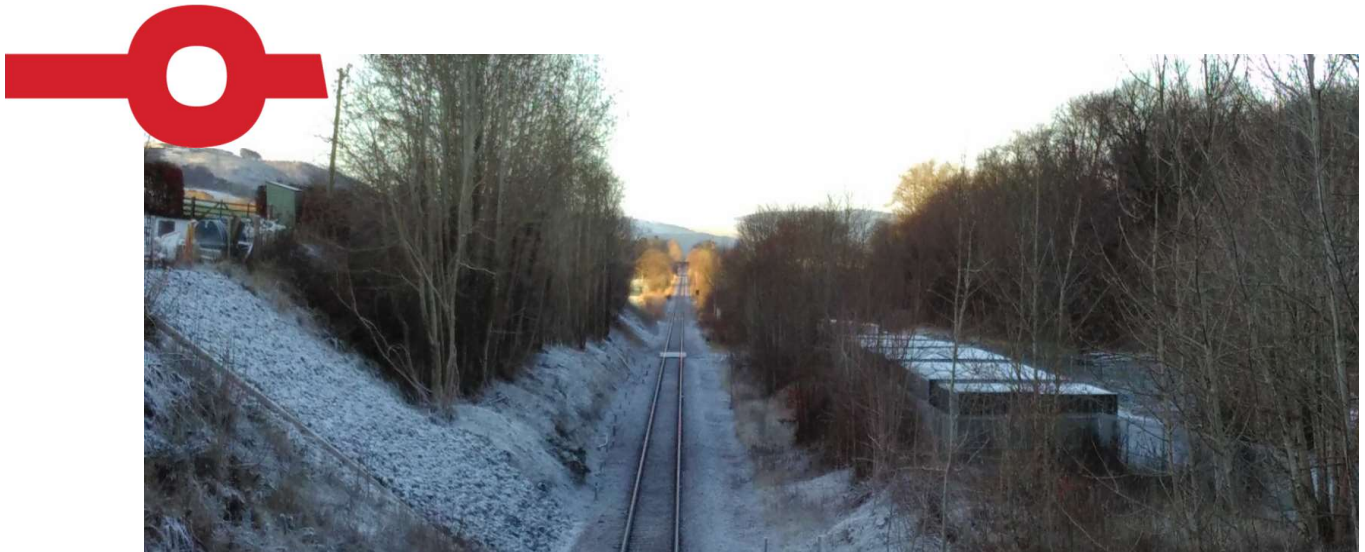


## INITIAL APPRAISAL: CASE FOR CHANGE



# NEWBURGH TRANSPORT APPRAISAL

## INITIAL APPRAISAL: CASE FOR CHANGE

### IDENTIFICATION TABLE

<b>Client/Project owner</b>	SESTran, Newburgh Train Station Group, Fife Council
<b>Project</b>	Newburgh Transport Appraisal
<b>Study</b>	Initial Appraisal: Case for Change
<b>Type of document</b>	Report
<b>Date</b>	January 2020
<b>Reference number</b>	108224
<b>Number of pages</b>	97

### APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Craig Bean Ingrid Petrie	Assistant Consultant Principal Consultant	18/04/2019	First Draft for TS comments
	Checked by	Ingrid Petrie	Principal Consultant	18/04/2019	
	Approved by	Iain Clement	Associate Director	18/04/2019	
2	Author	Jana Haspicova	Principal Consultant	20/01/2020	Revised report post TS comments
	Checked by	Jana Haspicova	Principal Consultant	20/01/2020	
	Approved by	Iain Clement	Associate Director	20/01/2020	

