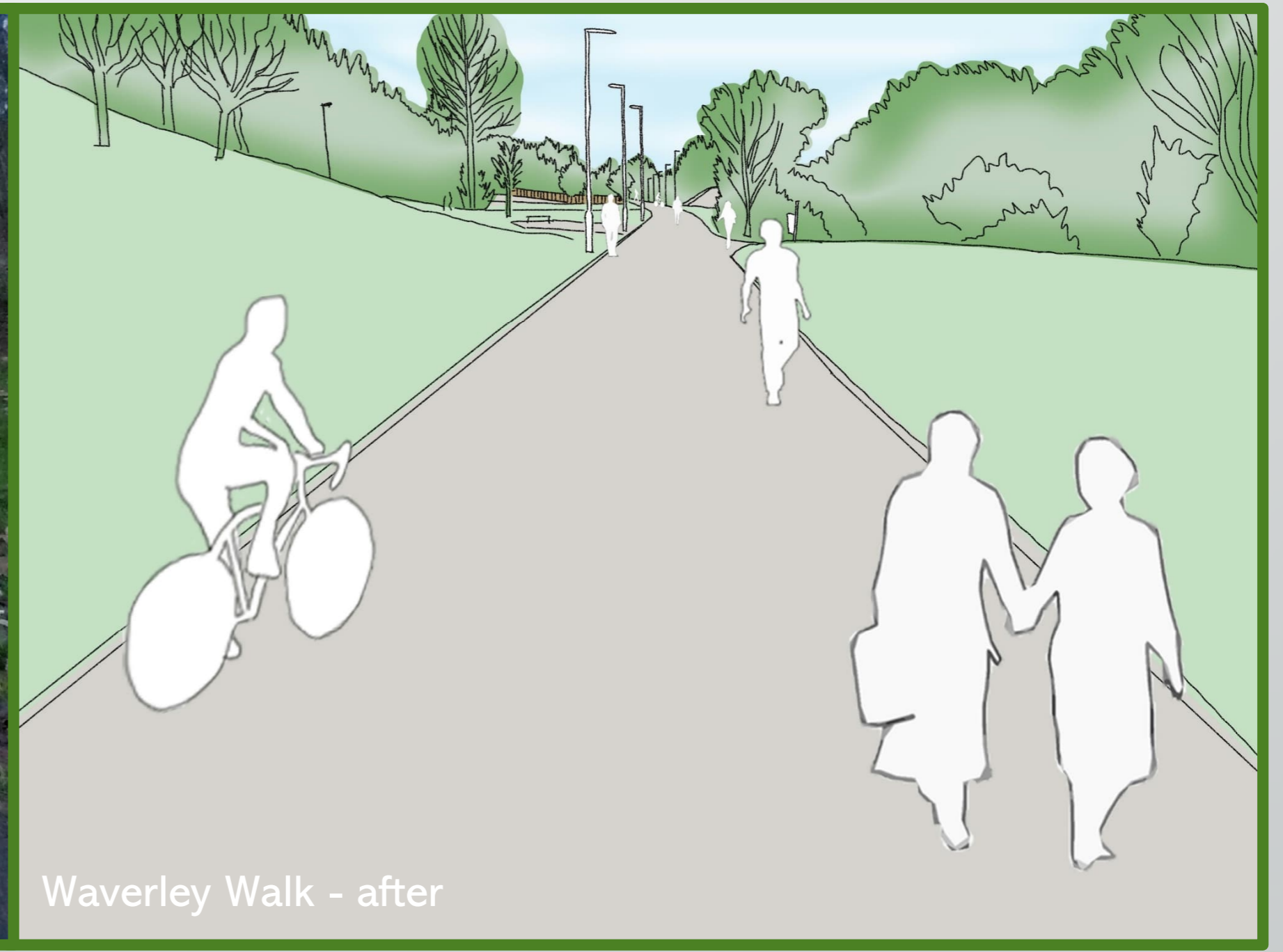
Wilson Drive steps leading to Hamilton Road – access improvements being considered



Options for improving access between Waverley Walk and Burnfoot are also being explored



Waverley Walk - before



Waverley Walk - after

[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)

