

# Borders Railway Completion

The missing link - re-connecting the Borderlands



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# 1. The Location

Borderlands is a scenic region with huge latent economic potential. The region sits squarely at the heart of UK's strategic transport network and yet many areas are still remote or 'disconnected'. Understanding of the area's unique physical and human geography is central to developing solutions to address the local connectivity gap and realise this potential.

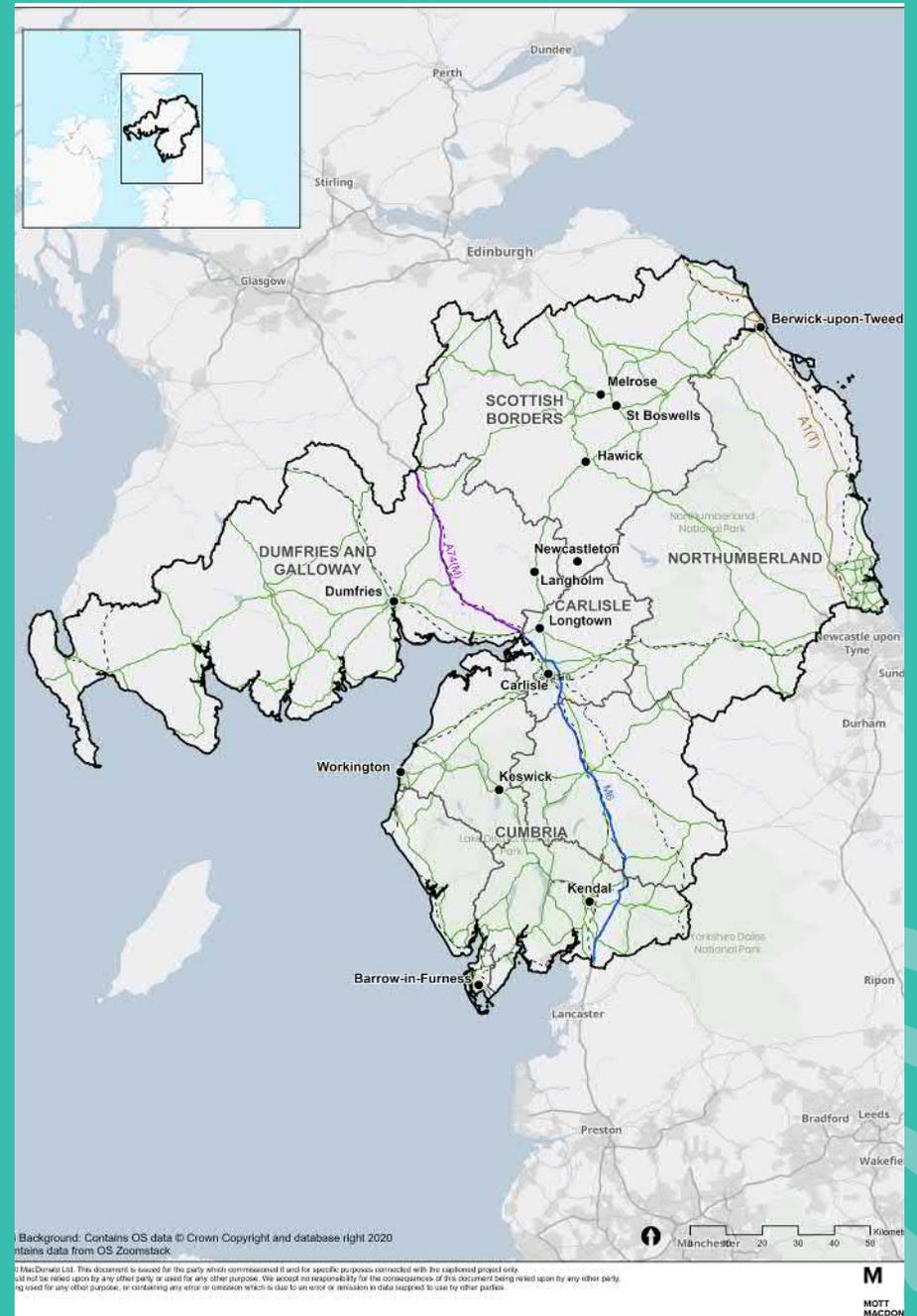
## 1.1 Borderlands

The Borderlands<sup>1</sup> has a unique physical, social and cultural geography within the UK, covering over 10% of national land mass, providing homes to over 1 million of its residents and supporting approximately 46 thousand businesses. It sits at the heart of the UK, bordered itself by Scotland's Central Belt to the north and Northern England's arc of core cities to the south.

Key national transport links run through the area, connecting England, Scotland and international markets, and yet the paucity of the Borderlands' intra-connectivity means residents, visitors and businesses are unable to take advantage of these connections. For many residents the nearest major economic centres are Carlisle and Edinburgh, but these are relatively inaccessible to communities in the centre of the region.

This centre of the Borderlands, from Carlisle through the Scottish Borders, is defined by its topography: the many hills and valleys create an area of outstanding scenic beauty, traversed by the River Tweed flowing west to east. This natural geography has helped shape the area's connectivity and the location of its major centres. Galashiels and Hawick act as the main local hubs for services, businesses, and other opportunities related to education, retail and leisure. The area and its needs, as explored in later sections, are changing and it faces a variety of challenges and issues affecting current and future prosperity. The Borderlands Growth Deal, signed in March 2021, identifies key opportunities to reverse some of the existing adverse outcomes impacting on the area.

Map 1-1: Borderlands Region

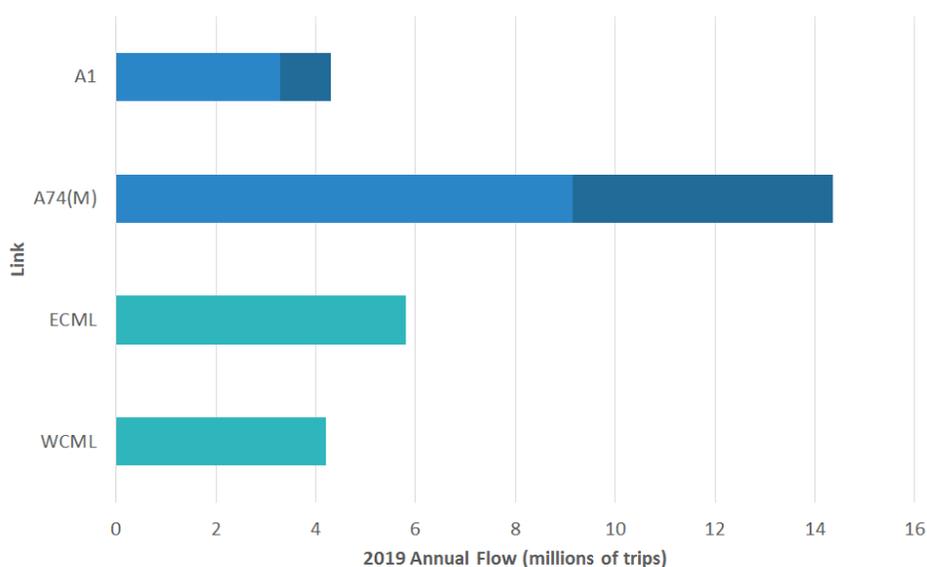


## 1.2 North-South Connectivity

There are over 14 million people within a 2-hour drive of the Borderlands. The nationally important West Coast Mainline (WCML), East Coast Mainline (ECML), M6 and A74(M), and A1 all bisect the region. Collectively, these links carried approximately 29 million rail passengers, cars, vans and goods vehicles in 2019<sup>2</sup>. From 2027 they will be joined by High Speed Rail (HSR) services on Phase 1 of the HS2 network with Phase 2a and 2b services commencing during the 2030s.

The difference in ratio of road to rail annual flows on the eastern links (ECML and A1) compared to the West (WCML and A74(M)) suggests a latent demand for rail services absorbed by road.

Figure 1.1: 2019 Anglo-Scottish Annual Flows by Link



## 1.3 Borders Rail Phase One

The most significant investment in the heart of the Borderlands within the last 50 years was the restoration of the northern section of the former Waverley rail route in 2015, with the project costing circa £350 million (2012 prices). This line has breathed fresh vitality and investment into the communities it serves, transforming the places and local economies by:

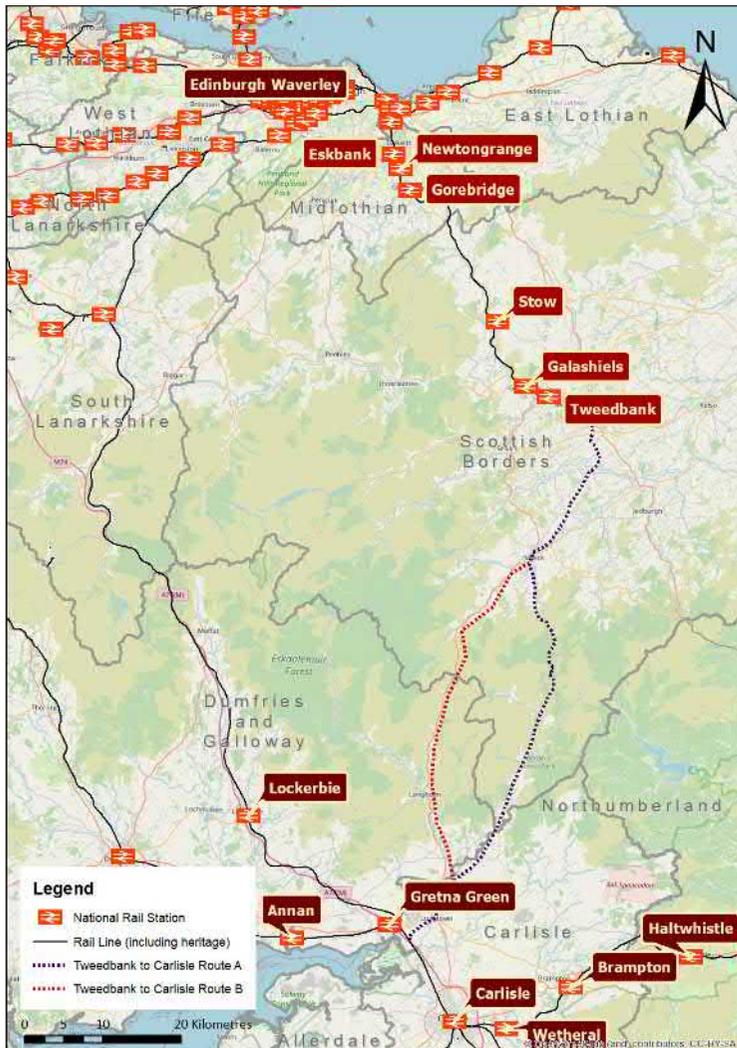
- Retaining and attracting residents due to the new connectivity it provides to Edinburgh for work, business, education, other services, and leisure;
- Enabling the local business base to expand, both directly through use of the line by its workers, customers/visitors, and for business travel, and indirectly through multiplier effects from those who have been directly impacted; and
- Doing so in a sustainable manner that avoids blight on the unique natural and built environment which the Borderlands offers, helping preserve the sense of place, and seeking to minimise carbon emissions.

The restoration of the line as far as Tweedbank, immediately south of Galashiels, is only approximately 40% of the former 'Waverley' rail route which extended to Carlisle and was previously served by through services to London St Pancras. Communities south of Tweedbank have therefore not received the same benefits and the inequality may have hastened some adverse outcomes, while its full potential has not been realised for those on the northern section due to the absence of a direct connection to Carlisle (and from there southwards to the rest of the UK).

The observed usage of the Borders Rail line has far exceeded that forecast at the business case stage, where the final iteration demonstrated a Benefit Cost Ratio of just 0.5.

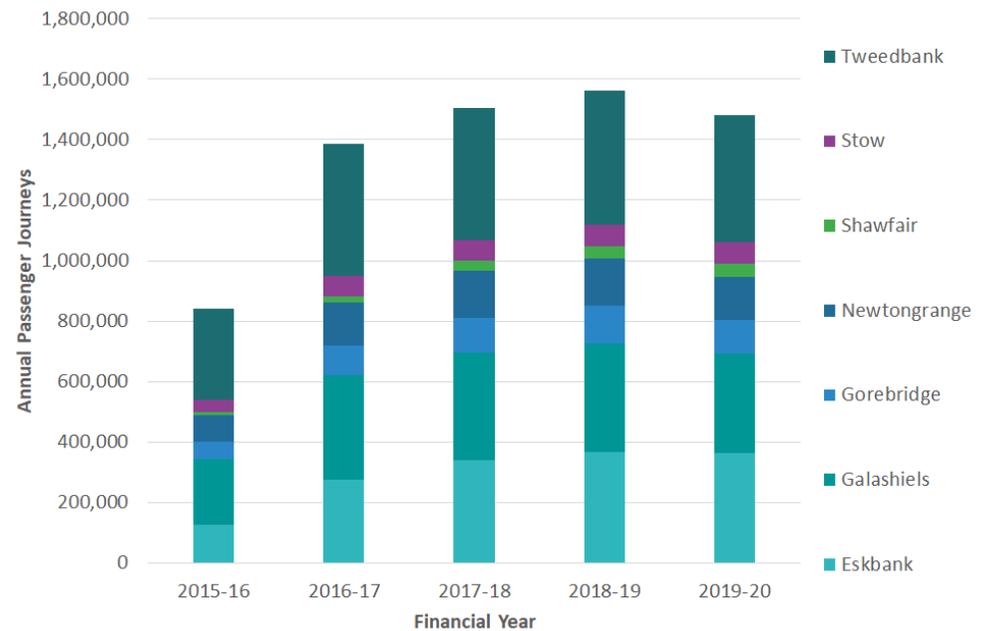
In practice the benefits have undoubtedly been much higher, and particularly at the local level where evidence points towards substantial impacts on delivery of the levelling up agenda across economic and social outcomes.

