

# Project Update

November 2023



## Weensland Footbridge

Final Preparation Works



### Before & After the Flood Scheme

A photographic look into the transformation of the town before, during and after the Flood Scheme.

Page 3 & 4

### What Happens Next?

Details on Scheme maintenance, Active Travel Network and Weensland footbridge installation.

Page 7

### Permanent Traffic Changes

Traffic flow changes in the centre of Hawick could take permanent effect on the Scheme's completion.

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Protecting and Enhancing Hawick

## Looking Back at Progress Made in 2023

### Great Progress Made this Year in Spite of Many Challenges

As the year 2023 is closing in, so is the Hawick Flood Protection Scheme. Since the last Newsletter, there have been a lot of changes and several work sections finally being declared as finished throughout the Scheme. Reflecting on the year, there have been some great positives and some unexpected difficulties faced by the Project Team.

At the end of this summer in-river working season, the river levels were rising high, with several flood warnings issued due to storms Agnes and Babet. This was making it difficult to keep progressing in

some areas, such as Sandbed. We encourage you to read more about the difficulties encountered at Sandbed on page 6 of this Newsletter.

On the other hand, the contractor is working hard to complete the Mart Street Junction toucan crossing for Hawick Active Travel Network ahead of schedule, to be finished before the Christmas period.

In Weensland, and across the river, at Hawick Rugby Football Club, SBContracts are busy preparing for Weensland Footbridge installation. The central pier for this impressive



two-span footbridge has now been poured and both abutments are in advanced stages of construction. The Team is also preparing for a huge crane to be delivered to install the footbridge. You can find more information on this on page 7.

I would like to reiterate that we do understand that the process of constructing a vast flood protection scheme has not been easy on the town, but we are hoping that the benefits achieved will be welcomed by the residents of Hawick for years to come.

**Conor Price**  
**Project Director**

## Temporary Traffic Changes Could Remain

In 2020, before starting the main construction works, some temporary traffic management changes were introduced in Hawick. These include making Princes Street one-way, lifting weight restrictions and introducing a new road layout on the High Street (Tower Knowe junction) and the pedestrian path diversion connecting Hamilton Road to Hornshole Greenway Walk above Hawick Rugby Football Club.

These changes were implemented to ease traffic flow around the town when key areas of the Scheme, such as Commercial Road, were being constructed. Following positive feedback from the people of Hawick, the Project Team proposes that these could be made permanent. If you have any feedback, we would like to hear from you, please contact the Team on [hawickfloodps@scotborders.gov.uk](mailto:hawickfloodps@scotborders.gov.uk).



**Tower Knowe junction**



**Princes Street junction**

# Before, During & After the Flood Scheme

## Before



In 2015 high water levels caused a section of the road to collapse into the river on Clebe Mill Street.



The boundary wall at the Hawick Rugby Football Club fully collapsed following the impact of the flood waters in 2015.



The river burst its banks and overtopped historic flood defences, causing major problems at Commercial Road in 2005.



St Georges Lane by Hawick High School and Teviot Church had access cut off due to the flooding in 2005.

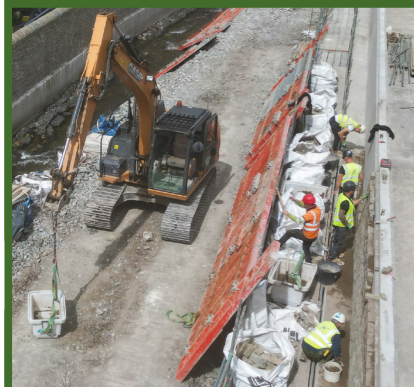


Once again, Common Haugh was completely submerged by flood waters in 2015.



Flood waters travel at a high speed and volume at Slitrig Water in 2005, as experienced many times before.

## During



Stone cladding being applied to the flood wall at Mill Port from the temporary in-river platform.