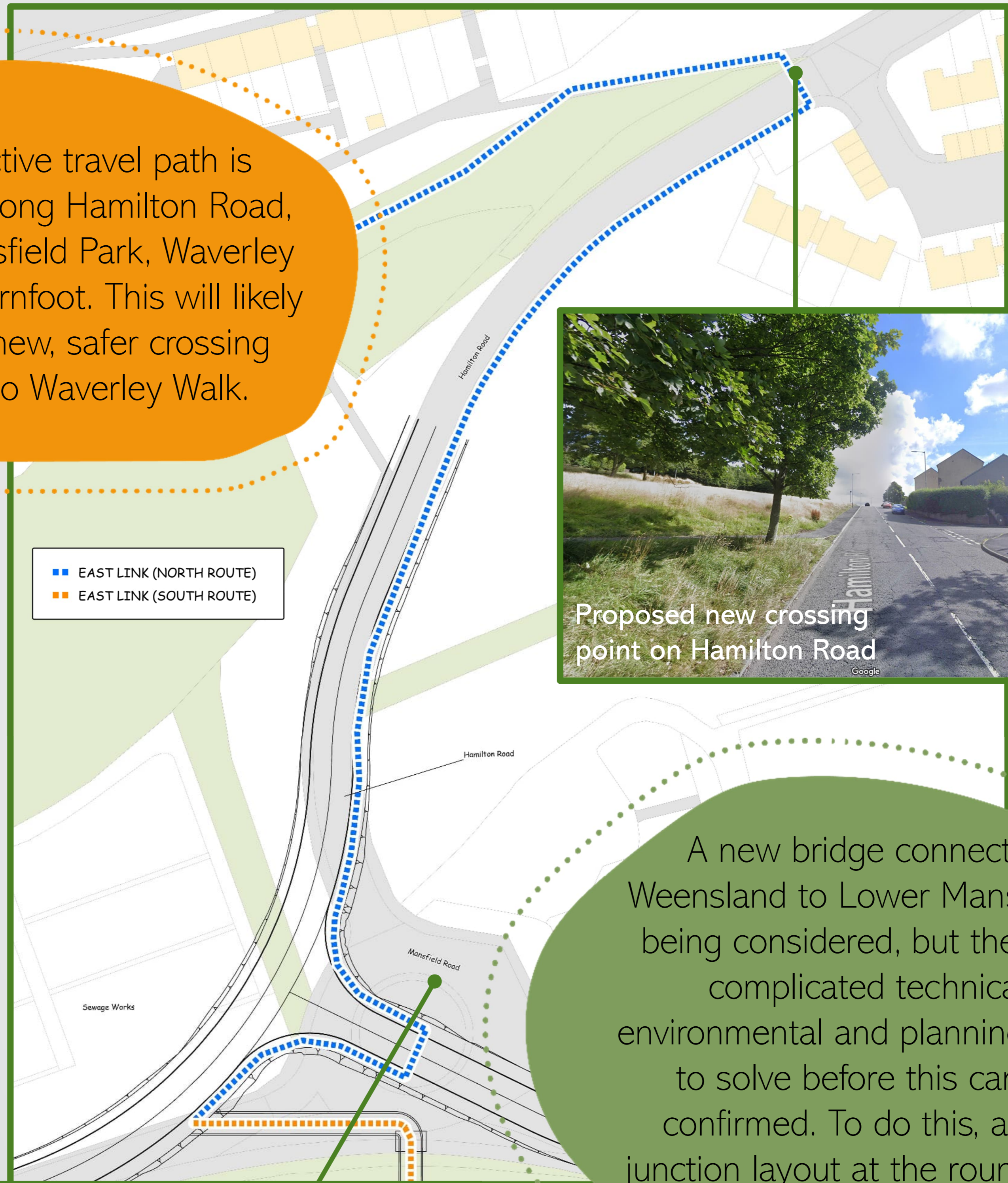


**Hawick** Flood Protection  
Active Travel Network

# East Link (North)

## Hamilton Road and Hawick RFC

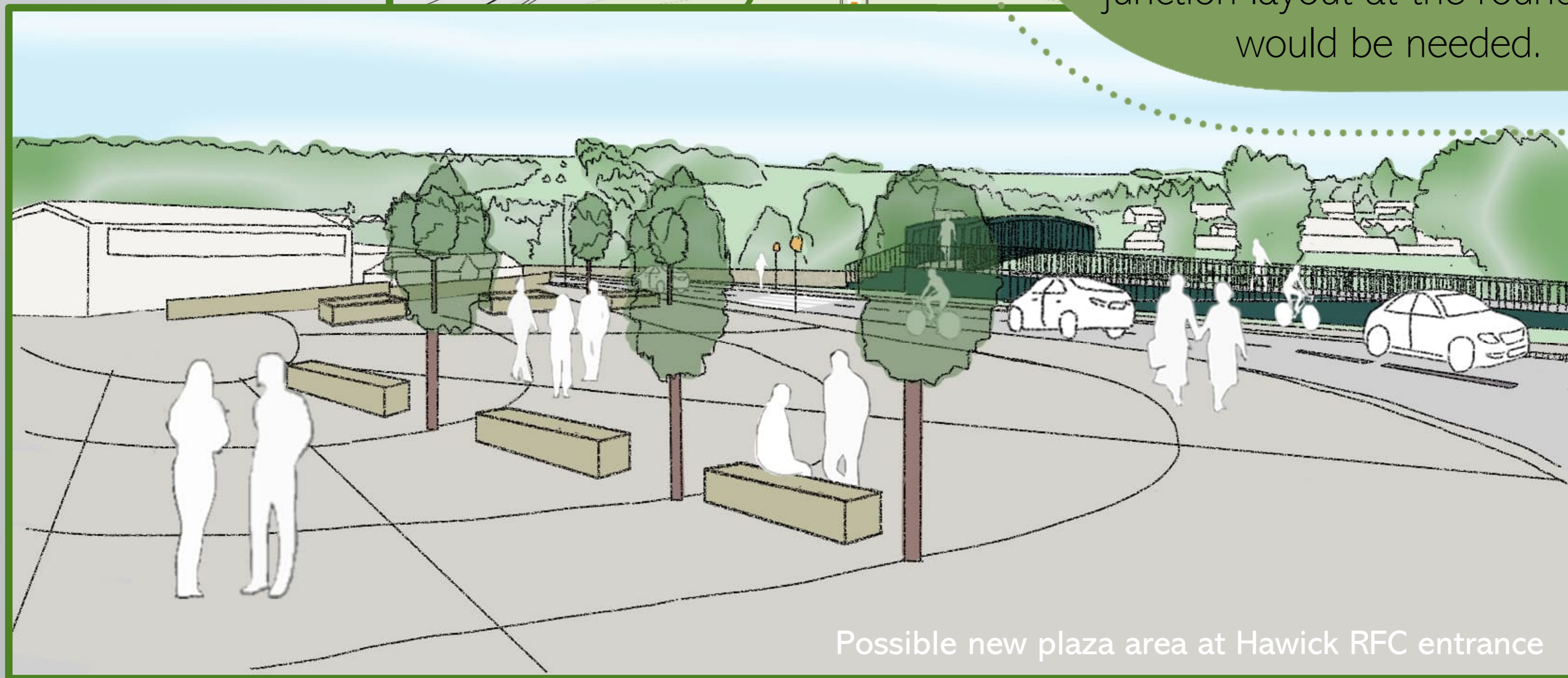
A new active travel path is proposed along Hamilton Road, linking Mansfield Park, Waverley Walk and Burnfoot. This will likely include a new, safer crossing point onto Waverley Walk.



Proposed new crossing point on Hamilton Road



A new bridge connecting Weensland to Lower Mansfield is being considered, but there are complicated technical, environmental and planning issues to solve before this can be confirmed. To do this, a new junction layout at the roundabout would be needed.