## TABLE OF CONTENTS

<b>1.</b>	<b>INTRODUCTION</b>	<b>7</b>
<b>1.1</b>	<b>BACKGROUND</b>	<b>7</b>
<b>1.2</b>	<b>PURPOSE OF THE REPORT</b>	<b>7</b>
<b>1.3</b>	<b>PROJECT STEERING GROUP</b>	<b>7</b>
<b>2.</b>	<b>METHODOLOGY</b>	<b>8</b>
<b>2.1</b>	<b>OVERVIEW</b>	<b>8</b>
<b>2.2</b>	<b>SCOTTISH TRANSPORT APPRAISAL GUIDANCE</b>	<b>8</b>
<b>2.3</b>	<b>STAKEHOLDER ENGAGEMENT</b>	<b>8</b>
<b>2.4</b>	<b>COLLATION OF BASELINE DATA</b>	<b>9</b>
<b>2.5</b>	<b>NEWBURGH TRAIN STATION GROUP 2018 STAG PRE-APPRAISAL REPORT</b>	<b>9</b>
<b>2.6</b>	<b>OTHER CONCURRENT STUDIES</b>	<b>10</b>
<b>3.</b>	<b>POLICY REVIEW</b>	<b>11</b>
<b>3.1</b>	<b>OVERVIEW</b>	<b>11</b>
<b>3.2</b>	<b>NATIONAL POLICIES AND PLANS</b>	<b>11</b>
<b>3.3</b>	<b>REGIONAL POLICIES AND PLANS</b>	<b>15</b>
<b>3.4</b>	<b>LOCAL POLICIES AND PLANS</b>	<b>17</b>
<b>3.5</b>	<b>SUMMARY</b>	<b>23</b>
<b>4.</b>	<b>SOCIO-ECONOMIC CONTEXT</b>	<b>24</b>
<b>4.1</b>	<b>OVERVIEW</b>	<b>24</b>
<b>4.2</b>	<b>ECONOMIC OUTLINE</b>	<b>24</b>
<b>4.3</b>	<b>POPULATION</b>	<b>25</b>
<b>4.4</b>	<b>MIGRATION</b>	<b>26</b>
<b>4.5</b>	<b>TENURE</b>	<b>27</b>
<b>4.6</b>	<b>EMPLOYMENT</b>	<b>28</b>
<b>4.7</b>	<b>HEALTH</b>	<b>31</b>
<b>4.8</b>	<b>EDUCATIONAL ATTAINMENT</b>	<b>32</b>
<b>4.9</b>	<b>DEPRIVATION</b>	<b>33</b>
<b>4.10</b>	<b>CAR AVAILABILITY</b>	<b>34</b>
<b>4.11</b>	<b>TRAVEL TO WORK</b>	<b>37</b>
<b>4.12</b>	<b>TRAVEL TO EDUCATION</b>	<b>41</b>

<b>4.13</b>	<b>TRAVEL TO HEALTH CARE AND LEISURE FACILITIES</b>	<b>43</b>
<b>4.14</b>	<b>SUMMARY</b>	<b>43</b>
<b>5.</b>	<b>TRANSPORT CONTEXT</b>	<b>45</b>
<b>5.1</b>	<b>OVERVIEW</b>	<b>45</b>
<b>5.2</b>	<b>WALKING AND CYCLING</b>	<b>45</b>
<b>5.3</b>	<b>PUBLIC TRANSPORT</b>	<b>47</b>
<b>5.4</b>	<b>DEMAND RESPONSIVE TRANSPORT</b>	<b>58</b>
<b>5.5</b>	<b>ROAD NETWORK</b>	<b>59</b>
<b>5.6</b>	<b>RIVER TRAVEL</b>	<b>64</b>
<b>5.7</b>	<b>SUMMARY</b>	<b>64</b>
<b>6.</b>	<b>STAKEHOLDER AND PUBLIC ENGAGEMENT</b>	<b>66</b>
<b>6.1</b>	<b>APPROACH TO ENGAGEMENT</b>	<b>66</b>
<b>6.2</b>	<b>CONSULTATION FINDINGS</b>	<b>68</b>
<b>6.3</b>	<b>SUMMARY</b>	<b>77</b>
<b>7.</b>	<b>PROBLEMS, OPPORTUNITIES, ISSUES AND CONSTRAINTS</b>	<b>78</b>
<b>7.1</b>	<b>OVERVIEW</b>	<b>78</b>
<b>7.2</b>	<b>PROBLEMS</b>	<b>78</b>
<b>7.3</b>	<b>OPPORTUNITIES</b>	<b>83</b>
<b>7.4</b>	<b>ISSUES</b>	<b>86</b>
<b>7.5</b>	<b>CONSTRAINTS</b>	<b>86</b>
<b>7.6</b>	<b>SUMMARY</b>	<b>87</b>
<b>8.</b>	<b>OBJECTIVES SETTING</b>	<b>88</b>
<b>8.1</b>	<b>OVERVIEW</b>	<b>88</b>
<b>8.2</b>	<b>INITIAL TRANSPORT PLANNING OBJECTIVES</b>	<b>88</b>
<b>8.3</b>	<b>PROPOSED STUDY OBJECTIVES</b>	<b>89</b>
<b>9.</b>	<b>OPTION GENERATION, SIFTING AND DEVELOPMENT</b>	<b>91</b>
<b>9.1</b>	<b>OVERVIEW</b>	<b>91</b>
<b>9.2</b>	<b>OPTIONS PREVIOUSLY CONSIDERED</b>	<b>91</b>
<b>9.3</b>	<b>OPTIONS FOR CONSIDERATION</b>	<b>91</b>
<b>10.</b>	<b>RECOMMENDATIONS AND NEXT STEPS</b>	<b>96</b>

