

NEWBURGH TRANSPORT APPRAISAL STUDY

1. Introduction

1.1. A successful application was made in 2018 to the Local Rail Development Fund (managed by Transport Scotland) by the Newburgh Train Station Group supported by SEStran & Fife Council to conduct a transport appraisal in the Newburgh area.

1.2. In December 2018 SYSTRA was appointed to undertake the work. This paper outlines to the Partnership Board the work to date, and the timelines for future work.

2. Pre-Appraisal Case for Change

2.1. The first stage of the work was completed in April 2019 providing the evidence behind the shape and direction of the study, in setting the scene in terms of the evidence base, collation of the problems and opportunities and setting the transport planning objectives.

2.2. The attached report (appendix 1) was submitted to Transport Scotland for review in April 2019.

3. Future work

3.1. The next stage of the study, if successful, is to assess which of the identified options best meet the STAG criteria and the agreed Transport Planning Objectives

- TPO1: Increase the attractiveness of public transport travel to local centres in Fife and main city regions in Scotland to access centres of educational, health, leisure and employment opportunities, and connect with friends and family in the surrounding area.
- TPO2: Reduce the proportion of private vehicle driver trips made by Newburgh residents and those in the surrounding area.
- TPO3: Enhance the sustainability of Newburgh's economy for the long-term.

3.2. If approved by Transport Scotland SYSTRA will undertake the Detailed Case for Change beginning July 2019.

4. Recommendation

4.1. It is recommended that the Board notes the content of this report.

Keith Fiskien
Programmes Manager
14 June 2019

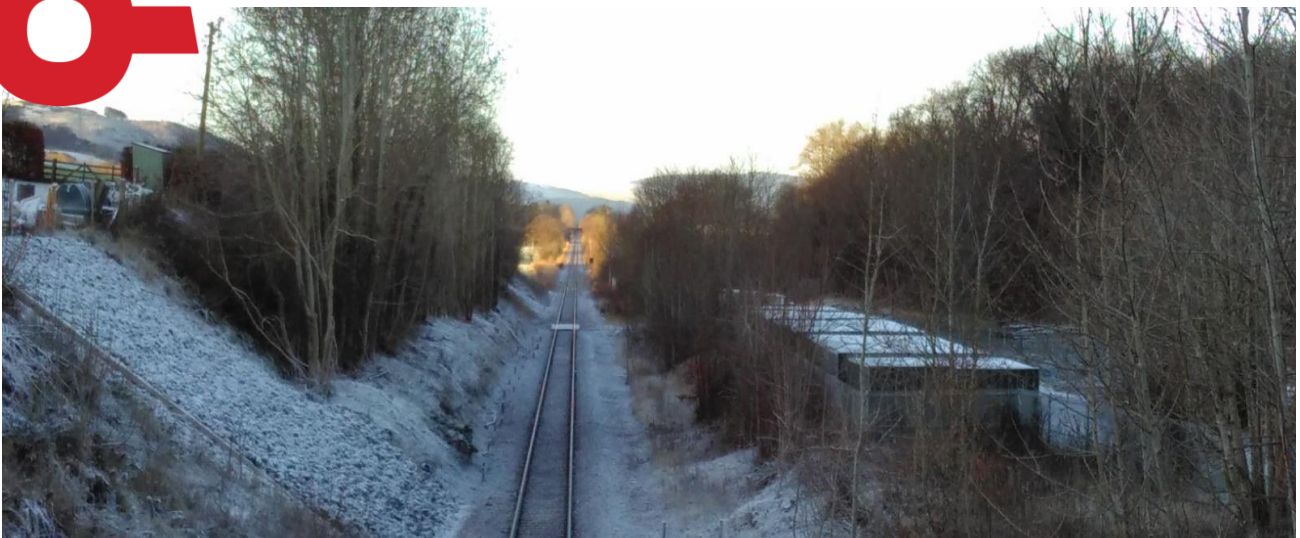
Appendix 1: NEWBURGH TRANSPORT APPRAISAL PRE-APPRAISAL: CASE FOR CHANGE

Policy Implications	None
Financial Implications	£82,000 funding secured via LRDF. Dependent on completion of each stage post Transport Scotland review. Stage 1 costs £9,000 to be claimed against fund budget.
Equalities Implications	None
Climate Change Implications	None

Newburgh Transport Appraisal
Reference number 108224

18/04/2019

NEWBURGH TRANSPORT APPRAISAL PRE-APPRAISAL: CASE FOR CHANGE



NEWBURGH TRANSPORT APPRAISAL

PRE-APPRAISAL: CASE FOR CHANGE

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TABLE OF CONTENTS

1.	INTRODUCTION	6
1.1	OVERVIEW	6
1.2	SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG)	6
1.3	PROJECT STEERING GROUP	7
1.4	OTHER CONCURRENT STUDIES	7
2.	CONSULTATION & COLLATION OF BASELINE EVIDENCE	8
2.2	NEWBURGH TRAIN STATION GROUP	8
2.3	STAKEHOLDER CONSULTATION	9
2.4	COLLATION OF BASELINE EVIDENCE	13
3.	POLICY	14
3.1	OVERVIEW	14
3.2	NATIONAL POLICIES AND PLANS	14
3.3	REGIONAL POLICIES AND PLANS	18
3.4	LOCAL POLICIES AND PLANS	21
3.5	FINDINGS	26
4.	SOCIO-ECONOMIC CONTEXT	27
4.1	OVERVIEW	27
4.2	POPULATION	27
4.3	SCOTTISH INDEX OF MULTIPLE DEPRIVATION	29
4.4	CAR AVAILABILITY	30
4.5	ECONOMIC ACTIVITY	33
4.6	TRAVEL TO WORK AND STUDY	34
4.7	ACCESSIBILITY	39
4.8	FINDINGS	39
5.	TRANSPORT NETWORK	41
5.1	OVERVIEW	41
5.2	WALKING AND CYCLING	41
5.3	PUBLIC TRANSPORT: BUS	42
5.4	PUBLIC TRANSPORT: RAIL	45
5.5	TRANSPORT NETWORK: ROAD	51

5.6	RIVER TRAVEL	52
5.7	FINDINGS	53
6.	PROBLEMS, OPPORTUNITIES, ISSUES AND CONSTRAINTS	54
6.1	OVERVIEW	54
6.2	PROBLEMS	54
6.3	OPPORTUNITIES	55
6.4	ISSUES	56
6.5	CONSTRAINTS	56
7.	TRANSPORT PLANNING OBJECTIVES	57
7.1	OVERVIEW	57
7.2	INITIAL TRANSPORT PLANNING OBJECTIVES	57
7.3	PROPOSED STUDY OBJECTIVES	58
7.4	STAG CRITERIA	58
8.	OPTION GENERATION & OPTIONEERING	61
8.1	OPTIONS PREVIOUSLY CONSIDERED	61
8.2	OPTIONS FOR CONSIDERATION	61
8.3	OPTIONEERING	65
9.	SUMMARY & FINDINGS	67
9.1	SUMMARY	67
9.2	FINDINGS	67
9.3	NEXT STEPS	70

LIST OF FIGURES

Figure 1.	TAYPlan 20 year proposals (2012-2032)	19
Figure 2.	Perth West Site Location	22
Figure 3.	Newburgh developments mentioned in the Fife LDP	24
Figure 4.	Local Transport Strategy for Fife: List of Objectives	25
Figure 5.	Census 2011 Percentage of Population aged over 65 years	29
Figure 6.	Car Owning Households, Census 2001 and 2011	31
Figure 7.	Census 2011 Households with No Access to a Car/Van (%)	32
Figure 8.	Economically Active 16-74.	33
Figure 9.	Economically Inactive 16-74.	33
Figure 10.	Top Destinations for Employment from Newburgh	35
Figure 11.	Method of Travel to Work and Study for Scotland and Fife	36
Figure 12.	Origins and modes of work trips into Newburgh	38
Figure 13.	Comparison of Distance travelled to work place or place of study	39
Figure 14.	National Cycling Network Passing Through Newburgh (Sustrans, 2018)	42
Figure 15.	Entries and Exits Time Series for Perth and Ladybank rail stations	46
Figure 16.	Road Network Around Newburgh	52
Figure 17.	Former Station Site at West End of Newburgh	62
Figure 18.	Former Access to West Site from Hill Road	62
Figure 19.	Former Station site at Hill Road	63
Figure 20.	Footbridge at Hill Road Site	63
Figure 21.	Clatchard Quarry site	64

LIST OF TABLES

Table 1.	Population Growth over the 2001-2011 Census Decade	28
Table 2.	Census 2001-2011 Age Distribution and Changes	28
Table 3.	Classification of Household by Deprivation from 2011 Census	30
Table 4.	Number of Households with Access to Car or Van	31
Table 5.	Traveling from Newburgh To Work and Work Locations	37
Table 6.	Bus Services in Newburgh.	44
Table 7.	Travel Time Comparison, Bus and Private Vehicle.	44
Table 8.	Bus vs Bus and Train for Medium and Longer Distance Travel.	45
Table 9.	Use of local train services in Fife and Scotland from 2016 (%)	46
Table 10.	Perth Key Statistics	49
Table 11.	Ladybank Key Statistics.	50
Table 12.	Cupar Key Statistics.	51
Table 13.	Problems Mapped to TPOs	59
Table 14.	Mapping of Options to TPOs	65

1. INTRODUCTION

1.1 Overview

1.1.1 In January 2018, SYSTRA Limited (SYSTRA) was commissioned to undertake a transport appraisal of Newburgh with a particular focus on movements to Perth, Edinburgh and Fife by sustainable modes.

1.1.2 Sustainable transport in Newburgh has been the focus for a number of recent studies and this transport appraisal seeks to collate, review and progress this option. Specifically, the study builds on the comprehensive pre-appraisal carried out by the Newburgh Train Station Group.

1.1.3 Funding for the study has been awarded through Transport Scotland's Local Rail Development Fund (LRDF). The fund is a £2 million Scottish Government initiative to provide funding to develop community led options to improve local rail connections. The Newburgh study area has been awarded a proportion of this fund.

1.1.4 This Pre-Appraisal: Case for Change Report provides the evidence behind the shape and direction of the study, in setting the scene in terms of the evidence base, collating of the problems and opportunities and setting the transport planning objectives.

1.1.5 The wider scope of this new Transport Appraisal for Newburgh allows for the investigation of strategic sustainable trips, and provides the opportunity to truly look at multi-modal solutions.

1.2 Scottish Transport Appraisal Guidance (STAG)

1.2.1 As required by the LRDF the study is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG) which provides a framework to assess the performance of different transport options to address identified problems and present the results in a consistent manner to inform decision makers. The STAG process comprises four stages as outlined below:

- **Pre-Appraisal (Initial Appraisal: Case for Change):** where the problems, opportunities, issues and constraints are identified and scoped. Study-specific Transport Planning Objectives (TPOs) are then identified and an 'optioneering' and sifting process undertaken to provide a list of possible options to address the problems;
- **Initial Appraisal (Preliminary Options Appraisal):** potential options are appraised against the TPOs, five STAG criteria and factors concerning deliverability, to ensure that they are likely to fulfil the study's requirements;
- **Detailed Appraisal (Detailed Options Appraisal):** involving more detailed consideration of potential options taken forward following the Initial Appraisal, and presenting the outcomes to inform investment decision makers. The Detailed Options Appraisal also includes proposals for monitoring and evaluation; and
- **Post-Appraisal:** key elements of this stage involve the application of the monitoring and evaluation proposals developed as part of the appraisal.

1.3 Project Steering Group

1.3.1 The scope of the study was shaped by input from members of the Project Steering Group:

- Newburgh Train Station Group;
- SEStran; and
- Fife Council.

1.4 Other Concurrent Studies

1.4.1 It should be acknowledged that at the time of writing (April 2019), a similar study is being conducted by the Tayside regional transport authority Tactran. The study is looking at the feasibility and deliverability of a range of potential transport interventions at Bridge of Earn, south of Perth, one outcome from which might include the provision of a new rail halt at the proposed new settlement at Oudenarde.

1.4.2 It should be acknowledged that as both studies progress to more detailed assessments, each study may have to take cognisance of the outcomes from the other, although one study should not inhibit or delay the other.

2. CONSULTATION & COLLATION OF BASELINE EVIDENCE

2.1.1 There have been two rounds of consultation carried out in the Newburgh area; the first by the Newburgh Train Station Group (NTSG) as part of its pre-appraisal work, and a subsequent follow up session as part of the initial stage of this study.

2.2 Newburgh Train Station Group

2.2.1 The Newburgh Train Station Campaign is a community led campaign to reintroduce stopping train services at a re-opened station on the Ladybank to Perth line. The group has been very active in driving forward proposals and raising awareness of the need for a station at Newburgh.

2.2.2 Part of the initial work to inform a pre-appraisal of options was a comprehensive consultation exercise carried out in 2017-18, and involved:

- Meetings with Transport Scotland, Network Rail, Newburgh Community Council, Newburgh Community Trust, Fife Council and SEStran (who also liaised with Tactran);
- Email correspondence with Stagecoach (East Scotland), Sustrans, ScotRail, and the Lindores Abbey Distillery;
- A telephone call with Moffat and Williamson;
- A meeting with A&J Stephen Ltd, a building developer, followed by further email correspondence;
- Consultations with ward councillors;
- Open local consultation events; and
- An online survey aimed at residents.

2.2.3 In addition, a paper-based household survey was carried out in 2012-2014, with returns from 919 households out of a total of approximately 1,000 in the Newburgh area. The full details of the consultation are described in the NTSG Pre-Appraisal document, so only a summary is presented here.

2.2.4 The NTSG consultation followed the STAG guidance, and as such used local knowledge to broaden the depth of knowledge about the problems and opportunities in the area, and also to generate ideas for a list of potential transport interventions that could be taken forward to a subsequent appraisal. In addition, the online survey resulted in returns from around 20% of the population.

2.2.5 The consultation added layers to the issues highlighted by the available data, and identified lengthy and limited public transport access to Perth, Cupar and a number of other destinations further afield. For local people, travel was seen not just as a necessity for work, but with the nearest secondary school and job centre being in Cupar and health facilities scattered around Fife, Dundee, and Perth and Kinross then travel to these places was also essential for other reasons, in addition to shopping, leisure and cultural activities. The low level of public transport provision was seen as particularly problematic for those who either cannot drive (e.g. older/disabled people) or do not have the means to own a car. Car sharing dependence amongst friends and relatives was reported as being quite common.

2.2.6 The lack of evening buses to and from Perth, lengthy journey times to and from Cupar, both important local destinations, were seen to be deeply problematic and indicative of the need for high car use in Newburgh and its associated costs. There was widespread dissatisfaction with rail connectivity, and a frustration that as a result of poor public transport provision, access and opportunities in employment and education were being limited. Accessing hospital health care facilities and a range of other activities were all difficult unless done by car, representing additional pressures on family time. Better bus provision and a reopened railway station were deeply and widely felt to offer the means to improving public transport provision.

2.2.7 Some of the most notable findings from the consultation organisations were:

- Stagecoach do not have any plans to run an evening service to Perth, as it is seen as being commercially unviable, and have already extended the Perth bus service to hourly intervals during the day;
- Sustrans has no independent plans for any dedicated cycle routes around the Newburgh/Abernethy/Bridge of Earn area, however would be willing to consider funding for links to a new railway station (for example from Abernethy to Newburgh), were it implemented;
- Lindores Abbey Distillery mentioned that better public transport links to the area would benefit both their employees and inward tourism to the site;
- A&J Stephen believe that improved connectivity, coupled with the new developments they are building as part of the Fife LDP, would assist in the regeneration of the local economy;
- Network Rail and Scotrail both agree that further work would need to be done to determine the feasibility of any rail option, but did not exclude it completely as a potential option.

2.3 Stakeholder Consultation

2.3.1 As part of this study, a further round of consultation was arranged to bring together key stakeholders to help shape the scope and focus of the study. A stakeholder workshop was arranged by Fife Council in Newburgh on 8th March 2019, with the following representatives:

- NTSG: Nigel Mullan, Donald Gunn
- Newburgh Community Trust/NTSG: Andrew Arbuckle
- Newburgh Community Council: John Ferrans
- SEStran: Keith Fiskin
- Fife Council: Jane Findlay
- SYSTRA: Ingrid Petrie, Iain Clement, Andrew Warrington, Neill Birch
- Tactran: Niall Moran
- Stagecoach: Steven Sinclair
- Network Rail: Carol Barclay
- Sustrans: Ross Miller
- Transport Scotland: David Torrance
- MSPs: Willie Rennie, Mark Ruskell
- Councillors: Donald Lothian, David MacDiarmid, Karen Marjoram

2.3.2 Others who were invited but gave apologies were:

- ScotRail
- Moffat and Williamson
- The following departments from Fife Council:
 - Development Plan Team
 - Economy, Tourism and Town Centres
- Councillors: Andy Heer, Altany Craik

2.3.3 A summary of the baseline data was presented, and the following topics discussed:

- Problems, Issues, Opportunities and Constraints
- Transport Planning Objectives
- Transport Options

2.3.4 The following points were raised.

Comments on the Baseline Data

- On the census data: a significant number of people get in a builder's van at 07.30 in the morning, which is why they have no fixed place of work. Additionally, 80% of people might say they have access to a car, but whether they have access to that car when they need it is questionable.
- There has been a drop in full-time employment in Newburgh, although an increase in part-time employment.
- Could the evidence be interrogated to point to why people have so many cars? This point was regarding members of the household working in different places/different times/different directions.
- Newburgh residents tend to use Ladybank for going to Edinburgh, and Perth for going to Glasgow.
- Are there any Newburgh residents captured in the Perth rail survey data?
- Bus journey times do not compare favourably with car travel; but the study should also look at cost of travel and not just journey times.
- Newburgh feels economically cut off from other areas.
- For hospital trips: Kirkcaldy is an important destination and also Ninewells Hospital in Dundee.
- There is quite a high level of social housing in Newburgh.
- The plan to build additional houses in Newburgh was highlighted, which included two developments of 240 and 40 properties, plus private plots. A percentage of these properties would be social housing.

