



CAMPAIGN FOR
BORDERS RAIL
building on success



SUMMARY CASE FOR A NEW CROSS-BORDER RAIL LINK

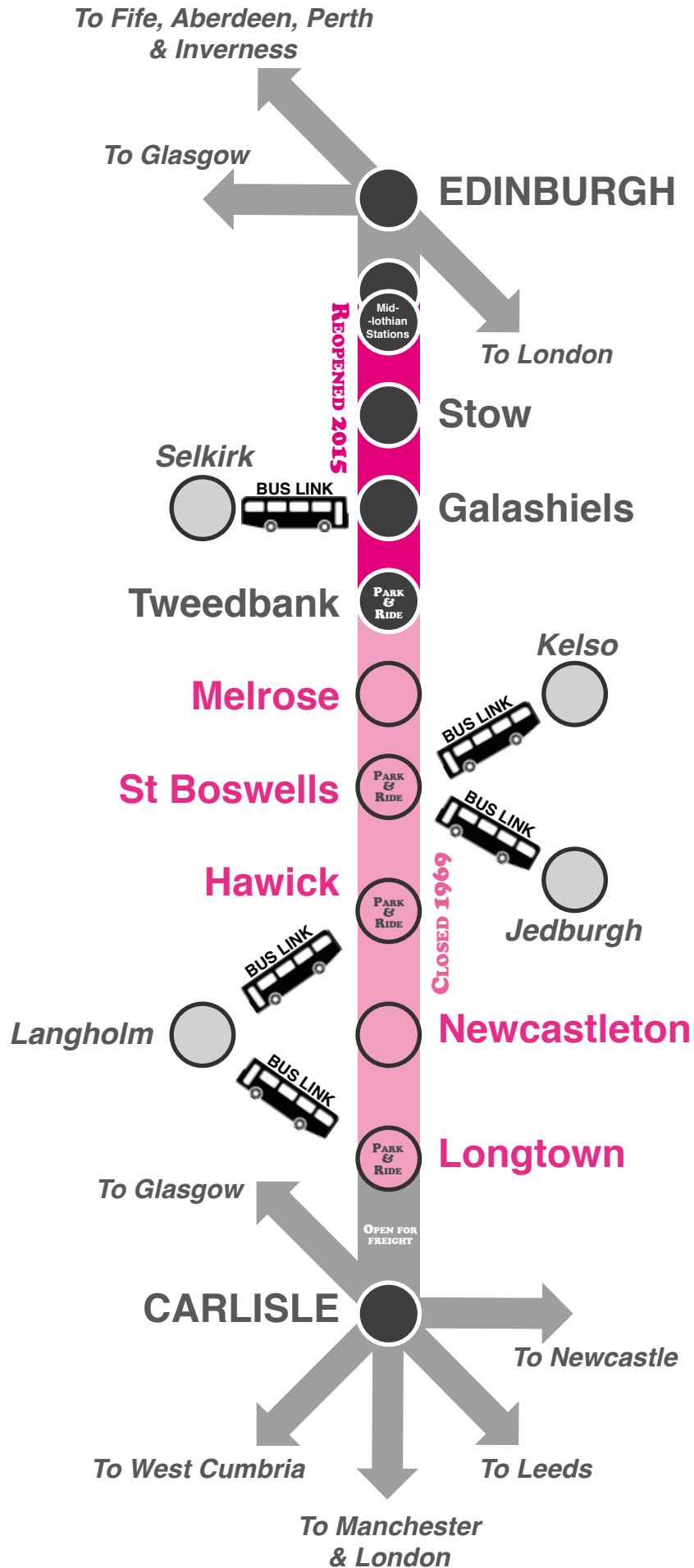
A campaign briefing for extending the Borders Railway southwards from Tweedbank to Hawick and Carlisle

1 Executive summary

- 1.1 In September 2015 passenger train services began on the Borders Railway, the new 35.5-mile rail link connecting Edinburgh, Midlothian, Galashiels and Tweedbank. The Borders Railway largely follows the course of the northern end of the old Waverley Route, a main line that continued through to Hawick and Carlisle, and which was controversially closed in 1969.
- 1.2 Campaigners, including Campaign for Borders Rail (CBR), helped make the case for the new line, arguing it would provide an economic boost to a region disadvantaged by poor transport links. That argument has been vindicated, with overall passenger numbers significantly more than those expected for the Borders stations. At Stow, Galashiels and Tweedbank first-year usage is on average more than five times the forecasts.
- 1.3 This early success indicates considerable latent demand for rail services, and calls into question earlier studies showing poor viability. It is now time to look again at extending the line beyond Tweedbank.
- 1.4 We believe that the Borders needs a through route to the south to maximise its economic potential and, for Hawick, a rail link is vital to reverse years of decline. Campaign for Borders Rail is committed to making the case for further rail-led economic and social regeneration of the Borders and a transformative new cross-border rail link from Scotland to England.
- 1.5 In these pages we set out our vision for this exciting opportunity. We hope this briefing will make a positive contribution to the process of scoping and feasibility studies now underway. We would encourage the study teams to engage with us and we stand ready to assist them in any way we can.

