

PRELIMINARY OPTIONS APPRAISAL



NEWBURGH TRANSPORT APPRAISAL

PRELIMINARY OPTIONS APPRAISAL

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	5
1. INTRODUCTION	7
1.1 BACKGROUND	7
1.2 PURPOSE OF THIS REPORT	7
1.3 PRE-APPRAISAL (INITIAL APPRAISAL: CASE FOR CHANGE)	7
2. METHODOLOGY	9
2.1 SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG)	9
2.2 TRANSPORT PLANNING OBJECTIVES	9
2.3 STAG CRITERIA	10
2.4 FEASIBILITY, AFFORDABILITY AND PUBLIC ACCEPTABILITY	11
2.5 ESTABLISHED POLICY DIRECTIVES	12
2.6 STAKEHOLDER ENGAGEMENT	13
2.7 IMPACT OF COVID-19 PANDEMIC	13
3. PRELIMINARY OPTIONS APPRAISAL	14
3.1 OVERVIEW	14
3.2 OPTION 1 APPRAISAL: IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH	15
3.3 OPTION 2 APPRAISAL: (NEW) EXPRESS BUS SERVICE	19
3.4 OPTION 3 APPRAISAL: REOPENED/NEW TRAIN STATION IN NEWBURGH	23
3.5 OPTION 4 APPRAISAL: CAR SHARING	30
3.6 OPTION 5 APPRAISAL: NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES	35
3.7 OPTION 6 APPRAISAL: RIVER SERVICES	40
4. SUMMARY AND NEXT STEPS	44
4.1 SUMMARY	44
4.2 NEXT STEPS	46
APPENDIX A – APPRAISAL SUMMARY TABLES	47
APPENDIX B – STAKEHOLDER ENGAGEMENT	91

LIST OF FIGURES

Figure 1.	Summary of the key problems, opportunities, issues, constraints, set TPOs and potential transport options	8
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LIST OF TABLES

Table 1.	Summary scoring of options	45
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EXECUTIVE SUMMARY

SYSTRA Limited (SYSTRA) has been commissioned by the South East of Scotland Transport Partnership (SEStran), the Newburgh Train Station Group (NTSG) and Fife Council to undertake a transport appraisal of Newburgh with a particular focus on improving movements to Perth, Edinburgh and Fife by sustainable modes.

The work is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG) and builds on the Newburgh and Area North Fife STAG Pre-appraisal Transport Study, carried out by the NTSG in 2018.

This report presents the findings of the Preliminary Options Appraisal stage of the Newburgh Transport Appraisal. It follows the Pre-Appraisal (Initial Appraisal: Case for Change) stage which was completed and approved in Spring 2020.

The Pre-Appraisal (Initial Appraisal: Case for Change) stage collated relevant socio-demographic and transport information for the study area, identified the key transport related problems, opportunities, issues and constraints for Newburgh, set out three Transport Planning Objectives (TPOs) for the study, and recommended six potential options that could help address the identified problems and opportunities. The work was informed by an extensive stakeholder and public consultation.

This stage, the Preliminary Options Appraisal, qualitatively assessed the identified six options against the TPOs, five STAG criteria, Established Policy Directives and factors concerning feasibility, affordability and public acceptability, to ensure they are likely to fulfil the study's requirements. The work was informed by another round of stakeholder consultation, which resulted in some 233 responses received from local residents, businesses, a campaign group, transport providers and operators; as well as Newburgh visitors.

Recommendations

The Preliminary Options Appraisal recommended that five transport options are taken forward to the Detailed Appraisal stage. During the Detailed Appraisal stage the options will be considered in more detailed quantitatively including their further performance against TPOs, STAG criteria, Cost to Government and Risk and Uncertainty.

The recommended options are:

- Option 1 – Improved (existing) bus services to/from Newburgh;
- Option 2 – (New) Express bus service through Newburgh;
- Option 3 – New/Reopened train station in Newburgh;
- Option 4 – Car sharing; and
- Option 5 – New/Improved active travel routes

The option not recommended for Detailed Appraisal is:

- Option 6 – River services on the Firth of Tay;

The summary of scoring of all options is shown in the table below.

Option no.	Option name	Appraisal against TPOs			Appraisal against STAG criteria					Implementability appraisal				Select?
		TPO1 - Improve transport access to key services and markets (including employment, education, health and leisure opportunities) for Newburgh residents	TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	TPO3 - Increase sustainable travel to and from Newburgh	Environment	Safety	Economy	Integration	Accessibility	Technical Feasibility	Operational Feasibility	Affordability	Public Acceptability	
1	Improved (Existing) Bus Services to/from Newburgh	✓✓	✓	✓	-	-	✓	✓✓	✓✓	Minor	Major	Moderate to Major	Minor	Yes
2	(New) Express Bus Service	✓✓	✓✓	✓	-	-	✓✓	✓✓	✓✓	Minor	Major	Moderate to Major	Minor	Yes
3	Reopened/New Train Station in Newburgh	✓✓	✓✓	✓✓	-	✓	✓✓	✓✓ to ✓✓✓	✓✓	Moderate	Major	Moderate to Major	Minor	Yes
4	Car Sharing	✓	- to ✓	✓	-	-	✓	✓	✓	Minor	Moderate to Major	Minor to Moderate	Major	Yes
5	New and/or Improved Active Travel Routes	✓	✓	✓	✓	✓	✓	✓✓	✓✓	Minor to moderate	Minor	Minor to moderate	Minor	Yes
6	River Services	✓	- to ✓	-	✗	✓	✓	✓	✓	Major	Major	Major	Minor	No

1. INTRODUCTION

1.1 Background

- 1.1.1 SYSTRA Limited (SYSTRA) has been commissioned by the South East of Scotland Transport Partnership (SEStran), the Newburgh Train Station Group (NTSG) and Fife Council to undertake a transport appraisal of Newburgh with a particular focus on improving 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 the transport appraisal seeks to collate, review and progress the agenda. It also builds on the Newburgh and Area North Fife STAG Pre-appraisal Transport Study, carried out by the NTSG in 2018.

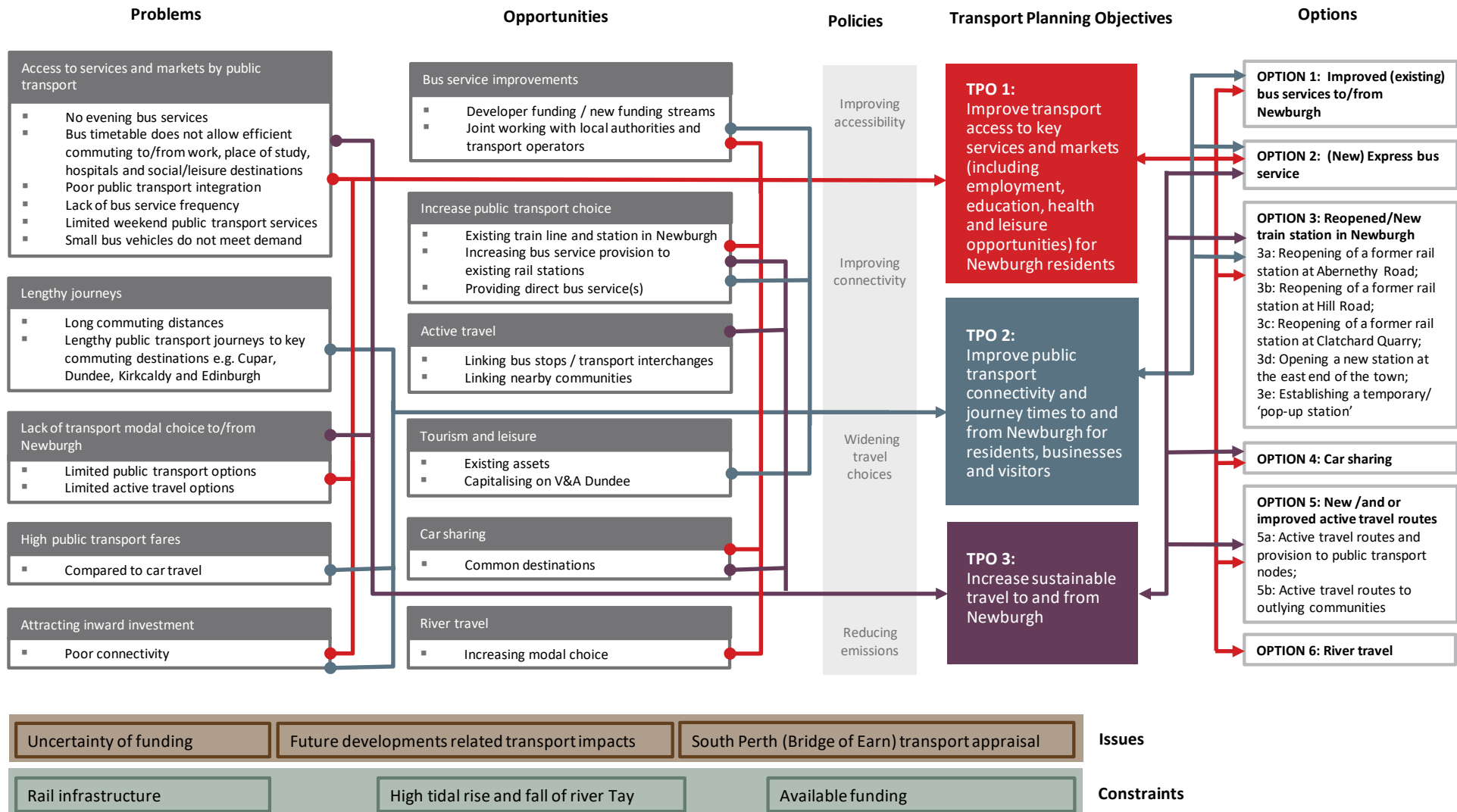
1.2 Purpose of this Report

- 1.2.1 The purpose of this report is to present the findings of the Preliminary Options Appraisal. This is the second stage of the Newburgh transport appraisal, and aims to appraise the transport options recommended from the previous, Pre-appraisal (Initial Appraisal: Case for Change) stage.
- 1.2.2 The Preliminary Options Appraisal is largely qualitative but draws on available quantitative data and previous studies where appropriate.

1.3 Pre-Appraisal (Initial Appraisal: Case for Change)

- 1.3.1 The Pre-Appraisal (Initial Appraisal: Case for Change) stage was completed and approved in Spring 2020. It collated relevant socio-demographic and transport information for the study area and identified the key problems, opportunities, issues and constraints for Newburgh. A set of three Transport Planning Objectives (TPOs) were then developed, and a list of potential interventions that could help address the identified problems and opportunities generated. The process resulted in six multi-modal transport options recommended for further consideration in the Preliminary Options Appraisal.
- 1.3.2 The Pre-Appraisal (Initial Appraisal: Case for Change) work was informed by an extensive stakeholder and public consultation and suggested that improved transport links, which would give Newburgh better access to major Scottish cities, would lead to an enhanced local economy, bring better access to employment and education and the potential for new investment. Easier and more sustainable travel options would make it easier for people to reach hospitals, schools and visit other areas of the country as well as give better access to Newburgh.
- 1.3.3 A summary of the identified problems, opportunities, issues and constraints; the set out TPOs, and the potential transport options for the Preliminary Options Appraisal are presented in Figure 1.

Figure 1. Summary of the key problems, opportunities, issues, constraints, set TPOs and potential transport options



2. METHODOLOGY

2.1 Scottish Transport Appraisal Guidance (STAG)

2.1.1 As required by the conditions of the LRDF, the study is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG). The process provides a framework to assess the performance of different transport options to address the identified problems and opportunities, and presents the results in a consistent manner to decision makers. The STAG process comprises four stages as follows:

- **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 and opportunities;
- **Initial Appraisal (Preliminary Options Appraisal):** where the potential options are appraised against the TPOs, five STAG criteria, Established Policy Directives and factors concerning feasibility, affordability and public acceptability, to ensure they are likely to fulfil the study's requirements;
- **Detailed Appraisal (Detailed Options Appraisal):** which involves more detailed consideration of potential options taken forward following the Initial Appraisal (Preliminary Options Appraisal), and where the outcomes to inform investment decision makers are presented. The Detailed Options Appraisal also includes proposals for monitoring and evaluation; and
- **Post-Appraisal:** which involves the application of the monitoring and evaluation proposals developed as part of the appraisal.

2.1.2 This stage of the study is the **Initial Appraisal (Preliminary Options Appraisal)**.

2.2 Transport Planning Objectives

2.2.1 Each option has been appraised against the TPOs, which were developed during the Pre-Appraisal (Initial Appraisal: Case for Change) stage to reflect the identified problems, opportunities, issues and constraints for Newburgh. The TPOs are:

TPO1 – Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents;

TPO2 – Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors;

TPO3 – Increase sustainable travel to and from Newburgh.

2.2.2 **TPO 1** focuses on addressing transport problems for the residents of Newburgh in being able to access work, training and study opportunities, as well as destinations for wider health care (i.e. hospitals) and leisure / cultural activities, in particularly for households with no access to a car. The objective also aims to alleviate problems with the existing public transport access which includes limited bus service frequency, limited evening and weekend services, small bus vehicles, bus timetabling and poor transport integration. In addition, it aims to realise opportunities for widening transport options to Newburgh residents.

- 2.2.3 **TPO 2** aims to improve connectivity to and from Newburgh by public transport and help reduce the lengthy journey times, especially to key commuting destinations that include Cupar, Perth, Glenrothes, St Andrews and Kirkcaldy, as well as Dundee, Edinburgh and the other major key city regions, Aberdeen and Glasgow, driving the Scottish economy. The objective also focusses on realising tourism and leisure opportunities by making use of Newburgh's existing assets (e.g. Firth of Tay waterfront, Pitmedden Forest, Fife Coastal Path, historical sites, and Lindores Abbey Distillery and Visitors Centre) as well as providing opportunities for attracting more investment to the area.
- 2.2.4 **TPO 3** focuses on changing travel behaviour to encourage more sustainable trips to and from Newburgh, in order to help reduce the need to rely on the private car for commuting trips. Newburgh has above average proportion of households with two and more cars, and this objective aims to help address the balance. The objective also aims to realise opportunities for active travel (particularly for short trips to link neighbouring communities as well as public transport facilities), and the potential to increase public transport choice.
- 2.2.5 The appraisal of the options against the TPOs is undertaken using a seven-point scale as presented below for the STAG criteria.

2.3 STAG Criteria

- 2.3.1 Options likely to meet the TPOs have been appraised against the five main STAG criteria of Environment; Safety; Economy; Integration; and Accessibility and Social Inclusion; as well as a number of sub-criteria, as follows:

Environment

- Noise and vibration;
- Global air quality - carbon dioxide (CO₂);
- Local air quality - particulates (PM₁₀) and nitrogen dioxide (NO₂);
- Water quality, drainage and flood defence;
- Geology;
- Biodiversity and habitats;
- Landscape;
- Visual amenity;
- Agriculture and soils;
- Cultural heritage; and
- Physical Fitness.

Safety

- Accidents; and
- Security.

Economy

- Transport Economic Efficiency (TEE); and
- Wider Economic Impacts.

Integration

- Transport integration;
- Transport and land-use integration; and
- Policy integration.

Accessibility and Social Inclusion

- Community Accessibility; and
- Comparative Accessibility.

2.3.2 The performance of an option against each of these criteria was qualitatively assessed on the seven-point scale, as recommended in STAG:

- **Major benefit (✓✓✓):** these are benefits or positive impacts which, depending on the scale of benefit or severity of impact, the practitioner feels should be a principal consideration when assessing an option's eligibility for funding;
- **Moderate benefit (✓✓):** the option is anticipated to have only a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together do so;
- **Minor benefit (✓):** the option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise.
- **No benefit or impact (-):** the option is anticipated to have no or negligible benefit or negative impact.
- **Small minor cost or negative impact (✗):** the option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together could do so.
- **Moderate cost or negative impact (✗✗):** the option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together could do so; and
- **Major cost or negative impacts (✗✗✗):** these are costs or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility for funding.

2.4 Feasibility, Affordability and Public Acceptability

2.4.1 Alongside the STAG criteria, the implementation potential of the options has been appraised in terms of feasibility, affordability and public acceptability:

- **Feasibility** – a preliminary assessment of the feasibility of construction or implementation and operation (if relevant) of an option. It also includes a status of its technology (e.g. proven, prototype, in development, etc.), cost, timescale or deliverability risks associated with the construction / operation of the option, and consideration of the need for any departures from design standards;
- **Affordability** – the scale of the financing burden on the promoting authority and other funding organisations, including any associated risks. It also includes the level of risk

associated with an option's ongoing operating or maintenance costs and its likely operating revenues (if applicable); and

- **Public Acceptability** – the likely public response at this initial appraisal phase.

2.4.2 For this part of the appraisal, the performance of each option has been appraised over three levels: minor, moderate or major considerations. By 'consideration' it is meant that there may be potential negative or problematic issues which will require a certain level of investigation.

2.4.3 As this analysis highlights 'potential' issues only, the scorings of 'major considerations' have not necessarily led to an outright rejection of an option. The scoring has been considered in the overall context of the appraisal and further analysis of 'major' issues should be explored if the option is taken forward.

2.5 Established Policy Directives

2.5.1 Each option has also been appraised in terms of its alignment with and contribution to the existing policies and plans. For this part of the appraisal, Transport Scotland's Policy Assessment Framework (PAF) was used, alongside the consideration of the policy documents reviewed in the Pre-Appraisal (Initial Appraisal: Case for Change) report. These included:

National Policies and Plans

- National Planning Framework 3, 2014
- Scottish Planning Policy, 2014
- Transport Scotland National Transport Strategy, 2020 and 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, 2017
- SEStran Regional Transport Strategy 2008 – 2023
- Tay Cities Deal, 2019
- The Edinburgh and South-East Scotland City Region Deal, 2018

Local Policies and Plans

- Fife Local Development Plan, 2017
- Local Transport Strategy for Fife, 2006-2026
- Shaping Perth's Transport Future, 2011
- Perth West Masterplan, 2015

2.6 Stakeholder Engagement

- 2.6.1 In order to ascertain the level of support from stakeholders on the proposed transport interventions, and to inform the understanding of public acceptability of the proposed options, a stakeholder survey was carried out.
- 2.6.2 Due to COVID-19 travel restrictions, which limited the opportunities to engage with stakeholders face to face, an online survey was developed to capture their views instead. The survey was promoted through a press release emailed to stakeholders, local social media, and a bespoke project website available at www.newburghsustainabletransport.co.uk. In addition, electronic copies of the survey were emailed to stakeholders as requested, and telephone discussions offered.
- 2.6.3 The on-line survey ran for over three weeks, from 8 May 2020 until 31 May 2020, with additional opportunity given to organisations to respond during July 2020. In total 233 valid responses were received. Based on the 2,899¹ person population of Newburgh, this represents a response rate of approximately 8%. The response rate is considered high given Covid-19 circumstances and the slight consultation fatigue arising from the extensive stakeholder engagement already carried out as part of the Pre-Appraisal (Initial Appraisal: Case for Change) stage.
- 2.6.4 Detailed findings from the engagement as well as a copy of the survey are provided in Appendices.

2.7 Impact of Covid-19 Pandemic

- 2.7.1 The Preliminary Options Appraisal has been undertaken during a period of great uncertainty and change in society due to the impacts of Covid-19.
- 2.7.2 The restrictions put in place by both UK and Scottish governments have impacted on how people, work, study and socialise. This in turn has impact on how travel is viewed and undertaken.
- 2.7.3 At this stage, the medium to long-term impacts of the virus have not been considered as a factor in appraisal. Stakeholder consultation, undertaken as part of the Preliminary Options Appraisal asked the respondents to think about the journeys they were making before any Covid-19 travel restriction.
- 2.7.4 It is anticipated that any potential impacts of Covid-19 on future travel would be discussed further with key stakeholders at the Detailed Appraisal stage, as more information and evidence is gathered.

¹ Census 2011 data

Newburgh Transport Appraisal

Preliminary Options Appraisal

108224

3. PRELIMINARY OPTIONS APPRAISAL

3.1 Overview

3.1.1 The Preliminary Options Appraisal follows a largely qualitative assessment of the options. This chapter summarises the assessment of performance of the options in line with the methodology described in Chapter 2, i.e. against:

- The Transport Planning Objectives (TPOs);
- The STAG criteria;
- Feasibility, Affordability and Public Acceptability; and
- Policy alignment, through the STAG Policy Assessment Framework (PAF) tool.

3.1.2 Following the assessment, each option is evaluated for the potential for further investigation, and either 'selected' or 'rejected' for the next stage of the study, the Detail Appraisal. The rationale for whether to take forward an option to Detailed Appraisal is then outlined for each. Each option is also indicated on a map for illustrative purposes.

3.1.3 The options that are being appraised in this Preliminary Options Appraisal are:

Option 1 - Improved (existing) bus services to/from Newburgh;

Option 2 – (New) Express bus service;

Option 3 - Reopened/New train station in Newburgh;

Sub-option 3a - Reopening of a former rail station at Abernethy Road;

Sub-option 3b - Reopening of a former rail station at Hill Road;

Sub-option 3c – Opening a new station at the east end of the town;

Sub-option 3d - Reopening of a former rail station at Clatchard Quarry; and

Sub-option 3e - Establishing a temporary/ 'pop-up station'.

Option 4 - Car sharing;

Option 5 - New and/or improved active travel routes;

Sub-option 5a - Active travel routes and provision to public transport nodes;

Sub-option 5b - Active travel routes to outlying communities; and

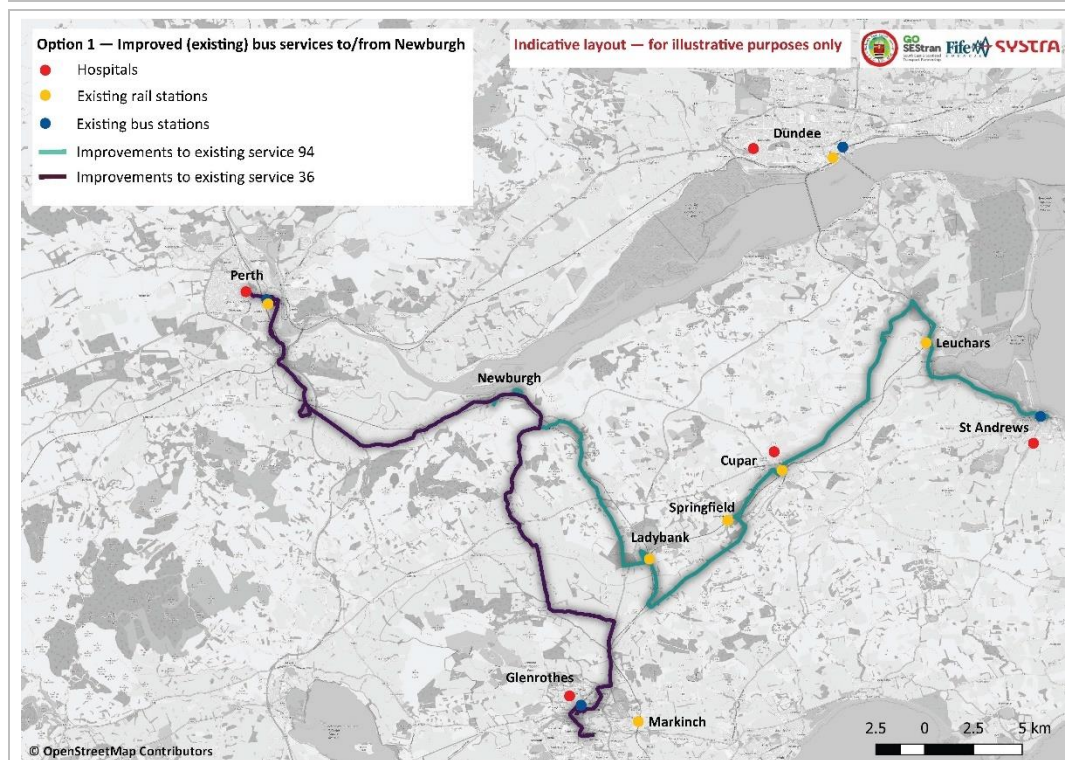
Option 6 - River services.

3.1.4 The summaries of the appraisal of each option are presented in the tables below. More detailed information is included in the Appraisal Summary Tables (ASTs) in **Appendix A**. Where relevant, hyperlinks are provided between the ASTs and the below summaries for ease of reference.

3.2 Option 1 Appraisal: Improved (Existing) Bus Services to/from Newburgh

Option description

Enhanced bus service provision to Perth, Cupar, and Ladybank to enable public transport access to key services and markets i.e. employment, places of study, and wider health care and leisure facilities, and to help increase public transport choice. The option includes the provision of greater frequencies of bus services and extended hours of operation, as well as improving connectivity with train services to help facilitate onward travel.



[See Appendix A for Background information \(Geographic, Social and Economy Context\)](#)

Performance against Transport Planning Objectives

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓✓	The option would improve access for Newburgh residents by introducing better frequency of the existing bus service and by extending its period of operation. These changes would increase the opportunities, services and markets that Newburgh residents could access early in the day, late in the evening and on weekends. They would also allow an improved access to rail interchange (e.g. Ladybank) and offer a more competitive alternative to a private car.

Criteria	Score	Rationale
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓	The option, which would benefit residents, businesses and visitors, would increase connectivity of Newburgh, by providing greater frequencies and hours of operation of the existing bus service.
TPO3 - Increase sustainable travel to and from Newburgh	✓	The option has the potential to facilitate greater use of sustainable transport modes, by improving accessibility by bus to and from Newburgh, thus potentially abstracting mode share from private car.

Summary of performance against STAG criteria

Criteria	Score	Rationale
Environment	—	There are no tangible effects from physical infrastructure changes associated with this option. The option can increase the uptake of a more sustainable form of transport and reduce private car usage, and such there would be minor improvements in some environmental factors such as air quality, run-off, and physical fitness (e.g. walking to public transport interchanges). However, the overall environmental impact when averaged across all criteria is likely to be near neutral See Appendix A for sub-criteria .
Safety	—	The option is unlikely to have notable benefits on accident numbers and security. Although it could generate additional mode shift and produce a minor benefit to road accident rates, this could be offset by the severity of any accidents which involved the additional bus service. Overall the impact is likely to be near neutral. See Appendix A for sub-criteria .
Economy	✓	The option is likely to produce minor benefits from increased public transport frequency, changes in trip mode to public transport, reduced car dependency, and improved public transport access to jobs, employment opportunities, and tourism markets both in and out with Newburgh. Increased service provision and increased passenger numbers could also provide benefit to operator revenues and potential subsidy levels. See Appendix A for sub-criteria .
Integration	✓✓	The option aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, environmental and health considerations, and improved accessibility through wider travel choices. It also integrates transport with land use by improving access

Criteria	Score	Rationale
		to developments in Newburgh for residents, businesses, and visitors. In addition, there are likely to be some benefits to integration with other transport services, through greater combined frequency of service and the potential to link journeys / access onward transport services. No notable change is expected to be made to ticketing, infrastructure, or how the information is provided (e.g. Real Time Information). See Appendix A for sub-criteria.
Accessibility and Social Inclusion	✓✓	The option would improve public transport network coverage by the extended frequency and hours of operation of the service. As such it would also provide benefit to socially excluded groups, including those without a car and the mobility impaired. See Appendix A for sub-criteria.

Implementability appraisal

Criteria	Score	Rationale
Feasibility	Minor Consideration	Technical: There are no known technical feasibility issues associated with this option. The option would be using existing infrastructure (i.e. bus stops and roads), and an established mode/technology.
	Major Consideration	Operational: The option would require reconfiguration of existing timetables and potentially additional bus fleets. Enhancements to frequency and operational hours would incur additional operational cost, and should be considered in relation to demand at Detailed Appraisal. The option would require agreement and negotiations with Fife Council, Perth and Kinross Council and bus operators regarding service provision.
Affordability	Moderate to Major Consideration	Financial: There would be additional capital expenditure required to operate the enhanced service frequency as well as ongoing operational costs. Engagement with Stagecoach highlighted that any increase in operating costs would need a level of subsidy to be negotiated. Engagement with Fife Council highlighted that any improvements to the service are likely to impact on their resources elsewhere. As the option may increase passenger numbers and thus operating revenue, the 'Bus Route Development Grant' might be a suitable funding model. The cost implications should be considered at Detailed Appraisal.

Criteria	Score	Rationale
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 87% of the respondents were either supportive or very supportive of this option and it ranked as the second most preferred proposal overall. However, it may not fulfil the aspirations around the public transport offering for the area.

