Upper Tweed Railway Path Project

Interim report on progress of the work of the Project Team

Report & Appendices 1 to 4 – August 2013

THIS PROJECT IS BEING PART-FINANCED BY THE SCOTTISH GOVERNMENT AND THE EUROPEAN COMMUNITY
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West end of Neidpath viaduct
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1 Introduction and Summary

In January 2013 The Upper Tweed Railway Path Group commissioned John Grimshaw and David Gray to report on the potential of the 39kms of former railway and to make solid progress towards realising paths along these corridors, and to setting out their place in a wider network of routes.

We found that the routes of these long abandoned railways were remarkably intact and that they could indeed form the basis of attractive and useful paths. We have spent a good deal of time drawing up practical details for each section of a route and in discussing these with the individual landowners to see how to achieve a route which they could support. The discussions and negotiations are ongoing.

The wider context of these potential routes in the Upper Tweed area is fascinating. The existing networks of longer distance routes, and Scotland’s Great Trails, exhibit a curious void in this area. The Clyde Walkway, the Annandale Way and the River Ayr Way all stop someway short of a common meeting point on the hills south of Biggar. The Southern Upland Way deviates southwards to bypass this same area which otherwise is on the direct line from Sanquhar to Selkirk. National Cycle Routes pass to the west up the A74 corridor and to the east north of Innerleithen. It is all most strange and can perhaps be seen on the map, where the creation of good paths along these Upper Tweed railway routes could be the catalyst to joining up these wider networks.

Modest extensions of the Upper Tweed routes could resolve a number of these loose ends and it may be worthwhile pursuing this wider context in order to provide a greater focus on the need to put in place good paths in the Upper Tweed area itself. In particular we consider that there would be considerable merit in promoting a cycling route linking the Solway with the Forth. These Coast to Coast routes are very popular with the public and this one could start or end on the Solway at a point due south from the great Forth Railway Bridge, at a point not far from the now demolished Solway Viaduct! This would be the only north to south Coast to Coast route in Scotland.

Whilst our brief does not really extend to resolving the details of all these links we are planning to test this Firth to Firth ride in September, because the economic case for developing these relatively remote routes, the Talla branch in particular, will rely on the hold it takes in the public’s imagination and consequent popular use.

This interim report in the meantime has a number of more mundane matters to attend to. It rehearses a brief history of the railways on the area which have long tempted surveyors with the easy connection between the Clyde and the Tweed Valleys. It reviews the local walking, cycling and equestrian routes in the area, particularly around Peebles, and it reports on the Access policies and programmes of the two Councils.

The Project has identified all the key landowners. Negotiations are ongoing and we anticipate progression to an agreement, one way or another, with each separate landowner.

Finally we sketch out recommendations for making progress and a possible timetable and programme for achieving what is inevitably a complex project, one which has many strands, and will be delivered in stages over a number of years, before it is finally all in place.

Reusing former railways for paths has proved to be one particularly appropriate use for these formations. The generally level, and often hard surface, makes for exceptional ways through the countryside. This has been demonstrated between Peebles and Innerleithen, and can be equally so here.
The Tweed and the Clyde were always a tempting corridor for early railways connected as they are by the level summit valley between Biggar and Broughton. Indeed as early as 1807, Thomas Telford proposed a double track of rails for a horse drawn waggonway from the Monklands Coalfield via Biggar and Peebles to Berwick-on-Tweed – a distance of 125 miles. It was not to be and a railway along the full length of this route would not be finally opened until 1866 when the Innerleithen and Peebles line was eventually completed.

The valley remained a target for railway developers and in 1836 it was calculated that the direct route from Newcastle to Glasgow via Peebles was some 31 miles shorter than the new mainline via the coast and Edinburgh. But once the Caledonian Railway had settled on the west coast route via Symington, and the North British Railway had fixed on the coastal route north of Berwick, these sparsely populated Border areas were always going to have to rely on the enthusiasm of local people.

Peebles was remote from Edinburgh, cut off by its hills, and land transport costs were high. It was said that taking a ton of goods by road from Peebles to Edinburgh cost the same as taking the same ton all the way from Edinburgh to London by sea or by rail. So it was not surprising that the first line to be actually opened was the Peebles Railways to Dalkeith for Edinburgh known as “The People’s Railway” in 1855. It remained independent until 11th July 1861 when it was finally taken over by the North British.

The Caledonian Railway opened through from Symington in two stages
1860 - Symington and Broughton
connected to the Caledonian main line at Symington
1864 - Broughton and Peebles
The North British railway constructed the Galashiels and Peebles section also in two stages.
1864 – Galashiels to Innerleithen
1866 - Innerleithen to Peebles and connection across the Tweed linking the North British Station with the Caledonian.

The works for these lines were all comparatively modest. The main structures of note were the Neidpath Viaduct of 8 skew ashlar arches each of 32 ft. 6in. span, and adjacent the 550m long Neidpath Tunnel. This latter was a requirement of Lord Elcho, the local landowner who required a guarantee that the line would go in a tunnel made to his plan.

The last railway to be constructed in the area was the Talla Reservoir Railway which opened in 1897 and closed in 1910. It remained in the Edinburgh and District Water Trust’s ownership for another 70 years which largely accounts for the completeness of the former railway formation to this day. Interestingly the Talla line is currently being used for the route of a pumping main to Tweedsmuir.

All these railways were only a single track, with the exception of the 2 miles from Broughton Station to Rachan where the Talla Branch ran parallel to the main line to Peebles. This is significant for our project because it will enable the farmer to continue to run farm vehicles and livestock over the line which acts as a hard standing, but allow a public path to be built through and fenced off on the separate formation.

The closure of the railways predated the Beeching Cuts to some extent. The first section to close completely was the Peebles and Broughton (Caledonian Line) in June 1954. The Peebles line to Penicuik closed in February 1962. The last section of railway to go was the Broughton and Symington section closed in 1966 and only kept open this long on account of the meat traffic to Smithfield Market.

Now in 2013 the Edinburgh and Galashiels line is being rebuilt and reopened as a commuter line to Edinburgh, but for Peebles, and its railways, only memories remain, together with the invaluable railway formations which can form the basis of safe and attractive greenways through a beautiful countryside. The Borders Council has opened the Peebles and Innerleithen railway path this year 2013 and has received planning consent for a route largely on the railway from Eddleston to Leadburn. This will eventually create a mostly traffic free route to Edinburgh. The Upper Tweed Railway Project has hopes of piecing together a useful and, memorable route from Peebles to Symington and southwards to Tweedsmuir.
The remaining Railway Infrastructure and formation

Considering the lapse of time since their closure the lines in the Upper Tweed area covered by this study remain largely intact. The formation itself is almost complete with only the station areas at Stobo and Lyne being built upon and incorporated into private gardens. The whole of the line is in the hands of various private landowners, in most cases the adjacent farmers.

Many of the more significant bridges are still in place and these provide a way through for our Greenway.

**Clyde Viaduct.** Only the sandstone piers remain but the nearby road bridge at Wolfclyde has sufficient wide footways to carry pedestrians and cyclists over the river.

**Broughton.** The arched bridge under the Edinburgh Road remains in good condition and we show how the route can make use of this and can be integrated into an adjacent housing development.

**Biggar Burn Bridge** is in poor condition and any agreement with the farmer would include for its reconstruction for his use. Also at Rachan the attractive bridge over the Dreva road remains in place, more as a feature on the line than a necessary part of any route.

At **Tweedsmuir** the railway bridge now carries the Talla Aqueduct but leaves space for a path to run beside the pipe. However both bridges under the main road to the north of here are infilled and the road realigned else they would have made useful crossings.

The **Lyne Viaduct** is a handsome 3 arch masonry structure which would be a highlight of the route if it was not eclipsed by its neighbour. Our study proposes that cyclists bypass this viaduct because of the difficulty of making a good ramped access but it would remain as a walking route.

The **Neidpath Viaduct** of 8 skew arches crosses the Tweed on a gentle curve all set of by the magnificent woods rearing up on the hillside opposite Neidpath Castle.

**Neidpath Tunnel** follows almost immediately. It is 606m long, straight until near its eastern portal, and sound throughout. It suffers from a certain amount of water ingress and this together with a limited amount of pointing will make it fit for public use.

Lastly at **Peebles** the bridge under the main road constructed for the junction link to the North British station also remains as a valuable way through to the Walershaugh suspension bridge which more than adequately makes up for the loss of the viaduct over the Tweed. In this respect it is worth mentioning that further downstream the steel viaduct at Cardrona and the one beyond Innerleithen both remain and are used by the Tweed path, whilst a third has been replaced by an interesting new bridge just beyond Cardrona.
As well as these principal structures there are some impressive sections near the river bounded by retaining walls and a number of small accommodation bridges which are all useful in their own way.

Although these railways closed over 50 years ago, it does not mean that the land is abandoned. Almost all the formation has been absorbed into the farms they cut through and are used for grazing. Only short sections at Rachan and Mossfennan are used as farm roads, and winter feeding takes place on occasion. The stations are occupied by houses and their gardens.

These former railways have new uses, but not ones which utilise their linear characteristics nor reflect the long and determined effort our forebears made to assemble the routes in the first place.

Reusing former railways for paths has proved to be one particularly appropriate use for these formations. The generally level, and often hard surface, makes for exceptional ways through the countryside. This has been demonstrated between Peebles and Innerleithen, and can be equally so here.
3 Summary of existing walking, cycling and horse riding routes

The routes are described in the context of how sections of new paths on the railway alignment could add to their value and attractiveness.

Peebles is well served with walking routes, as the map from the “Paths around Peebles” booklet shows. The old railway from Lyne to Neidpath Viaduct features in walks along the Tweed, with its final section into Peebles following the north bank of the river deep below Neidpath Castle. To the east of the town one of the featured walks follows the railway path towards Cardrona, a path which has recently been constructed for shared use. The Neidpath Tunnel and Viaduct would add a further strand and introduce more variety into the paths available. If they were smoothly surfaced the path would be readily available for year round use, and perhaps more importantly, as a route for those in wheelchairs and with prams and buggies.

The John Buchan Way from Peebles to Biggar cuts across the railway route near Stobo Church. At present it follows some 200 metres of the main road, but this could be largely bypassed if a similar stretch if the railway was opened up to walkers.

If a full railway path was developed then John Buchan Way could be walked as a pair of loops which would offer variety, and scope for those who needed an easier walk.