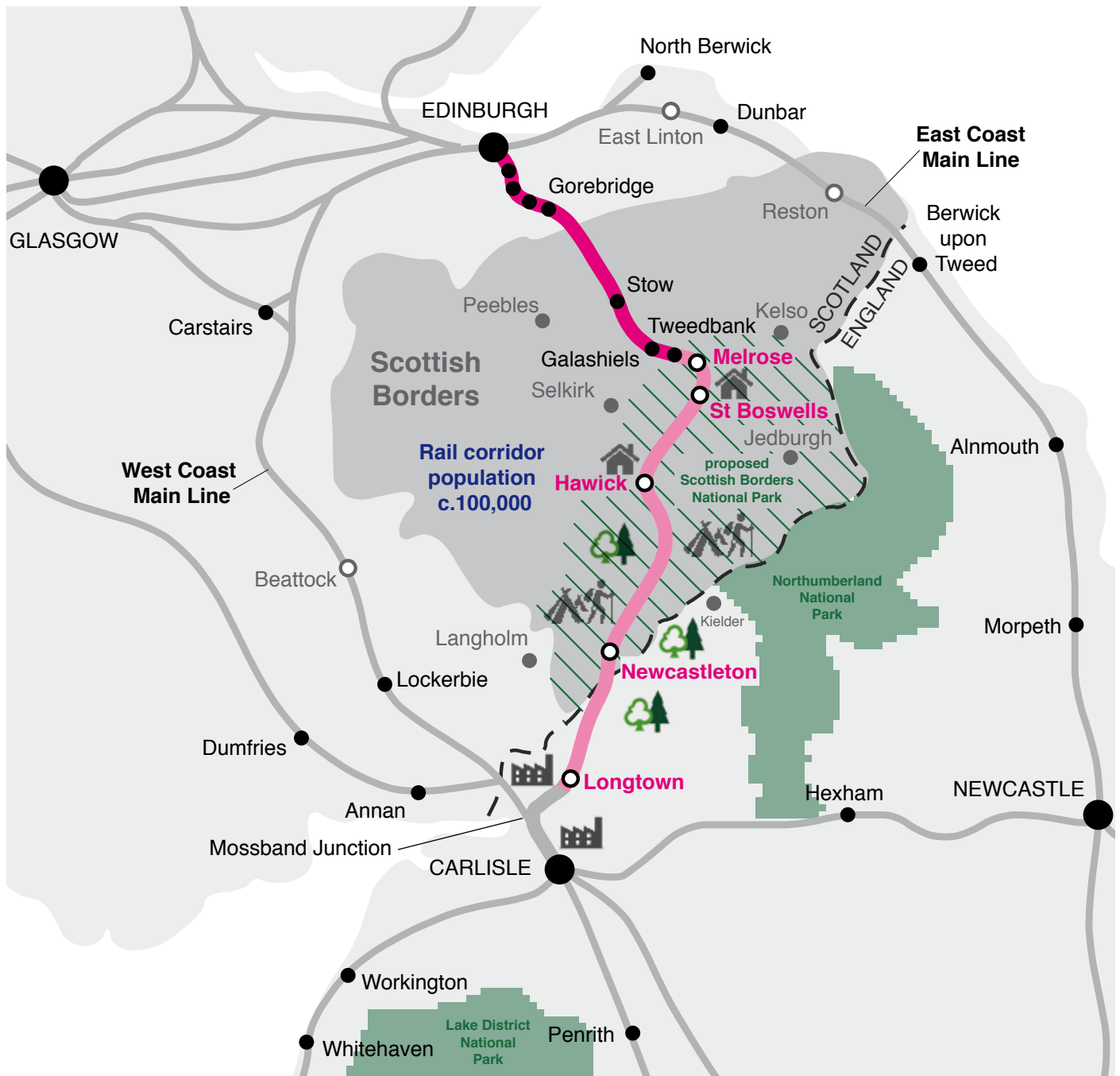
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1 Borders Railway future connections



Between Hawick and Longtown the map shows the original Waverley Route through Newcastleton that closed in 1969. An official study is expected to recommend how best to serve Langholm.

Borders Railway opportunities for regeneration



Some lines and stations omitted for clarity

Key

- | | | | |
|--|---|--|---------------------------------------|
| | Borders Railway opened 2015 | | Other proposed stations |
| | Borders Railway future extension | | Selected other places |
| | Other existing railway lines | | Planned housing growth |
| | City | | Forestry area |
| | Selected existing stations | | Planned employment growth |
| | Future Borders Railway stations | | Recreation / tourism potential |

Between Hawick and Longtown the map shows the original Waverley Route through Newcastleton that closed in 1969. An official study is expected to recommend how best to serve Langholm.

