

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**EXECUTIVE COMMITTEE****18 MAY 2018****LOCAL RAIL DEVELOPMENT FUND****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report provides details of Transport Scotland's Local Rail Development Fund and seeks agreement to submit two applications to the fund.

1 RECOMMENDATIONS

1.1 That the Executive Committee:

- (i) notes details of Local Rail Development Fund; and
- (ii) considers and approves two applications to the Local Rail Development Fund for submission by the deadline of 8 June 2018, as outlined within the report and accompanying appendices.

2 BACKGROUND

2.1 At its meeting on 27 March 2018 the Partnership delegated authority to the Executive Committee to consider and approve potential applications to the Local Rail Development Fund (Report RTS/18/14 refers). The initial 18 May 2018 deadline for submission of applications has been extended to 8 June 2018.

3 DISCUSSION**Introduction**

3.1 Transport Scotland published the [Rail Enhancements and Capital Investment Strategy](#) on 19 March 2018. At the same time Transport Scotland also announced a £2m Scottish Government fund to develop options to improve local rail connections. The Local Rail Development Fund (LRDF) is available during 2018/19 and is open for any stakeholder organisation with a responsibility or interest in local transport issues to apply, including RTPs and Local Authorities.

3.2 The Rail Enhancement & Capital Investment Strategy is part of the Rail Industry's Long Term Planning Process, which commenced with Network Rail preparing their Scotland Route Study (SRS) towards the end of 2014. The SRS was published in July 2016 and provided options for funders in Scotland considering rail industry investment to improve connectivity, capacity and resilience on the existing network for Network Rail Control Periods 6 (2019-

2024) and 7 (2024-2029). Utilising the SRS and following Rail Industry Advice, Transport Scotland published their High Level Output Statement (HLOS) in July 2017. This sets out the intention to adopt a pipeline approach to the delivery of rail enhancement and major renewal projects, designed to meet the projected demand for rail for the period to 2040.

- 3.3 The Rail Investment & Capital Investment Strategy provides details of the pipeline approach to be adopted over the next 10 – 15 years. However, no specific projects are currently named or included, but it is expected that the pipeline will begin to be populated with projects commencing in late summer 2018, based on the Rail Industry Advice.
- 3.4 Appendix A to this report shows the pipeline approach being adopted, with third party projects, such as those from RTPs, Local Authorities, etc. going through the pre-pipeline appraisal process as shown in Diagram One and any projects coming forward from the Rail Industry Long Term Planning Process going directly to the pipeline appraisal process as shown in Diagram Two.
- 3.5 The 2018/19 LRDF is available to assist in funding the pre-pipeline appraisal work and to potentially bring forward proposals aimed at tackling specific rail connectivity issues. The appraisal must be multi-modal and follow the Scottish Transport Appraisal Guidance (STAG) process, with a number of decision points as shown in Appendix A Diagram One. The funding will be provided sequentially and reviewed at each decision point in the process.
- 3.6 The main points of the LRDF are:
- £2m funding available throughout Scotland in 2018/19;
 - Match funding is not a requirement;
 - Funding is for new projects or to assist with appraisal work already under development;
 - Must be multi-modal assessment following STAG guidance and must contain an element of rail for funding to be provided / continued;
 - Process will follow pre-appraisal pipeline process, with decision points (including funding) at end of each STAG sequential stage: Initial Appraisal; Preliminary Options Appraisal; Detailed Options Appraisal;
 - Rail outcomes from pre-pipeline appraisal will be considered by Transport Scotland for inclusion in pipeline process.
- 3.7 It is also worthwhile noting that the pre-pipeline process remains open to RTPs and Local Authorities beyond 2018/19, but that LRDF funding is only available during 2018/19, with the deadline for application being 8 June 2018.