Figure 1.1: 2019 Anglo-Scottish Annual Flows by Link



This success on the northern section is apparent in the ORR's usage statistics, which show an approximate doubling of demand within the first five years. As just one example, the business case's modelling had forecast approximately 25,000 journeys to/from Galashiels – actual usage, as shown in the figure below, is over 10 times higher. The reduced passenger journeys as result of national lockdown for the Covid-19 pandemic are apparent in the 2019-20 statistics.

Figure 1.2: Borders Railway Station Usage



In addition, the line is also used for charter services bringing an added benefit to the visitor economy. The terminus at Tweedbank naturally limits the full potential of this market, e.g. due to circuitous routing from the south via Edinburgh.

Transport Scotland evaluation of the existing line has revealed the wide-ranging nature of the impacts in just the first two years of operation (since 2015/16). Only two years of data is likely to vastly underreport the full impacts - major rail infrastructure would typically take five to ten years for the full effects to feed into residential, workplace and business location decisions, and a further lag would be expected until the full transformational effects on social outcomes (such as deprivation) become apparent as the impacts ripple from the transport investment through the economy to society:

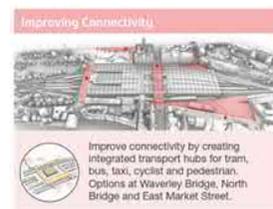
Theme	Outcome
Connectivity	<ul style="list-style-type: none"> <li>40% of journeys were not previously made</li> <li>In only two years, 15% of survey respondents indicating they had changed employment, and over half indicated that the line was a factor</li> <li>90%+ of travel is to/from Edinburgh and beyond</li> <li>15% of users did not have a car available</li> </ul>
Mode shift	<ul style="list-style-type: none"> <li>60% used another mode, of which 64% previously travelled by car</li> <li>6% of survey respondents had reduced their car ownership</li> </ul>
Housing	<ul style="list-style-type: none"> <li>Housing delivery in Midlothian doubled in years before opening</li> <li>Over 50% of new residents stated the line had been a factor in their decision to move to the area</li> </ul>
Visitor economy	<ul style="list-style-type: none"> <li>Visitor numbers for Midlothian and Borders tourist attractions increased by 7% in the first half of 2016</li> <li>70% of tourist and day visitor users said the railway had been a factor in their decision to make the trip</li> </ul>
Skills, qualification and training	<ul style="list-style-type: none"> <li>Applications to Borders College (Galashiels) increased by 74% in 2016/17 compared to the previous year</li> </ul>

## 1.4 High Speed Rail

HS2 services to/from Scotland are due to commence in the late 2020s. Phase 2 will see Carlisle indicatively served by provision of:

- 2 HSR services to/from London;
- 3 HSR services to/from Scotland; and
- 1 HSR service to/from Birmingham.

At either end of the former Waverley route, projects are already underway to maximise the impacts of HS2's arrival:



The Edinburgh Waverley Masterplan<sup>3</sup> is looking at the evolution of the station and adjacent areas over the short, medium and long term, considering the interior and integration with surrounding land uses and development through urban realm.



The Carlisle Station Gateway<sup>4</sup> aims to maximise the historic asset, encouraging inward investment, supporting passenger growth, transforming local access, strengthening its role at the heart of the city and future-proofing the station making it greener and safer. This recognises its role for the city and the wider Borderlands and the projects aims to deliver across this wider geography.



Looking at the axes around the proposed HS2 hub at Carlisle, it can be seen that the missing quadrant in the rail routes is to the northeast:

## 2. A holistic vision and objectives

The aspiration for the Borderlands area has been developed with reference to the UK and Scottish Government priorities, localising these to reflect the area's circumstances and needs. From these have stemmed a vision and accompanying objectives which are used to identify plans, policies and interventions which can deliver on national, regional and local priorities.

### 2.1 National, regional and local priorities

There are three different tiers of priorities to consider when developing alternatives to the local connectivity gap facing the heart of the Borderlands:

Figure 2.1: National, regional and local ambitions  
Source: Mott MacDonald



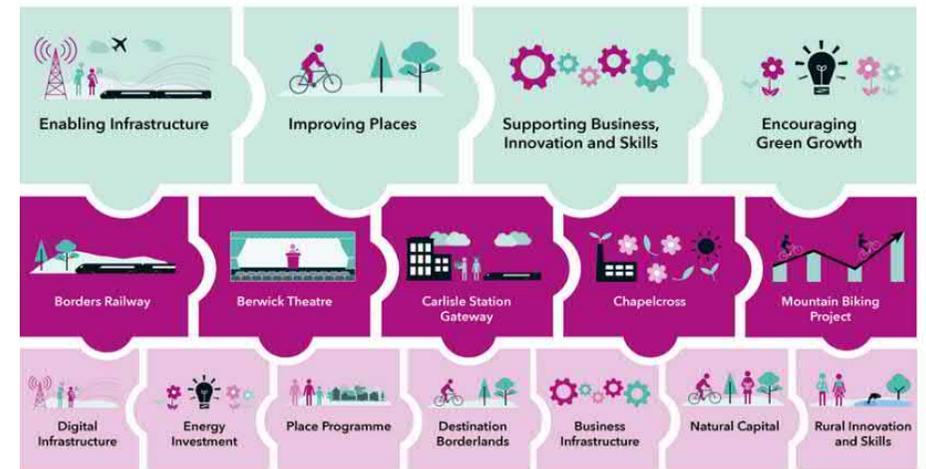
### 2.2 The Borderlands Inclusive Growth Deal

The Borderlands Inclusive Growth Deal<sup>5</sup> is an integrated investment package, ensuring a balance between high profile place-based projects together with Borderlands-wide investment programmes that meet the needs and opportunities of the predominantly rural nature of the region.

The Growth Deal is guided by a shared ambition for inclusive growth outlined in the following vision statement:

“We have a shared ambition for the Borderlands to reach its potential for everyone, delivering green growth and attracting new businesses and investment. We will improve our connectivity, deliver skills and innovation, and improve our places to support their longer-term resilience. We will attract new residents and welcome more visitors to enjoy the beautiful natural environment of our vibrant, inclusive region”

Figure 2.2: Borderlands Inclusive Growth Deal – strategic approach  
Source: Borderlands Inclusive Growth Deal, March 2021



The delivery of the shared ambition for the Deal is focused on a series of projects and programmes that collectively deliver against the four, mutually reinforcing, strategic investment themes. These themes target long-term growth and resilience for the people, places, and communities of the Borderlands.

It is anticipated that this significant regional investment will generate – over the course of the programme’s lifetime and ten years thereafter – the following outcomes and benefits:

- Benefit 1.1 million residents.
- Deliver an additional 5,500 job opportunities.
- Attract more than four million extra tourists to the area.
- Improve mobile and digital connections.
- Unlock investment in towns across the area.
- Generate around £1.1bn in GVA to the UK economy.

In delivering the benefits, this multi-million-pound investment programme will tackle the three principal socio-economic challenges facing the region:

- 1. Narrow the productivity gap
- 2. Increase the working age population
- 3. Delivering inclusive growth:
  - a. Digital exclusion.
  - b. Earnings gap and access to quality jobs.
  - c. Access to education.

Borderlands partners have identified localised gaps in connectivity as a key constraints on their economic and social priorities, and, in particular, a relative paucity of provision in the corridor between Carlisle and the Scottish Borders, broadly defined by the A7 and A68 highways – the heart of the region.

## 2.3 Our vision and objectives

Following collaboration between key stakeholders, a dedicated vision for the potential connectivity enhancements to, from and through central Borderlands has been created:

“Enhanced connectivity is at the heart of the Borderlands vision. It is the keystone in rejuvenating our economy, helping our people to thrive, and delivering places which attract businesses, investment, new residents, and visitors. We know that our goals can only be achieved by doing this in a manner which respects our unique natural and built assets and directly faces the challenge of the climate emergency.”

Based on this vision and the national, regional, and local ambitions and objectives previously outlined, six bespoke strategic objectives have been developed. These objectives are SMART and are used to help guide the development and sifting of alternatives to enhance connectivity. As with the Growth Deal itself, these objectives are multi-faceted, recognising that only by facing economic, social and environmental priorities equally can the priorities for the Borderlands, Scottish Government, and UK Government be met.

Table 2.1: Strategic objectives for connectivity

Source: Mott MacDonald

Objective		
<b>SO1</b>	Economic Development	To help enable and/or accelerate planned economic investment in the Borderlands Growth Deal
<b>SO2</b>	Access to Opportunity	Enhance access to current and future services and opportunities, particularly those at risk of rural isolation
<b>SO3</b>	Levelling Up	Address and reverse the recent adverse economic and social outcomes experienced in the main centres
<b>SO4</b>	User Experience	Provide a step change in the connectivity available to residents, businesses, and visitors
<b>SO5</b>	Place-making	Promote the Borderlands as a place to live, work, and visit, maximising the opportunities from complementary investment in the main centres
<b>SO6</b>	Environmental Protection & Enhancement	Reduce adverse environmental and social impacts of transportation, positively contributing to net zero targets, and the protection of natural and built environmental assets

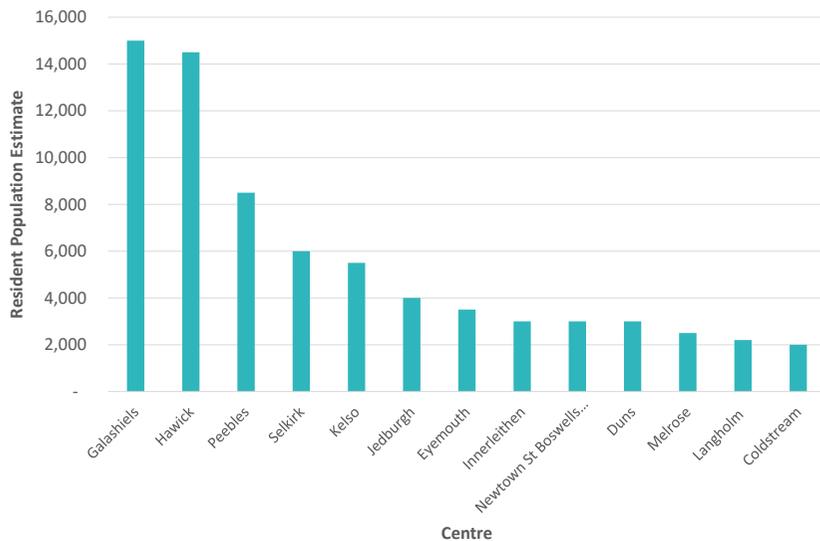


# 3. The people and places

## 3.1 Population and demographics

The Borderlands region is home to over 1 million people with the population split between five local authorities spanning both England and Scotland. The largest perceived connectivity gap focuses on the Scottish Borders local authority, which has the lowest population of the region with only approximately 116,000 people residing in its borders in 2019<sup>6</sup>. Communities in the north of Cumbria (Carlisle district) display many similarities with those immediately north of the border. Collectively these communities are at the heart of the Borderlands.

Figure 3.1: Scottish Borders Principal Centres  
 Source: National Records of Scotland, 2019 Small Area Population Estimates



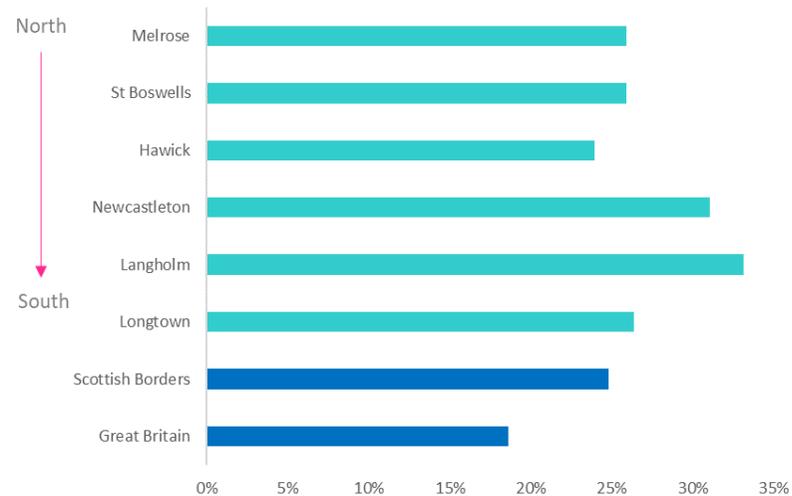
The focus of this analysis is on the A7 and A68 corridor, which also contains the former Waverley rail route between Edinburgh and Carlisle, where the majority of the Scottish Borders population resides (within +/-10km). A greater level of focus has been given to this area as it has the greatest perceived connectivity gap.