2 The vision

2.1 The proposal

Campaign for Borders Rail's vision is for a new railway line linking the Tweedbank terminus of the existing Borders Railway to the West Coast Main Line at Mossband, near Carlisle. For much of its length the new line would reuse the disused alignment of the old Waverley Route. The completed railway would allow through trains between Edinburgh and Carlisle, serving intermediate settlements including Hawick. Communities not directly served would benefit from access by connecting bus services and Park & Ride stations.

2.2 The rationale

The closure of the railway through the Borders in the nineteen sixties unfairly removed efficient transport links from a whole region. Such a decision would never be taken today.

The opening of the Borders Railway to Tweedbank has been a great success. However, Hawick, the worst affected town, remains isolated and in decline. Poor links to the south limit the region's economic potential.

The extension of the Borders Railway to Hawick and Carlisle is the only realistic proposal that adequately addresses these problems. It will provide a gateway to the region from the economic powerhouse of North West England and strengthen links to Edinburgh.

In summary, extending the line is unfinished business that will secure the legacy of the existing Borders Railway investment and build on this achievement to deliver substantial additional benefit for the public good.

2.3 The aim

- To secure a full and fit-for-purpose feasibility study to examine the case for extending the Borders Railway from Tweedbank to Hawick and Carlisle.
- To encourage the formation of a partnership between the UK Government, the Scottish Government and key agencies on both sides of the border to fund the feasibility work and to deliver the project.¹
- To build support for a new cross-border rail link among politicians, officials, businesses and communities on both sides of the border.

¹ As recommended by the House of Commons Scottish Affairs Committee report: "Our Borderlands - Our Future", March 2015.

3 Project benefits

ID	Proposed Benefit	Policy Outcome	Stakeholders				
			UK Govt	Scot Govt	Councils	Rail Industry	Other
3.1	Increased Anglo-Scottish Rail Capacity	Supporting growth in the national economy	●	●		●	
3.2	Inter-regional passenger trains between Edinburgh and North West England diverted via the Borders	Supporting growth in the regional economy of the Borders	●	●	●	●	Borderlands Initiative
3.3	West Coast Main Line capacity freed up for Inter-City, High Speed and express freight	Better services for existing rail users	●	●		●	
3.4	Re-engineered WCML in combination with reinstated Borders and upgraded Dumfries line as alternative to new-build high speed line north of Carlisle	Improved business case and better value for public investment	●	●		●	HS2 Ltd
3.5	Improved resilience for cross-border transport by providing an additional diversionary and alternative route	Reduced economic impact of disruption from extreme weather events, essential maintenance, etc	●	●		●	
3.6	Enhanced connections between the city regions of central Scotland and NW England	Supporting growth in regional economies, helping to re-balance growth away from London and the South	●	●	●		City Region Deals
3.7	Strategic linkage of Scottish Borders region to Carlisle, NW England, inc. Manchester Airport and the South	Attracting inward investment and tourism into the Scottish Borders region, helping to maximise its potential	●	●	●		Borderlands Initiative

3 Project benefits

ID	Proposed Benefit	Policy Outcome	Stakeholders				
			UK Govt	Scot Govt	Councils	Rail Industry	Other
3.8	Integrating local rail services across NW England and Southern Scotland centred on a regional hub at Carlisle	Improved services leading to increased ridership, reduced subsidy and positive economic outcomes for the communities	●	●	●	●	Transport for the North • Transport Scotland
3.9	Bringing more of the Scottish Borders population within 1-hour commute of Carlisle or Edinburgh	Increasing the appeal of the Borders region as a place to live, cutting unemployment, boosting incomes and supporting population growth in Borders towns		●	●		Borderlands Initiative
3.10	Expanded travel-to-work catchment and zone of economic influence for Carlisle	Boosting employment and economic activity in Carlisle and the surrounding area	●		●		Northern Powerhouse
3.11	Better inter-town links within the Scottish Borders	Improved mobility for non car owning households, modal shift from private car to public transport, greater social inclusion in communities with poor public transport and low car ownership		●	●		Borderlands Initiative
3.12	A direct rail link to centre of Borders tourism at Melrose, and bring visitors to Hawick	Delivering a step change in the appeal of the Borders as a tourism destination		●	●		Visit Scotland
3.13	Better access to designated housing and employment growth areas in the Borders and Cumbria	Stimulating the sustainable delivery of new housing in support of government and council targets	●	●	●		

