

Applications to the Local Rail Development Fund (LRDF)

1. Introduction

1.1 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. Bids were to be submitted by 8 June 2018.

1.2 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 (2019-2 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.

1.3 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.

1.4 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 1 Diagram One. The funding will be provided sequentially and reviewed at each decision point in the process.

1.5 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.

2. Discussion

- 2.1** SEStran was approached by the Newburgh Community Rail Group (NCRG), in Fife, to support the submission of a bid to carry out a further study into the proposal for a railway station at Newburgh.
- 2.2** SEStran Officers met with the NCRG, Fife Council and Tactran colleagues to discuss a potential approach for funding under the LRDF
- 2.3** A number of joint studies regarding the potential for new stations at Newburgh and at the near-by Oudenarde (an eastward extension to Bridge of Earn) in Perth & Kinross have been carried in the past with the most recent, a study funded by SEStran, Tactran, Fife and Perth & Kinross councils being carried out in 2014/15.
- 2.4** Following that study, SEStrans' Partnership Board was asked to note that, "...subject to agreement amongst all the client group partners, further discussions take place with Transport Scotland and Network Rail regarding this project before consideration is given to enter into a full or partial STAG process."
- 2.5** Taking cognisance of 2.3 above and that a subsequent study has been carried out for Newburgh under the auspices of the NCRG, SEStran officials and those of the partner organisations listed in 2.2 above have agreed that SEStran would support the Newburgh station bid and that TACtran would submit a bid for Bridge of Earn Appraisal /Oudenarde station.
- 2.6** To ensure consistency of approach and awareness of both appraisals and identify areas where there is commonality, particularly at each of the decision points, it is the intention that the Bridge of Earn/Oudenarde Appraisal will include SEStran in the Project Steering Group and vice versa with TACtran for Newburgh.
- 2.7** As a result of the need to submit the bid in advance of the Partnership Board meeting on 22 June 2018 and under the terms of Clause 40 of SEStran's Standing Orders a decision was taken by the Chair and Vice Chairs to agree to the submission of the Newburgh bid, subject to this report to the Board.

3. Further Bids to the LRDF 2018/19

- 3.1 Within the SEStran region, further bids were submitted for studies relative to rail facilities at Alloa to Dunfermline and St Andrews Star link and a submission by Fife Council/SEStran/ScotRail to gather data on travel behaviour in the Forth Bridgehead area.
- 3.2 The above proposals are broadly supported within the Regional Transport Strategy.
- 3.3 Bonnybridge Station is undergoing a separate pre-appraisal funded by Falkirk Council.
- 4. **Recommendations**
- 4.1 The Board is asked to note the contents of the report.

Keith Fiskien
Business Partner
 10th June 2018

Appendix 1: Diagram A – STAG Process

Policy Implications	None
Financial Implications	None
Equalities Implications	None
Climate Change Implications	None

Appendix A Diagram One

