

Paper Reference(s)

**6476/01**

**Edexcel GCE**

**Geography B**

**Advanced**

Unit 6: Synoptic Assessment

Issues Analysis – The Scottish Borders

**ADVANCE INFORMATION**

To be issued to candidates on Monday 10 December 2007

**Do not write anything in this booklet.**

**This must be taken into the examination on  
Thursday 31 January 2008 in the afternoon.**

**RESOURCE BOOKLET**

**Items included in this pack:**

Resource Booklet

### **Instructions to Candidates**

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Work through the booklet to make sure you understand all the resources. You may seek help from your teachers or any other sources in this context. In the examination you will have to apply your critical understanding in an unfamiliar situation.

Whilst you may wish to do some background research on the internet on the Scottish Borders in order to understand the resources, you will be assessed only on your critical understanding of the resources provided in this booklet.

### **Information for Candidates**

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This booklet **must be taken into the examination**, which is on the afternoon of Thursday 31 January 2008.

Do NOT write anything in this booklet. Further copies of this booklet may be downloaded from the Edexcel website.

Notes may NOT be taken into the examination.

### **Advice to Candidates**

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In the synoptic exercise you will be assessed on your ability to synthesise knowledge, understanding and skills derived from your Advanced GCE course.

You will also be assessed on the quality of written communication shown throughout your report.

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**You may wish to visit the following websites as part of your initial assessment of the Scottish Borders region:**

[www.waverleyrailwayproject.co.uk](http://www.waverleyrailwayproject.co.uk)

[www.scottishborders.gov.uk](http://www.scottishborders.gov.uk)

[www.scottish.parliament.uk/home.htm](http://www.scottish.parliament.uk/home.htm)

[www.europa.eu](http://www.europa.eu)

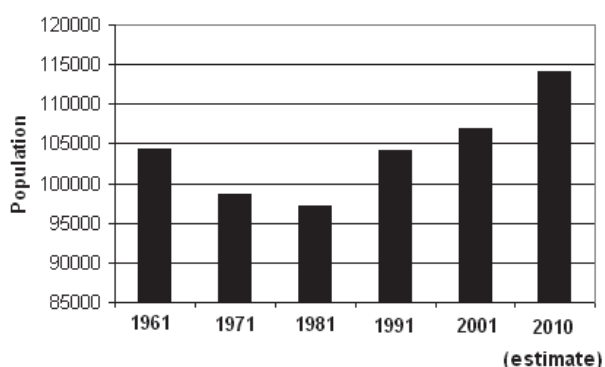
## Figure 1 Geographical background to the Scottish Borders

The Scottish Borders is the most south-easterly of Scotland's 32 Unitary Council areas. Its southern boundary is with the English counties of Northumberland and Cumbria. To the immediate north is Edinburgh. The region is characterized by the rolling hills of the Southern Uplands and the River Tweed flows through the area towards Berwick-upon-Tweed. The region has no commercial airports, railway stations or motorways.

The Scottish Borders region is the second most sparsely populated area in the UK and has no major town or city. The town of Hawick is the largest settlement in the area with a population of around 16,000 followed by Galashiels with some 14,500. The population mainly lives in small towns and villages.

The population is growing, largely resulting from migration into the region. The trends are shown on the graph below.

Scottish Borders total population 1961–2010



(Source: visionofbritain.org)

Average weekly earnings in this predominantly rural region are significantly different from Scotland as a whole and the lowest of any Local Authority in Scotland:

	Average weekly earnings, 2005
Scottish Borders	£331.30
Edinburgh City	£441.40
Scotland Average	£409.60

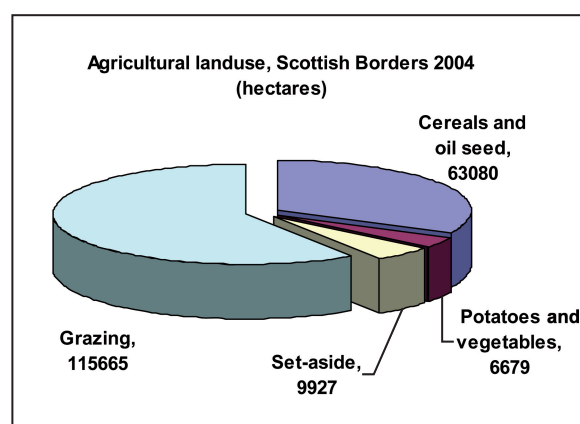
(Source: Annual Survey of Hours and Earnings, Office for National Statistics, 2005)

The proportion of elderly people is higher than in any other local authority area in Scotland and the Scottish Borders has the highest rate of out-migration of young people of any area in Scotland other than the Highlands and Islands. This out-migration has resulted in a relatively low unemployment rate, although it may prevent investment in the region. Service employment dominates the rural economy, although manufacturing employment is higher than the average for Scotland, as is employment in agriculture.