Problems, Issues, Opportunities and Constraints

- Newburgh lies on the National Cycle Network (NCN) already, but a lot of the routes are along roads where the speed limit is 60mph. Having a reliable rail service would be an opportunity to market/develop a Tay circular cycle route.
- Newburgh lies on the railway line already and not taking advantage of that is a missed opportunity.
- Bus journey times tend to be quite long given some of the circuitous routes. Existing local bus services are subsidised (Service 94 fully, and Service 36 partly); if additional funding was available (from the Council or Community), the frequencies and/or extent of the timetables could be improved.

- The poor standard of local roads was noted, and this could be an issue if car traffic increased.
- The introduction of a rail station at Newburgh would probably result in a quite a wide catchment area; this could be an opportunity (e.g. increased traffic through the town being good for local businesses, and people being able to use it as a Park & Ride location for Perth), but also could cause some issues (e.g. larger amounts of pollution in the town and issues with parking).
- Newburgh has quite a high level of social housing¹; and of the new houses planned for Newburgh, 25% will be social housing (roughly 100 units).
- The development at Oudenarde has been on the table for a long time, and there has been no information available about when (or if) it will be completed. Any development at Oudenarde would dilute opportunities for Newburgh.
- The issue remains of how to choose between Newburgh and Bridge of Earn; if such a choice is necessary. There are open and transparent processes for both, during which synergies and benefits may be identified.
- There was a query about whether people already on the train would actually mind having a slightly longer journey time so the train could stop at Newburgh; and whether any survey work had been undertaken of current users of the Perth - Fife - Edinburgh rail line to assess the impact of an additional stop at Newburgh, including the associated extensions in journey time. It was noted that there was no survey work but wider 'evidence' would suggest there would be an impact.
- New housing could be perceived as both an issue and as an opportunity. There is a potential opportunity to put a levy on the developer to subsidise services.
- If children attending Bell Baxter High School could take the train, they wouldn't need to be taken there by school bus.
- Bus services are not stable and can be impacted by funding decisions; and the connections to other modes are poor.
- Economic decline should be specifically articulated among the problems.
- Lindores Abbey Distillery will have a positive tourism impact.

Transport Planning Objectives

- There was some discussion about the objectives and some points were clarified in the meeting.
- There was a mention of the fact that we should be encouraging people from the new developments not to take their cars. It was pointed out that this was reflected in the objective reducing the "proportion" of car driver journeys.
- Something could be done to include improved ambience for walking and cycling; there is the risk that if we have more cars then both air and noise pollution could increase.
- There was a general feeling in the room that some kind of economic objective would be a good idea, and this could be linked into the current economic challenges that people in the area face.
- Transport Scotland representatives commented on the generic nature of the study objectives, suggesting they could be tailored to give specific focus to Newburgh.

¹ This was a direct comment from one of the attendees; however NRS records show that the percentage of social rented tenure in Newburgh is lower than the average in Fife and Scotland, and has fallen between 2001 and 2011 (see the NTSG Pre-Appraisal Report, p.17).

This reflects previous steer from Transport Scotland during the work carried out by NTSG.

- Regarding Objective 1 (on journey times), it needs to be expanded to consider links with neighbouring communities:
 - A key consideration is Newburgh being economically viable in the longer term
 - Increase the number of public transport services in Newburgh
 - Create a virtuous circle
- Regarding Objective 2 (on proportion of driver trips):
 - Relate to access to more varied and frequent public transport services
 - After-school activities for secondary pupils and access to the hospital in Kirkcaldy
- Objective 3 could also be expanded.

Transport Options

- Any new station would need to be supported by other additional (especially cycle) infrastructure that would encourage integrated journeys.
- Service 36 is currently subsidised but that may change. New bus options could be similarly subsidised and would not necessarily have to be wholly commercial operations. It was suggested that if buses were to link into rail services at Ladybank the frequency would need to be every 20 minutes.
- The option for better bus links to connect into a P&R site at Oudenarde or a rail station at Bridge of Earn should be added to the list.
- Is express coach provision a consideration? The Stagecoach 'X' stopping express network serves much of Fife and has expanded, with Bridge of Earn also directly served in peak hours.
- There was a comment that the Hill Road site is not really feasible as a location. The is an option for a station behind the primary school.
- There have been some rumours that Clatchard Quarry will close in 2022. Discussions appear to be ongoing. This could be checked with the Fife Planning Department.²
- The option of a train station at Abernethy should also be taken into consideration.
- Options being taken forward should be coordinated with the other STAG study being carried out at Bridge of Earn.
- The option of a new station at Abernethy was noted.

2.3.5 Some people made a request for the community to be kept informed with regular updates.

Summary

2.3.6 From the consultation sessions, the residents of Newburgh face challenges in accessing key destinations by public transport. There is a sense in the community that they are

² It was confirmed after the meeting by NTSG that the current licence runs out in 2022 but may be renewed; however this would not stop a station being located on the site.

being left behind economically, while larger economic centres in the region which do have good access to public transport are seeing more inward investment.

- 2.3.7 The tourism potential generated by Lindores Abbey and the Fife Coastal Path was also acknowledged as something that could be increased by improved public transport services, particularly a new rail station in Newburgh.
- 2.3.8 The comments from the stakeholder sessions have been carried forward to inform the Transport Planning Objectives.

2.4 Collation of Baseline Evidence

- 2.4.1 The initial stage of the STAG process is establishing the current situation within the study area. This includes developing an understanding of the policy background, socio-economic context, transport network and the implications of any planned development within the area.
- 2.4.2 The analysis in the following chapters has been informed by the work already carried out by NTSG. Where appropriate, data has been updated and all data has been reviewed and interpreted in the context of the Fife Local Transport Strategy and any planning and policy changes.
- 2.4.3 Additional sources for this study include:
 - Census 2011;
 - Scottish Household Surveys;
 - Transport Scotland data including transport forecasts; and
 - Rail User Surveys (2017).

3. POLICY

3.1 Overview

3.1.1 There are a number of wider transport, planning, and economic policies and plans as well as existing studies that will inform the development of the transport appraisal. These documents include:

National Policies and Plans:

- National Planning Framework 3, 2014
- Scottish Planning Policy, 2014
- Transport Scotland National Transport Strategy, 2016
- Infrastructure Investment Plan, 2015
- Scottish Government Economic Strategy, 2015
- Strategic Transport Projects Review, 2008
- Scotland Route Study, Network Rail, 2016

Regional Policies and Plans:

- TAYPlan Strategic Development Plan
- SEStran Regional Transport Strategy 2008 – 2023
- Tay Cities Deal

Local Policies and Plans:

- Shaping Perth's Transport Future
- Perth West Masterplan, 2015
- Fife Local Development Plan, 2017
- Local Transport Strategy for Fife, 2006-2026

3.2 National Policies and Plans

National Planning Framework 3, 2014

3.2.1 Scotland's *National Planning Framework 3* (NPF3) was laid in the Scottish Parliament on 23 June 2014 and spatially sets out the Scottish Government's Economic Strategy. It focuses on four outcomes:

- Creating a successful, sustainable place that supports sustainable economic growth and regeneration including the creation of well-designed places;
- Making Scotland a low carbon place, reducing carbon emissions and adapting to climate change;
- Ensuring that Scotland is a natural and resilient place, helping to protect and enhance its natural and cultural assets, facilitating sustainable use; and
- Making Scotland a connected place, supporting better transport and digital connectivity.

3.2.2 The *NTS* sets a framework for the Scottish transport up to 2026, around the following vision:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

3.2.3 The *NTS* also set out three strategic outcomes which are intended to provide the focus for delivering the high-level objectives. The strategic outcomes are to:

- **Improve journey times and connections:** to tackle congestion and the lack of integration and connections in transport which impact on our high-level objectives for economic growth, social inclusion, integration and safety;
- **Reduce emissions:** to tackle the issues of climate change, air quality and health improvement which impact on our high-level objective for protecting the environment and improving health; and
- **Improve quality, accessibility and affordability:** to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

3.2.4 In terms of this study, NPF3 refers to the north of Fife as a focus for new housing and business development. This is largely because of the near proximity to Perth, which is considered to be a strategically important gateway to the north and north east of the country due to its central location within Scotland’s road and rail network.

Scottish Planning Policy, 2014

3.2.5 Scottish Planning Policy (SPP) was published on 23 June 2014 and sets out national planning policies which reflect Scottish Ministers’ priorities for the operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland while allowing sufficient flexibility to reflect local circumstances. It directly relates to:

- The preparation of development plans;
- The design of developments, from initial concept through to delivery;
- The determination of planning applications and appeals.

3.2.6 SPP identifies a need to shift to more sustainable modes of transport to help meet the Scottish Government’s greenhouse gas emission targets. Tackling congestion will also help support sustainable economic growth. The Policy requires that planning authorities should support development that reduces the need to travel and facilitates travel by walking, cycling and public transport and freight movement by rail and water.³

³ Perth and Kinross LDP, page 33

Transport Scotland National Transport Strategy, 2016

3.2.7 Scotland's National Transport Strategy was originally published in December 2006 to act as an enabler of economic growth.

3.2.8 A refresh to the Strategy was prepared in January 2016. Its aim is to support businesses in achieving their local, national and international objectives and to improve the lives of individuals and communities by providing connections to future economic development. NTS sets a framework for the Scottish transport up to 2026, around the following vision:

“An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone’s needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

3.2.9 For achieving this vision five high level objectives are outlined:

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

3.2.10 The main strategic outcomes expected are based around the following key priorities:

- Improved journey times and connections, to tackle congestion and lack of integration and connections in transport;
- Reduced emissions, to tackle climate change, air quality, health improvement; and
- Improved quality, accessibility and affordability, to give a choice of public transport, better quality services and value for money, or an alternative to car.

Infrastructure Investment Plan, 2015

- 3.2.11 The Scottish Government's Infrastructure Plan was published in 2015 and sets out the priorities for investment in public infrastructure in Scotland.
- 3.2.12 In terms of this study, it details the commitment to complete the dualling of the A9 between Perth and Inverness by 2025 and notes that investment in the rail infrastructure between Aberdeen and the central belt will support improved connectivity and journey times for passenger services and an improved capability for rail freight. It further states that improved station environments will also be delivered at Perth and the Highland main railway line between Perth and Inverness will be upgraded by adding passing loops and increasing line speeds.

Scottish Government Economic Strategy, 2015

- 3.2.13 Scotland's Economic Strategy focuses on *"the two mutually supportive goals of increasing competitiveness and tackling inequality"*. The Strategy outlines the following four priorities to support sustainable growth across the country:
- Investing in our people and our infrastructure in a sustainable way;
 - Fostering a culture of innovation and research and development;
 - Promoting inclusive growth and creating opportunity through a fair and inclusive jobs market and regional cohesion; and
 - Promoting Scotland on the international stage to boost our trade and investment, influence and networks.

Strategic Transport Projects Review, 2008

- 3.2.14 The Strategic Transport Projects Review (STPR), published in December 2008, sets out the Scottish Government's 29 transport investment priorities over the period to 2032.
- 3.2.15 The STPR identifies those recommendations that most effectively contribute towards the Government's Purpose of increasing sustainable economic growth. The outcomes of the STPR are structured on a tiered approach to investment, based around the priorities of:
- Maintaining and safely operating existing assets
 - Promoting a range of measures, including innovative solutions, that make better use of existing capacity; and
 - Promoting targeted infrastructure improvements where these are necessary, affordable and practicable.
- 3.2.16 Through Transport Scotland, the Scottish Government are currently taking forward the next review of projects (STPR 2) and reporting from this is expected to be complete in 2020.

Scotland Route Study, Network Rail, 2016

- 3.2.17 The Scotland Route Study presents a vision of the railway in 2043, and sets out a strategy “for realising this vision in ways that are deliverable and likely to provide value-for-money for passengers and funders”.
- 3.2.18 The strategic objectives set in the study aim to enable economic growth by:
- Improving connectivity:
 - To/from the retail, leisure and tourism sectors of the economy
 - Business to business connectivity
 - Connecting communities
 - Improving accessibility:
 - Improving access to workers for businesses
 - Access to employment and training opportunities
 - Reducing carbon and transport sector’s impact on the environment
 - Improving integration across the transport network
 - Reducing safety risks for the general public
 - Improving affordability and value for money
- 3.2.19 There is however no specific mention of projects affecting the Ladybank-Perth section of line.

3.3 Regional Policies and Plans

TAYPlan Strategic Development Plan

- 3.3.1 The TAYplan Strategic Development Plan (SDP) was approved in October 2017. It sets out land use planning policies to guide the location of development across the whole Dundee and Perth area, North Fife and parts of Angus and Perth and Kinross over the next 20 years up until 2036.
- 3.3.2 The Plan’s vision centres on improving people’s quality of life. It highlights that growing and strengthening the TAYplan economy is a key priority underpinned by better connected places, new jobs, investment and strong community empowerment.
- 3.3.3 Newburgh is listed as a Tier 3 settlement, which means it is seen as having a more modest role than that of some of the core areas but with the potential to be important to the regional economy. Because of this the focus is mainly on sustaining existing assets and it will receive a smaller portion of the additional development in the plan.

Proposals 1: Map – Proposals for how the region will develop over the 20 years between 2012 and 2032

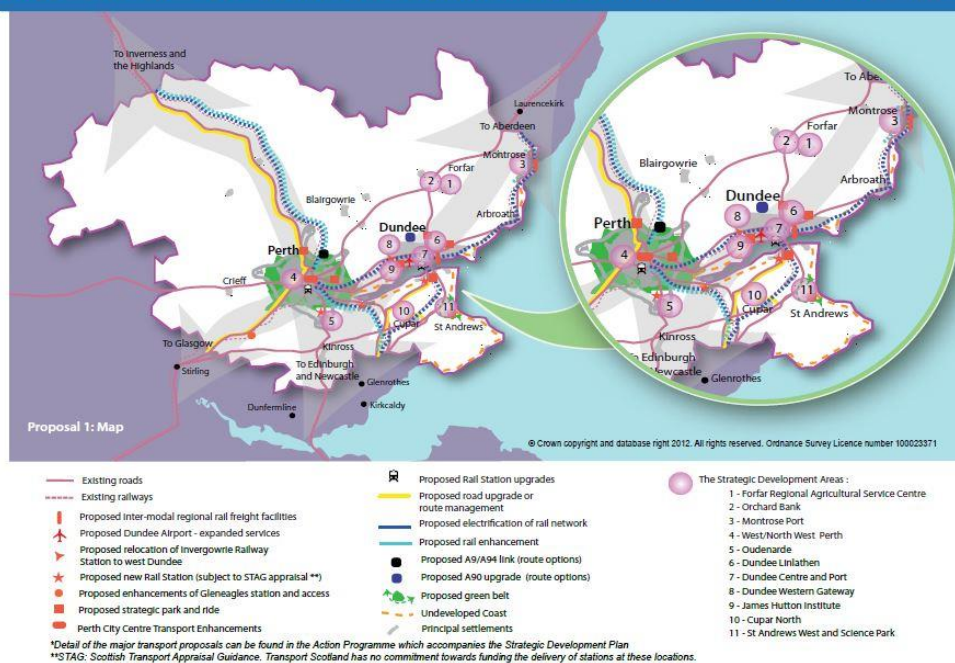


Figure 1. TAYPlan 20 year proposals (2012-2032)⁴

3.3.4 In terms of this study, the document details various proposals for achieving their vision and objectives, including the potential for a new station at Newburgh (subject to STAG appraisal) and the enhancement and electrification of the rail line south from Perth via Newburgh.

SEStran Regional Transport Strategy 2008 – 2023

3.3.5 The SEStran Regional Transport Strategy (RTS) was published in 2008 and sets out a vision and strategy for improving the region’s transport infrastructure, services and other facilities, over the 15 years to 2023. SEStran’s vision is to deliver:

“...successful integration between land-use and transport planning. The forthcoming City Region plan and other development plans, provide a real opportunity to develop a regional, joined up approach which will create a new pattern for development, focussed on locations with good public transport, both present day and planned.

The RTS also aims to ensure that all residents of the SEStran area can share in the economic success of the area, by widening access to opportunities in health, employment/training, education, leisure and culture. Targeted measures will address those geographical areas and groups in society who are disadvantaged by poor access to key services and other opportunities.”

3.3.6 Main objective themes were developed to support this vision, these are:

⁴TAYPlan Strategic Development Plan

Newburgh Transport Appraisal	
Pre-Appraisal: Case for Change	108224
Draft Report	18/04/2019

- Improve key points of connectivity on the transport networks, linked to the economy;
- Better public transport in SEStran – journey time, price, reliability, availability, convenience, quality, information and integration;
- Integrate land use and transport planning;
- Encourage the behavioural change of making ‘Smart Choices’;
- Encouragement of the healthiest and most environmentally friendly forms of transport - walking and cycling;
- Improved access for employers to a wide labour market;
- A decrease in car dependency over the region;
- Improved accessibility for disadvantaged areas to employment opportunities and health services, and improved opportunities for those live in rural areas and with mobility difficulties;
- Funding for improving links to main corridors, rural transport, within rural areas, and community transport, to ensure the transport needs of all within the SEStran area are achieved;
- Reduced greenhouse gas emissions; and
- Road safety improvement.