3 Project benefits

ID	Proposed Benefit	Policy Outcome	Stakeholders				
			UK Govt	Scot Govt	Councils	Rail Industry	Other
3.14	Transfer of timber traffic from road to rail	Reduced impact on local road network, cutting pollution, reducing accidents and damage to road infrastructure.		●	●	●	Forestry, timber and paper industries
3.15	A lifeline for isolated rural communities and their hinterland	Providing new commuting opportunities, greater social inclusion, boosting the economies and incomes of rural areas and increasing their appeal as places to live and work		●	●		Borderlands Initiative
3.16	Bringing outlying towns within easy reach of the rail network	Increasing the appeal of the Borders region as a place to live, cutting unemployment, boosting incomes and supporting population growth in Borders towns		●	●		Borderlands Initiative
3.17	Providing sustainable access to proposed Borders National Park	Realising potential for fully developed tourism and outdoor leisure industry to match nearby national parks in northern England		●	●		Visit Scotland
3.18	Modal shift from road to rail	Reducing energy consumption, pollution and congestion through greater access to efficient alternatives	●	●		●	

3 Project benefits

3.a Case study: network resilience

Winter storms in 2015 badly damaged Lamington Viaduct over the Clyde, closing the West Coast Main Line for two months. Alternative train services for Glasgow ran via Dumfries, but as no diversionary route exists from Carlisle to Edinburgh, passengers had to use replacement buses. A reinstated Borders through-route would have minimised the disruption and reduced the economic impact.



Image: © Freyssinet UK

3.b Case study: supporting employment growth

A new rail link to Edinburgh via the Borders could be a catalyst for the development of new employment uses on the former MOD land at Longtown and in the Kingstown area on the northern fringe of Carlisle. Park and Ride stations in these areas would provide congestion relief and improve access to the city.



Image: © Border Transport Futures

3.c Case study: sustainable transport links

The headquarters of Scottish Borders Council was built at Newtown St Boswells in the 1960s because of its strategic location at the centre of the then Borders rail network, but within a few years all the links had closed. Reinstatement of a Borders through route would once again provide easy access to the region's administrative centre and associated employment.



Image: © Walter Baxter, Geograph.co.uk

3.d Case study: timber by rail

The huge forestry plantations across the border area, including Kielder, have reached maturity and provide a continuous supply of timber. Part of the output is taken by lorry to a Carlisle railhead for transport to English markets. A new rail link would allow loading closer to the forests, cutting environmental impacts and road traffic, and extending the customer base.