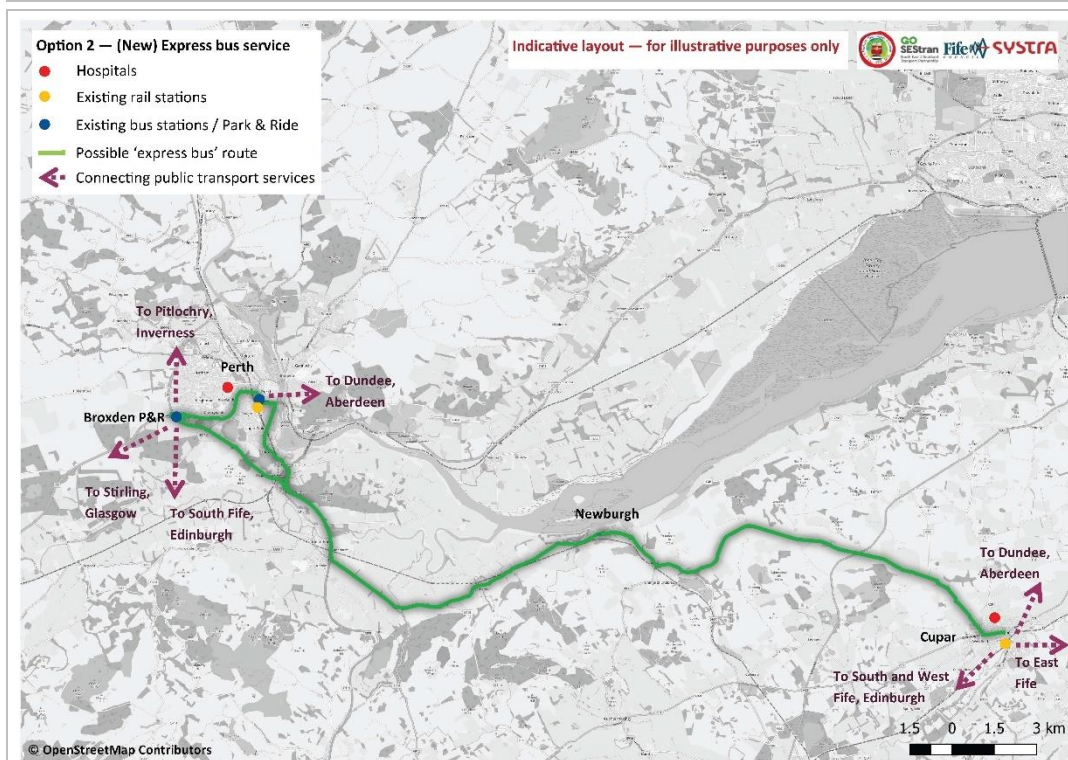
Selection / rejection of option for Detailed Appraisal

Rationale
<p>The option contributes to all three TPOs by helping to improve public transport access to key services and markets; increasing sustainable travel choices for Newburgh residents and improving connectivity of Newburgh.</p> <p>The option is predicted to have no impact on Environment and Safety, a slight positive impact on Economy and a moderate positive impact on Integration, Accessibility and Social Inclusion.</p> <p>The Feasibility of the option, informed by the initial feedback from bus operators, should be carefully considered in Detail Appraisal due to its potential impact on the operators' wider resources and subsidy levels.</p> <p>It is expected that the option, based on its own merits, would be positively received but is unlikely to fulfil the aspirations around the public transport offering for the area. Based on the outcomes of the stakeholder engagement, the option was supported by 87% of respondents and ranked as the second most preferred option overall.</p> <p>✓ The Option has been selected for Detailed Appraisal</p>

3.3 Option 2 Appraisal: (New) Express Bus Service

Option Description

A (New) Express bus service through Newburgh, with connections to Cupar, Perth, and Broxden Park and Ride. The service currently does not exist. The option offers potential interchange opportunities with other strategic bus services to major Scottish towns and cities. It also includes the potential for more direct services between Newburgh, Cupar and Perth to help improve journey times by public transport, facilitate improved access to key services and markets, improve connectivity, and increase public transport choice.



[See Appendix A for Background information \(Geographic, Social and Economy Context\)](#)

Performance against Transport Planning Objectives

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓✓	The option would improve access for existing and new users in the area by reducing journey times and enhancing combined service frequencies to key services and markets in Perth, Cupar and Ladybank, and beyond. Reduced journey times to these destinations would also reduce the overall travel times to onward destinations via connecting services and thus improve access to employment, training, education, health and leisure activities.

Criteria	Score	Rationale
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓✓	The option would reduce journey times by public transport, offer a more competitive alternative to a private car, enhance connectivity with key employment areas, and improve access to key services and markets including health, training and education. Hours of operation and frequency would be key to maximising this benefit.
TPO3 - Increase sustainable travel to and from Newburgh	✓	The option has the potential to facilitate greater use of sustainable transport modes, by improving accessibility by bus to and from Newburgh, thus potentially abstracting mode share from private car.

Summary of performance against STAG criteria

Criteria	Score	Rationale
Environment	—	There are no tangible effects from physical infrastructure changes associated with this option. The option can increase the uptake of a more sustainable form of transport and reduce private car usage, and such there would be minor improvements in some environmental factors such as air quality, run-off, and physical fitness (e.g. walking to public transport interchanges). However, the overall environmental impact when averaged across all criteria is likely to be near neutral. See Appendix A for sub-criteria.
Safety	—	The option is unlikely to have notable benefits on accident numbers and security. Although it could generate additional mode shift and produce a minor benefit to road accident rates, this could be offset by the severity of any accidents which involved the new bus services. Overall the impact is likely to be near neutral. See Appendix A for sub-criteria
Economy	✓✓	This option is likely to achieve a range of benefits from improved journey times, increased public transport frequency, changes in trip mode to public transport, reduced car dependency, and improved public transport access to jobs, training, employment opportunities, and tourism markets both in and out with Newburgh. Increased service provision and increased passenger numbers may also provide benefit to operator revenues and potential subsidy levels. See Appendix A for sub-criteria
Integration	✓✓	The option aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, environmental and health considerations, and

Criteria	Score	Rationale
		improved accessibility through wider travel choices. It also integrates transport with land use by improving access to developments in Newburgh for residents, businesses, and visitors. In addition, there are likely to be some benefits to integration with other transport services, through greater combined frequency of service and the potential to link journeys / access onward transport services. No notable change is expected to be made to ticketing, infrastructure, or how the information is provided (e.g. Real Time Information). See Appendix A for sub-criteria
Accessibility and Social Inclusion	✓✓	The option would improve public transport links to/from Newburgh, connecting the area directly with other towns and cities. It would also benefit access to key destinations for employment, training, education, healthcare and leisure/social activities. In addition, the direct links to key services and markets would improve accessibility for many socially excluded groups, including those without a car and the mobility impaired. See Appendix A for sub-criteria

Implementability appraisal

Criteria	Score	Rationale
Feasibility	Minor Consideration	Technical: There are no known technical feasibility issues with this option. The option would be using existing infrastructure (i.e. bus stops and road) and an established mode/technology.
	Major Consideration	Operational: The new service would cause additional operational cost, and should be considered in relation to demand at Detailed Appraisal stage. There may also be impacts on wider timetabling and additional bus fleets. In addition, the option would require agreement and negotiations with Fife Council, Perth and Kinross Council and bus operators regarding service provision.
Affordability	Moderate to Major Consideration	Financial: There would be additional capital expenditure required to operate the enhanced service frequency as well as ongoing operational costs. The commercial viability of the service would be dependent on the demand and if it is not in line with operational costs, the service could require subsidy. The option may increase passenger numbers and thus operating revenue, but there is a risk it could also abstract users from the existing bus services. The cost implications should be considered at Detailed Appraisal.

Criteria	Score	Rationale
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 76% of the respondents were either supportive or very supportive of the option and it ranked (together with Option 5 and 6) as the third most preferred proposal overall. However, the option may not fulfil the aspirations around the public transport offering for the area.

Selection / rejection of option for Detailed Appraisal

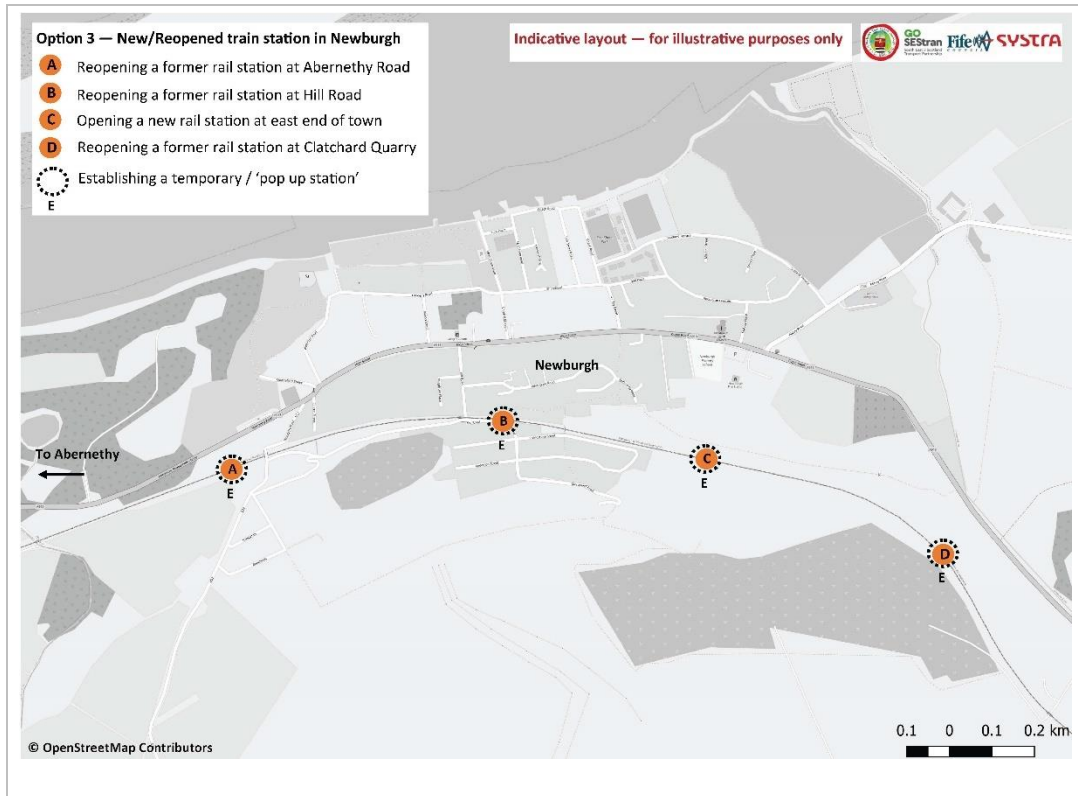
Rationale
<p>The option contributes to all three TPOs by helping to improve journey times by public transport, connectivity, access to key services and markets, and increasing public transport choice.</p> <p>The option has a positive impact on the STAG criteria, in particular Economy, Integration, Accessibility and Social Inclusion.</p> <p>The Feasibility and Affordability of the option, informed by the initial feedback from bus operators, should be carefully considered in Detail Appraisal due to the potential impact it has on the operators' wider resources and their commitment to support existing local services.</p> <p>It is expected that this option, based on its own merits, would be positively received but it is unlikely to fulfil the aspirations around the public transport offering for the area. Based on the outcomes of the stakeholder engagement, the option was supported by 76% of the respondents and ranked as the third (together with Option 5 and 6) most preferred option overall.</p> <p>✓ The Option has been selected for Detailed Appraisal</p>

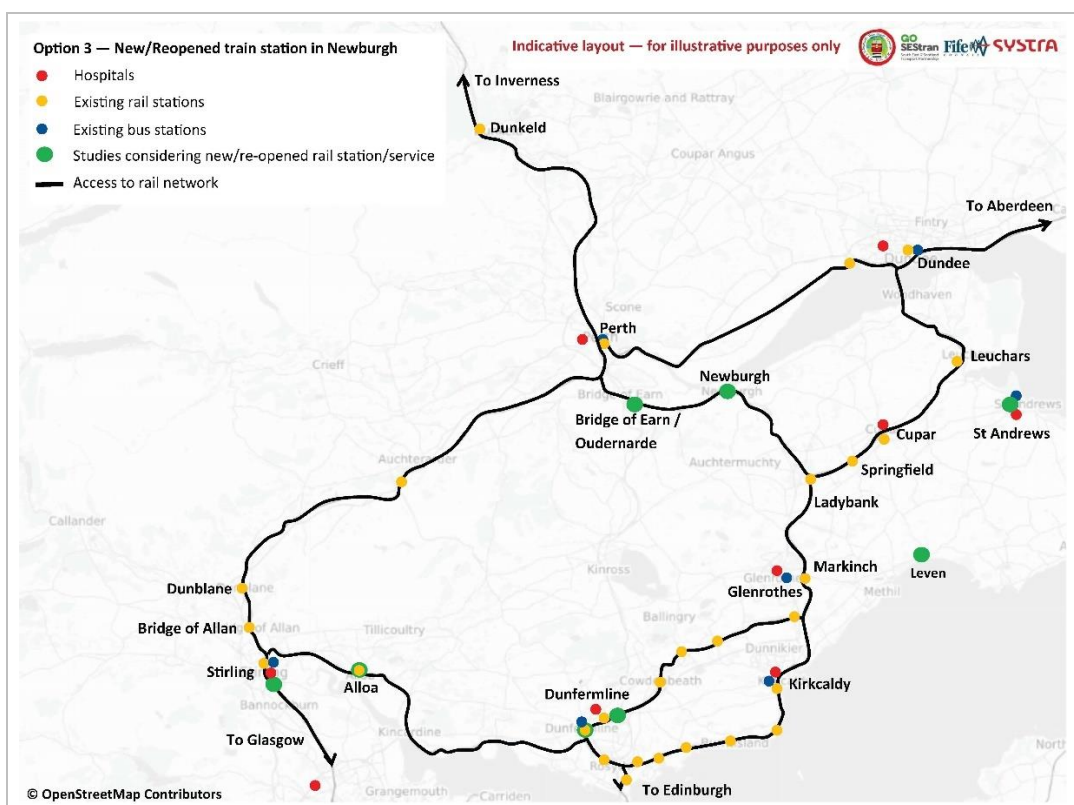
3.4 Option 3 Appraisal: Reopened/New Train Station in Newburgh

Option Description

Provision of a train station in Newburgh in order to help increase public transport choice for trips to and from Newburgh, increase connectivity, and help facilitate access to key services and markets. The option considers the opening of the rail station as both a permanent and a temporary/pop-up structure to test user demand for the service. It also considers multimodal access to the stations. The option has five sub-options, as follows:

- 3a: Reopening of a former rail station at Abernethy Road;
- 3b: Reopening of a former rail station at Hill Road;
- 3c: Opening a new station at the east end of the town;
- 3d: Reopening of a former railway station at Clatchard Quarry; and
- 3e: Provision of a station as a temporary/'pop-up' structure.





[See Appendix A for Background information \(Geographic, Social and Economy Context\)](#)

Summary of performance against Transport Planning Objectives

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓✓	The option would improve access to and from Newburgh for existing and future developments. Opening a rail station would provide an additional transport mode choice for Newburgh residents and enhance journey times to key services and markets (e.g. Perth to the north, and Ladybank, Glenrothes and Kirkcaldy to the south). It could also extend the distance users can travel in a reasonable journey time and thus increase the travel to work area. The direct access to rail service would increase the overall public transport frequency for the town. See Appendix A for appraisal of sub-options
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓✓	The option would facilitate direct access to the rail network and enhance access to the area for businesses, visitors and residents. It would also provide wider travel options for nearby settlements and communities. As rail is generally considered an attractive public transport mode, the option is likely to have a positive impact on

Criteria	Score	Rationale
		making Newburgh a more attractive tourism and business location. See Appendix A for appraisal of sub-options
TPO3 - Increase sustainable travel to and from Newburgh	✓✓	The option is expected to be an attractive option for travel to and from Newburgh and as such has the potential to encourage modal shift from car. The addition of rail as a mode would promote sustainable travel especially for trips to locations along the rail line, but also for indirect journeys to places such as Cupar. There may, however, be some abstraction from the existing bus services. See Appendix A for appraisal of sub-options

Summary of performance against STAG criteria

Criteria	Score	Rationale
Environment	— to X	Depending on the station location this option is predicted to have neutral or slight negative impact on the environment. The option requires a construction of significant infrastructure and this could have adverse environmental effects on noise/vibration, air quality, water, drainage, geology and visual amenity; although the construction effects of a pop-up station may be less than for a permanent facility. In respect of operation, the option is likely to have a positive impact on modal shift from private car, which would create benefits on global and local air quality, noise and vibration; and physical fitness. A more detailed assessment will be required at Detailed Appraisal stage to understand the full environmental impacts. See Appendix A for sub-criteria and appraisal of sub-options
Safety	✓	The option would provide a minor improvement to accident rates as modal shift removes road vehicular traffic in favour of public transport. The provision of new rail station facilities is also likely to improve security for public transport users as these would comply with at least the minimum safety standards, and include formal surveillance (CCTV) and on-platform emergency call / information facilities. See Appendix A for sub-criteria and appraisal of sub-options
Economy	✓✓	The option is likely to bring notable user benefits from improved journey times to key services and markets. There would also be benefits from public transport frequency, improved access to key locations by public transport, reduced car dependency, and an improvement in

Criteria	Score	Rationale
		<p>traffic due to modal shift. The changes in trip mode to public transport are expected to be moderate as the option would provide an additional mode and direct access to rail network with improved connections to Perth, Ladybank, Kirkcaldy as well as destinations further afield, e.g. Edinburgh. The service is also likely to be attractive for Newburgh's neighbouring communities and settlements such as Abernethy, which are within active travel catchment of Newburgh. The addition of rail as a mode, would also improve access to jobs, training opportunities and businesses to and from Newburgh, by being better connected to labour markets, businesses and tourism locations. This would increase the opportunity for investment in the area, and capitalise on businesses already there. In addition, the direct connection to the rail network offers the potential to better integrate Newburgh into the regional economy as it may encourage more users to travel to the area. There may, however, be impacts on journey times for existing users due to the additional stop and these should be considered at Detailed Appraisal stage.</p> <p>See Appendix A for sub-criteria and appraisal of sub-options</p>
Integration	<p>✓✓</p> <p>to</p> <p>✓✓✓</p>	<p>Depending on the station location this option is predicted to have minor to major positive impact on integration. The option would provide a new transport mode at Newburgh and improve the integration of the transport network by linking active, bus and car travel. The additional mode would also add new ticketing options for public transport at Newburgh such as smartcard ticketing and rail season tickets. Information boards on the station platform would enhance public transport user information. In addition, there are likely to be some benefits to integration with other transport services, through greater combined frequency of service and the potential to link journeys / access onward transport services. The option integrates transport with land use by improving access to developments in Newburgh for residents, businesses, and visitors. This is the case for all sub-options, apart from 3d, as it is located outside of the town. The option also aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, improved accessibility through wider travel choices, improved access to opportunities, inclusiveness and benefits for health and the environment. It may however impact on the Scottish Government policy to reduce intercity journey times, and in the case of sub-option 3b there is also an issue of the station access unlikely to be compliant with the Disability Discrimination Act (DDA) and</p>

Criteria	Score	Rationale
		Network Rail and Transport Scotland rail station design standards and principles. See Appendix A for sub-criteria and appraisal of sub-options
Accessibility and Social Inclusion	✓✓	The option would have some overall change to the local public transport catchment, as some users may be more willing to walk further as well as cycle to a rail service than bus. This relates to areas within Newburgh as well as nearby settlements and communities, such as Abernethy, that lie within the active travel catchment of Newburgh. The addition of direct access to rail services within Newburgh would also open up this mode to those previously put off or unable to use rail due to the need to drive or take the bus to other stations. The option would improve public transport links to and from Newburgh, connecting the area directly with other towns and cities. It would also benefit access to key destinations for employment, further education, training, healthcare and leisure/social activities. In addition, the direct links to key services and markets would improve accessibility for many socially excluded groups, including those without a car and the mobility impaired. This is however unlikely to be achieved for sub-option 3b , which is located on a steep slope, without a space for a ramp, disabled parking, and a bus pick up/ drop off turning, thus unlikely to be accessible to all. The overall accessibility and social inclusion impact of the option when averaged across all criteria and sub-options is likely to be near moderate positive. See Appendix A for sub-criteria and appraisal of sub-options

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Moderate Consideration	Technical: Re-opening of the station from a technical perspective is likely to be feasible. Site 3a has a number of facilities which may ease delivery, including being safeguarded in the LDP, an existing station building (which would require upgrading) a nearby car park and a bus stop. There are major site access issues with sub-option 3b . Purchasing of third party land may need to be considered for some sub-options, particularly 3d . 3e would involve a shorter development period initially with a basic amount of groundwork.

Criteria	Score	Rationale
	Major Consideration	Operational: Physical operation is feasible, as the line is active; however, there would be timetable impacts on users along the line from the additional stop, and Scotrail/Abellio have noted that the current single line section through Newburgh is a constraint and that an extra call would need reviewed for impact. In particular, the possibility of delivering the service without negatively impacting on the timetabling of existing services and increasing journey times would require investigation. It should also be noted that the South of Perth (Bridge of Earn) Transport Appraisal, which was identified as an issue in the Pre-Appraisal (Case for Change) stage, is reviewing transport access for Bridge of Earn / Oudernarde. One of the potential options include a rail station in Bridge of Earn or Oudernarde. Any station in Newburgh may have to work with any new station in Bridge of Earn / Oudernarde, should it emerge as the preferred option from the appraisal. This would be considered at the Detailed Appraisal stage.
Affordability	Moderate to Major Consideration	Financial: There would be significant costs associated with reopening the station, which would need to be weighed against the overall benefits. Depending on the preferred station location, the costs to be considered include signalling, overhead line and track costs, station and platform builds/upgrades, land purchase, and/or car park construction and maintenance. However recent station re-openings would provide a good understanding of the outturn costs of similar projects. It is likely that funding would be required from national government. A temporary/pop-up station option would require lower short-term cost although could result in higher overall costs if both a temporary and then permanent solution is provided.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 99% of the respondents were either supportive or very supportive of the proposal and 87% of respondents ranked it as their most preferred option overall. The most supportive sub-option was the re-opening of the station at Abernethy Road (94% of respondents).

Selection / rejection of option for Detailed Appraisal

Rationale

The option supports all three TPOs by helping to improve journey times by public transport, Newburgh's connectivity, access to key services and markets for Newburgh residents as well as increasing public transport choice to/from Newburgh.

The option has a positive impact on the STAG criteria, including Economy, Integration, Accessibility and Social Inclusion. Little or no impact is predicted on the environment. As informed by the consultation with Scotrail/Abellio, the proposal would require detailed consideration of timetabling to ensure that any impacts on existing users from adding a stop on the currently constraint single rail line, is minimised.

Sub-option 3b is unlikely to be deliverable due to the non-compliance of its station access to Disability Discrimination Act (DDA) standards, and Network Rail and Transport Scotland rail station design standards and principles.

It is expected that there would be strong public support for this option. The option would enhance the existing public transport offer at Newburgh, and reduce the need for residents to travel to Ladybank for onward rail connections. Based on the outcomes of the stakeholder engagement, the option was supported by 99% of the respondents and was ranked as the most preferred option overall.

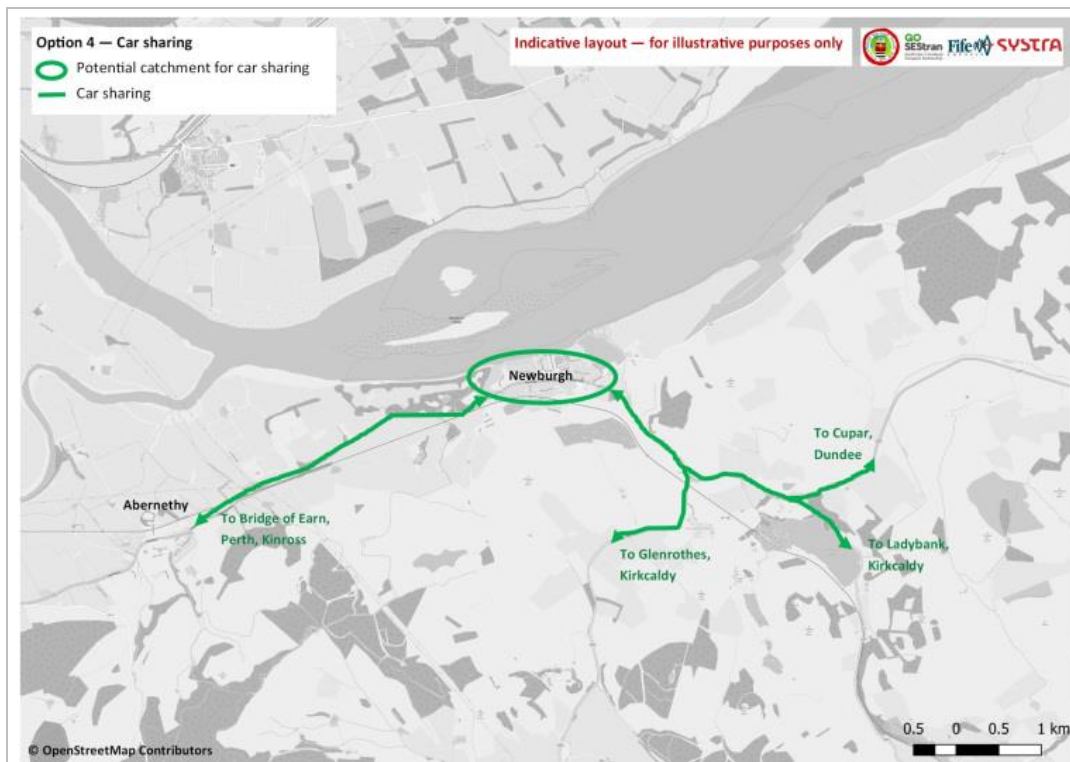


The Option has been selected for Detailed Appraisal

3.5 Option 4 Appraisal: Car Sharing

Option Description

Increased car sharing to and from Newburgh in order to improve access to key services and markets, widen people's travel choices, help reduce lengthy journeys by public transport and help address high public transport fares. The option explores ideas for car sharing, such as setting up a Newburgh only community car share scheme as part of the wider Sustran's and Fife Council's car sharing scheme² and/or installing a community car club facility. An indicative catchment and links are shown below.



[See Appendix A for Background information \(Geographic, Social and Economy Context\)](#)

Performance against Transport Planning Objectives

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓	The option has the potential to encourage car sharing, limit the impact of individual car travel, and help address high public transport fares. It also helps to widen travel choice. However, access for those without a car, who would benefit from the increased accessibility the most (car owners already have this access and largely benefit from reduced cost of travel), is dependent on others being willing and able to provide lift-sharing services. The use of car club vehicles depends on people being able to drive a car.

² Fife Councils Liftshare Website, <https://liftshare.com/uk/community/fifetriphshare>

Criteria	Score	Rationale
		The restricted ability to car share or drive may limit this option's potential, although some minor benefits are likely to be seen.
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	— to ✓	The option could improve connectivity and journey times by sharing rides to public transport hubs, and thus improving the overall travel times and connections to key services and markets. However the restricted ability to car share is unlikely to have a notable impact on residents, businesses and visitors.
TPO3 - Increase sustainable travel to and from Newburgh	✓	The option makes use of the high car ownership among Newburgh's households and the above average percentage of Newburgh residents who already car share. It is therefore expected, that the option would increase sustainable travel by reducing single occupancy car travel.

Summary of performance against STAG criteria

Criteria	Score	Rationale
Environment	—	There are no tangible effects from physical infrastructure changes associated with this option. The option can increase the uptake of a more sustainable form of transport and reduce single occupancy private car use, and as such there would be minor improvements in some environmental factors such as noise, air quality and run-off. However, the overall environmental impact when averaged across all criteria is likely to be near neutral. See Appendix A for sub-criteria
Safety	—	The option is unlikely to have notable benefits on accident numbers and security. Although it could generate additional mode shift and thus produce a minor benefit to road accident rates, the scale of trip abstraction from car is likely to be relatively minor. There are some potential security issues around car share schemes in relation to sharing a vehicle with a relative stranger; however, well managed schemes seek to minimise these. Overall the impact of the option is likely to be near neutral. See Appendix A for sub-criteria
Economy	✓	The option is likely to produce minor benefits from improved journey times and enhanced access to key services and markets. Sharing rides and/or using a car club facility has also the potential to reduce traffic on the road network due to modal shift, although the adoption is unlikely to be large scale. It is expected that the benefits captured would be predominantly local in nature and insubstantial.