Overall it is useful to try to decide which sections of a railway path might be the most useful for ramblers and walkers. There are a number of recognised paths, rights of way and very lightly trafficked roads in the area which provide for a range of opportunities. The railway path from Lyne to Neidpath Viaduct is well used, has a dry and level surface. Some parts of the Thiefs Road across to Megget Reservoir are probably almost vanished. Certainly the potentially important long distance path from Fruid Reservoir over past Spout Craig to Annandale is now only faintly discernible to the enthusiast.

One could walk from Peebles to Broughton via the John Buchan Way and then to Biggar via the railway path. From Biggar to Symington it is more difficult with little choice but to follow Lindsaylands Road and then possibly the riverside from Wolfclyde Bridge.

But to forge a walking route from Peebles and the Tweed to link up with the Annandale Way there are some real gaps to overcome and crucial connections which a railway path could overcome. The map shows existing paths in green and key walking links in purple.
Open Access and Core Paths

From Stobo to Dawyck Mill there is a right of way along the hillside, but beyond that the track from Stobo castle to Altarstone, then the Dreva Road or the old railway is needed to Broughton. To reach the right of way from Drumelzier past Stanhope to Polmood one needs a link on the old railway from near Rachan and then a link to the ford or the rickety footbridge below Logan Head to avoid using the main road. From Polmood, past the Crook Inn the railway or a parallel route provides the necessary connection to Tweedsmuir, Fruid and Annandale.

Finally a link from the Lyne Road to Stobo along the former railway would complete an easy route suitable for almost all walkers.

Whilst the Land Reform (Scotland) Act 2003 opened up much if the countryside to unfettered access in practice, most of the public’s movements will be focussed on specific paths of long standing, or newly developed to channel the public through the countryside and across private lands in the most convenient and acceptable way.

We have been greatly assisted on this matter by Vvy Wood-Gee who has a great deal of local knowledge and experience in these countryside matters. Her work is set out in Appendix 1. These paths are of various types which can be conveniently summarised as follows.

Core Paths are designed for the purpose of giving the public reasonable access throughout their area. They will usually be signed by the Council who have the statutory power to maintain them.

Promoted Paths such as the John Buchan Way will be signed and protected by the Council.

Rights of Way are established routes protected by the Council.

Permissive and Customary Paths are either by specific agreement or have a known history of use, often over many years.

In the UTRP area, the main cluster of paths of all kinds is in the Peebles area. Over the rest of the area there are a number of very useful rights of way, but only the John Buchan Way is listed as a Core Path.

There appears to be some discrepancy in terminology between the Scottish Borders documentation and South Lanarkshire. The latter for example show the railway route to Symington as an aspirational route, whilst east of their boundary Scottish Borders is silent of the railway corridors except for those two sections already in use Biggar to Broughton and Lyne to the Neidpath Viaduct.
The Glentress Forest Mountain Bike Trails are rather outside our area of inquiry as they lie downstream from Peebles. Nonetheless they are relevant because they draw a large number of cyclists into the area which has given this part of the Tweed a reputation as a good place for cycling.

Borders Council have augmented this resource with the completion of the Peebles and Innerleithen railway trail which includes a substantial new bridge over the Tweed downriver from Cardrona, as well as making use of the iron viaduct there and the opening up of the A72 tunnel. This route has the characteristics of a family route and might be seen as complementing the Glentress facilities in that it provides for a wider cross section of the public.

A number of local cycling trails are advertised around Peebles, including one up the River Tweed to Dawyck Gardens.

This route avoids the main road out of Peebles by looping south via Kirkton Manor, but it cannot bypass the “Stobo Straight” which is seen as a particularly unpleasant experience for cyclists especially when the timber trucks come through.

A railway path would bypass all this as well as make for a direct route out of Peebles via the Neidpath Tunnel.

The Meldons and Eddleston route is also of interest because the Borders Council have planning consent to construct a new cycling route largely along the line of the old railway north of Eddleston. Once this is open it would be even more desirable to have a direct railway path from Lyne to Peebles and especially one which could be readily used throughout the year.

Further afield The Border Loop Cycle Route, a 250 mile tourist route around the area uses the same alignment from Peebles to Broughton – because there is no other way of avoiding the Stobo Straight- and then the whole length of the A701 to Tweedsmuir. This is the longest section of “A” road on the whole loop and one which could be wholly bypassed by a route based on the old railway.

The Stobo Straight has an even greater significance in the context of a cycling route from the Clyde to Berwick or from the Solway to the Forth as it’s the one section of unsuitable road common to the otherwise mostly excellent routes available for each venture.
These points can be illustrated by the map here. The green routes are generally suitable roads which are signed for cycling. To the west is national route 74, a generally loveless corridor following part of the old main road left after building the M74. It is not an attractive route, nor is it popular with cyclists. To the east the Tweed Route comes up the valley all the way from Berwick and now terminates in Peebles. This currently goes north from Innerleithen as NCN1. A route is advertised from Peebles to Lanark but as this has no choice but to use the Stobo Straight it should be abandoned until this hazard is overcome.

The key railway route sections, or nearby options, are as follows:

A  From Peebles to Lyne the railway enables one to avoid the main A72 road. From Easter Happrew to Stobo Castle the railway corridor is the only way of bypassing the Stobo Straight.

B  From Rachan Farm the railway through to Broughton avoids a particularly hard hill which would deter family groups.

C  The railway path to Biggar is not needed for cyclists who can follow attractive minor roads.

D  A railway path to Symington is much needed to avoid this fast road but a field edge path might be more acceptable to the landowners.

E  From south of Rachan Farm a new route is needed all the way up the valley to reach Tweedsmuir.

F  The Fruid road is an attractive cul de sac although in a rather poor condition.

G  A new route over the hills to Ericstane is required to bypass the whole length of the main road above the Beef Tub.

H  Minor roads to Moffat, to Lockerbie and to Annan would be a vast improvement over the current alignment of route 74.
Equestrian Routes

Horse riding in the area is limited. The Biggar and Broughton railway path is the one exception and a leaflet is available showing this as a circular route taking advantage of the John Buchan Way. Vyv Wood-Gee has prepared a detailed note on the potential for equestrian use in the area – Appendix 1, which sets out the potential for the routes if provision for horse riding can be agreed.

Whilst not all of the railway corridor is suitable for equestrians – Neidpath tunnel, for instance, can readily be bypassed by Old Manor Bridge - some sections will undoubtedly be very useful in extending the range of equestrian facilities in the area. The final extent of what might be possible will not be known until the ongoing negotiations are complete.

Overall a route based around the railway corridor would greatly extend the existing facilities for visitors and local people alike, and the details of how this can be achieved are shown in the appendices.
Survey work commenced in February in the snow and it was some months before we saw all the route clear back to its formation. From the start we aimed to piece together walking, cycling and equestrian routes through the valley, routes which were separate from the main roads and their legendary logging lorries, but not necessarily confining ourselves to the railway formation.

Certainly one option was to stay on the railway almost all the way except for diversions at Biggar, Stobo and Lyne where the formation was lost to housing. Another was to follow minor roads wherever these were available. Yet another option was to make use of alternative rights of way or farm tracks. These separate alternatives are shown on the next page; an early version of this map doubled up as an explanatory leaflet in our meetings with landowners and local people.

Key to this, or any route and path project, is to secure the support and approval of each landowner. The outcome of our discussions has been set out on sketch plans on some detail and then we have gone back to meet again about these specific proposals. These usually resulted in some amendments and revisions drawn up for the next round of meetings.

This work is ongoing, and will of necessity continue until routing details are agreed. At this point the best next move is to make a planning application in order to secure the necessary consents for actual construction, and proof to potential funding bodies that their contribution can be properly used.

Our recommendations are that 23kms of this railway are opened up as a shared use path at a cost of approximately £2m. The table shows the breakdown of lengths.

## Lengths of Symington and Peebles Railway and The Talla Branch proposed for reuse as a path

<table>
<thead>
<tr>
<th>Description</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not required for path</td>
<td>7kms</td>
</tr>
<tr>
<td>Broughton to Biggar Bridleway unchanged from current grass ride</td>
<td>5kms</td>
</tr>
<tr>
<td>Rachan to Altarstone section unchanged but ramblers use</td>
<td>4kms</td>
</tr>
<tr>
<td>Lyne to Neidpath Viaduct Walkway rebuilt for shared use</td>
<td>4kms</td>
</tr>
<tr>
<td>Other sections of railway path rebuilt for shared use</td>
<td>23kms</td>
</tr>
</tbody>
</table>

## Other sections of overall route

<table>
<thead>
<tr>
<th>Description</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>New paths to link section of railway</td>
<td>4kms</td>
</tr>
<tr>
<td>Altarstone Wood track to Stobo Castle</td>
<td>1kms</td>
</tr>
<tr>
<td>Minor roads on which no work is required</td>
<td>6kms</td>
</tr>
</tbody>
</table>
The Symington, Biggar, Broughton, Peebles and Talla Railway Routes: various self contained sections along the route

1 Symington and Biggar 5 kms
The Lindsaylands Road from Wolfclyde Bridge makes for a good ride to Biggar. This leaves a relatively short 1.8km length of the A72, Biggar Road, to resolve.

2 Biggar and Broughton 8 kms
The railway route is already open to the public and the Kilbucho minor road at the foot of Mitchell Hill makes for an attractive cycling route.

3 Broughton to Rachan 1.9 kms
Whilst the Dreva Road is attractive and lightly trafficked, it is hilly with a steep climb shortly after Broughton. The railway route, which was double track over this section, would be a great asset.

4 Rachan to Altarstone 3.0 kms
Here the Dreva Road would be suitable although it is quite a climb. But the railway has attractive views closer to the water and would be a much better route for walkers and possibly equestrians too.

5 The Stobo Straight 2.5 kms
By common consent this road is considered to be unsuitable for cyclists. Traffic is fast, including larger timber lorries, and there is no verge for safety. A route along the field edge or the railway is essential here. The southern section of the road can be avoided by going past Stobo Castle and through the lovely forest track to Altarstone.

6 Stobo Straight to Lyne Station 2.6 kms
This section of the main road is even more unsuitable because as well as traffic it now includes hills.

7 Lyne to Peebles 5 kms
This is probably the most valuable section of all because it bypasses the winding main road, on which a cyclist was killed in 2006. Neidpath Viaduct and Tunnel are two memorable features of this section.

8 Through Peebles 2 kms
The railway bridge under the main road remains as a useful opportunity for a riverside route and link back to join the railway route below the Hydro.