Services	59%
Manufacturing	18%
Agriculture	8%
Construction	8%

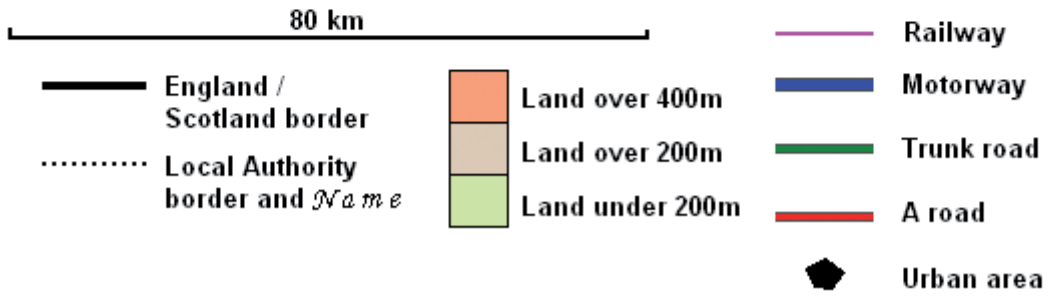
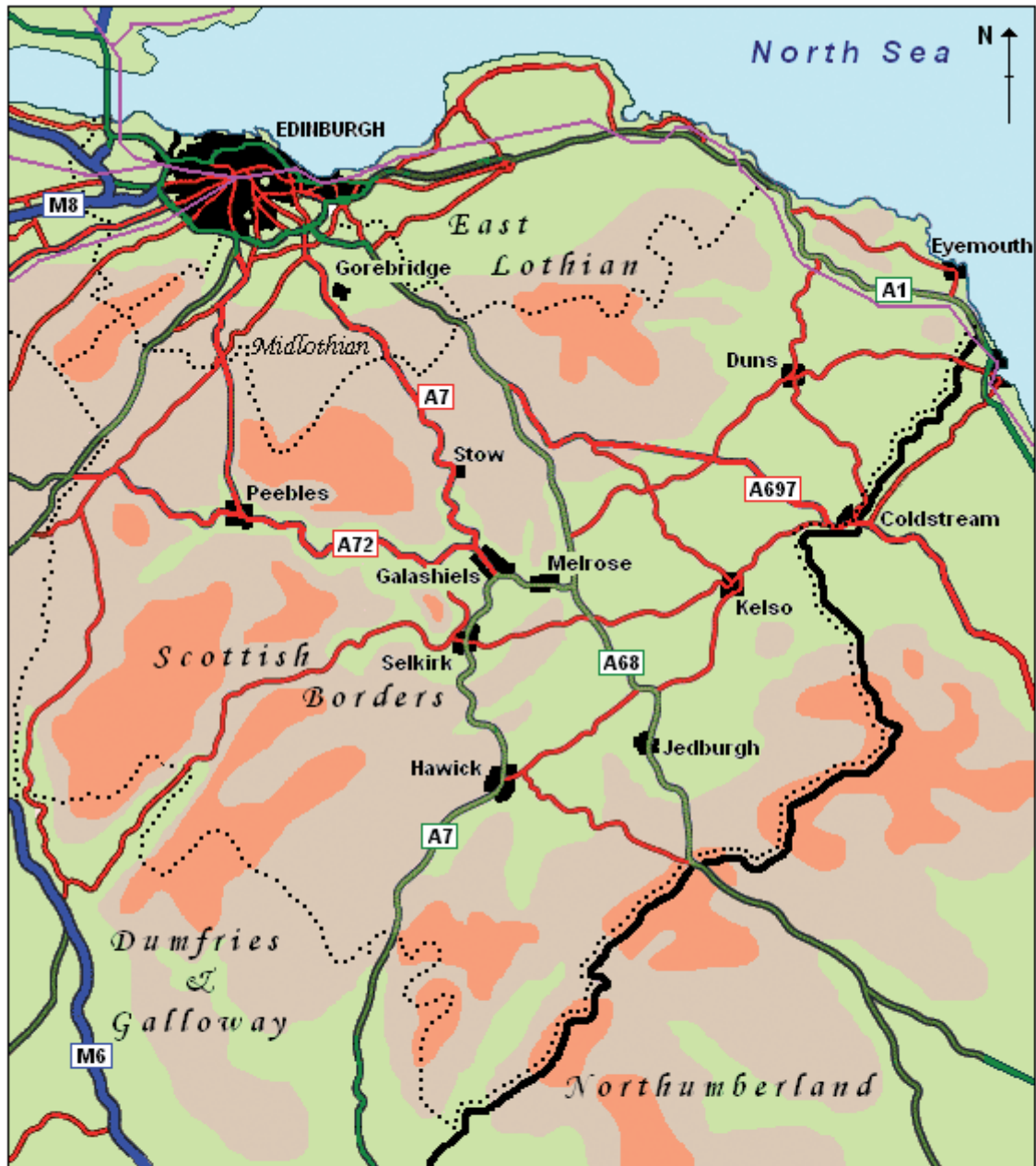
The region is famous for textiles, especially woven and knitted cashmere, tweed and tartan. In spite of the recent difficulties, the textiles industry is still a major employer.

The farm work force is around 2100 full- and part-time, spread across some 1400 farms. Farming ranges from arable in the drier, lower east to upland pastoral farming in the west. Borders farms are home to some 1.2 million sheep and 150,000 cattle.

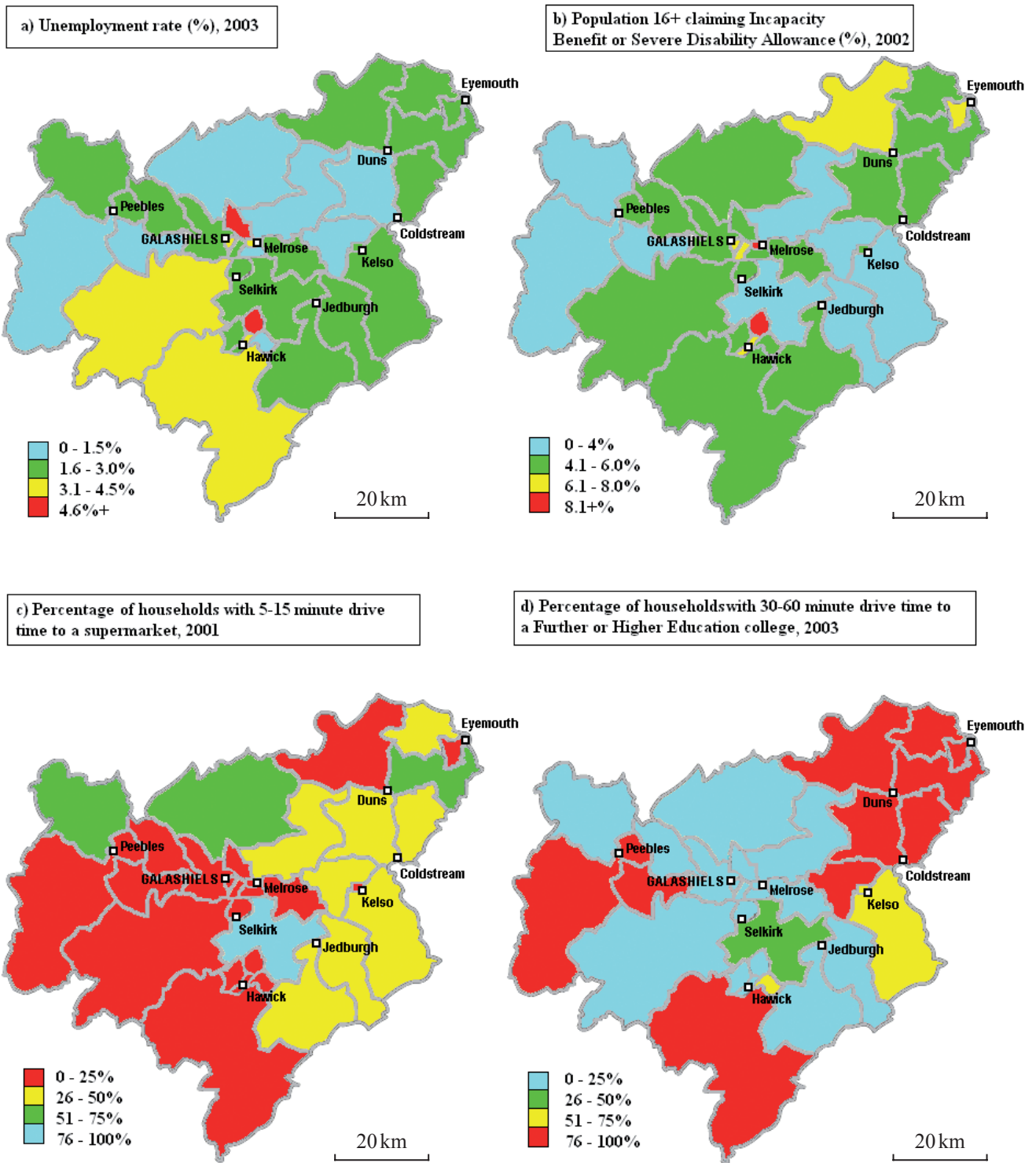


(Source: Scottish Agricultural Census, June 2004)

