Waverley Railway (Scotland) Bill

Scottish Borders Council ("Promoter")

WAVERLEY RAILWAY

Non -Technical Summary of the Outline Business Case submitted to the Waverley Railway (Scotland) Bill Committee
Overview of Outline Business Case for The Waverley Railway

1. The Promoter, City of Edinburgh Council and Midlothian Council have applied to the Integrated Transport Fund (operated by the Scottish Executive) for funding for the Waverley Railway in the sum of £110 million by way of the submission to them of an Outline Business Case (“OBC”), a copy of which may be examined on the Scottish Parliament’s website (www.scottish.parliament.uk/com-wav-bill/index.htm).

2. The Waverley Railway is of national importance and is the first phase in reinstating a rail link from Edinburgh to Carlisle.

3. The purpose of this non-technical summary is to ensure that the key points of the OBC including the findings of the studies assessing and underpinning the business case for the Waverley Railway (including the accruing social and economic benefits) can be readily understood by non-experts and decision makers.

4. The cost of the Waverley Railway has been robustly assessed at £129.6 million (2002 prices)\(^1\).

5. The Promoter believes that the Waverley Railway represents good value for money when assessed against accepted principles of economic evaluation and the wider social and economic benefits which it will deliver.

6. In strict transport economic terms the base case (on which the OBC is based) of the Waverley Railway will produce a benefit cost ratio of 0.96 and a net present value (NPV) of Minus (-)£8.6 million\(^2\). The Promoter believes

\(^1\) Waverley Railway Outline Business Case, pg 50

\(^2\) Waverley Railway Outline Business Case, pg 52
that this benefit cost ratio and a NPV are not significantly adverse and importantly are outweighed by the wider social and economic benefits referred to below.

7. In the OBC the Promoter has also applied various sensitivities to the base case which give benefit cost ratios of up to 1.04 and NPV of up to £9.2 million over 30 years\(^3\).

8. In wider socio-economic terms the benefits of the Waverley Railway will be much greater. It will operate as a re-generation catalyst bringing substantial benefits to a deprived area of Scotland. These include sustainable benefits relating to job creation, access to employment, increasing competitiveness of local businesses, housing and inward investment.

9. Over a 30 year period the total value of economic benefits in all of these areas based purely on currently approved development schemes is in the ranges of:

- £49.6 million to £225.1 million to the Scottish Borders
- £5.1 million to £7.7 million to Midlothian
- £10.8 million to £16.1 million to Edinburgh
- £26.7 million to £56.7 million to Scotland\(^4\)

10. The benefits include the creation of between 63 and 213 jobs in the Scottish Borders alone\(^5\). It should also be noted that all these benefits will continue to be accrued beyond the 30 year appraisal period.

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\(^3\) Waverley Railway Outline Business Case, pgs 5 & 52

\(^4\) Waverley Railway Outline Business Case, Appendix 7 DTZ Pieda, Economic Impact Appraisal, pg 27

\(^5\) Waverley Railway Outline Business Case, Appendix 7 DTZ Pieda, Economic Impact Appraisal, pg 44
11. The Waverley Railway is the strategic key to unlocking the long-term economic potential of the South East of Scotland, by providing effective access to the buoyant Edinburgh labour market and assisting Edinburgh to manage its demand for housing by spreading commuter pressure southwards. This in turn assists the sustainability of the Scottish Borders by creating the critical mass necessary to maintain Borders’ services, important institutions and ultimately the local communities.
Introduction

12. The purpose of this non-technical summary is to ensure that the key points of the OBC including the findings of the studies assessing and underpinning the business case for the Waverley Railway (including the accruing social and economic benefits) can be readily understood by non-experts and decision makers.

13. The OBC is a joint bid between the Promoter, City of Edinburgh Council and Midlothian Council for funding for the Waverley Railway in the sum of £110million from the Scottish Executive under its Integrated Transport Fund. They have developed the OBC together, with strong support from Scottish Enterprise Borders (SEB), Scottish Enterprise Edinburgh and Lothian (SEE&L). Network Rail and ScotRail have also been advising the Promoter.