## LIST OF FIGURES

Figure 1.	TAYPlan 20 year proposals (2012-2032)	15
Figure 2.	Newburgh Developments Mentioned in the Fife LDP	18
Figure 3.	Fifeplan Spatial Strategy, Page 15	19
Figure 4.	Local Transport Strategy for Fife: List of Objectives	20
Figure 5.	Perth West Site Location (Perth West Masterplan Framework Report, 2015, Ironside Farrar)	22
Figure 6.	Study Area	24
Figure 7.	Tenure, Census 2001 - 2011	27
Figure 8.	Properties by Council Tax Band, National Records of Scotland, 2017	28
Figure 9.	Economic Activity, Census 2001 - 2011	29
Figure 10.	Full Time, Part Time and Self-Employment, Census 2011, National Records of Scotland	29
Figure 11.	Employment by Industry, Census 2011	30
Figure 12.	Economic Inactivity, Census 2001 and 2011	31
Figure 13.	Health, Census 2001 and 2011	32
Figure 14.	Educational Attainment, Census 2001 and 2011	33
Figure 15.	Newburgh SIMD 2016 Quintile Rank	34
Figure 16.	Household Car/Van Ownership, Census 2011	35
Figure 17.	Car/Van Owning Households, Census 2001 and 2011	36
Figure 18.	Location of Households with no Cars/Vans, Census 2011	36
Figure 19.	Travel to Work, Census 2011, National Records of Scotland	37
Figure 20.	Distance Travelled to Work, Census 2011, National Records of Scotland	38
Figure 21.	Top Destinations for Employment from Newburgh	39
Figure 22.	Origins and Modes of Work Trips into Newburgh, Census 2011	41
Figure 23.	Distance Travelled to Place of Study, Census 2011, National Records of Scotland	42
Figure 24.	Method of travel to work or study, Census 2011, National Records of Scotland	42
Figure 25.	Walking and Cycling Network around Newburgh, Open Street Map, 2019	45
Figure 26.	Cycling network across East Fife, Open Street Map and Sustrans, 2019	46
Figure 27.	Fife Coastal Path (Fife Coast and Countryside Trust, 2019)	46
Figure 28.	Bus Network in the Vicinity of Newburgh, 2018, Fife Council	49
Figure 29.	Newburgh Bus Stop Locations, Naptan 2019	50
Figure 30.	Rail Network in the Vicinity of Newburgh	52
Figure 31.	Entries and Exits Time Series for Perth, Cupar and Ladybank rail stations	53
Figure 32.	Relative Access to Public Transport, Fife LTS	57
Figure 33.	Flexibus Operating Area	59
Figure 34.	Road Network Around Newburgh	60
Figure 35.	Areas of Congestion in Fife, 2006, Fife LTS	61
Figure 36.	Areas of Congestion in Perth, 2009, Shaping Perth's Transport Future	61
Figure 37.	Traffic Volumes 2004, Fife LTS	62
Figure 38.	Condition of Road Network, 2006, Fife LTS	63
Figure 39.	Road Traffic Accidents 2014-2018, Crashmap	63
Figure 40.	Public Consultation Paper Survey, NTSG Pre-appraisal report, 2018	67
Figure 41.	Public Consultation Online Survey, NTSG Pre-appraisal report, 2018	67
Figure 42.	Online Travel Survey Results, NTSG Pre-appraisal report, 2018	68
Figure 43.	Stakeholder and public comments	69
Figure 44.	Mapping of Problems, Opportunities, Issues, Constraints, Policies and TPOs	90