9 Peebles to Cardrona and Innerleithen 10 kms
The path to Cardrona and Innerleithen is now open and is proving popular. The route includes a link to the Glentress Mountain Biking Centre.

a Talla Reservoir to Crook Inn 4.5 kms
The St. Mary’s Loch road to Tweedsmuir village is suitable for all users and so the railway route does not really need to be picked up till near the Tweed aqueduct bridge for the final 2.0km run to Crook Inn. Alternatively a new route to the west of the main road may be possible.

b Crook Inn and Kingledores 2.9 kms
This attractive section of the railway can be seen as a local resource for the Crook Inn Enterprise, as indeed is the section from Talla Reservoir.

c Mossfennan section 2.8 kms
Over some of this length the railway formation is squeezed tightly between the road and the river making it an even more visible attractive diversion away from the traffic. But at its northern end where the railway moves out into open fields it would be better to move to the farm boundary so as to minimise interference with farming operations. Alternatively follow the farm road east of the river from Patervan to Stanhope and Drumelzier.

d Drumelzier section 3.1 kms
After a glorious length near the remote riverside the proposed route rejoins the estate boundary for its climb up to the steep bank above the Drumelzier section of the river.

e Rachan Farm section 1.0 kms
This completes the Talla Reservoir route to the minor roads after a ramped crossing up to and down from the main road where the railway bridge is lost.
As well as pursuing what might be possible and agreeable to landowners, the study has also given some thought to the purpose of the route and its likely use.

The Upper Tweed Railway Project Group has established a secure basis for the need for the route to avoid main roads in the area. This is evidenced by the range of comments lodged and from the outcome of interviews and discussions taken on the existing route to Peebles and Innerleithen. This very interesting local project was opened during the course of this year (Cardrona Bridge May 2013) and has immediately attracted a considerable use. We can be confident that some of this will spill over to any extension of the railway path west of Peebles.

At the same time the route does move into less densely populated country, albeit one where heavily trafficked main roads still act to preclude all but the most hardened cyclists.

<table>
<thead>
<tr>
<th>Distances from Peebles to:</th>
<th>kms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cardrona</td>
<td>5.2</td>
</tr>
<tr>
<td>Innerleithen</td>
<td>10.2</td>
</tr>
<tr>
<td>Lyne</td>
<td>5.5</td>
</tr>
<tr>
<td>Stobo Castle</td>
<td>11.2</td>
</tr>
<tr>
<td>Broughton</td>
<td>18.5</td>
</tr>
<tr>
<td>Biggar</td>
<td>28.5</td>
</tr>
<tr>
<td>Crook inn</td>
<td>26.0</td>
</tr>
<tr>
<td>Talla Reservoir</td>
<td>30.5</td>
</tr>
</tbody>
</table>

We concluded that the Lyne and Peebles section on the railway route was likely to be very popular in its own right as a local trip from Peebles and was a valuable resource for the town and the area.

As most of the way to Biggar can be cycled following existing roads we consider that unlocking the Lyne and Stobo Castle section to bypass the Stobo Straight was an appropriate challenge to open up this much longer route.

The value of the Talla Branch is more open to discussion. At its southern end the Borders Loop peels off to Talla and St. Mary’s Loch to make this an attractive destination for some. The plans for the future of Crook Inn (which was saved at the beginning of 2013) would greatly benefit from having access to a classic traffic free route on its doorstep to provide a real attraction for the patrons of this venture. But it was the wider consideration of completing some of Scotland’s Great Paths and making a Firth to Firth Cycling Route which gave this leg of the UTRP an added zest which could transform the number of visitors on foot and cycle coming through this part of the Upper Tweed.

In conclusion we considered that the whole of this project was equally valuable, and that, each part of the overall route should be negotiated for bringing forward over a short time, with a view to completing the whole work over a five year period.
5. Technical details and maintenance matters

The design and quality of railway paths does vary a great deal depending upon their likely levels of use, their location, and the funds available. Urban paths used mostly for everyday journeys to school or work are mostly likely to be finished in tarmac. Deep rural paths likely to be lightly used, and then only for recreation and business are often finished in stone dust. Railway paths are always designed for shared use, pedestrians, cyclist and crucially buggies and wheelchairs. Often they are also shared with equestrians.

For disabled people the railway path offers a smooth and generally level surface and one which can be used throughout the year in all weathers. To make such paths accessible it is essential to design the links and the access ramps to the same sort of standards, and to have easy gradients of 1:15 or 1:20.

In this case it is envisaged that the path will be finished in a stone dust, often laid on a cleaned and compacted railway ballast surface. The exceptions would be through Neidpath Tunnel where a sealed surface is essential so that there are no hazards in what will inevitably be a dimly lit environment. Bridges and viaducts can be usefully tarmacked so as to waterproof the surface and protect the structure below. And in some areas prone to flooding, approaching Mossfennan for example, a sealed surface would be appropriate.

Fencing, gates and cattle grids are all of a standard type as requested by the landowners but where there is barbed wire then it is customary to add one smooth wire to the path side of the fence. The detailed notes in Appendix 4 include a number of examples pertinent to this project.

Tunnels
Tunnels are a popular feature of many railway paths. In Spain there are reputed to be 340 tunnels on their railway greenways, at least one of which is 2.7kms long. The Neidpath Tunnel does not quite match this but it will be at – 550m – one of the longest in the UK. Nowadays lighting is supplied by very low energy LED units so the power consumption of lighting this tunnel will only be of the order of 0.7kW.

Viaducts
Neidpath Viaduct is a significant listed structure. Again there are numerous railway paths in the UK which rely upon viaducts for their continuity and Neidpath and the shorter Lyne Viaducts would add to an illustrious list.

Maintenance Matters
It goes without saying that the proper maintenance of these paths is of great importance for their continuing success. It is crucial that they are constructed well in the first instance, and that drainage details are sorted out so as to cope with the worst eventuality.

These days a great deal of routine everyday maintenance is covered by a team of volunteer rangers, typically people who might use the path on a daily basis. They would clear the path of litter, fix small problems, clear drains, remove broken branches and crucially interact with the public. This volunteer work can even be extended to a spring week or similar when a group of volunteers come together for a working holiday to overhaul the path each year.

The UTRP intends to raise funds on an annual basis to carry out routine works, mowing verges, repairing surfaces, fixing fences and renewing signs.

All this will be carried out in close conjunction with the local authorities so that the whole of the Tweed Railway Paths are managed as a single and coherent whole whatever their ownership or provenance.

The question of catering for equestrians needs to be carefully considered so as to avoid their causing disproportionate damage. Where possible they will be provided with a grass verge which they will be asked to use.
6. Consultation

The UTRP Group carried out extensive consultation at the start of the project in 2011/12. There was evidence of widespread support from many local individuals and interests. It is worth running through some of these to show the interests and perspectives of different parties.

“The Scottish Borders is predominantly a leisure tourism destination. Restoration of the Upper Tweeddale Railway Paths could prove to be a catalyst for enticing a whole new set of visitors who would come to walk this newly restored route and also undertake other activities throughout the area.”
Paula McDonald Regional Director VisitScotland

“I am fully supportive of this initiative. Long abandoned railway tracks provide ideal conditions for use as cycle routes. Easy gradients, traffic free and passing through some of the most wild and stunning landscapes in Scotland. A truly splendid way to keep fit and share it all with your friends and family and all at very modest cost.”
Willie Archibald Councillor Tweeddale West

“I’ve always thought that you get good views from a car on a road but great views from a train on the track! Enhancing and linking up the existing, defunct tracks of Tweeddale for improved walking and cycling, is an excellent project that will give us all a new, and better, perspective of the beautiful area that we live in.”
Nathaniel Buckingham Councillor, Tweeddale West

“Reopening the old line as a pathway will bring not only economic benefits along its route, but promote healthy activity in an environment that is safe and free to access.”
Christine Grahame MSP

“Our ambition to be a world class activity destination by 2015 will only be achieved if great initiatives like the Upper Tweed Railway Paths are supported. Anything that increases our network of paths for walkers, riders and cyclists is a must.”
Sarah L Macdonald, Development Manager Tweed Valley Tourist Consortium

“Joining the network of paths together is a fantastic idea. The entire Tweed Valley is set up perfectly for this type of project and I can see enormous health and transport benefits.”
Ewan Jackson, Chief Executive, Borders Sport and Leisure Trust

“The Tweedsmuir Community Company are in negotiations to reopen the Crook Inn. A cycle path would provide an excellent route on which the Crook Inn can provide services to tourism.”
Duncan Davidson Tweedsmuir Community Company

Rt Hon David Mundell MP Dumfriesshire, Clydesdale & Tweeddale

“The Tweed Valley has good claim to being the best cycling destination in the UK, with visitors and all kinds of cycle events voting with their wheels to prove it. Making the railway lines usable by bikes and pedestrians would add a vital dimension to the amenities here – I have no doubt what it would do for economic growth throughout the area. I’ve visited areas in Europe where projects like this have completely re-invigorated and transformed multiple communities, let’s hope the same can happen here. It would provide stunning riding and walking for everyone.”
Neil Dalgleish Festival Director, Tweedlove

“Destinations such as Dawyck Botanic Garden are likely to benefit from this development - good for tourism in the Borders as a whole and the direct economy of the area.”
Graham Stewart, Curator, Dawyck Botanic Garden

“At Stobo Castle we promote healthy living and the Upper Tweed Railway Paths would be a fantastic attraction to suggest to our guests and members. The concept of providing a safe, traffic-free route suitable for walking and cycling, whilst also boosting the economy, must be supported.”
Stephen Winyard, Managing Director Stobo Castle Health Spa

“As the roads around school become increasingly busy we are struggling to encourage pupils to walk or cycle to school. We are committed to having happy and healthy pupils in our school and would see the railway path as an ideal way of having safe and fun avenues for individuals and classes to gain access to our beautiful countryside.”
Maureen Sharp, Headteacher Broughton and Newlands Primary Schools

“The Tweedsmuir Community Company are in negotiations to reopen the Crook Inn. A cycle path would provide an excellent route on which the Crook Inn can provide services to tourism.”
Duncan Davidson Tweedsmuir Community Company
"At the Laurel Bank Tea Room we are continually asked about good local walks – it would be wonderful to be able to recommend the old railway lines but at present they are too overgrown and difficult to access."
Christopher Lambton Bistro and Woodland owner

"I’d welcome any development that increases the number of customers in our shop. And as a horserider with the Cornets I’d use the route myself."
Willie Steel, Owner Broughton Village Store