14. The Waverley Railway will re-establish the Waverley Line and become one of the key transport arteries connecting the Borders communities with central Scotland. It will provide an efficient passenger public transport link from the Borders through Midlothian to Edinburgh and beyond, serving settlements along the route. It will provide significant timesavings at peak times and other sustainable economic and transport benefits when compared to road transport. Park and Ride facilities and new bus feeder services to the new stations will also open the Waverley Railway up to a wide catchment area ensuring its benefits are maximised.

15. Times taken from the stations to Edinburgh are:

- Tweedbank – 60 minutes
- Galashiels – 55 minutes
- Gorebridge – 30 minutes
- Newtongrange – 24 minutes
- Eskbank – 20 minutes
- Shawfair – 16 minutes

16. The outcome of the Promoter’s extensive consultations on the Waverley Railway with key stakeholders and the public is one of widespread support. The most recent ‘Quality of Life’ survey carried out by the New Ways Planning Partnership highlighted the strength of positive feeling towards the rail line with 82% of respondents being supportive of the proposal.\(^7\)

\(^6\) Waverley Railway Outline Business Case - Appendix 6, Project Newsletter, Summer 2004, pg 2

\(^7\) Waverley Railway Newsletter, Summer 2004, pg 15 (Outline Business Case - Appendix 6)
Route

17. During the development of the Waverley Railway many options were considered and assessed against various social, engineering, economic and environmental factors. The final scheme is the result of robust evaluation and is as follows:

- bring into passenger use a 47km section of rail from Newcraighall to the Central Borders;
- provide new railway stations at Shawfair, Eskbank, Newtongrange, Gorebridge, Galashiels and Tweedbank;

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8 Waverley Railway Outline Business Case, pg23
provide secure Park-and-Ride facilities next to the proposed stations wherever feasible, with feeder bus services to Galashiels and Tweedbank from other parts of the Scottish Borders and bus connections to the Midlothian stations being encouraged. Walking and cycling links will also be developed; and

serve the new stations by the extension of the (generally half-hourly) train services from Newcraighall, which will continue through Edinburgh Waverley to points west/north-west of Edinburgh, Central Scotland and beyond, and eventually, the central Scottish Airports.\(^9\)

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\(^9\) Waverley Railway Outline Business Case, pg 23
The Waverley Railway Objectives and How it Meets those Objectives  

18. The two overarching and complementary objectives are providing effective access to the buoyant Edinburgh labour market and in turn assisting Edinburgh to manage its demand for housing by spreading commuter pressure southwards. This in turn assists the sustainability of the Scottish Borders by creating the critical mass necessary to maintain Borders’ services and important institutions and ultimately the local communities. The principle objectives of the Waverley Railway and how these are met are summarised below11:-

19. To secure ready access to Edinburgh’s buoyant labour market for workers living in the area to be served by the railway; Edinburgh has a rapidly growing economy and labour market which the Waverley Railway will enable residents of the Borders and Midlothian to access easily.

20. To provide a labour supply for key industries and contribute to the growth of the capital; Edinburgh cannot sustain the current level of growth without additional labour from the surrounding areas, the Waverley Railway will enable this.

21. To provide an incentive to inward investment in Midlothian and the Scottish Borders area – by providing an attractive public transport option the Waverley Railway will markedly improve the perception of the Scottish Borders and Midlothian as an area to invest in.

10 Waverley Railway Outline Business Case, Section A3-Scheme Objectives, pgs 26-30

11 Waverley Railway Outline Business Case, pgs 12 - 15
22. To assist the City of Edinburgh and the Lothians to manage their demand for housing by spreading commuter pressure southwards; the Waverley Railway is essential to prevent such movement resulting in an increase in longer car commuting journeys and hence congestion of the Edinburgh approaches; - *the Scottish Borders has strong potential to assist in providing a range of housing to support the increased demand for labour in the Capital.*

23. To improve accessibility of the Scottish Borders as a "connected place", thereby increasing the attractiveness of the area as a location for business investment and for people to live and work; - *the Waverley Railway will allow the Scottish Borders to interact strongly with Edinburgh’s expanding economy proving opportunities for business development.*

24. To increase the potential for future commuter trips to Edinburgh to be made by public transport rather than by car and therefore reducing the projected increase in congestion, particularly in the Southern approaches to Edinburgh; - *the Waverley Railway provides a realistic and attractive alternative to the car for existing and future commuter trips to Edinburgh assisting in reducing congestion on the southern Edinburgh approaches.*

25. To promote accessibility to and from the Scottish Borders and Midlothian to the Capital and Central Belt including Edinburgh Airport; - *the Waverley Railway will increase accessibility to all these areas, particularly for those who have no or limited access to a car. In turn this will open up new job and education opportunities, for Borders and Midlothian residents as well as opening up the whole area for those without access to a car.*

26. To stimulate new housing development and to assist in the growth of Scottish Borders population including the reversal of the ageing trend of the present population; - *the Waverley Railway will stimulate new housing and*
access to the Edinburgh labour market helping to re-establish Borders as a desirable place to live.

