

Executive Summary

JACOBS WAS COMMISSIONED BY TRANSPORT SCOTLAND TO UNDERTAKE A STAGE 1 EVALUATION OF THE OPENING OF RESTON RAILWAY STATION, WHICH OPENED IN MAY 2022.

In line with Scottish Transport Appraisal Guidance, this evaluation provides an assessment of performance following scheme opening, focusing on whether it is progressing towards achieving its Transport Planning Objectives (TPOs).

The evaluation draws on a comprehensive evidence base, including resident, business and visitor surveys, rail usage and accessibility data, and counterfactual analysis, whereby a town with similar characteristics to Reston, but without a new railway station, was selected to assess the true impact of the scheme by comparing wider market conditions.

Reston Railway Station was delivered to address long-standing connectivity challenges in East Berwickshire, reconnecting the area to the East Coast Main Line and providing direct links to key regional centres including Edinburgh and Newcastle. The scheme aims to improve access to employment, education and services, while encouraging modal shift towards more sustainable transport. The scheme objectives were as follows. These are the two objectives pertinent to Reston Railway Station and the impact within East Berwickshire.

TPO 1: Improve access to reliable and consistent public transport services to Edinburgh and Newcastle in the East Berwickshire area for education, tourism, and access to employment in order to support inclusive economic growth.

TPO 2: Increase the sustainable mode share for residents and businesses from the East Berwickshire and East Linton areas to Edinburgh and Newcastle.



Headline Statistics

RESIDENTIAL SURVEY

TRAVEL CHOICES

Across the whole study area **24%** identified as using the station.

28% of travellers to Edinburgh have replaced car journeys with rail.

53% of residents within Reston identified as using the station.

- Users have been abstracted from Dunbar and Berwick-Upon-Tweed.

21% use for commuting to employment/work

Edinburgh

Reston

Of those who use the station more than once a week:



89% for leisure purposes



32% for personal business

64% of regular rail users state that the opening of the station has allowed them to travel more.

IMPACTS OF RESTON STATION



80% of respondents believe the introduction of the station has had a positive impact on the local area.



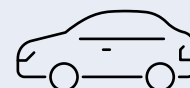
85% of respondents see Reston Rail station as providing new journey opportunities.

MODE OF ACCESS TO RAIL

24% of Reston Rail Users across the survey area walk/wheel to access the station.



67% travel by car.



Of those who reside in Reston, **69%** walk/wheel to access the station. **28%** travel by car.

SATISFACTION



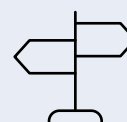
89%

are pleased with the cycle parking facilities available.



52%

are pleased with the interchange facilities with other modes.



93%

are pleased with the signage and wayfinding for the rail station.



97%

consider the station easy to access.



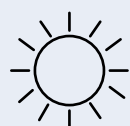
83%

are satisfied with the station facility overall.



87%

feel safe during evening/night time at the station.



96%

feel safe during day time at the station.



93%

are satisfied with the customer information available.



87%

are satisfied with the ticket machines available.



90%

are pleased with the cleanliness of the station.



85%

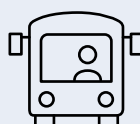
are pleased with the accessibility of the station for those who are disabled or with limited mobility.

REASONS FOR NOT USING THE STATION



53%

consider the convenience of private cars as a reason for not using Reston Station.



37%

outlined that a lack of convenient public transport between their house and the station was a reason for not using.



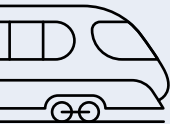
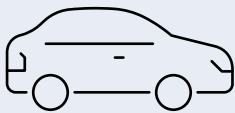
VISITOR SURVEY

Of those who do not currently visit East Berwickshire,
16% would travel by train if they were to visit.
60% would travel by car.

78% of respondents were not aware of the opening of Reston Rail Station.

91% of visitors to East Berwickshire do so by car.

40% of respondents had visited East Berwickshire in the last 2 years, of which **73%** had done so in the last year.



2% of visitors to East Berwickshire do so by Rail.

81% of visitors to East Berwickshire are undertaking day trips.

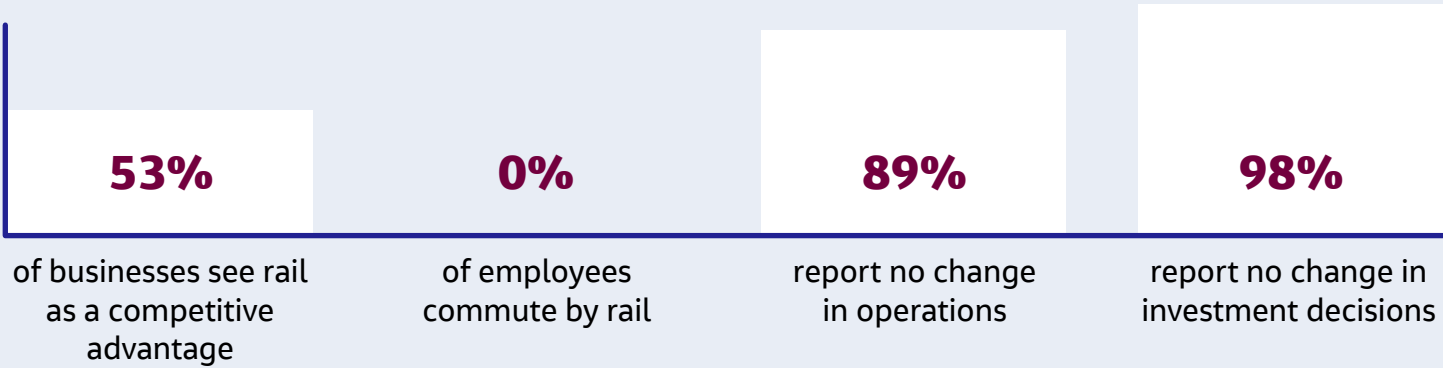
29% of all respondents outlined that they are more likely to visit **East Berwickshire** as a result of the station at Reston opening.