The Scottish Borders local authority is a sparsely populated area with several local centres which collectively are home to approximately 70% of the population. The largest of these are Galashiels and Hawick. Since 1971, Hawick has seen its population decline from 17,500 to 14,000 (-20%).

## An ageing population

The population in the Borderlands region is disproportionately old, evidencing how the area is struggling to attract and retain a younger working age population who will diversify and grow the economy. Many of the communities along the corridor have between 5% and 10% more people aged 65 or over than the GB average.

Figure 3.2: Proportion of residents aged 65 and above  
 Source: National Records of Scotland & ONS, 2019 Small Area Population Estimates



### 3.2 Deprivation

The majority of the area can be characterised as rural leading to large ‘zones’ or ‘areas’ in national statistics which can easily mask individual issues associated with rural isolation<sup>7</sup>; as can be seen in Figure 3.4, many of the larger settlements in the centre of Borderlands have areas within the bottom two Index of Multiple Deprivation (IMD) deciles (the most deprived). Galashiels, Selkirk, Hawick, Longtown and Carlisle all have issues with deprivation. In particular, Hawick and Longtown both show very high levels of deprivation with the vast majority of the population within the most deprived decile.

### 3.3 Skills and qualifications

All population centres, and Scottish Borders as a whole, contain a larger proportion of people with no qualifications compared to the national average. Newcastleton, Langholm and Hawick have proportions in excess of the national average, at circa 40% of the population.

Figure 3.3: Proportion of residents with no qualifications and with Level 4 qualifications  
Source: ONS, 2011 Census

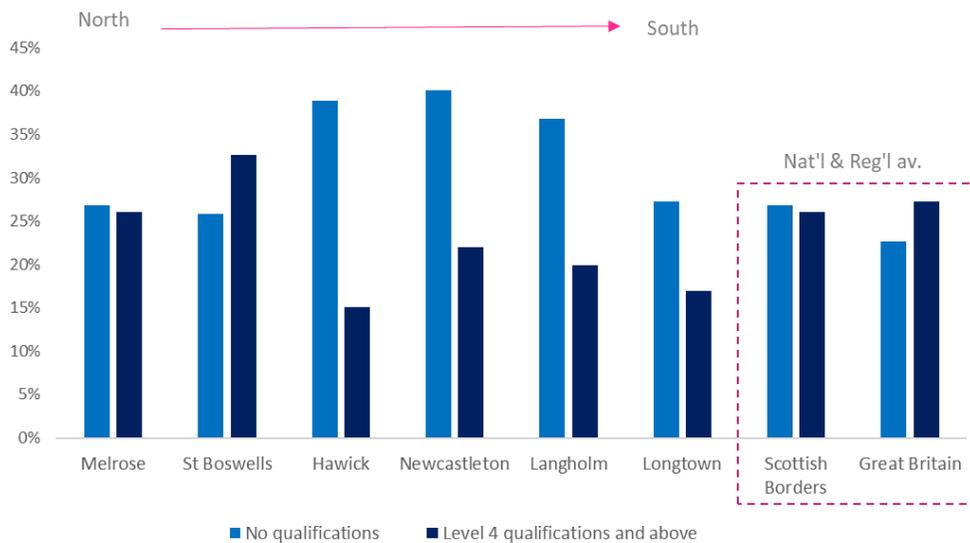
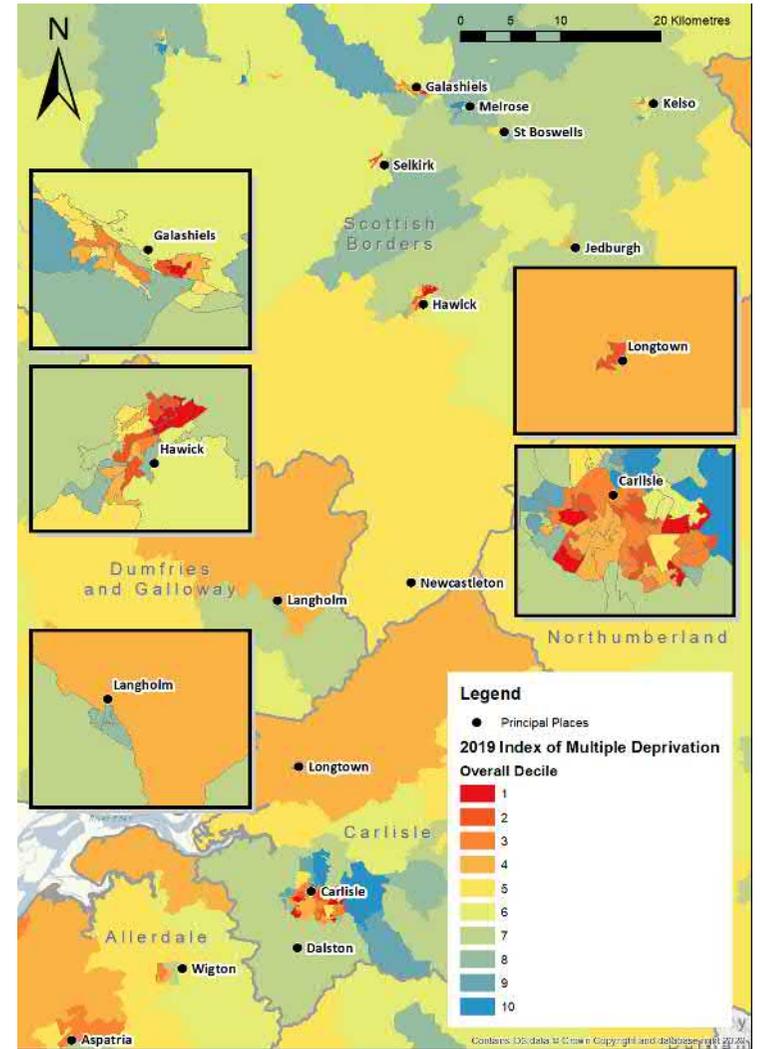


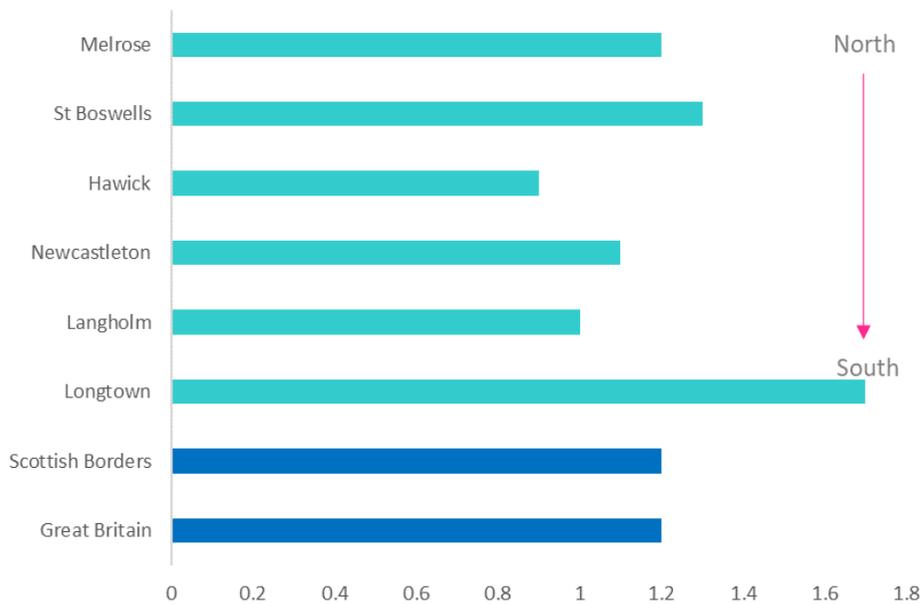
Figure 3.4: Central Borderlands – Index of Multiple Deprivation  
Source: MHCLG IMD and Scottish Government IMD



### 3.4 Car availability

St Boswells, and Longtown have car ownership levels above the Scottish and national average, suggesting car use (where income and prosperity permits) currently compensates for the lack of other transport alternatives. Hawick has lower car ownership than the Scottish and the national average – likely to be a reflection of (historically) more localised labour markets, lower incomes, and/or issues surrounding deprivation and incomes. A lack of alternatives will constrain access to services and opportunities, while a culture of car dependency, both existing and growing, has an adverse impact on the environment, economy and place.

Figure 3.5: Car/van availability per household  
Source: ONS, Census 2011



### 3.5 People and places - key takeaways

- 58,000 residents reside within a 10km catchment of the 5 towns of St Boswells, Melrose, Hawick, Newcastleton and, Longtown, 50% of the total Scottish Borders population and 5% of the Borderlands population.
- As a whole, the area is characterised by an ageing population (particularly in Langholm and Newcastleton), indicative of net outward migration to access opportunities and an inability to attract corresponding inflows of younger residents.
- All population centres, and Scottish Borders as a whole, contain a larger proportion of people with no qualifications compared to the national average.
- There are significant pockets of deprivation in the centres. In addition to Carlisle, Galashiels, Hawick, Longtown and Selkirk all have areas within the bottom two most deprived deciles. Hawick and Longtown have particular challenges with much/all of the urban area within the bottom two deciles.
- There is evidence of car dependency amongst those who can afford to own and operate one, and the likelihood that a lack of alternatives will be leading to this dependency growing and issues around accessing services and opportunities for those who without a car available. The culture of car dependency is likely to lead to adverse impacts on the environment, economy and sense of place.
- Melrose, St Boswells, Hawick, and Newcastleton are part of the Scottish Borders local authority, a tier one area<sup>8</sup> for the Levelling Up Fund as 'places in need and areas of low productivity'.





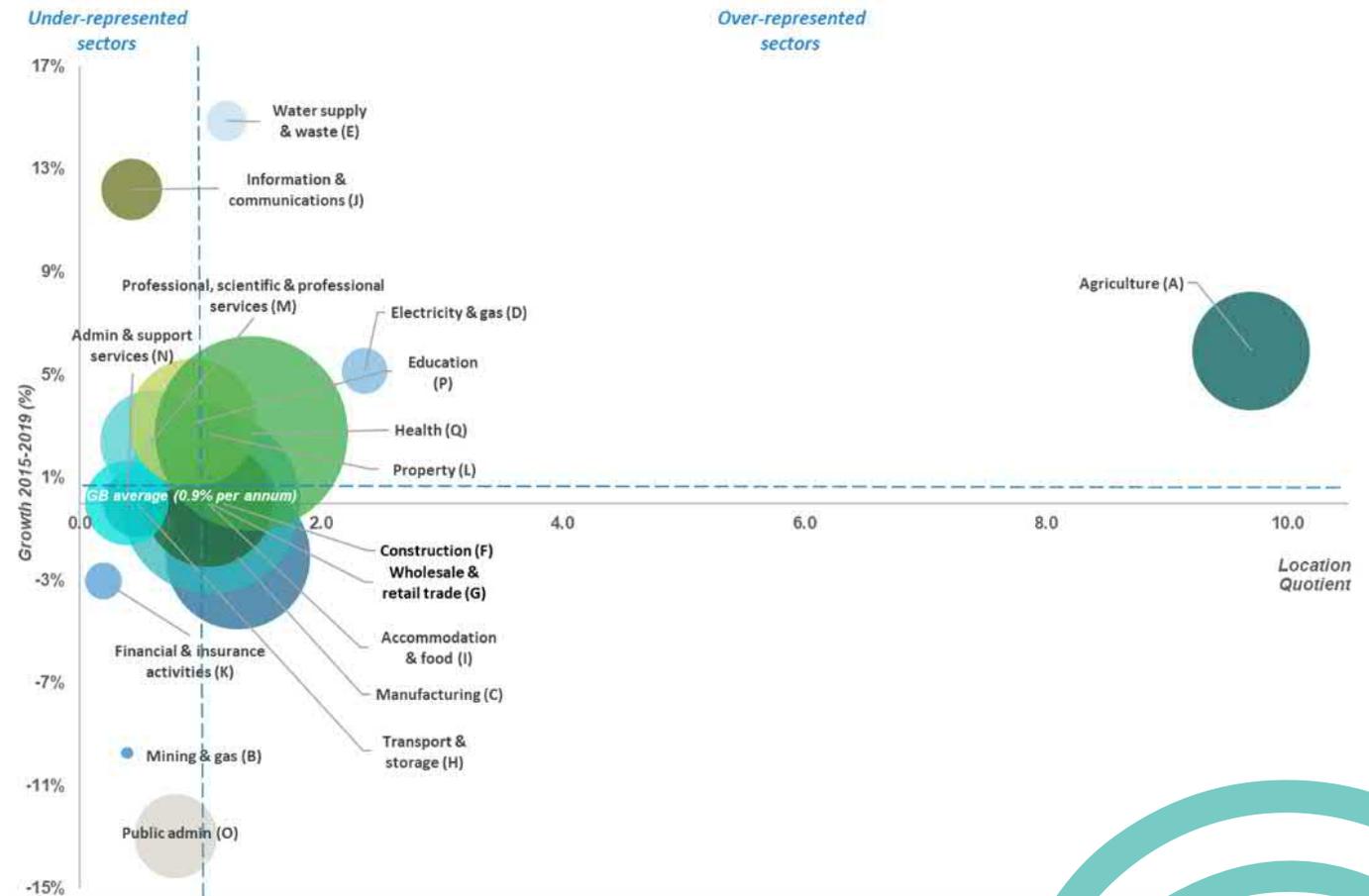
## 4. The economy

### 4.1 Economic structure

The Location Quotient (LQ)<sup>9</sup> analysis of the Scottish Borders (between 2015 and 2019) is illustrative of both the challenges and opportunities facing the area, particularly with respect to increasing productivity, levelling up, and reducing adverse social outcomes such as deprivation and rural isolation:

- The overall growth rate of employees (0.6%) was below the national average (0.9%), but encouragingly some higher value (albeit still underrepresented) sectors such as Information and Communications (J);, Education (P); and Professional, Scientific & Professional Services (M) have grown.
- Much of the growth in the higher-value, more productive sectors have been focused along the existing rail line and in the larger population centres such as Galashiels / Melrose.
- Agriculture, Forestry & Fishing (A) remains the most over-represented sector (relative to the GB average) with a LQ of 9.7; as of 2019, agriculture represented the 5th highest number of employees and was the 4th fastest growing sector.

Figure 4.1: Industrial structure, Scottish Borders



- A continuing driver of employment in Agriculture, Forestry & Fishing (A) is logging in the Kielder Forest, making this a crucial sector for Hawick and Newcastleton.
- Health employed more than any other sector (~8,000) and constitutes the third-most specialised sector in Scottish Borders (behind Agriculture, Forestry & Fishing and Electricity & Gas) with a LQ of 1.4. The aging demographic is a key determinant in the size and recent growth of the sector.
- Manufacturing (C) is hugely important to the Scottish Borders area – having a LQ of 1.3 – but in the five years to 2019 the sector contracted by 2.1%. Textiles, historically prominent in Scottish Borders but subject to recent decline, is still an important employer in Hawick, where manufacturing still employs one-fifth of workers.
- Scottish Borders' Accommodation & Food sector (I) had a static rate of employment growth between 2015 and 2019, but still employed 8% of the workforce (with a LQ of 1.1). The sector is most developed in Melrose and St Boswells, where good connectivity has contributed to this relative success: both are located within a 10-minute drive from the current terminus of the Borders Railway at Tweedbank and are much more readily accessible from Edinburgh and the Central Belt of Scotland.

With better connectivity, the visitor economy, especially day trips from Scotland and the North West of England, has the potential to diversify and provide greater economic resilience in the Scottish Borders area.

Greater connectivity will also enhance the role and importance of Carlisle to the wider Borderlands region as well as offer improved benefits and opportunities to residents via improved accessibility to the major urban centre of Edinburgh.

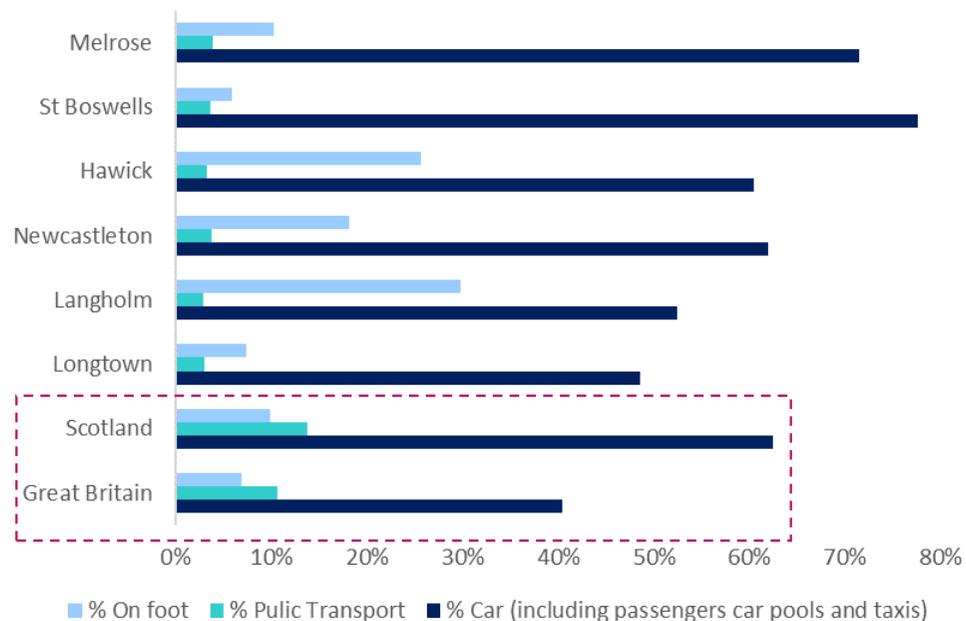
## 4.2 Travel-to-Work

Travel-to-work statistics reflect the nature of the local labour market, e.g. whether local opportunities can be accessed by active modes, the availability of alternatives, and, through income levels and interactions with the above, the availability of a car for the commute:

- Melrose and St Boswells are particularly reliant on car travel.
- Hawick, Newcastleton, and Longtown have a high proportion of trips on foot, suggesting more people work locally and connectivity deficits are present.
- Public transport rates are much lower than Scotland and GB, reflecting the scarcity of the existing network(s) and the difficulties that buses have in providing a meaningful alternative to the private car (particularly for longer distance trips to higher value opportunities).

Figure 4.2: Mode of travel to work

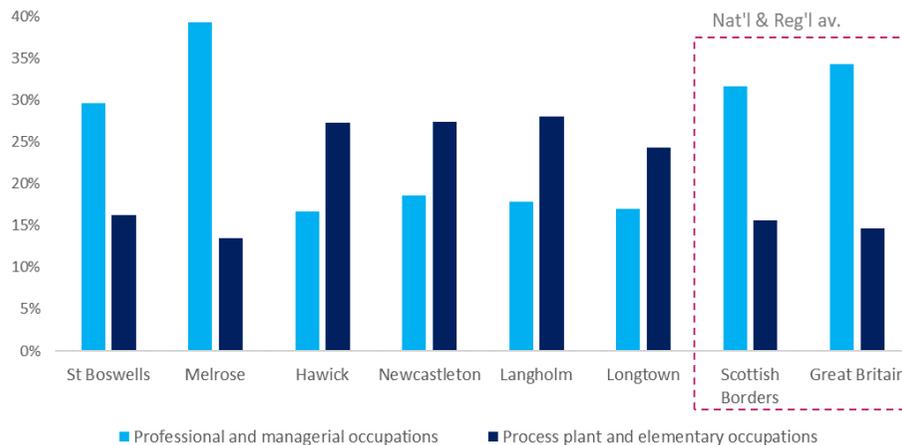
Source: ONS, Census 2011



### 4.3 Productivity

- Productivity in Scottish Borders, as measured in GVA per head, is just 60% of the national average and 64% of the Scottish average.
- The productivity gap is due to the relative shortage of better-paid professional and managerial jobs, and the relative abundance of elementary occupations.
- There is noticeable change in occupation types from north to south along the corridor, with elementary occupations becoming more dominant in the middle and south.
- This indicates a broad scope for closing the productivity gap by connecting Scottish Borders to centres of high-value employment in places such as Carlisle and Edinburgh and by attracting new businesses into the area.

Figure 4.3: Occupations, Scottish Borders  
Source: ONS, Census 2011



### 4.4 Preparing for the future

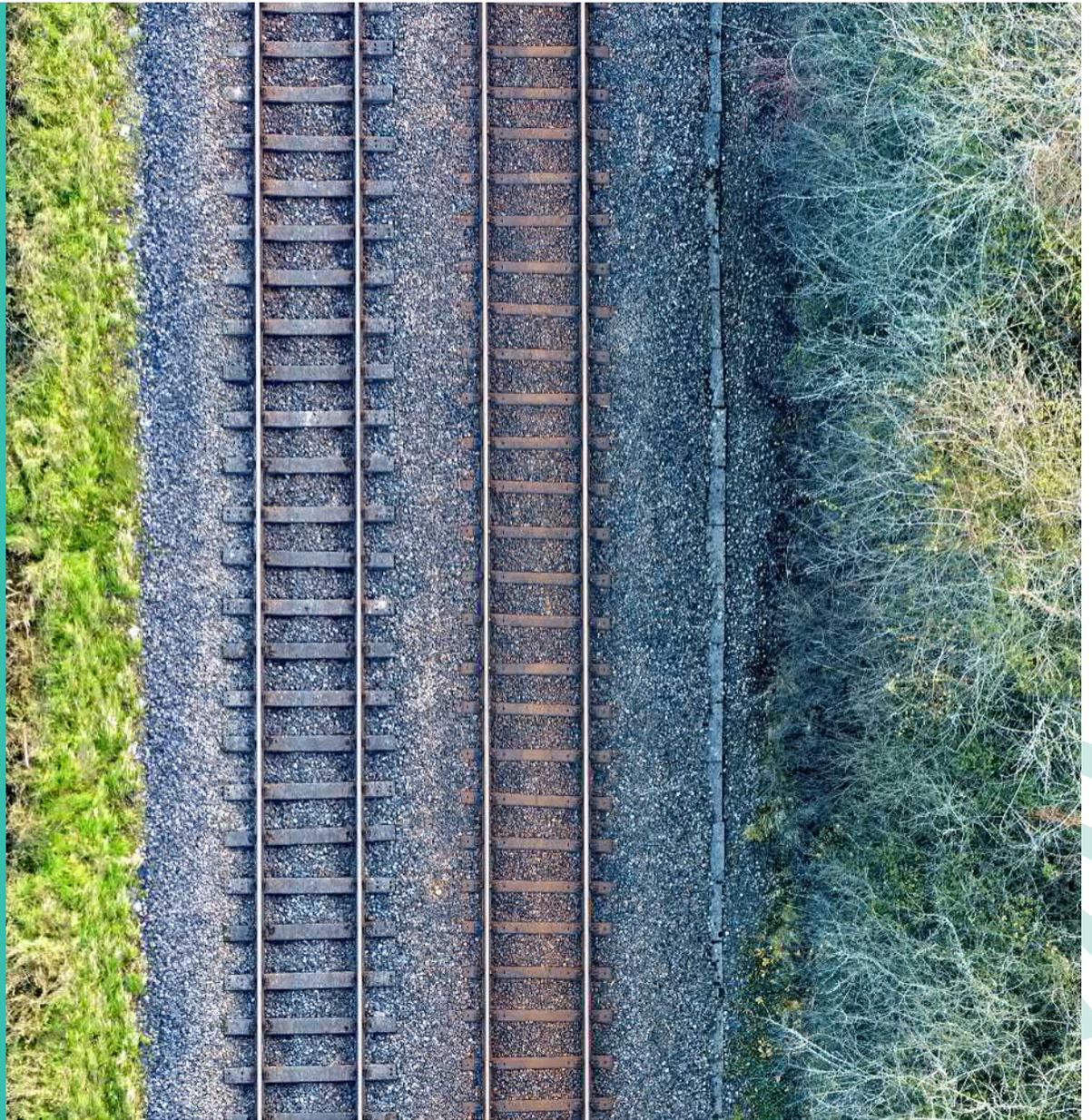
- The further education sector will play an important role in retraining and reskilling in Scottish Borders, ensuring residents have the skills and qualifications to access a broader range of opportunities and businesses can be confident about attracting and retaining a sufficiently skilled labour force.
- Borders College, a provider of apprenticeships and further education, has campuses in Newton St Boswells, Galashiels/Tweedbank and Hawick. As noted previously, intake grew rapidly with the opening of the initial Borders Railway in 2015.
- There is major investment planned by the University of Cumbria at the Citadels site in Carlisle, adjacent to the station, and the higher education establishments in Edinburgh are globally renowned.
- The Borderlands Inclusive Growth Deal has a bespoke programme supporting Rural Innovation and Skills, which envisions the creation of Scotland's Rural College as a further education and upskilling provider.