27. To increase local spend in the Scottish Borders and to increase the vibrancy and sustainability of the Community; - As well as attracting new population the Waverley Railway will help the Scottish Borders realise its full potential as a recreational and tourist destination, increasing spend in the Community.

28. To assist with the retention of population in the Scottish Borders by providing efficient transportation and thereby removing the need for those affected by job losses having to relocate outwith the area to obtain new employment.
Preferred Option For The Waverley Railway

Evolution of the Waverley Railway

29. The desire to reinstate a public transport link between the Borders and Edinburgh has existed since the original Waverley Railway line was closed in 1969.

30. Various studies were undertaken to look at the feasibility of re-establishing the rail service. These looked at the economic case as well as non-rail alternatives. Following a pre-feasibility study by Borders Transport Futures a full feasibility study was then commissioned by the Scottish Development Department. This study was further developed using Public Transport Fund monies resulting in the Waverley Railway now before the Scottish Parliament.

Alternatives Considered

31. The feasibility study also considered alternatives to rail eg; a do minimum scheme and other rail options. The do minimum option was a busway provided by a combination of new infrastructure and existing public roads. There would be 4 buses/hr and they would be new buses. The capital cost was £16.6m for construction and 11 new buses (£120k each). Compared

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12 Waverley Railway Outline Business Case, Section B – Preferred Option Business Case, pgs 43 - 48

13 Waverley Railway Outline Business Case, pg 43

14 Waverley Railway Outline Business Case, pg 19

15 Waverley Railway Outline Business Case, pg 43
to the Waverley Railway this alternative produced a lower reduction in congestion and accident benefits and did not attract as many passengers out of cars. Importantly, this alternative would not deliver the socio-economic benefits of the Waverley Railway.

32. Light rail was considered but was shown to be as expensive as heavy rail without all the socio-economic benefits of the Waverley Railway.\(^{16}\)

33. The Promoter concluded that only the Waverley Railway would meet the stated objectives and deliver all of the stated socio-economic benefits.

34. Freight rail was also considered by the Promoter but was discounted at this stage as there is no through running. The Waverley Railway does not preclude the establishment of freight provision at a later date which would have to be the subject of a full assessment of the economic case therefore and an environmental impact assessment.

35. Alternative local alignment options were considered. This confirmed that a 1/2 hr service between Waverley Station Edinburgh and Tweedbank offered the best value for money and was most effective in achieving the stated objectives\(^{17}\).

\(^{16}\) Waverley Railway Outline Business Case, pg44

\(^{17}\) Waverley Railway Outline Business Case, pg47
Station locations and Termini Options Considered

36. The station locations were broadly defined in the earlier feasibility studies focusing broadly on the main population centres. The one exception to this is the proposal for a station at Shawfair which is a new settlement allocated in the adopted Shawfair Local Plan. The stations originally considered were at Shawfair, Eskbank, Newtonrange, Gorebridge, Stow, Galashiels, Tweedbank and Charlesfield.

37. Stations at each of these various locations were evaluated and the costs and benefits considered. Following this exercise, Stow was excluded as the disbenefits far outweighed the projected patronage. Charlesfield was also excluded as the capital costs of extending far outweighed the benefits.

38. A further option of terminating at Gorebridge was also considered. This was also rejected despite demonstrating a strong transport case as this failed to deliver any of the wider regeneration benefits and would not assist the sustainability of the Scottish Borders.

39. The feasibility studies concluded that the proposal for a passenger train service from Edinburgh to Tweedbank would bring optimum benefits to Scottish Borders, Midlothian and Edinburgh achieving all of the stated objectives and delivering all of the stated benefits.