Figure 45. Mapping of Options and TPOs

95

## LIST OF TABLES

Table 1.	Population, Census 2001 - 2011	26
Table 2.	Population Age Structure, Census 2001 and 2011	26
Table 3.	Population Migration, NOMIS 2011	27
Table 4.	Trend in Car/Van Ownership per Household, Census 2001 and 2011	35
Table 5.	Mode of Travel to Key Work Locations, Census 2011	40
Table 6.	Bus Services to/from Newburgh, Stagecoach, M&W, 2019	48
Table 7.	Travel Time Comparison, Bus and Car (Google maps and Traveline, 2019)	50
Table 8.	Travel Cost Comparison, Bus and Car, Stagecoach and Traveline, 2019	51
Table 9.	Ladybank Rail Station Key Statistics, Fife Passenger Rail Usage Survey Report 2018	54
Table 10.	Cupar rail station key statistics, Fife Passenger Rail Usage Survey Report 2018	55
Table 11.	Perth rail station key statistics, TACTRAN Passenger Rail Usage Survey Report 2018	56
Table 12.	Medium and Longer Distance Travel by Transport Mode	56

## **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 this transport appraisal seeks to collate, review and progress this option. In particular, the study builds on the Newburgh and Area North Fife STAG Pre-appraisal Transport Study, carried out by the NTSG in 2018.
- 1.1.3 The study is being funded through a proportion of a £2 million Transport Scotland's Local 2018 Rail Development Fund (LRDF) which aims to provide funding for the development of community led options to improve local rail connections. Nevertheless, the transport appraisal allows for investigation of multi-modal transport options.

### **1.2 Purpose of the Report**

- 1.2.1 The purpose of this report is to present an evidence-based Initial Appraisal: Case for Change for Newburgh. It provides relevant socio-demographic and transport information related to the study area which leads to the identification of the key transport problems, issues, opportunities and constraints facing Newburgh. These are supplemented by an extensive stakeholder and public engagement.
- 1.2.2 The report also sets out the Transport Planning Objectives (TPOs) that were established on the basis of the identified problems and opportunities for the area. Moreover, a list of potential options, that could help alleviate the identified or perceived problems, and realise the potential opportunities, is presented. The report then concludes with recommendations and next steps.

### **1.3 Project Steering Group**

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

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

## 2. METHODOLOGY

### 2.1 Overview

2.1.1 The follow sections summarise the various studies and approaches informing the Case for Change.

### 2.2 Scottish Transport Appraisal Guidance

2.2.1 As required by the LRDF process, the study is being undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG). This provides a framework to assess the performance of different transport options to address the identified problems, opportunities, issues and constraints, and present the results in a consistent manner to inform 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 set out and the generation process undertaken to provide a list of possible options to address the problems and opportunities;
- Initial Appraisal (Preliminary Options Appraisal): potential options are appraised against the TPOs, five STAG criteria and factors concerning deliverability, to ensure that they are likely to fulfil the study's requirements;
- Detailed Appraisal (Detailed Options Appraisal): involving more detailed consideration of potential options taken forward following the Initial Appraisal, and presenting the outcomes to inform investment decision makers. The Detailed Appraisal also includes proposals for monitoring and evaluation; and
- Post-Appraisal: key elements of this stage involve the application of the monitoring and evaluation proposals developed as part of the appraisal.