### 4.5 The role of connectivity

- Enhanced connectivity is likely to support the development of the visitor economy and the move of higher-paid professional jobs to Scottish Borders which support 'levelling up'.
- The visitor economy will benefit from the opportunity for day trips to destinations along the corridor from both Scotland and England.
- Lower commercial property prices in Scottish Borders, compared to Edinburgh, Glasgow and Carlisle, would be attractive to businesses looking to locate in less-expensive places with excellent connectivity to large urban centres.
- Connectivity is likely to encourage more residents of Scottish Borders to commute to work in Edinburgh, Glasgow, and Carlisle.
- If flexible working proves to be the way forward post-pandemic, some or all of this higher-paying work can be carried out from towns in the area.

#### 4.6 The economy - key takeaways

- Recent growth in higher-value added sectors at a regional level, but still under-represented nationally and a high degree of specialisation in agriculture, health and manufacturing.
- Hawick, Langholm, Newcastleton and Longtown experience a shortage of high-value-added jobs, an ageing population/outward migration, and productivity lagging behind the national average.
- The decline in manufacturing, particularly within the historic bedrock of the textiles industry, has left a hole in towns such as Hawick, which are characterised by population decline, low skills, and deprivation.
- Relatively better connected areas such as Melrose and St Boswells, closer to major conurbations such as Edinburgh, have ageing populations but also higher-value-added jobs.
- For those who have one available, there is an overdependency on the car for access to work. For those who don't, there is a reliance on local opportunities being available which can be accessed via active modes. Public transport use is much lower than national averages and reflective of the lack of alternatives and the difficulties with providing a competitive offer (to the car) with the existing bus network.
- Greater connectivity will offer improved opportunities to enhance the role and importance of Carlisle to the wider Borderlands region as well as offer improved benefits and opportunities to residents via improved accessibility to the major urban centre of Edinburgh.



## 5. The environment

### 5.1 The climate emergency

Concerns over the environment and especially climate change fuelled by growing emissions have increased in recent years and are viewed as a primary issue to be addressed at a national, regional and local level. The move to a net zero carbon economy at the national level has been reflected in local actions.

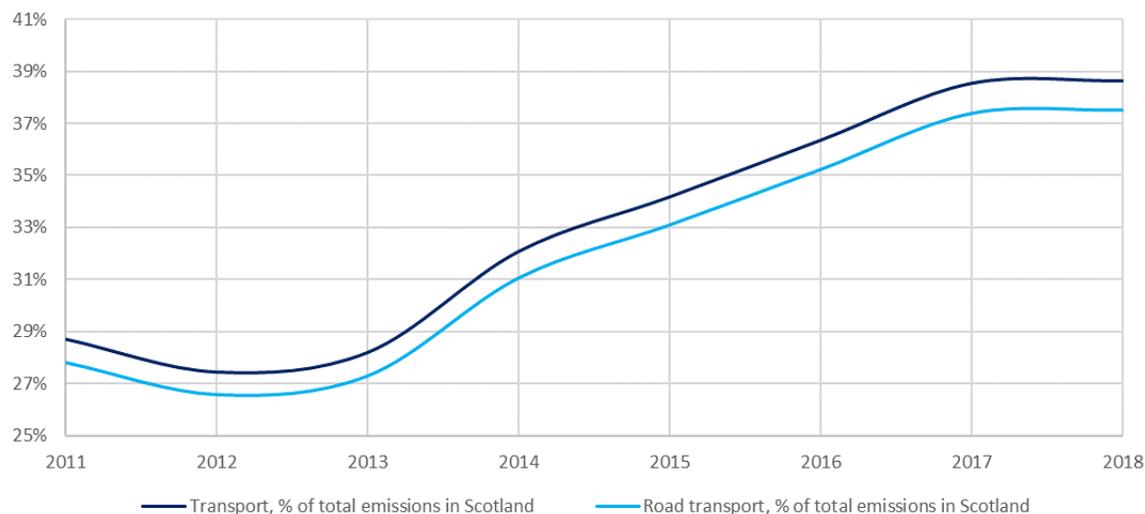
The climate change plan of the Scottish Government plan prioritises the decarbonisation of transport in the period until 2032. The UK government was the first major economy in the world to pass legislation committing the country to a dated target for achieving net-zero carbon emissions. The DfT have considered the implications for decarbonising transport<sup>10</sup>.

In 2020 Scottish Borders Council declared a climate emergency which commits the council to emissions reduction and other measures<sup>11</sup> - at least meeting the UK and Scottish Government's net zero targets. Cumbria County Council is a founding member of the Zero Carbon Cumbria Partnership which is working towards the shared aim of making Cumbria the first carbon-neutral county in the UK, by 2037. The partnership brings together nearly 70 organisations spanning the public, private and third sectors, with the aim of cutting greenhouse gas emissions.

However, since 2011, the proportion of carbon emissions attributable to transport has increased in both Scotland and the UK. Over the last decade, road transport has continually accounted for 97% of transport emissions in Scotland and its contribution to total emissions had risen to 37% by 2018.

Figure 5.1: Transport as a share of all CO2 emission, Scotland

Source: ONS, 2018, UK regional carbon dioxide emissions national statistics: 2005 to 2018



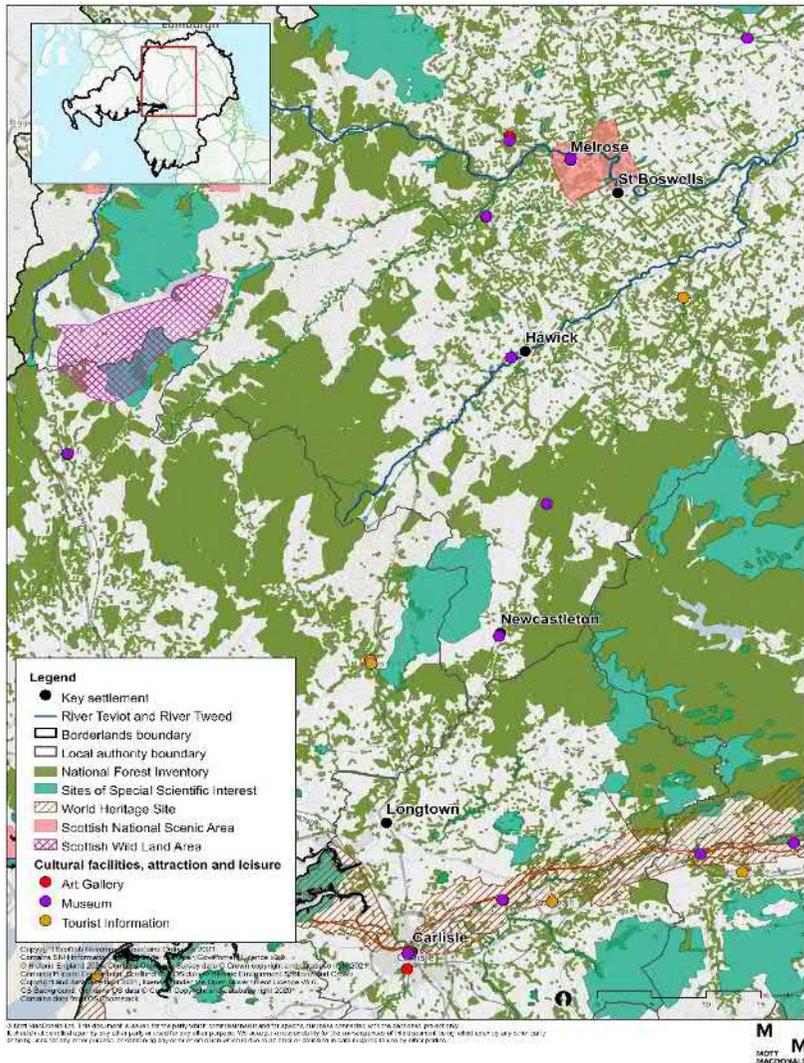
Car dependency in the corridor between Carlisle and the Scottish Borders, coupled with a lack of alternatives to the highway network for freight movements, means that transport emissions are, per capita, likely to be higher than the average.

### 5.2 The natural and built environment

The Scottish Borders' topography, natural and built environments are key assets. The polycentric region is characterised by a number of towns surrounded by an extensive rural hinterland. The historic industrial towns of Hawick, Galashiels, St Boswell and Melrose were all naturally formed around river corridors (i.e. the rivers Teviot and Tweed) that link town/village with open countryside.

The region also houses two of Scotland's 40 National Scenic Areas (defined so as to identify areas of exceptional scenery) in addition to over 3 thousand listed buildings, 43 Conservation Areas and numerous locations of Special Scientific Interest (see map overleaf).

Figure 5.2: Natural and built environment



### 5.3 The environment - key takeaways

- Ambitious UK and Scottish Government net zero targets complemented by regional and local action plans
- In the second half of the 2010s, Scotland experienced a significant increase in carbon emissions specifically linked to road transport
- Car dependency in the Carlisle-Scottish Borders corridor, coupled with a lack of alternatives to the highway network for freight movements, means that transport emissions are, per capita, likely to be higher than the average
- The region (including along the corridor) has many natural assets and is well provisioned with historic, listed buildings, arts cultural areas in addition to two National Scenic Areas, one of which is Eildon Hill just south of Melrose

## 6. The challenge explored

The heart of the Borderlands region, between Carlisle in the south and Galashiels in the north, has great potential for growth. To do this it must overcome a series of challenges and issues which its people, places, and economy face, while also tackling the climate emergency and preserving the quality of life provided by its natural and built environment.

Despite the centrality of the area within the UK, this has not translated into either good intra-regional or strategic connectivity. Exacerbating this, there has been lag in the development (relative to the rest of UK) of digital infrastructure.

Addressing the major challenges relating to physical and digital connectivity are at the heart of the Borderlands Inclusive Growth Deal, and include:

- A lack of transport alternatives.
- A lack of access to social and economic opportunities.
- Sub-optimal mobile and digital connections.

### 6.1 The lack of transport alternatives

The cycle facing the central area of the Borderlands, which connectivity enhancements aim to help address, is characterised by:

Figure 6.1: The cycle of challenges facing Central Borderlands



## 6.2 Sub-optimal mobile and digital connections

The risk of digital exclusion in the Borderlands is high:

- Nearly 40% of households cannot access 4G mobile data,
- 14% of adults have not been online within the last three months; and
- 25% of adults do not have basic digital skills.

Those groups most at risk from the adverse outcomes of social exclusion are also those who are most likely to suffer a digital connectivity deficit (and also a physical connectivity deficit due to their lack of alternatives and reductions in local services and opportunities).

## 6.3 Case study – Hawick

The cycle caused by the paucity of connectivity results in the outcomes we observe in Hawick and other communities; outcomes which have been reversed just a few miles to the north where the Borders Railway has re-connected Galashiels and other communities. In Hawick (and to a lesser extent in other towns such as Longtown and Selkirk) we can observe:

- The loss of the Waverley route in the 1960s disconnected the town from the National Rail network
- Subsequent decades have seen the decline of the textile industry, without corresponding opportunities arising in new industries
- The town's population has fallen by 20% from 1971 to the 2010s, indicating significant net outward migration
- This pattern is likely to be driven by an overall lack of access to opportunities and services, which is affected by:

- The absence of convenient and attractive alternatives to the car
- Decline in local services and opportunities which can be accessed by active modes
- Income levels and associated lower levels of car availability – Hawick sees levels much below the GB average despite the lack of alternatives
- The adverse social and economic outcomes are readily apparent in deprivation data and the lower levels of skills and qualifications compared to the national average. Much of Hawick is in the bottom decile for deprivation (we observe similar outcomes in Longtown and Newcastleton)
- Opportunities are further constrained by the strategic connectivity deficit – regardless of car availability, opportunities in centres such as Carlisle and Edinburgh are not within 'reach'
- Businesses who do remain have struggled to recruit and expand due to smaller markets (locally and strategically) and a lack of suitably qualified labour, exacerbated by outward migration
- New businesses are deterred from locating and investing in the area and the economy has stagnated and declined as a result
- New residents are being put off by the connectivity deficit and the lack of local opportunities
- Spatial and social inequalities rise within Hawick and between the town and elsewhere
- The natural and built environment is suffering due to the indirect promotion of unsustainable choices and a lack of inward investment, ultimately reducing the quality of life which could serve to make the area such an attractive place to live, work, visit and do business



## 7. The options available

### 7.1 Option Generation

At this stage we have considered the strategic alternatives available to address the connectivity deficit the area faces. The approach taken is consistent with ‘Stage 1’ of option assessment from the DfT’s Transport Analysis Guidance (TAG) and the Scottish Government’s Scottish Transport Appraisal Guidance (STAG). All modes and infrastructure solutions are considered, and these ‘concepts’ include:

Alternative	Concept
<b>Highways</b> 	<ul style="list-style-type: none"> <li>Enhancements to the A7 to reduce journey times and increase capacity in the corridor</li> <li>Potential need for complementary Park &amp; Ride (P&amp;R) at Carlisle and Edinburgh</li> </ul>
<b>Telecommunications</b> 	<ul style="list-style-type: none"> <li>Enhancements to the network(s) to enable faster and higher capacity services throughout the corridor</li> <li>Full fibre, satellite or wireless broadband</li> </ul>
<b>Rail</b> 	<ul style="list-style-type: none"> <li>Extension of Borders Rail south to Carlisle using the former Waverley route alignment<sup>12</sup></li> <li>Provision of passenger services along route</li> <li>Potential for freight traffic</li> </ul>
<b>Bus</b> 	<ul style="list-style-type: none"> <li>Improvements to the X95, e.g. a full hourly, or more frequent, service connecting Carlisle, Hawick, Galashiels, and Edinburgh via the main intermediary communities / travel hubs</li> <li>Feeder buses connecting to main travel hubs</li> </ul>
<b>Active modes</b> 	<ul style="list-style-type: none"> <li>Investment in active mode routes to increase the quality, efficiency and safety of these alternatives</li> <li>Focus on access to main centres and connections to hubs, e.g. Tweedbank Station</li> </ul>

### 7.2 Stage 1 Option Assessment

Each alternative was assessed against a set of criteria developed from the objectives described in Section 2. The mapping between the project’s objectives, intermediary themes linked to Governmental priorities (plus deliverability), and the criteria is provided in Appendix A. Results of the Multi-Criteria Analysis (MCA) are shown in the table below.