Figure 2 Location map of the Scottish Borders

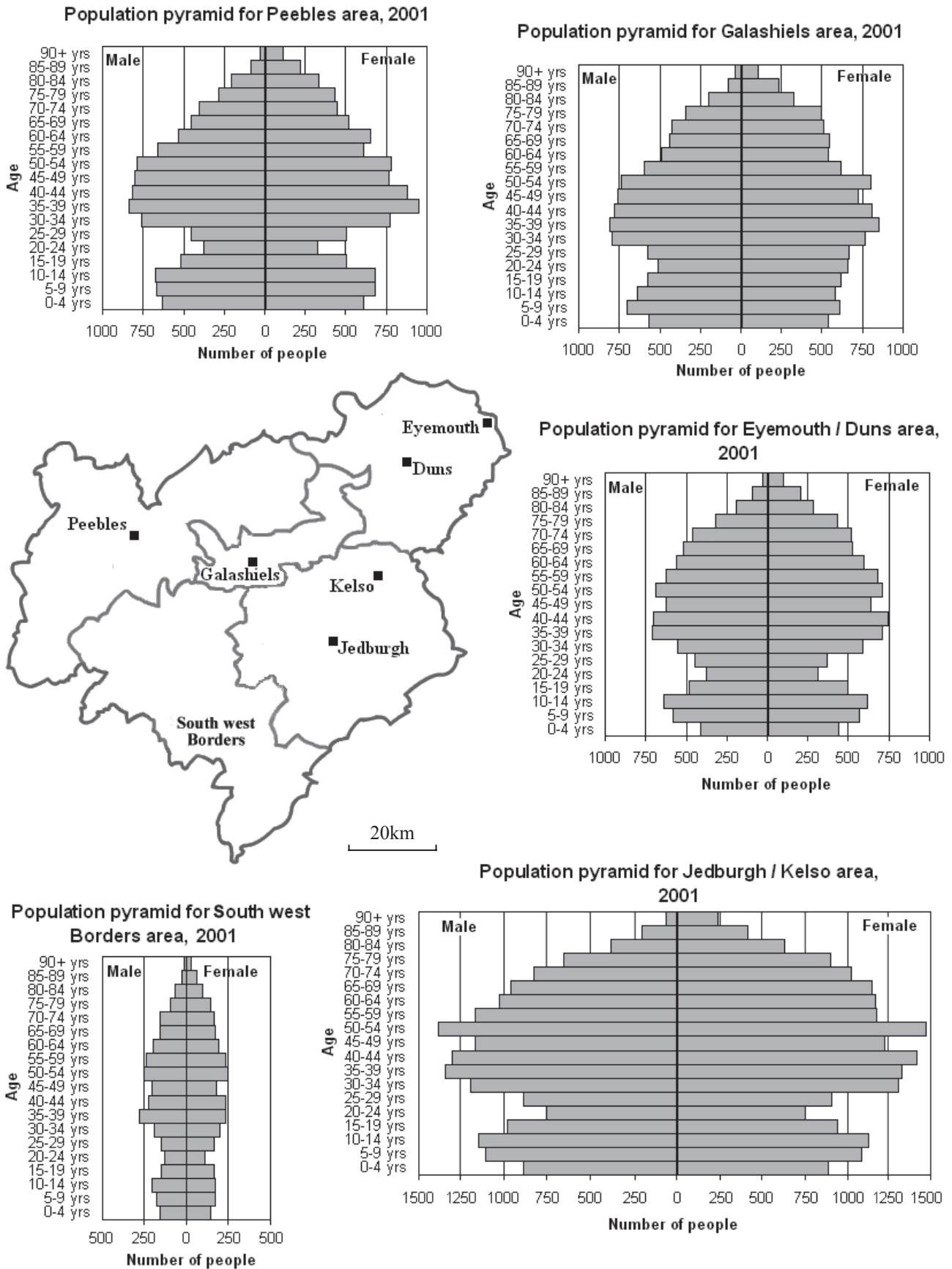


**Figure 3 Unemployment, benefit claims and access to services in the Scottish Borders**



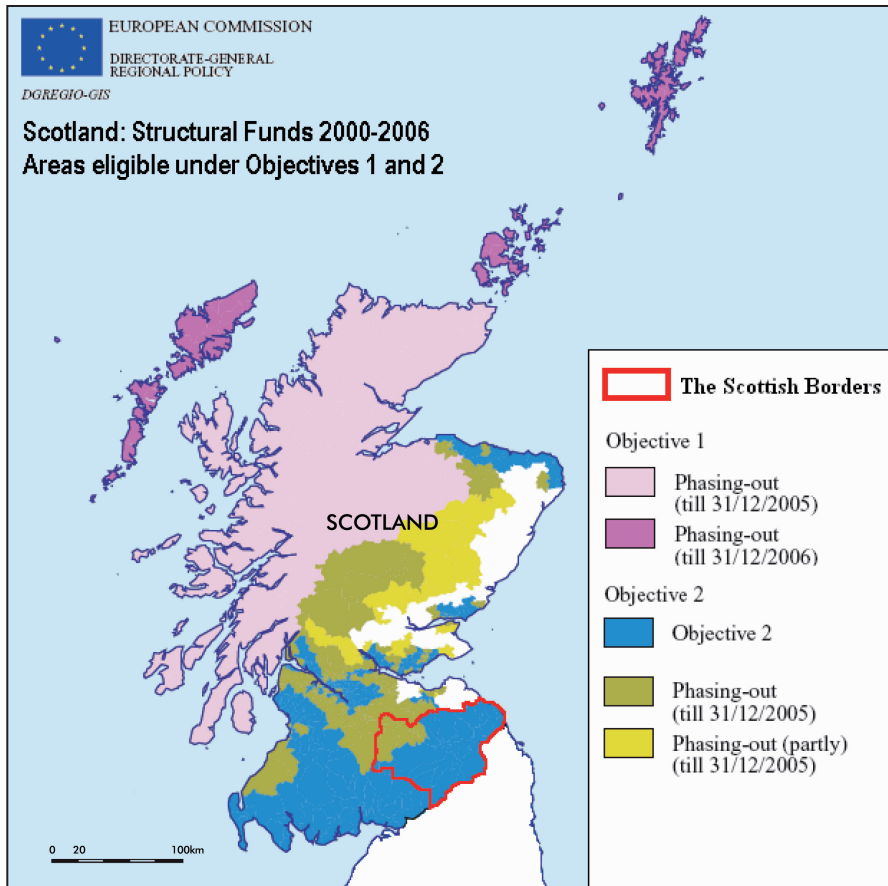
(Source: Scottish Neighbourhood Statistics, Scottish Executive, 2006)