Criteria	Score	Rationale
		See Appendix A for sub-criteria
Integration	✓	There are likely to be minor benefits to integration with other transport modes by tying lift sharing and/or car club facility with access to other modes i.e. public transport, walking and cycling. The option aligns well with land-use by enhancing access to both existing and new developments in Newburgh. The option also aligns with transport policy from national to local level, particularly with regard to promotion of sustainable travel, reduced single occupancy private car use, improved accessibility through widened travel choices, improved access to opportunities and benefits to the environment. See Appendix A for sub-criteria
Accessibility and Social Inclusion	✓	The option would increase accessibility to key services and markets by providing opportunities to share rides and/or cars for travel to public transport hubs and beyond. This would have a positive impact particularly on groups with no access to their own car and/or those with limited mobility. The option would also enhance access to areas underserved by public transport. See Appendix A for sub-criteria

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Minor Consideration	Technical: Setting up a car sharing scheme would be feasible from a technical perspective. There are well established lift and car sharing schemes operating across Scotland, which could provide good understanding of requirements.
	Moderate to Major Consideration	Operational: One of the main issues to consider from an operational perspective will be to ensure there is enough users of the scheme to make it feasible. As car sharing relies on people being willing to share lifts as well as being able to make their journeys at the same time and to the same destinations, there needs to be enough users signed up to the service for trips to be matched. Given that Newburgh residents are mainly employed in industries that require shift work, and include an above average increasing number of part time workers and self-employed, who all require varying needs of access to the transport network and times needed to travel, it is deemed that this will likely reduce the opportunities for the same journeys to be matched. Similarly, viability of a car club depends on having sufficient number of members using the scheme. As these schemes typically

Criteria	Score	Rationale
		exist in higher density, larger population areas, there may be some commercial viability issues with a car club scheme in Newburgh, which is classed as a rural area and therefore low density.
Affordability	Minor to Moderate Consideration	Financial: The service would be relatively low cost to deliver, in particular for the lift-share service. A car club would require some capital cost for the facility set up. Some additional costs/subsidy may also be required if the service is not self-sustaining for a commercial operator.
Public Acceptability	Major Consideration	Based on the outcomes of the stakeholder engagement, 37% of the respondents were either supportive or very supportive of the proposal, 38% were unsupportive and 25% were not sure. Proposals for the availability of low and zero emission cars being available through car club scheme were more favourable than lift-sharing approaches. Given that this option received the least amount of support during the stakeholder engagement, yet the feasibility of the scheme depends on Newburgh residents signing-up to the scheme, this option is considered to have major impact on public acceptability.

Selection / rejection of option for Detailed Appraisal

Rationale
<p>The option mainly supports the TPOs aiming to improve transport access to key services and markets for Newburgh residents, and to increase sustainable travel to and from Newburgh.</p> <p>The option has a minor positive impact on all STAG criteria, except for Safety, where there is no impact predicted. A major impact is however predicted in terms of implementation.</p> <p>The option requires enough users to be signed up to the service to make it feasible and/or commercially viable. In terms of lift-sharing, this relies on people being willing to share lifts as well as being able to make their journeys at the same time and to the same destinations. As Newburgh residents are mainly employed in industries that require shift work and include an above average increasing number of part time workers and self-employed, who all require varying needs of access to the transport network and times needed to travel, it is deemed that this will likely reduce the opportunities for the same journeys to be matched. Similarly, viability of a car club depends on having sufficient number of members using the scheme, which is also dependent on people's ability to drive a car. As these schemes typically exist in higher density, larger population areas, there may be some commercial viability issues with a car club scheme in Newburgh, which is classed as a rural area and therefore low density.</p> <p>The option received the least amount of support (out of all options) from Newburgh residents.</p>

Rationale

Despite being relatively positive in nature, the feasibility of the option is dependent on sufficient number of Newburgh residents signing-up to the scheme. As the option received limited support from the residents, has a relatively low impact on the specific TPOs for this study, and any benefits achieved would only be minor compared to the problems identified in the Initial Appraisal: Case for Change, the option is not, as a stand-alone option, recommended for further investigation. The option would work best as one part of a wider sharing initiative to get to a critical mass that would support it going forward.

Nevertheless, for transparency, the option will be retained for Detailed Appraisal, to allow for more detailed investigation and assessment of it being widened to include Mobility as a Service (MaaS).

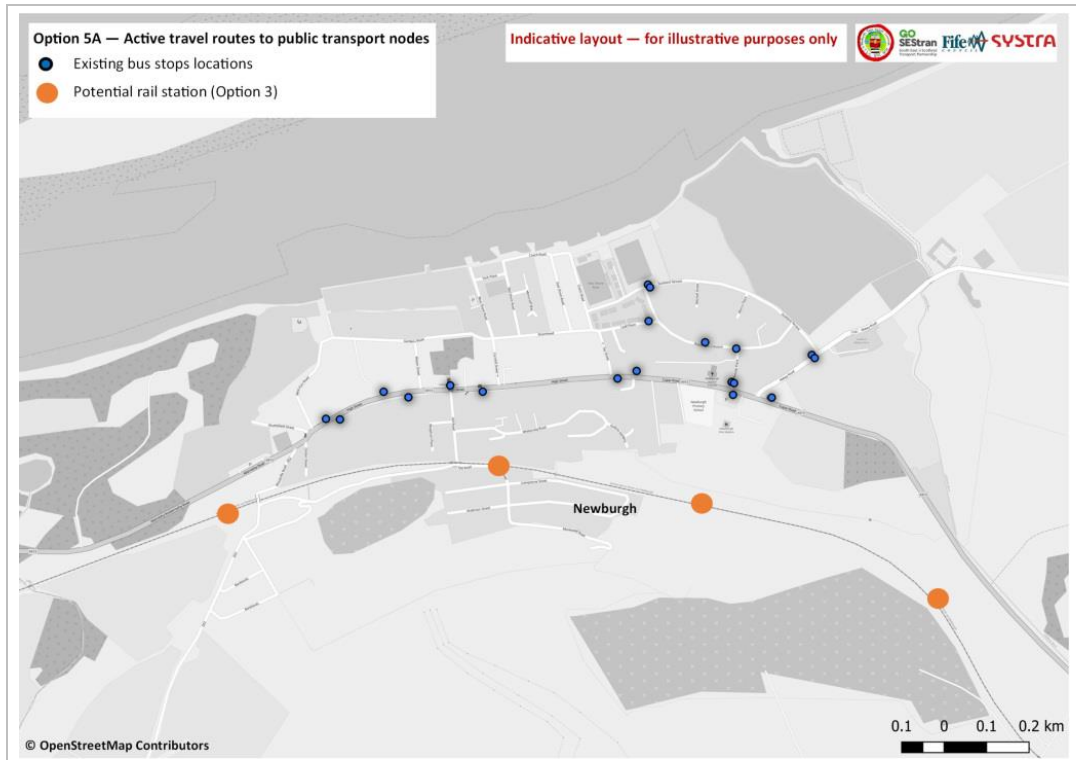
✓ **The option has been selected for Detailed Appraisal**

3.6 Option 5 Appraisal: New and/or Improved Active Travel Routes

Option description

Enhanced active travel provision within and to and from Newburgh. The option has two sub-options, as follows:

- **5a:** Active travel routes and provision to public transport nodes – this option would help increase access to key services and markets by providing walking and cycling information as well as infrastructure links to/from bus stops and/or public transport interchanges. This may include improvements to walking and cycling routes and/or providing cycle parking provision at bus stops; and
- **5b:** Active travel routes to outlying communities – this option would help increase access to key services and markets by providing walking and cycling information as well as improved active travel links to connect outlying settlements and communities, such as Abernethy, Lindores, Den of Lindores and Flisk to help widen travel choices and improve connectivity for local trips.





[See Appendix A for Background information \(Geographic, Social and Economy Context\)](#)

Summary of performance against Transport Planning Objectives

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓	The option would enhance transport access to key services and markets by the provision of high quality active travel information and physical connectivity of active travel infrastructure to public transport hubs. Improving active travel connectivity with neighbouring communities would also enhance opportunities to access services and markets in these settlements. See Appendix A for appraisal of sub-options
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓	The option would have minor benefits on public transport connectivity to and from Newburgh by providing active travel information and infrastructure to public transport nodes and nearby settlements. This provision is unlikely to affect journey times to a notable extent, other than for those able to transition from walking to cycling, for example. See Appendix A for appraisal of sub-options
TPO3 - Increase sustainable travel to and from Newburgh	✓	The option is likely to increase active travel within the local area and to neighbouring communities by providing suitable active travel information and

Criteria	Score	Rationale
		infrastructure. See Appendix A for appraisal of sub-options

Summary of performance against STAG Criteria

Criteria	Score	Rationale
Environment	✓	The physical changes associated with this option would be relatively minor, but are likely to make a slight positive contribution to townscape, visual amenity and cultural heritage; with the potential for slight negative effects on geology and the water environment. However, in respect of operation, irrespective of location and assuming increased uptake of more sustainable and active forms of transport, there are likely to be slight positive impacts on noise and vibration, run-off, air quality and physical fitness. See Appendix A for sub-criteria and appraisal of sub-options
Safety	✓	The option would have a minor positive impact on accidents and security. Better active travel infrastructure would improve safety within the town and for access to neighbouring settlements, and has the potential to reduce the chance of accidents. The provision of lighting, better visibility as well as information advising users which routes are safe and secure to use would help improve security. See Appendix A for sub-criteria and appraisal of sub-options
Economy	✓	The option is likely to have minor user benefits from an improved accessibility to key services and markets, and from an increased sustainable transport mode share. The cost of improvements are anticipated to be relatively low and the option is expected to provide a good benefit to cost ratio. Due to the limited distance users are able to walk or cycle as a main mode of travel, the benefits from this option are likely to be mostly local in nature. See Appendix A for sub-criteria and appraisal of sub-options
Integration	✓✓	The option improves transport integration within the local area and to public transport nodes through an improved information, wayfinding and infrastructure. It also integrates transport with land use by improving active travel and subsequently public transport access to developments in Newburgh for residents, businesses, and visitors. The option aligns well with transport policy from national to local level, particularly with regard to the promotion of sustainable travel, environmental and health considerations, and improved accessibility through wider travel choices.

Criteria	Score	Rationale
		See Appendix A for sub-criteria and appraisal of sub-options
Accessibility and Social Inclusion	✓✓	The option would improve active travel and public transport catchment via an improved active travel information and links. It would also improve local accessibility in general. Ensuring that active travel links are provided to a good design standard may also facilitate access by groups with mobility issues. In addition, improving access to public transport via active travel, would help non-car owners and other groups which rely on public transport. See Appendix A for sub-criteria and appraisal of sub-options

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Minor to Moderate Consideration	Technical: Improving active travel routes would be feasible from a technical perspective. Whilst some design issues may be raised upon detailed design, the range of effective technical solutions available from other existing schemes is wide. Funding and the cost of solutions are likely to be the largest factor influencing improvements.
	Minor Consideration	Operational: There are no operational issues anticipated with this option.
Affordability	Minor to Moderate Consideration	Financial: Active travel improvements and information provision are relatively low cost compared to other transport solutions, and generally present positive benefit to cost ratios. However, securing an appropriate funding stream will be key to delivery.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 92% of the respondents were either supportive or very supportive of the proposals and it ranked (together with Option 2 and 6) as the third most preferred option overall. The most supportive measures included improved walking and cycling routes to public transport stops in Newburgh, availability of cycling/walking route maps and information, and traffic free cycle routes to Abernethy and Lindores.

Selection / rejection of option for Detailed Appraisal

Rationale

The option contributes to TPOs by increasing sustainable travel alternatives to/from Newburgh. It also helps to improve access to key services and markets, and connectivity to public transport nodes for multi-modal travel, however the sub-option 5B, on its own merits, does not notably improve connectivity other than access from outlying communities to Newburgh's services.

The option has positive impacts on all STAG criteria, especially Integration and Accessibility. The feasibility and affordability range from minor to moderate, depending on the level of improvement required.

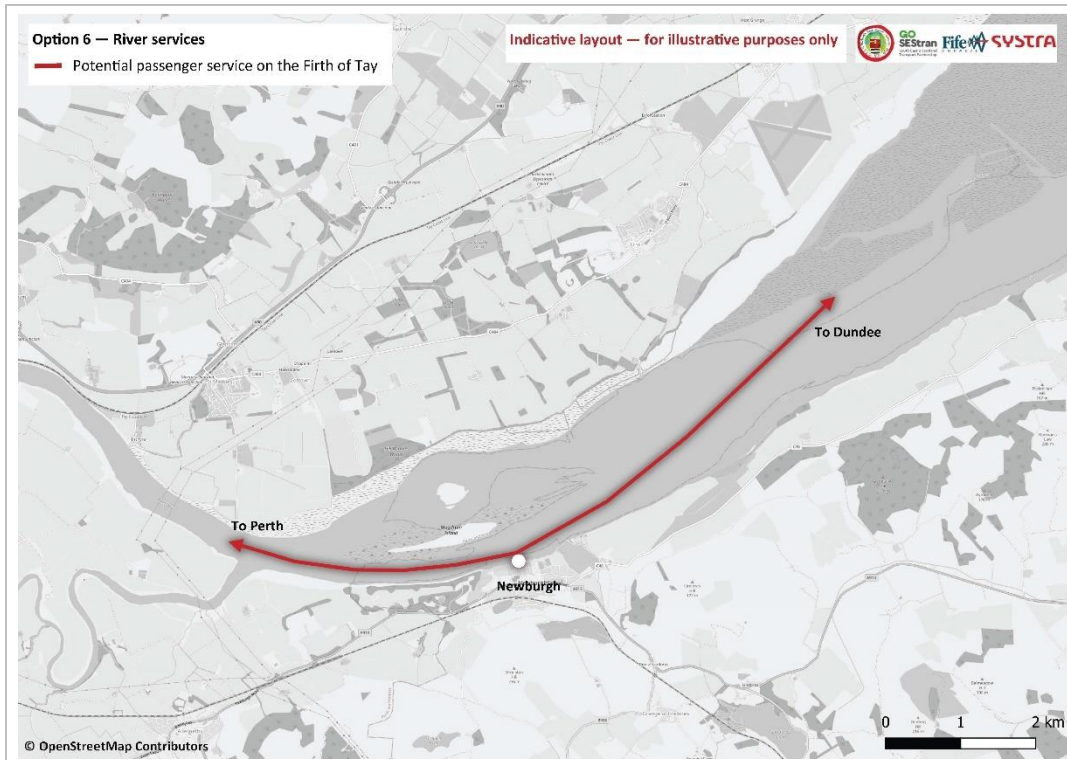
This option is likely to be well received by the public. Based on the outcomes of the stakeholder engagement, the option was supported by 92% of the respondents and ranked as the third (together with Option 2 and 6) most preferred option overall.

✓ **The option has been selected for Detailed Appraisal**

3.7 Option 6 Appraisal: River Services

Option Description




Provision of passenger services on the Firth of Tay in order to help increase public transport modal choice to and from Newburgh and help increase transport access to Perth and Dundee.





[See Appendix A for Background information \(Geographic, Social and Economy Context\)](#)

Performance against Transport Planning Objectives

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓	This option would increase access and transport mode choice to Perth and Dundee. Integration with other transport modes at/nearby the service's docking facilities would be key to increasing the overall accessibility.

Criteria	Score	Rationale
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	 to 	The option would introduce a new mode of transport to/from Newburgh and create direct links with Perth and Dundee. It could also increase employment opportunities and encourage tourism and leisure travel to the area. The option is however unlikely to deliver large journey time benefits for the overall distance travelled. This is due to multiple interchanges likely to be required for most users, for example to and from the water service at each end of the journey.
TPO3 - Increase sustainable travel to and from Newburgh		The option has the potential to capture some trips currently made by private car and thus positively contribute to modal shift. The level of abstraction is unlikely to be significant and the improved sustainability of travel would also depend on the vessel choice. Overall the impact is anticipated to be near neutral.

Summary of performance against STAG criteria

Criteria	Score	Rationale
Environment		This option would require the development of new harbour facilities on or near old masonry piers and slipways. Both infrastructure construction and boat operation have the potential for a number of adverse effects on the Firth of Tay environment and its biodiversity and habitats; through noise and vibration and localised habit loss. Landscape and visual effects could range from slightly positive to negative, depending on the location and design of the facilities. There may be an uptake of a more sustainable form of transport and reduction in private car use as a result of the introduction of the option, which would have slight positive impacts on air quality and physical fitness. The overall environmental impact when averaged across all criteria is likely to be slightly negative. See Appendix A for sub-criteria
Safety		The option is unlikely to have notable benefits on accident numbers as the scale of trip abstraction from car is likely to be relatively minor, and the decrease in car use could be offset by the severity of any accident which involved waterborne transport. The provision of new docking facilities, which would be built to at least minimum safety requirements, the use of CCTV, and crew members providing on-board active surveillance is likely to improve security. See Appendix A for sub-criteria

Criteria	Score	Rationale
Economy	✓	The option would provide minor benefits through additional mode choice, and some journey time savings for users who have origins and destinations within a short travel time from the service terminals. The option is also likely to bring some benefits to tourist markets in Perth and Dundee as well as Newburgh, by linking the areas through an attractive leisure mode. Benefits to non-leisure trips are likely to be relatively minor. The benefits are also likely to be offset by high infrastructure and operating costs. The option may also be subject to reduced reliability due to external factors such as weather conditions and tides. See Appendix A for sub-criteria
Integration	✓	The option would provide a new mode at Newburgh, allowing integration of waterborne travel with other modes of transport. The additional mode would also add new ticketing options for transport at Newburgh. The option fits well with local and regional land use policy, and would provide improved sustainable transport access for both existing and future developments in Newburgh. The option also aligns with transport policy from national to local level, especially in terms of the promotion of sustainable transport over private motorised vehicles and improved accessibility and inclusion through widened travel choices. In addition, the option offers the potential for improving tourist access to/from Newburgh. See Appendix A for sub-criteria
Accessibility and Social Inclusion	✓	There are likely to be minor benefits to accessibility in terms of improved network coverage particularly for direct services to Dundee. There is also the potential to walk and cycle to/from the terminal location to use the waterborne service. Depending on the final destination, further modes may need to be used to access the terminals. The option is likely to improve accessibility for socially excluded groups, especially for those with no access to a car. See Appendix A for sub-criteria

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Major Consideration	Technical: Construction of infrastructure is likely to be feasible from a technical perspective, although costly and could represent an investment risk. Tidal rise issues would need to be considered in the design of docking.

Criteria	Score	Rationale
	Major Consideration	Operational: From an operational perspective, the highly tidal nature of the Firth of Tay is likely to impact on the service reliability and timetable viability.
Affordability	Major Consideration	Financial: The benefits are largely related to Newburgh travel rather than for Perth and Dundee residents, who benefit from existing strong public transport links. As such, the overall demand is likely to be limited. It is unlikely that Newburgh would generate sufficient patronage to support such a service in a positive business case. Funding from the Tay Cities Deal may facilitate construction of moorings, however, there would be major further funding requirements to complete the dock facilities and provide a vessel.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 78% of the respondents were either supportive or very supportive of the proposals and it ranked (together with Option 2 and 5) as the third most preferred option overall. The option was largely seen as leisure proposal and so is likely to have a minimal impact on the problems identified in the Initial Appraisal: Case for Change.

Selection / rejection of option for Detailed Appraisal

Rationale
<p>The option supports TPOs by helping to increase transport access to key services and markets, and by improving connectivity of Newburgh. However, these benefits are to a minor extent, and would have little impact on journey times or sustainability.</p> <p>The option has a minor positive impact on Safety, Economy, Integration and Accessibility, but is predicted to have a slightly negative impact on the Environment, particularly biodiversity, habitats, noise and vibration.</p> <p>There are major considerations in terms of feasibility and affordability of the option, as the highly tidal nature of the Estuary is likely to impact on the timetable viability, and presents an investment risk.</p> <p>Based on the outcomes of the stakeholder engagement, the option was supported by 78% of the respondents and ranked as the third (together with Option 2 and 5) most preferred option overall. It is therefore expected that the option would be positively received by the public, but it is unlikely to fulfil the aspirations around the public transport offering for the area. The option was largely seen as leisure proposal and so is likely to only have a minimal impact on addressing the problems identified in the Initial Appraisal: Case for Change.</p> <p>X The option has been rejected for Detailed Appraisal</p>

4. SUMMARY AND NEXT STEPS

4.1 Summary

- 4.1.1 This Preliminary Options Appraisal has taken the potential interventions identified in the Initial Appraisal: Case for Change stage and appraised them in a process aligned with Transport Scotland's Scottish Transport Appraisal Guidance (STAG) process.
- 4.1.2 In accordance with the STAG process, all of the options have been assessed against the study TPOs and STAG criteria of Environment, Safety, Economy, Integration and Accessibility. They have also been appraised against Feasibility, Affordability and Public Acceptability, and the fit of each option with the relevant established Policy Directives.
- 4.1.3 A summary of the scoring of all options is provided in Table 1.

Table 1. Summary scoring of options

Option no.	Option name	Appraisal against TPOs			Appraisal against STAG criteria					Implementability appraisal				Select?
		TPO1 - Improve transport access to key services and markets (including employment, education, health and leisure opportunities) for Newburgh residents	TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	TPO3 - Increase sustainable travel to and from Newburgh	Environment	Safety	Economy	Integration	Accessibility	Technical Feasibility	Operational Feasibility	Affordability	Public Acceptability	
1	Improved (Existing) Bus Services to/from Newburgh	✓✓	✓	✓	-	-	✓	✓✓	✓✓	Minor	Major	Moderate to Major	Minor	Yes
2	(New) Express Bus Service	✓✓	✓✓	✓	-	-	✓✓	✓✓	✓✓	Minor	Major	Moderate to Major	Minor	Yes
3	Reopened/New Train Station in Newburgh	✓✓	✓✓	✓✓	-	✓	✓✓	✓✓ to ✓✓✓	✓✓	Moderate	Major	Moderate to Major	Minor	Yes
4	Car Sharing	✓	- to ✓	✓	-	-	✓	✓	✓	Minor	Moderate to Major	Minor to Moderate	Major	Yes
5	New and/or Improved Active Travel Routes	✓	✓	✓	✓	✓	✓	✓✓	✓✓	Minor to moderate	Minor	Minor to moderate	Minor	Yes
6	River Services	✓	- to ✓	-	✗	✓	✓	✓	✓	Major	Major	Major	Minor	No

4.2 Next Steps

4.2.1 The appraisal has resulted in a recommendation that five multi-modal transport options are taken forward to the Detailed Appraisal stage.

4.2.2 The recommended options are:

- Option 1 – Improved bus services to/from Newburgh;
- Option 2 – Express bus;
- Option 3 – New/Reopened train station in Newburgh;
- Option 4 – Car sharing; and
- Option 5 – New/Improved active travel routes.

4.2.3 The Detailed Appraisal will then consider these options in more detailed quantitatively, including their further performance against TPOs, STAG criteria, Cost to Government and Risk and Uncertainty.

APPENDIX A – APPRAISAL SUMMARY TABLES

Option 1 AST: Improved (Existing) Bus Services to/from Newburgh

[Go back to Option 1 Appraisal section of the main report](#)



OPTION 1 – IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH

Proposal Details

Proposal Name:	Improved (existing) bus services to/from Newburgh
Proposal Description:	Enhanced bus service provision to Perth, Cupar, and Ladybank to enable public transport access to key services and markets i.e. employment, places of study, and wider health care and leisure facilities, and to help increase public transport choice. The option includes the provision of greater frequencies of bus services and extended hours of operation, as well as improving connectivity with train services to help facilitate onward travel.

Background Information

Geographic Context:	Newburgh is a rural town with a population of 2,899. It lies on the south bank of the Firth of Tay in Fife, approximately 19 km (12 miles) southeast of Perth and 17 km (11 miles) north west of Cupar. The proposal includes for improvements to the existing bus services to/from Newburgh, primarily towards Perth and Cupar, the key commuting destinations for Newburgh residents. The proposal also includes bus improvements to Ladybank, the nearest train station, to allow connections with rail services for onward travel. The proposal follows the existing alignment of the bus service number 36 from Glenrothes to Perth, passing settlements including Abernethy and Bridge of Earn; and bus service number 94 from Newburgh to St Andrews, via Ladybank and Cupar.
Social Context:	<p>Newburgh has one of the lowest access to public transport network in Fife and its Flisk, Lindores and Luthrie area falls within 20% of the Scotland's most deprived datazones in terms of geographic access. There are limited community facilities available in Newburgh and residents need to travel further afield to access jobs, secondary school, higher education, and wider health care and leisure facilities. The evidence shows that Newburgh residents travel above average distances to places of work and education when compared to Fife and Scotland as a whole. The nearest hospital is 17 km (11 miles) away. Moreover, Newburgh's demographic make-up includes an above average population of over 65 years old in comparison to Fife and Scotland as a whole, which is predicted to increase, and an above average population of those whose daily activities are limited a little due to their health. These groups of population may need greater access to health care and hospital facilities, which are not available in Newburgh.</p> <p>In addition, Newburgh has an above average percentage of people with no qualifications and below average percentage of students when compared to Fife and Scotland as a whole. 19% of Newburgh households do not have access to a car and are therefore reliant on travel alternatives. The existing bus services have limitations for those accessing jobs, but also those wishing to travel for leisure purpose. There is no evening service and limited Sunday service between Newburgh and Perth, and there is a limited morning service and no Sunday service between Newburgh and Cupar. Travel by bus to these main destinations can also take considerably longer in comparison to car whilst the cost associated with bus versus car travel is comparable. Other commuting destinations such as Dundee and Kirkcaldy require a bus or train interchange, incur long travel times and higher travel cost when compared to car travel. The nearest train station is Ladybank, 13 km (8 miles) away.</p>

OPTION 1 – IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH

	The proposal therefore aims to improve the frequency and times of operation of the existing bus services to help improve public transport access to the key services and markets; and help increase sustainable travel choices for Newburgh residents.
Economic Context:	<p>Newburgh has higher than average proportion of economically active population in comparison to Fife and Scotland as a whole, but the decline of the traditional manufacturing industries, that once provided the key employment opportunities in Newburgh, meant that people now have to travel further to access jobs. Using 2011 Census data, 65% of Newburgh residents commute outside of Newburgh for work, with the main destinations being Perth and Cupar, but people also travel further afield to Perthshire, Dundee, areas in and around Kirkcaldy, Glenrothes, Dunfermline, St Andrews and Edinburgh. 9% of Newburgh residents work within Newburgh (which is lower than 13% for Fife and 15% for Scotland – based on 2km commuting distance) and 14% work from home (again the proportion is higher than 10% for Fife and 11% for Scotland as a whole).</p> <p>Newburgh has an above average percentage of self-employed and part time workers in comparison to Fife and Scotland as a whole. The key employment sectors for Newburgh residents are health and social work, wholesale/retail, construction and manufacturing, which often require shift working. All these groups of population require varying needs of access to the transport network and times needed to travel.</p> <p>Newburgh has also above average proportion of households with two or more cars (when compared to Fife and Scotland as a whole) and the majority (75%) of trips to work are made by car, in particularly single occupancy car travel. This indicates there is a reliance on car travel to reach people's destinations. The area includes tourism attractions including Lindores Abbey whisky distillery, a recreational waterfront, the Ochills hills and the Fife Coastal Path. It also includes proposals for new 12ha mixed use housing and employment development, and mooring facilities off river Tay.</p> <p>The proposal therefore aims to improve people's options to access job opportunities, but also to improve connectivity of Newburgh for both Newburgh residents and those travelling there for work, leisure and/or tourism.</p>

Planning Objectives:

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓✓	The option would improve access for Newburgh residents by introducing better frequency of the existing bus service and by extending its period of operation. These changes would increase the opportunities, services and markets that Newburgh residents could access early in the day, late in the evening and on weekends. They would also allow an improved access to rail interchange (e.g. Ladybank) and offer a more competitive alternative to a private car.
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓	The option, which would benefit residents, businesses and visitors, would increase connectivity of Newburgh, by providing greater frequencies and hours of operation of the existing bus service.