Possible new plaza area at Hawick RFC entrance



[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)



**Hawick** Flood Protection  
Active Travel Network

# East Link (North)

## Burnfoot

Improvements to access in the Burnfoot area are being considered as part of the project, to help make the route to and from the town centre better for all users.



Improved cycle and pedestrian access to Burnfoot Community School



Possible placemaking and enhanced amenity areas for the community

- EAST LINK (NORTH ROUTE)
- EAST LINK (SOUTH ROUTE)
- 🚶 Improved crossing point
- 📍 Possible placemaking
- 📍 Removal of steps
- 🟡 Large scale improvements
- 🟢 Possible path link to ATN
- 🔵 On-street link to ATN
- 🟢 Footpath widening



Possible improvements to existing path network and links to the town centre

Ideas for improvements to Burnfoot are still very much under development, so we would love to hear your thoughts and opinions on how to make your area better!

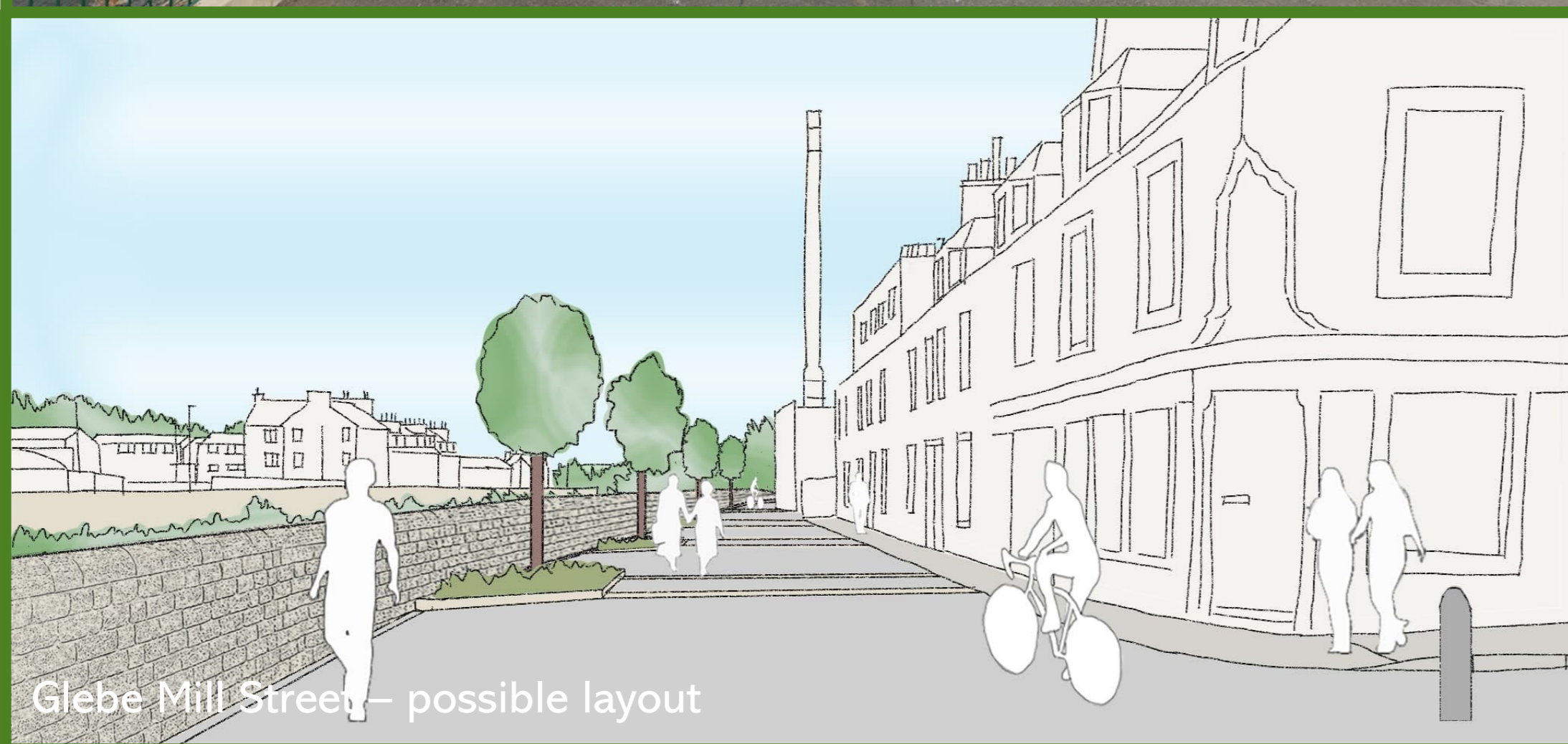
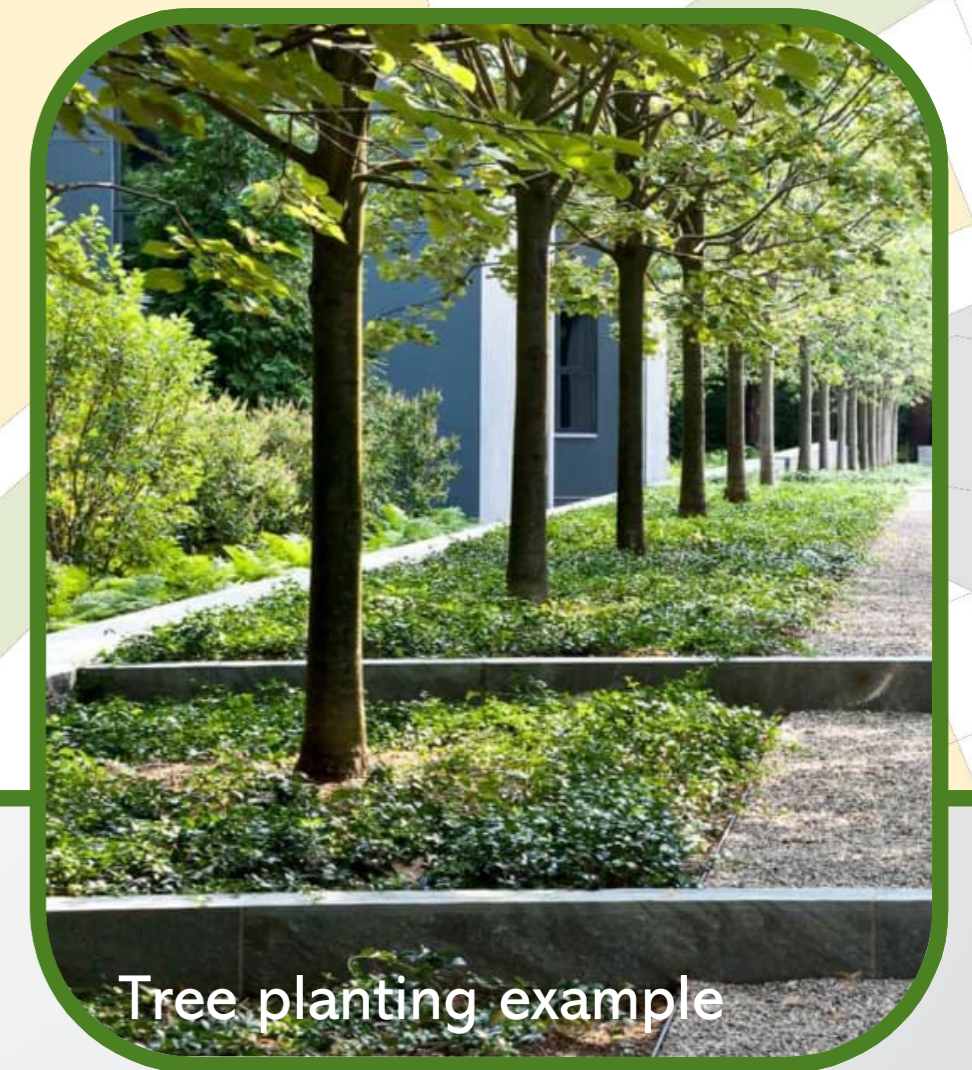
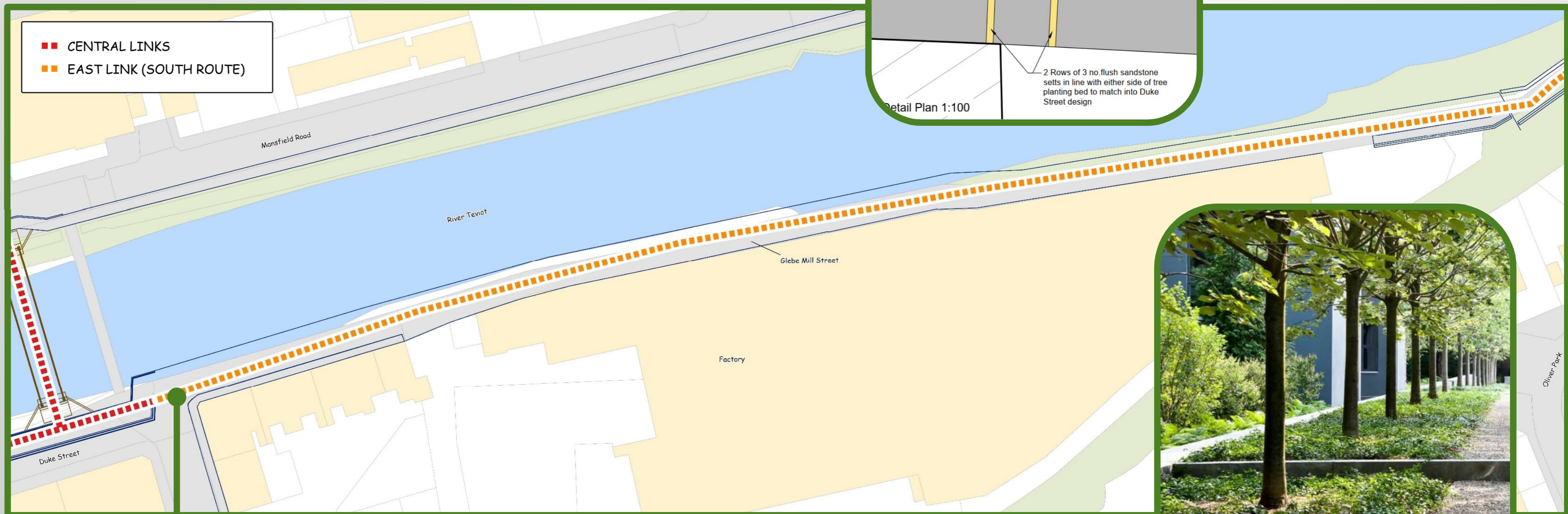
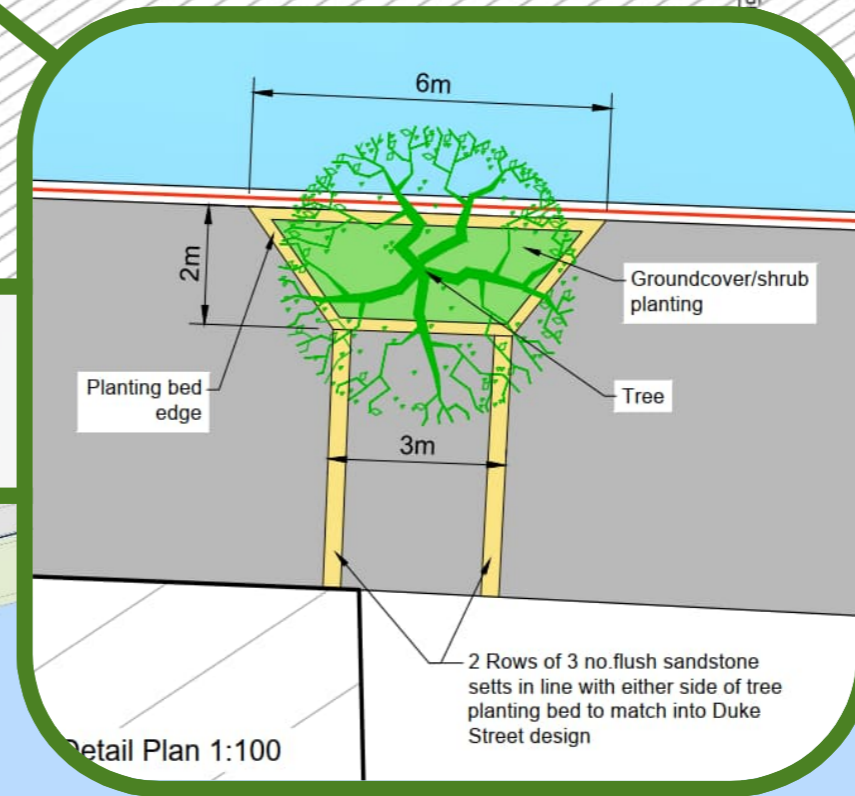
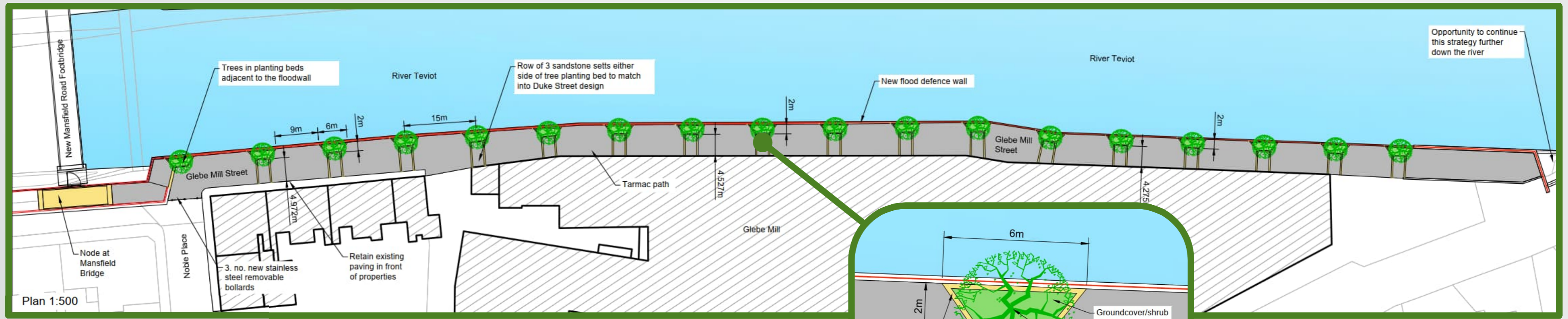
[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)