**Figure 4 Population pyramids for the five sub-regions of the Scottish Borders, 2001**



(Source: Scottish Census, 2001)

**Figure 5 Areas of Scotland eligible for EU Structural Funding, 2000–2006**



(Source: European Commission, 2005)

European regional policy aims to reduce the economic disparity between EU regions. The Objective 2 regions' development levels are close to the EU average, but the regions face particular types of difficulties that are often the source of high unemployment. These include:

**Areas undergoing industrial restructuring**

- Job losses in industries such as textiles, cars, coal and steel production, as well as some service sectors
- Where such sectors are concentrated geographically, there can be severe consequences for the local and regional economy, with the need to promote new opportunities and the retraining of workers who lose their jobs

**The diversification of rural areas**

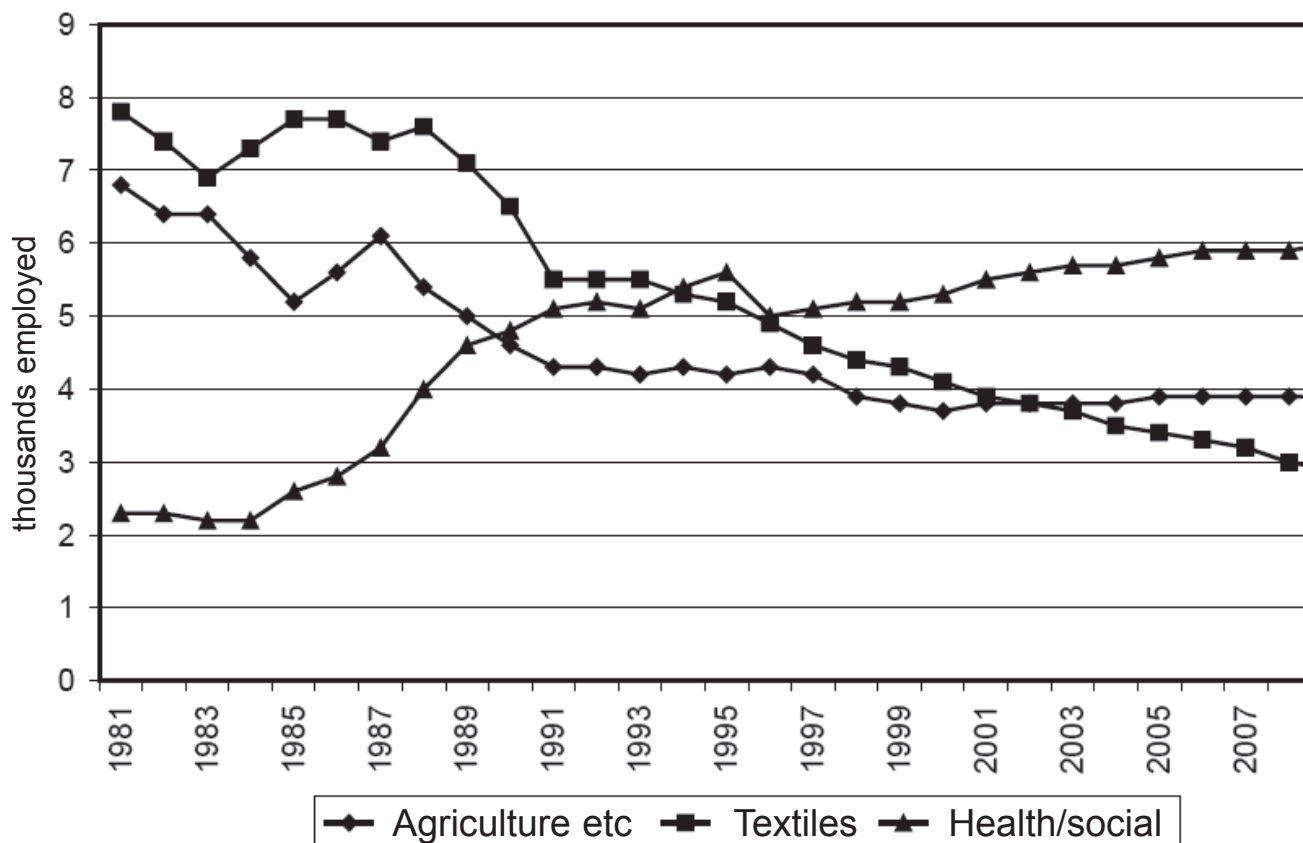
- Agriculture is no longer a major source of employment though it continues to be the main user of rural land as well as the key determinant of the quality of the countryside and the environment
- The revitalisation of rural areas and the maintenance of population depend on the development of new activities outside agriculture, notably in services

**Areas with severe geographical or natural handicaps**

- These areas - outermost regions, islands, mountain areas, peripheral areas, areas with very low population density - are often a key component of the European Union's environmental and cultural heritage
- There are often acute difficulties in maintaining population
- Additional costs for basic services including transport can impede economic development

(Source: Adapted from EU Commission, 2004)

**Figure 6** Changes in three major employment sectors of the Scottish Borders, 1981–2008



(Source: Scottish Parliament Research Note RN01M2 Borders Textile Industry, 2000)

**Primary sector**

- The Scottish Borders economy has suffered due to its structure. The area has a high proportion of employment in agriculture. Farm profits have fallen in recent decades, as has total agricultural employment.

**Secondary sector**

- Most towns have only a handful of significant employers and are especially vulnerable if a major employer closes. Nearly one-third of the workforce in the Borders is employed in manufacturing and construction, the second highest of any Scottish local authority and 50% above the Scotland average.
- Reliance on textiles is especially marked. This industry has been most affected by the forces of globalisation.