Over **92%** of respondents identified that the opening of the station has had no impact on the frequency or duration of their visits to East Berwickshire.



94% of respondents identified that the opening of the station at Reston had no impact on their use of rail.

BUSINESS SURVEY





SECONDARY DATA

RAIL PATRONAGE AND PUNCTUALITY

29,896 passenger station entries and exits per annum (April 2024 to March 2025).



Daily passenger demand

Edinburgh



Dunbar



From April 2024 to March 2025

66.9% of trains arrived on time at Reston

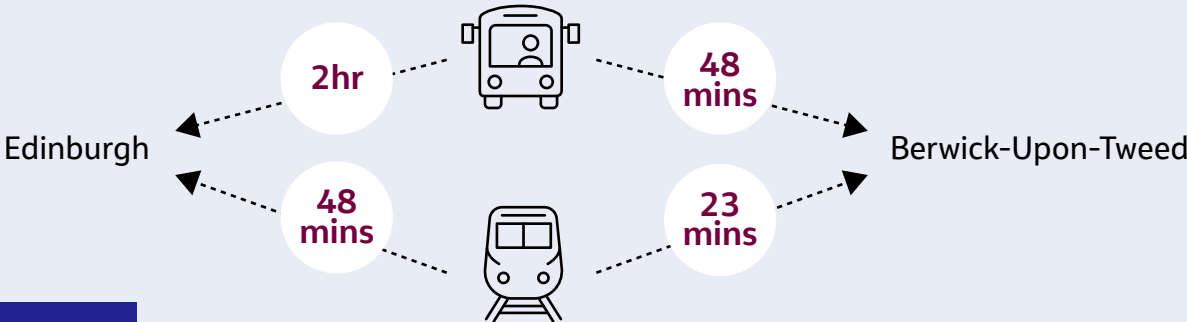
56%

21%

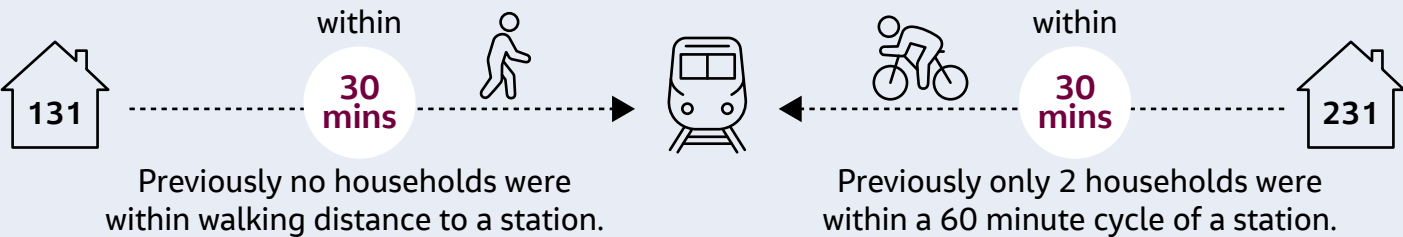
Reston

JOURNEY TIMES

Rail enables faster journey times to Edinburgh and Berwick-Upon-Tweed compared to bus.



ACCESSIBILITY



DEMAND AND VALUE FOR MONEY

← - - - →
c.29,900 annual station entries and exits vs. c.50,000 forecast

£
Capital cost higher than estimated in the Final Business Case (£21.2m vs £20.0m).

↓ ↓
Value for Money is assessed as low at this stage.

The Stage 1 Evaluation finds that the reopening of Reston Railway Station has delivered clear and significant accessibility improvements, particularly in reducing journey times and reconnecting East Berwickshire to the national rail network. The station is well regarded by users, with high levels of satisfaction in terms of accessibility, safety and overall quality.

However, these improvements have not yet translated into widespread behavioural or economic change. Rail use remains below forecast and largely leisure-focused, with limited use for commuting, education or regular travel. As a result, the scheme has only made modest progress towards its transport and economic objectives.

Car dependency remains dominant across residents, businesses and visitors, and there is no material shift in overall mode share. The evaluation identifies key constraints as limited service frequency, timetable gaps, and weak integration with local public transport which are restricting the station's effectiveness and uptake.

Evidence from the counterfactual analysis indicates that, while accessibility gains are clearly attributable to the scheme, wider travel behaviour and economic trends are broadly consistent with the comparator area of Ancrum, suggesting that early impacts beyond accessibility remain limited.

Outturn capital costs for Reston are higher than the pre-opening estimate (£21.165m compared with £19.97m). Operating and maintenance costs for Reston are lower than the annual assumption cited in the FBC (approximately £115k compared with £145k per year).

Observed Reston demand is lower than the pre-opening forecast range (29,896 entries and exits compared with a forecast of 49,897–51,692), representing a shortfall of around 20,000–22,000 entries and exits.

The most significant Value for Money (VfM) drivers at Stage 1 are the capital costs and demand. A demand shortfall has been realised, which worsens VfM. Lower operating costs and slightly faster journey times to Edinburgh and Newcastle provide only limited offsets and do not materially alter the overall conclusion.

Overall, Reston Railway Station can be characterised as a scheme that has successfully established the conditions for change but has not yet realised its full potential. Its long-term success in supporting inclusive economic growth and sustainable travel will depend on enhancements to service provision, improved integration with other modes, and continued demand growth over time.