	The Economy	The People (Social)	The Environment The Users	The Users	Deliverability	Score
1 	0.78	0.67	0.17	0.67	0.00	0.46
2 	0.33	0.67	0.50	0.17	0.38	0.41
3 	0.78	0.67	0.00	0.33	0.25	0.41
4 	0.33	0.50	0.17	0.17	0.38	0.31
5 	0.67	0.17	-0.67	0.50	-0.63	0.01

The most significant differences in the scores are driven by:

- Rail, highways and telecommunications providing the strategic connectivity gap which will unlock inward investment in businesses, housing, and from day and overnight visitors.
- Active modes and bus investment, while strong on deliverability and the environment, will never fill the strategic connectivity gap. It is this gap which is at the heart of the economic and social (‘levelling up’) outcomes seen in preceding sections;
- Rail, telecommunications and active modes being more equitable across society and complementary/supportive to other Growth Deal investment proposals for the main centres;

- Active modes clearly scoring well on environmental impact, and highways less so as any infrastructure will adversely affect the natural and built environment, and increased demand will lead to growth in emissions;
- The most significant step change for users is through rail and highway investment due to the efficiency and performance gains they offer; and
- Rail and highway enhancements are least deliverable overall, albeit the former aligns well with other investment such as HS2 and political and stakeholder acceptability.

Across all themes and their criteria, it is rail, telecommunications, and active modes, which provide the most balanced scores. Bus scores lower as it cannot deliver the step change in connectivity which is at the heart of the Growth Deal and bring the inward investment into the region

### 7.3 Complementary Investment

The list of alternatives is not a case of either/or. As will be explored further in Section 8, active modes, bus and other mobility and accessibility solutions are likely to be required to provide local connectivity and maximise benefits from investment.

High quality telecommunications score well, and are fundamental to the area's future success, but, by itself, this is unlikely to be a panacea. They will never completely replace the need for travel by residents for work, business, and to access to services (such as education and healthcare) and opportunities, and are not of direct value in permitting travel by visitors to, from and within the area. They are an important enabler and will be complementary to investment in physical connectivity.

### 7.4 Stage 1 Shortlisted Options

In considering which alternatives to select for further consideration and appraisal, we combine the assessment with an initial view on the costs involved. Consistent with the need to consider a 'low cost alternative' we have identified the following strategic shortlist:

- A new rail route connecting Carlisle to Tweedbank via intermediary communities; and
- Enhancements to the X95 bus route, e.g. frequency, vehicle quality, and/or stop/station quality.

Clearly each could have multiple delivery variants in terms of frequency, places served, quality of vehicles etc. This will be considered in more depth at a later stage of case-making. For now, we consider the potential journey time impacts a rail alternative could deliver, as shown below (assuming an average speed of just 40mph), and focus subsequent sections on developing this alternative in more detail.

Figure 7.1: Journey Times to/from Hawick



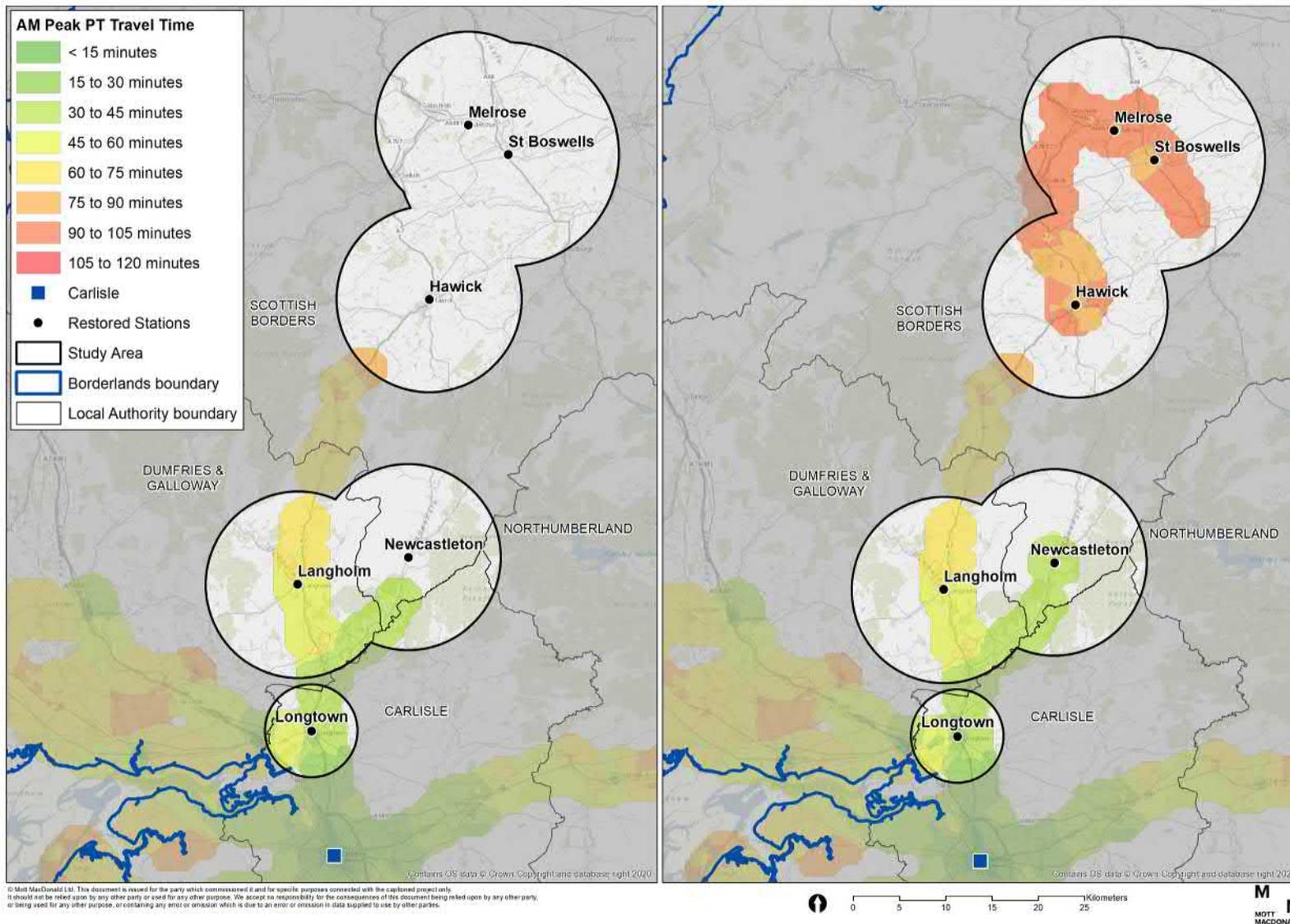


Figure 7.1: Accessibility of restoring the remainder of the Waverley line

- Despite the relatively short straight-line distance of just 40 miles, Galashiels, Melrose, Hawick and surrounding communities are inaccessible by public transport to/from Carlisle. Only 3,000 residents within the old Waverley line station catchments are within 2-hours travel distance.
- The completion of the Borders Railway through the heart of the Borderlands region would increase this 2-hour catchment to 48,000, of which 33% would be under an hour and a half, within range of the average commuter time for North West England and Scotland (of just over an hour).
- Further analysis needs to be undertaken as part of a optioneering and strategic outline case (SOC) stage to determine which of the proposed routes (i.e. either via Langholm or Newcastleton) would deliver the greatest benefit



## 8. The opportunity available

In this section we explore what a potential extension to the Borders Railway could look like, the impacts it could deliver, and how these, with complementary proposals, can lead to the desired economic, social and environmental outcomes for the region.

### 8.1 The Services

There are multiple opportunities when considering the services which could operate on the new route:

- To serve all intermediary communities, the natural option is to extend one or both of the 2 trains an hour between Edinburgh and Tweedbank;
- If the full Waverley route had sufficient capacity, then there may be opportunities to divert some interurban services between North West England and Edinburgh, including calls at the major centres such as Hawick and Galashiels; and
- Freight services, which could include through services<sup>13</sup> which would otherwise use the WCML and/or new markets on the corridor such as the forestry industry at Kielder.

### 8.2 The Works

The new route could primarily make use of the former alignment. 96% of this is believed to be 'unobstructed'<sup>14</sup>, with the principal impediments being the removal of viaducts and bridges, and the loss of trackbed to development or new roads. These same problems were overcome for the existing route to Tweedbank. Options existing for routeing either via Langholm or Newcastleton on the section between Longtown and Hawick.

### 8.3 The Route

	Edinburgh & Midlothian	<ul style="list-style-type: none"> <li>• 1.4 million people across city region</li> <li>• Economic heart of Scotland</li> <li>• Major service centre and home to world-renowned educational and cultural institutions</li> </ul>
	Melrose	<ul style="list-style-type: none"> <li>• c2,500 people</li> <li>• Home to Borders General Hospital</li> <li>• A tourist centre within the Eildon and Leaderfoot National Scenic Area</li> </ul>
	Newtown St Boswells	<ul style="list-style-type: none"> <li>• c3,000 people plus 31,000 in wider region</li> <li>• Home to Scottish Borders Council</li> <li>• Significant development and regeneration potential in LDP</li> </ul>
	Hawick	<ul style="list-style-type: none"> <li>• C3,000 people plus 17,000 in wider region</li> <li>• Local hub for services &amp; opportunities</li> <li>• Historic textile hub, but need to diversify economy to achieve prosperity</li> </ul>
	Newcastleton	<ul style="list-style-type: none"> <li>• c1,000 people plus c.2,000 in wider region</li> <li>• Links to Carlisle</li> <li>• Conservation area with 18th c. planned layout</li> </ul>
	Langholm	<ul style="list-style-type: none"> <li>• c1,000 people plus c.3,000 in wider area</li> <li>• Links to Carlisle</li> <li>• Historic textile industry</li> </ul>
	Longtown	<ul style="list-style-type: none"> <li>• c3,000 population</li> <li>• Development potential at Ministry of Defence munitions site</li> <li>• Heart of the 'Debatable Lands'</li> </ul>
	Carlisle	<ul style="list-style-type: none"> <li>• c75,000 pop'n and 110,000 in district</li> <li>• Economic heart of the Borderlands</li> <li>• Major service centre, and home to Citadels (University of Cumbria) proposal</li> </ul>

## 8.4 The Package

The project will be a catalyst for change. As articulated in Section 7.3, it needs to be part of a vision which integrates with as wider catchment as possible, helping deliver multiplier effects for other investment, plans and proposals in the area. Achieving this requires planning of the legs of journeys to and from the stations. We therefore turn to the complementary role of active modes, buses, private access using cars (including e-charging), taxis and future mobility services in providing access and egress.

The aim must be to provide stations which act as integrated hubs for travel to, from and within the Borderlands. It is important for these stations to identify opportunities for Transit Orientated Development (TOD) in the immediate vicinities of the stations, covering housing, small and medium business enterprises and cultural, tourism and leisure related services. These services will link directly to the other themes and projects of the Growth Deal.