"Developing these old railway lines could encourage tourism, for walkers, horse-riders and cyclists alike, and be a real asset to people in the local and surrounding areas. I am sure that such development would encourage so many, locally and further afield, to take advantage of what this beautiful area has to offer."
Graeme Pearson MSP for South of Scotland

"Sustrans fully supports the development of a shared-use path along the old railway between Peebles and Symington. Such a scheme would be appreciated by locals and visitors alike. Sustrans is the charity behind the National Cycle Network, which annually contributes nearly £100M to the Scottish economy from tourism and recreation; we think that the businesses of the Upper Tweed Valley should also benefit from this income and would welcome the creation of this new path network."
Phil Kearny Sustrans Scotland

"The route would put this area firmly on the map, boost opportunities for families to be active together and offer an alternative and safer travelling option for both work and recreation."
Lesley Kirkwood Peebles Cycle Club

"A significant amount of my work is with walks in the Scottish Borders and I believe this area has some of the best walking and cycling potential in Scotland but has been backward in developing and promoting its leisure activities. The potential for walking is growing and is of economic benefit to the region."
John Henderson Walking Support

"Walking provides local communities with a steady income stream, so any new walks will be welcomed with open arms. We would definitely send clients to your area."
Julie Deans & Steve Higson Gemini Walks Ltd

"The development of more off road cycle paths near to the 7stanes would be very beneficial for cyclists, especially for beginners. The new pathways will also add to the tourism offering and will help the local community to enjoy the great Border outdoors."
Les Jardine, Chairman of 7stanes Community Interest Company

"A well maintained and way marked path network is essential for a destination to prosper as a destination for walkers and cyclists. This project would enable the Upper Tweed to benefit from the walkers and cyclists crying out for new destinations in Scotland. We would definitely be interested in adding walking and cycling holiday programmes in this area."
Neil Lapping, Director Macs Adventure Cycling and Walking Holidays

"Upper Tweed Community Council support the creation of multi-use paths along the existing abandoned railway lines and hope that this might be achievable. This route could provide a valuable resource to the Community as a whole. It would attract visitors to the area, thus providing more opportunities for local business to flourish; creating and safeguarding local jobs."
Upper Tweed Community Council

"An excellent project - developing the old rail routes for multiuse paths could provide a valuable resource for local people."
Claudia Beamish MSP

"The resurfacing of the railway track in the Upper Tweed area would provide an invaluable asset to the Tweed Valley and a legacy for future generations. The new pathway would link in to the upcoming Peebles to Innerleithen shared pathway, providing a safe cycle path for families, visitors and commuters. This path would provide a boost to the local economy and would help reduce our carbon footprint by providing an alternative to using the car."
Isabelle Clements Tweedgreen Project Coordinator
This summer the UTRP carried out a survey and met with path users on the newly opened path from Peebles to Tweed. Some of their comments were as follows.
Summary of UTRP Consultations with official bodies and the public

The following bodies and groups were all informed of the proposals by UTRP members Damion Willcock, James Gordon, Greg Haywood and Sal Walker.

**National Government**  
Local MP for Tweeddale and Clydesdale, 2 MSPs

**Regional**  
Peebles Community Council  
South Lanarkshire Council - Access Officer,  


**Government Organisations**  
Tweed Valley Tourism, Borders Sport and Leisure, Visit Scotland, 7Stanes/Forestry Enterprise.

**Voluntary Groups**  
Sustrans, CTC, Tweeddale Ramblers, Tweedsmuir Community Company (owners of Crook Inn), Peebles Cycle Club, Tweedlove Festival (June 2013 family ride which attracted over 400 people), Walking Support.

**Commercial neighbours/partners**  
Stobo Castle and Spa, Gemini Walks, Dawyck Botanic Garden, Laurel Bank Tearooms, Broughton Village Store, Mac’s Cycling Holidays.

**Potential Funders**  
Paths for All (provided grant for UTRP website) Big Lottery, Climate Challenge Fund.

**Local Schools**  
Broughton and Newlands Primary, Biggar Primary (all schools in area informed but only 2 replied).

**General Public**  
nearly 900 supporters on Facebook etc.

**Public Meeting**  
held in Broughton Tea Rooms on 11 November. Approximately 20 attended, mostly local farmers and landowners including Biggar Water Management Company.

**Summary**  
There have been no fundamental objections voiced to the proposed scheme as described on the website by any representative body. Individual landowners have raised their own concerns about fencing, gates, path management including long-term maintenance, livestock management, liability insurance and shared-use conflict. The purpose of the feasibility study has been to meet landowners, discuss these concerns and negotiate workable solutions to the point where an agreement can be concluded and a path built. Two national bodies, SEPA and SNH, were not consulted as there were no detailed proposals for them to consider at this stage, it is more likely that they will respond to any future specific planning applications.

The website lists numerous supportive comments from individuals representing many of the organisations and bodies listed above.
Whilst the objective of the Upper Tweed Railway Path Project is to secure a safe, attractive and popular greenway route along the corridor of the Biggar & Tweedsmuir lines, the way there will have many twists and turns and its completion is uncertain.

The current phase of the work has established the opportunities for making a greenway route and has commenced detailed discussions with each landowner along the way. It is not yet certain how these negotiations will end and how far landowners feel able to support the project. They generally recognise the difficulties and hazards of cycling on some of the existing main roads and support the desire for some action but from here, to agreeing that the public can use a formally designated and promoted route on their land, is a degree of support further.

The study has indicated certain private roads and tracks which the public could use as an informal network under the Scottish Right to Roam legislation but their use would not be welcomed by the landowners.

The Upper Tweed Valleys appear to have a national role in completing the significant gaps in National Walking and cycling routes. Linking the Annandale Path with the Clyde Walkway and bringing the Ayrshire Way across to the Tweed would make all these existing routes the more valuable and popular, although the number of users is likely to be quite low.

We do though think that a Solway to Firth cycling route has the potential to be a popular coast to coast route, and the adoption of this, and the walking links as core routes, will help to provide a wider structure for the Upper Tweed Railway Path Project, as well as raise the priority for funding the works.

The opening of any part of the project requires the sequence of landowner agreement, planning consent, sourcing of funds and construction, all for each and every section. Usually on long projects of this sort the construction of one phase should include an allowance for time and costs to negotiate and conclude the next, so that in an ideal situation the start of work on one phase would carry on from the completion of the previous one.

This means that the work is bound to be spread over a number of years and our programme suggests that five years might be a reasonable span for landowners to be won over by the success of the initial schemes and for funding to be raised.

Since progress depends so crucially on landowner support, one might think that either, one wouldn’t start at all until the whole end to end route was secured, or that one would start wherever a landowner agreed! Neither of these strategies would be likely to be practical. In the first case securing the agreement of a total of at least fourteen landowners all at once is most unlikely, whilst in the second, there is little point in constructing an inaccessible section with little potential for use.

The most valuable stand alone sections are the ones which would fulfil a useful purpose and would be likely to be used even if they were not connected on. These are:

1. The Peebles & Lyne sections through the Neidpath Tunnel, which enables cyclists to bypass a difficult section of the main road and would provide a popular addition to the visitor attractions of the Peebles area.

2. The Symington and Wolfclyde (for Biggar) section would be of value to Symington, but because it is so difficult to envisage an onward route from this village set hard against the A73, its use will always be limited.

3. The sections either side of Crook Inn are the other possible contenders for an early standalone section, provided this is opened up in conjunction with the Community redevelopment of Crook Inn, where a railway path would be an asset and an attraction for that development. As an interim measure a route could then follow the rights of way on the east side of the valley from Patervan Farm, past Stanhope to Drumelzier. This would then entail a short length of main road to reach the Rachan turnoff for the Dreva Road. We see this as an interim measure only.

7. Programme of Work

A possible programme of construction

1. Lyne to Peebles 4.5 kms
2. To Symington 1.8 kms
3. Either side of Crook 3.6 kms
4. Avoiding Stobo Straight 3.8 kms
5. Broughton & Stanhope 1.6 + 4.7 kms
6. Stanhope Bridge to Kingledores 3.1 kms
Beyond these possible starter sections, the remaining work should be considered in blocks:

4. Lyne to Dreva Road to avoid the Stobo Straight.
5. Broughton to Rachan and Stanhope Bridge to avoid much of the main road to Moffat.
6. Stanhope Bridge to the Kingledores wind turbine road to avoid the remainder of the A701

These last three sections are envisaged as each being a summer’s work in the outline programme here.

Upper Tweed Railway Paths: A possible programme of construction
At this stage of the project, estimates are necessarily tentative. There remain many unknowns as to the final combination of routes, the nature of interim stages, and the order in which works are finally realised.

The Appendix Three sets out the estimates of costs based upon a basic railway path finished on stone dust laid on the railway foundation of £40,000/km. Tarmac sections, bridges, fences and other details all add to this to give an estimate of £90-100k/km. These overall estimates are as follows.

<table>
<thead>
<tr>
<th>Overall Estimates of Cost of the Railway path Project</th>
<th>£</th>
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</thead>
<tbody>
<tr>
<td>*Peebles and Lyne - 4.5kms</td>
<td>450,000</td>
</tr>
<tr>
<td>Bigger and Symington – 1.8kms</td>
<td>210,000</td>
</tr>
<tr>
<td>*Crook Inn Paths– 3.6km</td>
<td>222,000</td>
</tr>
<tr>
<td>*Lyne to Stobo Castle and Altarstone – 3.8kms</td>
<td>370,000</td>
</tr>
<tr>
<td>Broughton to Rachan – 1.6kms</td>
<td>176,000</td>
</tr>
<tr>
<td>Rachan to Stanhope Bridge – 4.7kms</td>
<td>408,000</td>
</tr>
<tr>
<td>Stanhope Bridge to Kingledores – 3.1kms</td>
<td>205,000</td>
</tr>
<tr>
<td><strong>£2,041,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

*minimum project cost using Drumelzier, Stanhope and Petervan Right of Way, include items *plus £30,000 for works along Rights of Way

£1,072,000

Construction work allowances need to be made for developing the project, managing the charity, surveying and planning the Great Trails and Coast to Coast Rides and a sum for maintenance. These lead to the following budget totals.

**Sources of Funds**

Funding for these types of schemes come from a variety of sources and will be spread over a number of years. Some savings can be done by constructing sections with volunteers working in summer camps. In some areas, particularly south of Crook, some savings can be made by using available materials from the old quarry.