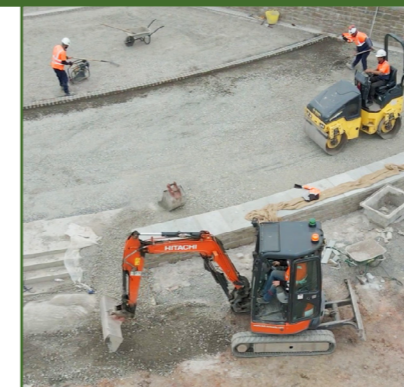
Weensland major earthworks for the flood protection embankment built over the concrete flood wall.



Lower Mansfield Road concrete pours for the base of the L-shaped foundation.



Commercial Road gravity flood wall construction to improve carriageway of A7 trunk road.



Levelling works for the stepped raised platform area at the Wee Haugh prior to surfacing works.



Scaffolding erected to facilitate the testing of the glass panels along Teviot Road by specialist contractor.



Tarmac surfacing works at Waverley Walk following streetlighting install.

## After



Coble Pool viewing platform at Common Haugh landscaped area with seating and picnic benches.



Common Haugh enhanced pathways link Lawson Footbridge to the heart of the town.



Victoria Footbridge was replaced with an elevated and wider 2.5 metre shared use crossing.



Waverley Walk forms a key connection pathway along the Active Travel Network.



Wee Haugh park has an enhanced new layout including the toddler play park.



Mansfield Road reopen with two-way traffic and reinstated parking with traffic calming measures.



Bill McLaren's famous quote cast into the flood wall along Commercial Road.

# Pumping Station Commissioning

Eight integrated underground pumping stations have been constructed along the length of the Scheme to help water on the dry side of the flood wall get back into the river. As most of the infrastructure is located underground; all that will be visible above ground is the mechanical kiosks. The commissioning process makes sure that the fully automated system works as designed when tested under a flood level scenario.

Each of the pumping stations vary in size dependant on their location. The smaller pumping stations consist of two chambers, whilst the larger pumping stations have three.

Before the flood walls were constructed, heavy rain often cause a lot of water to collect on roads and low-lying areas. Excess water would create obstructions by causing road closures and inconveniencing people in town.

Now that flood walls are in place, they create a physical barrier preventing excess water from escaping into the river. Thus, it is necessary to install a high-capacity drainage system along the dry side of the flood walls.

During periods of heavy rain, the pumping stations will take excess water into their large underground chambers to funnel into the river. When the river levels are low, the water will discharge via gravity from the chamber into the river. When river levels are high, excess rainwater will be pumped from the chamber into the river.

Commissioning began mid September 2023. When in operation they will function as a network without the need for intervention, as sensors control how water is managed.