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18 Waverley Railway Outline Business Case, pgs 45 - 48
19 Waverley Railway Outline Business Case, pg24
20 Waverley Railway Outline Business Case, pg47
21 Waverley Railway Outline Business Case, pg 43
Waverley Railway Costs and Benefits\textsuperscript{22}

**Waverley Railway Costs**

40. The costs of the Waverley Railway are summarised as;

- Capital cost (2002 prices) £129.6m\textsuperscript{23}
- Operating costs for Class 170 train are £6.34 m per annum\textsuperscript{24}

**Benefits - STAG Stage Two\textsuperscript{25}**

41. Once the preferred option had been determined the Waverley Railway was assessed further using the methodology prescribed by the draft Scottish Transport Appraisal Guidelines (STAG). STAG is a two stage assessment process, the first stage is used to determine the preferred option and was encompassed within the feasibility study. Stage two then assesses this option further against key government objectives relating to the economy, integration, accessibility and social inclusion, safety, environment, risk and uncertainty and cost to government. The main output from Stage two is the production of an Appraisal Summary Table (AST) which includes the

\textsuperscript{22} Waverley Railway Outline Business Case, Section B2 Scheme Costs and Benefits, pgs 49-65

\textsuperscript{23} Waverley Railway Outline Business Case, pg 50

\textsuperscript{24} Waverley Railway Outline Business Case, pg 53

\textsuperscript{25} Waverley Railway Outline Business Case, Appendix 1, Appraisal Summary Tables
Transport Economic Efficiency as reported below. Other benefits reported in the AST for the base case over a 30 year period include;

- £63.7 m total discounted time saving benefits
- £25.2 m discounted operating cost benefits
- £173.4 m (2002 prices) present value of revenue

**Benefits - Transport Economic Efficiency**

42. The Transport Economic Efficiency is one of the key evaluation criteria within STAG. A Transport Economic Efficiency (TEE) analysis identifies and measures the impacts of a project on all affected parties, including current users and operators of all modes of transport, together with the impact on non-users and the public sector in general.

43. The pure transport benefits of the Waverley Railway calculated by the TEE over a 30 year period (excluding social-economic) are summarised as:-

- Providing a Net Present Value in the range of -£8.6m to £9.2m
- Generating revenue of £4.7m in the first year
- Revenue increasing to £6.15m by year 5 and increasing beyond to break even by 2013.

44. This analysis was further enhanced by a number of sensitivity tests which lead to a better understanding and objective assessment of the risks associated with the Waverley Railway. The scenarios considered varying

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26 Waverley Railway Outline Business Case, Appendix 2 – Transport Economic Efficiency Tables
fare levels, periods of housing development and the occupancy rates of housing development. The key scenarios are shown below.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Discounted over 30 years at 3.5%</th>
<th>With Residual Value</th>
<th>With Cost Output prices Index (COPI) Residual Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>B/C ratio</td>
<td>NPV £m</td>
<td>B/C ratio</td>
</tr>
<tr>
<td>5 (Base case)</td>
<td>Lower level Housing Occupancy to 2011, Ignoring evenings and weekend fares</td>
<td>0.96</td>
<td>-8.6</td>
</tr>
<tr>
<td>6</td>
<td>High level Housing Occupancy to 2011, Ignoring evenings and weekend fares</td>
<td>0.97</td>
<td>-7.2</td>
</tr>
<tr>
<td>7</td>
<td>Lower level Housing Occupancy to 2030, Ignoring evenings and weekend fares</td>
<td>1.03</td>
<td>6.8</td>
</tr>
<tr>
<td>8</td>
<td>High level Housing Occupancy to 2030, Ignoring evenings and weekend fares</td>
<td>1.04</td>
<td>9.2</td>
</tr>
</tbody>
</table>

45. The base case for the Waverley Railway assumes a flat fare, utilises lower level housing occupancy and only allows for housing development to 2011. In transport terms, the benefits of the Waverley Railway are improved in the scenarios where the Councils’ intended long term strategic development plans are in place, as shown above. The Councils are committed to the levels of development assumed to 2011 and, in order that sustainable communities can be maintained, to facilitating appropriate development.

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27 Waverley Railway Outline Business Case, pg 52
through development plans review process. Without the Waverley Railway, Border communities and their development will become increasingly fragile.