Funding bodies will include – Big Lottery Grants, Scottish grants for cycling, transport, leisure and tourism, Council grants (particularly year end).
To sustain this sort of programme does require a long term vision and commitment by the local authorities, by national strategic bodies and by local support groups. The Upper Tweed Railway Path Group is constructing itself as a Community Interest Company to provide a dedicated structure to support Project working closely with the Borders and Lanarkshire Councils.

The planned second stage of the current study work has a number of objectives. It would be a considerable boost to the project if land agreements, planning consent and funding for a first stage could be secured. The central role of the Upper Tweed Greenways in completing long distance routes needs to be agreed with national bodies and the Community Company should be inaugurated.

In addition to this routine spadework, we suggest that a number of walks and rides are initiated as part of an annual programme, all designed to maintain a public focus on the project. These could culminate in an annual event, a walk around the project, perhaps a cycle ride, or even an annual week long working party to construct a section of route or to maintain the overall project.
Appendix 1

Detailed material prepared by Vyv Wood-Gee, Countryside Management Consultant, on behalf of the Project.

The first document sets out the place of the railway path proposals within the context of the South Lanarkshire and Scottish Borders Council policies.

The second document spells out the specific demand for equestrian facilities in the area. On this last point the negotiating team have focussed first on getting a route agreed and it will not always be practical to accommodate every type of user due to limitations such as the capacity of footbridges or the agreement of landowners. In the case of the Broughton to Biggar section of the railway route where the formation is already open to horses, the project has decided to route cyclists another way via minor roads rather than to expend anything on making a surface for shared use.
STRATEGIC FIT OF UPPER TWEEDDALE FORMER RAILWAYS

This section of the report summarises the existing and potential use of the sections of former railway line, and how they relate to the wider access network and strategic aims of the relevant local authorities. The attached maps indicate core paths, informal paths which form part of the wider route network and promoted cycling routes relevant to Upper Tweeddale Railway Paths (UTRP). In considering development of UTRP, it is important to take account not only of where paths go on the ground, but who will use the proposed paths, and how they are likely to be used – for leisure and recreation, for fitness and health, as a means of getting to school, work, to access shops or facilities, or for other purposes. The summary analysis which follows embraces all of these possible uses, as well as the complete range of potential route users.

During discussions with landowners, John Grimshaw and David Gray noted that most of the sections of railway line are still used by farmers. In line with their request, the term “former railway line” has therefore been substituted for disused railway lines.

Access rights and responsibilities

The Land Reform (Scotland) Act 2003 established a statutory right of responsible, non-motorised access to most land and inland water in Scotland. This means that in theory walkers, cyclists and horse-riders all have the right to use most of the relevant sections of former railway line covered by the study for recreational access, provided access rights are exercised responsibly, although in practice access is at present interrupted or obstructed in places by fences, missing bridges, housing and other developments. Individuals wishing to exercise their access rights do not require permission from land owners or managers, but permission from land owners and/or managers is required before any physical route improvement or development. Although not a legal requirement, it is recommended that as a matter of courtesy, land owners and managers are consulted prior to promotion of any route.

Core paths were introduced as part of the provisions of the Land Reform (Scotland) Act 2003. Sections 17-20 of the Act require each access authority to produce a core path plan “to provide a basic framework of routes sufficient for the purpose of giving the public reasonable access throughout the area. This network will link into and support wider networks of other paths”. All of the Scottish access authorities have invested considerable resources into developing core path plans, including widespread consultation with local communities, farmers and landowners, although each authority’s interpretation of the legislation has varied slightly. Some have restricted core path status to the most commonly used existing paths and tracks, whereas others have also included aspirational core paths which they hope to develop in future as and when resources allow. Scottish Borders Council offers answers to a range of basic questions about core paths http://www.scotborders.gov.uk/info/1504/walking_cycling_and_horse_riding/346/view_paths_near_you/4.

The South Lanarkshire Core Path Plan was formally adopted in November 2012. The finalised plan is not yet accessible on line, but has changed little (with no changes in relation to the study area) since the statutory final consultative draft produced in October 2010 http://www.southlanarkshire.gov.uk/info/495/parks_gardens_and_open_spaces/671/core_paths_plan_consultation_2010, which also includes details of the policy context, route survey protocol, criteria used for route selection, path definitions etc. Scottish Borders Core Path Plan can
be accessed at [http://www.scotborders.gov.uk/info/1504/walking_cycling_and_horse_riding/346/view_paths_near_you](http://www.scotborders.gov.uk/info/1504/walking_cycling_and_horse_riding/346/view_paths_near_you). A summary of the Borders core path planning process is available from [http://www.scotborders.gov.uk/info/1504/walking_cycling_and_horse_riding/346/view_paths_near_you/3](http://www.scotborders.gov.uk/info/1504/walking_cycling_and_horse_riding/346/view_paths_near_you/3). Further paths may be added to the core path plan, and others withdrawn or substituted, when core path plans are reviewed in future, although most access authorities remain reluctant to include too many core paths in their final core path plans because of fear of subsequent resource implications.

It is important to bear in mind that routes identified as core paths are usually considered “higher ranking” and more likely to be prioritised by access authorities in terms of resources, but as noted in the introduction to the South Lanarkshire Core Path Plan, core paths are only one component of the overall outdoor access provision of an area. Core paths are supplemented by and linked to a more extensive network of local community paths (the wider path network) which often play an equally significant part in meeting the needs of local communities and visitors to an area. Above and beyond paths and tracks, there is a general right of non-motorised access across open ground, through fields, woods, forests, over hills and mountains. The Scottish Outdoor Access Code (SOAC) offers examples of how this works on the ground.

<table>
<thead>
<tr>
<th>Current status from access perspective</th>
<th>Existing use</th>
<th>Key linkages</th>
<th>Potential use/connectivity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Symington to Wolfclyde former railway line</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>• Wolfclyde – Symington identified in South Lanarkshire Core Path Plan as part of the wider path network.</td>
<td>Low level existing pedestrian use.</td>
<td>Track linking from Symington to disused railway identified in core path plan as part of wider path network, but no obvious direct linkage between disused railway and other core paths.</td>
<td>• Safe cycle route to Biggar High School.</td>
</tr>
<tr>
<td>• Wolfclyde – Biggar signed and promoted as Regional route 82 (western link from Tweed Cycle Route to Carstairs.)</td>
<td></td>
<td></td>
<td>• Improved and extended opportunity for short local walking, particularly dog walks.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Off-road route for horse riders and to a lesser extent walkers to link via quiet lanes to other paths and tracks around Biggar Common.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Potential spur from Symington linking to Sustrans Regional Route</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Lack of viable off-road route Wolfclyde – Biggar limits scope for promotion of pedestrian link between Symington and Biggar.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• River Clyde, two busy main roads (A72 and A73) and active railway line</td>
</tr>
</tbody>
</table>

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UPPER TWEED RAILWAY PATH PROJECT • REPORT & APPENDICES 1 TO 4 • AUGUST 2013 • APPENDICES – PAGE 26
<table>
<thead>
<tr>
<th>Biggar to Broughton former railway line</th>
<th>82 (Carstairs to Innerleithen)</th>
<th>currently limit scope for functional off-road route development linking west or north.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Respective sections identified as a core path in the South Lanarkshire and Scottish Borders Core Path Plans.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Regular use by local and visiting horse riders using the full length of the route.</td>
<td>Popular circular horse-riding (and to a lesser extent walking) route combining disused railway with right of way/core path from Skirling to Broughton along old drove road.</td>
<td>• Potential for greater development and promotion as recreational cycling route.</td>
</tr>
<tr>
<td>• Short sections at the west and east ends of the route respectively used by local residents in Biggar and Broughton, particularly for dog walks.</td>
<td>• Horse riders are concerned that hard or bound surfacing would result in loss of one of the few off-road riding routes in the area, which is particularly valued for exercising and training young horses, and allowing riders scope for a variety of speeds.</td>
<td></td>
</tr>
<tr>
<td>• Full length of the route also used by some walkers.</td>
<td>• Some walkers are also concerned that hard surfacing even a proportion of the width of the disused railway and increased</td>
<td></td>
</tr>
<tr>
<td>• Limited cycling use by mountain bikers. Most road cyclists follow the promoted Tweed Cycle Route along the minor road south of the disused railway between Biggar and Broughton.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broughton to Peebles former railway</td>
<td></td>
<td></td>
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<tr>
<td>---</td>
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<td>---</td>
</tr>
</tbody>
</table>
| Not included in Scottish Borders Council core path plan. | • Eastern end used regularly by visiting and to a lesser extent local walkers following part of Tweed Walk. | • Elsewhere, particularly sections through Stobo and at Broughton end, limited by succession of obstructions. | • John Buchan Way off-road walking/multi-use route between Broughton and Peebles. | • Tweed Walk | • Promoted walking routes over Cademuir Hill. | • Tweed Cycle Route (95 mile linear route Biggar to Berwick upon Tweed, currently all on road, also promoted as starting from Carstairs railway station, Regional Cycle route 82 [http://www.sustrans.org.uk/map?searchKey=biggar&searchType=search&Search=Find#300192,638860,2](http://www.sustrans.org.uk/map?searchKey=biggar&searchType=search&Search=Find#300192,638860,2) | • Promoted short local cycling routes around Peebles including | • Off-road cycle route for people living in Broughton, Stobo or Lyne to cycle to school or work in Peebles. | • Potential to create all abilities route from Peebles town centre, providing facility and potential visitor attraction for a sector not currently well catered for in the area. | • In conjunction with John Buchan Way would create figure-of-eight loop, or two shorter circular walks. | • Safer off-road option for some sections of promoted cycling routes including Border Loop and Tweed Cycle Route, reducing the Use as a safe cycle route to Peebles High School or as part of a commuter cycle route to Edinburgh is likely to be limited for most local people by distance from Broughton
<table>
<thead>
<tr>
<th>Broughton to Tweedsmuir former railway</th>
<th>Cademuir circuit, Manor Valley linear route, Dreva and Dawyck circuit</th>
<th>hilly sections around Kirkton Manor and Manor Sware.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited occasional pedestrian use of some sections.</td>
<td>Border Loop Cycle Route (relevant section Peebles-Lyne-Broughton to Tweedsmuir currently all on road)</td>
<td>Longer-term would link at Peebles direct to re-routed NCN 1 via Roslin to Edinburgh.</td>
</tr>
<tr>
<td></td>
<td>• Potential for economic development at Crook Inn linked to family-friendly cycle route</td>
<td>• Parallel informal track down east side of valley promoted without landowner agreement or physical establishment work, as such unsuitable for promotion as circular route without specific consultation.</td>
</tr>
<tr>
<td></td>
<td>• No core paths or rights of way.</td>
<td>• Potential for promotion of 1-day Tweeddale circular cycle route (as above).</td>
</tr>
<tr>
<td></td>
<td>• The core path plan includes an informal unsigned linear route which runs parallel to the disused railway on the east side of the valley, which is also promoted as a mountain bike route on <a href="http://www.bikeroutes.org.uk/routes/uppertweed.htm">www.bikeroutes.org.uk/routes/uppertweed.htm</a></td>
<td>• Safer off-road option for part of the Border Loop cycle route (although the rest of the route being on-road may limit interest from road cyclists).</td>
</tr>
<tr>
<td></td>
<td>• Border Loop cycle route (relevant section Peebles-Lyne-Broughton to Tweedsmuir currently all on road)</td>
<td>• Potential to form part of link between Annandale.</td>
</tr>
<tr>
<td>Tweedsmuir currently all on road)</td>
<td>Way above the Devil’s Beef Tub and Clyde Walkway, offering alternative route for Lands End to John O’Groats walkers</td>
<td>and investment.</td>
</tr>
</tbody>
</table>