**Tertiary sector**

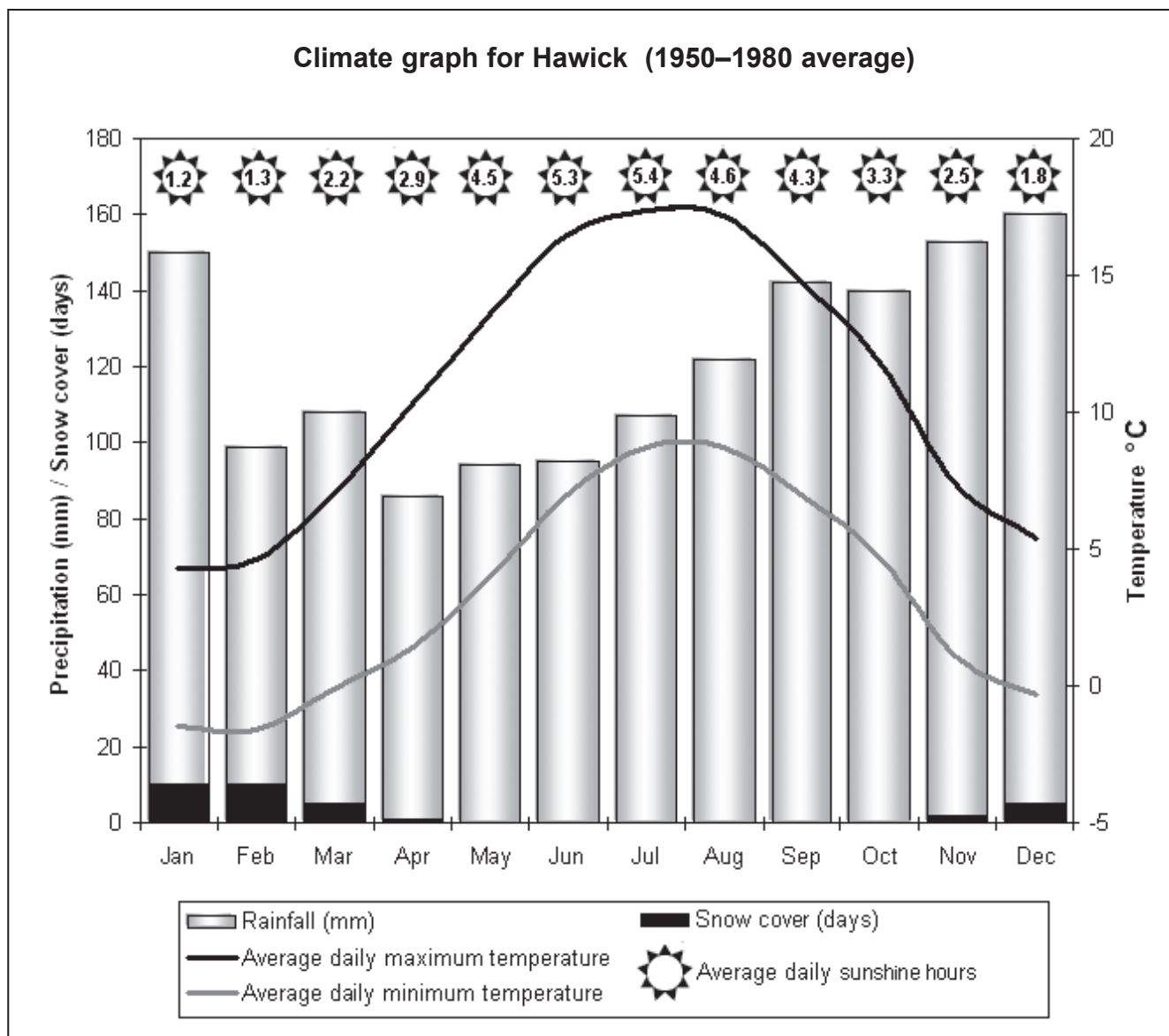
- The tourism sector, employing around 9% of the workforce, has managed to maintain its market share but is facing competition from other destinations within Scotland and beyond. Losses in farming and manufacturing have been partly offset by gains in health and social services.

**Investment**

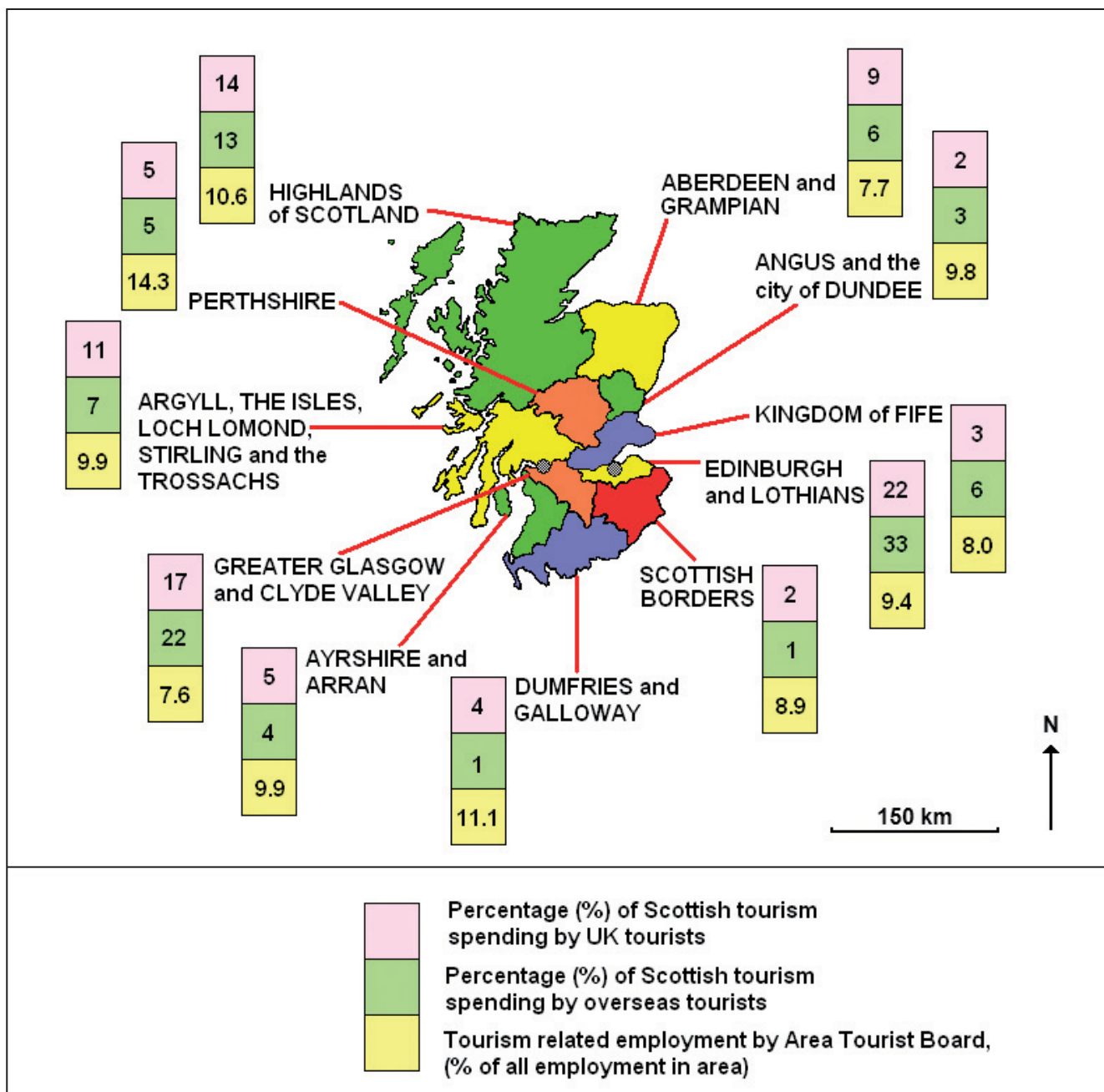
- Levels of industrial and business investment in the Borders region are the lowest per employee in Scotland. A lack of major sites for business development, plus poor transport infrastructure, are partly to blame.