Tay Cities Deal

- 3.3.7 The aim of the Tay Cities Deal is to bring together public, private and voluntary organisations in council areas of Angus, Dundee City, Perth & Kinross and the North East area of Fife, aiming to create “a smarter and fairer region”. These local authorities and their Partners have negotiated with the UK and Scottish Governments and secured investment and greater local powers which will be used to encourage skills development and progress infrastructure such as roads, rail links, buildings and communications networks. The deal was signed in November 2018.⁵
- 3.3.8 The investments include up to £150 million over 10-15 years, subject to final approval of robust business cases. It is believed that this investment has the potential to secure over 6,000 jobs and attract over £400 million in investment over the next 10-15 years.
- 3.3.9 In terms of this study, the investments mentioned which are relevant to Newburgh and North Fife area include:
- Up to £15 million in a Perth Bus and Rail Interchange project subject to detailed consideration of future plans for the rail infrastructure in and around Perth Station and completion and agreement of appropriate appraisal, business case and statutory processes.
 - Building on world-class locations such as St Andrews, the Scottish Government will invest £37 million, subject to approval of a programme business case, to support a Regional Culture and Tourism Investment Programme that will invest in key economic assets in culture and tourism. The Programme will be developed in conjunction with the private sector and with national agencies and will be designed to maximise the use of public funds and leverage additional private sector investment. It will invest in a wide range of assets to ensure that the entire region

⁵ https://www.taycities.co.uk/sites/default/files/tay_cities_deal_2018_heads_of_terms.pdf

can continue to develop its national and international visitor offer. This investment will attract longer stays in the region and ensure the region can deliver: uplift in the number of staying visitors; and in the amount spent per visitor.

- Moorings at Newburgh: the provision of marine tourism infrastructure including pontoons, moorings and marina facilities at Newburgh and six other sites.

3.3.10 During NTSG’s consultation with local businesses, the owners of Lindores Abbey Distillery mentioned that they have been noted by Fife Council as a specific site of tourism interest.⁶

3.4 Local Policies and Plans

3.4.1 There are a number of local policies and plans that give context to journeys to and from Newburgh, including the Fife Local Development Plan and the Local Transport Strategy for Fife. In addition, trips to and from Perth are included as being one of the main attractors for journeys from Newburgh. Any plans for Perth are likely to impact on journeys from Newburgh, particularly where these have an impact on car use. Further afield, there is a recognition that the plans for Fife mentioned in the Edinburgh City Deal could also have an impact on economic opportunities for Newburgh residents.

Shaping Perth’s Transport Future, 2011

3.4.2 Shaping Perth’s Transport Future sets out the transport strategy for Perth and the wider region. It includes a vision for the region that aims to *“provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility.”*

3.4.3 This vision is supported by the following strategic objectives:

- To improve and maintain the efficiency of the strategic transport network;
- To improve and maintain the efficiency of the local transport network;
- To enable more effective management of incidents and events;
- To work towards meeting national air quality standards and prevent further breach/exceedance;
- To reduce transport emissions which contribute to climate change, in line with national guidance;
- To improve the safety of the strategic and local transport network;
- To increase the proportion of short trips by more sustainable modes; and
- To improve accessibility to key facilities (e.g. health, education, leisure facilities, key employment areas, the City Centre and tourist attractions).

3.4.4 The strategy also identifies existing key transport problems which include:

- Walking and Cycling – considered unattractive due to heavily trafficked roads in the city centre and on key routes leading to the centre, air quality problems and severance by the A9 to access to future growth areas.

⁶ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 8

- Bus network – congestion at key junctions impacting on reliability of journey times and compromising the operation of existing bus priority measures. Bus congestion at South Street and Mill Street bus stops.
- Local Road Network – congestion in the city centre due to the constraints imposed on the local road network by the Perth and Queen’s Bridges and the lack of a suitable alternative east-west route that avoids the centre of Perth. Crieff Road /Newhouse Road to the north-west of the city centre also experiences congestion.
- Air Quality – Perth Air Quality Management Area designated in Perth city centre and wider city region in 2006 as a result of air quality being below the required standards with transport identified as a key contributing factor.

Perth West Masterplan, 2015

3.4.5 The Perth West Masterplan Framework includes an area of land of approximately 285ha located to the west of Perth City. It is mainly an agricultural area with some areas of greenbelt which has been identified within the Perth and Kinross LDP as site H70 and proposed for the development of 3,000+ residential units, 25ha of employment land, 2 primary schools and community facilities.⁷ The site location is shown in Figure 2.

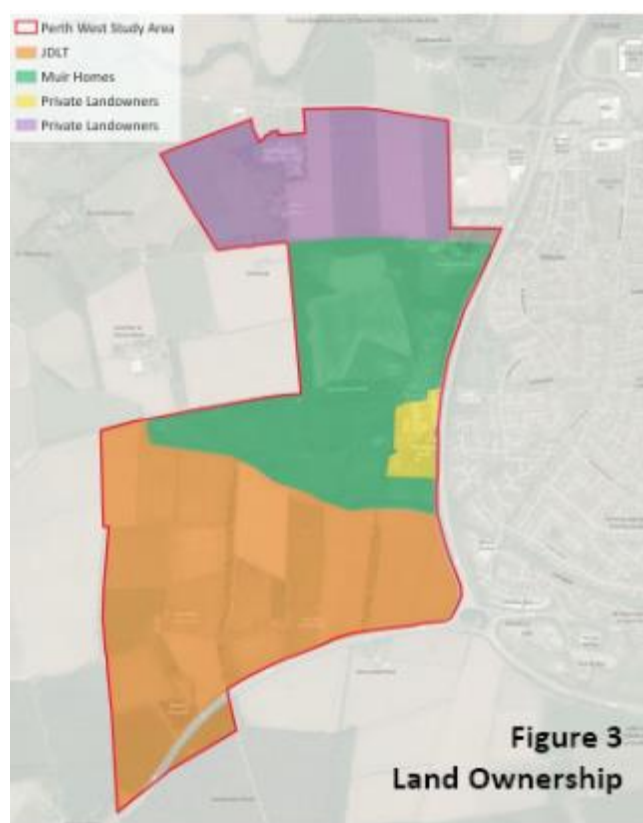


Figure 2. Perth West Site Location

3.4.6 The vision set in Perth West Masterplan Framework looks to:

⁷ <https://www.pkc.gov.uk/article/15075/Perth-West-Charrette-and-Masterplan-Framework>

“Develop a place that is a distinctive and that offers a new vibrant mixed-use community based on local centres and neighbourhoods, which promote new lifestyle opportunities developed through bold approaches to urban place-making integrating live, work, and play and supporting a low carbon future. Delivered through the phased provision of infrastructure and residential and employment land, supporting the sustainable growth of Perth City.”

3.4.7 The Masterplan outlines the following opportunities to ensure that Perth West supports the city’s plan for sustainable growth:

- Green Network – protecting and enhancing the Green Network.
- Residential Plus Neighbourhoods – adding diversity to the residential mix by providing variable needs housing.
- Low Carbon Futures – Perth West is a collection of new neighbourhoods that are expected to develop until 2050. There is a need to reduce emissions by providing low cost energy solutions and reducing car ownership.
- Employment and Quality Jobs – local jobs need to be created through a diversity of commercial, industrial and enterprise facilities which are closely integrated with community structures.
- Community Infrastructure – Perth West needs strong community structure to support the growth and to create a sustainable community.
- Healthy Active Communities – Provision/enabling infrastructures that promote and support active travel options.
- Well Connected Places – A strong public transport network providing connectivity to local communities.

Fife Local Development Plan, 2017

3.4.8 The Fife Local Development Plan (FIFEPlan) was prepared in 2017 and details the status and specifications of new developments in Fife. Newburgh is considered as a Town Centre and “...the Local Development Plan strategy and policies support Fife’s town centres as hubs of activity which adapt to changes in their role so they can remain centres for commercial, community, and cultural activity.” In addition, a large part of Newburgh is designated as an Area of Archaeological Regional Importance.

3.4.9 There are two committed projects listed in Newburgh, which are shown in Figure 3:

- A development south of Cupar Road. The development consists of: 8.8ha (225 units) of housing, 1ha of employment, 0.6ha of primary school expansion and 1.2ha of cemetery expansion. Requires transport assessments to determine necessary infrastructure improvements.
- A development on land north of Cupar Road, Newburgh. The development consists of 1.9ha (50 units) of housing and a high-quality development frontage on to the A913 including tree planting and other features to reflect rural character.

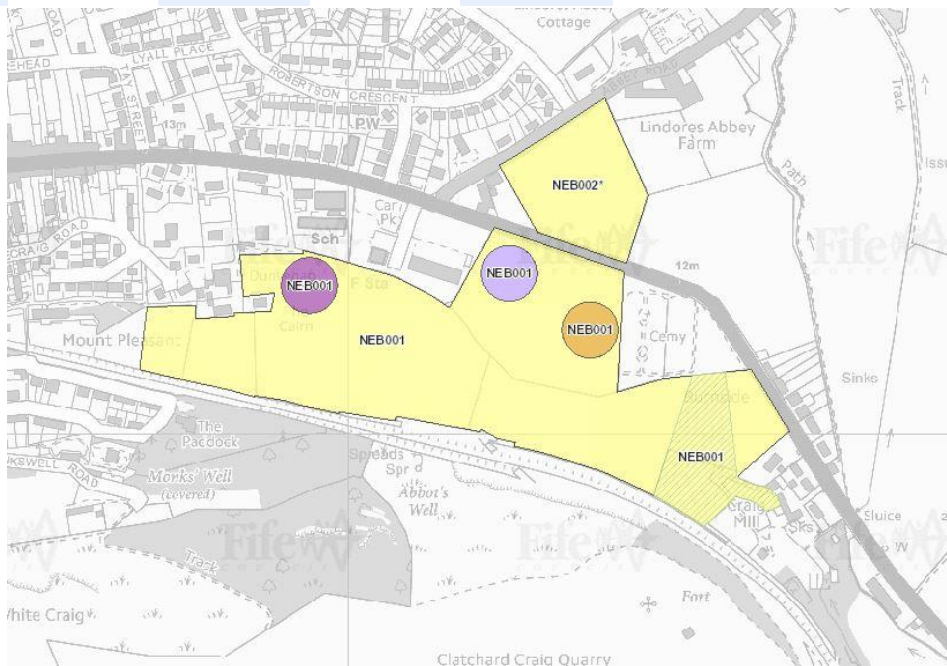


Figure 3. Newburgh developments mentioned in the Fife LDP⁸

⁸ <http://arcgisweb.fife.gov.uk/LocalViewEXT/Sites/LDP1adopted/>

3.4.10 The Local development plan also has quite a significant number of employment area proposals in south-west Fife, including areas close to Glenrothes, Kirkcaldy and Cowdenbeath; and therefore improved connections to these locations would increase employment opportunities for Newburgh residents.

Local Transport Strategy for Fife 2006-2026, 2006

3.4.11 The Local Transport Strategy (LTS) for Fife was prepared in 2006. It lists ten objectives, grouped into two themes, and divides the actions to achieve these into different time stages: Key Targets, 3-5 Year Targets and Longer Targets (10-20 Years). Figure 4 gives details of the objectives.

3.4.12 The document mentions a potential new rail station at Newburgh as part of a longer-term target for investigation. A high-level assessment of the project rates it as achieving a positive impact in a wide range of the LTS objectives. It also gives an outline cost estimate of £2.5m for the project.

TRANSPORT THEMES

Access for All

Objective: To improve access to all key needs and services for all. (including employment, education, health and leisure opportunities).

Travel Safety

Objective: To improve safety for all forms of transport.

Changing Travel Habits

Objective: To limit the growth in the use of driver only car trips, especially for commuting, by encouraging more use of public transport, and car sharing.

Management and Maintenance of Transport Infrastructure

Objective: To manage and maintain road networks in an acceptable, safe and sustainable condition.

Transport and Land Use Planning

Objective: To encourage more sustainable travel for new and existing developments.

Integrated Transport Networks

Objective: To widen travel choice through the provision of integrated transport networks.

TRAVEL CHOICES

Walking and Cycling

Objective: To encourage walking and cycling for short trips and as part of an integrated journey to promote a healthier lifestyle.

Passenger Transport

Objective: To work with passenger transport operators to develop an integrated public transport system.

Freight Transport

Objective: To promote efficient movement of freight and encourage transfer of goods from road to rail, sea and pipeline.

Cars, Motorcycles and Parking

Objective: To maintain access for essential private vehicle users, whilst restraining the capacity for driver only car commuting in congested locations.

The above objectives have been appraised against:

- the Scottish Executive's STAG objectives of Economy, Environment, Accessibility and Social Inclusion, Safety and Integration.
- the additional objectives of Fife's Community Plan
- the travel issues for disabled people, as identified within 'MACS Transport Strategies: Planning for Inclusion'

Figure 4. Local Transport Strategy for Fife: List of Objectives

3.5 Findings

- 3.5.1 The review of planning policy relevant to this study has highlighted parallels at both a national and local level on many objectives including economic growth, social inclusion improvements, the environment and reduced journey times.
- 3.5.2 In addition, a number of options have been identified for Newburgh, including a potential reopening of the rail station and riverside moorings, although no funding has been allocated for these. The local development plan identifies two new housing developments.
- 3.5.3 This review of policy has identified not only options to be included as part of the option generation stage but also contributed towards the development of the study Transport Planning Objectives to ensure this study reflects national, regional and local policy objectives.

4. SOCIO-ECONOMIC CONTEXT

4.1 Overview

4.1.1 The initial stage of the STAG process is establishing the current situation within the study area. This includes developing an understanding of the socio-economic context, transport network and the implications of any planned development within the area.

4.1.2 Newburgh lies approximately 12 miles southeast of Perth with a population of close to 3,000 according to the 2011 census. Newburgh is located on the south bank of the River Tay and 8 miles east of Bridge of Earn.

4.1.3 The NTSG Pre-Appraisal document states:

Since the disappearance of its economic base in the mid to late 20th century, the town has not revived in a productive economic sense and therefore it has shared in and faced the general post-industrial decline common to many areas, although it has not been damagingly blighted compared to other areas in Fife and Scotland. However, it is very unlikely now that employment will return to places like Newburgh in the way it once was. All opportunities are now concentrating in cities and big regional centres.⁹

4.1.4 Newburgh has some good existing community facilities including a primary school and a doctor's surgery, however has no secondary school or wider health facilities.

4.1.5 In addition to looking at transport in and around Newburgh, this study will also look at movements between Newburgh and Perth, Fife and Edinburgh. In particular, trips to and from Perth and Newburgh due to the proximity. For this reason, some socio-economic data is also presented for Perth.

4.1.6 Much of the data presented below is sourced from the 2011 Census, supported by the pre-existing analysis undertaken by NTSG in their Pre-Appraisal. As with all Census data there is a time-lag from when the data was collected and this data is now over seven years old.

4.2 Population

4.2.1 Newburgh consists of four distinct Census data zones listed below with population numbers from the 2011 Census:

- Newburgh West and Lochmill: 817;
- Newburgh North East and Braeside of Lindores: 591;
- Newburgh East: 899;
- Flisk, Lindores and Luthrie: 592.

⁹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018, pg. 7

Table 1. Population Growth over the 2001-2011 Census Decade¹⁰

Population 2001-2011		
Area/Time	Population	Population Increase
Newburgh 2001	2,594	
Newburgh 2011	2,899	11.76%
Fife 2001	349,429	
Fife 2011	365,198	4.51%
Scotland 2001	5,062,011	
Scotland 2011	5,295,403	4.61%

4.2.2 Table 1 shows that there has been a 11.8% increase in the Newburgh population over the 2001-2011 period, compared with a 4.5% increase for Fife and a 4.6% increase for Scotland as a whole. It should be noted that the zoning system for Newburgh did change slightly between 2001 and 2011, but not significantly.

4.2.3 The population age distribution for Newburgh is similar to the distribution in Fife as a whole and also the Scotland average, although there are some differences, as shown in Table 2.

Table 2. Census 2001-2011 Age Distribution and Changes¹¹

Area/Time	Age Grouping							
	0-15	16-19	20-34	35-49	50-59	60-64	65-74	75 and over
Newburgh 2001	17.89%	4.29%	16.15%	23.04%	14.78%	6.64%	10.04%	7.17%
Newburgh 2001 Total	22.18%			53.97%			23.85%	
Newburgh 2011	16.80%	4.00%	-	-	-	8.42%	11.69%	8.35%
Newburgh 2011 Total	20.80%			50.74%			28.46%	
Percentage Change	-1.38%			-3.23%			4.61%	
Fife 2001	19.64%	5.03%	19.01%	21.70%	13.25%	5.14%	8.77%	7.46%
Fife 2001 Total	24.67%			53.96%			21.37%	
Fife 2011	17.63%	5.04%	-	-	-	6.85%	9.63%	7.91%
Fife 2011 Total	22.67%			55.94%			24.39%	
Percentage Change	-2.00%			1.98%			3.02%	
Scotland 2001	19.20%	4.98%	20.03%	22.09%	12.63%	5.17%	8.81%	7.09%
Scotland 2001 Total	24.18%			54.75%			21.07%	
Scotland 2011	17.30%	5.07%	-	-	-	6.35%	9.10%	7.72%
Scotland 2011 Total	22.37%			54.46%			23.17%	
Percentage Change	-1.81%			-0.29%			2.10%	

4.2.4 The average increase for those over 60 in Newburgh was 4.6%, with Fife at 3.0% and Scotland 2.1%. In contrast, the population of those under 20 shows a reduction in Newburgh of -1.4%, compared to -2.0% for Fife and -1.8% for Scotland as a whole. The 20-59 age range has seen a decrease for Newburgh that is larger than the average for Scotland, whereas Fife has seen an increase in this category. The data suggests that the population is steadily ageing and that a lack of employment opportunities is contributing to discouraging younger people from staying in or moving to the area.

4.2.5 Figure 5 shows a map of the percentage of people over 65 in the 2011 census, which shows that parts of Newburgh and Auchtermuchty have a higher proportion of those over

¹⁰ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 8

¹¹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 9

65 than the surrounding area. The National Records of Scotland predicts a 1.9% increase in total population for Fife between 2016 and 2026, compared with a 3.2% overall total for Scotland. Additionally, the projected percentage increase for those of pensionable age in Fife is 6%, compared with 5% for Scotland overall.