The firm base and short grazed turf of the Biggar to Broughton disused railway provides an ideal surface for current regular use by local and visiting walkers and horse-riders, often as part of a circular route including the old drove road from Skirling to Broughton (pictured above right).
ACCESS STRATEGY CONTEXT

Prior to the introduction of the Land Reform (Scotland) Act, most access authorities produced outdoor access strategies to provide a strategic framework for the development, maintenance and management of recreational access within their area or region. Core path planning has since taken priority over updating and revision, hence the access strategies for South Lanarkshire and the Borders, as for most other parts of Scotland, are now somewhat out of date, but both strategies are still valid and will be considered by funders as essential context for route development proposals. The strategies are not internet accessible.


Borders’ Access Strategy notes that in Tweeddale, “it is important that communities continue to be encouraged to define and develop (path) networks around their towns and villages….There is scope for encouraging more sustainable transport patterns by discouraging people from using their cars to and within towns.” Strategic aims include “the creation or strengthening of links to longer distance routes and across the border into neighbouring areas, increasing the connectivity of the access network, and providing opportunities for local businesses to benefit from passing trade.” The strategy also notes that “access development will be partly focused on the tourism sector, it should ensure that it also responds to the needs of the community as a whole. Indeed the network as a whole should be recognised as a shared resource for local people and visitors”.

The strategy acknowledges the Tweedsmuir Hills as a largely untapped resource in terms of outdoor recreation, and also recognises that the area offers business development opportunities with scope for land managers “to diversify and provide imaginative services or facilities which would appeal to access users”. Development of the Peebles to Broughton and Broughton to Tweedsmuir Disused Railways would offer significant scope for such business development, including cycle hire, accommodation and refreshments.


South Lanarkshire’s access strategy identified a number of strategic themes, of which the most relevant to UTRP are:

- Attractive and safe paths will be developed and their use promoted to improve the health of South Lanarkshire’s residents.
- To develop a path network that integrates with other transport modes, especially public transport, and provides a viable alternative to car use.

Relevant action points included in the strategy identified within the Upper Clyde Action Zone are:

- Development of a footpath link from Biggar to Peebles via Broughton: subsequently implemented in the form of the John Buchan Way and Biggar-Broughton disused railway paths.
- Promotion and maintenance of the Tweed Cycle Route.
- Develop formal equestrian routes in the area: the Biggar-Broughton disused railway is one of seven off-road horse riding routes promoted as part of the “Riding in Lanarkshire” project managed by the Rural Development Trust
- Promote access opportunities for locals and visitors through the Biggar Tourist Information Centre.
- Maintain and promote the Biggar Country Paths Network (a network of waymarked rural paths which has been developed radiating around Biggar).

**Upper Tweed Valley Recreational Cycling Study (2007)**
This study was commissioned by Scottish Enterprise Borders “to quantify the market and economic potential and wider impact of converting the disused Peebles to Innerleithen disused railway line into a recreational cycle route” and as such, contrary to what the title might suggest, the report therefore mainly relates to the section of former railway east of Peebles, rather than more generic recreational cycling development in Upper Tweeddale. However, in reviewing a number of studies relating to potential for cycle route development in and around the Tweed Valley, the study usefully cites the overall aim as being “to see the area broaden its market appeal, build on its current successes, capitalise on untapped/underdeveloped cycle markets and maximise the economic benefits that cycling brings to the area.”

**LONGER DISTANCE ROUTE CONTEXT**
Scottish Natural Heritage’s Commissioned Report no. 380 “Developing the Network of Longer Distance Routes” (http://www.snh.gov.uk/publications-data-and-research/publications/search-the-catalogue/publication-detail/?id=1526) documents an audit of Scotland’s designated and other long distance routes, and identifies opportunities for extending, enhancing and strengthening the route network. The mapped audit clearly shows a distinct gap in southern Scotland between the eastern end of the River Ayr Way, the southern end of the Clyde Walkway, the western end of the Broughton to Biggar disused railway, and the northern end of the Annandale Way.
The report recommends development of strategic cross-country routes and includes a map suggesting that the identified gap in central southern Scotland be bridged by development of direct links between the Southern Upland Way and Clyde Walkway via Douglas, and between Biggar and the River Ayr Way, again via Douglas. The latter would logically include development of an off-road route between Biggar and Symington, although identification of specific routes, such as the disused railway between Wolfclyde and Symington, was beyond the scope of the study.

No mention is made of the arguably more logical link between the Annandale Way and Clyde Walkway via Broughton, utilising the old Edinburgh road which continues due north from the Annandale Way at the regional boundary above the Beef Tub, the Tweedsmuir to Broughton disused railway, and the existing multi-use route along the Biggar to Broughton disused railway. Some parts of this are already used by people walking from Lands End to John O'Groats, and this would provide a multi-use strategic link from the North-West Coast Path which is currently being developed by Natural England south of the Border as part of an ultra long-distance route.

TOURISM STRATEGIES

The Scottish Borders Tourism Strategy and Action Plan reviews local and national tourism market trends, and outlines a vision and objectives for tourism development in the Scottish Borders. The 2009-12 plan (http://www.scotborders.gov.uk/downloads/file/2676/scottish_borders_tourism_strategy_action_plan) is currently under review. The strategic goal of the last iteration was "to see the development of a competitive tourism industry across the South of Scotland in a position to realistically
claim 10% of Scottish tourism by value by 2015". The strategic vision was “To make the Scottish Borders a must visit, must return, year-round sustainable tourist destination”. Development and promotion of the Broughton to Tweedsmuir, Peebles and Biggar disused railways offer potential to contribute to achieving this goal and vision.

The Lanarkshire Tourism Action Plan www.visitscotland.org/pdf/Lanarkshire-Tourism-Action-Plan[1].pdf prepared by the Lanarkshire Tourism Action Group sets out aspirations for the tourism industry in North and South Lanarkshire to 2015, with the aim of maximising the contribution which tourism makes to the local economy by providing a focus for the combined efforts of public, private, community and voluntary sector tourism providers to ensure their investment and development activities complement those of the wide range of businesses which make up the Lanarkshire tourism product. Key strategic themes relevant to the Symington to Wolfclyde section of former railway include promoting the efficient, effective and sustainable use of transport modes and routes, and developing and promoting niche products, including outdoor leisure opportunities, within which category promotion of the Biggar-Broughton disused railway would fall.

The Biggar Agenda
As part of South Lanarkshire Rural Partnership’s Market Towns Initiative, in 2011 consultants were commissioned to engage the local community in producing a strategy for the next decade setting out recommendations and priorities to improve the vitality and viability of Biggar town centre. www.ruraldevtrust.co.uk/attachments/.../biggar-dfr_lo-res_FINAL.pdf. The strategy identifies three over-arching aims: keeping Biggar local, keeping Biggar lively, and keeping Biggar looking good. The recommendations for achieving the first of these strategic aims include under the heading of more sports and recreation the following objective relevant to UTRP:

“Implement proposals for local cycling/footpath network out into the countryside and to nearby villages like Symington, including improvements to existing paths, new links and signage/promotion. The network should be designed for locals and visitors alike.”

Mapped proposals for this network include sections of the former railway line south of Biggar which are not currently publicly accessible. Longer term aspirations mentioned elsewhere in the strategy include re-opening the railway link (unspecifc as to which link).

SUMMARY CONCLUSIONS RE. STRATEGIC FIT OF UTRP

- Development of the Tweedsmuir to Broughton and Broughton to Peebles disused railways offers potential for economic development by creating family-friendly, safe, level, off-road cycling routes which would complement existing on-road cycle routes such as the Tweed Cycleway and Border Loop, and build upon Southern Scotland’s reputation as a world-class mountain biking destination. The economic and health benefits of such family friendly routes are clearly evidenced by routes elsewhere in the UK such as the Tarka and Camel Trails. This market sector is as yet relatively untapped in the South of Scotland.

- Development of these two routes for multi-use also offers potential for development of equestrian tourism based on self-guided circular and/or establishment of low-key trail riding enterprises trails making use of the disused railway and other linking routes such as the John
Buchan Way and informal track down the east side of the valley between Drumelzier and Tweedsmuir. Proximity to large numbers of horse owners and riders and easy access from Central Scotland provides a ready market for this type of economic development, which would be entirely compatible with cycle use of the routes.

- Given the very limited access along the disused railways between Tweedsmuir, Broughton and Peebles at present, and the new opportunities which development of these sections would present, horse-riders and walkers are unlikely to object to part of the width of these sections being formally surfaced.
- Development of the above two sections of route offers scope for further promotion of the Biggar-Broughton section of disused railway for walking and equestrian use, including attraction of visiting walkers and riders, without further physical work to this section of route, but the Biggar-Broughton section of disused railway is unlikely to attract family cyclists or road-focused cyclists without formal surfacing of part of the existing width, to which there is some resistance.
- Development of the Symington to Wolfclyde disused railway is less significant from an economic development or tourism perspective but is highly relevant to health and sustainable transport agendas in creating a safe off-road cycling route to school, and providing increased opportunity for local residents to walk, cycle and ride.