**Hawick** Flood Protection  
Active Travel Network

# East Link (South)

## Glebe Mill Street



Glebe Mill Street will be a key part of the active travel route from Mansfield Bridge to Oliver Park and Weensland. This part of the route will also have:

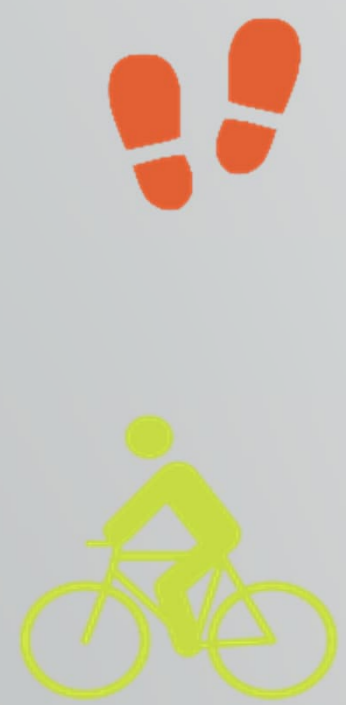
- new paving and surfacing
- new tree planting (similar to Duke Street tree planting)
- new lighting



[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)



Options to widen and improve the narrow path that connects Oliver Park to the riverside active travel path are being considered. It is hoped that the path can be widened to around 3 metres (more than twice the current width). This will make the route safer for all users sharing the space.



Options to create a more attractive and open landscaped space next to the lower level riverside path are being considered.



[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)