### 2.3 Stakeholder Engagement

2.3.1 Consultation and engagement are both important aspects of the STAG process. They provide an opportunity for stakeholders and local community to contribute to the various stages of the appraisal process and can add value to a greater understanding of challenges and opportunities.

2.3.2 It is recognised that a large scale consultation was already undertaken by NTSG during 2017-2018, as part of the development of their Pre-appraisal work. Their consultation findings were supplemented by SYSTRA's consultation with key stakeholders in 2019, in order to verify, and where appropriate, update the findings, as well as to further develop an understanding of the current situation and the Case for Change.

2.3.3 The combined consultation exercise included a variety of formats to allow as many stakeholders as possible to participate. These included:

- Group workshops;
- Individual meetings;
- Telephone interviews;



- Online public survey;
- Open local consultation events; and
- Email correspondence with stakeholders and local businesses.

## **2.4 Collation of Baseline Data**

2.4.1 A wide range of information and data sources was used to help establish the current situation within the study area. Whenever possible, the latest available data was used and included:

- Census 2001 and 2011;
- National Records for Scotland;
- Scottish Household Survey;
- InFuse, UK Data Service;
- Transport Scotland data including transport forecasts;
- Office of Rail Regulator station surveys;
- TACTRAN and SEStran rail station surveys (2018);
- Official labour market statistics (NOMIS);
- NHS health profiles;
- Fife Council local data and area profiles;
- Open source map and GIS resources;
- Information from transport operators; and
- Information from active travel infrastructure and facilities providers.

## **2.5 Newburgh Train Station Group 2018 STAG Pre-Appraisal Report**

2.5.1 Where appropriate, this Pre-appraisal draws on data from the Newburgh and Areas North Fife STAG Pre-appraisal report prepared by NTSG in 2018 as it is recognised that a significant amount of information was already gathered throughout the development of their study report.

2.5.2 It is understood that although the pre-appraisal report was discussed with Transport Scotland (TS) during 2018, formal comments were not issued on the report by TS until August 2019. These included:

- No policy section included;
- No clear evidence to support identified problems;
- Much of baseline evidence seems anecdotal;
- Lack of clarity on the problems;
- Lack of clarity on the quantified results and findings of the consultation;
- Bus problems not clearly identified and would benefit from further investigation / consultation;
- Lack of details on any problems on the existing road network;
- Lack of evidence to show that economic growth is being suppressed;
- Lack of analysis of the existing active travel facilities/opportunities;
- Not enough evidence to show how the TPOs were developed;
- In the context of STAG, the opportunities listed were options.

- 2.5.3 Therefore, to assuage TS of any concerns, all data that was taken directly from the previous study within this appraisal was verified and supplemented with additional evidence.

## 2.6 Other Concurrent Studies

- 2.6.1 At the time of writing, a parallel study is being conducted by the Tayside Regional Transport Authority, TACTRAN. The study is looking at the feasibility and deliverability of a range of potential transport interventions at South Perth, one outcome from which might include the provision of a new rail halt at the proposed new settlement at Oudenarde.
- 2.6.2 It is recognised that as both studies progress to more detailed assessments, each study should take cognisance of the outcomes from the other. As such, the South Perth study is considered under Issues within this Pre-appraisal.