**PRIORITISATION OF ROUTE DEVELOPMENT**

<table>
<thead>
<tr>
<th>Route/section</th>
<th>Key considerations</th>
<th>Priority from local authority perspective</th>
<th>Proposed priority for development by UTRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Symington – Wolfclyde</td>
<td>Although in a rural location, there are very few off-road access opportunities around Symington other than along the disused railway. Local residents have been campaigning for over 5 years for development of the disused railway as a safe cycling route to Biggar High School and local community cycle link to Biggar.</td>
<td>South Lanarkshire Council’s current priority is completion of NCR74. A cycle route is also being developed linking Thankerton-Tinto-Carmichael-Hyndford Bridge, from where delineated cycle lanes link into Lanark. Development of other cycle routes is not a priority, and there are no plans or resources to develop either the Symington-Wolfclyde or Biggar-Broughton sections of disused railway for cycling or other types of access. However SLC will support in principle any external funding application for route development.</td>
<td>Medium</td>
</tr>
<tr>
<td>Biggar-Broughton</td>
<td>This section of route already works well for walkers and horse-riders. Local horse-riders and some walkers are opposed to hard surfacing of even a narrow path along the route, or formalisation to encourage to encourage</td>
<td></td>
<td>Low</td>
</tr>
</tbody>
</table>
significant increase in cycling use. Relevant farmers and landowners have also previously expressed reticence to agree to formal route surfacing. Justification for further development of this section of route for cycling as an alternative to existing route on parallel quiet lane is undermined by next section of route from Biggar to Wolfclyde, and the remainder of the Tweed Cycle Route, being on road.

**Broughton - Peebles**

Provided an effective link can be developed east of Peebles town centre, development of this section of route would create an off-road multi-use route between Biggar and Innerleithen of benefit to walkers, cyclists and horse-riders, irrespective of development of the other sections of UTRP.

Scottish Borders Council’s current priority is development of a cycle route along the disused railway between Peebles and Innerleithen. Thereafter SBC’s strategic priority is redirection of NCN1 into Peebles and development over the next 15 years (timing depending on resources) of a cycle route from Peebles to Edinburgh via Eddleston and Roslin. SBC has no plans or policy to off-road the Tweed Cycle Route, nor plans to develop any further waymarked cycle routes beyond those currently signed around towns. SBC has a policy to try and get children cycling more, and to encourage use of promoted off-road cycling routes for this purpose. In terms of other types of access, SBC is interested in extension of the existing John Buchan Way to enable future promotion as one of Scotland’s Great Trails. SBC has no resources to contribute to route development, but would endorse in principle application for external funding to support multi-use development of the Broughton to Peebles and/or Broughton to Tweedsmuir disused railway lines.

**Broughton - Tweedsmuir**

There is at present no formally recognised off-road path between Broughton and Tweedsmuir, and the only informal path noted in the core path plan within reach of Tweedsmuir is a relatively long hill route several miles north-east of the settlement. There is enthusiasm from both ends of this section of disused railway to see its development as a multi-use access route.

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broughton - Peebles</td>
<td>Provided an effective link can be developed east of Peebles town centre, development of this section of route would create an off-road multi-use route between Biggar and Innerleithen of benefit to walkers, cyclists and horse-riders, irrespective of development of the other sections of UTRP.</td>
<td>High</td>
</tr>
<tr>
<td>Broughton - Tweedsmuir</td>
<td>There is at present no formally recognised off-road path between Broughton and Tweedsmuir, and the only informal path noted in the core path plan within reach of Tweedsmuir is a relatively long hill route several miles north-east of the settlement. There is enthusiasm from both ends of this section of disused railway to see its development as a multi-use access route.</td>
<td>Medium</td>
</tr>
</tbody>
</table>
Existing paths and promoted cycling routes in relation to
Swinton to Wolfecliffe and Biggar to Broughton disused railways

Regional cycling route 82 (Carstairs to Inverleithen)
Core paths identified in regional core path plans
Other informal paths identified in core path plan as part of wider network
(not all relevant to disused railways)
EXISTING PATHS AND PROMISED CYCLING ROUTES IN RELATION TO ELGINBRIDGE TO TWEEDDALE DUOLOK RAILWAY

- Border Loop
- Other informal paths identified in use path plus 4m path outside which (at all points in enclosed railway)
EQUESTRIAN DEMAND FOR ACCESS IN RELATION TO UTRP

Under the Land Reform (Scotland) Act 2003, all non-motorised users — including walkers, cyclists and horse-riders — enjoy equal rights to most land, providing they exercise their access rights responsibly. Horse-riders are therefore entirely justified in expecting that there will be a presumption in favour of multi-use development of any of the former Upper Tweeddale railway lines, in keeping with Scotland’s access legislation. Agreements with land owners and managers for the recently developed sections of former railway between Peebles and Innerleithen are all based on multi-use access.

Demand for equestrian use will come from both local and visiting riders. The tables contained within the review of the strategic fit of UTRP note relevant issues for local riders as at present. Other key points to note when considering potential equestrian demand in relation to each section of route are noted below. It is worth bearing in mind that in other parts of the Borders, several equestrian businesses have been established following route development, for example around West Linton, Dolphinton and Newlands, which can have implications in terms of pressure for access.

Symington to Wolfclyde

- Numerous horses stabled and grazed in the immediate locality, both in and around Symington, Wolfclyde, Cormiston, Quothquan and Bigger, with numbers increasing annually.
- Safe, off-road riding opportunities in the area are very limited, and further constrained by the River Clyde and railway line.
- The busy A72 is equally unpopular with horse-riders as with cyclists, and limits hacking opportunities which riders might otherwise hope to be able to access direct from where they keep their horses.
- Development of a multi-use route along the former railway line offers potential for local riders to access other off-road riding routes, for example around Biggar Common.
- Anticipated use of this section of route by visiting riders is relatively low because of limited direct links to the west, or due north or south from Symington, although Lindsaylands Road offers a link through to Biggar equally relevant to horse-riders as to cyclists.
- Development of the former railway through from Wolfclyde to Biggar would significantly increase the appeal of this section of route for all users.

Biggar to Broughton

- Numerous horses stabled and grazed around Biggar, Hartree and Skirling, with numbers generally increasing annually.
- As well as use by local riders, this section of disused railway is currently equally popular with visiting riders, mainly those within half to one hour’s travelling distance, usually but not exclusively as part of the circular route via Skirling, although some travel specifically to ride along the disused railway and back due to lack of off-road riding opportunities nearer their home. There is also some existing use as part of longer-distance riding routes.

Problems for the last year or more arising from grazing of loose horses on one section of the disused railway, with gates tied shut with baler band either end, have discouraged some riders from using the route. Scottish Borders Council are aware of the problem and have spoken with the relevant farmer who is legally entitled to graze or sub-let grazing on the disused railway for horses or other livestock. Restricted use of this section of route is by default increasing demand for equestrian use of other sections of former railway including Broughton to Peebles and Tweedsmuir.

Broughton to Lyne

- Some local and visiting riders already use parts of this section of former railway in the past.
- In comparison to other parts of South Lanarkshire and the Scottish Borders, there are relatively few horses stabled or grazing locally between Broughton and Lyne, although trends elsewhere suggest that if land becomes available, numbers may increase in future. Livery yards at Kirkton Manor and Edderston, as well as owners of horses kept individually in the Manor Valley, are interested in development of the former railway through to Broughton.
Demand for equestrian use of this section is relatively high from both local and visiting riders, particularly as a figure of eight combined with the John Buchan Way. The former railway line provides a complementary rather than substitute route, and similarly existence of the John Buchan Way does not provide a substitute to support development of this section of route other than for multi-use.

An annual endurance riding event is held at Broughton, the organisers of which sometimes use part of the former railway, and are keen to use the full length.

**Lyne to Peebles**

- Numerous horses stabled/grazed south of the Tweed between the Manor Valley and Peebles, including livery yards at Kirkton Manor and Edderston, and Riding for the Disabled centre at Crookston Farm (south of Cademuir Forest). All are keen to expand local opportunities for off-road riding.
- Visiting riders are interested in potential to follow the former railway through to Peebles.
- Tunnel width and height may limit scope for equestrian use of the section between Manor Bridge and Peebles, but riders are very keen to be able to use the section of former railway between Lyne and Manor Bridge, which together with the John Buchan Way would create a good circular route.
- Anticipated use by the two local riding schools at Peebles Hydro and Kailzie is likely to be limited by distance from their premises, busy roads and limited opportunity to cross the River Tweed.

**Broughton to Tweedsmuir**

- A limited number of horses are kept at Tweedsmuir, and various others around Broughton although there is no specific concentration of horses locally.
- There is both expressed and potential latent demand for equestrian use of the former railway line, particularly as part of a circular route including the forest track east of the valley, with linked potential for equestrian tourism development.
- There is also potential demand for a longer distance route utilising the rideable sections of the Annandale Way (including the Old Edinburgh Road from Moffat), which continues north of the Devil’s Beef Tub and could potentially be linked through to the former railway.

**Other equestrian considerations in relation to route development**

Horse owners and riders around Cardrona and Innerleithen are concerned that although they still have access along the disused railway between Peebles and Walkerburn, recent development as a cycle route has been at the cost of other users, including both walkers and horse riders. Riders previously enjoyed opportunity to canter along the disused railway, without conflict with dog walkers and other pedestrians thanks to the width and clear visibility which enabled riders to slow down and where necessary move aside to give way to other users. Tarmacing and fencing to favour cycling now restricts horse riders to walking pace, and forces all users onto a narrow strip. It is recommended that any negotiation with landowners, subsequent surfacing or fencing undertaken through UTRP allows sufficient width and a grass strip alongside any cycle path to allow walkers, cyclists and horse riders to enjoy simultaneous use.

Vyv Wood-Gee

3.4.13
These maps show the route via Moffat and Innerleithen which can be currently cycled on roads and paths. At present it will be necessary to follow some sections of main road which the eventual scheme hopes to bypass. Over short sections the Ride may trial these options with the permission of the Landowners.
Appendix 3

Estimates of costs – Upper Tweed Railway Path Project

At this early stage we can only use rounded estimates covering the main items and allow sums for particular works.

- The cost for a general stone path is £40/km including for repairing verges, routine drains and other details.
- Asphalt paths are £10/km for a 2.0m width. Through the tunnel where there is less preparation but more width will take £100/km.
- Fencing with gates will be £4/km.