**Figure 7 The climate of the Scottish Borders**



**Figure 8** Tourism data for the Scottish Tourist Board areas



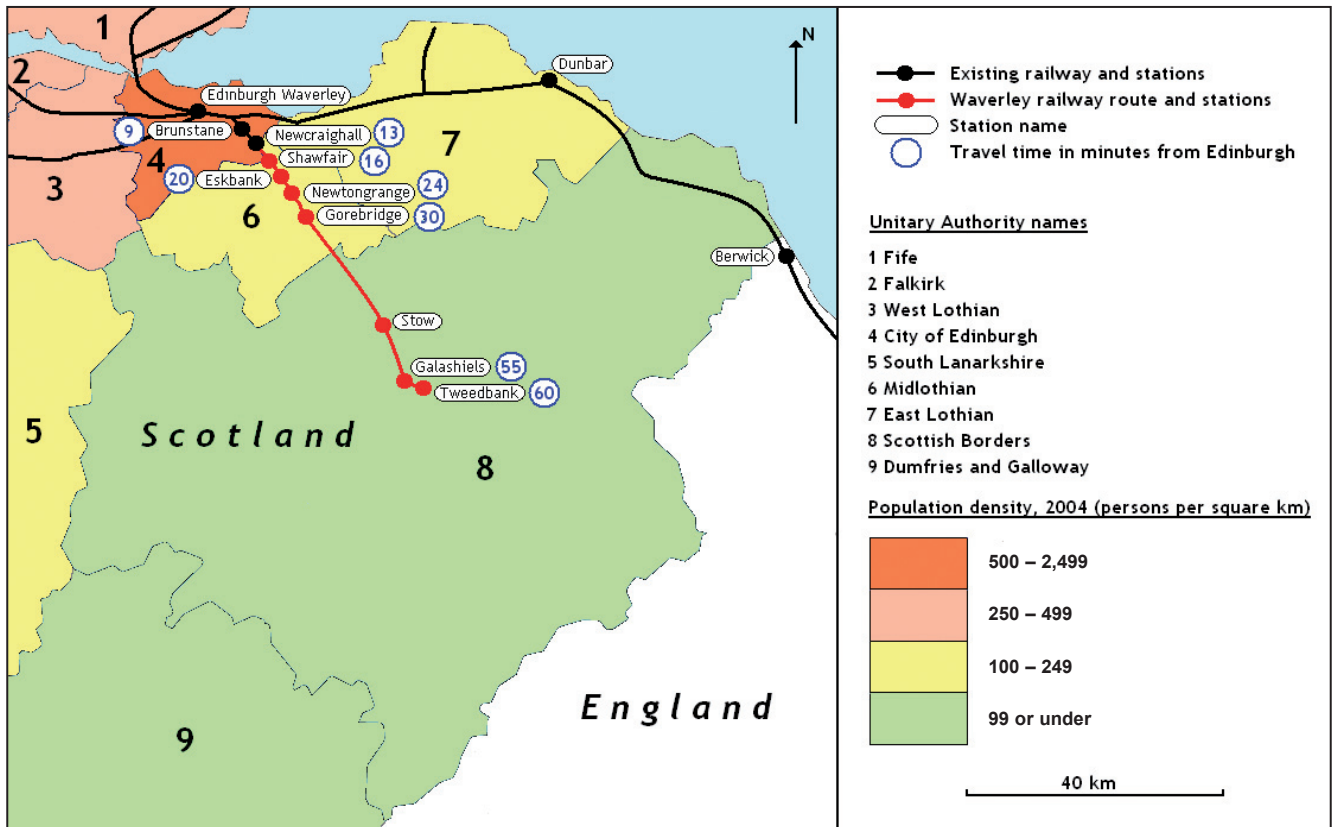
(Source: Tourism in Scotland, 2003)

In 2003, some 18 million tourists visited Scotland and stayed for one or more nights. On average, tourism related employment accounts for 9% of all employment in Scotland. Tourism expenditure exceeds £4.5 billion annually. The most important market is UK tourists visiting Scotland (domestic tourism), which accounted for £3.5 billion in spending in 2002. Overseas, or international, tourism added another £800 million in spending. UK tourists spend an average of 3.6 nights in Scotland when they visit, compared to 9.3 nights for overseas visitors. 65% of visits to Scotland by UK visitors are by car, 10% by rail and 11% by air. 82% of overseas visitors arrive by air.

**Figure 9 The Waverley railway project proposal**

The Waverley railway project aims to reopen a rail link to provide a passenger service from Edinburgh to the central Borders area in Scotland by 2011. The project is seen as the first phase of reopening the entire rail link between Edinburgh and Carlisle, which was closed in 1969.

The project is being promoted by the Scottish Borders Council, the City of Edinburgh Council and Midlothian Council who, along with Scottish Enterprise Borders, form the Waverley Railway Partnership. Railtrack and ScotRail are advisers to the Partnership.



**Benefits of the proposal, as stated by The Waverley Railway Partnership**

- 550 sustainable full time jobs within 5 years of completion of the line
- 360 full time jobs for up to 5 years linked to the construction of houses attributable to the new rail line
- 1,100 new houses in the Scottish Borders as a direct result of the new rail line
- Retaining young and attracting new people of all ages to work and live in the areas around the line
- Cutting car journeys by more than 750,000 per year and reducing vehicle pollutants into the environment through lower congestion and traffic
- Providing a safe alternative to the car
- Relieving pressure on the Green Belt area of Edinburgh
- Acting as a catalyst for increased tourism in Edinburgh, Midlothian and Scottish Borders

## **Figure 10      Representative statements**

“This is not solely a transport issue. Transport routes are the arteries where the life-blood of economic and social wellbeing flows - for those of us campaigning for the Borders Rail Link, this is a matter of vision, justice and economic necessity. We must acknowledge the members of the Campaign for Borders Rail who stood on street corners gathering the petition’s 20,000 signatures.”

**Christine Grahame MSP, South of Scotland (SNP)**

“I would be absolutely furious if the case fails as the Scottish Executive would be failing the Borders miserably. Commuters would use the railway and it would also open up the area to tourists.”