OPTION 1 – IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH

TPO3 - Increase sustainable travel to and from Newburgh	✓	The option has the potential to facilitate greater use of sustainable transport modes, by improving accessibility by bus to and from Newburgh, thus potentially abstracting mode share from private car.
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STAG Criteria

Criteria	Score/ Assessment Summary	Supporting Information: Rationale & Sub-criteria Score
Environment	—	<p>Noise and Vibration (-): Any significant service increase associated with this option may introduce new noise sources if it generates bus traffic in areas close to sensitive noise receptors (i.e. residential areas) which are not currently served by bus or subject to significant noise impacts. However as the option is likely to lead to modal shift from cars to bus, the wider vehicle noise impacts are likely to be mitigated.</p> <p>Global Air Quality (CO₂) (✓): The option has the potential for modal shift with people preferring public transport to private vehicles along proposed improved bus routes, resulting in decreased number of cars in the settlement centres (i.e. Perth, Newburgh, Cupar and Ladybank) and better global air quality. The potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO₂ on the wider network.</p> <p>Local Air Quality (PM₁₀ and NO₂) (✓): Designated Air Quality Management Areas have been declared in Perth and Cupar, and are largely attributed to the impact of traffic. There may be a minor potential for positive effects on air quality in the immediate vicinity of these locations associated with the option, due to positive modal shift and reduced numbers of private cars.</p> <p>Water quality, Drainage and Flood defence (✓): Improved bus services may encourage increased use of services with the potential for small changes in use of other modes such as private cars, resulting in the potential for very small improvement of water run-off quality from roads and urban areas.</p> <p>Geology (-): No significant effects on geology or geological/material resources are predicted for this option.</p> <p>Biodiversity and Habitats (-): Improved public transport provision has little potential for effects to local habitats or species as construction and development works would be minimal or none with this option. No significant effects on biodiversity and habitats are therefore predicted.</p> <p>Landscape (-): No significant effects on landscape or townscape are predicted for this option.</p>

OPTION 1 – IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH

		<p>Visual Amenity (-): No significant effects on visual amenity are predicted for this option.</p> <p>Agriculture and Soils (-): No significant effects on agriculture and soils are predicted for this option.</p> <p>Cultural Heritage (-): No significant effects on cultural heritage are predicted for this option.</p> <p>Physical Fitness (✓): This option has the potential for modal shift with people preferring public transport to private vehicles, resulting in increased walking at either end of the journey.</p>
Safety	—	<p>Accidents (-): The option is unlikely to have notable benefits on accident numbers. Although it could generate additional mode shift and produce a minor benefit to road accident rates, this could be offset by the severity of any accident which involved the additional bus services. Overall the impact is likely to be near neutral.</p> <p>Security (-): Although the option is likely to achieve some benefits, e.g. due to reduced wait time at bus stops or improved natural surveillance, these are likely to be negligible.</p>
Economy	✓	<p>TEE (✓): The option is likely to produce minor benefits from increased public transport frequency, changes in trip mode to public transport, reduced car dependency, improved public transport access to jobs, employment opportunities, and tourism markets both in and out with Newburgh. Increased services provision and increased passenger numbers could also provide benefit to operator revenues and potential subsidy levels.</p> <p>Wider Economic Impacts (✓): There are likely to be wider economic benefits from the improved access to jobs and employment opportunities to and from Newburgh associated with this option. In addition, the improved public transport access is likely to have a positive impact on tourism, both within Newburgh (e.g. access to Fife Coastal Path, the Ochills Hills, Lindores Abbey Distillery etc), and other larger cities, e.g. Perth, Dundee, Edinburgh and Glasgow.</p>
Integration	✓✓	<p>Transport (✓): The option is likely to achieve some minor benefit to the integration with other transport services, through greater combined frequency of service and the potential to link journeys / access to onward transport services. No notable change is expected to be made to ticketing, infrastructure, or how the information is provided (e.g. Real Time Information)</p> <p>Transport/Land Use (✓✓): The option integrates transport with land use by providing access to both existing and planned development in Newburgh, and giving enhanced public transport access to residents, businesses, and visitors.</p>

OPTION 1 – IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH

		Policy (✓✓): The option aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, environmental and health considerations, and improved accessibility through wider travel choices
Accessibility and Social Inclusion	✓✓	Community (✓✓): The option would improve public transport network coverage by the extended frequency and hours of operation of the service.
		Comparative (✓✓): The extended service frequency and hours of operation associated with this option would improve public transport access to/from Newburgh, and improve accessibility for many socially excluded groups, including those without a car and the mobility impaired.

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Minor Consideration	Technical: There are no known technical feasibility issues associated with this option. The option would be using existing infrastructure (i.e. bus stops and roads), and an established mode/technology.
	Major Consideration	Operational: The option would require reconfiguration of existing timetables and potentially additional bus fleets. Enhancements to frequency and operational hours would incur additional operational cost, and should be considered in relation to demand at Detailed Appraisal. The option would require agreement and negotiations with Fife Council, Perth and Kinross Council and bus operators regarding service provision.
Affordability	Moderate to Major Consideration	Financial: There would be additional capital expenditure required to operate the enhanced service frequency as well as ongoing operational costs. Engagement with Stagecoach highlighted that any increase in operating costs would need a level of subsidy to be negotiated. Engagement with Fife Council highlighted that any improvements to the service are likely to impact on their resources elsewhere. As the option may increase passenger numbers and thus operating revenue, the 'Bus Route Development Grant' might be a suitable funding model. The cost implications should be considered at Detailed Appraisal.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 87% of the respondents were either supportive or very supportive of this option and it ranked as the second most preferred proposal overall. However, it may not fulfil the aspirations around the public transport offering for the area.

OPTION 1 – IMPROVED (EXISTING) BUS SERVICES TO/FROM NEWBURGH

Rationale For Selection or Rejection

The option contributes to all three TPOs by helping to improve public transport access to key services and markets; increasing sustainable travel choices for Newburgh residents and improving connectivity of Newburgh.

The option is predicted to have no impact on Environment and Safety, a slight positive impact on Economy and moderate positive impact on Integration and Accessibility and Social Inclusion.

The Feasibility of the option, informed by the initial feedback from bus operators, should be carefully considered in Detail Appraisal due to its potential impact on the operators' wider resources and subsidy levels.

It is expected that the option, based on its own merits, would be positively received but is unlikely to fulfil the aspirations around the public transport offering for the area. Based on the outcomes of the stakeholder engagement, the option was supported by 87% of respondents and ranked as the second most preferred option overall.



The Option has been selected for Detailed Appraisal

Option 2 AST: (New) Express Bus Service

[Go back to Option 2 Appraisal section of the main report](#)



OPTION 2 – (NEW) EXPRESS BUS SERVICE

Proposal Details

Proposal Name:	(New) Express Bus Service
Proposal Description:	A new Express bus service through Newburgh, with connections to Cupar, Perth, and Broxden Park and Ride. The service currently does not exist. The option offers potential interchange opportunities with other strategic bus services to major Scottish towns and cities. It also includes the potential for more direct services between Newburgh, Cupar and Perth to help improve journey times by public transport, facilitate improved access to key services and markets, improve connectivity, and increase public transport choice.

Background Information

Geographic Context:	The proposal includes for an Express bus service between Perth and Cupar with a stop in Newburgh. The routing of the service is suggested to follow the most direct route from Newburgh to Perth town centre and Broxden Park & Ride, along the A913, A912 and M90. By allowing the service to stop at Broxden Park & Ride, the option allows an interchange with other existing Express Bus services (e.g. Megabus) and could offer connections to further afield destinations in the north, south and west of Scotland. For travel towards Cupar, the route alignment follows the A913 to Cupar. The service assumes limited stopping pattern, to further facilitate faster journey times.
Social Context:	<p>Further to the social context outlined in Option 1, Newburgh is a small rural town with limited community facilities, and as such residents need to travel further afield to access jobs, secondary school, higher education, and wider health care and leisure facilities. The key commuting destinations for this purpose are Perth and Cupar, but people also travel to Perthshire, Dundee, Glenrothes, Kirkcaldy, Stirling and other destinations further afield.</p> <p>The existing public transport services have limitations for the residents' trip purposes; for example there are no evening services and limited Sunday services to/from Perth, and no Sunday services to/from Cupar. Furthermore, the journeys to the main destinations are lengthy and in some instances the cost of travel by public transport is higher than travel by car. Evidence suggests that there is a reliance on car travel (in particularly single occupancy car travel) to reach peoples' destinations, which has implications for the 19% of Newburgh population that has no access to a car or van.</p> <p>The option therefore aims to improve public transport access to the key services and markets for all and make public transport a realistic travel alternative to single occupancy car travel. The option needs to ensure that the service would operate at times suitable for the diverse group of Newburgh population (i.e. the above average percentage of over 65s, retired, self-employed, part time workers, shift workers, students etc) as well as workforce travelling to Newburgh from elsewhere, and /or people visiting Newburgh for leisure/tourism purpose.</p>



OPTION 2 – (NEW) EXPRESS BUS SERVICE

Economic Context:

The economic context for this option is relevant as provided in the description for [Option 1](#). The focus of the option is to help improve connectivity of Newburgh for the existing and future residents as well as those travelling to Newburgh for work, leisure and/or tourism, by reducing public transport journey times.

Planning Objectives:


Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓✓	The option would improve access for existing and new users in the area by reducing journey times and enhancing combined service frequencies to key services and markets in Perth, Cupar and Ladybank, and beyond. Reduced journey times to these destinations would also reduce the overall travel times to onward destinations via connecting services and thus improve access to employment, training, education, health and leisure activities.
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓✓	The option would improve access for existing and new users in the area by reducing journey times and enhancing combined service frequencies to key services and markets in Perth, Cupar and Ladybank, and beyond. Reduced journey times to these destinations would also reduce the overall travel times to onward destinations via connecting services and thus improve access to employment, training, education, health and leisure activities.
TPO3 - Increase sustainable travel to and from Newburgh	✓	The option has the potential to facilitate greater use of sustainable transport modes, by improving accessibility by bus to and from Newburgh, thus potentially abstracting mode share from private car.

STAG Criteria

Criteria	Score/ Assessment Summary	Supporting Information: Rationale & Sub-criteria Score
Environment		Noise and Vibration (-): The provision of Express bus service to key markets will not require significant road or bus infrastructure as the Express bus service would use existing routes and interchange facilities. Therefore, no significant effects on transport noise or vibration for receptors adjacent to bus routes or facilities are predicted.



OPTION 2 – (NEW) EXPRESS BUS SERVICE

		<p>Global Air Quality (CO₂) (✓): The option has the potential for modal shift with people preferring public transport to private vehicles along proposed Express bus route, resulting in decreased number of cars in the settlement centres (i.e. Perth, Newburgh and Cupar) and better global air quality. Potential for modal shift to more sustainable modes for longer distance journeys would also result in reduced emissions of CO₂ on the wider network.</p> <p>Local Air Quality (PM₁₀ and NO₂) (-): Designated Air Quality Management Areas have been declared in Perth and Cupar, and are largely attributed to the impact of traffic. There may be a minor potential for positive effects on air quality in the immediate vicinity of these locations due to positive modal shift and reduced numbers of private cars.</p> <p>Water quality, Drainage and Flood defence (✓): Improved bus services may encourage increased use of services with the potential for small changes in use of other modes such as private cars, resulting in the potential for very small improvement of water run-off quality from roads and urban areas.</p> <p>Geology (-): No significant effects on geology or geological/material resources are predicted for this option.</p> <p>Biodiversity and Habitats (-): Improved public transport facilities have a potential for minor changes to local habitats from construction and permanent development works which it is assumed would be mitigated during planning and construction phases. No significant effects on biodiversity and habitats are predicted from this option taking account of assumed design and mitigation.</p> <p>Landscape (-): No significant effects on landscape or townscape are predicted for this option.</p> <p>Visual Amenity (-): No significant effects on visual amenity are predicted for this option.</p> <p>Agriculture and Soils (-): No significant effects on agriculture and soils are predicted for this option.</p> <p>Cultural Heritage (-): No significant effects on cultural heritage are predicted for this option.</p> <p>Physical Fitness (✓): There is a potential for modal shift with people preferring public transport to private vehicles, which would result in increased walking at either end of the journey.</p>
<p>Safety</p>		<p>Accidents (-): The option is unlikely to have notable benefits on accident numbers. Although it could generate additional mode shift and produce a minor benefit to road accident rates, this could be offset by the severity of any accident which involved the new bus services. Overall the impact is likely to be near neutral.</p>



OPTION 2 – (NEW) EXPRESS BUS SERVICE

	—	Security (-): Any benefits achievable, e.g. due to reduced wait time at bus stops or improved natural surveillance, are likely to be negligible.
Economy	✓✓	<p>TEE (✓✓): The option is likely to achieve a range of benefits from improved journey times, increased public transport frequency, changes in trip mode to public transport, reduced car dependency, and improved public transport access to jobs, training, employment opportunities, and tourism markets both in and out with Newburgh. Increased service provision and increased passenger numbers may also provide benefit to operator revenues and potential subsidy levels.</p> <p>Wider Economic Impacts (✓✓): The option is likely to have wider economic benefits from the improved access to jobs and employment opportunities to and from Newburgh. In addition, the improved public transport access is likely to have a positive impact on tourism, both within Newburgh (e.g. access to Fife Coastal Path, the Ochills Hills, Lindores Abbey Distillery etc), and other larger cities, e.g. Perth, Dundee, Edinburgh and Glasgow.</p>
Integration	✓✓	<p>Transport (✓): There are likely to be some minor benefit to the integration with other transport services, through greater combined frequency of service and the potential to link journeys / access to onward services. No notable change is expected to be made to ticketing, infrastructure, or how the information is provided (e.g. Real Time Information)</p> <p>Transport/Land Use (✓✓): The option integrates transport with land use by improving access to both existing and planned development in Newburgh, giving enhanced public transport access to residents, businesses, and visitors.</p> <p>Policy (✓✓): The option aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, environmental and health considerations, and improved accessibility through wider travel choices.</p>
Accessibility and Social Inclusion	✓✓	<p>Community (✓✓): The option would improve public transport links to/from Newburgh, connecting the area directly with other towns and cities. It would also benefit access to key destinations for employment, training, education, healthcare and leisure/social activities.</p> <p>Comparative (✓✓): The direct links to key services and markets would improve accessibility for many socially excluded groups, including those without a car and the mobility impaired</p>

Implementability Appraisal



OPTION 2 – (NEW) EXPRESS BUS SERVICE

Criteria	Score	Rationale
Feasibility	Minor Consideration	Technical: There are no known technical feasibility issues with this option. The option would be using existing infrastructure (i.e. bus stops and road) and an established mode/technology.
	Major Consideration	Operational: The new service would cause additional operational cost, and should be considered in relation to demand at Detailed Appraisal stage. There may also be impacts on wider timetabling and additional bus fleets. In addition, the option would require agreement and negotiations with Fife Council, Perth and Kinross Council and bus operators regarding service provision.
Affordability	Moderate to Major Consideration	Financial: There would be additional capital expenditure required to operate the enhanced service frequency as well as ongoing operational costs. The commercial viability of the service would be dependent on the demand and if it is not in line with operational costs, the service could require subsidy. The option may increase passenger numbers and thus operating revenue, but there is a risk it could also abstract users from the existing bus services. The cost implications should be considered at Detailed Appraisal.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 76% of the respondents were either supportive or very supportive of the option and it ranked (together with Option 5 and 6) as the third most preferred proposal overall. However, the option may not fulfil the aspirations around the public transport offering for the area.

Rationale For Selection or Rejection

The option contributes to all three TPOs by helping to improve journey times by public transport, connectivity, access to key services and markets, and increasing public transport choice.

The option has a positive impact on the STAG criteria, in particular Economy and Integration.

The Feasibility and Affordability of the option, informed by the initial feedback from bus operators, should be carefully considered in Detail Appraisal due to the potential impact it has on the operators' wider resources and their commitment to support existing local services.

It is expected that this option, based on its own merits, would be positively received but it is unlikely to fulfil the aspirations around the public transport offering for the area. Based on the outcomes of the stakeholder engagement, the option was supported by 76% of the respondents and ranked as the third (together with Option 5 and 6) most preferred option overall.

✓ **The Option has been selected for Detailed Appraisal**

Option 3 AST: Reopened/New Train Station in Newburgh

[Go back to Option 3 Appraisal section of the main report](#)



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

Proposal Details

Proposal Name:	Reopened/new train station at Newburgh
Proposal Description:	<p>Provision of a train station in Newburgh in order to help increase public transport choice for trips to and from Newburgh, increase connectivity, and help facilitate access to key services and markets. The option considers the opening of the rail station as both a permanent and a temporary/pop-up structure to test user demand for the service. It also considers multimodal access to the stations. The option has five sub-options, as follows:</p> <ul style="list-style-type: none"> ○ 3a: Reopening of a former rail station at Abernethy Road; ○ 3b: Reopening of a former rail station at Hill Road; ○ 3c: Reopening of a former railway station at Clatchard Quarry; ○ 3d: Opening a new station at the east end of the town; and ○ 3e: Provision of a station as a temporary/'pop-up' structure.

Background Information

Geographic Context:	<p>Newburgh is located on the Edinburgh to Perth railway line and was previously served by a station which closed for passengers in 1955. The station remained open for freight until 1980 when it served both the Clatchard quarry, to the south of the town, and through-freight from Fife and the South to the Highlands. The line runs between Perth station to the northwest and Ladybank to the south and from Ladybank to Hilton Junction it is located on a single-track section of the railway. The proposal includes for four potential rail station locations in Newburgh, as follows:</p> <ul style="list-style-type: none"> ○ at Abernethy Road - to the west of Newburgh. The location is the site of a former rail station, with a site entrance opposite the existing car park, which includes a bus turning circle. Whilst the former station yard is owned by a private company, the access to the old station site has been reserved by Network Rail; ○ at Hill Road – located in south central Newburgh. The location is also a former rail station, with a site entrance via a narrow single road up Hill Road. A pedestrian access could be provided through the existing foot bridge which crosses the railway line, but with steps on either side of the footbridge, accessibility would be compromised; ○ at Clatchard Quarry – to the south east of Newburgh. The location is also a former rail station. This option would require the purchase of third-party land from the Quarry; and ○ at the east end of the town – behind Newburgh primary school. This is a new site, with nearby land proposed for 12ha mixed use housing and employment development.
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OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

Social Context:	The social context for this option is relevant as provided in the description for Option 1 . The proposal would offer a travel alternative to a car, widen modal choice and help improve access to/from Newburgh.
Economic Context:	<p>The economic context for this option is relevant as provided in the description for Option 1. The option would help improve the connectivity of Newburgh for both the local residents and those travelling to Newburgh for work, leisure and/or tourism.</p> <p>The option also considers a ‘temporary’ or ‘pop-up’ rail station. This includes a temporary platform option that could be built relatively quickly next to an existing section of track, and more cheaply than a typical station design. The aim of installing such a station is to gauge how much demand there would be for a full-sized station.</p> <p>Different locations may be impacted by the requirement to safeguard and/or purchase third party land.</p>

Planning Objectives:

Criteria	Score	Rationale and Appraisal of Sub-options
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓✓	<p>3a-e: The option would improve access to and from Newburgh for existing and future developments. Opening a rail station would provide an additional transport mode choice for Newburgh residents and enhance journey times to key services and markets (e.g. Perth to the north, and Ladybank, Glenrothes and Kirkcaldy to the south). It could also extend the distance users can travel in a reasonable journey time and thus increase the travel to work area. The direct access to rail service would increase the overall public transport frequency for the town.</p> <p>3a: The location of the station on the edge of town may reduce the journey time benefits for those on the far side of the town, by decreasing direct access catchment via walking and cycling.</p> <p>3b: The location of the station towards the centre of the town is likely to provide more equitable journey time benefits across the town, increasing direct access catchment via walking and cycling.</p> <p>3c: The location of the station on the edge of town may reduce the journey time benefits for those on the far side of the town, by decreasing direct access catchment via walking and cycling. The LDP proposed 12ha mixed use development site would be well served by this location.</p> <p>3d: The location of the station outside of town would limit the journey time and accessibility benefits by decreasing direct access catchment via walking and cycling.</p> <p>3e: A pop-up solution may only introduce short-term access improvements, but can be used to test demand.</p>



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

<p>TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors</p>	<p>✓✓</p>	<p>3a-e: The option would facilitate direct access to the rail network and enhance access to the area for businesses, visitors and residents. It would also provide wider travel options for nearby settlements and communities. As rail is generally considered an attractive public transport mode, the option is likely to have a positive impact on making Newburgh a more attractive tourism and business location.</p> <p>3a: The location of the station on the edge of town may reduce the journey time benefits for those on the far side of the town, by decreasing direct access catchment via walking and cycling.</p> <p>3b: The location of the station towards the centre of the town is likely to provide more equitable journey time benefits across the town, increasing direct access catchment via walking and cycling.</p> <p>3c: The location of the station on the edge of town may reduce the journey time benefits for those on the far side of the town, by decreasing direct access catchment via walking and cycling.</p> <p>3d: The location of the station outside of town would limit the journey time and accessibility benefits by decreasing direct access catchment via walking and cycling.</p> <p>3e: A pop-up solution may have a reduced quality of station compared to permanent solution, but will not overly affect connectivity and journey times if services are recast/integrated (e.g. with times linked etc) to a standard that is comparable with a full station option.</p>
<p>TPO3 - Increase sustainable travel to and from Newburgh</p>	<p>✓✓</p>	<p>3a-e: The option is expected to be an attractive option for travel to and from Newburgh and as such has the potential to encourage modal shift from car. The addition of rail as a mode would promote sustainable travel especially for trips to locations along the rail line, but also for indirect journeys to places such as Cupar. There may, however, be some abstraction from the existing bus services.</p> <p>3c: The location of the station next to the 12ha proposed new development site at the east end of the town offers the opportunity to further capture new journeys of those living or travelling to/from this location. As travel habits are typically formed at the beginning of moving to a new location, having this mode in place when the development takes place is likely to further increase sustainable travel, and limit the embedding of less sustainable travel habits.</p> <p>3e: The option has the potential to deliver change across the period of the trial. However, some users may not be willing to switch mode without a commitment to long-term change e.g. those with investments in bus season tickets and cars may not feel they get value from switching mode when the service could be removed. As such, capturing the full modal shift potential is likely to be dependent on the duration of the 'pop-up' station.</p>



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

STAG Criteria

Criteria	Score/ Assessment Summary	Supporting Information: Rationale & Sub-criteria Score
Environment	<p>3a, 3c, 3e : —</p> <p>3b, 3d: X</p>	<p>Noise and Vibration: 3a, b (✓ to -): The construction and operation of updated /new structures to support the option may lead to changes in noise and vibration levels in the surrounding environment. The scale of potential impacts would depend on the precise physical location of the permanent sites and their proximity to sensitive receptors e.g. existing residential development at Banklands (although impacts depend on ambient noise levels and level of vehicle movements already occurring, and these include a regular train service that already runs through Newburgh). Changes in noise levels could be anticipated as a result from increased routeing of private cars / buses along existing routes. The option is likely to promote modal shift and help reduce congestion on wider network.</p> <p>3c (✓ to XX): The option has a potential for noise impact during construction and operation. Significant new infrastructure is likely to introduce new noise sources that may pass close to residential areas through locations that are not currently subject to significant noise impacts (although impact depends on ambient noise levels and level of vehicle movements already occurring, and these include a regular train service that already runs through Newburgh). Changes in noise levels could be anticipated as a result from increased routeing of private cars / buses along existing routes. The option is likely to promote modal shift and help reduce congestion on wider network</p> <p>3d (- to X): The construction and operation of updated /new structures to support the option may lead to changes in noise and vibration levels in the surrounding environment. The scale of potential impacts would depend on the physical location of the permanent sites and their proximity to sensitive receptors e.g. existing residential development at Burnside Cattery (A913) (although impacts depend on ambient noise levels and level of vehicle movements already occurring, and these include a regular train service that already runs through Newburgh). Changes in noise levels could be anticipated as a result from increased routeing of private cars / buses along existing routes. The option is likely to promote modal shift and help reduce congestion on wider network.</p> <p>3e (✓ to XX): The construction and operation of a temporary rail facility could lead to changes in noise and vibration levels in the surrounding environment. The scale of potential impacts would depend on the physical location of the station / hub and proximity to sensitive receptors e.g. residential properties. Changes in noise levels could also result from operation of the new rail station infrastructure e.g. announcements at stops although these may not be significant as a regular train service already runs through Newburgh . The option is likely promote modal shift and help reduce congestion on wider network.</p> <p>Global Air Quality (CO2) 3a-e (✓): The option is likely to achieve a modal shift to sustainable modes including for longer distance journeys, which would result in reduced emission of CO₂ and other pollutants on the wider network. This would have minor benefits to global air quality.</p>



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

Local Air Quality (PM10 and NO2) (✓ to X): Depending on the suitability of existing station facilities and associated parking provision, there might be detrimental localised impacts from encouraging more cars into the area. However, the potential for modal shift to more sustainable modes is likely to lead to a small positive effect on localised air quality.

Water quality, Drainage and Flood defence: 3a (-): The site lies on the Strathearn Sand & Gravel (superficial) and the Bridge of Earn (bedrock) groundwater bodies - both classified by SEPA as of 'good' status in 2018. The nearest surface water body is the Firth of Tay approximately 400m from the site. With appropriate SUDS design and associated mitigation/ compliance with SEPA and Scottish Water guidance and authorisations, the reopening of the station at Abernethy Road is unlikely to have significant adverse effects on water quality and drainage. According to SEPA's Flood Risk Map, the site does not lie in an area at risk from river, surface water or coastal flooding.

3b (-): The site lies on the Wormit (bedrock) groundwater body - classified by SEPA as of 'poor' status in 2018. The nearest surface water body is the Firth of Tay approximately 450m north from the site. With appropriate SUDS design and associated mitigation/ compliance with SEPA and Scottish Water guidance and authorisations, the reopening of the station at Hill Road is unlikely to have significant adverse effects on water quality and drainage. According to SEPA's Flood Risk Map, the site does not lie in an area at risk from river, surface water or coastal flooding.

3c (-): The site lies on the Wormit (bedrock) groundwater body - classified by SEPA as of 'poor' status in 2018. The nearest surface water body is the Firth of Tay approximately 600m north of the site. With appropriate SUDS design and associated mitigation/ compliance with SEPA and Scottish Water guidance and authorisations, the construction of a new station at this location is unlikely to have significant adverse effects on water quality and drainage. According to SEPA's Flood Risk Map, the site does not lie in an area at risk from river, surface water or coastal flooding.

3d (- to X): The site lies on the Wormit (bedrock) groundwater body - classified by SEPA as of 'poor' status in 2018. The nearest surface water body is an unclassified tributary to the Pow of Lindores flowing south to north adjacent to the site. With appropriate SUDS design and associated mitigation/ compliance with SEPA and Scottish Water guidance and authorisations, the reopening of the station at Clatchard Quarry is unlikely to have significant adverse effects on water quality and drainage. According to SEPA's Flood Risk Map, the site lies in relatively close proximity to an area at risk from river flooding, and more detailed assessment is likely to be required.

3e (-): See comments on Options 3a-3d for information on water quality, drainage and flood defence at each pop-up station location. With appropriate SUDS design and associated mitigation/ compliance with SEPA and Scottish Water guidance and authorisations, the construction of a pop-up station is unlikely to have significant adverse effects on water quality and drainage. However depending on the design of the pop-up station, surface water run-off and drainage may require further consideration in the event that a permanent SUDS design is unlikely to be implemented. Discussion with SEPA and the application for appropriate authorisations will be required.



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

Geology : 3a (- to **XX** if remediation required): Geology is likely to comprise superficial glacial clays, sand and gravel overlying mudstones and siltstones of the Ballagan Formation. Made ground is likely to be present due to the former development of the disused station. With adequate mitigation in place it is anticipated that the construction of a station here would not have significant adverse effects on geology and soils. However the brownfield nature of the site means that a comprehensive site investigation will be required to inform on ground conditions relating to contamination and allow detailed geotechnical design, potentially leading to a requirement for remedial action. The reopening of the disused station is considered likely to present fewer potential impacts on geology and soils than the construction of a brand new station.

3b and d (- to **XX** if remediation required): As above, except with geology likely to comprise superficial glacial clays, sand and gravel overlying igneous rocks of the Ochil Volcanic Formation.

3c (- to **XX** if remediation required): Geology is likely to comprise superficial glacial clays, sand and gravel overlying igneous rocks of the Ochil Volcanic Formation. An inferred fault with unknown displacement runs broadly south-north adjacent to the site. With adequate mitigation in place it is anticipated that the construction of a station here would not have significant adverse effects on geology and soils. Site investigation will be required to inform on ground conditions relating to contamination and allow detailed geotechnical design, potentially leading to a requirement for remedial action, although considered unlikely.

3e (- to **XX** if remediation required): See comments on Options 3a-3d for information on geology at each pop-up station location. Impacts from a pop-up station will depend on method of construction. With adequate mitigation in place it is anticipated that the construction of a pop-up station would not have significant adverse effects on geology and soils. However site investigation will be required to inform on ground conditions relating to contamination and allow detailed geotechnical design, potentially leading to a requirement for remedial action.

Biodiversity and Habitats: 3a-e (**X**): There would be a level of habitat loss as a result of any new infrastructure. Further location specific desk study plus single site walkover should be undertaken (where location is specified and access is possible) at Detailed Appraisal to identify local biodiversity interest. It is assumed that appropriate detailed surveys (Extended Phase 1 / Protected Species) for habitats and protected species would thereafter be undertaken as part of detailed station design and recommended mitigation integrated into the implementation such that potential impacts would be reduced to an acceptable level.

Landscape : 3a (**✓✓**): The development of a station with platform(s) and potentially bridge, shelters, car parking and lighting at Abernethy Road is unlikely to lead to significant loss or fragmentation of rural fringe character in the Coastal Terraces LCT west of Newburgh or on the townscape of the settlement. The area between the road, railway line and overbridge is largely flat and cleared with a hardstanding partially occupied by light industrial/ storage usage. The development may provide the opportunity to create a positive entrance feature to Newburgh and the established tree and scrub on three sides could be incorporated into further measures for landscape integration.



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

3b (XX to XXX): The Hill Road site is on a steep hill, accessed by narrow, winding roads and surrounded by residential properties on terraces. Development of a station of any significant scale potentially with platforms, bridge, shelters, car parking and lighting is likely to lead to significant adverse effects on the townscape of this part of the settlement, with little scope for mitigation.

3c (- to XX): The potential station site on the eastern edge of Newburgh is located on a slope: a large field to the north sloping away from the railway line with a steeper slope on the south side above the line supporting mature woodland. The development of a station with vehicular access across the field slope as well as potentially platforms, bridge, shelters, car parking and lighting is likely to lead to some loss or fragmentation of rural fringe character in the Foothills - Fife LCT and affect the setting of the settlement, but have little effect on the adjacent dispersed suburban townscape. The established woodland backdrop could be incorporated into planting and landform measures to improve landscape integration.