1. **Peebles and Lyne - 4.5kms**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path construction</td>
<td></td>
</tr>
<tr>
<td>- 0.7km @ £70/km</td>
<td>49,000</td>
</tr>
<tr>
<td>- 0.6km @ £100/km</td>
<td>60,000</td>
</tr>
<tr>
<td>- 3.2km @ £40/km</td>
<td>120,000</td>
</tr>
<tr>
<td>Lighting through tunnel, 550m @ £140/m</td>
<td>77,000</td>
</tr>
<tr>
<td>Fencing at tunnel portals and lining ditches</td>
<td>15,000</td>
</tr>
<tr>
<td>New bridge at Manor Road including ramps</td>
<td>30,000</td>
</tr>
<tr>
<td>New ramp to Manor Road</td>
<td>20,000</td>
</tr>
<tr>
<td>Link to Tea Room Toll House</td>
<td>20,000</td>
</tr>
<tr>
<td>Fencing and gates</td>
<td>5,000</td>
</tr>
<tr>
<td>Planting and verges</td>
<td>10,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£450,000</strong></td>
</tr>
</tbody>
</table>

2. **Biggar and Symington – 1.8kms**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path construction along field edge 1.8kms @ £50/km</td>
<td>90,000</td>
</tr>
<tr>
<td>Path ramping down and under flood arch, 150m, allow for earthworks and asphalt surface all through on account of flooding</td>
<td>25,000</td>
</tr>
<tr>
<td>Fencing all through</td>
<td>7,000</td>
</tr>
<tr>
<td>Gates and crossing, 4 details @£1500</td>
<td>6,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£173,000</strong></td>
</tr>
</tbody>
</table>

3. **Paths either side of Crook Inn – 3.6km**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path construction @ £40/km</td>
<td>140,000</td>
</tr>
<tr>
<td>Earthworks for ramp opposite Hearthstone</td>
<td>20,000</td>
</tr>
<tr>
<td>Fencing and gates</td>
<td>20,000</td>
</tr>
<tr>
<td>Planting behind Glenveg</td>
<td>10,000</td>
</tr>
<tr>
<td>Details at Tweed Aqueduct including railings</td>
<td>10,000</td>
</tr>
<tr>
<td>Engineering and management</td>
<td>20,000</td>
</tr>
<tr>
<td>Signing, including road crossing and publicity</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£222,000</strong></td>
</tr>
</tbody>
</table>

4. **Lyne to Stobo Castle and Altarstone – 3.8kms new path**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path construction @ £40/k</td>
<td>152,000</td>
</tr>
<tr>
<td>Fencing - 6kms</td>
<td>25,000</td>
</tr>
<tr>
<td>Gates and crossings</td>
<td>25,000</td>
</tr>
<tr>
<td>Earthworks for long ramps down through the woods from Lyne Road</td>
<td>30,000</td>
</tr>
<tr>
<td>Repair of cattle creep bridges</td>
<td>40,000</td>
</tr>
<tr>
<td>New hard standing at Stobo</td>
<td>20,000</td>
</tr>
<tr>
<td>Avenue tree planting along Stobo Straight</td>
<td>15,000</td>
</tr>
<tr>
<td>Repairs to Altarstone Wood Forest track</td>
<td>20,000</td>
</tr>
<tr>
<td>Signing road crossing and details at Stobo</td>
<td>3,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£330,000</strong></td>
</tr>
<tr>
<td>Project Description</td>
<td>Cost (£)</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------</td>
</tr>
<tr>
<td><strong>5a. Broughton to Rachan – 1.6kms</strong></td>
<td></td>
</tr>
<tr>
<td>Path construction @ £40/km</td>
<td>64,000</td>
</tr>
<tr>
<td>Fencing - 1km plus gates</td>
<td>10,000</td>
</tr>
<tr>
<td>Reconstruction of Biggar Water Bridge</td>
<td>50,000</td>
</tr>
<tr>
<td>New path through Broughton Housing under road and ramp up to Kilbucho Road</td>
<td>40,000</td>
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<tr>
<td>Planting on double track section</td>
<td>6,000</td>
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<tr>
<td></td>
<td>160,000</td>
</tr>
<tr>
<td>Engineering and management</td>
<td>16,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£176,000</strong></td>
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<thead>
<tr>
<th>Project Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5b. Rachan to Stanhope Bridge – 4.7kms</strong></td>
<td></td>
</tr>
<tr>
<td>Path construction @ £40/km</td>
<td>188,000</td>
</tr>
<tr>
<td>Allow extra for laying across boggy areas and for providing sealed surface over 1km to resist flooding</td>
<td>40,000</td>
</tr>
<tr>
<td>Earthworks for ramps and other details</td>
<td>40,000</td>
</tr>
<tr>
<td>Repair of stone boundary walls</td>
<td>12,000</td>
</tr>
<tr>
<td>Construction of small bridges and culverts east of Mossfennan</td>
<td>25,000</td>
</tr>
<tr>
<td>Replacement of missing bridge deck south of Wychwood</td>
<td>18,000</td>
</tr>
<tr>
<td>Fencing and gates</td>
<td>15,000</td>
</tr>
<tr>
<td>Link to Drumelzier footbridge and repairs to the deck</td>
<td>30,000</td>
</tr>
<tr>
<td></td>
<td>368,000</td>
</tr>
<tr>
<td>Engineering and management</td>
<td>37,000</td>
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<tr>
<td>Signing and publicity</td>
<td>3,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>£408,000</strong></td>
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<tr>
<th>Project Description</th>
<th>Cost (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>6. Stanhope Bridge to Kingledores Wind Farm Road – 3.1km (1.7km via road)</strong></td>
<td></td>
</tr>
<tr>
<td>Path construction @ £40/km (note if route is shorter, the cost will be similar because of the link to the road and farm crossing)</td>
<td>124,000</td>
</tr>
<tr>
<td>Fencing and gates</td>
<td>10,000</td>
</tr>
<tr>
<td>New bridge north of Patervan Bridge</td>
<td>30,000</td>
</tr>
<tr>
<td>Main road crossing and signing</td>
<td>5,000</td>
</tr>
<tr>
<td>Sum for earthworks approaching Kingledores Cutting and extra for clearing off overgrown railway land</td>
<td>16,000</td>
</tr>
<tr>
<td></td>
<td>185,000</td>
</tr>
<tr>
<td>Engineering and management</td>
<td>18,000</td>
</tr>
<tr>
<td>Signing and publicity</td>
<td>2,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£205,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overall Estimates of Cost of the Railway path Project</th>
<th>£</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Peebles and Lyne - 4.5kms</em></td>
<td>450,000</td>
</tr>
<tr>
<td>Biggar and Symington – 1.8kms</td>
<td>210,000</td>
</tr>
<tr>
<td><em>Crook Inn Paths– 3.6km</em></td>
<td>222,000</td>
</tr>
<tr>
<td><em>Lyne to Stobo Castle and Altarstone – 3.8kms</em></td>
<td>370,000</td>
</tr>
<tr>
<td>Broughton to Rachan – 1.6kms</td>
<td>176,000</td>
</tr>
<tr>
<td>Rachan to Stanhope Bridge – 4.7kms</td>
<td>408,000</td>
</tr>
<tr>
<td>Stanhope Bridge to Kingledores – 3.1kms</td>
<td>205,000</td>
</tr>
<tr>
<td>*<em>Minimum project cost using Drumelzier, Stanhope and Patervan Right of Way, include items <em>plus £30,000 for works along Rights of Way</em></em></td>
<td><strong>£2,041,000</strong></td>
</tr>
<tr>
<td><strong>Overall Cost</strong></td>
<td><strong>£1,072,000</strong></td>
</tr>
</tbody>
</table>
Appendix 4

Typical fencing and gating arrangements along the proposed path: Technical details and examples

Introduction
At the heart of this Upper Tweed Railway Path Project we have to make the details of the scheme work for the farmers and landowners along the route. The surfacing must be suitable particularly where the track is to be used by the landowner for his everyday purposes or where the path is likely to flood, access and gates must accommodate all their varying needs and fencing must deal with all livestock issues.

These pages show examples of paths we have built and gating arrangements used. There will be other variations required but we hope that these three pages give a good idea about what we would hope to agree with the landowners along these routes.

The first page covers path finishes with examples here in Scotland, whilst the second two look at gating and fencing.

Path details
The examples shown here show the different finishes one can adopt. Often where equestrians are also to be accommodated a mown grass verge is allowed for so that horses can walk beside the surface and avoid the damage they would do to a sealed path. Where flooding is to be expected it is best to have a heavy bitmac surface capable of resisting any erosion, although even this depends upon the velocity with which the flood is moving.

1 View of railway path to Haddington with stone dust surface
2 View of stone dust path fenced with 1m wide verge - Kinghouse to Glen Ogle summit
3 View of newly built tarmac path frome Cardrona to Peebles
4 View of established railway path showing tarmac weathered in and verges grown up - near Lochwinnoch
The diagrams shown here are set against locations where they might be needed

**Typical field edge path**

- **Gate repositioned in field to allow path corridor past**
- **Farm drive open at all times, or public road**
- **Typical railway path**

**Gate options (photo 7)**

- **a** Normal; open for path users
- **b** Close off path for stock movement
- **c** Open both ways for silage etc over a number of days

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**5** Field access gate to be provided for - on road to Symington

**6** Field boundary gate to be repositioned if path was to run along hedge boundary - the road to Symington

**7** Example of farm crossing with gates closing off path whilst stock are moved - Meldon to Lydford on the edge of Dartmoor

**8** Example of typical accommodation bridge requiring a new span to separate the public from livestock movements - near Crook Inn

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**A 1.5m gate is suitable for small plant access. If larger is required this will be by negotiation with the landowner**

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**UPPER TWEED RAILWAY PATH PROJECT • REPORT & APPENDICES 1 TO 4 • AUGUST 2013 • APPENDICES – PAGE 53**
The diagrams shown here are set against locations where they might be needed

Access via length of path for livestock  Farmer requires use of track  Fencing of cuttings  Fencing of embankments

Farmer may need access from the field down the path, so gate is required

In some instances the farmer will use the path for access and here will need 4.5m gates plus 2.5m path in between

Fencing at bottom may interfere with drainage

Fencing could be at top or bottom of slope

Fencing away from path gives more room and less risk of casual vandalism

Fencing could be at top or bottom of slope

9 Railway Track required for farm use at times - approaching Mossfennan

10 Typical railway cutting with original stone boundary walls at the top of the cutting - approaching Crook Inn

11 Typical embankment with the railway fencing at the bottom of the earthworks - looking north from Crook Inn