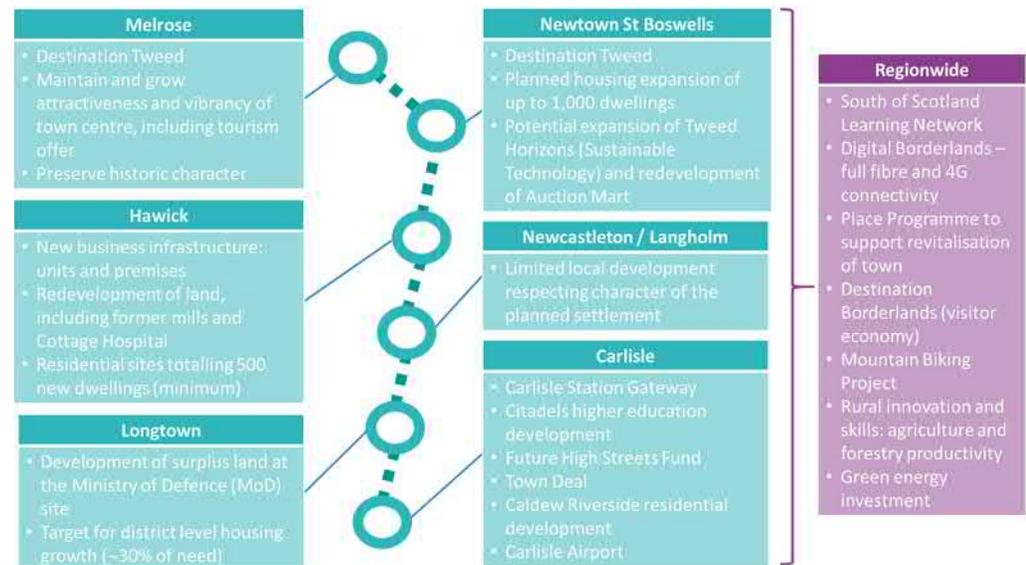
Figure 8.1: Artistic Impression of Multi-Modal Travel Hub



## 8.5 Local opportunities

Along the route between Melrose and Carlisle there are a series of complementary proposals being advanced as part of the Growth Deal. Local Plans are separately identifying and advancing proposals for local economic regeneration and residential development. The Borders Railway extension offer the potential to tie these strands together and maximise their impact:

Figure 8.2: Proposals for Local Economic Development

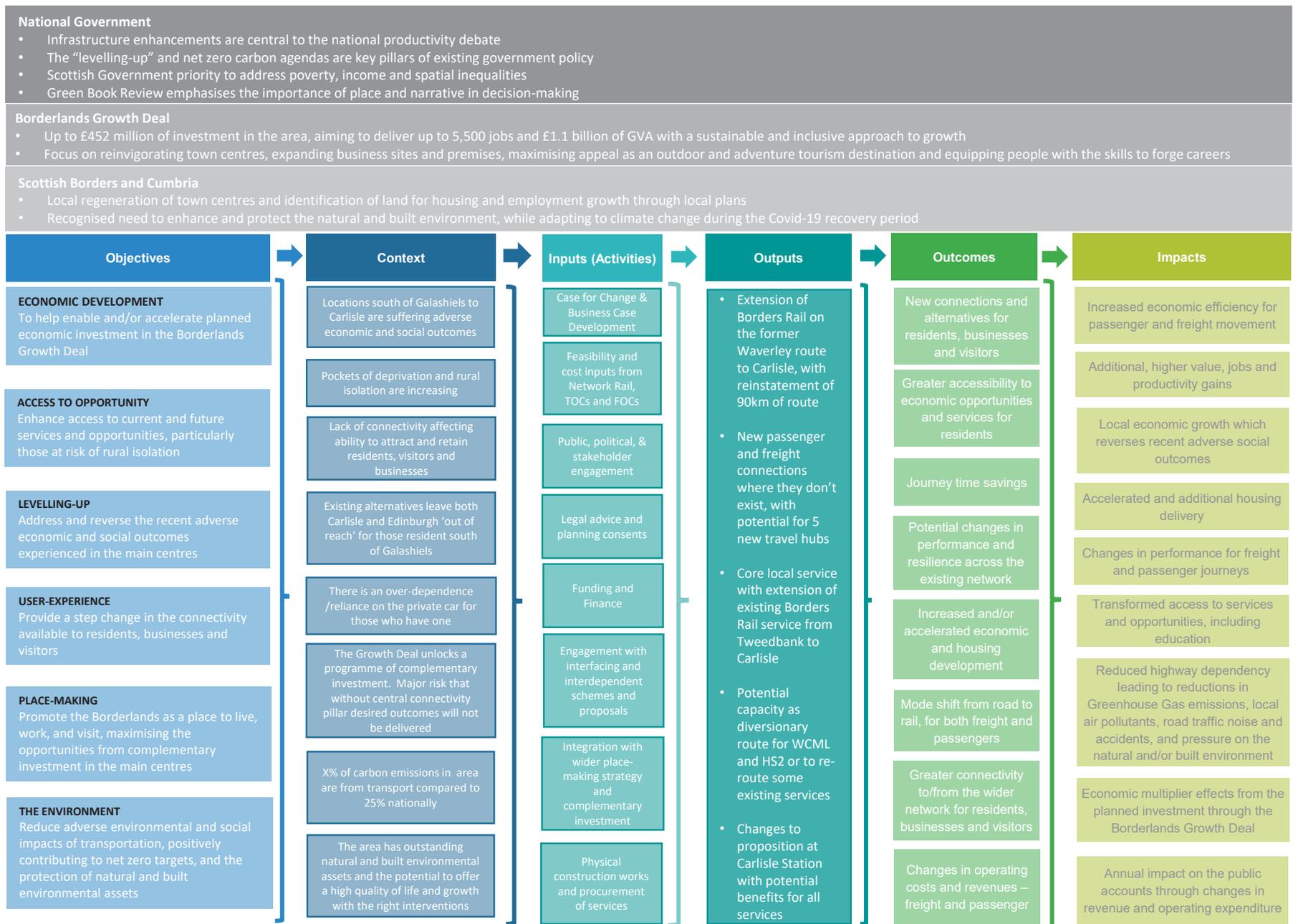


## 8.6 What outcomes and impacts would we expect?

In the logic mapping (overleaf) we have shown how completing the Borders Railway between Tweedbank and Carlisle has been developed from the strategic objectives and the local context. The mapping shows how the project (outputs) is expected to translate into positive outcomes for residents, businesses and visitors, which, in turn, deliver significant beneficial impacts to the economy, society and environment.

The logic mapping acts as a framework for further stages of project development with Network Rail, the DfT, Transport Scotland and other potential delivery partners.

Figure 8.3:  
Logic map



## 8.7 Strategic opportunities

The preceding analysis has focussed on the immediate, tangible, needs of the local communities and businesses; however, as recognised at the start, Anglo-Scottish connectivity is focussed on four main arterial links (2 x road and 2 x rail) and completion of the Waverley route offers the potential for greater capacity and resilience for the movement of people and goods, particularly in light of the use of the WCML for HS2 services in the late 2020s and 2030s.

North of Wigan, HS2 services will make use of existing WCML infrastructure to serve Lancashire, Cumbria and Scotland. Capacity will need to be shared with other 'classic' passenger and freight services. This offers both opportunity and risk for all parties in delivering the desired level of service and performance levels demanded of 21st century travel.

### Carlisle

A reinstated Waverley route would join the WCML north of Carlisle, potentially at either Mossband or further south at Kingmoor. On the northern approach to Carlisle Station there will also be:

- HS2 services (2 tph)
- Other interurban services between North West England and Scotland (1 tph)
- Local services from Dumfries and South West Scotland (1 tph); and
- Freight services, including movements to/from the facilities at Kingmoor and Longtown.

Capacity for all services is lost by operating services with significant speed differentials on the same lines and conflicting movements when accessing stations and freight yards. Platform capacity at Carlisle will also create challenges.

As part of the HS2 scheme, proposals are being developed for Carlisle Station centred around the splitting/joining of HS2 services to/from Glasgow and Edinburgh. These will involve some reconfiguration of platforms at the station. This separate project offers the opportunity to:

- Look holistically at the track layout north of the station, potentially seeking a solution which delivers greater separation of 'fast' and 'slow' trains as far as Kingmoor or Mossband; and
- Consider the use of platforms at Carlisle Station, with the Cumbrian Coast Line (CCL) likely to require new or additional platforms and the potential to provide an integrated solution for services from Dumfries and the Borders route which minimises conflicts with HS2.

### Edinburgh

At the northern end of the route services are most likely to be extensions of the existing Edinburgh to Tweedbank services, and the principal issue will remain pathing into Edinburgh Waverley rather than platform capacity thereat.

A national, regional and local connection

Looking further afield, other opportunities for the full Waverley route include use:

- Diversion of 'through' freight services between England and Scotland's central belt or further north - consideration of connections around Edinburgh would be required;
- For the interurban services between North West England and Edinburgh – traction power and end-to-end journey times would be critical considerations; and
- As a diversionary route during major engineering

## Decarbonisation

Overarching all opportunities is the need for decarbonisation of the rail network<sup>15</sup>. The existing Edinburgh to Tweedbank is indicatively earmarked for electrification in Network Rail's decarbonisation strategy. It is likely that traction power technologies will advance significantly over the next decades, and this will bring associated possibilities to ensure services on the full Waverley route could be cost effectively delivered in a low carbon manner.

### 8.8 This results in...

In Section 6 we explored the consequences of a continuation of recent trends in the corridor, i.e. the 'Business As Usual'. Here we set out the alternative future scenario where connectivity enhancements work in partnership with other plans, policies and interventions to deliver a transformational change. It can be seen that completing the Borders Railway has the potential to deliver significant contributions across all strategic objectives (see Section 2).

		SO1	SO2	SO3	SO4	SO5	SO6
↓	Enable existing residents to access the services and opportunities they need, particularly work, education/training and services in Carlisle, Edinburgh and intermediary centres along the route	✓	✓	✓	✓	✓	
↓	Make the area become an attractive place to live and work and reduce car dependency through more attractive alternatives	✓		✓	✓	✓	
↓	Through new connectivity and economic activity, help to address existing issues around deprivation, unemployment, and access to higher value opportunities		✓	✓		✓	
↓	Support businesses in recruiting and expanding through larger markets and a suitably qualified local labour force	✓	✓	✓			
↓	Attract new businesses to locate in the area, diversifying the economy and helping to replace those opportunities lost in industries such as textiles	✓	✓	✓		✓	
↓	Reduce spatial and social inequalities between the route's communities and elsewhere and also within the communities themselves		✓	✓		✓	
↓	Reduce the need for car dependency and deliver the associated reductions in emissions and other adverse externalities		✓	✓	✓		✓
↓	Preserve the natural and built environment through sustainable choices and greater inward investment					✓	✓
↓	Deliver a new route of national importance, offering greater connectivity, capacity and resilience on Anglo-Scottish connections, building on the planned investment elsewhere	✓		✓			✓



## 9. Potential impacts

In this section we explore the potential direct and enabling infrastructure impacts the extension of the Borders Railway might deliver for the heart of the Borderlands region.

### 9.1 Impacts of the Borderlands Inclusive Growth Deal programme

As outlined in Section 2, the Borderlands Inclusive Growth Deal is anticipated to deliver £452 million across 12 projects that will benefit the Borderlands area – over the course of the programme’s lifetime and ten years thereafter – by generating the following impacts and outcomes:

- Benefit 1.1 million residents.
- Deliver an additional 5,500 job opportunities.
- Attract more than four million extra tourists to the area.
- Improve mobile and digital connections.
- Unlock investment in towns across the area.
- Generate around £1.1bn in GVA to the UK economy.

Should these estimated benefits be realised they would have a transformational impact on the Borderlands region as well as the wider UK. These potential impacts derived from the Borderlands Inclusive Growth Deal programme do not currently consider the direct impacts of the Borders railway enabling infrastructure, which would augment and help ensure the success of the wider programme.

### 9.2 Borders Railway Extension - potential impacts

#### 9.2.1 Direct impacts

In addition to the Growth Deal it is anticipated that project delivery would:

- Provide the connectivity and journey time savings that will help drive productivity improvements by allowing people and goods to move efficiently within the area and beyond.
- Support the right environment for inward investment across the economy, allowing existing and new businesses to locate and grow with confidence.
- Widening economic and employment opportunities to residents, including access to education and training to enable them to maximise their contribution to the local and national economies.
- Facilitate growth in the visitor economy in the Borderlands region by improving accessibility and options from key population centres to natural, cultural, heritage and leisure based assets.

#### 9.2.2 Enabling infrastructure impacts

The Borders railway extension will also deliver several indirect enabling infrastructure impacts that could benefit the wider Borderlands region. These indirect (enabling infrastructure) impacts would potentially:

- Catalyse new development or accelerate already planned development along the railway due to the improvement in accessibility and journey times making the region more attractive to developers.
- Complement other place-based investment proposals.
- Support higher value, productive, jobs in the area following connectivity enhancements and business location decisions.

## 10. Synopsis

In this section we explore what a potential extension to the Borders Railway could look like, the impacts it could deliver, and how these, with complementary proposals, can lead to the desired economic, social and environmental outcomes for the region.