Image: © Colas Rail

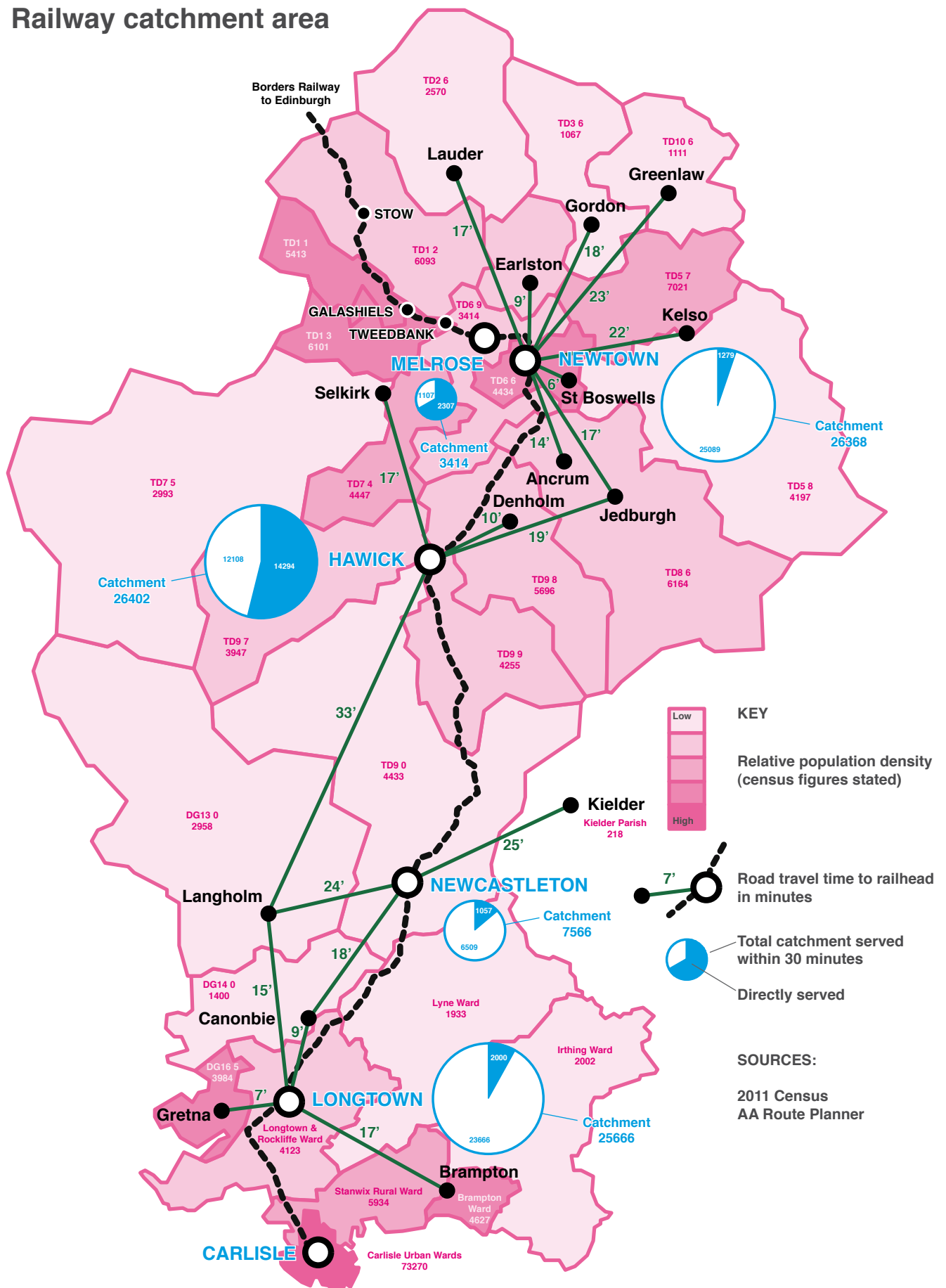
4.1 Population study

Analysis of census data for the full Edinburgh - Carlisle railway corridor supports the following conclusions.

- The intermediate population that would be served by the reinstated through-route within the Scottish Borders, Dumfries & Galloway and Carlisle District local authority areas totals c.103,000 people. The population of Scottish Borders is forecast to increase 15% by 2032.
- The population of settlements directly served within these areas including Stow, Galashiels, Tweedbank, Melrose, Newtown St Boswells, Hawick, Newcastleton and Longtown totals c.36,000, with a further c.67,000 in other settlements within 30 minutes travel time.
- The through route will allow direct connections between the intermediate population and Carlisle (population c.73,000), Midlothian (population c.87,000) and Edinburgh (population c.465,000).
- Compared to the transport corridors between Inverness-Aberdeen (112 miles) and Inverness-Perth (108 miles), Edinburgh-Borders-Carlisle has shorter distances (98 miles) and higher intermediate and end-point populations, yet more limited transport provision of all kinds.
- Inverness (population c.60,000) enjoys rail links to both Perth (population c. 47,000) and Aberdeen (population c.230,000), which also serve dispersed rural intermediate populations. Planned expenditure on links to Inverness totals more than £6bn (including dualling the A9 and A96 roads - £3bn each - and improvements to the Highland Main Line and Aberdeen-Inverness Line).
- By contrast, between Edinburgh and Carlisle, the only rail link - via Carstairs and the West Coast Main Line - bypasses most of the intermediate population with no significant investment planned.
- This comparison demonstrates that there remains a significant deficit in transport provision for the Scottish Borders compared to other similar regions. This suggests that investment in better links - particularly a through rail route - would unlock latent economic potential that has hitherto been suppressed.

4 Context and analysis

4.2 Railway catchment area



Between Hawick and Longtown the map shows the original Waverley Route through Newcastleton that closed in 1969. An official study is expected to recommend how best to serve Langholm.

4.3 Route status summary

98 miles **Edinburgh Waverley** to **Carlisle Citadel** by original route.

35.5 miles **Edinburgh Waverley** to **Tweedbank** inc. line reopened 2015.

56 miles **Tweedbank** to a junction with the **West Coast Main Line** at Mossband, near **Carlisle**, of which **41.5** miles are in **Scotland**, and **14.5** miles are in **England**. **96%** disused trackbed **unobstructed***

4.4 Public policy overview

- **Scottish Borders Council: Local Development Plan 2016**

Policy IS4 “*The Council supports the [extension of the] Borders Railway from Tweedbank through Hawick to the English border as a long term aspiration... Development that could prejudice...[this] scheme will not be permitted.*”

- **SESplan: Proposed Strategic Development Plan 2016**

Table 6.1 “*Strategic Longer Term Projects - Rail Extension to Hawick & Carlisle*”

- **Carlisle and District Local Plan 2015-2030**

Policy SP5 - Strategic Connectivity “*The alignment of the former Carlisle - Longtown - Borders railway will, as far as possible, be protected through recognition of the longer term aspiration to reinstate the Carlisle-Borders-Edinburgh rail connection.*”

- **Scottish Affairs Committee: Our Borderland - Our Future report 2014**

Para. 41 “*We urge the UK Government to work with the Scottish Government and with key agencies on both sides of the border to extend the Borders Railway southwards from Galashiels, to Hawick and onwards to Carlisle*”