3d (X to XX): The potential station site at Clatchard Quarry lies well to the east of Newburgh near the small settlement of Burnside and Craigmill and an operating quarry. It is located on sloping wooded ground between the settlement and railway, or possibly less steep ground to the south currently occupied by yard space. Development of a station with vehicular access across the slope as well as potentially platforms, bridge, shelters, car parking and lighting is likely to lead to some loss or fragmentation of rural fringe character in the Foothills - Fife and/or Lowland Valley - Fife LCTs and the setting of the small settlement, with the effect varying according to precise location. Depending on precise location of the station, the established woodland could be incorporated into planting and landform measures to improve landscape integration.

3e (✓ to XXX): See comments on Options 3a-d for potential landscape/ townscape effects at each specific station location. Impacts from a pop-up station will be similar but will depend on the extent of facilities developed and on design and method of construction. There are likely to be fewer opportunities to mitigate longer term landscape/ townscape effects so the assessment reflects the worst case scenarios.

Visual Amenity: 3a (✓ to X depending on effects of tree removal and lighting): The site is overlooked by houses on higher ground on the western edge of Newburgh, adjacent to the A913 and cycle route 776 passes by on the overbridge. The development of the site may slightly improve visual amenity from the road and cycle route, although there is the potential for minor adverse visual effects on residents from loss of existing trees and night time lighting.

3b (XX): The site is overlooked by or overlooks houses on all sides. The development of the site would be likely to lead to adverse effects on the visual amenity of residents.

3c (X if the surrounding field is developed in accordance with LDP to XX): The site is overlooked by houses on higher ground on the eastern edge of Newburgh and overlooks houses on lower ground to the north, as well as being partially visible from the A913. The development of the site may adversely affect visual amenity for some residents due to loss of existing trees, visibility of earthworks and structures as well as night time lighting and vehicle movements across the lower slope.



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

3d (X to XX): The site overlooks houses to the northeast, as well as being partially visible from the A913. The development of the site may adversely affect visual amenity for some residents due to loss of existing trees, visibility of earthworks and structures as well as night time lighting and vehicle movements between the road and station.

3e (✓ to XX): See comments on Options 3a-d for potential visual effects at each specific station location. Impacts from a pop-up station will be similar but will depend on the extent of facilities developed and on design and method of construction. There will be fewer opportunities to mitigate longer term visual effects so the assessment reflects the worst case scenarios.

Agriculture and Soils: 3a (-): Land Capability for Agricultural data from the MacAulay Land Use Research Institute suggests that the site comprises Class 3.1 agricultural land, which is "land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range". However, the site is currently brownfield land and is not used for agricultural purposes. The overall impact on agriculture and soils is considered to be negligible.

3b (-): Land Capability for Agriculture data from the MacAulay Land Use Research Institute suggests that the site comprises urban land. The overall impact on agriculture and soils is considered to be negligible.

3c (-): Land Capability for Agricultural data from the MacAulay Land Use Research Institute suggests that the site comprises Class 3.1 agricultural land, which is "land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range". It is noted that the proposed station site lies within the mixed use site NEB001 proposed in the Fife LDP. The wider development here will result in the loss of potential agricultural land, which can't be mitigated.

3d (-): Land Capability for Agricultural data from the MacAulay Land Use Research Institute suggests that the site comprises Class 3.1 agricultural land, which is "land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range". However, the site is currently brownfield land and is not used for agricultural purposes. The overall impact on agriculture and soils is considered to be negligible.

3e (-): See comments on Options 3a-3d for information on agriculture capability. Impacts on agriculture are anticipated to be negligible, with the exception of the proposed location to the east of the town (Option 3d). However wider development in accordance with the Fife LDP will lead to loss of agricultural land in this area regardless.

Cultural Heritage: 3a (-): There are no nationally listed sites or buildings on or close the Abernethy Road site. The Newburgh Conservation Area lies close to the east and has many listed buildings, being mainly C and B listed, however there is very limited intervisibility and effects on setting would be limited and not necessarily adverse. The proposals have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on cultural heritage.

3b (-): There are no nationally listed sites or buildings on or close the Hill Road site. The Newburgh Conservation Area lies close to the north and east and has many listed buildings, being mainly C and B listed, however there is very limited intervisibility and effects on its setting



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

		<p>would be limited. The proposals have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on cultural heritage.</p> <p>3c (-): There are no nationally listed sites or buildings on or close the site. The Newburgh Conservation Area lies to the north and east and has many listed buildings, being mainly C and B listed, however there is very limited intervisibility and effects on setting would be very limited. Four listed buildings lie closer to the site but are partly screened by other properties. The proposals have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on cultural heritage.</p> <p>3d (X to XX): The scheduled monument of Denmylne Castle and two B listed buildings lie close to the site. Their setting may potentially be affected depending on the precise location. The Newburgh Conservation Area lies well to the northwest and effects on setting would be unlikely. The proposals have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on unknown cultural heritage.</p> <p>3e (- to XX): See comments on Options 3a-d for potential for effects at each specific station location. Impacts from a pop-up station are likely to be similar, although if slightly less construction works, foundations etc then the potential for adverse effects on known and undiscovered cultural heritage assets may be less.</p>
		<p>Physical Fitness 3a-e (✓ to -): Potential for modal shift with people preferring public transport to private vehicles would result in increased walking at either end of the journey. However, facilities for parking may result in increased car use for some travellers.</p>
Safety	3a-e: ✓	<p>Accidents 3a-e (✓): The option would provide a minor improvement to accident rates as modal shift removes road vehicular traffic in favour of public transport. However Option 3b may have an impact on personal safety of mobility impaired people, particularly wheelchair users, as the location of the proposed station is on a steep hill, with no room for a ramp to allow safe access to the station.</p> <p>3e (✓): There is the potential for a minor improvement to accidents as modal shift removes road vehicular traffic in favour of rail. This is dependent on the extent of modal shift achieved, which may be minimised by the pop-up nature of the station. As accidents are not high in volume, the period of operation may not be long enough to capture benefit.</p>
		<p>Security 3a-d (✓): The provision of new rail station facilities is also likely to improve security for public transport users as these would comply with at least the minimum safety standards, e.g. for site perimeters, entrances and exits, and lighting. Stations would also include formal surveillance (CCTV) and on-platform emergency call / information facilities.</p> <p>3e (✓): It is expected that the 'pop-up' station would be designed to at least minimum standards and so there is unlikely to be any reduced security impact compared to a permanent solution.</p>
Economy		<p>TEE 3a-d (✓✓): The option is likely to bring notable user benefits from improved journey times to key services and markets.</p>



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

	<p>3a-e: ✓✓</p>	<p>There would also be benefits from public transport frequency, improved access to key locations by public transport, reduced car dependency, and an improvement in traffic due to modal shift. The changes in trip mode to public transport are expected to be moderate as the option would provide an additional mode and direct access to rail network with improved connections to Perth, Ladybank, Kirkcaldy as well as destinations further afield, e.g. Edinburgh. The service is also likely to be attractive for Newburgh's neighbouring communities and settlements such as Abernethy, which are within active travel catchment of Newburgh. Detailed appraisal should consider the potential for negative journey time impacts on users of services at other stations (i.e. from the additional stop time) in the context of the overall user benefits. 3e (✓✓): The 'pop-up' station would be a cheaper option to deliver short-term, but may result in overall higher scheme cost if taken forward (temporary, plus permanent costs). Equally, after the test period, the structure could be added to or taken away and reused elsewhere, to increase benefits.</p> <p>Wider Economic Impacts 3a-e (✓✓): The addition of rail as a mode, would also improve access to jobs, training opportunities and businesses to and from Newburgh, by being better connected to labour markets, businesses and tourism locations. This would increase the opportunity for investment in the area, and capitalise on businesses already there. In addition, the direct connection to the rail network offers the potential to better integrate Newburgh into the regional economy as it may encourage more users to travel to the area. The service is also likely to be attractive for Newburgh's neighbouring communities and settlements such as Abernethy, which are within active travel catchment of Newburgh.</p>
<p>Integration</p>	<p>3a,c,e: ✓✓</p> <p>3b,d: ✓</p>	<p>Transport 3a-e: The option would provide a new transport mode at Newburgh and improve the integration of the transport network by linking active, bus and car travel. The additional mode would also add new ticketing options for public transport at Newburgh such as smartcard ticketing and rail season tickets. Information boards on the station platform would enhance public transport user information.</p> <p>3a (✓✓✓): Although active travel integration may be weakened for some due to the location being towards the town's edge compared to a more central location, the station would still be within the 800m distance (generally considered appropriate for walking access to rail) of many parts of Newburgh, including the new housing development at Banklands. In addition there are existing car parks, a bus stop, bus turning circle, and other facilities that would aid integration with other transport modes.</p> <p>3b (✓): The existing bus routes along the A913 are approximately a 300-400m walking distance to the station location. Active travel integration is also strengthened due to the location towards the town's centre compared to those on the town's edge; however, the steep hill local topography at this location is likely to limit this benefit somewhat.</p> <p>3c (✓✓✓): The location would be within 300-500m walking distance of the existing bus services, depending on the exact location. Active travel integration may be weakened for some due to the location being towards the town's edge compared to a more central location, however the location would still be within the 800m distance of many parts of Newburgh, including the proposed 12ha mixed used development site.</p>



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

3d (✓): The existing bus routes run along the A913, and walking routes and new bus stops would need to be considered for integration purposes. Active travel integration would also be weakened due to the location being outside of the town compared to a more central location.

3e (✓✓✓): The temporary nature of the station is likely to have the same benefits as a permanent location, although there would be variations of the benefits depending on the station location described above..

Transport/Land Use 3a-e: The option fits well with local and regional land use policy, and would provide improved sustainable transport access for both existing and future travellers to/from Newburgh, including proposed development sites in the town.

3a (✓✓): The site is within 800m distance of many residential parts of Newburgh, including the new housing development site at Balklands. It lies approximately 1-1.5km from the 12ha mixed used development site proposed in the LDP, and at the far end of Lindores Abbey Distillery, an employment and visitor destination. The site itself is safeguarded in the LDP.

3b (✓✓): The option fits well with local and regional land use policy, and will provide improved sustainable transport access to developments in Newburgh for residents, businesses, and visitors. The site is centrally located within the town, and within walking distance of the LDP proposed mixed use housing and employment development site

3c (✓✓): The option fits well with local and regional land use policy, and will provide improved sustainable transport access to developments in Newburgh for residents, businesses, and visitors. The site is within 800m distance of many residential parts of Newburgh and would serve the proposed LDP development sites at the east end of the town particularly well.

3d (✓): The option generally aligns with local and regional land use policy and will provide improved sustainable transport access to developments in Newburgh for residents, businesses, and visitors. However, the site is located outside of the town and as such is not as well integrated with development as the other station options considered. While some users may be willing and able to walk or cycle to this site, journeys by other motorised mode may be needed, limiting environmental and accessibility benefits and limiting the potential for modal shift.

3e (✓✓): The option overall fits well with local and regional land use policy, and will provide improved sustainable transport access to developments in Newburgh for residents, businesses, and visitors, with some variation depending on location as per options 3a to 3d.

Policy 3a,c,d,e (✓✓): The option aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, improved accessibility through wider travel choices, improved access to opportunities, inclusiveness and benefits for health and the environment. It may however impact on the Scottish Government policy to reduce intercity journey times.

3b (X) The option aligns well with transport policy from national to local level, especially in terms of the promotion of sustainable travel, improved accessibility through wider travel choices, improved access to opportunities, inclusiveness and benefits for health and the environment. The option location is however unlikely to comply with Disability Discrimination Act (DDA) as the site is located on a steep



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

slope with no space for a ramp, thus limiting access and accessibility for all. The options is also unlikely to comply with Network Rail and Transport Scotland rail station design standards and principles as there is not sufficient space for disabled parking and a bus pick up/ drop off turning.

Accessibility and Social Inclusion



Community 3a-e:

The option would have some overall change to the local public transport catchment, as some users may be more willing to walk further as well as cycle to a rail service than bus. This relates to areas within Newburgh as well as nearby settlements and communities, such as Abernethy, that lie within the active travel catchment of Newburgh. The addition of direct access to rail services within Newburgh would also open up this mode to those previously put off or unable to use rail due to the need to drive or take the bus to other stations. The option would improve public transport links to and from Newburgh, connecting the area directly with other towns and cities. It would also benefit access to key destinations for employment, further education, training, healthcare and leisure/social activities.

3a (✓✓): Although the location at the edge of the town may place the site out of walking reach of some users, the station would still be within the 800m distance (generally considered appropriate for walking access to rail) of many parts of Newburgh, including the new housing development at Banklands. In addition there are existing car parks as well as a bus stop near the proposed station location, which would help facilitate access.

3b (-): The more central location may allow more equitable active travel access to the station across Newburgh. However, the steep hill topography is likely to limit this benefit somewhat as well as non-Disability Discrimination Act (DDA) -compliant station access. There are also issues with this option meeting Network Rail and Transport Scotland rail station design standards and principles due to insufficient space for disabled parking and a bus pick up/ drop off turning at the site.

3c (✓✓): Although the location at the edge of the town may place the site out of walking reach of some users, the station would still be within the 800m distance (generally considered appropriate for walking access to rail) of many parts of Newburgh. In particular, it would serve well the proposed LDP development to the east of the town.

3d (✓): The location outside of the town will place the site out of reach of many users travelling by active modes of transport. However, for Newburgh residents the station would still be much closer than train station in Ladybank, Cupar and/or Perth.

3e (✓✓): As above per location. It is assumed that the 'pop-up' station would be designed to appropriate accessibility standards, despite its temporary nature.

Comparative 3a, c (✓✓): Public transport improvements and direct links to key services and markets would improve accessibility for many socially excluded groups, including those without a car and the mobility impaired.

3b (X): The rail platform is unlikely to be accessible for all without lift, due to insufficient space for a ramp at the proposed station location. As such the option is unlikely to be Disability Discrimination Act (DDA) compliant.



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

3d (-): The location of the site limits how easily it can be accessed without need for a connecting mode.

3e: Scored as per 3a-d, assuming on-site access arrangements are designed to at least minimum standards. .

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Moderate Consideration	Technical: Re-opening of the station from a technical perspective is likely to be feasible. Site 3a has a number of facilities which may ease delivery, including being safeguarded in the LDP, an existing station building (which would require upgrading) a nearby car park and a bus stop. There are major site access issues with sub-option 3b . Purchasing of third party land may need to be considered for some sub-options, particularly 3d . 3e would involve a shorter development period initially with a basic amount of groundwork.
	Major Consideration	Operational: Physical operation is feasible, as the line is active; however, there would be timetable impacts on users along the line from the additional stop, and Scotrail/Abellio have noted that the current single line section through Newburgh is a constraint and that an extra call would need reviewed for impact. In particular, the possibility of delivering the service without negatively impacting on the timetabling of existing services and increasing journey times would require investigation. It should also be noted that the South of Perth (Bridge of Earn) Transport Appraisal, which was identified as an issue in the Pre-Appraisal (Case for Change) stage, is reviewing transport access for Bridge of Earn / Oudernarde. One of the potential options include a rail station in Bridge of Earn or Oudernarde. Any station in Newburgh may have to work with any new station in Bridge of Earn / Oudernarde, should it emerge as the preferred option from the appraisal. This would be considered at the Detailed Appraisal stage.
Affordability	Moderate to Major Consideration	Financial: There would be significant costs associated with reopening the station, which would need to be weighed against the overall benefits. Depending on the preferred station location, the costs to be considered include signalling, overhead line and track costs, station and platform builds/upgrades, land purchase, and/or car park construction and maintenance. However recent station re-openings would provide a good understanding of the outturn costs of similar projects. It is likely that funding would be required from national government. A temporary/pop-up station option would require lower short-term cost although could result in higher overall costs if both a temporary and then permanent solution is provided.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 99% of the respondents were either supportive or very supportive of the proposal and 87% of respondents ranked it as their most preferred option overall. The most supportive sub-option was the re-opening of the station at Abernethy Road (94% of respondents).



OPTION 3 – REOPENED/NEW TRAIN STATION AT NEWBURGH

Rationale for Selection or Rejection

The option supports all three TPOs by helping to improve journey times by public transport, Newburgh's connectivity, access to key services and markets for Newburgh residents as well as increasing public transport choice to/from Newburgh.

The option has a positive impact on the STAG criteria, in particular Economy and Integration. Little or no impact is predicted on the environment. As informed by the consultation with Scotrail/Abellio, the proposal would require detailed consideration of timetabling to ensure that any impacts on existing users from adding a stop on the currently constraint single rail line, is minimised.

Sub-option 3b is unlikely to be deliverable due to the non-compliance of its station access to Disability Discrimination Act (DDA) standards, and Network Rail and Transport Scotland rail station design standards and principles.

It is expected that there would be strong public support for this option. The option would enhance the existing public transport offer at Newburgh, and reduce the need for residents to travel to Ladybank for onward rail connections. Based on the outcomes of the stakeholder engagement, the option was supported by 99% of the respondents and was ranked as the most preferred option overall.



The Option has been selected for Detailed Appraisal

Option 4 AST: Car Sharing

[Go back to Option 4 Appraisal section of the main report](#)



OPTION 4 – CAR SHARING

Proposal Details

Proposal Name:	Car Sharing
Proposal Description:	Increased car sharing to and from Newburgh in order to improve access to key services and markets, widen people's travel choices, help reduce lengthy journeys by public transport and help address high public transport fares. The option explores ideas for car sharing, such as setting up a Newburgh only community car share scheme as part of the wider Sustran's and Fife Council's car sharing scheme ³ and/or installing a community car club facility.

Background Information

Geographic Context:	The proposal considers Lift and/or car sharing schemes for Newburgh residents. Lift-sharing (also known as 'carpooling') encourages those who own cars to offer spare seats to those who are going to the same or a nearby destination. It can be an official or an informal scheme that can be booked online or by phone. Car sharing (also known as car clubs) is a type of car rental whereby people, often from a specific geographic area, rent cars for short periods of time. For example, a non-car owner may rent a car to do their weekly food shop, picking up and returning this car to a central location for another individual to use afterwards. The proposal aims to facilitate access by sharing cars or lifts between Newburgh and predominately nearby destinations, including Bridge of Earn, Kinross, Perth, Glenrothes, Kirkcaldy, Cupar, Dundee or Ladybank.
Social Context:	The social context for this option is relevant as provided in the description for Option 1 . The proposal aims to offer travel alternatives, improve access to the key services and markets for Newburgh residents and help address high public transport fares by sharing the cost of car travel.
Economic Context:	The economic context for this option is relevant as provided in the description for Option 1 . In addition, the proposal makes use of the high car ownership among Newburgh's households as well as the above average percentage of Newburgh residents who already car share to work (8% for Newburgh in comparison to 7% for Fife and 6% for Scotland as a whole). The proposal would also help improve travel times and to some extent connectivity to/from Newburgh.

Planning Objectives:

Criteria	Score	Rationale
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³ Fife Councils Liftshare Website, <https://liftshare.com/uk/community/fifetripleshare>



OPTION 4 – CAR SHARING

TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓	The option has the potential to encourage car sharing, limit the impact of individual car travel, and help address high public transport fares. It also helps to widen travel choice. However, access for those without a car, who would benefit from the increased accessibility the most (car owners already have this access and largely benefit from reduced cost of travel), is dependent on others being willing and able to provide lift-sharing services. The use of car club vehicles depends on people being able to drive a car. The restricted ability to car share or drive may limit this option's potential, although some minor benefits are likely to be seen.
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	— to ✓	The option could improve connectivity and journey times by sharing rides to public transport hubs, and thus improving the overall travel times and connections to key services and markets. However the restricted ability to car share is unlikely to have a notable impact on residents, businesses and visitors.
TPO3 - Increase sustainable travel to and from Newburgh	✓	The option makes use of the high car ownership among Newburgh's households and the above average percentage of Newburgh residents who already car share. It is therefore expected, that the option would increase sustainable travel by reducing single occupancy car travel.

STAG Criteria

Criteria	Score/ Assessment Summary	Supporting Information: Rationale & Sub-criteria Score
Environment	—	<p>Noise and Vibration (✓): The option is likely to reduce single occupancy private car travel and achieve modal shift and as such would have a minor positive effect on noise and vibration along key routes.</p> <p>Global Air Quality (CO2) (✓): The option is likely to contribute to the overall reduction in vehicular traffic which would lead to a minor positive effect on global air quality.</p> <p>Local Air Quality (PM10 and NO2) (✓): The option is likely to contribute to the overall reduction in vehicular traffic which would lead to a minor positive effect in terms of local air quality along key routes.</p> <p>Water quality, Drainage and Flood defence (✓): Encouraging car sharing is likely to result in a decrease in the overall use of private cars, resulting in the potential for very small improvement of water run-off quality from roads and urban areas.</p>



OPTION 4 – CAR SHARING

		<p>Geology (-): No significant effects on geology or geological/ material resources are predicted for this option.</p> <p>Biodiversity and Habitats (-): No significant effects on biodiversity or habitats are predicted for this option.</p> <p>Landscape (-): No significant effects on landscape or townscape are predicted for this option.</p> <p>Visual Amenity (-): No significant effects on visual amenity are predicted for this option.</p> <p>Agriculture and Soils (-): No significant effects on agriculture and soils are predicted for this option.</p> <p>Cultural Heritage (-): No significant effects on cultural heritage are predicted for this option.</p> <p>Physical Fitness (-): As car sharing is unlikely to result in more active forms of travel this option will have no effect on physical fitness.</p>
Safety	—	<p>Accidents (-): The option is unlikely to have notable benefits on accident numbers. Although it could generate additional mode shift and thus produce a minor benefit to road accident rates, the scale of trip abstraction from car is likely to be relatively minor.</p> <p>Security (-): There are some potential security issues around car share schemes in relation to sharing a vehicle with a relative stranger; however, well managed schemes seek to minimise these.</p>
Economy	✓	<p>TEE (✓): The option is likely to produce minor benefits from improved journey times and enhanced access to key services and markets. Sharing rides and/or using a car club facility has also the potential to reduce traffic on the road network due to modal shift, although the adoption is unlikely to be large scale.</p> <p>Wider Economic Impacts (-): This option is unlikely to generate notable WEI impacts. It is expected that the benefits captured would be predominantly local in nature and insubstantial.</p>
Integration	✓	<p>Transport (✓): There are likely to be minor benefits to integration with other transport modes by tying lift sharing and/or car club facility with access to other modes i.e. public transport, walking and cycling.</p> <p>Transport/Land Use (✓): The option aligns well with land-use by enhancing access to both existing and new developments in Newburgh for residents, businesses and visitors.</p>



OPTION 4 – CAR SHARING

		Policy (✓): The option also aligns with transport policy from national to local level, particularly with regard to promotion of sustainable travel, reduced single occupancy private car use, improved accessibility through widened travel choices, improved access to opportunities and benefits to the environment. There may however be a slight negative impact on the competitiveness of public transport compared to car.
Accessibility and Social Inclusion	✓	Community (✓): The option would increase accessibility to key services and markets by providing opportunities to share rides and/or cars for travel to public transport hubs and beyond.
		Comparative (✓): The option would have a positive impact particularly on groups with no access to their own car and/or those with limited mobility. The option would also enhance access to areas underserved by public transport.

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Minor Consideration	Technical: Setting up a car sharing scheme would be feasible from a technical perspective. There are well established lift and car sharing schemes operating across Scotland, which could provide good understanding of requirements.
	Moderate to Major Consideration	Operational: One of the main issues to consider from an operational perspective will be to ensure there is enough users of the scheme to make it feasible. As car sharing relies on people being willing to share lifts as well as being able to make their journeys at the same time and to the same destinations, there needs to be enough users signed up to the service for trips to be matched. Given that Newburgh residents are mainly employed in industries that require shift work, and include an above average increasing number of part time workers and self-employed, who all require varying needs of access to the transport network and times needed to travel, it is deemed that this will likely reduce the opportunities for the same journeys to be matched. Similarly, viability of a car club depends on having sufficient number of members using the scheme. As these schemes typically exist in higher density, larger population areas, there may be some commercial viability issues with a car club scheme in Newburgh, which is classed as a rural area and therefore low density.
Affordability	Minor to Moderate Consideration	Financial: The service would be relatively low cost to deliver, in particular for the lift-share service. A car club would require some capital cost/subsidy for the facility set up. Some additional costs may also be required if the service is not self-sustaining for a commercial operator.



OPTION 4 – CAR SHARING

Public Acceptability	Moderate Consideration	Based on the outcomes of the stakeholder engagement, 37% of the respondents were either supportive or very supportive of the proposal, 38% were unsupportive and 25% were not sure. Proposals for the availability of low and zero emission cars being available through car club scheme were more favourable than lift-sharing approaches. Given that this option received the least amount of support during the stakeholder engagement, yet the feasibility of the scheme depends on Newburgh residents signing-up to the scheme, this option is considered to have major impact on public acceptability.
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Rationale For Selection or Rejection

The option mainly supports the TPOs aiming to improve transport access to key services and markets for Newburgh residents, and to increase sustainable travel to and from Newburgh.

The option has a minor positive impact on all STAG criteria, except for Safety, where there is no impact predicted. A major impact is however predicted in terms of implementation.

The option requires enough users to be signed up to the service to make it feasible and/or commercially viable. In terms of lift-sharing, this relies on people being willing to share lifts as well as being able to make their journeys at the same time and to the same destinations. As Newburgh residents are mainly employed in industries that require shift work and include an above average increasing number of part time workers and self-employed, who all require varying needs of access to the transport network and times needed to travel, it is deemed that this will likely reduce the opportunities for the same journeys to be matched. Similarly, viability of a car club depends on having sufficient number of members using the scheme, which is also dependent on people's ability to drive a car. As these schemes typically exist in higher density, larger population areas, there may be some commercial viability issues with a car club scheme in Newburgh, which is classed as a rural area and therefore low density.

The option received the least amount of support (out of all options) from Newburgh residents.

Despite being relatively positive in nature, the feasibility of the option is dependent on sufficient number of Newburgh residents signing-up to the scheme. As the option received limited support from the residents, has a relatively low impact on the specific TPOs for this study, and any benefits achieved would only be minor compared to the problems identified in the Initial Appraisal: Case for Change, the option is not, as a stand-alone option, recommended for further investigation. The option would work best as one part of a wider sharing initiative to get to a critical mass that would support it going forward.

Nevertheless, for transparency, the option will be retained for Detailed Appraisal, to allow for more detailed investigation and assessment of it being widened to include Mobility as a Service (MaaS).

✓ **The option has been selected for Detailed Appraisal**

Option 5 AST: New and/or Improved Active Travel Routes

[Go back to Option 5 Appraisal section of the main report](#)



OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES

Proposal Details

Proposal Name:	New and/or improved active travel routes
Proposal Description:	<p>Enhanced active travel provision within and to and from Newburgh. The option has two sub-options, as follows:</p> <ul style="list-style-type: none"> ○ 5a: Active travel routes and provision to public transport nodes – this option would help increase access to key services and markets by providing walking and cycling information as well as infrastructure links to/from bus stops and/or public transport interchanges. This may include improvements to walking and cycling routes and/or providing cycle parking provision at bus stops; and ○ 5b: Active travel routes to outlying communities – this option would help increase access to key services and markets by providing walking and cycling information as well as improved active travel links to connect outlying settlements and communities, such as Abernethy, Lindores, Den of Lindores and Flisk to help widen travel choices and improve connectivity for local trips.

Background Information

Geographic Context:	<p>Option 5A covers walking and cycling access to bus stops within Newburgh, which are located along the A913 High Street/Cupar Road, Melville Place, Robertson Crescent, and Abbey Road. The option would also consider walking and cycling access to a potential new rail station, discussed as Option 3.</p> <p>The proposal as part of Option 5B includes improvements to active travel infrastructure and information to communities in the vicinity of Newburgh, such as Abernethy, Lindores, Den of Lindores and Flisk. The existing walking and cycling routes in and around Newburgh cover a network of core paths, suggested local cycleways, the Fife Coastal path and two national cycle routes (the NCN 777 towards Dundee and St Andrews; and the NCN 776 towards Auchtermuchty, which then joins the NCN 1 route from Dover to Shetland Islands). However the footpaths are mainly leisure routes (and thus may not be suitable for commuting) and the cycle routes are mostly on-road which also carry general traffic with permitted speeds of up to 60mph, and thus most likely to be used only by experienced cyclists.</p> <p>The proposals largely follow the existing routes, but any infrastructure improvements assume the routes would be improved / segregated from traffic where possible. There are currently no designated cycle ways or routes to Abernethy although Fife Local Development Plan indicates an opportunity to create an active travel/core path route to the west of Newburgh into Perth and Kinross through Abernethy.</p>
Social Context:	<p>Newburgh is a small rural town with limited community facilities. Whilst its residents need to travel further afield to access jobs, secondary school, higher education, and wider health care and leisure facilities, the town offers basic shopping and leisure opportunities. Evidence from the stakeholder consultation suggests that these are regularly used by people from neighbouring communities such as Abernethy, Lindores, Craigmill, Dunbog etc. The settlements lie within 10km distance, which, in accordance with Scottish Policies, can be achieved by bicycle.</p>

OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES

The proposal therefore aims to provide suitable active travel routes to increase sustainable travel alternatives and encourage modal shift from car, especially single occupancy car travel.