**David Parker, the leader of Borders Council**

In response to a public consultation on the Waverley Rail Link proposals, 94% of respondents said they were in favour of reinstating the railway and 90% of respondents said they would use it.

**Official website for the Waverley Rail Project**

“Faster journey times, greater accessibility for passengers with disabilities, improved opportunities for education, employment and leisure, reduced emissions from road traffic, safer travel - these are the tangible transport and economic benefits that the railway will bring.”

**Transport Minister Nicol Stephen**

“The proposed railway will not carry freight, so the A7 will still be clogged with heavy goods vehicles. If the railway brings in more people, there will be more freight and more congestion. Noise, pollution and danger to pedestrians is bound to increase.”

**Resident of Stow**

“Introduction of the proposed line will, potentially, turn the central Borders into a dormitory/satellite area for the Edinburgh conurbation. This would, in turn, lead to increased pressure on the existing social infrastructure of the area such as schools, utilities, roads, etc.”

**View of Galashiels residents, submitted to the Scottish Parliament**

“At first glance, the area has everything going for it. But as we are painfully aware, things are not always as they first seem. One person’s attractive rural landscape and picturesque small towns are another person’s rural isolation and urban decay.”

**Godfrey Robson, Chairman of the Borders Working Party, The Scottish Office**

“We have a lot to offer. There are plenty of sites that could be developed for Heritage Tourism. In some of the Borders towns there are derelict and brownfield sites which have been like that for years – the railway might kick-start development.”

**Shop owner in Tweedbank**

“The Borders is slowly dying. It is not the vibrant, growing community many of the councillors would make it out to be. Poor transport links with the nearest large cities mean that the Borders loses young workforce talent, as they face the reality that they cannot have a successful career and stay in the Borders. This is especially true in areas such as Galashiels. A rail link will not solve this problem, but it is part of the solution. It will open up a larger job market to the population, as well as encouraging newcomers to the area. And let’s be honest ...who would pass up living in such a scenic area such as the Borders if it meant you wouldn’t have to get up at 6am just so you could start work in Edinburgh at 9:30?”

**Borders resident and commuter**

Figure 11 Newspaper article from *The Scotsman* 2005

## Cash Case 'weak' for Border line

ALASTAIR DALTON  
Transport Correspondent

The economic case for reopening the Borders rail line is "not the strongest", the Scottish Executive admitted yesterday even as it confirmed it would find the lion's share of the £151 million project.

Nicol Stephen, the Transport Minister, also attached tough conditions to the cash to ensure projections for the 35 mile Edinburgh-Tweedbank route are met. The long-awaited news, of the most significant step yet towards returning trains to the northern section for the former Waverley line after nearly 40 years, met a mixed reception. Even public campaigners said the one-hour journey time would not be fast enough to attract passengers. Mr Stephen announced ministers would provide £115 million (at 2002 prices), equivalent to about £130 million today, including funding previously pledged by the Strategic Rail Authority (SRA). The conditions include assumptions that the scheme's business case projections are met, and a comprehensive risk management strategy is produced this year. He said the relative weakness of the value-for-money case was because the line would serve a rural area that would not generate the same volume of passengers as urban areas.

Giving evidence to MSPs he said, "This railway is a real sign that times are changing, that the Borders and Midlothian will play their full part in the strong, confident Scotland, that our transport investment will help build". He said the partnership agreement between Labour and the Liberal Democrats after the last Scottish elections had restated the Executive's commitment to the scheme, and stressed that funding had been allocated for all the Executive's major transport projects, including the line, in the last spending review.

However, Tricia Marwick, convener of the Waverley Railway Bill committee, expressed anger at the apparent leaking of the funding announcement last week, and said MSPs would have the final say over whether the project would go ahead. The bill must pass both its current preliminary stage and a second, detailed stage before work can start, possibly next year, with completion in 2008.

MSPs expressed scepticism about projections by Scottish Borders Council, the bill's promoter, over the expected extra housing the line would create. They also voiced concern about the effect of bus services on the A7, which runs parallel to the line. Christine May, the committee's vice-convener, pointed out that projected housebuilding over the next six years - vital in creating extra passengers - was five times the current rate.

But Mr Stephen, comparing the project's potential with the effect of oil on Aberdeen, said Borders, Midlothian and Edinburgh councils had told him this was achievable. Peter Fuller, the Scotland planning manager for the SRA, told MSPs the project did not have a strong business case on purely transport terms, but it might exceed its passenger projections.

He said there was a better case for ending the line at Gorebridge in Midlothian, but that would not help regenerate the Borders' economy. The SRA said the line would not cover its costs - like almost all rail routes in Britain. Earlier, Graeme Sandie, an objector from Galashiels, said: "An improved road between the central Borders and Edinburgh is what people want - they do not want a railway". David Mundell, the Scottish Conservatives' transport spokesman, gave a cautious welcome, but feared Borders council taxpayers would have to fund any shortfall. TRANSform Scotland, the public transport campaign group, said that the journey time "just doesn't look fast enough".

