

## **Borders Corridor Study – SEStran Response**

### **1. INTRODUCTION**

**1.1** The purpose of this report is to inform members of the recent draft of the Borders Transport Corridors – Pre-Appraisal Report<sup>1</sup> and subsequent SEStran response (appendix 1). The study demonstrates the process and presents the analysis and findings from the STAG (Scottish Transport Appraisal Guidance) Pre-Appraisal. The study was overseen by a Project Working group, which included representatives from Transport Scotland, SEStran and Scottish Borders Council.

**1.2** The specific aims of the study were to:

- Identify cross modal problems and opportunities within the transport provision between the Scottish Borders and key markets (Edinburgh, Newcastle and Carlisle);
- Highlight where the study has identified the need for further investigation;
- Recommend transport options which could be subjected to more detailed appraisal.

### **2. TRANSPORT CORRIDORS PRE-APPRAISAL**

**2.1** The study considers the accessibility for Scottish Borders communities and settlements, and identifies areas where improvements could be made. The appraisal, by the nature of the STAG process, is multi-modal and considers public transport, road, rail and active travel on key transport corridors.

**2.2** The study has been informed by the SEStran Regional Model 2012 (SRM12), which was also used in the SESplan Cross Boundary and Land Use Appraisal 2017. Where options have been identified for further consideration, additional modelling can be undertaken as part of the Scottish Transport Projects Review for detailed assessment. More localised interventions may be modelled with more appropriate (macro-simulation) software through Scottish Borders Council. The objectives of the study include the following:

**2.3** Transport Planning Objectives (TPO):

- Improve interchange with and between sustainable transport modes

---

<sup>1</sup> <https://www.transport.gov.scot/media/41887/borders-stag-pre-appraisal-draft-v30.pdf>

- Improve journey times, reliability and safety to employment, key services and leisure
- Integrate transportation and land use opportunities to capitalise on the built and natural environment
- Reduce business transport costs for economically competitive sectors (access key markets and high skilled workforce)

**2.4** SEStran were encouraged to see that the TPOs align closely with the SEStran Regional Transport Strategy<sup>2</sup> objectives, which are as follows:

- Economy - To ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner.
- Accessibility - to improve accessibility for those with limited transport choice, or no access to a car, particularly those who live in rural areas
- Environment – to ensure that development is achieved in an environmentally sustainable manner
- Safety and health – to promote a healthier and more active SEStran area population

### **3. OPTION GENERATION**

**3.1** The pre-appraisal process generated a range of options which could meet the TPOs and help address the issues or opportunities identified. As outlined in STAG, the option generation was conducted as an open process.

**3.2** The outcomes were compiled through a review of relevant policy documents, numerous engagement activities including workshops, structured telephone interviews, Community Council meetings and Public Surveys. Discussions with the Project Working Group, further option Challenge Workshops and implementation appraisals were held to refine options. From this, 21 individual strategic multi-modal options were generated. These options will be given as recommendations for either the upcoming Strategic Transport Projects Review (STPR) or for further development by other partner organisations or third parties. The full list of the 21 options are provided in **appendix 2** to this report.

### **4. SUMMARY**

**4.1** The study represents a high degree of collaborative working across National, Regional and local levels. Whilst it has resulted in a large number of options, it is understood that the impacts of the proposed options must be investigated

---

<sup>2</sup> [http://www.sestran.gov.uk/wp-content/uploads/2017/01/SEStran\\_Regional\\_Transport\\_Strategy\\_Refresh\\_2015\\_as\\_published.pdf](http://www.sestran.gov.uk/wp-content/uploads/2017/01/SEStran_Regional_Transport_Strategy_Refresh_2015_as_published.pdf)

in further detail. SEStran would expect to play a key role in addressing these strategic options, particularly proposed cross-border interventions.

**3.2** SEStran welcomes the number and diverse range of the options identified within the study. However, the challenges of limited funding sources will inevitably have an impact on the delivery of the measures identified

#### **4. RECOMMENDATIONS**

**4.1** Members are asked to note the contents of the report and the response provided on behalf of SEStran.

Lisa Freeman

**Strategy and Projects Officer**

15<sup>th</sup> June 2018

**Appendix 1** – SEStran Response to the Pre-Appraisal Draft document

**Appendix 2** – List of Identified Options

Policy Implications	In line with the delivery of RTS policies. Including the reduction of single occupancy vehicle journeys, behaviour change and air quality improvements.
Financial Implications	Potential future implications in option delivery and financial considerations towards the review of the Regional Transport Model
Equalities Implications	
Climate Change Implications	



Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

## Item B4 Appx 1

Tom Bisset  
Jacobs  
95 Bothwell Street  
Glasgow  
G2 7HX

31<sup>st</sup> May 2018

Dear Tom

### **Borders Transport Corridors Pre-Appraisal**

As a representative of the Pre-Appraisal Project Working Group, SEStran welcomes the opportunity to provide further comments towards the Borders Transport Corridors Pre-Appraisal Study. Identifying key strategic interventions will be key in supporting growth and in addressing existing capacity issues on the Region's Transport network. The study identifies a number of opportunities which could be achieved through strategic investment. SEStran would like to underline its support for the document, as follows:

#### **Links to the Regional Transport Strategy<sup>1</sup> (RTS)**

There are a number of RTS objectives covered by the pre-appraisal document. The SEStran Region is a key driver of the Scottish Economy and its connectivity should support the long-term competitive position of the area through resource efficiency, social inclusion with minimum environmental impact. The RTS supports the following options as outlined in the pre-appraisal documents:

#### **Accessibility**

Options 1 & 2 refer to access to healthcare and increased service provision to Borders General Hospital and other healthcare facilities. The options seek to improve physical access to public transport through infrastructure and on public transport vehicles. SEStran welcomes these options as within the RTS it is noted that access to hospitals in the region is an issue for many hospital users, patients, visitors and hospital staff, as parking is often problematic and expensive, even for those with access to a car. Good public transport links are therefore vital for those without access to a car. This

---

<sup>1</sup> [http://www.sestran.gov.uk/wp-content/uploads/2017/01/SEStran\\_Regional\\_Transport\\_Strategy\\_Refresh\\_2015\\_as\\_published.pdf](http://www.sestran.gov.uk/wp-content/uploads/2017/01/SEStran_Regional_Transport_Strategy_Refresh_2015_as_published.pdf)



Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

issue is deemed a high priority within the RTS, with a number of relevant actions to support these pre-appraisal options.

### **Active Travel**

Option 3 refers to the implementation of a strategic active travel network and cross-boundary active travel measures. As a high priority in the RTS, SEStran supports this option through its Strategic Cross Boundary Cycle Development<sup>2</sup> document. This study provides a list of recommendations for investment in cross boundary cycling infrastructure in the Region. SEStran in partnership with Sustrans, are supporting the development and delivery of such a network. It is welcomed that there will also be consideration made towards active travel provision around key services and public transport interchanges. This will help encourage uptake of active travel, potentially leading to further modal shift.

### **Freight**

The RTS states that SEStran must continue to act to facilitate efficient movement of goods and ensure quality facilities for the freight sector in key freight corridors and gateways. SEStran now hosts a regional Logistics and Freight Forum which could address the issues identified in options 4 & 5, including; a freight route signage strategy and improved network connections to roads and rail. The Forum will aim to achieve this through constructive partnership working between the local authorities, government agencies, business and representative groups across the region.

### **Park and Ride**

There are obvious benefits from park and ride, most notably the removal of car traffic from congested corridors. SEStran has established a regional Park and Ride Strategy<sup>3</sup> and the promotion of measures associated with the strategy is viewed as a high priority. SEStran supports the ambition in option 6 to increase the provision of Park and Ride. However, these sites will still require to be supported by high quality onward services, linking travellers to places of employment, services and leisure facilities.

### **Public Transport**

With concerns over declining bus patronage, and the overall reduction in bus service provision, SEStran welcomes options 7 and 8; Express Bus services (Edinburgh, Newcastle, Carlisle including airports) and the suggested improvements to East-West

---

<sup>2</sup> [http://www.sestran.gov.uk/wp-content/uploads/2017/01/10.1.1 Strategic Cross Boundary Cycle Development.pdf](http://www.sestran.gov.uk/wp-content/uploads/2017/01/10.1.1_Strategic_Cross_Boundary_Cycle_Development.pdf)

<sup>3</sup> <http://www.sestran.gov.uk/wp-content/uploads/2017/01/SEStran-Park-and-Ride-Strategy.pdf>



Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

Bus services. Increasing such services and extending timetables will help to provide an attractive alternative to private car use.

The opening of the Borders Rail Line has been a significant step change in the quality of public transport service provision in this strategic corridor. SEStran welcomes the identified options to further reduce journey times, and to provide competitive end to end journey times compared with car.

As supported by the RTS, SEStran wishes to see passenger services extended beyond Tweedbank to Carlisle in the long term with the potential to include new stations on the line. With regards to further connections, SEStran also supports the linking of Borders railway with the Fife Circle service and another appropriate service to the west/north of Edinburgh, including Edinburgh Gateway for access to Edinburgh Airport. This alongside improvements in frequency, capacity and service quality would help to develop the service, making public transport a viable and convenient alternative to the private car.

## **Road**

SEStran supports the maintenance and development of strategic roads. Efficient and safe movement of people and goods on these corridors is essential to the wider 'city region' aspirations for the area.

The RTS states that the A7 and A68 are of strategic significance. It is welcomed that a package of enhancement and safety measures including options such as dualling, bypass and overtaking lanes are referred to within the Pre-Appraisal under numbers 16-19 of the identified options. In addition to this SEStran, strongly supports further improvements to the A1 both North and South of the Border. As this is a key link for both personal and freight traffic and such improvements could contribute to the economic resilience of the region and improve safety on this corridor.