**Hawick** Flood Protection  
Active Travel Network

# East Link (South)

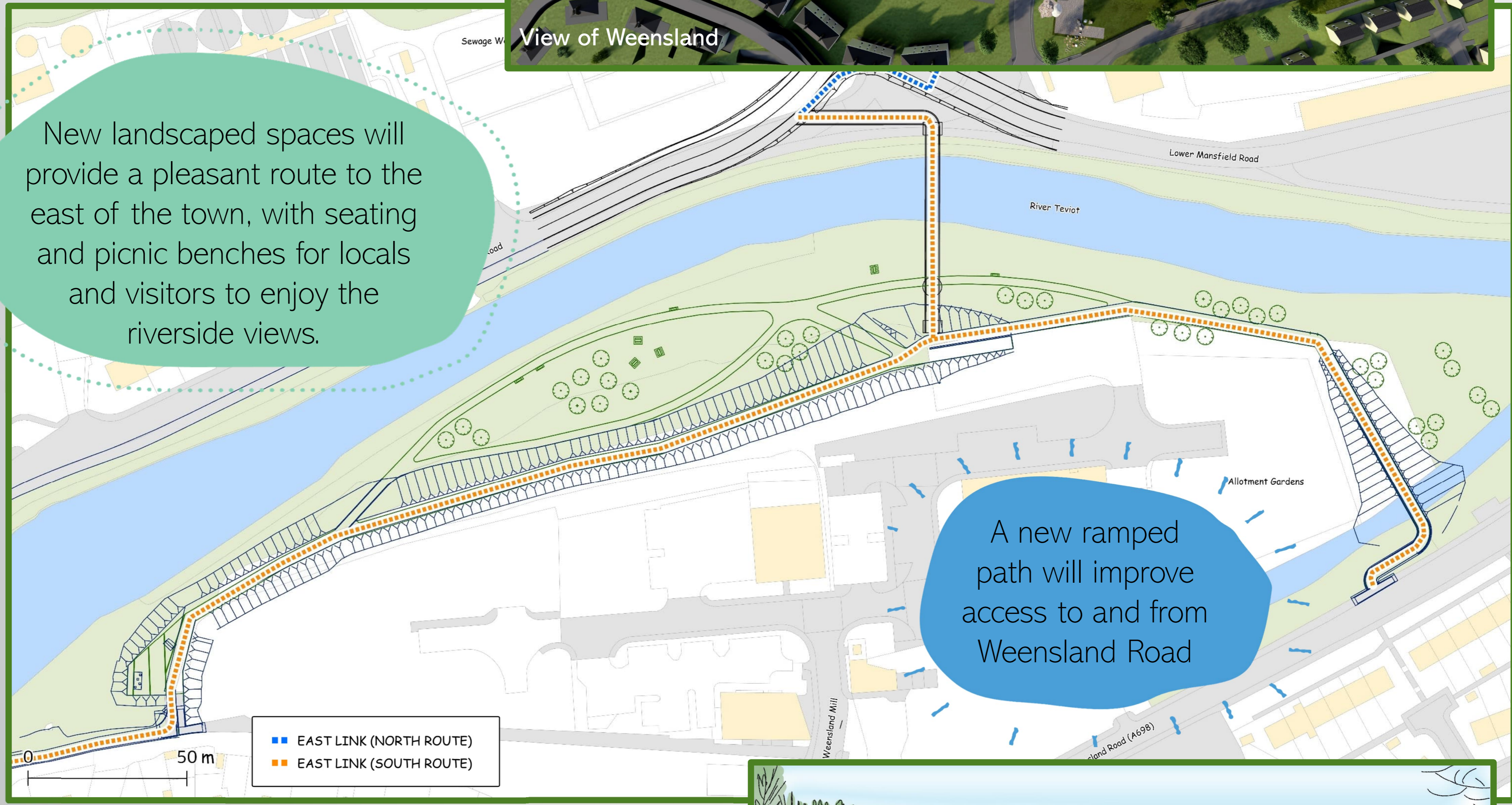
## Weensland

An active travel path will be built on top of the flood defence embankment at Weensland, with attractive views of the river.



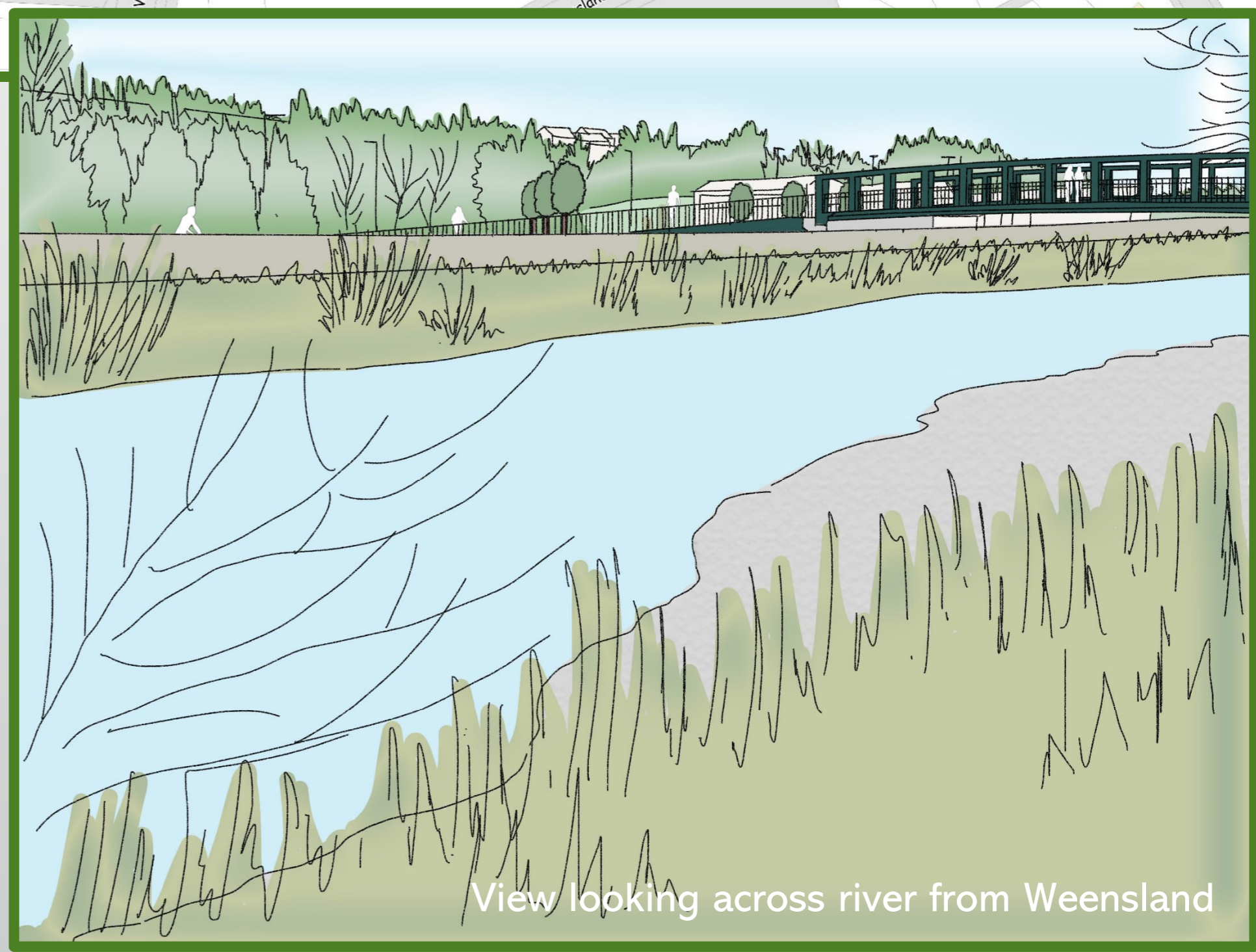
View of Weensland

New landscaped spaces will provide a pleasant route to the east of the town, with seating and picnic benches for locals and visitors to enjoy the riverside views.