Commissioning taking place



Mechanical kiosk monitoring during commissioning



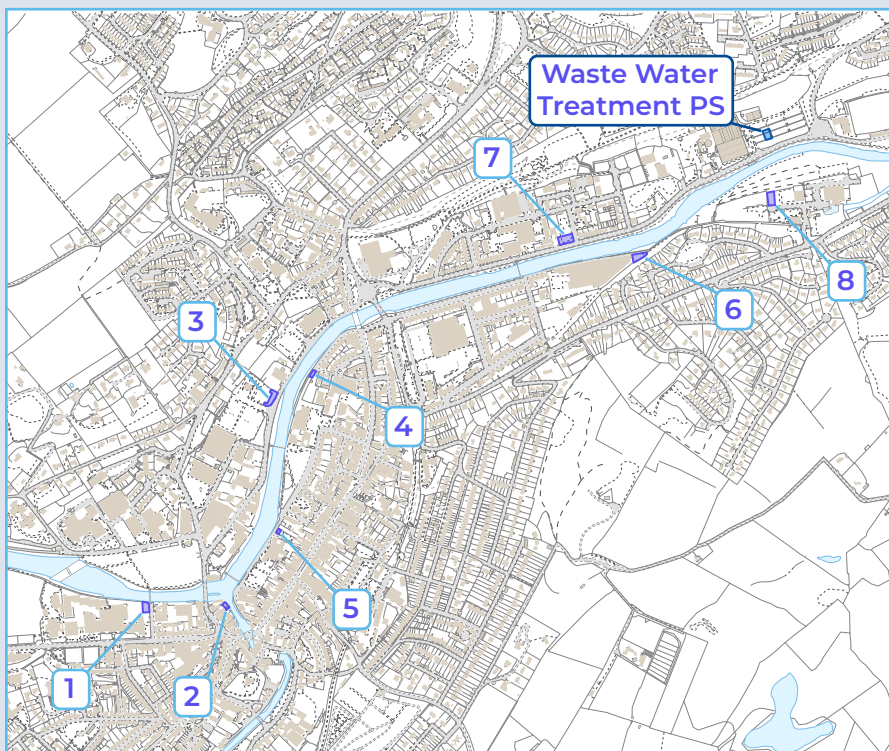
View into the chamber



View into the chamber



Construction of the chamber



Locations of the 8 Pumping Stations around Hawick

# Pathway to Completion: Key Progress at Sandbed

In 2017, when the Hawick Flood Protection Scheme was approved, it was recognised that the area at Sandbed would provide a challenge to our Scheme engineers and contractors. The confluence of the Teviot River and Slitrig offered greater complexities for accessibility as the riverbed was deep in some places, whilst being quite shallow in others. Additionally, there were numerous mill lades underground harking back from the days of Hawick as an industrial mill town.

In early 2020, storms Ciara and Dennis brought the town to the brink of a major flood event. Several properties were flooded on this occasion and the power of the Teviot and Slitrig Water caused the devastating collapse of the Bridge House Guest House. Whilst coming to terms with this destruction, the Project Team understood that they would now face additional challenges in this location.

The building was deemed structurally unsound, which

meant that a carefully drawn up demolition plan needed to be put in place. The access lanes from Albert Road were too narrow for the required construction vehicles to access the site to carry out the demolition. So the team had to come up with a different approach.

In the summer of 2021, a temporary bridge from Mill Port was built across the Slitrig to create access for demolition vehicles. This approach was successful and the team managed to partially demolish the Bridge House Guest House, whilst leaving the remaining two-thirds of the structure that was deemed to be stable. Finally, in May of 2022, the site was prepared for piling and flood wall construction.

Works were progressing well and part of the wall was constructed successfully, but then the Team ran into another unexpected difficulty. Unfortunately, the piling contractor failed to drive piles to the required depth. This

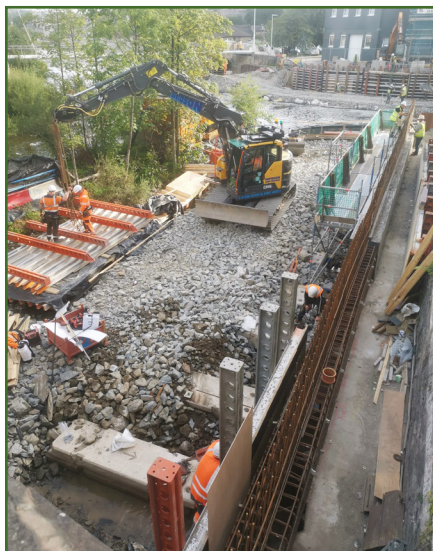


**2020 devastating collapse of the Bridge House Guest House**



**Sonia's Bistro Demolition**

mean that our designers, Jacobs, needed to come up with a different solution involving specialist techniques. The new solution is now in place and the team working very hard to achieve the target dates.



**Reinforcement and formwork install ahead of flood wall concrete pours**



**Specialist equipment to pile to required depths brought to site**



**Footpath paving underway following the flood wall cladding finishing**

# What Happens Next? Scheme Maintenance

The maintenance period is an agreed length of time that follows the completion of the Main Works Contract where the Project Team will notify the contractor of any defects noticed in the works carried out. The contractor has a responsibility to rectify these defects within this given amount of time.