In addition, the proposal aims to provide suitable cycle facilities at or nearby public transport stops to encourage sustainable, multi-modal travel and increase travel choices to more distant destinations.

Economic Context:

Newburgh has higher than average proportion of economically active population in comparison to Fife and Scotland as a whole, but the decline of the traditional manufacturing industries, that once provided the key employment opportunities in Newburgh, meant that people now have to travel further to access jobs. Using 2011 Census data, 65% of Newburgh residents commute outside of Newburgh for work, with the main destinations being Perth and Cupar, but people also travel further afield to Perthshire, Dundee, areas in and around Kirkcaldy, Glenrothes, Dunfermline, St Andrews and Edinburgh. Whilst these destinations are outwith walking and/or cycling distances as main modes of travel, active travel can help support multi-modal trips and connectivity by facilitating the first and/or last leg of the journeys. This assumes that relevant walking and cycling information as well as suitable facilities are provided at public transport interchanges, and this is supported by this proposal.

Moreover, 18% of Newburgh residents commute up to 10km (48% for Fife and 56% for Scotland as a whole), a distance that can be achieved by bicycle. Of this, 9% commute within 2km, a distance achievable on foot. However, most footpaths around Newburgh are leisure routes. The cycle ways are mostly on road, carrying up to 60mph traffic, and so are likely to be only used by experienced cyclists. The proposal therefore supports suitable and where possible, traffic free routes that would allow widened travel choices for Newburgh residents.

Furthermore, Newburgh offers basic shopping facilities to neighbouring communities as well as tourism attractions including Lindores Abbey whisky distillery, a recreational waterfront, the Ochil hills etc. The proposal therefore aims to improve people's travel options to access these opportunities and improve connectivity of Newburgh by active travel modes.

OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES


Planning Objectives:

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓	<p>5a (✓): The option would enhance transport access to key services and markets by the provision of high quality active travel information and physical connectivity of active travel infrastructure to public transport hubs.</p> <p>5b (✓): Improving connectivity with neighbouring communities will enhance opportunities for active mode use for access to key services and markets in these settlements. As the settlements are relatively small, the benefits are likely to be minor in scale.</p>
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	✓	<p>5a (✓): The option would have minor benefits on public transport connectivity to and from Newburgh by providing active travel information and infrastructure to public transport nodes and nearby settlements. This provision is unlikely to affect journey times to a notable extent, other than for those able to transition from walking to cycling, for example.</p> <p>5b (-): The option does not improve public transport connectivity to a notable extent, other than to access services in Newburgh by active travel modes.</p>
TPO3 - Increase sustainable travel to and from Newburgh	✓	<p>5a (✓): The option is likely to increase active travel within the local area and to public transport nodes by providing suitable active travel information and infrastructure</p> <p>5b (✓): The option has the potential to increase active travel within the local area, by connecting Newburgh to neighbouring communities.</p>

STAG Criteria

Criteria	Score/ Assessment Summary	Supporting Information: Rationale & Sub-criteria Score
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OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES

Environment		<p>Noise and Vibration 5a, b (✓): The construction of active travel infrastructure would lead to changes in noise and vibration levels in the surrounding environment during construction. The scale of potential impacts would depend on the physical location of any required infrastructure and proximity to sensitive receptors e.g. existing residential development. The option is likely to reduce the use of private vehicles particularly Single Occupancy car travel in the area in the area, achieve shift to more sustainable modes and reduce noise and vibration for the long term.</p> <p>Global Air Quality (CO2) 5a,b (✓): The option would help alleviate the impacts of emissions generated from vehicles. Benefits identified include positive impact on Global (carbon) emission reduction and emissions reduction to the wider network by promoting sustainable modes of transport and modal shift.</p> <p>Local Air Quality (PM10 and NO2) 5a,b (✓): The option would help alleviate the impacts of emissions generated from vehicles. Benefits identified include positive impact on localised emission reduction and emissions reduction to the wider network by promoting sustainable modes of transport and modal shift.</p> <p>Water quality, Drainage and Flood defence 5a,b (✓): Minor upgrades to walking and cycling routes are unlikely to have significant impacts on water quality, drainage and flood defence. Any impacts are likely to be easily mitigated, although further assessment will be required once the scope of the upgrades and improvements is known. Encouraging walking and cycling may result in a decrease in the overall use of private cars, resulting in the potential for very small improvement of water run-off quality from roads and urban areas.</p> <p>Geology 5a,b (X): Minor upgrades to walking and cycling routes are unlikely to have significant impacts on geology and soils, although appropriate mitigation including management of any waste soils will be required. Some limited site investigation may be required dependent on the scope of the upgrades and improvements.</p> <p>Biodiversity and Habitats 5a,b (-): There are unlikely to be effects on biodiversity and habitats.</p> <p>Landscape 5a (✓): The proposed improvements would have the potential for minor townscape improvements in Newburgh, including improved signage and paving. 5b (✓): The proposals would have the potential for physical improvements to core paths and cycle routes, including surfacing, gates and signage.</p> <p>Visual Amenity 5a (✓): The proposed improvements would have the potential for minor improvements in visual amenity in Newburgh, including improved signage and paving.</p>
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OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES

		<p>5b (✓): The proposals would have the potential for minor visual improvements in the fabric of the area, including surfacing, gates and signage on routes as well as encouraging people's appreciation of the landscape through encouraging access to the countryside.</p> <p>Agriculture and Soils 5a,b (-): Minor upgrades to walking and cycling routes are unlikely to have a significant effect on agricultural land and soils.</p> <p>Cultural Heritage 5a (✓): The proposed improvements would have the potential for minor townscape improvements, including improved signage and paving, which could benefit the setting of the Newburgh Conservation Area and listed buildings. Physical proposals may have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on unknown cultural heritage.</p> <p>5b (✓): The proposed improvements would have the potential to encourage more access to the countryside which would increase the opportunity to appreciate cultural heritage assets in the area surrounding Newburgh. Physical proposals may have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on unknown cultural heritage.</p> <p>Physical Fitness 5a (✓): Potential for modal shift with people preferring active travel and public transport to private vehicles would result in increased walking and cycling which would lead to improvements in physical fitness.</p> <p>5b (✓✓): Improvements to active travel routes between settlements has the potential to encourage modal shift with people preferring active travel and public transport to private vehicles. This would result in increased walking and cycling, leading to improvements in physical fitness. Increased use of longer sections of route between settlements for both commuting and recreation may have a more significant effect for a small number of people.</p>
Safety	✓	<p>Accidents 5a (✓): Better active travel infrastructure would improve safety within the town and has the potential to reduce the chance of accidents to a minor extent.</p> <p>5b (✓): Better active travel infrastructure would improve safety for access to neighbouring settlements, and has the potential to reduce the chance of accidents.</p> <p>Security 5a,b (✓): The provision of lighting, better visibility as well as information advising users which routes are safe and secure to use would help improve security.</p>
Economy	✓	<p>TEE 5a,b (✓): The option is likely to have minor user benefits from an improved accessibility to key services and markets, and from an increased sustainable transport mode share. The cost of improvements are anticipated to be relatively low and the option is expected to provide a good benefit to cost ratio.</p>

OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES

		Wider Economic Impacts 5a,b (-): Due to the limited distance users are able to walk or cycle as a main mode of travel, the benefits from this option are likely to be mostly local in nature.
Integration	✓✓	<p>Transport 5a (✓✓): The option is strongly focused on improving integration of active travel and public transport modes through an improved information, wayfinding and infrastructure.</p> <p>5b (✓): The option improves transport integration within the local area through an improved information, wayfinding and infrastructure.</p> <p>Transport/Land Use 5a,b (✓✓): The option integrates transport with land use by improving active travel and subsequently public transport access to developments in Newburgh for residents, businesses, and visitors.</p> <p>Policy 5a,b (✓✓): The option aligns well with transport policy from national to local level, particularly with regard to the promotion of sustainable travel, environmental and health considerations, and improved accessibility through wider travel choices.</p>
Accessibility and Social Inclusion	✓✓	<p>Community 5a,b (✓✓): The option would improve active travel and public transport catchment via an improved active travel information and links. It would also improve local accessibility in general.</p> <p>Comparative 5a,b (✓✓): Ensuring that active travel links are provided to a good design standard may also facilitate access by groups with mobility issues. In addition, improving access to public transport via active travel, would help non-car owners and other groups which rely on public transport.</p>

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Minor to Moderate Consideration	Technical: Improving active travel routes would be feasible from a technical perspective. Whilst some design issues may be raised upon detailed design, the range of effective technical solutions available from other existing schemes is wide. Funding and the cost of solutions are likely to be the largest factor influencing improvements.
	Minor Consideration	Operational: There are no operational issues anticipated with this option.
Affordability	Minor to Moderate Consideration	Financial: Active travel improvements and information provision are relatively low cost compared to other transport solutions, and generally present positive benefit to cost ratios. However, securing an appropriate funding stream will be key to delivery.

OPTION 5 – NEW AND/OR IMPROVED ACTIVE TRAVEL ROUTES

Public Acceptability

Minor Consideration

Based on the outcomes of the stakeholder engagement, 92% of the respondents were either supportive or very supportive of the proposals and it ranked (together with Option 2 and 6) as the third most preferred option overall. The most supportive measures included improved walking and cycling routes to public transport stops in Newburgh, availability of cycling/walking route maps and information, and traffic free cycle routes to Abernethy and Lindores.

Rationale For Selection or Rejection

The option contributes to TPOs by increasing sustainable travel alternatives to/from Newburgh. It also helps to improve access to key services and markets, and connectivity to public transport nodes for multi-modal travel, however the sub-option 5B, on its own merits, does not notably improve connectivity other than access from outlying communities to Newburgh's services.

The option has positive impacts on all STAG criteria, especially Integration and Accessibility. The feasibility and affordability range from minor to moderate, depending on the level of improvement required.

This option is likely to be well received by the public. Based on the outcomes of the stakeholder engagement, the option was supported by 92% of the respondents and ranked as the third (together with Option 2 and 6) most preferred option overall.



The option has been selected for Detailed Appraisal

Option 6 AST: River Services

[Go back to Option 6 Appraisal section of the main report](#)



OPTION 6 – RIVER SERVICES

Proposal Details

Proposal Name:	River Services
Proposal Description:	Provision of passenger services on the Firth of Tay in order to help increase public transport modal choice to and from Newburgh and help increase transport access to Perth and Dundee.

Background Information

Geographic Context:	Newburgh lies on the south bank of the Firth of Tay. There is a navigable channel on the river between Perth and Dundee. The river is mainly used for recreational purposes (i.e. Newburgh sailing club), but occasionally, commercial cargo vessels transport timber up the Tay from Newburgh to Perth. The proposal considers passenger services from Newburgh to Perth and/or Dundee on the Estuary.
Social Context:	The social context for this option is relevant as provided in the description for Options 1 . The proposal aims to widen travel alternatives for Newburgh residents and help increase transport access to Perth and Dundee.
Economic Context:	The economic context for this option is relevant as provided in the description for Option 1 . The proposal aims to improve access to key services and facilities to/from Newburgh and improve connectivity of Newburgh for those travelling there for work, leisure and/or tourism. The connectivity is dependent on the tidal rise and fall of the river. The proposal requires introduction of new port facilities.

Planning Objectives:

Criteria	Score	Rationale
TPO1 - Improve transport access to key services and markets (including employment, training, education, health and leisure opportunities) for Newburgh residents	✓	This option would increase access and transport mode choice to Perth and Dundee. Integration with other transport modes at/nearby the service's docking facilities would be key to increasing the overall accessibility.
TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	to ✓	The option would introduce a new mode of transport to/from Newburgh and create direct links with Perth and Dundee. It could also increase employment opportunities and encourage tourism and leisure travel to the area. The option is however unlikely to deliver large journey time benefits for the overall distance



OPTION 6 – RIVER SERVICES

		travelled. This is due to multiple interchanges likely to be required for most users, for example to and from the water service at each end of the journey.
TPO3 - Increase sustainable travel to and from Newburgh	—	The option has the potential to capture some trips currently made by private car and thus positively contribute to modal shift. The level of abstraction is unlikely to be significant and the improved sustainability of travel would also depend on the vessel choice. Overall the impact is anticipated to be near neutral.

STAG Criteria

Criteria	Score/ Assessment Summary	Supporting Information: Rationale & Sub-criteria Score
Environment	X	<p>Noise and Vibration (XX): The Firth of Tay and many of its tributaries are designated and include, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Ramsar Site designations. Any impacts to the SSSI, SPA and Ramsar areas may result in significant adverse impacts to protected species such as Salmon, Lamprey and Otter. The construction and operation of infrastructure would lead to changes in the noise and vibration levels in the surrounding environment. It is assumed that a detailed noise impact assessment would be undertaken to address potential for significant impacts from construction and operation of the river services and associated infrastructure and that appropriate mitigation including acoustic attenuation would be designed and implemented as part of detailed proposals.</p> <p>Global Air Quality (CO2) (✓): The option is likely to lead to an overall reduction in vehicular traffic which would have a minor positive effect on global air quality.</p> <p>Local Air Quality (PM10 and NO2) (✓): The option is likely to lead to an overall reduction in vehicular traffic which would have a minor positive effect on local air quality along key routes.</p> <p>Water quality, Drainage and Flood defence (✓): It is noted that Newburgh's piers are old masonry and are currently maintained by volunteers. New harbour facilities would need to be constructed to facilitate a passenger ferry service. Impacts on water quality and drainage will be dependent on the precise location of the new port and the detailed design, although are likely to be mitigated through appropriate site location, design and the preparation of a CEMP / CMS. The risks from coastal flooding will require detailed assessment. Authorisations from SEPA for construction in the water environment are likely to be required.</p>



OPTION 6 – RIVER SERVICES

Geology (X): Although dependent on specific location, impacts on geology from the construction of new port facilities are likely to be minor and can be mitigated through site investigation, detailed design and the preparation of a CEMP / CMS.

Biodiversity and Habitats (XX): The Firth of Tay and many of its tributaries are designated and include, Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Ramsar Site designations. Any impacts to the SSSI, SPA and Ramsar areas may result in significant adverse impacts to protected species such as Salmon, Lamprey and Otters may occur. The construction and operation of infrastructure may lead to changes the surrounding environment. It is assumed that detailed biodiversity and habitat assessments would be undertaken to address potential for significant impacts from construction and operation of the station and appropriate mitigation would be designed and implemented as part of detailed proposals.

Landscape (✓ to X): The proposals are likely to require improved access to the waterfront as well as suitable harbour infrastructure for safe boarding and disembarking of boats in tidal waters; including car parking, a new jetty or pontoon, shelters and lighting at night time. This has the potential for intrusion but also for minor physical improvements to part of the waterfront which currently comprises old masonry piers and slipways

Visual Amenity (✓ to X): The changes to the waterfront area would be seen by nearby local residents who enjoy open views across the Tay as well as by users of the small waterfront greenspace area and users of the Fife Coastal Path; with the potential for minor adverse or beneficial effects on visual amenity.

Agriculture and Soils (-): There is unlikely to be any impact on agricultural land from the construction of new port facilities at Newburgh.

Cultural Heritage (-): There are no nationally listed sites or buildings on or close the waterfront site. The Newburgh Conservation Area lies to the south and has many listed buildings, being mainly C and B listed. However as it is separated from the area by other development, there is limited intervisibility and there would be no appreciable effects on setting. The proposals have the potential to affect as yet unknown archaeology, depending on location. Assuming suitable mitigation through site investigation, location and design there are unlikely to be significant effects on cultural heritage.

Physical Fitness (- to ✓): Potential for modal shift with people preferring public transport to private vehicles would result in increased walking at either end of the journey

Safety



Accidents (-): The option is unlikely to have notable benefits on accident numbers as the scale of trip abstraction from car is likely to be relatively minor, and the decrease in car use could be offset by the severity of any accident which involved waterborne transport.



OPTION 6 – RIVER SERVICES

		Security (✓): The provision of new docking facilities, which would be built to at least minimum safety requirements, the use of CCTV, and crew members providing on-board active surveillance is likely to improve security.
Economy	✓	<p>TEE (-):The option would provide minor benefits through additional mode choice, and some journey time savings for users who have origins and destinations within a short travel time from the service terminals. The benefits are likely to be offset by high infrastructure and operating costs. The option may also be subject to reduced reliability due to external factors such as weather conditions and tides.</p> <p>Wider Economic Impacts (✓):The option is likely to bring some benefits to tourist markets in Perth and Dundee as well as Newburgh, by linking the areas through an attractive leisure mode. However, benefits to non-leisure trips are likely to be relatively minor.</p>
Integration	✓	<p>Transport (✓✓):The option would provide a new mode at Newburgh, allowing integration of waterborne travel with other modes of transport. The additional mode would also add new ticketing options for transport at Newburgh.</p> <p>Transport/Land Use (✓): The option fits well with local and regional land use policy, and would provide improved sustainable transport access for both existing and future developments in Newburgh. The site is relatively central within the town from a latitudinal perspective, although is towards the north on the waterfront.</p> <p>Policy (✓):The option also aligns with transport policy from national to local level, especially in terms of the promotion of sustainable transport over private motorised vehicles and improved accessibility and inclusion through widened travel choices. In addition, the option offers the potential for improving tourist access to/from Newburgh.</p>
Accessibility and Social Inclusion	✓	<p>Community (✓):There are likely to be minor benefits to accessibility in terms of improved network coverage particularly for direct services to Dundee. There is also the potential to walk and cycle to/from the terminal location to use the waterborne service. Depending on the final destination, further modes may need to be used to access the terminals.</p> <p>Comparative (✓):The option is likely to improve accessibility for socially excluded groups, especially for those with no access to a car.</p>

Implementability Appraisal

Criteria	Score	Rationale
Feasibility	Major Consideration	Technical: Construction of infrastructure is likely to be feasible from a technical perspective, although costly and could represent an investment risk. Tidal rise issues would need to be considered in the design of docking.



OPTION 6 – RIVER SERVICES

	Major Consideration	Operational: From an operational perspective, the highly tidal nature of the Firth of Tay is likely to impact on the service reliability and timetable viability.
Affordability	Major Consideration	Financial: The benefits are largely related to Newburgh travel rather than for Perth and Dundee residents, who benefit from existing strong public transport links. As such, the overall demand is likely to be limited. It is unlikely that Newburgh would generate sufficient patronage to support such a service in a positive business case. Funding from the Tay Cities Deal may facilitate construction of moorings, however, there would be major further funding requirements to complete the dock facilities and provide a vessel.
Public Acceptability	Minor Consideration	Based on the outcomes of the stakeholder engagement, 78% of the respondents were either supportive or very supportive of the proposals and it ranked (together with Option 2 and 5) as the third most preferred option overall. The option was largely seen as leisure proposal and so is likely to have a minimal impact on the problems identified in the Initial Appraisal: Case for Change.

Rationale For Selection or Rejection

The option supports TPOs by helping to increase transport access to key services and markets, and by improving connectivity of Newburgh. However, these benefits are to a minor extent, and would have little impact on journey times or sustainability.

The option has a minor positive impact on Safety, Economy, Integration and Accessibility, but is predicted to have a slightly negative impact on the Environment, particularly biodiversity, habitats, noise and vibration.

There are major considerations in terms of feasibility and affordability of the option, as the highly tidal nature of the Estuary is likely to impact on the timetable viability, and presents an investment risk.

Based on the outcomes of the stakeholder engagement, the option was supported by 78% of the respondents and ranked as the third (together with Option 2 and 5) most preferred option overall. It is therefore expected that the option would be positively received by the public, but it is unlikely to fulfil the aspirations around the public transport offering for the area. The option was largely seen as leisure proposal and so is likely to only have a minimal impact on addressing the problems identified in the Initial Appraisal: Case for Change.

X The option has been rejected for Detailed Appraisal

Summary of scoring of all options and sub-options is shown below:

Option no.	Option name	Appraisal against TPOs			Appraisal against STAG criteria					Implementability appraisal				Select?
		TPO1 - Improve transport access to key services and markets (including employment, education, health and leisure opportunities) for Newburgh residents	TPO2 - Improve public transport connectivity and journey times to and from Newburgh for residents, businesses and visitors	TPO3 - Increase sustainable travel to and from Newburgh	Environment	Safety	Economy	Integration	Accessibility	Technical Feasibility	Operational Feasibility	Affordability	Public Acceptability	
1	Improved (Existing) Bus Services to/from Newburgh	✓✓	✓	✓	-	-	✓	✓✓	✓✓	Minor	Major	Moderate to Major	Minor	Yes
2	(New) Express Bus Service	✓✓	✓✓	✓	-	-	✓✓	✓✓	✓✓	Minor	Major	Moderate to Major	Minor	Yes
3	Reopened/New Train Station in Newburgh	✓✓	✓✓	✓✓	-	✓	✓✓	✓✓ to ✓✓✓	✓✓	Moderate	Major	Moderate to Major	Minor	Yes
3a	Reopening of a former rail station in Newburgh at Abernethy Road	✓✓	✓✓	✓✓	-	✓	✓✓	✓✓	✓✓	Major	Major	Major	Minor	Yes
3b	Reopening of a former rail station in Newburgh at Hill Road	✓✓	✓✓	✓✓	✗	✓	✓✓	✓	-	Major	Major	Major	Minor	No
3d	Opening a new station in Newburgh at the east end of the town	✓✓	✓✓	✓✓	-	✓	✓✓	✓✓	✓✓	Major	Major	Major	Minor	Yes
3c	Reopening of a former rail station in Newburgh at the Clatchard Quarry site	✓✓	✓✓	✓✓	✗	✓	✓✓	✓	✓	Major	Major	Major	Minor	Yes
3e	Establishing a temporary / 'pop-up rail station' in Newburgh	✓✓	✓✓	✓✓	-	✓	✓✓	✓✓	✓✓	Major	Major	Moderate to Major	Minor	Yes
4	Car Sharing	✓	- to ✓	✓	-	-	✓	✓	✓	Minor	Moderate to Major	Minor to Moderate	Major	Yes
5	New and/or Improved Active Travel Routes	✓	✓	✓	✓	✓	✓	✓✓	✓✓	Minor to moderate	Minor	Minor to moderate	Minor	Yes
5a	New and/or Improved Active travel routes and provision to public transport nodes	✓	✓	✓	✓	✓	✓	✓✓	✓✓	Minor to moderate	Minor	Minor	Minor	Yes
5b	New and/or Improved Active travel routes to outlying communities	✓	-	✓	✓	✓	✓	✓✓	✓✓	Minor to moderate	Minor	Minor to moderate	Minor	Yes
6	River Services	✓	- to ✓	-	✗	✓	✓	✓	✓	Major	Major	Major	Minor	No

APPENDIX B – STAKEHOLDER ENGAGEMENT

INFORMATION NOTE

NEWBURGH TRANSPORT APPRAISAL

PRELIMINARY OPTIONS APPRAISAL - RESULTS OF STAKEHOLDER CONSULTATION

IDENTIFICATION TABLE	
Client/Project owner	SEStran, Newburgh Train Station Group, Fife Council
Project	Newburgh Transport Appraisal
Title of Document	Preliminary Options Appraisal - Results of Stakeholder Consultation
Type of Document	Information Note
Date	18/08/2020
Reference number	109867

1. INTRODUCTION

1.1 Background to Study

1.1.1 Building on the comprehensive work of Newburgh Train Station Group (NTSG), SYSTRA Limited (SYSTRA) was commissioned by the South East of Scotland Transport Partnership (SEStran) and Fife Council to undertake a transport appraisal of Newburgh. Funded via Transport Scotland's 2018 Local Rail Development Fund (LRDF), the study focusses on improving sustainable access to and from Perth, Edinburgh and Fife.

1.1.2 As required by the LRDF process, the study is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG). The overall approach provides a framework for the appraisal and helps present the outcomes in a consistent manner to Transport Scotland's decision makers.

1.2 Part 1: Initial Appraisal – Stakeholder Consultation

1.2.1 SYSTRA is now undertaking the 'Initial Appraisal' stage of the study which will see the various options identified being explored in more detail by qualitatively assessing them against the five STAG criteria of Environment, Economy, Safety, Integration and Accessibility/Social inclusion. The appraisal will also consider issues related to the Feasibility, Affordability and Public Acceptability of each option.

1.2.2 STAG suggests that the continuous process of participation and consultation can also contribute to appraising options during the Part 1 Appraisal process and in making recommendations for the next stages in the study. Therefore, in order to ascertain the level of support from stakeholders on the proposed transport interventions, a stakeholder survey was undertaken.

- 1.2.3 Due to COVID-19 travel restrictions, the survey was designed as an on-line questionnaire, with paper copies emailed to stakeholders as requested, and telephone discussions also offered.
- 1.2.4 The survey was promoted through a press release emailed to stakeholders, the Steering Group's social media channels, and a bespoke website set up for the study and available at www.newburghsustainabletransport.co.uk. A copy of the survey is attached at the end of this note for reference.
- 1.2.5 The survey ran for over three weeks, from 8 May 2020 until 31 May 2020. Additional opportunity was given to organisations to respond also during July 2020. A total of 236 responses was received, with 232 replies received through the on-line survey and 4 responses received via email.
- 1.2.6 Three responses were removed from the analysis due to one being a test response and containing no values; two other responses were screened out due to the respondents being 15 years old or under.
- 1.2.7 This resulted in 233 valid responses. Based on the population of Newburgh of 2,899¹, it represents a response rate of approximately 8%.

2. RESULTS OF STAKEHOLDER CONSULTATION

2.1 About the respondents

Which age group are you in?

- 2.1.1 The respondents varied across the age group, with the largest group (70%) being the 31-64 years old age group.

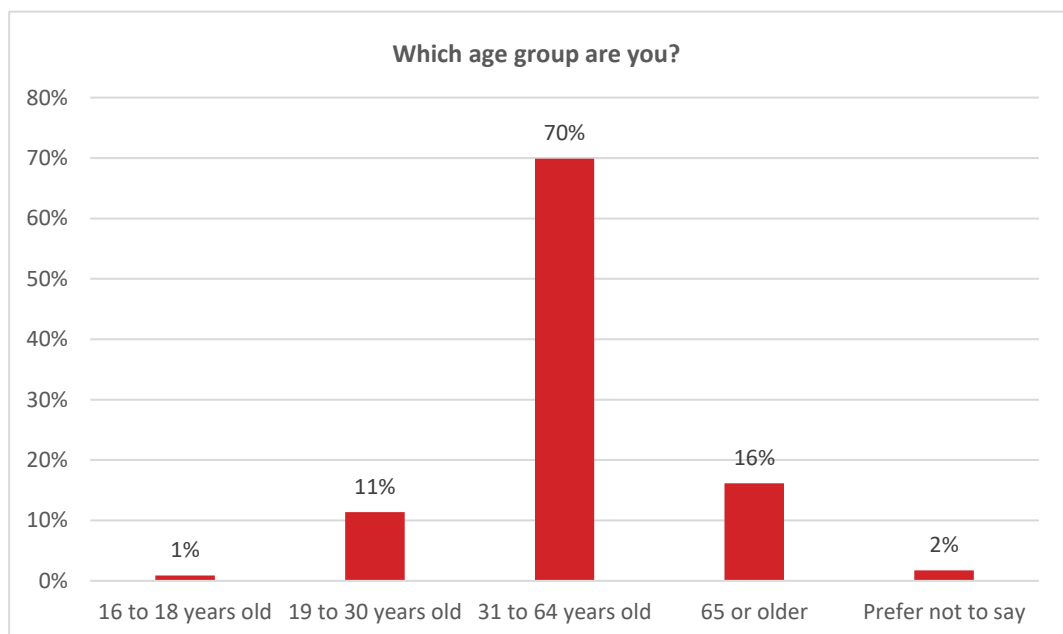


Figure 1. Age of respondents

¹ Census 2011 data

Are you responding on behalf of an organisation, business or campaign group, or as an individual?

2.1.2 95% of the responses were received from individuals, 3% represented organisations/ businesses, 1% was from a campaign group and 1% was from ‘Other’.