### 3. POLICY REVIEW

#### 3.1 Overview

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

##### **National Policies and Plans:**

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

##### **Regional Policies and Plans:**

- TAYPlan Strategic Development Plan, 2017
- SEStran Regional Transport Strategy 2008 – 2023
- Tay Cities Deal, 2019

##### **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
- Newburgh and Oudenarde: Initial Rail Demand Feasibility Study, 2015

#### 3.2 National Policies and Plans

##### **National Planning Framework 3, 2014**

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

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

- 3.2.2 In terms of this study, NPF3 refers to the **north of Fife as a strategic growth area** with a focus for new housing and business development. This is largely because of the near proximity to Perth, which is considered to be a strategically important gateway to the north and north east of the country due to its central location within Scotland's road and rail network.<sup>1</sup> It is clear that any future development areas will need access to a suitable transport infrastructure to support their growth.

#### Scottish Planning Policy, 2014

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

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

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

#### Transport Scotland National Transport Strategy, 2016

- 3.2.5 Scotland's National Transport Strategy was originally published in December 2006 to act as an enabler of economic growth.
- 3.2.6 A refresh to the Strategy was prepared in January 2016. Its aim is to support businesses in achieving their local, national and international objectives and to improve the lives of individuals and communities by **providing connections to future economic development**.
- 3.2.7 The NTS sets a framework for the Scottish transport up to 2026, around the following vision:

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

<sup>1</sup> NPF3, page 24

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

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

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

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

3.2.10 This study will therefore need to take cognisance of the objectives and outcomes, and ensure it aligns with them.

3.2.11 The NTS will be superseded by the NTS2 which is currently being finalised.

#### Infrastructure Investment Plan, 2015

3.2.12 The Scottish Government's Infrastructure Plan was published in 2015 and sets out the priorities for investment in public infrastructure in Scotland.

3.2.13 Of relevance to this study, it notes that **investment in the rail infrastructure between Aberdeen and the Central belt** will support improved connectivity and journey times for passenger services and an improved capability for rail freight. It further states that **improved station environments** will also be delivered **at Perth** and the Highland main **railway line between Perth and Inverness will be upgraded** by adding passing loops and increasing line speeds.

#### Scottish Government Economic Strategy, 2015

3.2.14 Scotland's Economic Strategy focuses on *"the two mutually supportive goals of increasing competitiveness and tackling inequality"*. The Strategy outlines the following four priorities to support sustainable growth across the country, which this study will take cognisance of. The priorities include:

- **Investing in our people and our infrastructure in a sustainable way;**
- **Fostering a culture of innovation and research and development;**

- **Promoting inclusive growth** and creating opportunity through a fair and inclusive jobs market and regional cohesion; and
- Promoting Scotland on the international stage to boost our trade and investment, influence and networks.

#### Strategic Transport Projects Review, 2008

- 3.2.15 The Strategic Transport Projects Review (STPR), published in December 2008, sets out the Scottish Government's 29 transport investment priorities over the period to 2032. Some of these priorities are likely to impact on this study, including recommendations for **rail capacity and service enhancements towards Central belt and north of Scotland**.
- 3.2.16 Through Transport Scotland, the Scottish Government is currently taking forward the next review of projects (STPR 2) and reporting from this is expected to be complete in 2020.

#### Scotland Route Study, Network Rail, 2016

- 3.2.17 The Scotland Route Study presents a vision of the railway in 2043, and sets out a strategy “for realising this vision in ways that are deliverable and likely to provide value-for-money for passengers and funders”.
- 3.2.18 The strategic objectives set in the study aim to enable economic growth by:
- **Improving connectivity:**
    - To/from the retail, leisure and tourism sectors of the economy
    - Business to business connectivity
    - Connecting communities
  - **Improving accessibility:**
    - Improving access to workers for businesses
    - Access to employment and training opportunities
  - **Reducing carbon and transport sector’s impact on the environment**
  - **Improving integration** across the transport network
  - Reducing safety risks for the general public
  - Improving affordability and value for money
- 3.2.19 Options that have been recommended for progression and of relevance to Newburgh include:
- **Central Belt to Inverness enhancements;** and
  - **Ladybank to Hilton Junction enhancements to improve capacity and journey times.**