A defect is any aspect of the works that have been constructed that do not meet the specification given in the contract. These defects can arise due to specification issues, design flaws, material faults, and workmanship errors. Defects are an expected part of any large-scale construction project.



Footpath construction works

The contractor has a 2 year scheme maintenance period following practical completion.

# Active Travel Network

Construction of the Active Travel Network is due to continue through the winter and spring months of 2024.

This shared network of pathways will represent a major enhancement to the public spaces and infrastructure of Hawick.

The 'Places for Everyone' fund, managed by Sustrans and provided by Transport

Scotland, has been harnessed to improve the key links for every day journeys. Providing the potential for alternative travel means, delivering benefits to health, air quality and quality of life to local residents and visitors to the town.

## Behavioural Change

As the construction of the Active Travel Network enters its final year in 2024, we hope to encourage people from around the town and visitors to get out to walk, wheel and cycle along the newly improved and safer routes. We aim to host some events to celebrate the new network of pathways and enhanced community spaces. This follows on from the recent school engagement, when our Project Director spoke with students of Hawick High School.

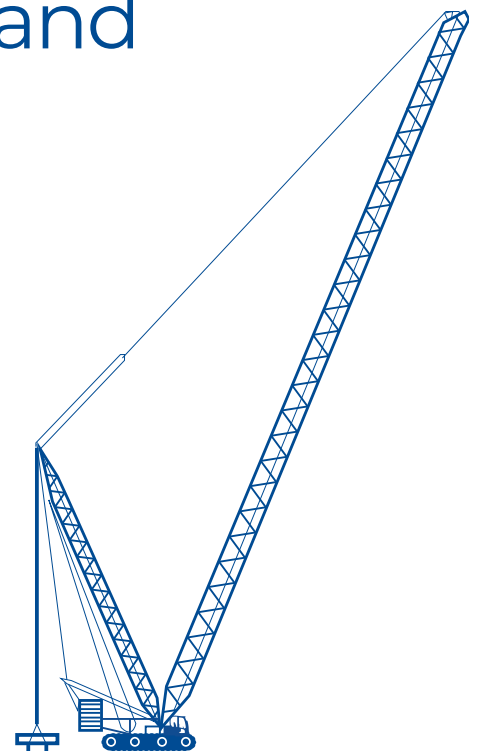
# Preparations for Weensland Footbridge

The fourth and final footbridge to be installed by the Scheme will be the Weensland Footbridge.

This footbridge has been built in 4 parts and is currently stored in a warehouse, to be delivered to site early next year. The team has been busy working out the logistics for delivery and installation, as the transport police are required to provide an escort for the footbridge structure.

When it is here, the sections of the footbridge will be

assembled into two spans, which will each need to be craned into place. To carry out this lift, a specialist crane is required. The Team will be using a crawler crane CC 2400 which is much larger than that, required for the previous footbridge lifts, weighing a whopping 500 tones itself. This type of crane is mounted on an undercarriage with a pair of caterpillar tracks to provide stability and mobility. The lift and installation will be a spectacle – keep an eye on our social media to find out when this is happening!