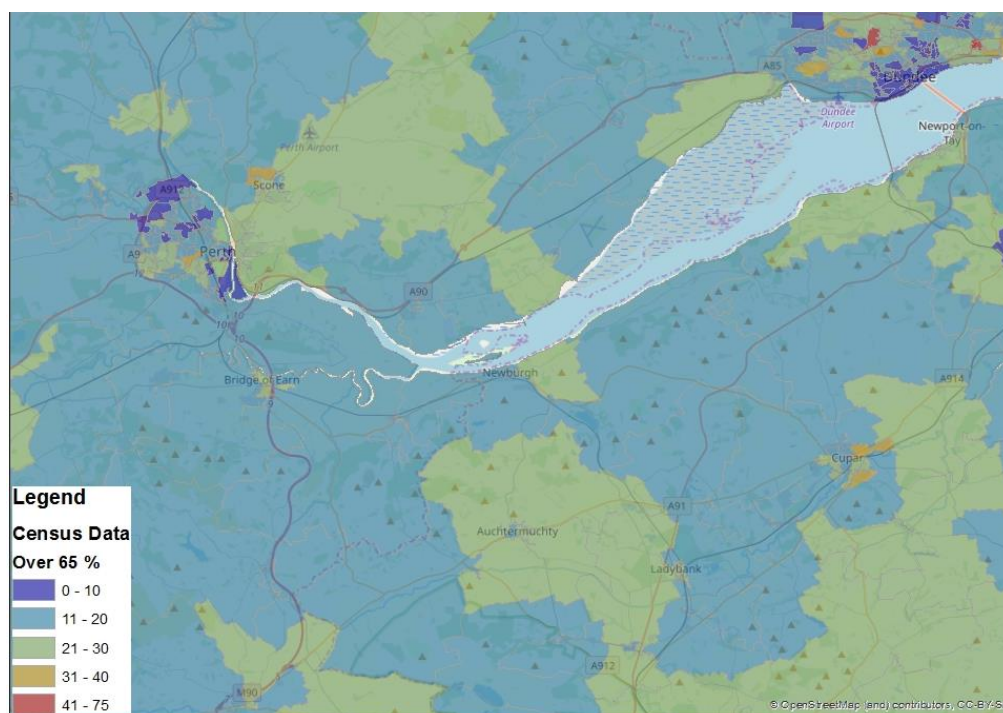


Figure 5. Census 2011 Percentage of Population aged over 65 years¹²

4.3 Scottish Index of Multiple Deprivation

4.3.1 The Scottish Index of Multiple Deprivation (SIMD) 2016 is the Scottish Government official tool for finding the most deprived areas in Scotland.

4.3.2 SIMD shows where Scotland’s most deprived areas are across a number of indicators including income, education, employment, health and access to services. The index can be used to help identify areas which may require specific targeting.

4.3.3 Access to Services includes two indicators: the average drive time to a petrol station, a GP surgery, a post office, a primary school, a secondary school, a retail centre, and the public transport travel time to a GP surgery, a post office and a retail centre. Although the indicator does not take into account the frequency or quality of services and is weighted 2/3 in favour of drive time it does give a useful indication of accessibility across the area.

4.3.4 The NTSG Pre-Appraisal document states:

The Scottish Index of Multiple Deprivation (SIMD) 2016, ranks the Newburgh area as roughly in the middle between its most deprived and least deprived data zone sets for Fife. This midranking runs through the

¹² <https://www.scotlandscensus.gov.uk/>

seven different SIMD data domains of deprivation: Income, Employment, Health, Education, Access, Crime and Housing.

The InFuse, UK Data Service has run an aggregation of 2011 census data with dimensions of deprivation used to classify households based on four selected household characteristics, Employment, Health, Education and Housing.

The table below [Table 3] shows Newburgh with marginally more deprivation in the categories measuring one or two dimensions of deprivation, compared with Fife and Scotland as a whole, less in three dimensions than the others and slightly more than Fife but less than Scotland as a whole in four dimensions.¹³

Table 3. Classification of Household by Deprivation from 2011 Census¹⁴

Total Households	Dimensions of Deprivation				
	0	1	2	3	4
Newburgh	513	473	285	54	6
1,331	38.54%	35.54%	21.41%	4.06%	0.45%
Fife	65235	52647	33448	8962	660
160,952	40.53%	32.71%	20.78%	5.57%	0.41%
Scotland	951359	769176	484020	151558	16664
2,372,777	40.09%	32.42%	20.40%	6.39%	0.70%

4.4 Car Availability

4.4.1 In terms of availability of a car, the NTSG Pre-Appraisal document states:

In aggregated terms, households owning more than one car have noticeably increased.

Households with no ownership of either a car or van (19.46% in 2011) are still noticeably fewer in Newburgh than in Fife or Scotland as a whole, although the figure dropped less over the 2001-2011 period, 1% as against 4%.

Private car ownership has increased everywhere across Fife and Scotland. Drops across the board in households owning just one car have been more than offset by increases in two car households - a slight shift upwards for Newburgh, a larger one for Fife and Scotland. There have also been shifts upwards to three and four car households, in this case more so for Newburgh than for Fife and Scotland.¹⁵

4.4.2 Table 4 and Figure 6 show the Census 2011 numbers for vehicle ownership, and Figure 7 shows a map of the percentage of people with no access to a car or van.

¹³ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 11

¹⁴ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 12

¹⁵ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 26-27

Table 4. Number of Households with Access to Car or Van¹⁶

Area/Time	All Households	All Cars or Vans in the Area
Newburgh 2001	1,368	1,661
Newburgh 2011	1,407	1,745
Newburgh Percentage Change	2.85%	5.06%
Fife 2001	150,274	151,978
Fife 2011	160,952	182,186
Fife Percentage Change	7.11%	19.88%
Scotland 2001	2,192,246	2,044,018
Scotland 2011	2,372,777	2,475,376
Scotland Percentage Change	8.23%	21.10%

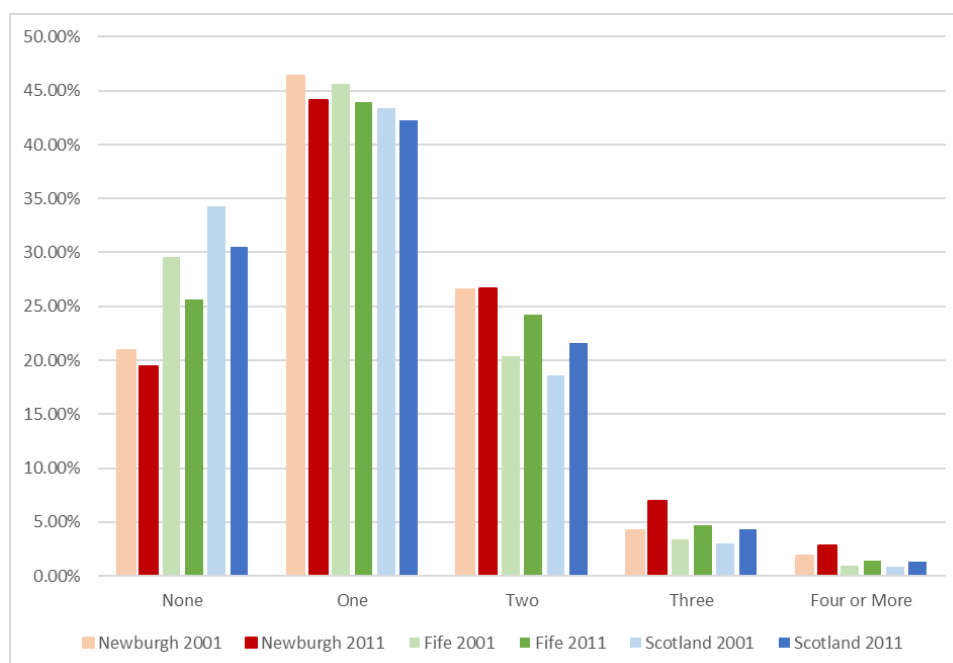


Figure 6. Car Owning Households, Census 2001 and 2011¹⁷

¹⁶ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 26

¹⁷ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 26

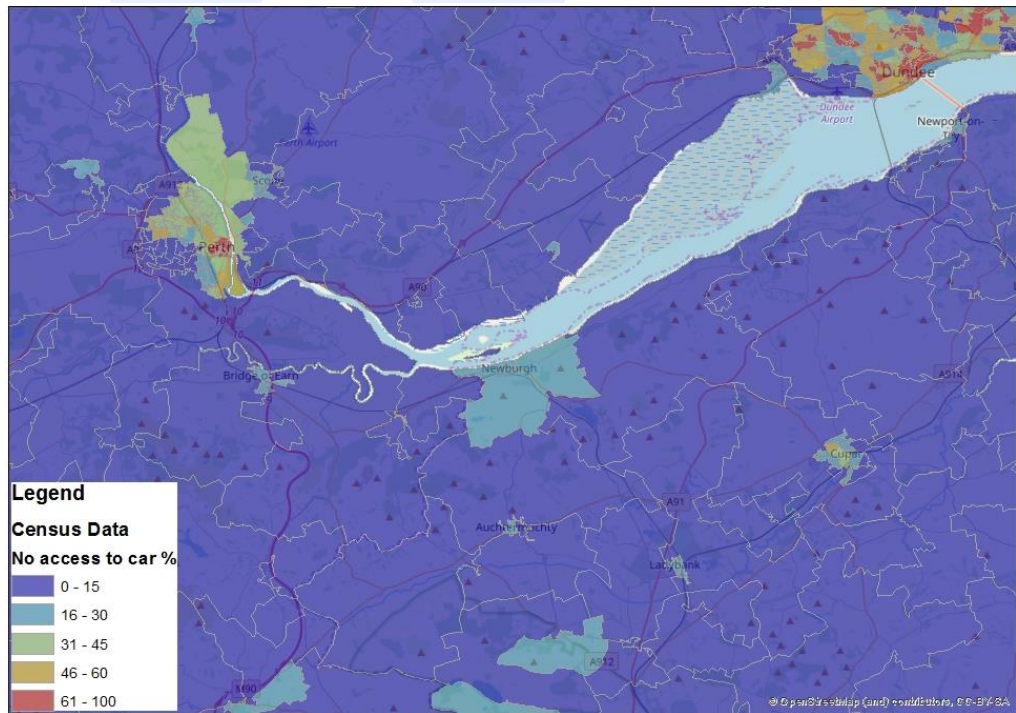


Figure 7. Census 2011 Households with No Access to a Car/Van (%)¹⁸

4.4.3 As is evident from Figure 7, almost 20% of the households in Newburgh do not have access to a car or van and this is significantly higher than the surrounding area, although lower than the total for Scotland (31%).

¹⁸ <https://www.scotlandscensus.gov.uk/>

4.5 Economic Activity

4.5.1 The NTSG Pre-Appraisal document contains a comparison of those Census 2011 respondents economically active and inactive, which are shown in Figure 8 and Figure 9.

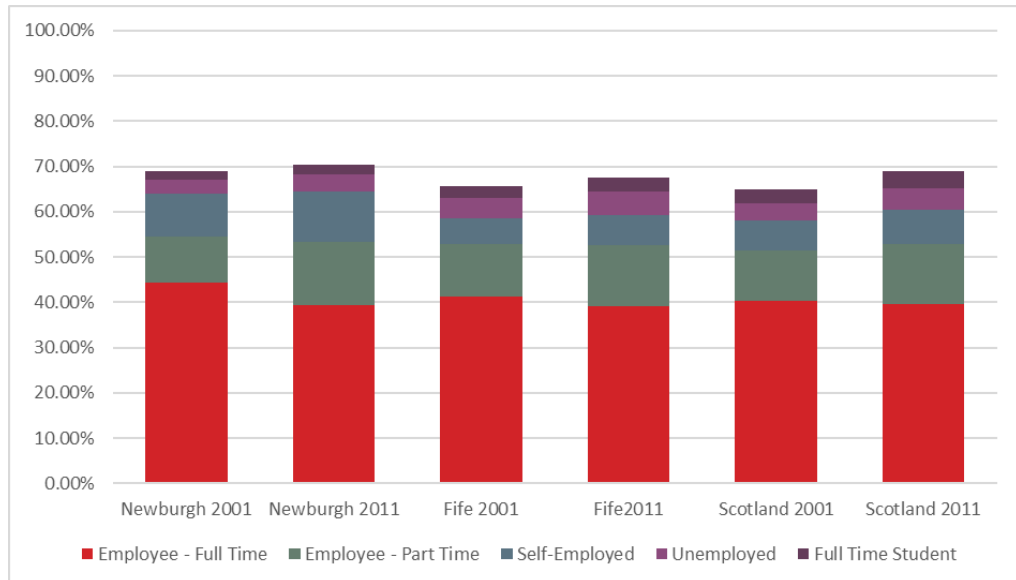


Figure 8. Economically Active 16-74.¹⁹

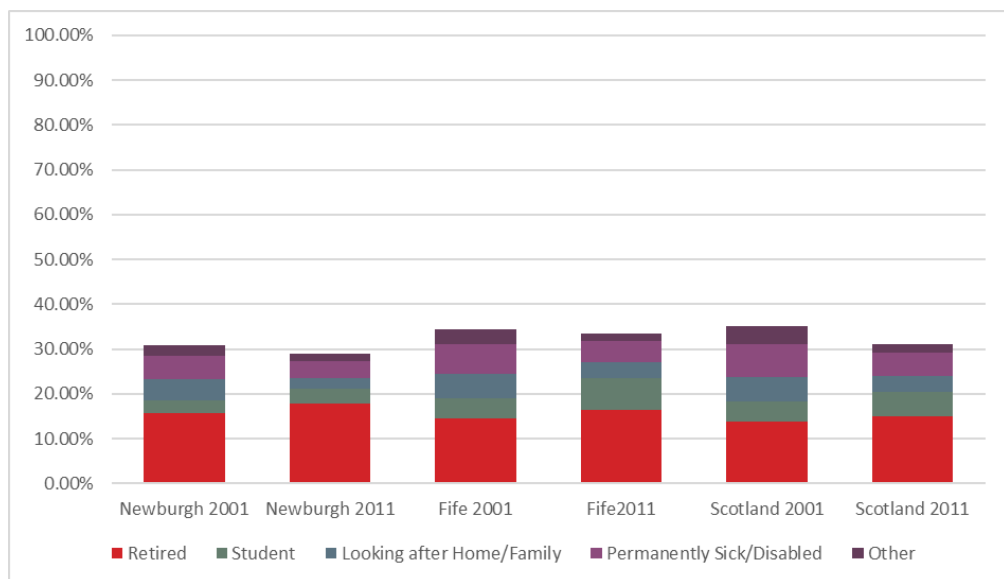


Figure 9. Economically Inactive 16-74.²⁰

4.5.2 There is a comparatively more economically active population in Newburgh than Fife or Scotland although there has been a greater drop in full-time employment than elsewhere and a greater rise in part-time working. However, the growth in economic activity has been greater in Scotland than in Fife, with Fife’s increase greater than Newburgh’s.

¹⁹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 13

²⁰ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 13

4.5.3 The NTSG Pre-Appraisal document states:

Self-employment has seen approximately 1% increases across all areas, although Newburgh has slightly more people proportionately in self-employment than Fife or Scotland as a whole. Again, this may obscure a level of insecurity associated with self-employment especially when linked with zero-hour contracts.

There are unemployment increases of 0.57% for Newburgh and 0.80% for both Fife and Scotland. Increases in the number of students in both economically active and inactive categories for Newburgh, Fife and Scotland show rises of 0.85%, 2.01% and 1.92% respectively. Newburgh also lags behind with proportionately less of the economic active and inactive parts of the population categorised as full-time students or as students compared with Fife or Scotland generally.

The retired population in Newburgh has increased by 2.10%, in Fife by 1.94%, and in Scotland as a whole by 1.00%. The retired category follows the growing trend in the ageing population, with Newburgh's proportionate share larger and growing as noted in the discussion on population.²¹

4.6 Travel to Work and Study

4.6.1 The Scottish Census 2011 provides details of origins and destinations of workers. Figure 10 shows the top work destinations for those living in Newburgh.

²¹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 13-14

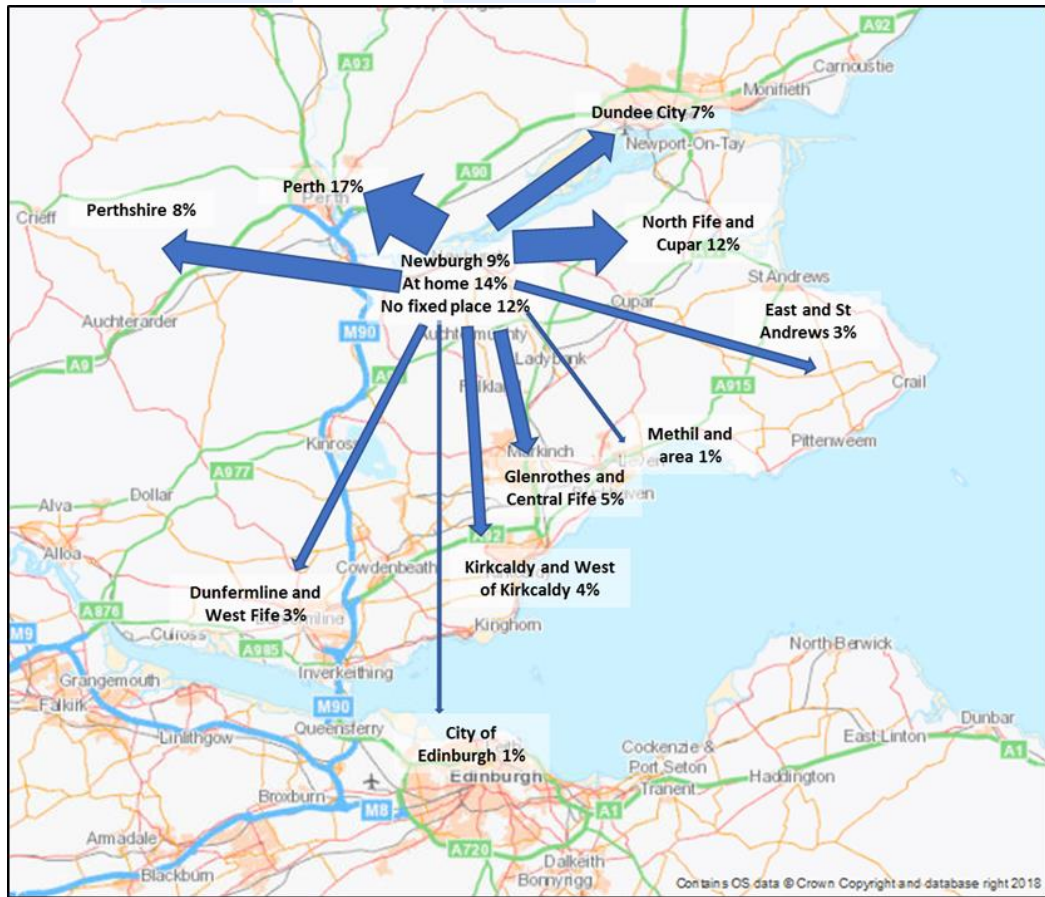


Figure 10. Top Destinations for Employment from Newburgh

4.6.2 The largest attractors for employment are unsurprisingly Perth and the Cupar area, along with others such as Dundee City and the rest of Perthshire. It is interesting to note that a fairly large proportion of those in Newburgh work from home, although whether this is by choice, or necessitated by a lack of suitable transport links, is unclear. The same trend has been identified in Stirling for example, so may be a reflection of a national trend. Another 12% have no fixed place of work, meaning flexibility in transport options could be key for this demographic.