A new ramped path will improve access to and from Weensland Road

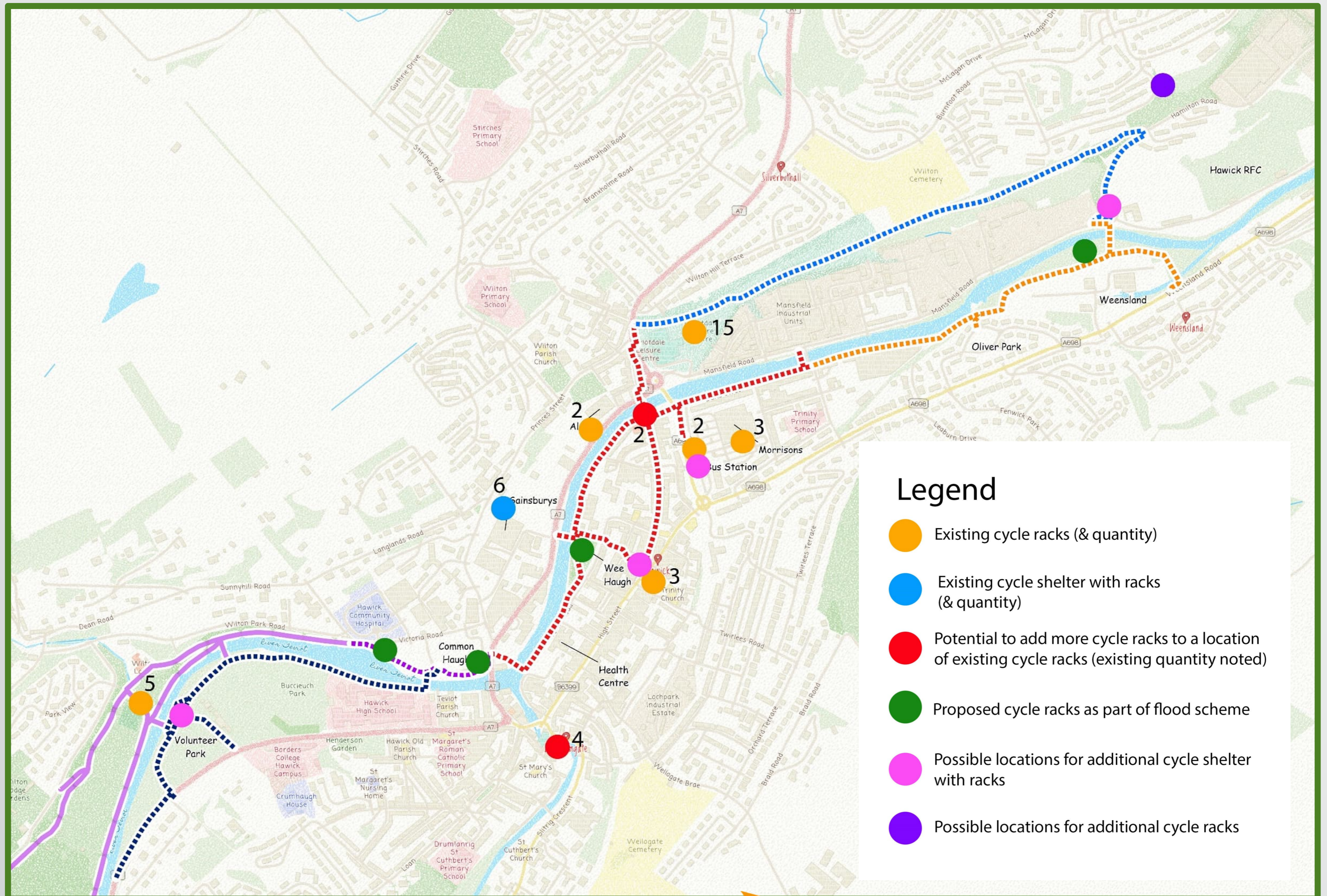
A new bridge connecting Weensland to Lower Mansfield is being considered, but there are complicated technical, environmental and planning issues to solve before this can be confirmed.



View looking across river from Weensland

[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)





Would you like to see a cycle hire scheme in Hawick? Would this encourage you to cycle more?