CC 2400 500 ton crane

# Permanent Traffic Changes Following Scheme Completion

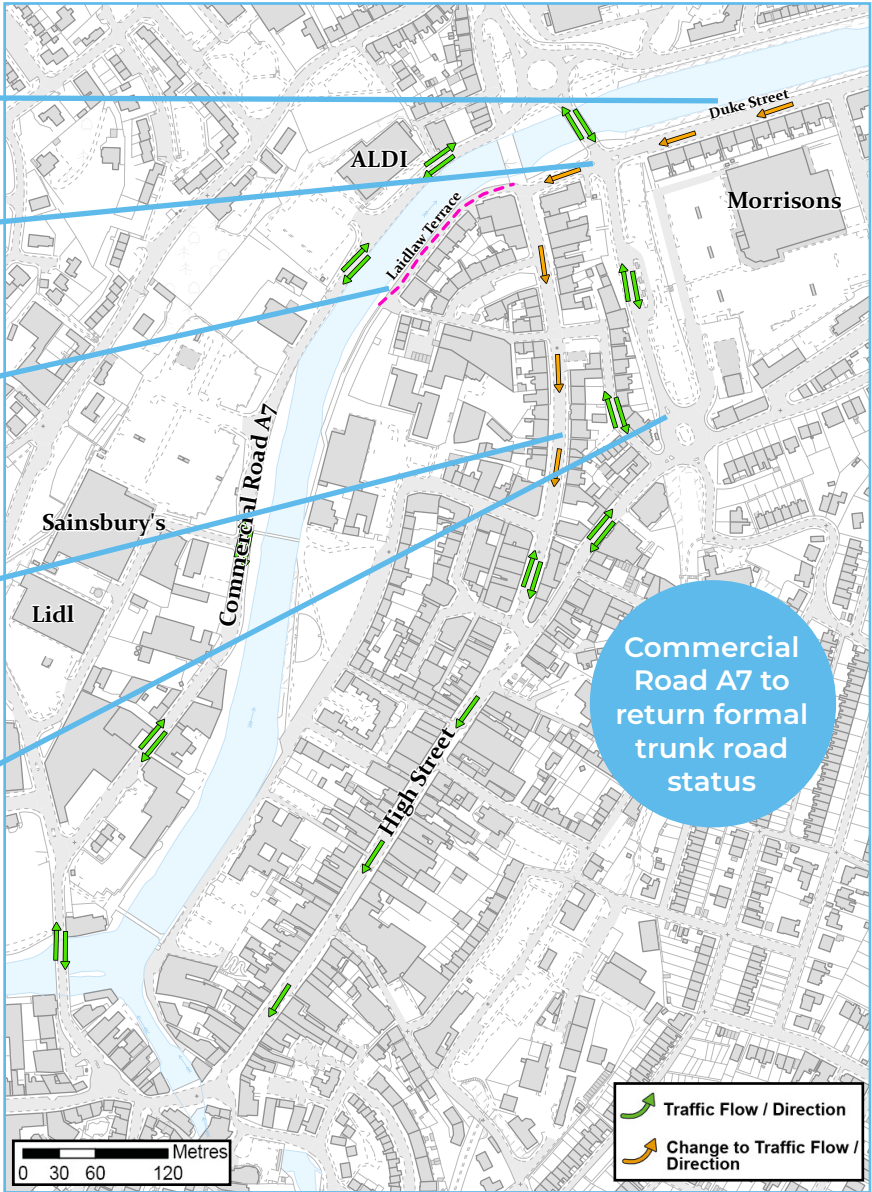
Duke Street to become one-way westbound

Mart Street's new 4 meter wide toucan crossing

Laidlaw Terrace pedestrianised for shared Active Travel Network

North Bridge Street will become southbound to the junction with Croft Road

Mart Street northbound/southbound traffic flow restored following ATN works



In 2016, the Project Team consulted extensively with the town to understand how to improve traffic movements in Hawick. The new traffic flow implementation will assist in reducing speed and creating easier circulation through town, whilst also allowing for a safe crossing at the Mart Street junction.

## Contacting the team

There are a number of ways you can keep up-to-date with the Hawick Flood Protection Scheme or contact the team to ask questions or provide comments:

[www.hawickfloodscheme.com](http://www.hawickfloodscheme.com)  
[hawickfloodps@scotborders.gov.uk](mailto:hawickfloodps@scotborders.gov.uk)

[@HawickFPS](https://twitter.com/HawickFPS) (formerly Twitter)   
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