4.5 Capital costs

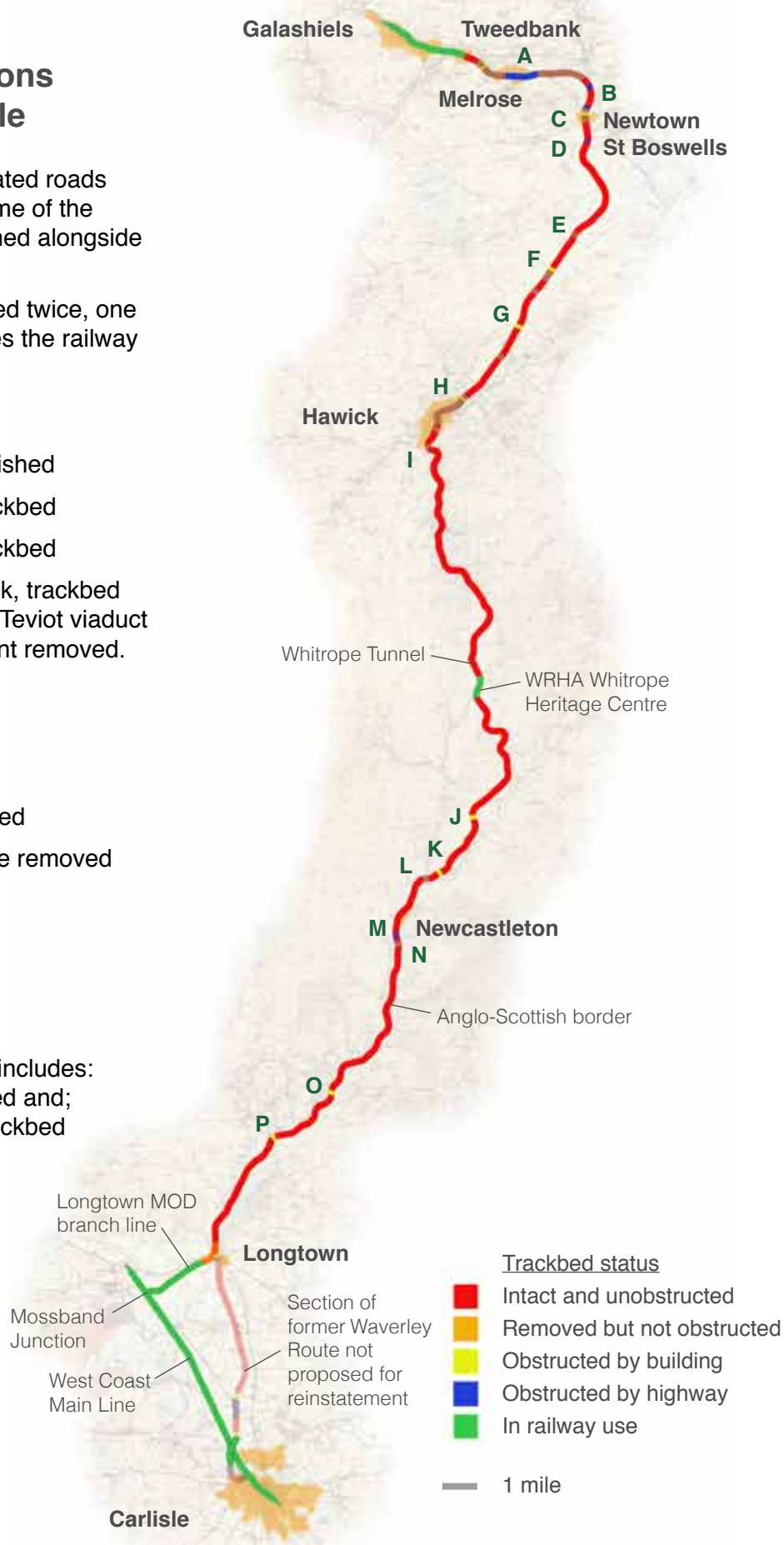
The cost of reinstatement between Tweedbank and Mossband is a matter for future feasibility studies to examine in detail. Cost factors include the particular infrastructure specification options selected and the extent of enabling works required to connect to existing lines. However, the 2012-5 Borders Railway reinstatement provides a useful benchmark for an outline cost appraisal. At 2012 prices, rebuilding the 30.5 miles of disused route cost c.£350m, including land acquisition and construction, an average of £11.5m per mile. On this basis, the capital cost for the 56-mile Tweedbank-Mossband Jct phase would be £644m at 2012 prices.