4.6.3 Figure 11 shows a summary of travel to work and study by mode for Scotland and Fife.

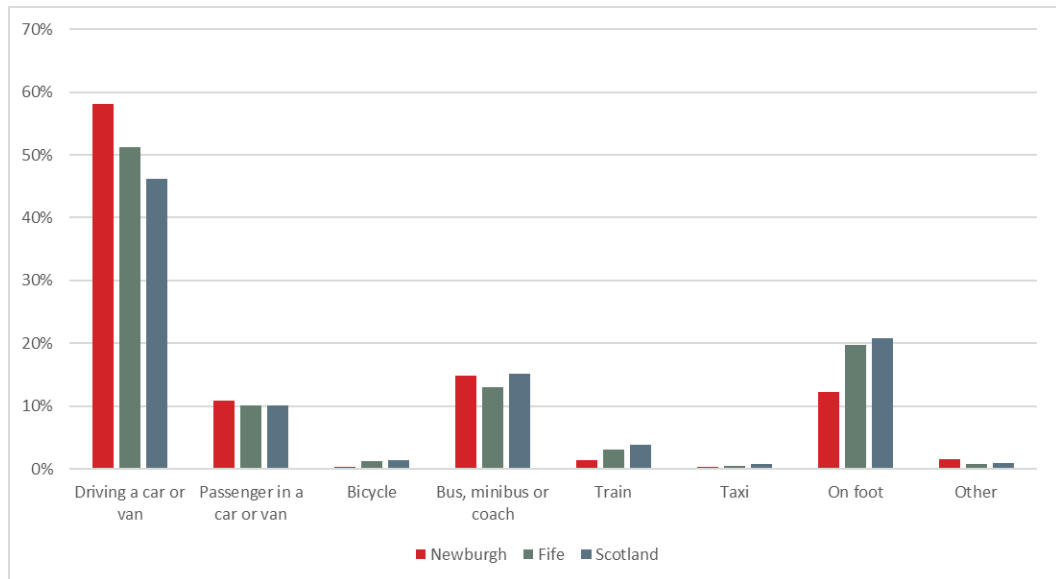


Figure 11. Method of Travel to Work and Study for Scotland and Fife²²

4.6.4 From the Census 2011 data, the relevant trips to work from Newburgh were extracted and are summarised in Table 5. These are displayed by destination and mode.

²² NTSG Pre-Appraisal Report p25, from Census data

Table 5. Traveling from Newburgh To Work and Work Locations²³

Traveling From Newburgh To Work Destinations	No. of people in employment the week before the census	Work from or Mainly Work from Home	Train or underground, metro, light rail or tram	Bus, minibus or coach	Driving a car or van	Passenger in a car or van	Bicycle	On foot	All other methods of travel
Working at home	198	198	0	0	0	0	0	0	0
No fixed place of work	167	0	2	4	129	17	0	6	9
Newburgh	127	0	0	1	43	6	0	75	2
Perth City - Centre	109	0	0	21	79	8	1	0	0
Perth City - North	66	0	0	6	56	3	0	0	1
Perth City - South	32	0	0	2	27	3	0	0	0
Perth City - West	27	0	0	4	22	0	0	0	1
Perth City - East of River	9	0	0	1	8	0	0	0	0
Fife - North and Cupar	177	0	0	12	134	24	2	3	2
Fife - Glenrothes and Central	75	0	0	2	70	1	2	0	0
Fife - Kirkcaldy and West of Kirkcaldy	51	0	1	3	44	2	0	1	0
Fife - East and St Andrews	46	0	0	2	41	2	0	1	0
Fife - Dunfermline and West	46	0	0	6	34	3	0	3	0
Fife - Methil and Surrounding Area	16	0	0	0	14	0	0	1	1
Perthshire - Southeast and Kinross	80	0	0	10	48	21	0	0	1
Perthshire - Southwest and Crieff	20	0	0	0	19	1	0	0	0
Perthshire - North and Blairgowrie	15	0	0	0	14	1	0	0	0
Dundee City	98	0	0	1	89	6	0	0	2
Angus	7	0	0	0	7	0	0	0	0
Stirling	5	0	1	0	3	0	0	1	0
Falkirk	2	0	0	0	2	0	0	0	0
Clackmannanshire	2	0	0	0	2	0	0	0	0
City of Edinburgh	29	0	8	1	17	0	0	0	3
West Lothian	3	0	0	0	3	0	0	0	0
Midlothian	1	0	0	0	1	0	0	0	0
Glasgow City	1	0	1	0	0	0	0	0	0
North Lanarkshire	1	0	0	0	1	0	0	0	0
Argyll and Bute	1	0	0	0	0	0	0	0	1
East Lothian	1	0	0	0	1	0	0	0	0
Renfrewshire	1	0	0	0	1	0	0	0	0
Aberdeen City	6	0	2	0	3	0	0	0	1
Highland	1	0	0	0	1	0	0	0	0
Working at an offshore location	10	0	5	0	2	0	0	0	3
Working in England	6	0	1	2	1	0	0	0	2
Working outside the U.K	5	0	0	0	1	0	0	2	2
Total	1441	198	21	78	917	98	5	93	31
%	100%	14%	1%	5%	64%	7%	0%	6%	2%

4.6.5 The table suggests that the main mode of transportation by far is driving a car or van, with most vehicles containing a single occupant. When compared with the totals for Scotland and Fife then there is a larger proportion of people who are travelling to work and study driving a car or a van (67% vs. 63% for Fife and 56% for Scotland as a whole). It should be noted that the total travelling by bus for both work is much lower (5%) than those travelling to both work and study (15%), which would suggest a far greater reliance on public transport for those travelling to study.

²³ <https://www.scotlandscensus.gov.uk/>

4.6.6 A far smaller number of trips (172) are attracted towards Newburgh than are generated, confirming that there are far smaller opportunities for employment in Newburgh, resulting in large numbers of commuters travelling to larger economic areas. As with the trips generated in Newburgh, the trips attracted to Newburgh are mainly driving a car or van with a single occupant. The distribution of the origins of these trips are illustrated in Figure 12.

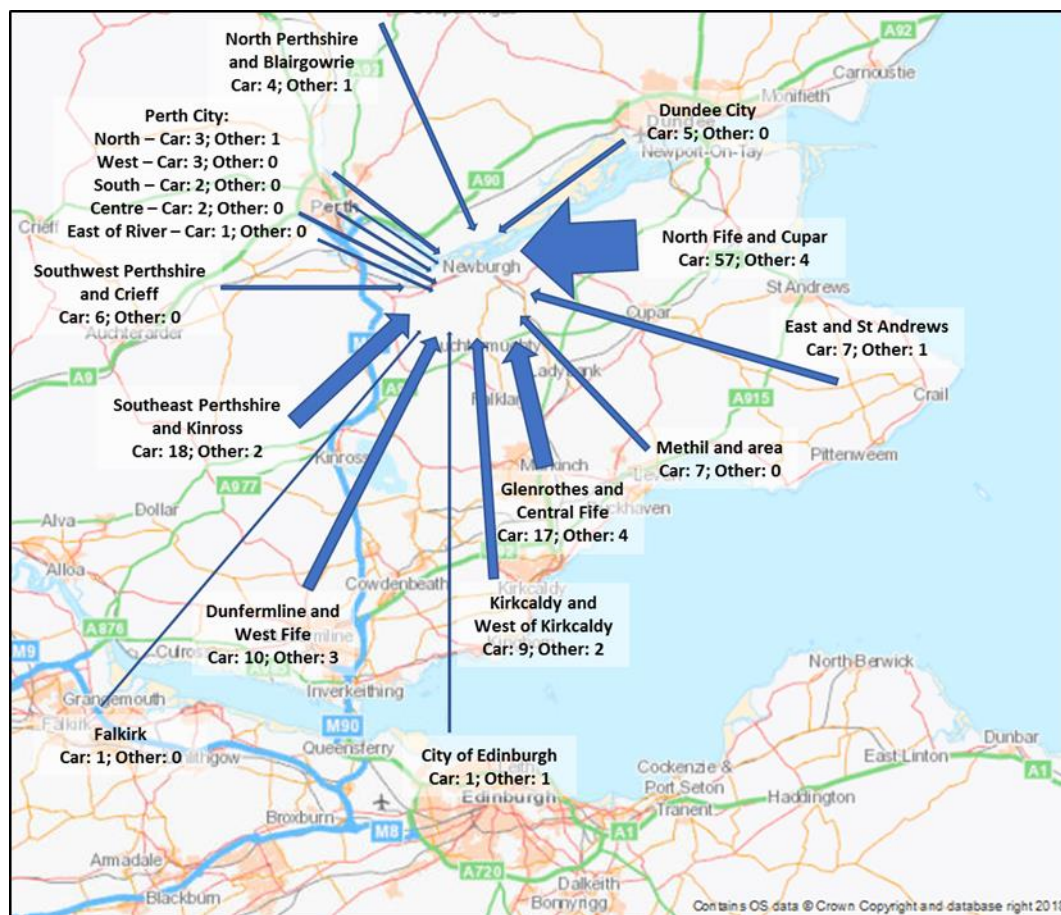


Figure 12. Origins and modes of work trips into Newburgh²⁴

4.6.7 In terms of distance travelled, 2011 Census data (shown in Figure 13) indicates that of those who travel to work or study, 48% of the people in Newburgh travel between 10 km to 30 km; this is more than twice the regional average (23%) and more than three times the national average (17%) and reflects the distance from Newburgh to key places of employment and study such as Glenrothes, Cupar and Perth.

²⁴ <https://www.scotlandscensus.gov.uk/>

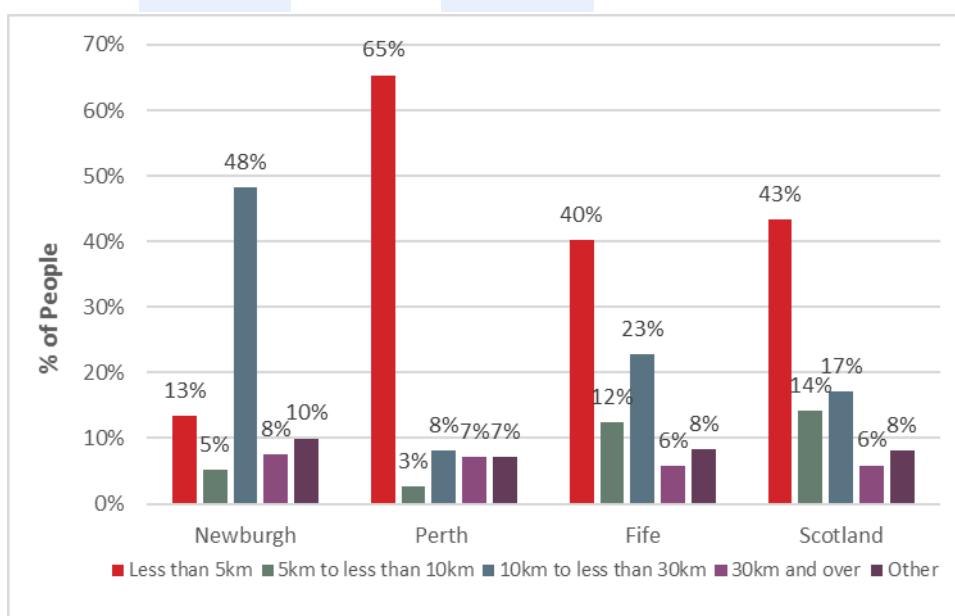


Figure 13. Comparison of Distance travelled to work place or place of study²⁵

4.7 Accessibility

4.7.1 There is no extensive accessibility data available for Newburgh. The Scottish Index of Multiple Deprivation²⁶ from 2016 gives the geographic access domain rank as follows (with 1 being most deprived, and 10 least deprived):

- Newburgh West and Lochmill: 3
- Newburgh North East and Braeside of Lindores: 8
- Newburgh East: 9;
- Flisk, Lindores and Luthrie: 1.

4.7.2 This is a very varied picture and reflects that the SIMD geographic access domain rank takes into account both car and public transport journey times, with public transport making up only a third of the weighting towards the total score.

4.8 Findings

4.8.1 The baseline study highlighted a number of socio-economic factors which contribute to accessibility related issues within the study area, including the following:

- Above average increase in over-65s population. This age demographic could see an increasing reliance on non-car modes to access essential services.
- Above average 1+ car ownership, yet almost 20% of households in Newburgh do not have access to a car, which is roughly equivalent to the percentage who use the bus services to access work and study.

²⁵ <https://www.scotlandscensus.gov.uk/>

²⁶ <http://simd.scot/2016/>

- There is a recognition that those in households with more than one car may not have extra cars by choice, but because there is no other realistic option to get to their destination.
- Also, that if one householder needs a car to drive to one destination then it may not be available for a second householder, even if that person has been noted in the census as having access to a car.
- The employment level has increased in recent years, but more and more people are reporting being in part-time work instead of full-time work, which further increases their economic instability; with the data suggesting this to be a continuing downward trend in Newburgh.

5. TRANSPORT NETWORK

5.1 Overview

5.1.1 Newburgh is located just inside the Fife boundary with Perth and Kinross, on the south bank of the Firth of Tay. Newburgh lies approximately 12 miles from Perth by road and around 20 miles from Dundee. A large part of Fife is rural, including Newburgh and not well served by public transport, and this has led to a reliance on the private car as a means of transport.

5.2 Walking and Cycling

5.2.1 The Fife Coastal Path runs along 117 miles of coastline, beginning in Newburgh and ending at Kincardine on the River Forth.

5.2.2 The national cycle route NCN 777 runs between Newburgh and the Tay Bridge, while NCN 776 runs down through Auchtermuchty to Falkland, where it joins with NCN 1 which is a long-distance cycle route that connects Dover and the Shetland Islands via the east coast of Scotland. Figure 14 shows some of these routes in northeast Fife, and the absence of any designated links between Fife and Perth and Kinross in this region is evident in the picture.

5.2.3 It should be noted that while NCN 776 and NCN 777 are designated as national cycleways, they run along roads that also carry general traffic, with permitted speeds of up to 60mph.

5.2.4 There are no current plans for a cycle route between Newburgh and Perth, although Sustrans would consider a route between Abernethy and Newburgh, were the station at Newburgh to be reopened. In any case, the distances from Newburgh to Perth are such that cyclists are unlikely to commute such distances on a daily basis; and this has been confirmed in consultation sessions.

5.2.5 The other point to note is that due to the terrain, the centre of town is less accessible on foot from the Banklands and Mount Pleasant areas, particularly for those who may have mobility issues.

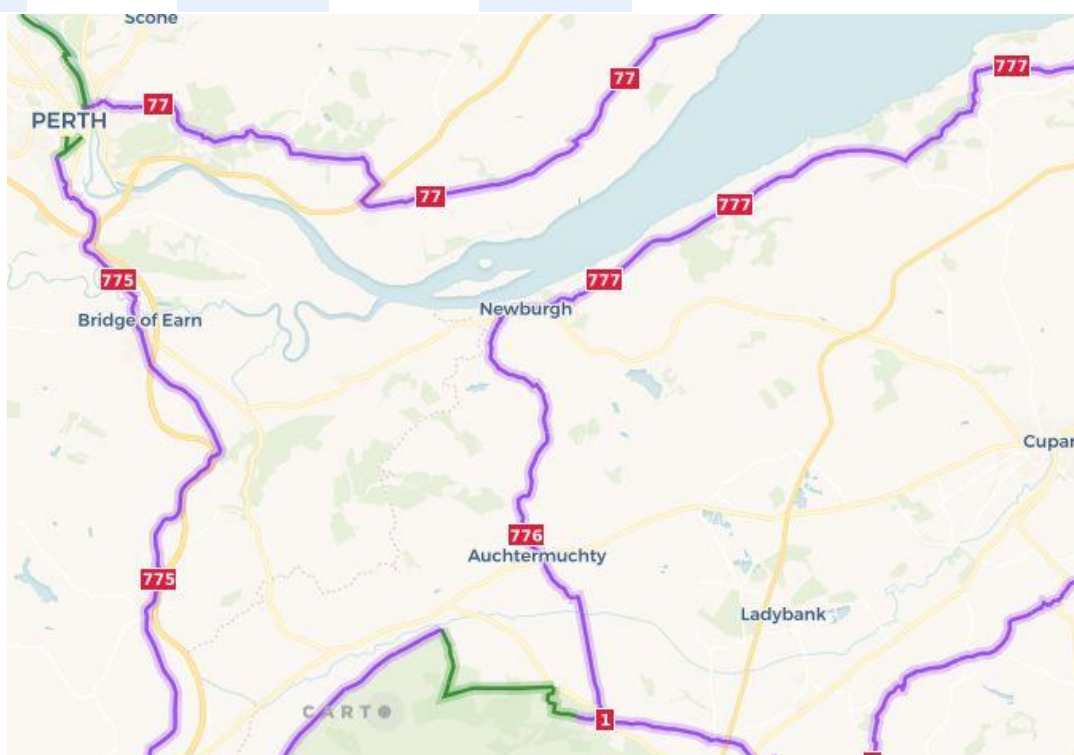


Figure 14. National Cycling Network Passing Through Newburgh (Sustrans, 2018)

5.3 Public Transport: Bus

Bus Services

5.3.1 The NTSG Pre-Appraisal document states:

Bus Services are currently the only form of public transport available to people in Newburgh and its hinterland. The two services, the 94 to Cupar and the 36 to Perth give access to these two main destinations for work and study. Nearly 15% of people in Newburgh travelling to work or study use them, not an inconsiderable number. No evening services operate between Perth and Newburgh.