### Conclusions

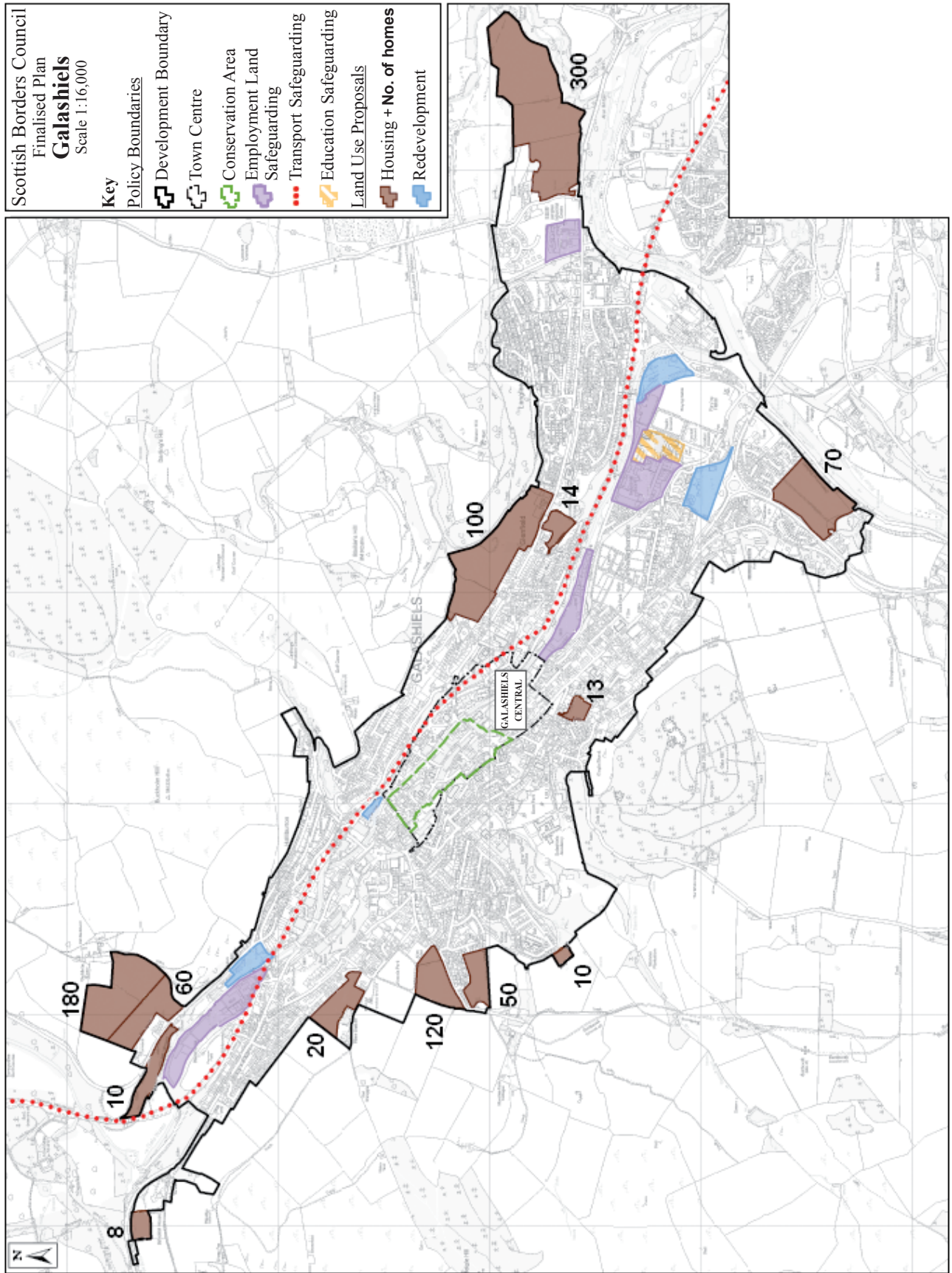
Rebuilding a rural railway line now largely colonised by sheep beside the A7 would not appear to be a winner. However, its backers believe the project will help trigger the construction of 10,000 new homes, providing 20,000 potential rail passengers. These extra Borders residents could both boost the region's economy and help fill jobs in Edinburgh's buoyant labour market. A total of 213 jobs are expected to be created in the Borders and 308 in Midlothian because of the line. More than 2,000 passengers a day are expected to use the service initially, rising to nearly 5,000 within ten years.

The line is also expected to encourage more tourists to visit the Borders - the only area of Britain without a station. It would also reduce journey times to Edinburgh and cut congestion and pollution. However, critics have expressed scepticism that the house-building targets can be achieved, and believe a railway would do little to attract new businesses or tourists seeking to tour the region. They add that the connection to Edinburgh would be no faster than driving.

The project's business case, which has been revised to take account of new Treasury guidance, states that the line would bring economic benefits of £90-£258 million over its first 30 years.

The Executive has already ordered aspects of the business case to be independently audited, while officials have also assessed it in detail prior to the funding announcement yesterday. The Executive has pledged the equivalent of £130 million to the £151 million project, and £6.6 million has been pledged by house-builders and developers such as ASDA, which is building a new store in Galashiels.

**Figure 12 Proposed developments in Galashiels**



**Figure 13      Photographs**



**PHOTOGRAPH A      A typical borders landscape: the Eildon Hills looking towards Melrose and Galashiels**



**PHOTOGRAPH B      Galashiels town centre: the Waverley railway project route would pass between the road and embankment**



**PHOTOGRAPH C** One of the proposed housing development sites on the edge of Galashiels

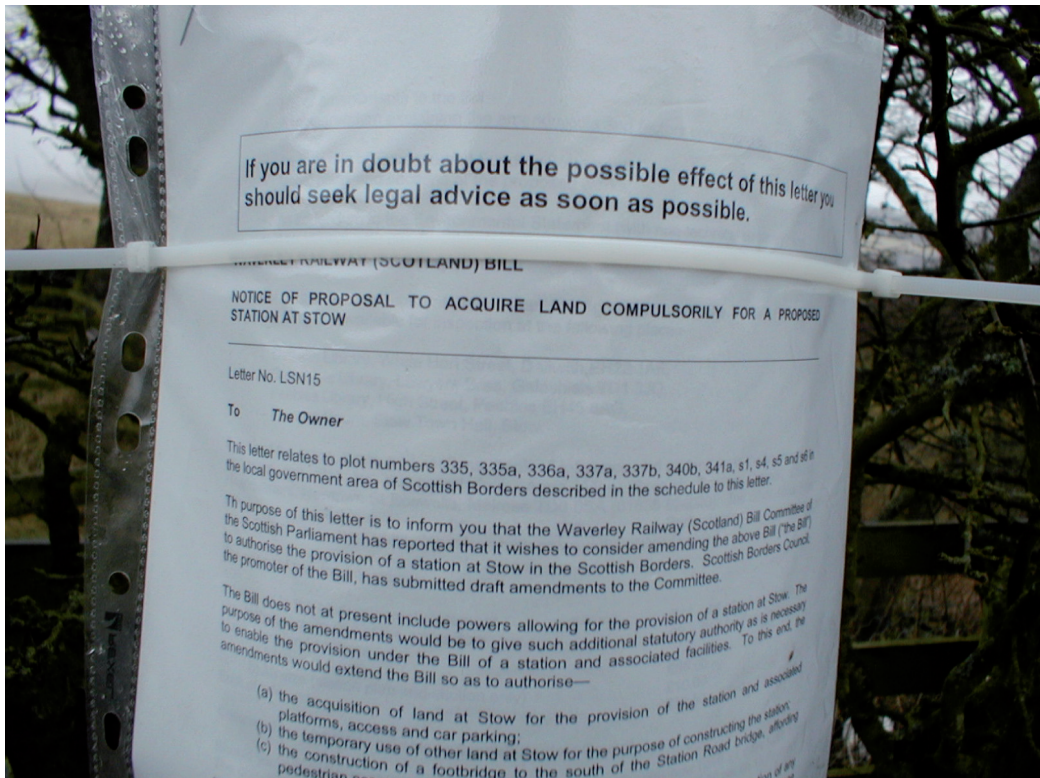


**PHOTOGRAPH D** The route of the Waverley railway project route at Stow, showing an overgrown cutting of the original line





**PHOTOGRAPH E Construction of a new Asda store in Galashiels, with a former textile mill in the background**



**PHOTOGRAPH F Posting of a compulsory purchase order for houses at Stow, built on the proposed Waverley railway project route since 1969**

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