### 10.1 The need for change

The corridor between Carlisle and the Scottish Borders, through the heart of the Borderlands region, is facing a series of challenges and issues that have led to adverse economic and social outcomes:

- **An ageing population** – it is struggling to attract and retain a younger working age population who will diversify and grow the economy. Hawick's population alone has declined by 20% in the last four decades.
- **Labour market skills** – there is a larger proportion (than national averages) of people with no qualifications. Central areas such as Newcastleton and Hawick have particular challenges surrounding skills.
- **Deprivation** – the larger settlements all have areas within the bottom two IMD deciles (most deprived). Hawick, Longtown, and Carlisle have over 'at least' half of their population(s) in the bottom two deciles.
- **Industrial decline** – decline in manufacturing, particularly within the historic bedrock of the textiles industry, has left a hole in towns such as Hawick. The area has not been able to attract new higher value businesses.
- **Low productivity** – productivity, as measured in GVA per head, lags well below UK and national averages, at 60% and 64% respectively.

These outcomes are intrinsically linked to a lack of connectivity, which is leading to:

- A lack of access to opportunities for local residents and a general trend of outward migration. This is true for all residents, but particularly for those without a car available.
- A failure to attract and/or retain higher value businesses, and constraints on the markets for existing businesses, including labour supply.
- An inability to attract visitors, also adversely impacting on the economy.

### 10.2 The opportunity

The success of the Borders Railway to Tweedbank shows the potential gains to be achieved from connectivity. Usage, and therefore impacts, have well exceeded that forecast during project development and already, in just five years, tangible 'on the ground' changes are apparent in access to opportunity, the economy, and the ability of the area to attract and retain residents.

The Borderlands Inclusive Growth Deal is a sign of faith in the region's potential from UK and Scottish Government partners. It identifies the issues that must be addressed to achieve national, regional and local priorities, and has begun the identification of plans, programmes and projects to deliver success. However, this complementary investment will not succeed without the 'glue' that physical connectivity can provide.

### 10.3 The proposed solution

The heart of the Borderlands faces connectivity gaps at both the strategic and local level. Both are ultimately required for success, but it is the former which has been identified as most critical to delivering on economic, social and environmental priorities. A range of strategic alternatives have been considered to deliver. A multi-criteria assessment across all priorities has identified the completion of the former Waverley route, from its current

terminus at Tweedbank, to connect through to Carlisle as the best performing alternative. Local links, including access to and from the stations, connections to existing investment plans and proposals, and further complementary investment which links to the project have all been identified. Collectively, there is the real opportunity for transformational change in the area's fortunes if the full programme can be delivered.

Importantly, while this project addresses a regional connectivity need, it has the potential to provide solutions at the UK level for enhancing Anglo-Scottish capacity, resilience and connectivity.

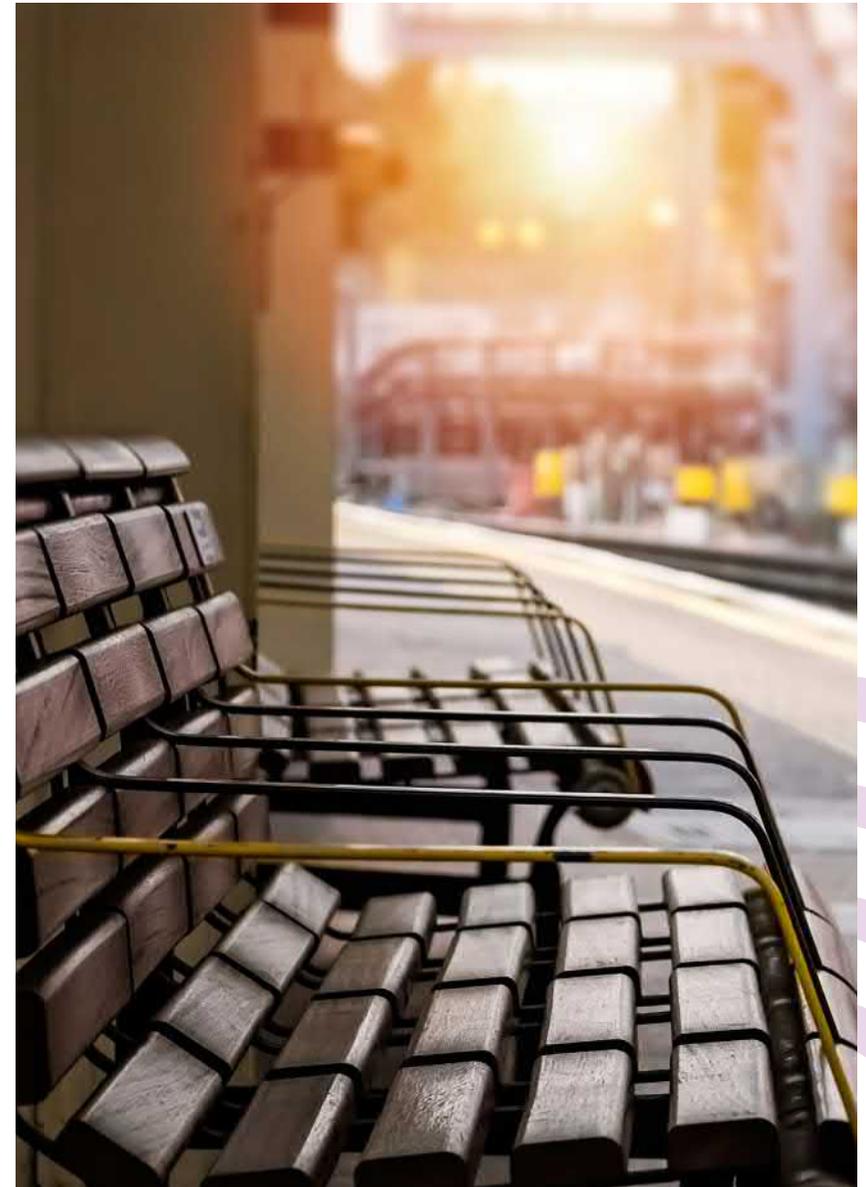
#### 10.4 The need to act

Investment in physical infrastructure to provide transformational change in connectivity does not happen overnight. Years of planning and delivery will be required to turn the project into fruition. If the necessary project development processes do not commence now, then the heart of the Borderlands will face at least another two decades of the adverse outcomes described previously and its potential being missed. Ultimately, this will lead to further divides and inequalities compared to the rest of the UK and Scotland, and may neglect parallel opportunities for Anglo-Scottish connections.

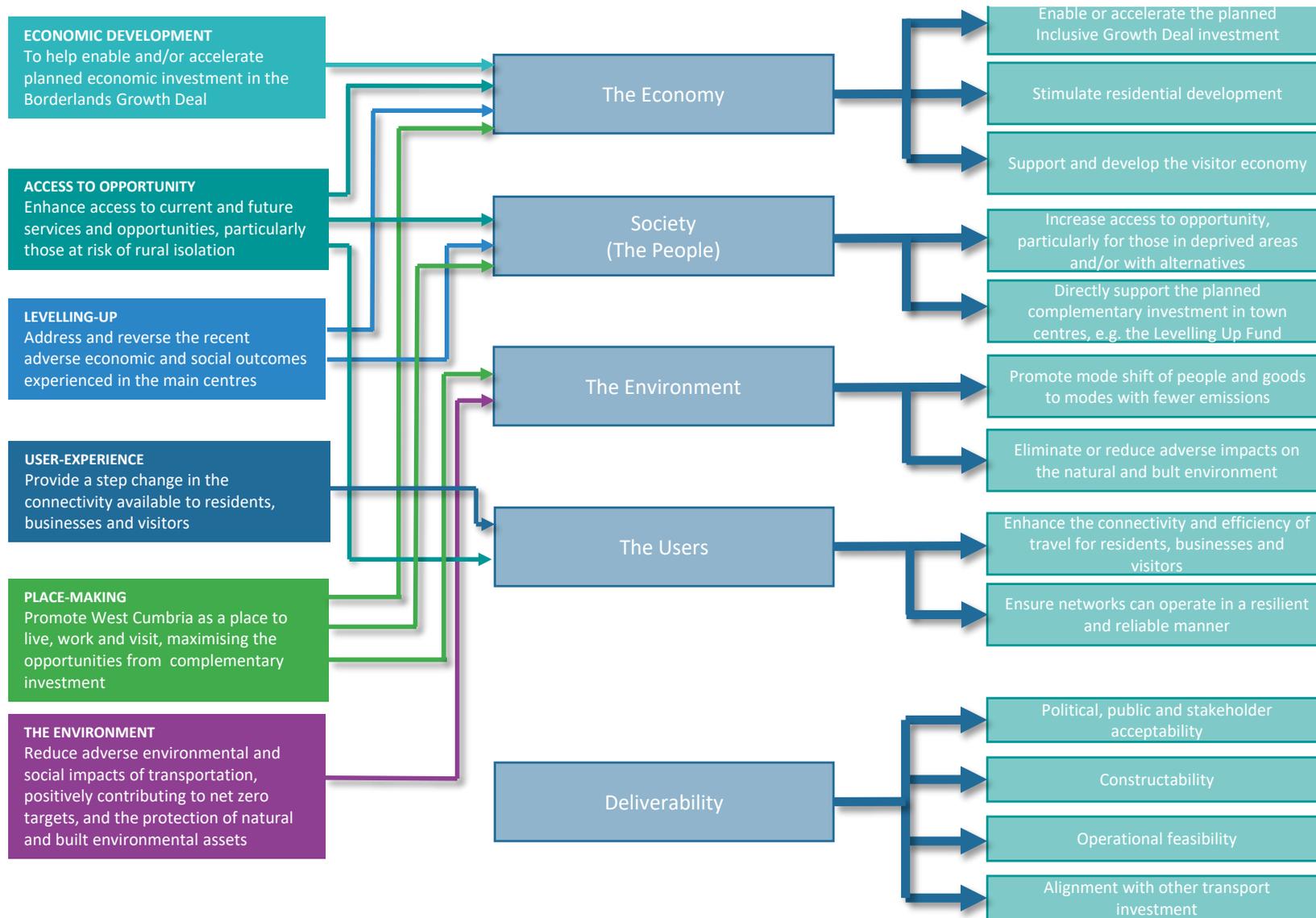
#### 10.5 The next steps

The project is ready to move forward and £10M has been allocated within the Borderlands Inclusive Growth Deal to allow this to happen. Collaborative working between the Borderlands Partnership, Scottish Government (Transport Scotland), the UK Government (DfT) and Network Rail will be required to achieve delivery of the extended railway line supported by engagement with many regional and local stakeholders. To deliver the project within the next ten to twenty years, project development must commence now, with parallel delivery of:

- Work to establish a shared understanding of the benefits and challenges of options to extend the Edinburgh – Tweedbank Borders Railway to Carlisle including the social, economic and transport benefits
- Agreement of the scope of the necessary next stages of feasibility work to develop the business case for the reinstatement of the railway using the £10M of Borderlands funding



# A. Option Assessment Themes & Criteria



## Endnotes

- 1 The Borderlands covers the local authorities of Cumbria, Dumfries & Galloway, Northumberland and Scottish Borders.
- 2 These totals exclude rail freight and bus/coach passengers.
- 3 Edinburgh Waverley Masterplan - Network Rail
- 4 Ambitious plans for Carlisle Station development steam ahead ([cumbria.gov.uk](http://cumbria.gov.uk))
- 5 Home ([borderlandsgrowth.com](http://borderlandsgrowth.com))
- 6 National Records of Scotland, 2019 Small Area Population Estimates
- 7 Scottish Index of Multiple Deprivation: rural deprivation evidence review and case studies - gov.scot ([www.gov.scot](http://www.gov.scot))
- 8 HM Treasury, 2020, Levelling Up Fund Prospectus. Available at: <https://www.gov.uk/government/publications/levelling-up-fund-prospectus>
- 9 In the context of geographical concentration, a location quotient of 1.0 indicates that the local share of total employee jobs in an industry is equal to the local share of total employee jobs relative to Great Britain.
- 10 See: Decarbonising Transport: Setting the Challenge ([publishing.service.gov.uk](http://publishing.service.gov.uk))
- 11 Climate Emergency, 2020, Scottish Borders. Available at: <https://www.climateemergency.uk/blog/scottish-borders/>
- 12 This was considered to be the most viable rail alternative as it connects the greatest proportion of the corridor, on a former alignment, and would provide opportunities to access Carlisle and Edinburgh.
- 13 Such services can avoid central Edinburgh using the Edinburgh, Suburban and Southside Junction Railway.
- 14 CBR\_SummaryCase.pdf ([campaignforbordersrail.org](http://campaignforbordersrail.org))
- 15 Traction Decarbonisation Network Strategy - Interim Programme Business Case ([networkrail.co.uk](http://networkrail.co.uk))