4 Context and analysis

4.6 Trackbed obstructions Tweedbank - Carlisle

- A** Melrose bypass and associated roads occupy the trackbed (for some of the length the bypass is positioned alongside it).
- B** The A68 crosses the trackbed twice, one of these crossings post-dates the railway
- C** Further two A68 crossings
- D** A699 bridge demolished
- E** Belses station bridge demolished
- F** Agricultural buildings on trackbed
- G** Agricultural buildings on trackbed
- H** Northern approach to Hawick, trackbed removed but not developed. Teviot viaduct demolished and embankment removed.
- I** Slitrig viaduct demolished
- J** Building on trackbed
- K** Building on trackbed
- L** Hermitage viaduct demolished
- M** Newcastleton - B6357 bridge removed
- N** Liddel Viaduct removed
- O** Building on trackbed
- P** Building on trackbed

* The figure of 96% unobstructed includes:
 (i) intact and unobstructed trackbed and;
 (ii) removed but not obstructed trackbed (e.g. returned to farmland).
 It is anticipated that a combination of engineering solutions and new-build alignment can be used to overcome all of the obstructions to the original trackbed. The scope and complexity of the required works does not appear to be greater than that already undertaken in the course of reinstating the line between Edinburgh and Tweedbank.



Background map reproduced by permission of the National Library of Scotland

Between Hawick and Longtown the map shows the original Waverley Route through Newcastleton that closed in 1969 and which is safeguarded from further developments by local planning policies.

5.1 This section sets out a series of specific recommendations concerning the brief for initial scoping studies and any further feasibility work that follows. The importance of a well-defined brief cannot be over-emphasised. Indeed, flawed feasibility work for the Edinburgh - Tweedbank phase arguably contributed to pessimistic passenger forecasts and a weaker business case, as can now be seen from the far better than expected usage of the line since opening. If such errors are repeated there is a high risk that a deserving project could be compromised by inadequate infrastructure or, worse, fail to proceed at all.

Economic, social and environmental

Recommendation 1: Linkage to planned regional growth agenda.

In addition to commuting opportunities to Edinburgh and Carlisle, take account of increased tourism potential; planned housing and employment growth; business and leisure travel from the Borders to NW England; connections to other scenic railways; Carlisle and MOD Longtown proposed employment growth.

Recommendation 2: Full assessment of freight traffic potential.

Establish whether the movement of timber by rail on a reinstated line would be viable. Include net contribution to operating costs and reduction in external costs within overall business case. Examine potential for other rail freight flows into, out of and through the Borders. Options for a central Borders rail freight terminal with good access to the road network should be explored. Sources of funding for new freight facilities should be identified.

Recommendation 3: Review need for extra Anglo-Scottish rail capacity.

Establish the extent to which a reinstated Carlisle-Borders-Edinburgh through route could meet projected excess demand for cross border capacity on existing routes, and its value and practicability as a diversionary route.

Recommendation 4: An enhanced cross-border network.

Examine possibilities for a re-cast of existing Anglo-Scottish services to create an enhanced inter-regional network linking the north-west of England with southern and central Scotland, of which a reinstated through route between Carlisle, the Borders and Edinburgh would form an integral part.

Recommendation 5: A dedicated potential benefits study for Hawick.

Hawick is the town that suffered most from the closure of the railway in 1969. Examine potential benefits such as: inward investment; securing existing employment and population levels; access to increased and better paid employment; access to education and training; and tourism development.

Performance and specification

Recommendation 6: A through route to Carlisle as the ultimate objective.

Full reinstatement of the Edinburgh-Borders-Carlisle railway is in the long-term best interests of the region and should form the principal baseline scenario. An interim extension to Hawick should be a secondary scenario.

Recommendation 7: Attractive maximum journey time targets.

Edinburgh to Galashiels in 45 minutes; Hawick in 70 minutes; Carlisle in 115 minutes to maximise the appeal of services on the reinstated through route.

Recommendation 8: A recast of existing Borders Railway services.

Investigate the demand and practicalities for a two-tier Midlothian all-stations / Borders express service pattern. Identify associated infrastructure enhancements, such as additional loops for more resilient current operations and future scenarios.

Recommendation 9: Robust infrastructure and sensible futureproofing.

A baseline specification of a single track line with dynamic loops delivering 2 passenger paths an hour in each direction, plus capacity for tourist trains and freight. Allow min. 5-minute headways at loops and for upgrading original bridges for heavy axle loads. Future-proof earthworks and structures for double track. Electrification and additional doubling as enhancement options.

Methodology and process

Recommendation 10: Compensate for forecasting models.

Conventional models used to analyse traffic potential have consistently been found to underestimate demand. The study methodology must therefore be carefully designed to compensate for this effect.

Recommendation 11: An early start to key engineering studies.

Outline engineering studies should be carried out for Melrose, Newtown St Boswells, Hawick and Longtown to confirm and safeguard the line of route.

Recommendation 12: Delivery and funding options review.