### 3.3 Regional Policies and Plans

#### TAYPlan Strategic Development Plan, 2017

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

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

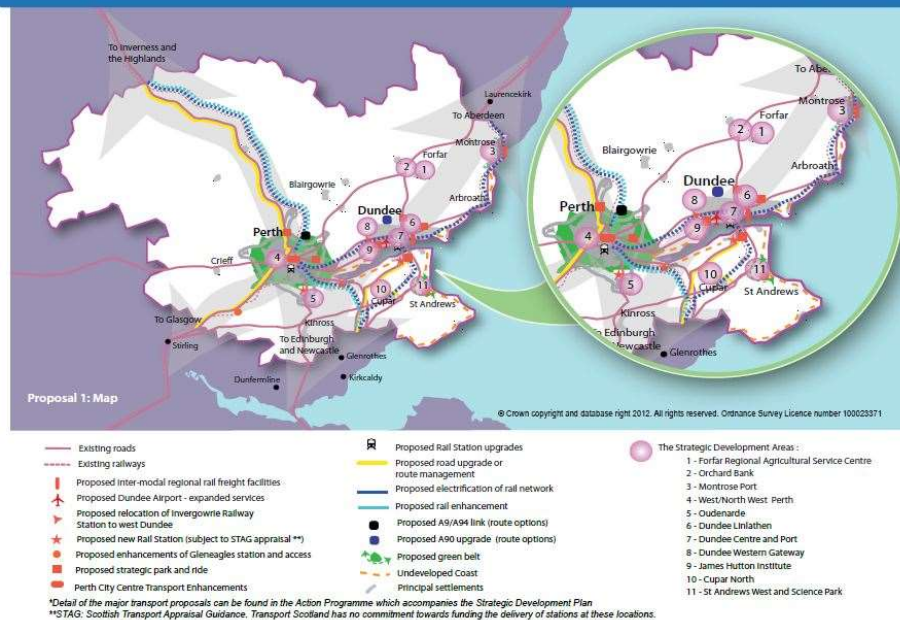


Figure 1. TAYPlan 20 year proposals (2012-2032)<sup>2</sup>

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

<sup>2</sup>TAYPlan Strategic Development Plan



### SEStran Regional Transport Strategy 2008 – 2023

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

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

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

- 3.3.6 Of relevance to this study, are the Strategy's Main objective themes, that this study will need to take cognisance of, and which include:

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

### Tay Cities Deal, 2019

- 3.3.7 The aim of the Tay Cities Deal is to bring together public, private and voluntary organisations in council areas of Angus, Dundee City, Perth & Kinross and the North East area of Fife, aiming to create "a smarter and fairer region". These local authorities and their Partners have negotiated with the UK and Scottish Governments and secured investment and greater local powers which will be used to encourage skills development



and progress infrastructure such as roads, rail links, buildings and communications networks.

3.3.8 The investments include up to £150 million over 10-15 years, subject to final approval of robust business cases. It is believed that this investment has the potential to secure over 6,000 jobs and attract over £400 million in investment over the next 10-15 years.

3.3.9 In terms of this study, the investments mentioned which are relevant to Newburgh and North Fife area include:<sup>3</sup>

- Up to £15 million in a **Perth Bus and Rail Interchange project** subject to detailed consideration of future plans for the rail infrastructure in and around Perth Station and completion and agreement of appropriate appraisal, business case and statutory processes.
- **Building on world-class locations such as St Andrews**, the Scottish Government will invest £37 million, subject to approval of a programme business case, to support a Regional Culture and Tourism Investment Programme that will invest in key economic assets in culture and tourism. The Programme will be developed in conjunction with the private sector and with national agencies and will be designed to maximise the use of public funds and leverage additional private sector investment. It will invest in a wide range of assets to ensure that the entire region can continue to develop its national and international visitor offer.
- **Delivering marine tourism infrastructure including moorings off Newburgh** and Errol, pontoons in Tayport and other four sites and improvements to Dundee marina.

