Upper Tweed Railway Paths
Peebles/Symington and Broughton/Tweedsmuir Project

Introduction to the Project
The Upper Tweed Railway Paths Group has been exploring how best to extend the current Innerleithen and Peebles route through to Biggar, Symington and Tweedsmuir.

They have commissioned David Gray and John Grimshaw to work with them to prepare a detailed feasibility study setting out the opportunities for walking, cycling and equestrian routes along these railway corridors. This work is to be carried out February – June 2013 and will look at amongst other things how such routes would connect with and augment existing paths and trails and crucially how to draw up details which will find favour with the landowners along the way.

The overall project has been divided up into a number of standalone sections, each of which would be useful in their own right. These are briefly discussed on this leaflet.

For further details please look at the Upper Tweed Railway Path website: www.uppertweedrailwaypaths.org.uk

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Photographs showing LED lighting switched on in stages as the public pass through a typical tunnel converted to a railway path route for walkers and cyclists

West end of Neidpath viaduct
The Symington, Biggar, Broughton, Peebles and Talla Railway Routes: sections to be considered

1. Symington and Biggar – 5kms
The Lindsaylands Road from Wolfclyde Bridge makes for a good ride to Biggar. This leaves a relatively short 1.5km length of the A72, Biggar Road, to resolve.

2. Biggar and Broughton – 8kms
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 and Dawyck Mill – 6kms
Whilst the Dreva Road is attractive and lightly trafficked it is fairly hilly so the railway route would be an advantage at least as far as Rachan.

4. Dawyck Mill to Lyne Station – 7kms
The Stobo Straight is a road to be avoided by cyclists. The railway route would make an excellent alternative, free of traffic and attractive to all users. Residential properties at Dawyck Mill could be bypassed by following the field edge.

5. Lyne Station to Peebles – 5kms
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. Lyne Station would need to be bypassed.

6. Through Peebles – 2kms
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.

7. Peebles to Cardrona and Innerleithen – 10kms
The first section to Cardrona is now open and is already proving popular. The route includes a link to the Glentress Mountain Biking Centre. Work is in hand to continue the route to Innerleithen with a new bridge under construction over the Tweed.

8. Rachan to Kingledores – 8kms
Opportunities for following forest roads and hillside tracks on the east side of the valley might provide an alternative route to the disused railway.

9. Crook Inn section – 2kms
This attractive length of railway route could be considered as a standalone resource for the Crook Inn Community Project.

10. Crook Inn to Talla Reservoir – 3kms
This end of the railway route could again be a useful project to give the Crook Inn Community Project a way to reach Talla Reservoir and the remote road to St. Mary’s Loch.