Review delivery models and appraise the process used for completion of the existing Borders Railway. Identify the promoter, examine cross-border approvals processes, timescales and funding. A partnership approach including Scottish and UK governments, plus councils and other stakeholders is recommended.

6.1 About CBR

CBR is an independent community-based association with around 900 members. Founded in 1999, it has been one of the most successful grassroots rail campaigns in Great Britain, a story of concerned citizens from all walks of life getting together to right the 1969 injustice of complete closure of the 98-mile Waverley Route through the Borders. We do not represent any political party or commercial interest but seek to work with all bona-fide individuals and organisations who share our aims.

6.2 CBR achievements

In addition to the core strategic achievement of the return of a railway from Edinburgh through Midlothian and Galashiels to Tweedbank, CBR has:

- Coined the 'Borders Railway' name, now a successful brand.
- Persuaded Parliament to include a station stop at Stow when none was to be provided.
- Saved the original station building at Stow from demolition, opening the way for its beneficial reuse for the local community.
- Secured the redesign of Tweedbank and Galashiels stations for tourist charter trains, bringing increased visitor spend to the Borders.
- Ensured better pedestrian access to Galashiels station.
- Secured better timetable connections to London trains at Edinburgh.
- Persuaded Transport Scotland that Borders Railway trains should be refurbished with better seating and more bike and luggage space.



Opening day at Stow 6th September 2015. © Robert Drysdale

6.3 CBR aims

- To campaign for further railway development in the Borders including extension of the Borders Railway to Hawick and Carlisle.
- To represent the interests of Borders Railway users and campaign for improvements to the existing line and its services.
- To maximise the railway's benefit to the Borders community.
- To promote a more sustainable transport system.
- To promote rail transport in the Borders to reduce social isolation and help those living in deprived socio-economic circumstances.

What we can offer

- Local insight, knowledge and community contacts throughout the Borders.
- A historical perspective on the Borders rail network, including first-hand experience of the anti-closure campaigns of the 1960s.
- An intimate knowledge of the 15-year reopening process including feasibility studies, parliamentary scrutiny, procurement and delivery.
- Detailed information on disused infrastructure south of Tweedbank, including overall condition, surviving structures and solum breaches.
- Expert understanding of contemporary rail operations, including freight.
- In-depth information on current Borders Railway train performance, including infrastructure and operational constraints.
- Mainstream and specialist media contacts, in the Borders and nationally.
- Political, business and tourism contacts throughout the Borders.
- Broad knowledge of best-practice in public transport provision, economic and spatial planning and urban design from across the UK and Europe.

6.5 Our team

At Campaign for Borders Rail we are proud of our professional and well-informed approach, which has won the respect of politicians, government and the rail industry. We believe the ideas and insights we offer can make a vital contribution to the successful development of a viable business case for Borders rail expansion.

Our committee and active supporters include career rail staff, engineers, planners, architects, journalists and other professionals, combining a wealth of experience with a long-term commitment to rail-led regeneration of the Borders.

In planning for official scoping and feasibility work we strongly urge the public authorities to put robust and meaningful consultation procedures with CBR and other civil society groups at the heart of their processes.

David Adams	Accounting and database specialist
Mark Annand	Sustainable transport activist
Andrew Bethune	Local history librarian, retired
Nicholas Bethune	Chartered architect
Robert Drysdale	Town planning consultant, retired
John Elliot	Hawick-based rail campaigner
David Hammond	Local authority landscape manager, retired
David Howe	Teacher, retired
Atholl Innes	Borders-based newspaper journalist
Bill Jamieson	Civil engineer, formerly of Scottish Borders Council
Allan McLean	Journalist and rail public relations officer, retired
Sarah Nelson	University researcher & community rail campaigner
Ann Siswell	Librarian
Michael Spencer	Civil engineer specialising in transport infrastructure
Christopher Norton	Civil servant, retired
Dr Ian Sesnan	Planning and urban regeneration consultant
David Spaven	Freight consultant, author and former rail manager
Simon Walton	Media, public relations and broadcasting specialist

How can you help?

- **Politicians**

Pledge your support to funding a full and fit-for-purpose feasibility study in your election manifesto. Lobby colleagues to adopt a cross-border partnership approach for funding and delivery.

- **Business owners**

Tell us how an extension to the Borders Railway will help your business to grow and create new local jobs.

- **Community leaders**

Organise a public meeting in your community to raise awareness and canvas opinion. Approach us about providing a speaker.

- **Local residents and supporters**

Join the Campaign for Borders Rail as a member. Our large and growing membership helps ensure that our views attract the attention of politicians and the media.

- **Media**

In addition to press releases we are happy to provide media comment upon request. We have an experienced team who can provide radio and television comment and written copy.

Contacts

Please see our website for current contact details:

www.campaignforbordersrail.org/contact

Credits

Design and text: Nicholas Bethune

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