However as the tables below [Table 6, Table 7 and Table 8] illustrate, public transport services in their current form and pattern suggest that private vehicle travel is highly advantageous in terms of time saving, and the greater distance needed to travel the greater this advantage becomes.

Moreover, private vehicle use at some times of the day on some days of the week to some destinations is the only option. Other issues include reliability – it is by no means unknown for buses to simply not turn up – and frequent changes to timetabling. In fact, the above timetable was altered in August 2017 and again in November 2017 - Stagecoach East Scotland have withdrawn a school bus service from Perth at 16.00 hours, providing only a smaller, single deck bus that habitually means standing room only, and

sometimes even passengers not being allowed to board, between Perth city centre and Bridge of Earn.

[...]

Newburgh to Stirling travel times at 1hr 23mins by bus and train against 52 mins by car represent a half hour gap instead of an hour gap when travelling by bus alone.

When travelling to Edinburgh by bus and train, 1hr 52mins against 1hr 3mins by car (plus the problems and cost of parking) is time advantageous against bus at 2hrs 17mins and costs only slightly more (£16.40, bus and train fares, £15 for bus fare).

Depending on the time of day, travelling to Edinburgh by bus and train could in theory be slightly faster than travelling by car. Even to Stirling the time gap is not a great deterrent, especially when car mileage running costs and parking costs are weighed. Even at 25p a mile a journey to both Edinburgh and Stirling would represent around £18.00 for car against £16.40 and £16.90 by bus and train. However, any minor cost advantages are insignificant compared to time savings. Moreover, such comparisons are valid only when considering one occupant per private vehicle. The cost difference between public and private transport for a car-full of four travelling to Edinburgh would be significant. Also, connectivity is sometimes dependent on some uncomfortably tight timetabling. It has been reported that the Ladybank to Edinburgh train can pull away from the station just as the connecting 94 bus from Newburgh, if only slightly delayed, is arriving at the bus stop outside.

By bus and train combined, there is only one reasonable morning commute time to Kirkcaldy, an important centre in Fife for employment opportunities as well as education and hospital facilities, and it involves a very early arrival. It is also noteworthy that it takes around two hours to get to Edinburgh from Newburgh by bus and train, a similar journey time to from Pitlochry to Edinburgh by train alone. To some extent it may appear superficially that bus and train combined offer some reasonable travel options, but journey times however are still excessive for regular travel to work and study.

Recently, some attempt has been made by local authorities, including Fife Council, to note and address the isolation of rural communities through Go-Flexi taxi schemes. Fife Council subsidises a local bus operator (Moffat and Williamson) to run the F5 service in North-East Fife, which gives some scope for Newburgh residents to access Dundee via Newport. The service operates Monday to Friday between 0700-1815 and on Saturday between 0815 and 1815 hours, but not on Christmas Day or at the New Year. The service obviously has a limited capacity, especially for work or study purposes, and has to be pre-booked (between an hour and a week in advance), with no guarantee of a place.²⁷

²⁷ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 27-31

Table 6. Bus Services in Newburgh.²⁸

Bus Services in Newburgh		
Service	Route	Frequency
36	Glenrothes - Freuchie - Falkland - Auchtermuchty - Newburgh - Abernethy - Bridge of Earn - Perth	Monday-Friday (Hourly Approx.) 6:20-18:20
		Saturday (Hourly Approx.) 7:20-18:20
	Glenrothes - Newburgh - Perth	Sunday (Two Hourly Approx.) 10:17-16:17
	Perth - Bridge of Earn - Abernethy - Newburgh - Auchtermuchty - Falkland - Freuchie - Glenrothes	Monday-Friday (Hourly Approx.) 6:25-19:45
		Saturday (Hourly Approx.) 7:45-19:45
	Perth - Newburgh - Glenrothes	Sunday (Two Hourly Approx.) 11:42-17:42
94	Newburgh - Auchetermuchty - Ladybank - Cupar - Leuchars - St Andrews	Monday-Saturday (Hourly Approx.) 6:52-23:20
	St Andrews - Leuchars - Cupar - Ladybank - Auchtermuchty - Newburgh	Monday-Saturday (Hourly Approx.) 6:12-21:52

5.3.2 The bus timetables have not changed significantly in 2019 from those given above.

5.3.3 In terms of facilities for buses, it is also worth noting that there is a car park at the west end of Newburgh (near the site of the old railway station) which has a bus turning area.

Table 7. Travel Time Comparison, Bus and Private Vehicle.²⁹

Destination from Newburgh	Bus Journey Times	Private Vehicle Journey Times	Distance
Perth	35mins	21mins	<20km
Bridge of Earn	22mins	14mins	
Abernethy	8mins	6mins	
Cupar	50mins	19mins	
Ladybank	35mins	15mins	
Auchtermuckty	17mins	11mins	
Glenrothes	40mins	26mins	21-40km
Leuchars	1hr10mins	30mins	
St Andrews	1hr30mins	36mins	
Kirkcaldy	1hr40mins	34mins	
Dundee	1hr40mins (+/-)	33mins	
Dunfermline	1hr50mins (+/-)	41mins	
Edinburgh Airport	1hr30mins - 2hrs30mins	53mins	>20km
Edinburgh	2hrs - 2hrs39mins	1hr7mins	
Stirling	1hr25mins-1hr50mins	52mins	
Falkirk	2hrs30mins (+/-)	1hr	
Glasgow	2hrs50mins-3hrs25mins	1hr17mins	

²⁸ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 28

²⁹ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 29

Table 8. Bus vs Bus and Train for Medium and Longer Distance Travel.³⁰

From Newburgh to Destination	Bus Journey	Bus and Train Journey	Morning Commute Time	Trip Price
Kirkcaldy (31km)	-	1hr4mins Via Ladybank	06:52 - 07:56	£10.30
	1hr28mins Via Glenrothes	-	07:12 - 08:40	£9.00
Edinburgh (72km)	-	1hr14mins Via Ladybank	07:59 - 09:13	£10.30
	2hrs17mins Via Glenrothes	1hr 52mins Via Ladybank	06:52 - 08:44	£16.40
Stirling (69km)	1hr53mins Via Auchtermuchty	-	07:12 - 09:05	£8.70
	-	1hr23mins Via Perth	07:21 - 08:44	£16.90

5.3.4 There are a number of key points to draw from these tables:

- Ladybank, the primary interchange with the rail network to Edinburgh, is only 15 minutes by private vehicle but 35 minutes by bus;
- Cupar is only 19 minutes by private vehicle but 50 minutes by bus; and
- Kirkcaldy, a key health destination, is only 34 minutes away by private vehicle but more than an hour and a half away by public transport.

5.4 Public Transport: Rail

Access to Rail

5.4.1 Newburgh is located on the Edinburgh to Perth railway line and was previously served by a station which closed in 1955. The line runs between Perth station to the northwest and Ladybank to the south and located on a single track section of the line (from Ladybank to Hilton Junction), which restricts timetabling capabilities.

5.4.2 Improved journey times to Edinburgh are already identified in the Scottish Government's Strategic Transport Projects Review (2008; specifically, Project 28). There are currently no timescales for this proposal and progressing this project is likely to require joint working with Fife Council, Tactran and SEStran regional transport authorities, Transport Scotland, Network Rail and the franchise operators. As mentioned above, the line is single track and this is a key constraint for the provision of additional stations on the line and the delivery of faster journey times.

5.4.3 According to the 2016 Scotland Route Study by Network Rail the number of passengers travelling by rail in Scotland has seen sustained growth since 1995/96, increasing by 96 per cent to 96.1 million journeys in 2014/15. The patterns for Perth and Ladybank stations are similar with growths of 243% and 329% respectively since 1997-98; shown in Figure 15). In 2017-18 Perth had 1,117,248 and Ladybank had 84,470 entries and exits.

³⁰ Newburgh and Area North of Fife STAG Pre-Appraisal Transport Study Report 2018 pg. 30

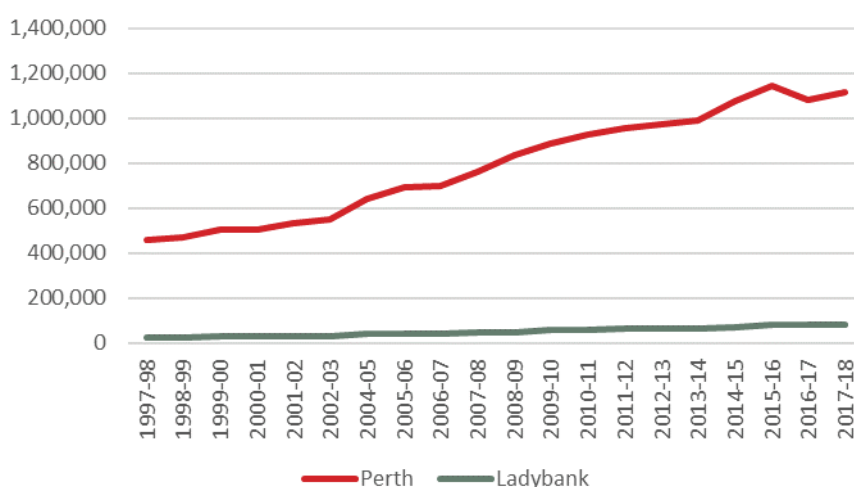


Figure 15. Entries and Exits Time Series for Perth and Ladybank rail stations³¹

5.4.4 Data from the *Scottish Household Survey*, summarised in Table 9, indicates that the uptake of rail services in the Fife area is generally around the Scottish average for occasional trips, but for regular commuting it seems to be lower (the sample size for Fife was 460, which means that a non-recorded sample size of less than 5 would be around 1%), although it should be recognised that these figures are based on a relatively small sample size.

Table 9. Use of local train services in Fife and Scotland from 2016 (%)³²

	2016	
	FIFE	SCOTLAND
Every day or almost every day	** ³³	2.6
2-3 times per week	**	2.2
About once a week	3.1	4.3
About once a fortnight or once a month	23.9	21.9
Not used in past month	71.4	69.0

³¹ Office of Rail and Road

³² SHS Local Area Analysis

³³ Sample sizes below 5 not reported

Network Rail: Scotland Route Study

- 5.4.5 The Scotland Route Study provides an evidence base that informs funders when considering rail industry investment choices for Control Periods 6 and 7 between 2019 and 2029.
- 5.4.6 The long-term planning process is designed to consider the role that the railway plays in supporting the UK economy over the next 30 years. This includes addressing the demands that are likely to be placed in that time, capturing stakeholder aspirations to develop new or improved train services and to present investment choices for funders to accommodate these demands and future aspirations.
- 5.4.7 Options that have been recommended for progression included in the study area:
- Central Belt to Inverness Enhancement
 - Ladybank to Hilton enhancement to improve capacity and journey times.

Newburgh and Oudenarde: Initial Rail Demand Feasibility Study (2015)

- 5.4.8 A Working Group comprising SEStran, Tactran, Fife Council and Perth & Kinross Council commissioned a feasibility study of potential new station openings at Oudenarde and/or Newburgh in the Fife Council and Perth & Kinross Council areas.
- 5.4.9 This feasibility work examined if there was sufficient evidence to undertake a much fuller appraisal. The early work investigated the potential impacts on existing services and identified impacts on aspirations for an improvement to journey times between Inverness and Edinburgh. The study also gathered the early views of the rail industry on any new station on this section of route, as ultimately the rail industry would be required to manage, maintain and operate any new service.
- 5.4.10 The study looked at the introduction of an hourly stopping service on Edinburgh – Perth services with options tested for Newburgh only and Oudenarde only. Although boarding and alighting levels were predicted to be considerably higher at Oudenarde, the much higher benefits per passenger for users of Newburgh station resulted in a greater total economic benefit for Newburgh station. Benefits per passenger for users of Newburgh station were predicted to be greater due to the relative difference between existing and future generalised cost being greater for Newburgh users than Oudenarde. This was due to the less attractive existing public transport and car journey times to/from Newburgh compared to Oudenarde. This approach looked at improved rail transport but did not consider improved bus services.

Rail User Surveys

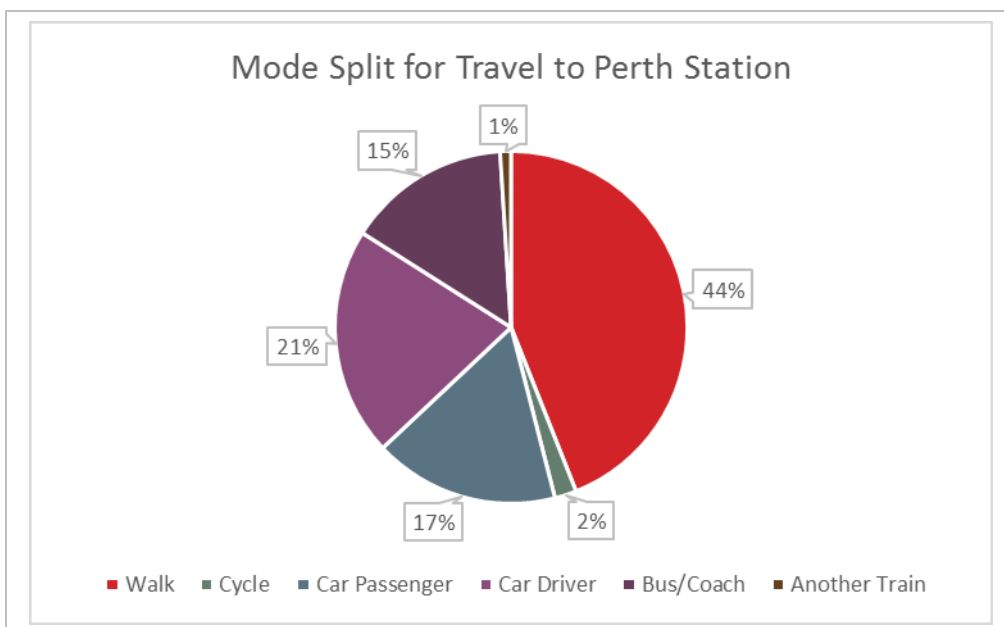
- 5.4.11 In March 2018, TACTRAN undertook a number of rail passenger surveys for the Tayside area. The results provide a useful overview of how rail stations are used in the area, how people travel to the stations and where they come from. The results of the surveys undertaken at Perth station are summarised below.
- 5.4.12 In October 2018, SEStran undertook a similar rail passenger survey for Fife. The results for Cupar and Ladybank are also summarised below, since these are the two nearest stations to Newburgh.

Perth Railway Station

- 5.4.13 Perth Rail Station is located to the southwest of the city centre. It features two, unmanned, car parks: one at the main entrance (accessed from Leonard Street), and another at the back of the station (accessed from Glasgow Road). There are a total of 60 spaces, including dedicated spaces for blue badge holders and electric car charging points.
- 5.4.14 Over the survey period 1,494 passengers were observed boarding train services in Perth station. Of the 1,494 boarding passengers, 521 completed the questionnaire, giving an effective sample rate of 35%.
- 5.4.15 Table 10 summarises the key statistics for Perth which show that 38% of those who returned a questionnaire arrived by car at Perth. Origins of travellers were mixed; with 40% originating in Perth. Three respondents said they came from Newburgh, which puts the proportion of the total at just under 1%. The top three destinations were Glasgow (21%), Edinburgh (19%) and Dundee (18%). Over a third of the respondents (35%) indicated commuting was the main reason for their journey followed by a quarter who answered employer's business.
- 5.4.16 Respondents were also asked the reasons for deciding to travel from Perth railway station over other possible stations. All of the reasons passengers found applicable when choosing this particular station were recorded, so multiple answers were selected by individual participants. Over two thirds (67%) pointed to convenience, in terms of proximity of the station, followed by 18% who said proximity to their destination.