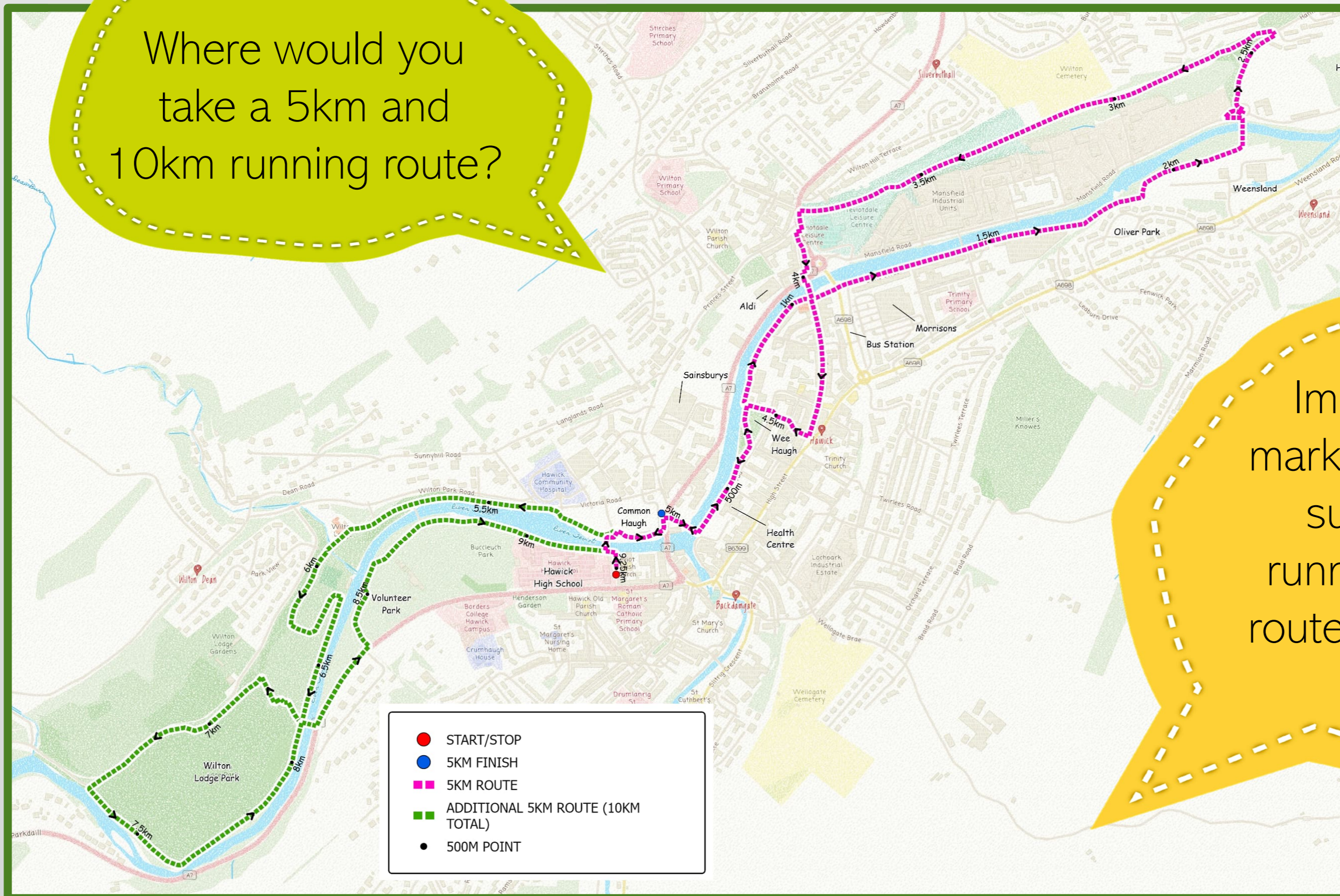


Where would you like to see more cycle racks in the town? Please note your ideas down on our feedback form.



[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)

Where would you take a 5km and 10km running route?



Improved signs and route markers are being considered, such as 5km and 10km running, walking and cycling routes. Do you have any ideas or suggestions?



Example in Wilton Lodge Park



We hope to include ATN feature signs on lamp posts along the route – which one do you like best?



Feature sign – option 1



Feature sign – option 2

[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)

## What is the Active Travel Network and what are the benefits?

The Hawick ATN is a multi-use path that links key community spaces and can be used to walk, wheel or cycle through the town. Surveys show that walking or cycling is the most popular choice for short, everyday journeys. People are confident to walk and cycle more often when their local streets, roads and path networks offer safe, high quality and attractive options for active travel. Making day-to-day journeys by walking or cycling is a great way to fit exercise into your daily routine.

## Who is delivering the project?

The project is being delivered by Scottish Borders Council in partnership with the Scottish Government, Sustrans, Transport Scotland, CPE Consultancy, Jacobs and contractor McLaughlin & Harvey

## Why is this consultation taking place?

The purpose of this consultation is to get ideas and opinions from local residents and businesses on the current proposals. Input from the community will help shape the design of the areas still under consideration.

## Why are some of the designs not possible to change?

Some of the ATN designs are connected to the flood defences, which are already under construction or due to start soon. These locations have been designed for some time and have been part of previous consultation events. It is therefore not possible to change the ATN design in these areas without having impacts on the flood defence design.

## What does 'improved public spaces' mean?

Improving public spaces means making specific locations in the town more attractive and pleasant to spend time in and travel through. This can be achieved with using different materials, plants, trees, art, providing space for activities and many other possibilities.

## What is a protected cycle lane / segregated cycleway?

A protected cycle lane, or segregated cycleway, is a cycle lane that is separated from the road by a kerb or similar and from the footway by a level difference. This gives cars, cyclists and pedestrians their own space and minimises contact between these users.

## What are the impacts on street parking and loading?

In some locations, road space has to be reallocated to make it safer for people travelling on foot or wheels, which may have an impact on parking and loading space. We are retaining as much street parking as possible, especially where we know this is important to local people and businesses. Targeted consultation with those likely to be affected by changes to parking or loading will be carried out before any changes are taken forward.

## Could this money be spent on something else?

No, the money comes from 'Places for Everyone' fund which is managed by Sustrans and provided by Transport Scotland. The Council successfully applied for this funding to be spent on the Active Travel Network in Hawick.

## Will cycle parking be provided along the route?

Yes, cycle parking will be provided at key locations along the route. We would like your feedback on where those locations could be.

## How do I have my say?

Please complete one of our feedback forms. You can also contact the team on [hawickfloodps@scotborders.gov.uk](mailto:hawickfloodps@scotborders.gov.uk) or **018535 825095**

## When will the active travel network be finished?

The ATN will be constructed in phases - generally, the paths that run alongside the flood defence walls will be built first during the main contract, which is due to be completed at the end of 2023. Some of the other sections away from the riverside may be completed slightly later.

## What is a toucan crossing?

A **toucan crossing** allows both pedestrians and cyclists to cross together. A **puffin crossing** only caters for pedestrians.

## Why have these routes been selected?

The ATN routes are generally along the existing riverside paths that currently connect key residential areas, businesses, local spaces and attractions within the town. It makes sense to improve these links at the same time as building the flood defences, as many of the paths need to be reinstated during construction anyway.

To keep up with the project, Visit :

[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)