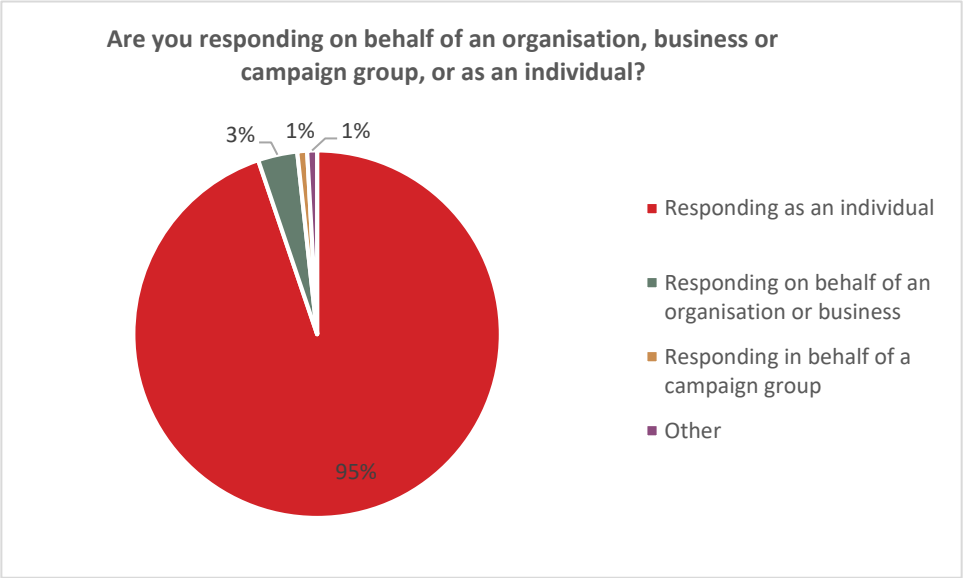


Figure 2. Type of stakeholders responding to the survey

2.1.3 The organisations/businesses that replied to the survey represented local businesses as well as wider stakeholders, and included: Lindores Abbey Distillery; Sun Gallery, CAFE ALICE, Photos by Zoe, Fife Council Bus Operations Department, Fife Council Planning Department, Stagecoach and Network Rail. The campaign groups included Newburgh Train Station Campaign.

With which gender do you most identify?

2.1.4 40% of the respondents were male and 59% were female; 1% preferred not to say.

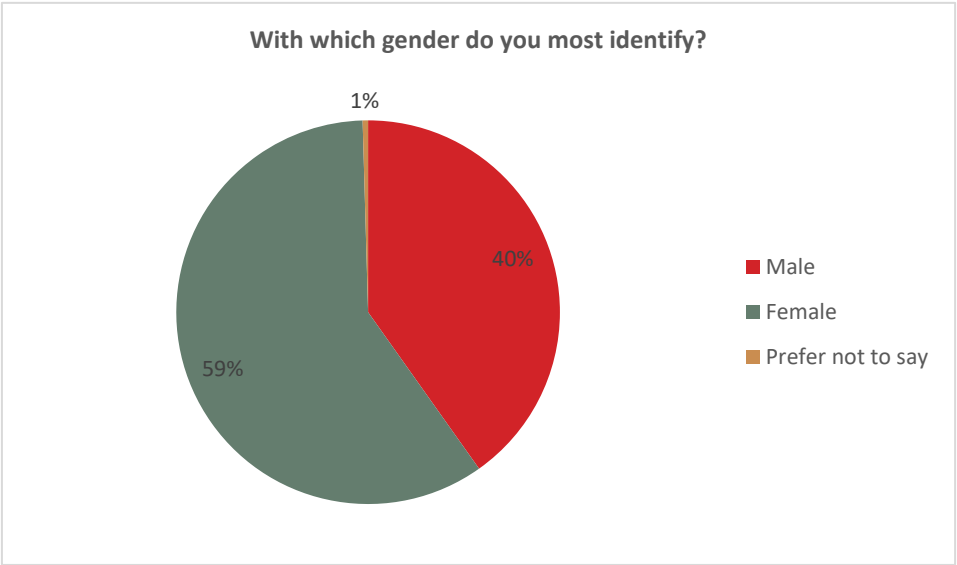


Figure 3. Gender of respondents

Are your day-to-day activities limited because of a health problem or disability?

2.1.5 7% of the respondents stated their day-to-day activities were limited because of a health problem or disability.

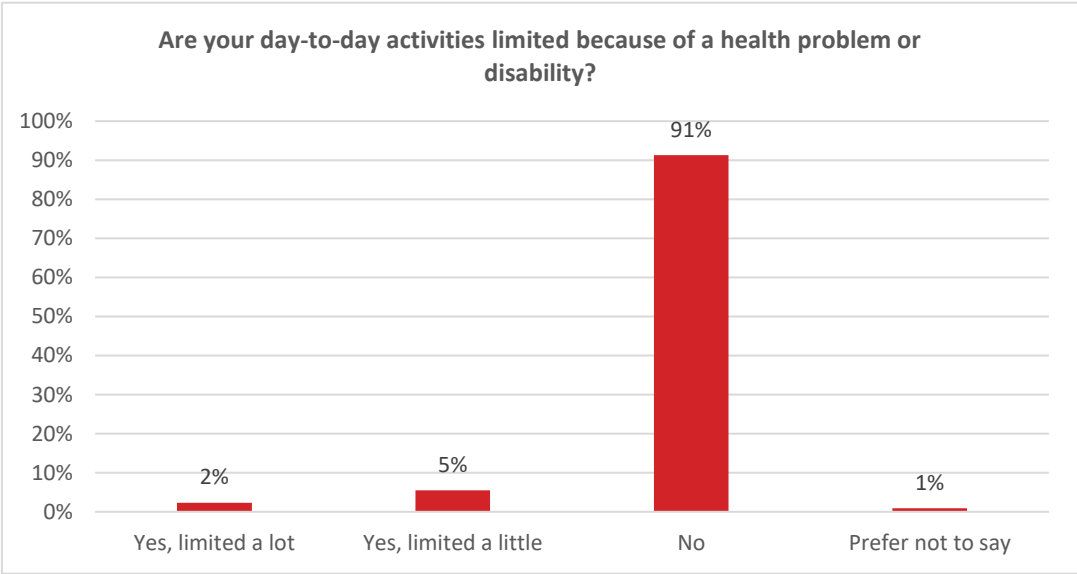


Figure 4. Respondents’ health (Note: percentages may not appear to add up to 100% due to rounding)

What is your relationship to Newburgh?

2.1.6 Approximately, 79% of respondents lived in Newburgh and 21% lived outside but travelled to Newburgh to access local facilities, to see family/friends, and/or for tourism/leisure (Note: The majority of respondents who selected 'Other' lived in nearby settlements/villages and stated that they travelled to Newburgh to access local facilities).

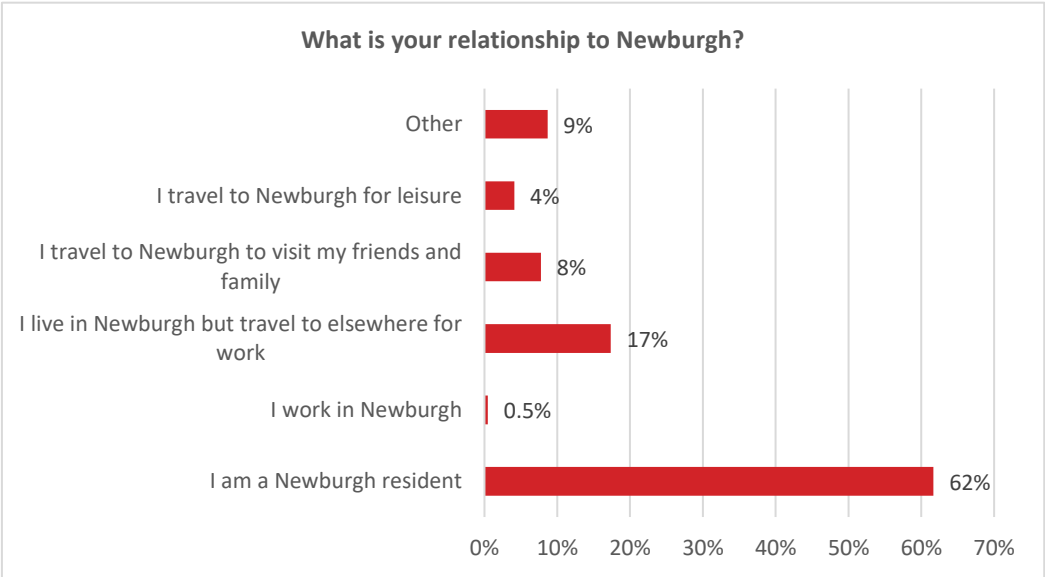


Figure 5. Respondents’ relationship to Newburgh (Note: percentages may not appear to add up to 100% due to rounding)

2.1.7 The home postcodes of the respondents have been mapped and are shown on the map below.

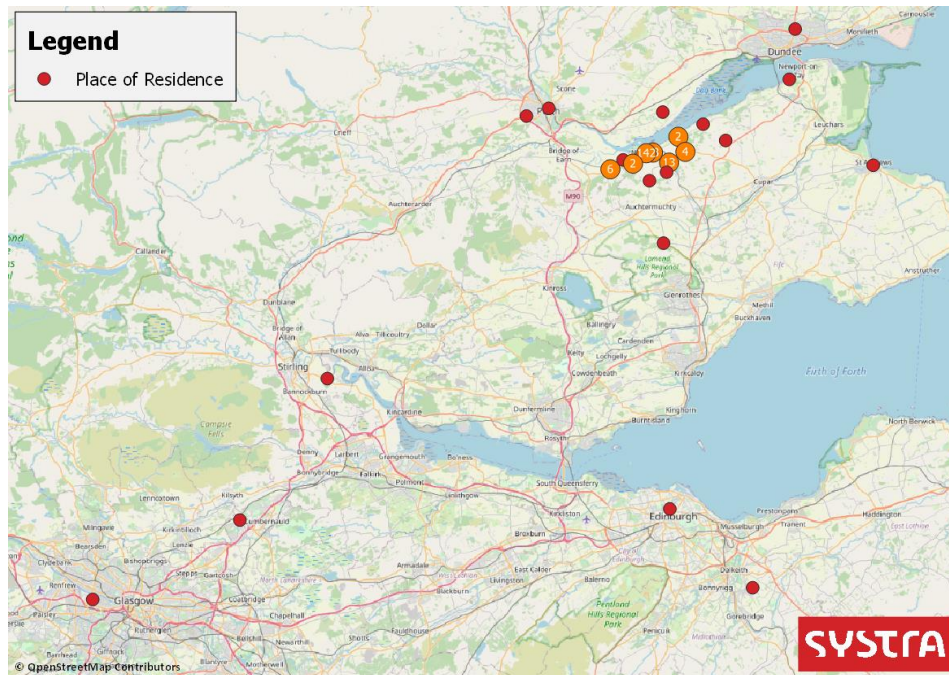


Figure 6. Respondents' postcodes

2.2 Respondents' Travel

Usually, how do you travel for the following reasons in and around Newburgh?

2.2.1 Driving alone was the most used transport mode for all journey purposes. Further to this:

- car sharing was mainly used for visiting friends/family and for leisure purpose;
- bus was mainly used for leisure trips;
- bicycle was also mainly used for leisure trips; and
- walking was mainly used for attending health appointments.

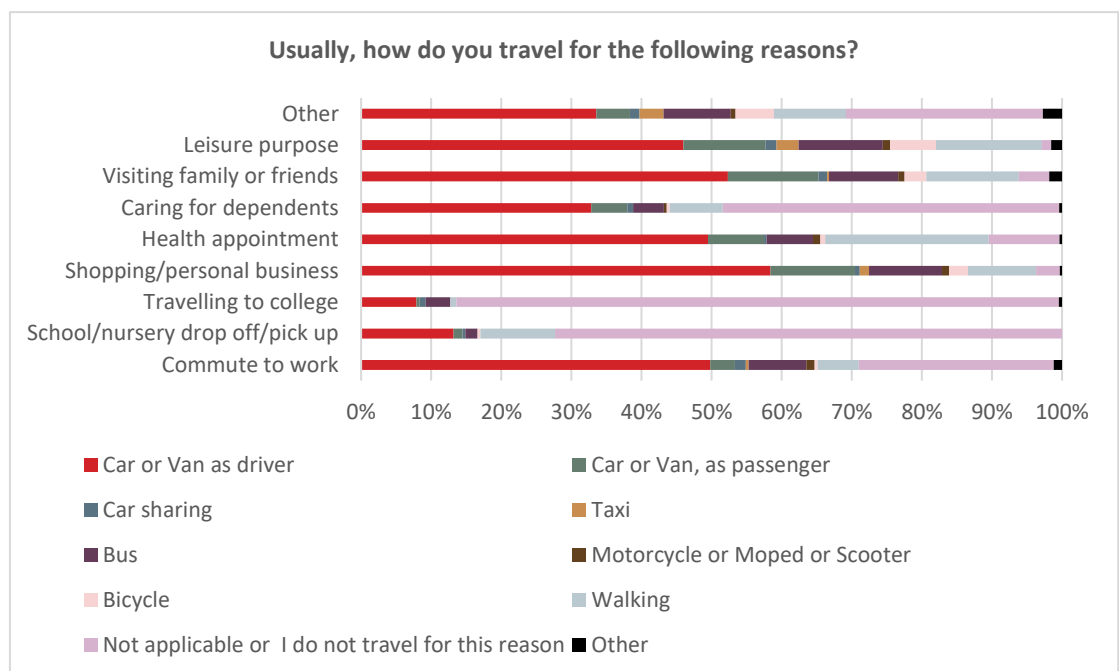


Figure 7. Respondents' typical travel mode per journey purpose

2.3 Respondents' support for the proposed transport interventions

Option 1 - Improved Bus Services to/from Newburgh

2.3.1 87% of the respondents were either supportive or very supportive of the proposal to improve existing bus services to/from Newburgh; 5% were unsupportive and 8% were not sure.

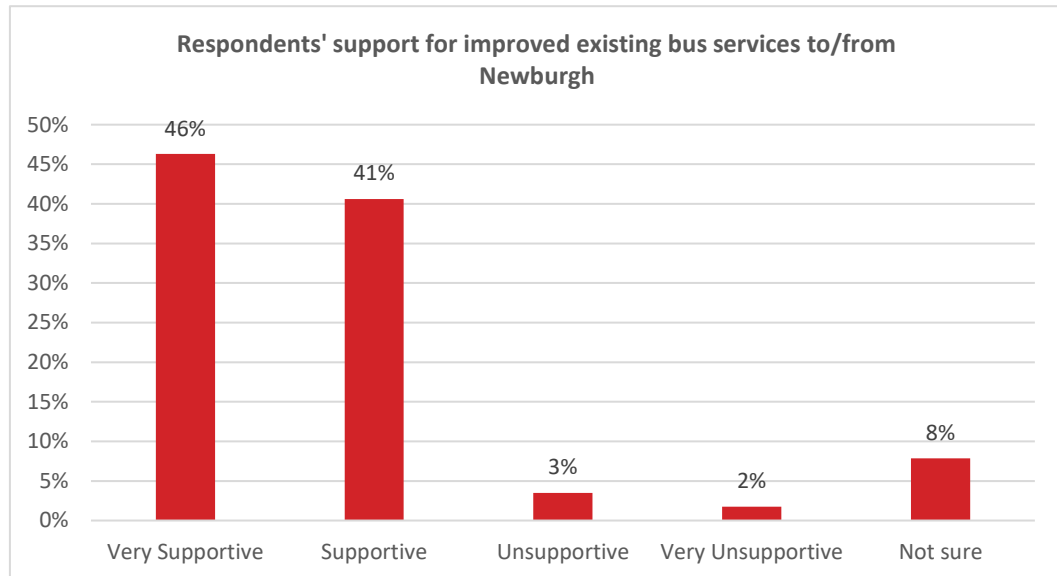


Figure 8. Respondents' overall support for Option 1

2.3.2 The top areas of improvements that the respondents were 'very supportive' or 'supportive' of were:

- Increased connectivity with other types of transport for example train services (93%);
- Increased frequency of evening bus services to from Perth, for examples between 7pm and 10pm (86%);
- More environmentally friendly buses (89%); and
- Availability of real-time information at central bus stops (89%).

2.3.3 Measures that received the highest number of responses as 'very unsupportive' or 'unsupportive' were:

- Having a Sunday service to from Cupar (10%);
- Increased frequency of Sunday service to from Perth (8%); and
- Increased frequency of morning services to from Ladybank for example between 6am-9am (9%).

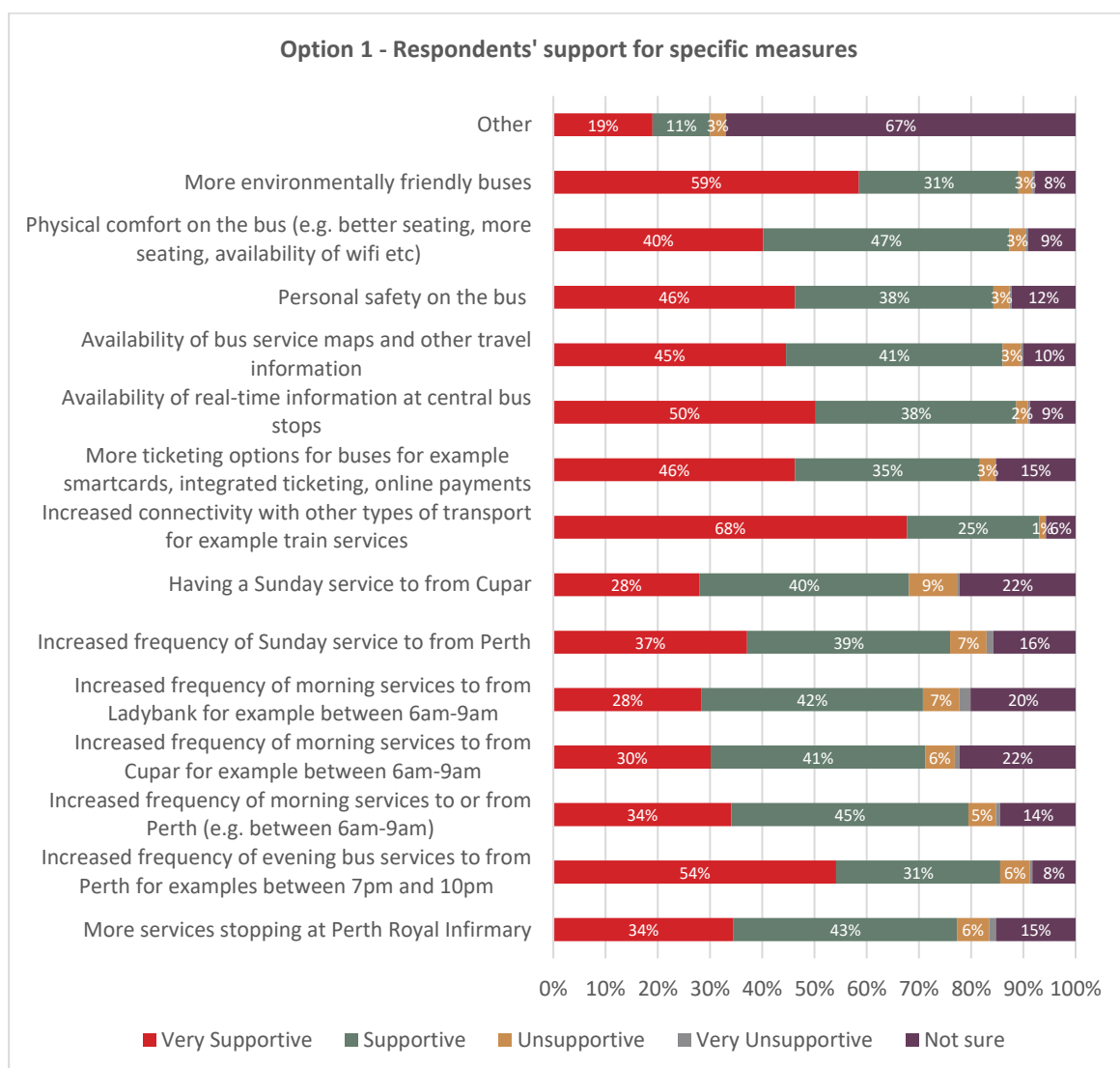


Figure 9. Option 1 - Respondents' support for specific measures

Option 2 – New Express Bus to/from Newburgh

2.3.4

76% of the respondents were either supportive or very supportive of the proposal to have an Express bus to/from Newburgh; 10% were unsupportive and 14% were not sure.

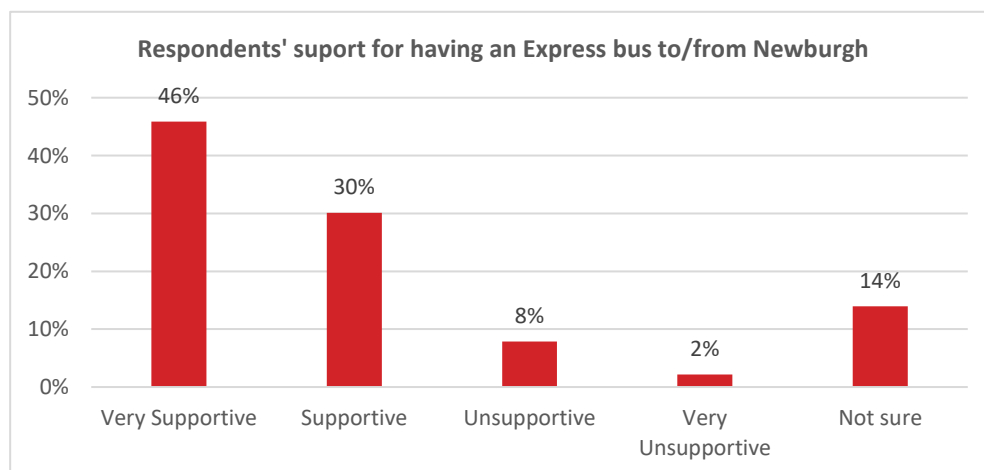


Figure 10. Respondents' overall support for Option 2

2.3.5 The top areas of improvements that the respondents were 'very supportive' or 'supportive' of were:

- Connecting to other public transport services (e.g. rail stations) (84%);
- Allowing direct (faster) connection to Perth town centre (82%);
- Allowing direct (faster) connection to Cupar (73%); and
- Allowing direct (faster) connection to Perth Broxden (75%).

2.3.6 Measures that received the highest number of responses as 'very unsupportive' or 'unsupportive' were:

- Tickets on the express bus being more expensive than the standard bus (52%); and
- For the service to run only in peak times (31%)

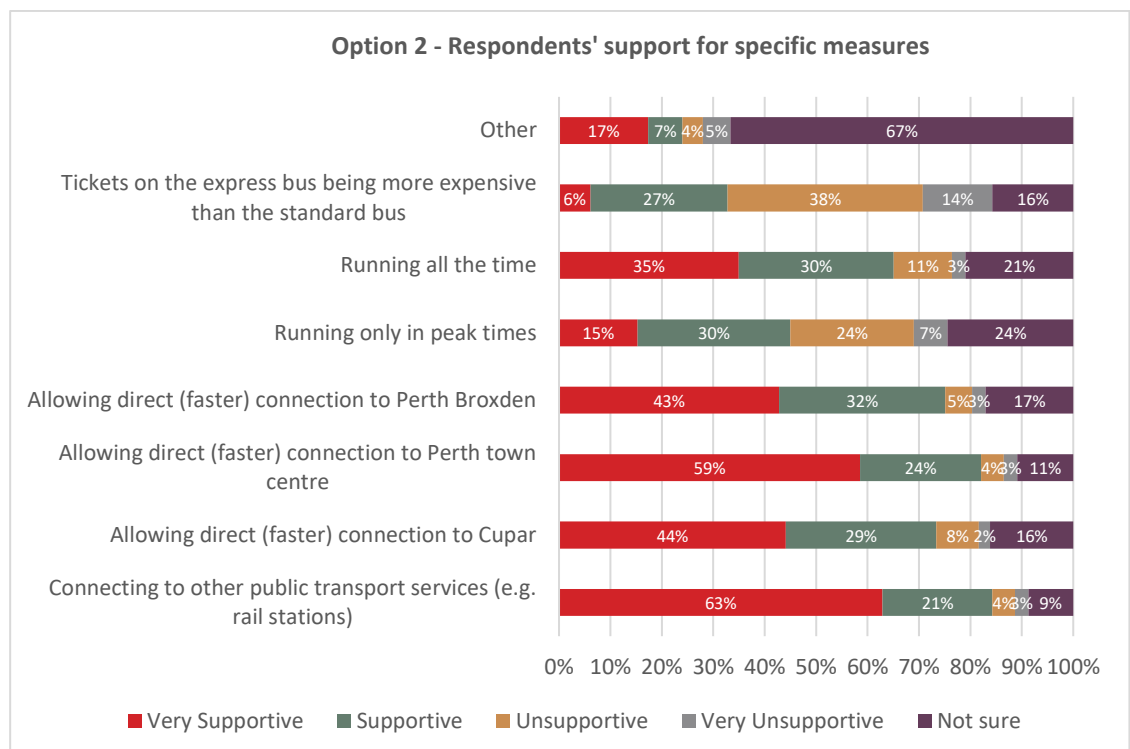


Figure 11. Option 2 - Respondents' support for specific measures

Option 3 – Reinstating a Train Station in Newburgh

99% of the respondents were either supportive or very supportive of the proposal to reinstate a train station in Newburgh.

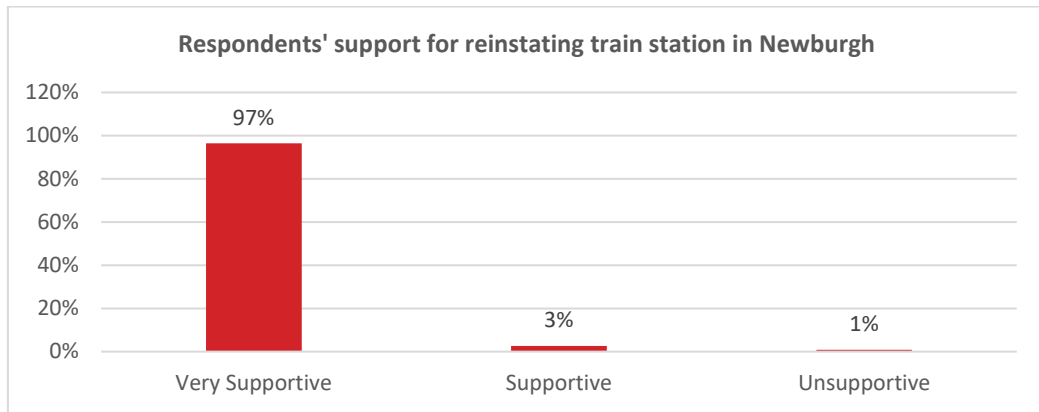


Figure 12. Respondents' overall support for Option 3 (Note: percentages may not appear to add up to 100% due to rounding)

2.3.7 The measure that received the highest number of responses as 'very supportive' or 'supportive' was:

- Re-opening the station at Abernethy Road (94%).

2.3.8 The measure that received the highest number of 'very unsupportive' and 'unsupportive' responses was:

- Re-opening the station at Clatchard Quarry (21%).

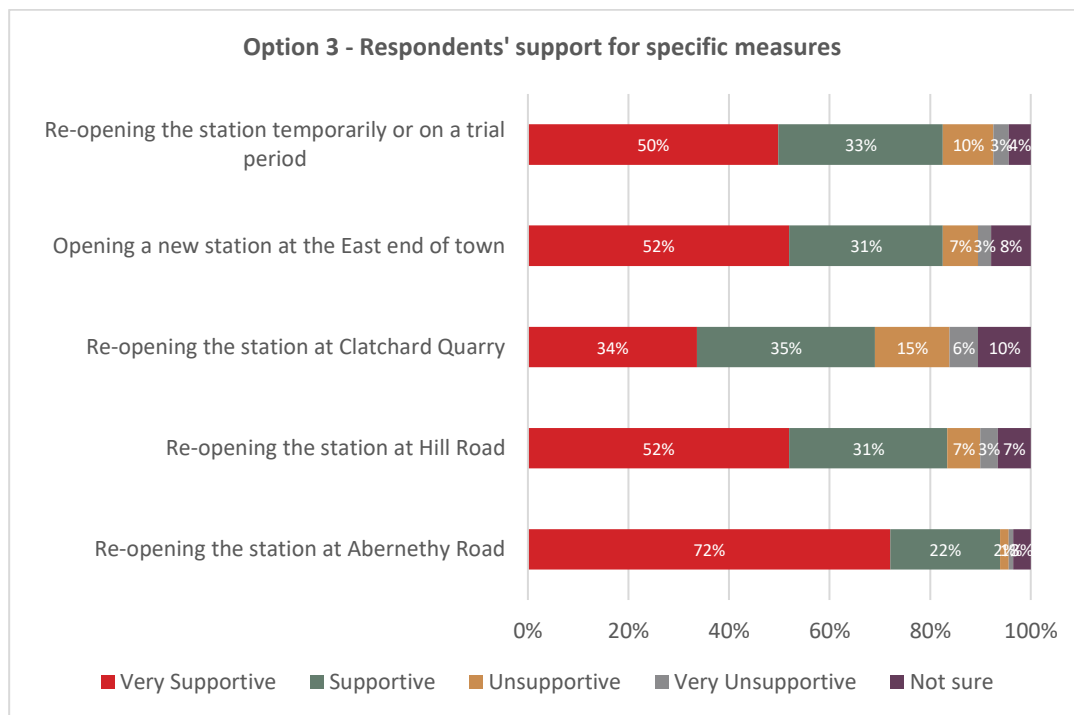


Figure 13. Option 3 - Respondents' support for specific measures

Option 4 – Lift and Car Sharing to/from Newburgh

2.3.9 37% of the respondents were either supportive or very supportive of the proposal to have a car sharing/lift sharing scheme to/from Newburgh; 38% were unsupportive and 25% were not sure.