Table 10. Perth Key Statistics

PERTH KEY STATISTICS



Top Origins	40% Perth	9% Edinburgh
Top Destinations	21% Glasgow	19% Edinburgh

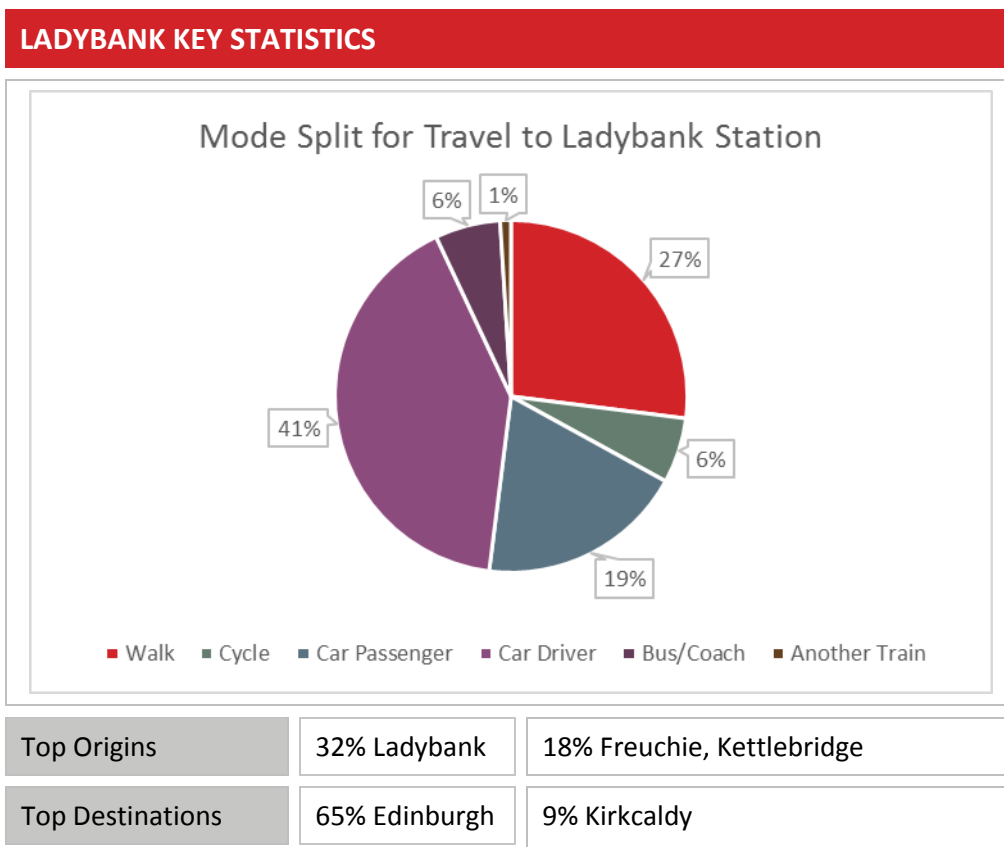
Ladybank Railway Station

- 5.4.17 Ladybank Rail Station is located in the southern edge of town with an unattended, free of charge, 20 space car park provided at the station. This includes dedicated parking spaces for blue badge holders.
- 5.4.18 Over the survey period, 126 passengers were observed boarding train services. Of the 126 boarding passengers, 62 returned a completed form, giving an effective sample rate of 49%.³⁴
- 5.4.19 Table 11 summarises the key statistics for Ladybank which show that 41% of those who returned a questionnaire arrived by car at Ladybank with 32% of travellers originating in Ladybank and 7% coming from Newburgh. The top three destinations were Edinburgh (65%), Kirkcaldy (9%) and Dundee (7%). Over a third of the respondents (53%) indicated commuting was the main reason for their journey followed (10%) who answered visiting friends/family.
- 5.4.20 Respondents were also asked the reasons for deciding to travel from Ladybank railway station over other possible stations. All of the reasons passengers found applicable when choosing this particular station were recorded, so multiple answers were selected by

³⁴ Fife Passenger Rail Usage Survey Report pg. 25

individual participants. Over two thirds (71%) pointed to convenience, in terms of proximity of the station, followed by 10% who said shortest journey time.

Table 11. Ladybank Key Statistics.³⁵



Cupar Railway Station

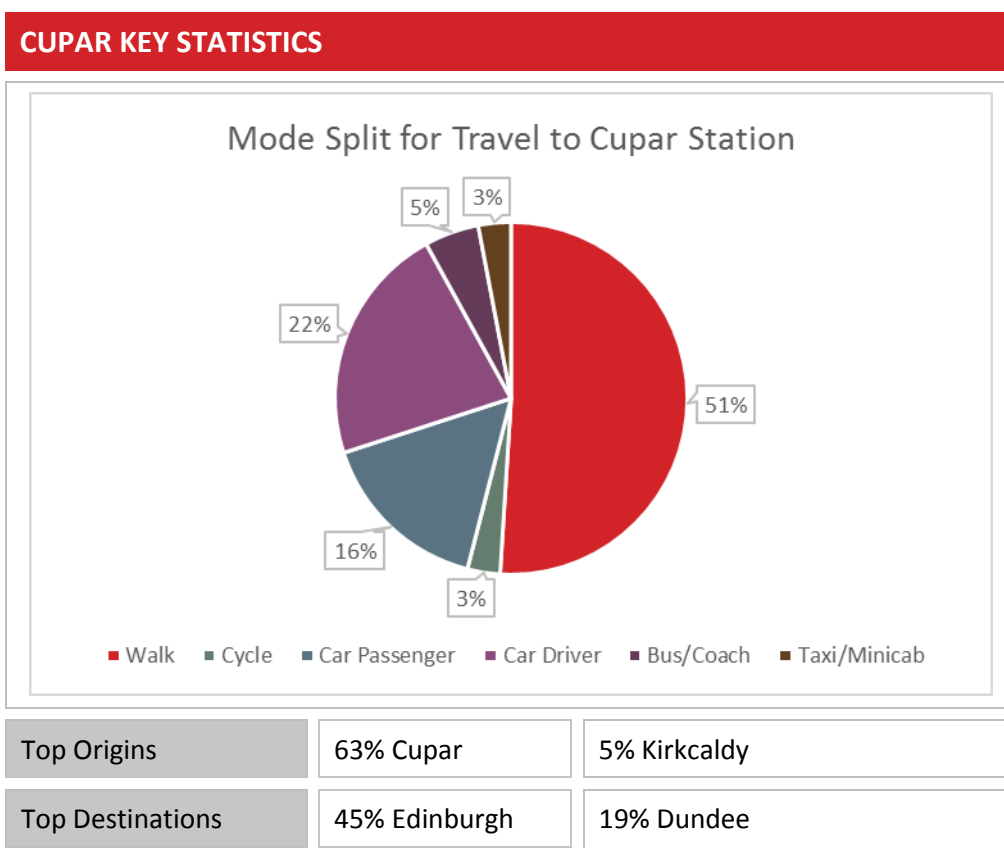
- 5.4.21 Cupar Rail Station is located in the centre of town with an unattended, charged, 116 space car park provided at the station. This does not include parking spaces for blue badge holders.
- 5.4.22 Over the survey period, 334 passengers were observed boarding train services. Of the 334 boarding passengers, 146 returned a questionnaire, giving an effective sample rate of 44%.³⁶
- 5.4.23 Table 12 summarises the key statistics for Cupar which show that 41% of those who returned a questionnaire arrived by car at Cupar with 63% of travellers originating in Cupar and 1% coming from Newburgh. The top three destinations were Edinburgh (45%), Dundee (19%) and Kirkcaldy (11%). Over a third of the respondents (39%) indicated commuting was the main reason for their journey followed by (15%) who answered visiting friends/family and leisure.

³⁵ Fife Passenger Rail Usage Survey Report pg. 31

³⁶ Fife Passenger Rail Usage Survey Report pg. 11

5.4.24 Respondents were also asked the reasons for deciding to travel from Cupar railway station over other possible stations. All of the reasons passengers found applicable when choosing this particular station were recorded, so multiple answers were selected by individual participants. Over two thirds (70%) pointed to convenience, in terms of proximity of the station, followed by 12% who said it was closest to their destination.

Table 12. Cupar Key Statistics.³⁷



5.5 Transport Network: Road

5.5.1 The A913 runs through Newburgh, merging to the west into the A912 which gives access to Perth and the M90 providing connections with the Central Belt.

5.5.2 Apart from the M90, the road network surrounding Newburgh is mainly single carriageway with a 60mph speed limit, although there are 30mph limits in place through Bridge of Earn, Abernethy, Newburgh and other surrounding towns, and some additional speed limits on the main road towards Lindores and Cupar. Additionally, between Abernethy and Newburgh there is a single traffic light where the road crosses the railway over a bridge that is too narrow to allow for safe passing of large vehicles. The network is shown in Figure 16.

³⁷ Fife Passenger Rail Usage Survey Report pg. 19

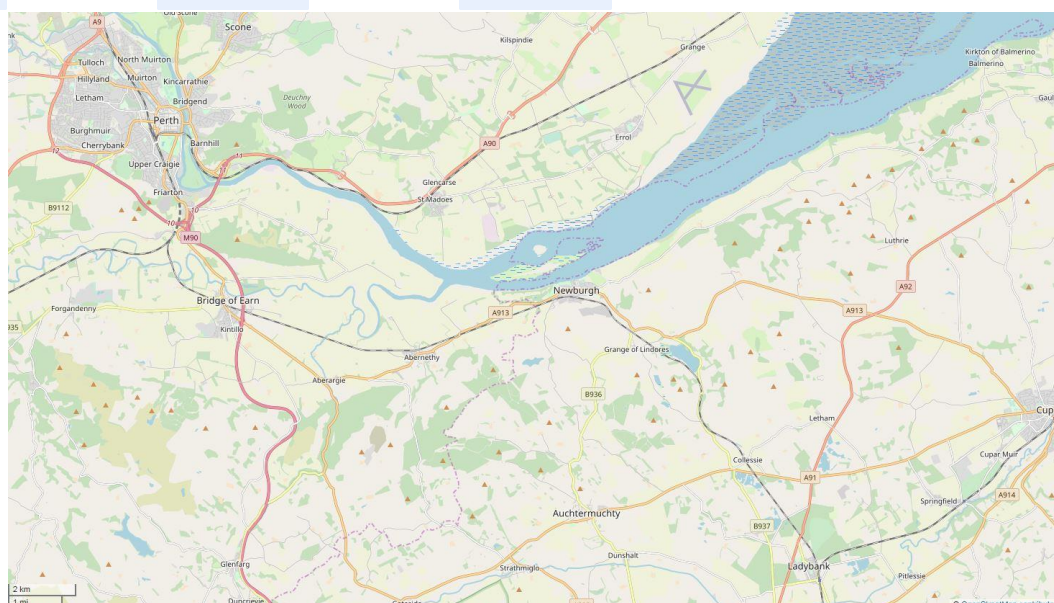


Figure 16. Road Network Around Newburgh

- 5.5.3 Although the roads around Newburgh have not been identified as particularly suffering from serious congestion at the current time, future developments along the corridor will place additional traffic pressures on the road network.
- 5.5.4 Additionally, the local road network in the centre of Perth is extremely busy during the morning and evening peak hours. Congestion in the city centre results from the conflict between local traffic and traffic travelling through the city, constraints imposed on the local road network by the Perth and Queen’s Bridges and the lack of a suitable alternative east-west route that would avoid the centre of Perth.
- 5.5.5 There is good free public parking provision in Newburgh, with one at the west end with 50 spaces, and one at the east end with a combined total of approximately 40 spaces. In addition, there is free on-street parking along the length of the High Street, although a time restriction applies in most sections (but not on the west end of the High Street from the Vets/Sun Gallery up to the Abernethy Road).

5.6 River Travel

- 5.6.1 There is a navigable channel on the River Tay between Perth and Dundee. There is currently no passenger traffic, although some commercial cargo vessels do dock at Perth on occasion. There are old masonry piers at Newburgh, which are currently maintained by volunteers, but to make a passenger service practical a new arrangement which takes into account the tidal rise and fall would need to be built, along with similar facilities in Perth and Dundee.
- 5.6.2 There was a suggestion in the TayPlan that some facilities could be built at Newburgh, but this is not on the current list of funding priorities.

5.7 Findings

5.7.1 There are a number of existing transport problems and issues in Newburgh and the surrounding settlements that act as a barrier to movement and as a disincentive to travel by sustainable and active modes. The particular geographic isolation of Newburgh and its surrounding area, both in terms of its political and physical geography, contributes to these:

- Walking and cycling is unattractive due long distances between Newburgh and economic centres such as Perth and Cupar and also because of heavily trafficked roads in Perth city centre and on key routes leading to the centre;
- Accessing key health centres in Kirkcaldy, Perth and Dundee is also challenging by public transport;
- The job centre is currently in Cupar, which means that those who are unemployed and therefore least likely to be able to afford a car need to make this journey regularly;
- There is only a primary school in Newburgh, which means that those needing to access secondary and further education are forced to travel out of Newburgh;
- If people do cycle the long distances the cycle network is incomplete from Newburgh towards Perth, requiring cycling along sections of busy roads and junctions;
- Buses are infrequent (and reportedly sometimes unreliable) and most routes do not have an evening service;
- Perth or Ladybank to Edinburgh rail journey times are not attractive compared to road because car or bus journeys are needed to access these; and
- High reliance on private vehicles has a cost impact on social and economic well-being and prosperity, the sustainability of travel and the accessibility for those who do not have access to a car.

6. PROBLEMS, OPPORTUNITIES, ISSUES AND CONSTRAINTS

6.1 Overview

6.1.1 The identification of actual and perceived problems and opportunities form the starting point and ultimately the rationale for a STAG study. It is important for problems and opportunities to be considered in the wider context, and issues and constraints are therefore also taken into consideration.

6.1.2 Problems, Opportunities, Issues and Constraints, as defined by the STAG guidance, are:

- Problems: existing and future problems with the transport system which result in a shortfall in meeting objectives, e.g. lengthy journey times, poor transport access to services;
- Opportunities: possibilities to improve the transport system and the way it is used, e.g. improve journey times;
- Issues: uncertainties that the study may not be in a position to resolve, but must work in the context of, e.g. impact of new developments; and
- Constraints: the bounds within which the study is being undertaken, e.g. available funding, policy or environmental designations.

6.1.3 The STAG guidance states that problem identification shouldn't be limited to those which can be quantified and perceived problems and opportunities should also be taken into account.

6.2 Problems

Changing Socio-Economic Situation

6.2.1 The baseline study highlighted a number of socio-economic factors which contribute to accessibility related issues within the study area:

- Above average increase in over-65s population. This age demographic could see an increasing reliance on non-car modes to access essential services.
- Above average 1+ car ownership, yet almost 20% of households in Newburgh do not have access to a car.
- There is a recognition that those in households with more than one car may not have extra cars by choice, but because there is no other realistic option to get to their destination. This cost has an impact on the income provided by work, particularly where part-time/casual work is factored in, and may drive choices made regarding opportunities available for both work and leisure.
- Also, that if one householder needs a car to drive to one destination then it may not be available for a second householder, even if that person has been noted in the census as having access to a car.
- The employment level has increased in recent years, but more and more people are reporting being in part-time work instead of full-time work, which further increases their economic instability.

Access to Sustainable Travel

- 6.2.2 There are a number of existing transport problems in Newburgh and the surrounding settlements that act as a barrier to movement and as a disincentive to travel by sustainable and active modes including:
- Walking and cycling is unattractive due long distances between Newburgh and economic centres such as Perth and Cupar (with some administrative centres in Fife being even further afield) and also because of heavily trafficked roads in Perth city centre and on key routes leading to the centre;
 - Accessing key health centres in Kirkcaldy, Perth and Dundee is also challenging by public transport;
 - If people do cycle the long distances the cycle network is incomplete from Newburgh towards Perth, requiring cycling along sections of busy roads and junctions;
 - Buses are infrequent (and reportedly sometimes unreliable) and most routes do not have an evening service;
 - Using car to access Perth or Ladybank station for journeys to Edinburgh gives journey times which are longer compared to road, although both are faster than a totally car-free option by bus only or bus and rail; and
 - High reliance on private vehicles has an impact on the sustainability of travel and the accessibility for those who do not have access to a car, and the social housing which is listed in the local development plan will only result in more of these in the future.

Lack of Inward Investment

- 6.2.3 Stakeholders reported there has been very little inward investment in recent years. With less than 10% of those who travel to work doing so to Newburgh destinations, Newburgh residents must travel further afield to find work and to access a large range of other facilities.
- 6.2.4 Stakeholders reported a feeling among locals that Newburgh has been left behind other larger towns in this respect and that the potential for inward investment for business and tourism, especially regarding opportunities connected with the Fife Coastal Path, has not yet been realised.

Wider Congestion Impacts

- 6.2.5 Congestion has not been identified as being an issue for Newburgh at present, but with the new developments then this could be an issue; and those travelling to Perth and Dundee by car are only adding to the congestion that is currently an issue.

6.3 Opportunities

- 6.3.1 The following opportunities have been identified:

- Location on the Edinburgh to Perth rail line provides the opportunity for a reopened rail station to be investigated on an existing line;
- The former station site at Abernethy Road has not been built up, which could mean it is still viable for construction at a lower cost than a totally new site;
- The Local Development Plan supports investment in track upgrades on the Bridge of Earn to Ladybank section;
- Improved transport links would allow easier access both into and out of Newburgh, increasing the accessibility to key attractors (including those not currently realistic to reach except by car), but also potentially stimulating tourism to the distillery and the Fife Coastal Path, thereby creating a virtuous economic circle;
- A viable rail service might allow some secondary school children to access schools in Perth or Cupar by train (although for Cupar there would be a change at Ladybank which would probably require supervision for younger children)
- Passenger river travel along the Tay could have the potential for stopping at Newburgh if the old piers were refurbished or a new one put in place.

6.4 Issues

6.4.1 The following issues have been identified at this stage:

- Uncertainty of funding priorities for significant transport interventions;
- Potential funding sources for new public transport services which are not likely to be commercially viable;
- Additional traffic arising from Local Development Plan sites will exacerbate pressure on the transport network in Perth;
- Reliance on bus services only leaves users vulnerable to private operator decisions;
- No job centre and secondary school in Newburgh leaves those who potentially have the least amount of disposable income still needing to travel; and
- The lack of an evening bus service restricts the range of activities Newburgh residents without a car can take advantage of, and the public consultation highlighted that even those with a car feel restricted by drink-driving laws for family and social occasions.

6.5 Constraints

6.5.1 The following constraints have been identified at this stage:

- Expansion of rail infrastructure is constrained by signalling, bridges and other structures, land ownership, land use and environmental restrictions;
- Newburgh is located on a single track section of the line (from Ladybank to Hilton Junction) which restricts timetabling capabilities;
- There are commitments to reduce journey times on the Highland Mainline;
- The road from Newburgh to Perth passes through Bridge of Earn and even if the M90 route is used there are various other pinch points where congestion could become an issue; and
- Restrictions and capacity limitations on Perth and Queen's Bridges contribute to city centre congestion.

7. TRANSPORT PLANNING OBJECTIVES

7.1 Overview

7.1.1 STAG appraisals are objective-led rather than solution-led. Therefore, Transport Planning Objectives (TPOs) have been developed to reflect the problems, opportunities and parameters analysed in Chapter 6 and also the established national, regional and local policy framework set out in Chapter 3. The TPOs essentially reflect the outcomes sought and will directly inform the appraisal of the performance of different options.