Applications to LRDF

- 3.8 Tactran's RTS Delivery Plan includes 3 projects that could be considered for an application to the LRDF:
- R5.4 Relocation of Invergowrie Station to Dundee West
 - R5.5 New Rail Station at Bridge of Earn

- PR3.1 Strategic Park & Ride at Bannockburn, Stirling

Relocation of Invergowrie Station to Dundee West

- 3.9 Previous appraisal work undertaken by Tactran through the Tay Estuary Rail Study (TERS), has identified that there may be a business case for relocating Invergowrie station to Dundee West (located on the north side of Riverside Avenue approximately at Wright Avenue).
- 3.10 The Partnership agreed in 2015 that further appraisal work should not commence until after an hourly service is secured at the current Invergowrie station (Report RTP/15/21 refers). The Revolution in Rail timetable is scheduled to provide this from May 2019. In addition the Tay Cities Deal includes a project considering a wider Park & Ride Strategy around Dundee and it is envisaged that the relocation of Invergowrie station to Dundee West will be considered as part of this wider strategic consideration.
- 3.11 It is therefore considered that an application to LRDF would not be appropriate at this time. This would give time for the hourly service at Invergowrie to “bed in” and provide information on passenger numbers for the new improved service and also permit consideration of relocation of the station to be included as an option in a strategic appraisal of Park & Ride/Choose facilities around Dundee.

New Rail Station at Bridge of Earn (Oudenarde)

- 3.12 Tactran’s Delivery Plan includes the proposal to undertake a STAG transport appraisal for the Bridge of Earn area that will consider all options for improving the transport system. This would be multi-modal and include public transport options through improved provision of rail (new station), bus or other provision. The intention would be to include the new development proposed at Oudenarde, with existing provision to create a new Park & Ride station within that, within this appraisal. Consideration would also be given to the impacts and benefits a new station in this location would have on the wider Perth to Edinburgh rail travel demands and connectivity.
- 3.13 An initial Rail Demand Feasibility Study for Oudenarde and Newburgh was undertaken in 2015, by Tactran, SEStran, Perth & Kinross and Fife Councils. This identified that there could be a positive business case for a station at either location, but that further work and a full STAG appraisal would be required, at a time when all partners agreed (Report RTP/15/37 refers).
- 3.14 SEStran will be submitting an application to the LRDF for appraisal of sustainable access to Newburgh, including rail options, on behalf of the local community who have already undertaken some initial feasibility work on this. It has been agreed that Tactran will be part of the steering group team. Likewise it is proposed that Tactran submits an application for LRDF for Bridge of Earn, as outlined above, with SEStran part of the steering group team. This will ensure consistency and awareness of both appraisals and

also identify areas where there could be commonality, particularly at each of the decision stages.

- 3.15 The intention therefore is to submit an application to LRDF for a Bridge of Earn Appraisal, in partnership with Perth & Kinross Council and including SEStran within the steering group team.

Strategic Park & Ride at Bannockburn, Stirling

- 3.16 Stirling Council undertook a transport appraisal in line with 'Development Planning & Management: Transport Appraisal Guidance' (DPMTAG) to inform the most recent Stirling Local Development Plan (LDP) and Local Transport Strategy (LTS). This appraisal identified that Strategic Park & Ride interventions are likely to be required to enable full build out of the LDP allocations without congestion undermining the objectives of the LDP and to support economic growth aspirations in the emerging Stirling/Clackmannanshire City Region Deal.
- 3.17 Work to consider the appropriate Strategic Park & Ride solutions now needs to be undertaken, considering options for rail Park & Ride at a number of locations, including Bannockburn, other locations south of Stirling and potential relocation of Bridge of Allan station.
- 3.18 Early appraisal work to inform a Stirling Strategic Park & Ride Study has been undertaken by Stirling Council in conjunction with Tactran, Transport Scotland and the rail industry. It is proposed that these organisations would be involved in taking this work forward.
- 3.19 Following discussion with Stirling Council officers it has been agreed to submit a joint application to the LRDF for funding to take forward a Stirling Strategic Park & Ride Study.
- 3.20 It is anticipated that the cost of taking the appraisal for Bridge of Earn and Strategic Park & Ride, Stirling through the pre-pipeline process will be in the range £75,000 to £125,000 each. Work is ongoing on this but costs will be finalised before applying to the LRDF by the deadline of 8 June 2018. It is intended that the full cost of the appraisal will be sought from LRDF, with Tactran resources being staff time in project managing the appraisals.
- 3.21 The Executive Committee is asked to consider and approve two applications to the Local Rail Development Fund (LRDF); Bridge of Earn Appraisal and Stirling Strategic Park & Ride Study.

4 CONSULTATIONS

- 4.1 Officers from partner Councils and SEStran have been consulted in development of this report and are in agreement with the recommendations.