**Benefits - Economic Impact Assessment**

46. In addition to the STAG type appraisal a wider Economic Impact Assessment was also undertaken. This study has recently been updated but the figures presented here are consistent with those presented in the OBC. This considered some of the wider impacts and economic benefits of the Waverley Railway such as access to employment, new housing, existing businesses and inward investment. Key benefits included;

- 63 – 213 jobs created in Scottish Borders
- £1.6m to £4.9m income per annum in the Scottish Borders
- Present value of economic benefits to the Borders £27m to £109m
- Present value of economic benefits to Midlothian £2.7m to £4.1m
- Present value of economic benefits to Edinburgh £5.5m to £8.3m
- Present value of economic benefits to Scotland £13.8m to £29.2m

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28 Waverley Railway Outline Business Case - Appendix 7 - DTZ Pieda, Economic Impact Appraisal,

29 Waverley Railway Outline Business Case - Appendix 7 - DTZ Pieda, Economic Impact Appraisal,
**Further Benefits**

47. Further extensive modelling was carried out to predict the transport and economic effects of the Waverley Railway and these are detailed below:

<table>
<thead>
<tr>
<th>Studies Undertaken</th>
<th>Definition</th>
<th>Benefits</th>
</tr>
</thead>
</table>
and perception of area.
63-213 jobs created.
£1.6 - £4.9m income.
61-121 man-years of
construction employment.
£1.1 –£2.1m construction
income.
Midlothian benefits from
improved access to
Edinburgh labour market
and Edinburgh can expand
its labour supply.
The present value of
benefits to Scottish Borders
is £27 - £109m.

| 3. Tourism study – by market Specialists | An additional £1,076,443/annum into Borders region over next 10 years and 26 FTE’s. |
| 4. Housing Market Study – by Rydens | Reviewing the potential impact of the line on the housing market in the Borders. Requirement in Edinburgh and Lothian Structure Plan for 70, 200 new homes to service the Edinburgh economy by 2015. This project will improve the accessibility of Borders and Midlothian to this market and subsequent 1800 houses have been identified as additional development directly of this railway. |

48. These benefits reinforce two of the principal objectives of the Waverley Railway – effective access to the buoyant Edinburgh labour market and to
assist Edinburgh to manage housing demand, which in turn will assist the long-term sustainability of the Borders. Without the Waverley Railway none of the stated benefits would be delivered.
Procurement

49. The planned construction start date for the Waverley Railway is 2005, with a 3-year build programme. Operation then begins in 2008 and is likely to continue well beyond the 30 year evaluation period.

50. The procurement route will be chosen by way of a more detailed analysis designed to identify options and their associated risks and to ensure that crucial decisions by the funding partners are appropriately informed. The OBC assumes that the Waverley Railway will be procured under a Design & Build contract, funded by both a Scottish Executive direct grant and Council-led partnership funding.

51. In assessing which procurement route would be most appropriate for the Waverley Railway, a number of criteria will be considered including timetable, compatibility with Government policy, advice from Network Rail, market demand, affordability, complexity, cost and quality. Although the final choice will be made at a later stage, three structures are currently being considered following discussions with Network Rail. These are:

52. Design and Build – Network Rail procured. This option would allow an open competition for the infrastructure and civil engineering works, but less risk would be transferred to the contractor.

53. Design and Build – Waverley Railway Company. This company would procure the design and build contract and transfer it to Network Rail on completion.

30 Waverley Railway Outline Business Case, pgs 66 - 72
54. Early Contractor Involvement with a lead authority – This method has been successfully used by the UK Highways Agency on a number of projects and involves a preferred contractor early in the procurement process in order to achieve greater benefits.

55. Following completion of this phase, a Scottish Executive Gateway review will be held to confirm the most appropriate procurement route has been identified and any resulting funding implications evaluated.
### Funding Strategy

56. The capital cost of the Waverley Railway is £129.6 million (2002 prices). The potential funding sources available are: the Integrated Transport Fund £110.6m; Other public funding bodies £4m; and Local contributions £15m. These are summarised in the table below:

**Funding Summary**

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Cost (2002 prices)</td>
<td>£129.6m</td>
</tr>
<tr>
<td>[Capital Cost with 4.1% Optimism Bias See section B5 risk]</td>
<td>£134.22m</td>
</tr>
<tr>
<td>Scottish Executive (Integrated Transport Fund)</td>
<td>£110.6m</td>
</tr>
<tr>
<td>Other Public Sector Funding</td>
<td>£4.0m</td>
</tr>
<tr>
<td>Scottish Borders Enterprise</td>
<td>£1.0m</td>
</tr>
<tr>
<td>Shawfair Developments contribution [possibly rising to £4.8m]</td>
<td>£4.2m [£4.8m possible*]</td>
</tr>
<tr>
<td>S75 Scottish Borders Council</td>
<td>£7.4m</td>
</tr>
<tr>
<td>Currie Road Development, Galashiels</td>
<td>£1.8m</td>
</tr>
<tr>
<td>Total</td>
<td>£129m [or £129.6m*]</td>
</tr>
<tr>
<td>Potential Shortfall</td>
<td>£0.6m [or £Nil with all Shawfair*]</td>
</tr>
</tbody>
</table>

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*Waverley Railway Outline Business Case, Section B4 Funding Strategy, pgs 73-79,*
57. The funding is split with 85% anticipated to be provided by the Scottish Executive and the remainder coming from local contributions. It has been assumed that this 85:15 funding split would be retained in the face of any cost increase and that the Scottish Executive would forward fund the Waverley Railway, pending receipt of all Section 75 agreement contributions.
Key Risks

58. It is now industry standard that all major public sector projects seeking funding approval have their capital costs adjusted for bias and risk.

59. Construction risk – the capital costs for the Waverley Railway have been prepared by assuming a traditional design and build contract with a separate operating franchise. ScotRail and Network Rail have also advised on the costings used. These costs were then subject to Quantified Risk Assessment and various simulations in order to effectively measure and manage the risk. Using the Monte Carlo simulations, a risk figure of £12.42m has been included in the capital cost figure.

60. It is also important that process risk is evaluated, i.e. that the development of the Waverley Railway is properly managed and provides assurance to key stakeholders at key stages in the process. The Office of Government has introduced the Gateway review. There are 5 key review stages carried out by the Scottish Executive before the Waverley Railway can proceed.

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32 Waverley Railway Outline Business Case – Section B5, Key Risks, pgs 80-88,
Project Organisation

61. In order to deliver the Waverley Railway it is essential that the correct internal structures and external support exists. To provide this, the Promoter has formed a joint committee of senior members from partner Councils. This committee controls progress and is supported by a working group of senior officers from each partner Council and Scottish Enterprise with ScotRail and Network Rail acting as external advisors. The working group is, in turn supported by the partner Councils’ internal technical, legal and financial officers and comprehensive external expertise. It is anticipated that this team will oversee the Waverley Railway through the parliamentary phase to delivery.

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33 Waverley Railway Business Case, Section B6, Project Organisation, pg 89-93
Conclusion – The Waverley Railway

62. The Promoter believes that the Waverley Railway is essential to the continued growth of the Edinburgh economy by improving links to the areas of South East Scotland not presently served with an efficient public transport link. In addition, the resulting anticipated population growth in the Scottish Borders and Midlothian will significantly improve the sustainability of these areas in the face of long term decline. In particular:-

63. The Waverley Railway is identified by the Scottish Executive as one of the top ten Transport projects within “Scotland’s Transport: Delivering Improvements”.

64. The Waverley Railway is seen as an integral part of the Structure Plans, Local Plans and Transport Strategies of the three Councils.

65. The Waverley Railway will provide a significant contribution to overcoming the anticipated housing shortfall in Edinburgh by allowing the Scottish Borders to act as a viable alternative to housing in the Lothians.

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34 Waverley Railway Outline Business Case, pg 31

35 Waverley Railway Outline Business Case, pg 33

36 Waverley Railway Outline Business Case, pg 34
66. The Waverley Railway will improve the stability of Midlothian and the Scottish Borders by attracting additional housing and encouraging population growth.

67. The Waverley Railway will reduce congestion in the southern approaches to Edinburgh.

68. The Waverley Railway provides economic benefits through: increased population growth; promoting inward investment; tourism; retail; stronger links to Edinburgh; increased Edinburgh/Borders partnerships; accessibility; increasing critical mass; and promoting sustainability development.

69. The Waverley Railway is the key to delivering the objectives of “Smart Successful Scotland”.

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37 Waverley Railway Outline Business Case, pg 29