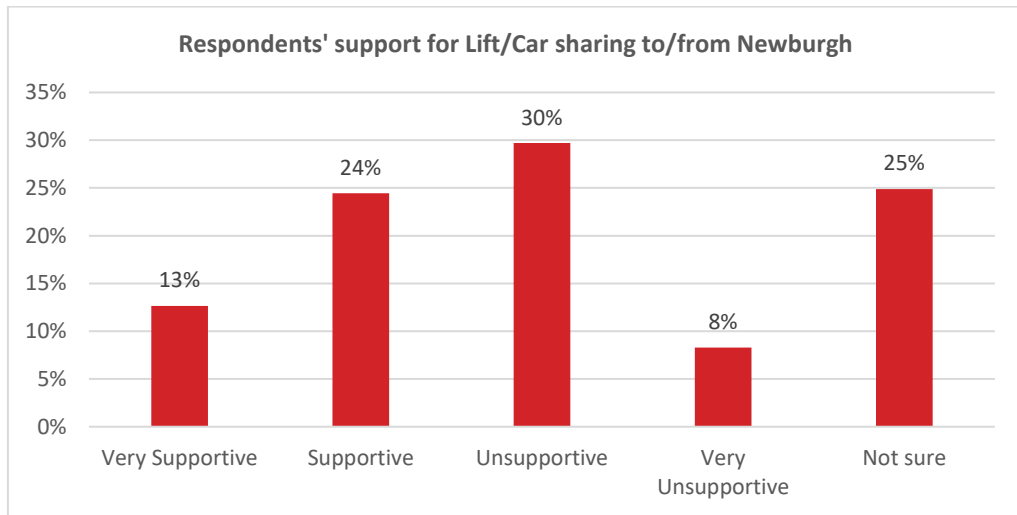


Figure 14. Respondents' overall support for Option 4

2.3.10 The top areas of improvements that the respondents were 'very supportive' or 'supportive' of were:

- Low and zero emission cars being available through a car club for example electric car with a good range (46%); and
- Having to return car club vehicles to a central location in Newburgh (40%).

2.3.11 Measures that received the highest number of responses as 'very unsupportive' or 'unsupportive' were:

- A Newburgh only lift-sharing scheme (42%); and
- Having a regional lift-sharing scheme (42%).

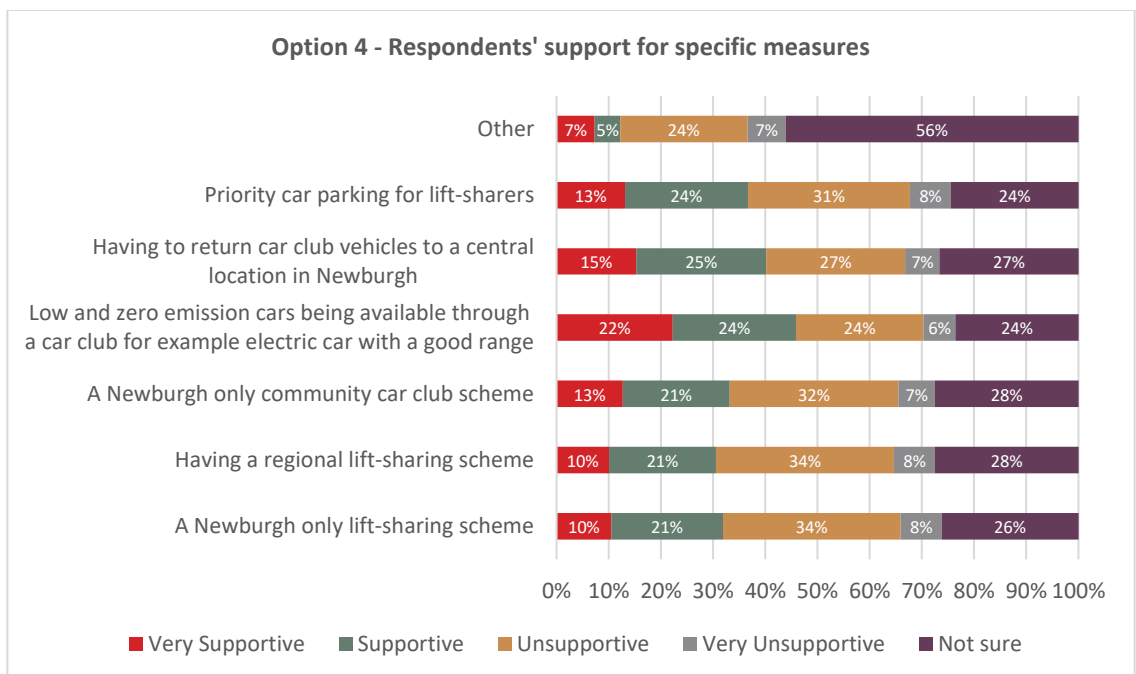


Figure 15. Option 4 - Respondents' support for specific measures

Option 5 – Improvements to Walking and Cycling

2.3.12 92% of the respondents were either supportive or very supportive of the proposals to improve walking and cycling; 3% were unsupportive and 5% were not sure.

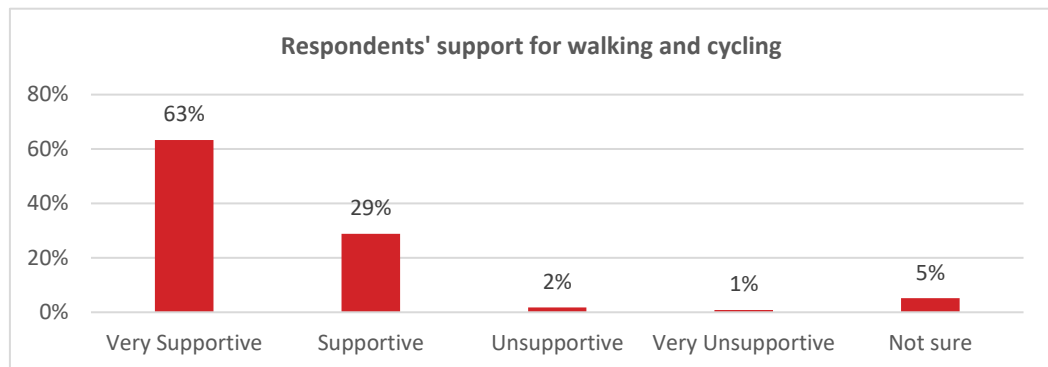


Figure 16. Respondents' overall support for Option 5

2.3.13 The top areas of improvements that the respondents were 'very supportive' or 'supportive' of were:

- Improved walking and cycling routes to public transport stops in Newburgh (e.g. better footways cycleway surfacing) (91%);
- Traffic-free cycle route to Abernethy (91%);
- Traffic-free cycle routes to Lindores (90%); and
- Provision of cycling/walking route maps and information (90%).

2.3.14 Measures that received the highest number of responses as 'very unsupportive' or 'unsupportive' were:

- More Improved pedestrian crossing facilities (10%); and
- More Improved public cycle parking at central bus stops in Newburgh for example more locations better security (10%)

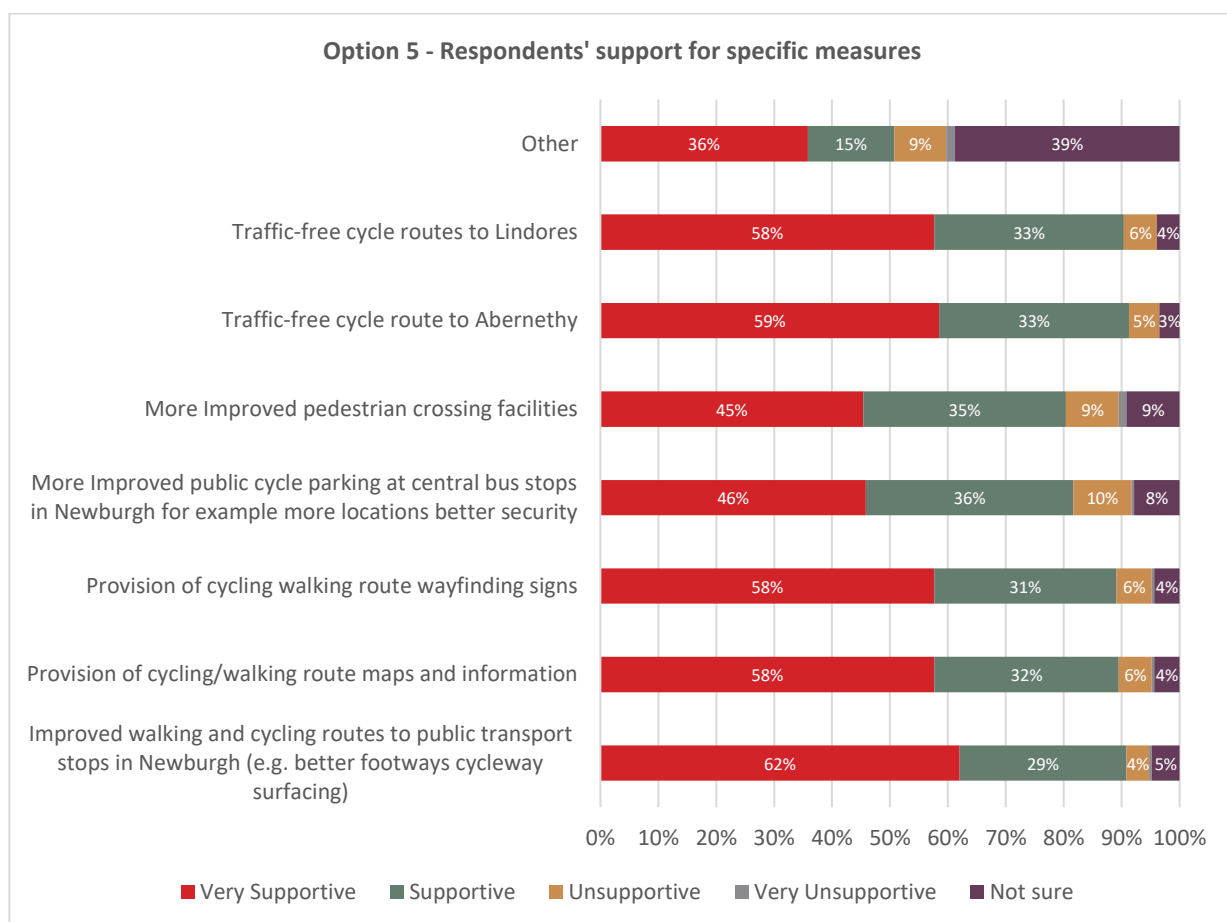


Figure 17. Option 5 - Respondents' support for specific measures

Option 6 – River Services

2.3.15 78% of the respondents were either supportive or very supportive of the proposal to have a passenger river service on the Tay Estuary; 11% were unsupportive and 10% were not sure.

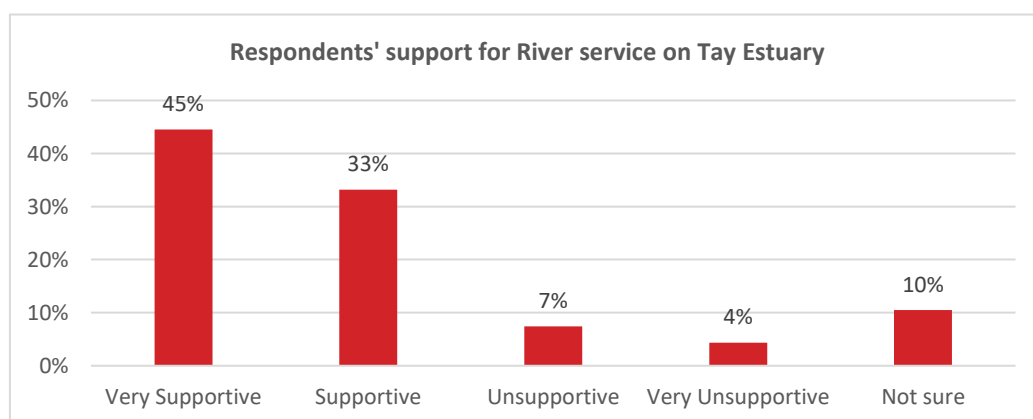


Figure 18. Respondents' overall support for Option 6 (Note: percentages may not appear to add up to 100% due to rounding)

2.3.16 The top areas of improvements that the respondents were 'very supportive' or 'supportive' of were:

- Service providing connections to Dundee (79%); and
- Service providing connections to Perth (79%);

2.3.17 Measures that received the highest number of responses as 'very unsupportive' or 'unsupportive' were:

- Service only running when tide allows (18%); and
- Service connecting to other public transport services (16%).

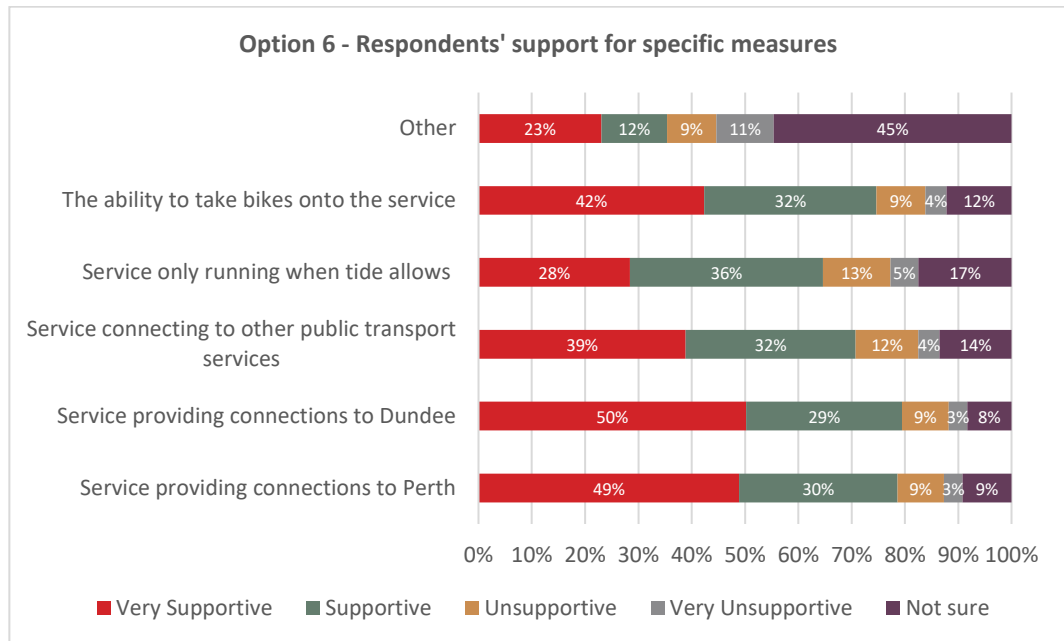


Figure 19. Option 6 - Respondents' support for specific measures

3. RANKING OF OPTIONS

3.1 Summary

3.1.1 Combining the results of the respondents' choices of their first, second and third most preferred proposals, the data shows that the top three most preferred options, in order of preference, were:

- 1st - New/Reopened train station in Newburgh;
- 2nd - Improved Existing bus service to/from Newburgh; and
- 3rd – Walking and cycling routes to outlying communities / River services / A new express bus route

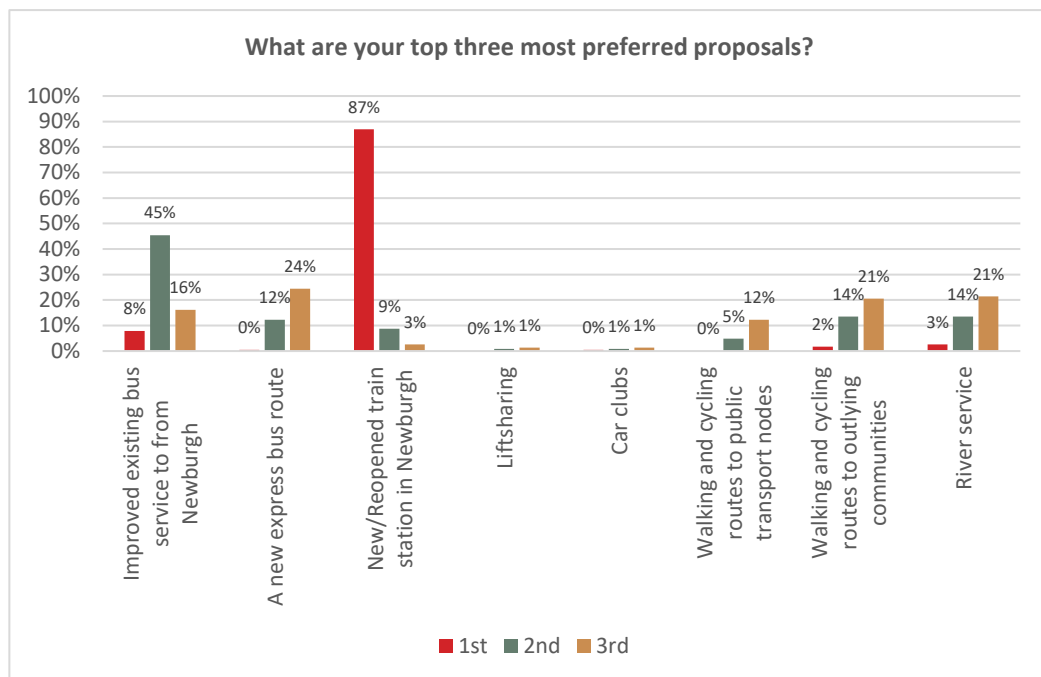


Figure 20. Respondents' top three most preferred options

Improving Transport for Newburgh Survey

Introduction

Thank you for your interest in taking part in this survey. It should only take about 15 minutes to complete.

SYSTRA Ltd, a transport consultancy, is undertaking this survey on behalf of the Client (South East Scotland Transport Partnership, Newburgh Train Station Group and Fife Council) to understand the support for potential transport interventions for Newburgh.

You are able to provide a response to this survey from now until 31 May 2020.

When answering the questions, please think about the journeys you were making before any Covid-19 travel restrictions.

The findings from the survey will be used by the Client in their Newburgh Transport Appraisal.

The research complies with the General Data Protection Regulation (GDPR) (2018). All responses to this survey are completely confidential and responses will be reported anonymously. You have lots of rights in relation to how we treat your personal data and you can find full details by clicking [here](#).

Please click **'Next'** to start the survey.

About You

We now have a few questions about you. We are asking these questions to help us to understand how views may differ across various sections of the local community. The personal data you provide will only be used for the analysis of this survey and we fully adhere to GDPR guidelines when processing personal data.

Which age group are you?

- ☐ 15 or under
- ☐ 16-18 years old
- ☐ 19-30 years old
- ☐ 31-64 years old
- ☐ 65 or older
- ☐ Prefer not to say

What is your name?

We ask for your name to help ensure that all responses to the survey are genuine. In accordance with GDPR, this information will only be used for this purpose and your details will not be kept or linked to your survey response in analysis.

Are you responding on behalf of an organisation, business or campaign group, or as an individual?

- ☐ Responding as an individual
- ☐ Responding on behalf of an organisation or business
- ☐ Responding in behalf of a campaign group
- ☐ Other

Please specify

What is the name of the organisation, business or campaign group you are responding on behalf of?

Please provide your full postcode.

If you are responding as an individual, please provide your home address postcode. If you are responding on behalf of a business, organisation or campaign group, please provide the postcode of this business/organisation.

We are asking for your full postcode to make sure we get feedback from people living across the area. Your postcode will only be used for this purpose. As a reminder, we adhere to GDPR guidelines when processing personal data.

With which gender do you most identify?

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

Prefer to identify as:

Are your day-to-day activities limited because of a health problem or disability?

- ☐ Yes, limited a lot
- ☐ Yes, limited a little
- ☐ No
- ☐ Prefer not to say

- ☐ I am a Newburgh resident
- ☐ I work in Newburgh
- ☐ I live in Newburgh but travel to elsewhere for work
- ☐ I travel to Newburgh to visit my friends and family
- ☐ I travel to Newburgh for leisure
- ☐ Other

The next question is about your travel in and around Newburgh. Please can you answer thinking about the journeys you were making before any Covid-19 travel restrictions.

Please think about your whole journey, from door to door. If your typical journey includes more than one type of transport, then tick all that apply (e.g. a bus and then walking)

[illegible]

	Car/ Van, as driver	Car/ Van, as pas senge r	Car sh aring	Taxi	Bus	Motor cycle/ Mope d/Sco oter	Bicycl e	Walki ng	Not ap plicabl e, I do not travel for this re ason	Other
Shopping/personal business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car/ Van, as driver	Car/ Van, as pas senge r	Car sh aring	Taxi	Bus	Motor cycle/ Mope d/Sco oter	Bicycl e	Walki ng	Not ap plicabl e, I do not travel for this re ason	Other
Health appointment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car/ Van, as driver	Car/ Van, as pas senge r	Car sh aring	Taxi	Bus	Motor cycle/ Mope d/Sco oter	Bicycl e	Walki ng	Not ap plicabl e, I do not travel for this re ason	Other
Caring for dependents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car/ Van, as driver	Car/ Van, as pas senge r	Car sh aring	Taxi	Bus	Motor cycle/ Mope d/Sco oter	Bicycl e	Walki ng	Not ap plicabl e, I do not travel for this re ason	Other
Visiting family or friends	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car/ Van, as driver	Car/ Van, as pas senge r	Car sh aring	Taxi	Bus	Motor cycle/ Mope d/Sco oter	Bicycl e	Walki ng	Not ap plicabl e, I do not travel for this re ason	Other
Leisure purpose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Car/ Van, as driver	Car/ Van, as pas senge r	Car sh aring	Taxi	Bus	Motor cycle/ Mope d/Sco oter	Bicycl e	Walki ng	Not ap plicabl e, I do not travel for this re ason	Other
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please specify which other reason you travel in and around Newburgh										

Please specify which other type of transport you use to...

Commute to work

School/nursery drop
off/pick up

Travelling to college

Shopping/personal
business

Health appointment

Caring for dependents

Visiting family or friends

Leisure purpose

Your other reason for
travelling in and around
Newburgh

The next set of questions are about your views towards proposals aiming to transform transport in Newburgh.

Existing Bus Service Improvements

When thinking about transport in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of improved existing bus services to/from Newburgh?

- ☐ Very Supportive
- ☐ Supportive
- ☐ Unsupportive
- ☐ Very Unsupportive
- ☐ Not sure

If improvements were made to the existing bus services to/from Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of the improvements in the following areas:

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
More services stopping at Perth Royal Infirmary	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Increased frequency of evening bus services to/from Perth (e.g. between 7pm and 10pm)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Increased frequency of morning services to/from Perth (e.g. between 6am-9am)	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Increased frequency of morning services to/from Cupar (e.g. between 6am-9am)	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Increased frequency of morning services to/from Ladybank (e.g. between 6am-9am)	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Increased frequency of Sunday service to/from Perth	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Having a Sunday service to/from Cupar	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Increased connectivity with other types of transport (i.e. train services)	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
More ticketing options for buses (i.e. smartcards, integrated ticketing, online payments)	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Availability of real-time information at central bus stops	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Availability of bus service maps and other travel information	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Personal safety on the bus	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
Physical comfort on the bus (e.g. better seating, more seating, availability of wifi etc)	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>
More environmentally friendly buses	Very Supportive <input type="radio"/>	Supportive <input type="radio"/>	Unsupportive <input type="radio"/>	Very Unsupportive <input type="radio"/>	Not sure <input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Please specify	<div></div>				

New Bus Service – Express Bus

Express bus is a service with limited stops, designed to transport its users as directly and quickly as possible to their destination.

When thinking about transport in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of an Express Bus being introduced to and from Newburgh?

- ☐ Very Supportive
☐ Supportive
☐ Unsupportive
☐ Very Unsupportive
☐ Not sure

If an Express Bus was introduced in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of the service:

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Connecting to other public transport services (e.g. rail stations)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allowing direct (faster) connection to Cupar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allowing direct (faster) connection to Perth town centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allowing direct (faster) connection to Perth Broxden	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Running only in peak times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Running all the time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Tickets on the express bus being more expensive than the standard bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Please specify	<div></div>				

Train Service Improvements

When thinking about transport in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of reinstating a train station in Newburgh?

- ☐ Very Supportive
- ☐ Supportive
- ☐ Unsupportive
- ☐ Very Unsupportive
- ☐ Not sure

If a train station was reinstated in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of the following:

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Re-opening the station at Abernethy Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Re-opening the station at Hill Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Re-opening the station at Clatchard Quarry	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Opening a new station at the East end of town	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Re-opening the station temporarily / on a trial period	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Re-opening the station permanently	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Please specify					

Lift and Car Sharing

Lift-sharing or carpooling schemes encourage those who own cars to offer spare seats to those who are going to the same or a nearby destination. For example, two colleagues may travel together to work in one of their cars. It is an official scheme that can be booked online or by phone.

Car sharing and car clubs are a type of car rental whereby people, often from a specific geographic area, rent cars for short periods of time. For example, a non-car owner may rent a car to do their weekly food shop, picking up and returning this car to a central location for another individual to use afterwards.

When thinking about transport in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of lift and car sharing to/from Newburgh?

- ☐ Very Supportive
☐ Supportive
☐ Unsupportive
☐ Very Unsupportive
☐ Not sure

If lift and/or car sharing was increased in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of the following:

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
A Newburgh only lift-sharing scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having a regional lift-sharing scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A Newburgh only community car club scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Low and zero emission cars being available through a car club (e.g. electric car with a good range)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Having to return car club vehicles to a central location in Newburgh	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Priority car parking for lift-sharers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Please specify	<div></div>				

Walking and Cycling

When thinking about transport in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of improvements to walking and cycling?

- ☐ Very Supportive
☐ Supportive
☐ Unsupportive
☐ Very Unsupportive
☐ Not sure

If improvements were made to walking and cycling in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of the following:

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Improved walking and cycling routes to public transport stops in Newburgh (e.g. better footways/ cycleway surfacing)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provision of cycling/walking route maps and information	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provision of cycling/walking route wayfinding signs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More/Improved public cycle parking at central bus stops in Newburgh (e.g. more locations/ better security)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
More/Improved pedestrian crossing facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic-free cycle route to Abernethy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic-free cycle routes to Lindores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Please specify	<div></div>				

River services

When thinking about transport in Newburgh, would you be very supportive, supportive, unsupportive or very unsupportive of a river service on Tay Estuary?

- ☐ Very Supportive
- ☐ Supportive
- ☐ Unsupportive
- ☐ Very Unsupportive
- ☐ Not sure

If a river service was introduced to the Tay Estuary, would you be very supportive, supportive, unsupportive or very unsupportive of the following:

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
Service providing connections to Perth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service providing connections to Dundee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service connecting to other public transport services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service only running when tide allows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Very Supportive	Supportive	Unsupportive	Very Unsupportive	Not sure
The ability to take bikes onto the service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Please specify	<div></div>				

The next set of questions are about your top three preferred proposals to help improve transport for Newburgh.

What is your first most preferred proposal?

- ☐ Improved existing bus service to/from Newburgh
- ☐ A new express bus route
- ☐ New/Reopened train station in Newburgh
- ☐ Lift-sharing
- ☐ Car clubs
- ☐ Walking and cycling routes to public transport nodes
- ☐ Walking and cycling routes to outlying communities
- ☐ River service

What is your second most preferred proposal?

- ☐ Improved existing bus service to/from Newburgh
- ☐ A new express bus route
- ☐ New/Reopened train station in Newburgh
- ☐ Lift-sharing
- ☐ Car clubs
- ☐ Walking and cycling routes to public transport nodes
- ☐ Walking and cycling routes to outlying communities
- ☐ River service

What is your third most preferred proposal?

- ☐ Improved existing bus service to/from Newburgh
- ☐ A new express bus route
- ☐ New/Reopened train station in Newburgh
- ☐ Lift-sharing
- ☐ Car clubs
- ☐ Walking and cycling routes to public transport nodes
- ☐ Walking and cycling routes to outlying communities
- ☐ River service

Do you have anything else you would like to add regarding the potential transport interventions for Newburgh?

Would you like to be kept informed on the project as it progresses?

- ☐ Yes
- ☐ No

Please enter your contact details below. These details will only be used to notify you of updates to the project.

Your email will only be used in order to keep you informed on Newburgh's Transport Appraisal and, in accordance with GDPR will not be used for any other purpose, or linked to your survey response in analysis.

That's the end of the survey!

Thank you for your time.

Please click the '**Submit**' button to finish the survey.

Should you have any questions about the project please contact
newburghsustainabletransport@systra.com

Thank you for your time, but you are outside of the age group we are interested in.

Please click the '**Submit**' button to finish the survey.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

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The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are closely spaced, and the overall design is clean and modern.