5 RESOURCE IMPLICATIONS

5.1 This report has no direct resource implications other than staff time.

6 EQUALITIES IMPLICATIONS

6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no material issues have been identified.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/18/14, Director's Report, 27 March 2018

Report to Partnership RTP/15/21, Rail Issues Update, 16 June 2015

Report to Partnership RTP/15/37, Rail Strategy Progress Update, 8 December 2015

DIAGRAM ONE

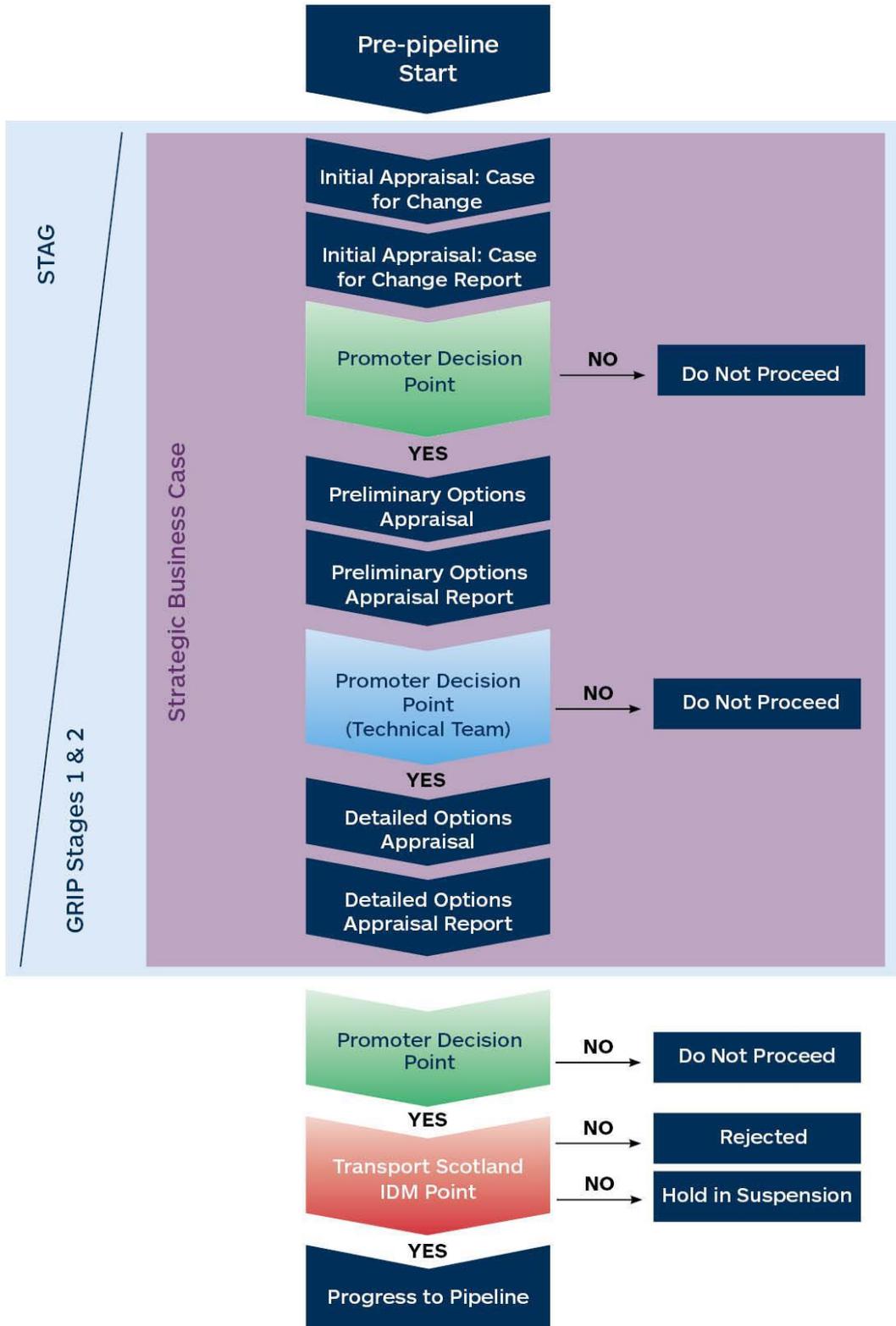


DIAGRAM TWO