7.1.2 In accordance with STAG, TPOs should be developed with SMART principles in mind, i.e. objectives should be:

- Specific: saying in precise terms what is sought;
- Measurable: it will be possible to measure whether or not the objective has been achieved;
- Attainable: there is general agreement that the objective can be achieved;
- Relevant: it is a sensible indicator or proxy for the change which is sought; and
- Timed: it will be associated with an agreed future point by which it will have been met.

7.1.3 It is acknowledged that TPOs may not be fully SMART at the earlier stages of the appraisal process, however, they should be subject to review and refinement as the process develops and more detail comes forward. This is important to ensure study objectives provide a framework against which performance can be assessed as part of monitoring and evaluation activities following the implementation / construction of measures.

7.2 Initial Transport Planning Objectives

7.2.1 The NTSG Pre-Appraisal proposed the following objectives based on the problems identified:

1. Improved links to local centres in Fife and main city regions in Scotland to access centres of educational and employment opportunities, overcoming longer travel distance.
2. Reduced journey times, especially at commuting times, but all throughout the day.
3. Improved links to hospital based health services at the required times.
4. Improved public transport to reduce the number of multiple car owning households.
5. Public transport to bring in tourists to Newburgh, its attractions and the start of the Fife Coastal Path.

7.2.2 The Local Transport Strategy (LTS) for Fife includes the following key objectives that are specifically relevant for Newburgh in this context:

1. To improve access to all key needs and services for all (including employment, education, health and leisure opportunities).
2. To limit the growth in the use of driver only car trips, especially for commuting, by encouraging more use of public transport, and car sharing.

3. To encourage more sustainable travel for new and existing developments.
4. To widen travel choice through the provision of integrated transport networks.
5. To work with passenger transport operators to develop an integrated public transport system.
6. To encourage walking and cycling for short trips and as part of an integrated journey to promote a healthier lifestyle.

7.2.3 National priorities and objectives do not differ greatly from the Fife LTS objectives, which is only to be expected, since the Fife objectives were developed with reference to national policy.

7.3 Proposed Study Objectives

Based on all the points outlined above, study proposes the following SMART Transport Planning Objectives to be taken forward:

1. **TPO1: Increase the attractiveness of public transport travel** to local centres in Fife and main city regions in Scotland to access centres of educational, health, leisure and employment opportunities, and connect with friends and family in the surrounding area.
 - List of key destinations will be drawn up for use in measurement
 - Measures should include comparisons of frequency, cost and reliability as well as journey time
 - Destinations should include health services, employment, education and leisure, both regionally and further afield
 - Travel times should cover both commuting and leisure (e.g. evenings and weekends)
2. **TPO2: Reduce the proportion of private vehicle driver trips made by Newburgh residents** and those in the surrounding area (note this is use and not ownership).
 - This will help in addressing potential increased traffic caused by the new developments.
3. **TPO3: Enhance the sustainability of Newburgh's economy** for the long-term.
 - Increased tourism and tourism potential
 - Stimulate inward investment
 - Reverse aging population trend

7.4 STAG Criteria

7.4.1 It should also be noted that general objectives regarding employment and economy will be picked up in the standard STAG criteria, which are:

- Environment;
- Economy;
- Safety;
- Integration; and
- Accessibility and Social Inclusion.

7.4.2 Table 13 shows how the Transport Planning Objectives have been designed to try to address the problems described.

Table 13. Problems Mapped to TPOs

Problems	Transport Planning Objectives		
	Increase the attractiveness of public transport	Reduce the proportion of private vehicle driver trips	Enhance the sustainability of Newburgh's economy
Above-average 65+ population (who may not have access to a car)	✓		✓
Above-average 1+ car ownership (possibly not by choice)	✓	✓	✓
20% with no access to a car	✓		✓
Increase in part-time work	✓		✓
Walking and cycling unattractive	✓	✓	
Accessing health centres	✓		
Infrequent buses	✓	✓	✓
Public transport journey times	✓	✓	✓
Reliance on private vehicles	✓	✓	✓

Problems	Transport Planning Objectives		
	Increase the attractiveness of public transport	Reduce the proportion of private vehicle driver trips	Enhance the sustainability of Newburgh's economy
Lack of inward investment	✓		✓
Potential future congestion	✓	✓	

8. OPTION GENERATION & OPTIONEERING

8.1 Options Previously Considered

8.1.1 The Newburgh Train Station Group pre-appraisal identified the following potential options:

- Increase car sharing;
- Improved bus services; and
- New railway station.

8.1.2 Cycling and river travel were options that were discounted in the initial sifting, due to distance and cost, although the provision of a cycle route between Abernethy and Newburgh was included in the rail option.

8.2 Options for Consideration

8.2.1 Developing the options identified by NTSG and combining them with further options developed through the stakeholder consultation, the following long list of options has been identified.

Rail Options

8.2.2 There are a number of locations for a potential new station site:

1. The former site at the west end of the town. The entrance to this site is opposite the existing car park, which could potentially be used for station parking. There is a bus turning circle already provided in this car park. The former station yard is owned by a private company, although access to the old station site has been reserved by Network Rail, and there is enough space beside the track to provide limited disabled parking. There is also enough space for a passing loop to be reinstalled (see Figure 17) and there is a former access route from Hill Road that could be reopened (see Figure 18).
2. The former site at Hill Road (see Figure 19). There is no space for a passing loop, but there is enough space for a single platform. However, access to the site is difficult, with a narrow single road access up Hill Road from the main street, no parking apart from what already exists outside residential houses, and no space for cars to stop at a potential station site without blocking the flow of traffic, unless this residential parking is removed. There is a foot bridge which crosses the line at this point, but there are stairs at both ends of the bridge, which limits the accessibility greatly (see Figure 20). This location is unlikely to be a reasonable option, mainly for these access reasons.
3. There is some potential for a station site at the east end of the town, possibly behind the primary school, but here the rail track rises sharply and the geography would present challenges. However, these challenges are not insurmountable.
4. There was a former station at Clatchard Quarry (see Figure 21), and it is possible that this could be re-opened; but land would need to be purchased from the quarry.



Figure 17. Former Station Site at West End of Newburgh



Figure 18. Former Access to West Site from Hill Road

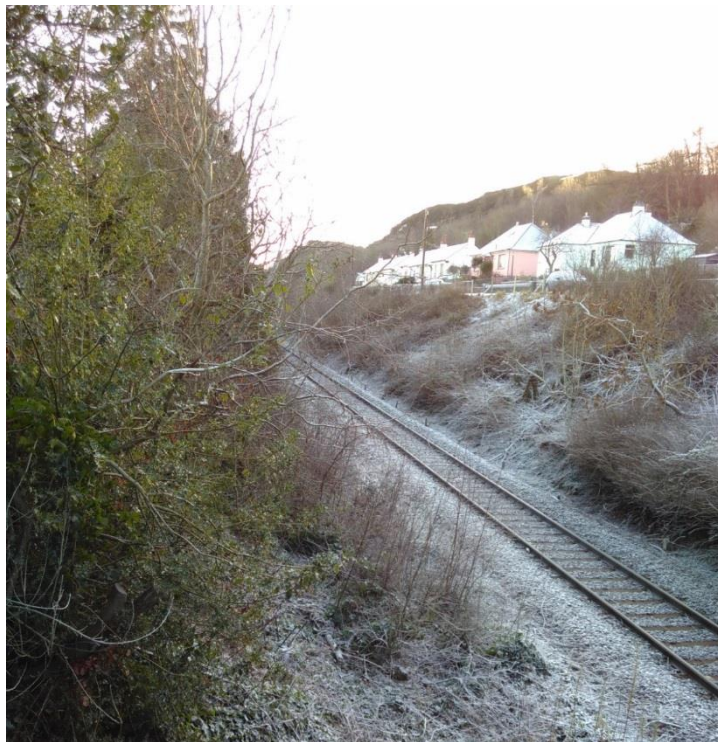


Figure 19. Former Station site at Hill Road



Figure 20. Footbridge at Hill Road Site



Figure 21. Clatchard Quarry site

8.2.3 The NTSG Pre-Appraisal document also has some discussion about the merits of a “pop-up” or “experimental” site. This is a temporary platform option that can be built relatively quickly next to an existing section of track, providing access to the site can be arranged, and is much cheaper than the usual station design. The aim of installing such a station is to gauge how much demand there would be for a full-size station. See section A5 in the NTSG Pre-Appraisal document for further details. The exact form of the station will be considered at a later stage in the appraisal process.

8.2.4 Taking all this into consideration, the following rail options have been identified for further consideration:

- **OP1:** Reopening of former railway station at the Abernethy Road site;
- **OP2:** Reopening of former railway station at the Hill Road site;
- **OP3:** Reopening of former railway station at the Clatchard Quarry site; and
- **OP4:** New station at the east end of the town.

Other Modes

8.2.5 In addition to the rail options, the process has identified a number of further options which could go some way towards alleviating the identified problems:

- **OP5: Increase car sharing:** if more people shared cars to common destinations then it would either reduce the number of vehicles on the road, or provide more people with access to a car (this could be achieved through owners sharing private vehicles, or by installing a community car club facility);
- **OP6: Improved bus services** to Perth, Cupar and Ladybank (and also a station at Bridge of Earn, if this is taken forward): greater frequencies and hours of operation, as well as better connectivity with train services, would improve access to key

services (these could include on-demand services similar to the existing Go-flexi scheme);

- **OP7: Express bus** route through Newburgh: potentially to connect to other express bus services which could stop at Oudenarde;
- **OP8: River services** to Dundee and Perth (these are discussed in detail in the NTSG Pre-Appraisal document); and
- A number of options to improve cycling options have been considered, although it is accepted that Perth, Cupar and Dundee are too far away to commute by bicycle, and these options are more likely to end up being combined with a rail option.
 - **OP9: Cycle route between Newburgh and Perth;** to facilitate tourism, some commuting and access from outlying settlements to Newburgh
 - **OP10: Cycle route between Newburgh and Abernethy;** to facilitate access between the two settlements
 - **OP11: Cycle route between Newburgh and Cupar;** to facilitate access to secondary education
 - **OP12: Increased cycle parking provision,** e.g. at bus stops, to facilitate onward travel.

8.2.6 Any rail options would also need to include facilities to assist integrated trips accessing the station, e.g. cycle parking.

8.3 Optioneering

8.3.1 Table 14 provides a summary of the different transport options and how they map to the transport planning objectives.

Table 14. Mapping of Options to TPOs

Option	Increase the attractiveness of public transport travel	Reduced proportion of driver trips	Enhance sustainability of Newburgh's economy
Station options (OP1-4)	✓	✓	✓
Car sharing (OP5)		✓	
Improved bus services (OP6)	✓	✓	✓
Express bus route (OP7)	✓	✓	✓

Option	Increase the attractiveness of public transport travel	Reduced proportion of driver trips	Enhance sustainability of Newburgh's economy
River services (OP8)	✓	✓	✓
Cycling options* (OP9-12)			✓

*When combined with other options, some of the cycling options have the potential to increase the impact of these other options

9. SUMMARY & FINDINGS

9.1 Summary

- 9.1.1 SYSTRA has been commissioned to undertake a transport appraisal of Newburgh with a particular focus on access to Perth, Edinburgh and Fife by sustainable modes.
- 9.1.2 The study is aligned with Transport Scotland's STAG process and is funded by an award provided through Transport Scotland's Local Rail Development Fund (LRDF). The study has built on the comprehensive pre-appraisal carried out by the Newburgh Train Station Group.
- 9.1.3 This first stage, a Pre-Appraisal: Case for Change Report, presents the outcomes from the first stage of the process.

9.2 Findings

- 9.2.1 A baseline review of transport data and national, regional and local planning policy has led to the identification of a number of problems, opportunities, issues and constraints. These have been supplemented with the outcomes from consultation both by NTSG and through additional workshops with the Project Steering Group and wider consultees.

Socio Economic

- 9.2.2 Population data suggests that compared with Fife and Scotland, Newburgh continues to see increases in the older demographic and decreases in the younger, more economically active generation. This trend reflects a lack of permanent employment opportunities in the area and a move away to more stable opportunities in urban areas.
- 9.2.3 Although neither high nor low in the scale of deprivation when compared with the range of areas in Fife identified as deprived, compared with Fife overall and indeed Scotland as a whole, the medium range of deprivation found in Newburgh is vulnerable.
- 9.2.4 Employment data suggests Newburgh residents have seen a comparatively greater decrease in full-time hours worked and greater increases in part-time hours worked, perhaps reflecting a rebalancing of a problematic situation. This may indicate a slightly more fragile level of economic activity for Newburgh than would otherwise appear from the headline data, which taken in isolation would suggest a comparatively higher level of economic activity for Newburgh than Fife and the rest of Scotland.
- 9.2.5 Newburgh's share in a move to the higher end of prosperity measured by work type and implicit pay differentials has been less than that in Fife overall and much less than across Scotland as a whole.
- 9.2.6 An examination of tenure carried out by NTSG indicates lower property prices for Newburgh compared to Fife, and lower still compared to Scotland as a whole. At the same time, there has been less of an increase in outright ownership of property in Newburgh compared with Fife and most obviously compared with Scotland as a whole.

9.2.7 Newburgh has shared in considerable growth across the board in university qualification attainment. However, the number leaving school with no qualifications is high, and Newburgh is no exception, in fact it is still behind Fife generally and Scotland as a whole.

9.2.8 The key finding from the examination of the socio-economic data is that Newburgh's prosperity, although growing, is growing less than in Fife generally and much less than in Scotland as a whole. Indeed, this prosperity may be to some degree compromised, and the apparent growth, although measurable by the data, is fragile and unsustainable.

Access to Transport

9.2.9 The use of public transport to places of work and study has remained more or less static over the 2001-2011 decade, but at the same time more people everywhere are travelling further. The evidence suggests that in Newburgh private vehicle ownership is filling the gap with residents more reliant on private vehicles for travel to places for work and study, and travel greater distances to do so, than others elsewhere.

9.2.10 An ageing and diminishing economically active population still needs access to services and opportunity. Indeed, it could be argued that such a population actually has greater needs. Places of education and work, as well as health and social facilities, are relatively remote and both difficult and costly to access, particularly when time costs are factored in.

9.2.11 Although the data indicates that Newburgh's use of buses approximates the regional and national norm, there is evidence of limited and difficult public transport connectivity. There is evidence of a high reliance on private vehicle travel and this imposes a price on prosperity measured by work incomes. There are hidden costs on free time activities (family, domestic, social and cultural) as well as environmental costs. Crucially, there is excessive travel time, resulting in a poorer quality of life with less time to participate in other activities including family life.

9.2.12 Collectively, the evidence suggests that difficulty and time heavy access to the main city regions in Scotland and Fife compromises the accessibility of employment and education opportunities, especially for non-car users. In addition, access to transport restricts accessibility of health, social and cultural facilities, and also the accessibility to tourism into Newburgh and the hinterland area. Like other rural towns, bus is the only real alternatives for Newburgh residents, but is often unpredictable with restricted travel times at weekends and evenings.

9.2.13 In addition, there is the potential for improved public transport links to give easier inward access to the Fife Coastal Path for both walkers and cyclists.

Key Challenges

9.2.14 This Pre-Appraisal: Case for Change has shown the key challenges faced by Newburgh residents include:

- a backdrop of economic decline, ageing population and limited job opportunities;

- excessive journey times and limited travel opportunities for non-car users to get to the key cities for education and employment such as Edinburgh, Dundee and Glasgow;
- poor connectivity with local centres - particularly Cupar, St Andrews, Glenrothes and Kirkcaldy, with poor connectivity to the key local hospitals in Perth, Cupar, Kirkcaldy and Dundee;
- a lack of access by public transport to essential destinations in Fife and further afield, whether that be for education, health, employment or a variety of leisure destinations;
- car trips made by Newburgh residents are contributing to congestion impacts in other locations; and
- a lack of inward investment.

9.2.15 Collectively, the evidence clearly points to a **case for change**.

Transport Planning Objectives

9.2.16 This Pre-Appraisal: Case for Change has identified a number of Transport Planning Objectives. These will be used to assess any potential transport interventions, and include:

- **TPO1: Increase the attractiveness of public transport travel** to local centres in Fife and main city regions in Scotland to access centres of educational, health, leisure and employment opportunities, and connect with friends and family in the surrounding area.
- **TPO2: Reduce the proportion of private vehicle driver trips** made by Newburgh residents and those in the surrounding area (note this is use and not ownership).
- **TPO3: Enhance the sustainability of Newburgh's economy** for the long-term.

9.2.17 As the study progresses, the TPOs will be reviewed and if necessary SMARTened to ensure they are relevant and effective at both the appraisal and any subsequent monitoring and evaluation.

Option Generation

9.2.18 This Pre-Appraisal: Case for Change has brought together a range of potential transport interventions, derived from the work of NTSG and further stakeholder consultation carried out as part of this study:

- OP1: Reopening of former railway station at the Abernethy Road site
- OP2: Reopening of former railway station at the Hill Road site
- OP3: Reopening of former railway station at the Clatchard Quarry site
- OP4: New station at the east end of the town
- OP5: Increase car sharing
- OP6: Improved bus services to Perth, Cupar and Ladybank
- OP7: Express bus route through Newburgh

- OP8: River services to Dundee and Perth
- OP9: Cycle route between Newburgh and Perth
- OP10: Cycle route between Newburgh and Abernethy
- OP11: Cycle route between Newburgh and Cupar
- OP12: Increased cycle parking provision

9.2.19 It is accepted that the outcomes from this study and the study being undertaken at Bridge of Earn are dependent on each other; and the project teams will be staying in close coordination throughout the duration of the two projects.

9.3 Next Steps

9.3.1 The next stage in the STAG process, the Preliminary Options Appraisal, will appraise each of the transport interventions against the TPOs. In addition, the options will be appraised against the five STAG criteria and factors including deliverability.

9.3.2 The appraisal will include a sifting and packaging exercise where complementary options can be combined. Any options not meeting the criteria will be sifted out.

9.3.3 There is a need to keep in touch with local residents as the appraisal progresses, and responsibility for this is held by the Project Steering Group.

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