## **Summary**

Clearly, there has been a significant impact made by the Borders Railway, and SEStran would support measures to enhance services on this highly strategic corridor. Further considerations must be made to improving the service, with particular issues such as signalling, single-track imitations and reliability being addressed for future demand.

The document recommends that a comprehensive review of the existing SRM12 Model is undertaken in any future appraisal work, to determine its appropriateness in providing the relevant functionality, and to maintain consistency in modelling approaches for later stages in the appraisal. As this is jointly managed by both SEStran and Transport Scotland, further discussions on its review and potential costs would need to take place.



Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

SEStran welcomes the number and diverse range of the options identified within the study. However, the challenges of limited funding sources will inevitably have an impact on the delivery of the measures identified. Given the location of the authority and its boundaries, this will pose a number of challenges, but will also open up external funding opportunities, such as the Borderlands and South of Scotland Agency Initiative. SEStran welcomes this opportunity, and would be keen to facilitate future discussions of cross boundary cooperation, and provide a regional perspective to deliver such schemes.

The Pre-Appraisal study represents a high degree of collaborative working across National, Regional and Local levels. Whilst it has resulted in a large number of options, it is understood that the impacts of the proposed options must be investigated in further detail. SEStran, as a statutory body with a regional perspective, is well placed to play a key role in developing options further. It is hoped that the comments above are of help, and SEStran would be happy to discuss any of these details further if required.

Yours sincerely

Lisa Freeman  
Strategy and Projects Officer  
SEStran

## Item B4 Appendix 2 – List of identified options

<b>Option</b>	<b>Type</b>	<b>Title</b>	<b>Description</b>
1	Accessibility	Increase Bus Services to Strategic Health Service Facilities	Increase bus service provision between Scottish Borders and Borders General Hospital and other strategic health facilities [e.g. Edinburgh Royal Infirmary]
2	Accessibility	Improve Physical Access to Strategic Public Transport Services	Improve physical accessibility to public transport through infrastructure and on public transport vehicles for people with mobility or sensory impairment on strategic routes
3	Active Travel	Strategic Active Travel Network	Implement a strategic active travel network and cross-boundary active travel measures [e.g. Peebles - Edinburgh], including provision around key services and public transport interchanges
4	Freight	Freight Route	Implement a freight route signage strategy, including the provision of specific real time Satnav route information
5	Freight	Develop Forestry Route Network	Improve network of internal forestry tracks as well as its connections to roads and railway, including 'low-tech' timber pickup facilities
6	Public Transport	Increase Park and Ride Provision	Increase capacity of existing Park-and-Ride sites and implement new Park-and-Ride schemes for all modes at strategic locations [e.g. Interchanges and Key Employment Areas]
7	Public Transport	Express Bus Services	Provision of express bus services to key external markets (Edinburgh, Newcastle and Carlisle, including airports)
8	Public Transport	East-West Bus Services	Increase number and frequency of east-west bus services, including extending timetable into evening
9	Public Transport	Borders Railway Extension – South/Wes	Extend the Borders Railway to Hawick and / or Carlisle
10	Public Transport	Railway Extension – South/ East	Railway Extension – South/ East Extend the Borders Railway towards East Coast Main Line (ECML) via Berwick-upon-Tweed
11	Public Transport	Enhanced Rail Services	Increase the frequency, capacity and service quality of the existing Borders

			Railway [e.g. service capacity, bike storage, Wi-Fi, reliability and punctuality]
12	Public Transport	New Rail Stations	New rail stations on the existing Borders Railway
13	Public Transport	Extension of Borders Railway Services	Link Borders Railway and Fife Circle, providing interchange at Edinburgh Gateway; West Edinburgh; and potential future link to Glasgow
14	Road	A1 Dualling	Complete the dualling of the A1 south of Edinburgh to the Scottish Border
15	Road	A1 Safety Measures	A1 package of safety measures and improvements [e.g. average speed cameras, climbing lanes and junction improvements]
16	Road	A68 Capacity Enhancement	A68 capacity enhancement measures, such as partial dualling, bypass and overtaking lanes
17	Road	A68 Safety Measures	A68 package of safety measures and improvements [e.g. average speed cameras, climbing lanes and junction improvements]
18	Road	A7 Capacity Enhancement	A7 capacity enhancement measures, such as partial dualling, bypass and overtaking lanes
19	Road	A7 Safety Measures	A7 package of safety measures and improvements [e.g. average speed cameras, climbing lanes, junction improvements and appropriate diversionary routes]
20	Road	Secondary Network Safety Measures	Package of safety measures and improvements to secondary road network performing strategic function
21	Road	Enhanced Service and Rest Areas	Rest Areas Service areas to include facilities for HGV rest stops, electric vehicle charging points, tourist facilities and coach layover