## 3.4 Local Policies and Plans

3.4.1 There are a number of local policies and plans that give context to journeys to and from Newburgh, including the Fife Local Development Plan and the Local Transport Strategy for Fife. In addition, trips to and from Perth are included as being one of the main attractors for journeys from Newburgh. Any plans for Perth are therefore likely to impact on journeys to and from Newburgh.

### Fife Local Development Plan, 2017

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

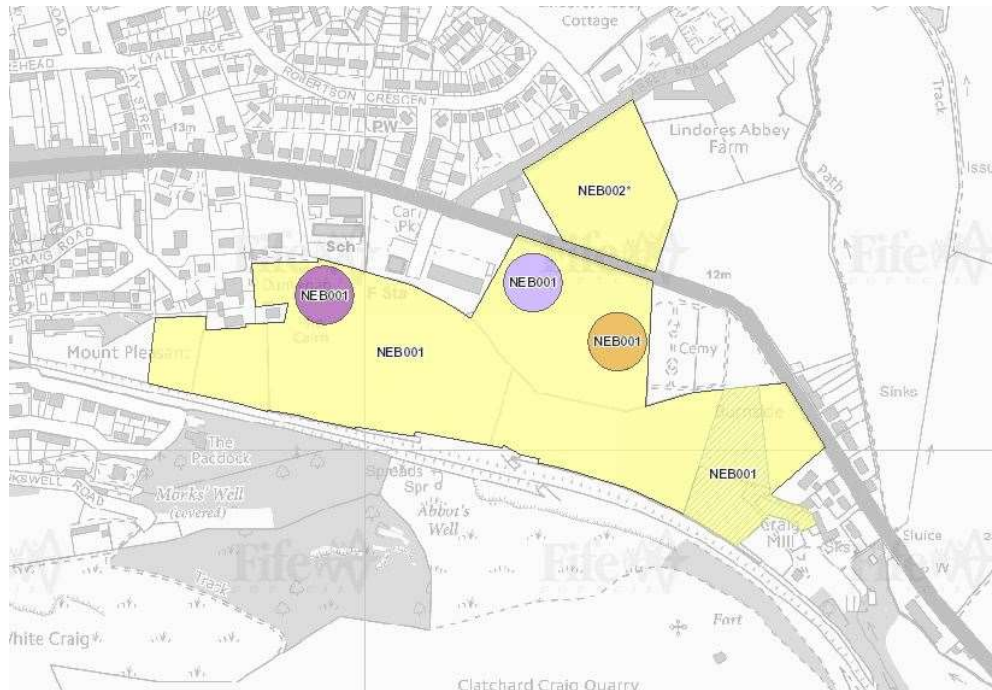
3.4.3 There are two committed projects listed in Newburgh, which are shown in Figure 2:

- **A development site south of Cupar Road.** The proposed development will consist of: 8.8ha (225 units) of housing, 1ha of employment, 0.6ha of primary school

<sup>3</sup> Tay Cities Region Deal, Head of Terms Agreement, November 2018

expansion and 1.2ha of cemetery expansion. The proposals will require the developer to prepare a transport assessment to determine necessary infrastructure improvements; and

- **A development on land north of Cupar Road.** The proposed development will consist of 1.9ha (50 units) of housing and a high-quality development frontage on to the A913 including tree planting and other features to reflect rural character. Again, a transport assessment supporting the development will be required.



**Figure 2. Newburgh Developments Mentioned in the Fife LDP<sup>4</sup>**

- 3.4.4 The Fifeplan's spatial strategy also proposes a significant number of **employment development areas** including in **Cupar, Glenrothes, Kirkcaldy, St Andrews, Levenmouth and south-west Fife**. These locations may provide further employment opportunities for Newburgh residents and are indicated in Figure 3.
- 3.4.5 These opportunities will likely induce additional trip-making to destinations to the east of Newburgh.

<sup>4</sup> <http://arcgisweb.fife.gov.uk/LocalViewEXT/Sites/LDP1adopted/>

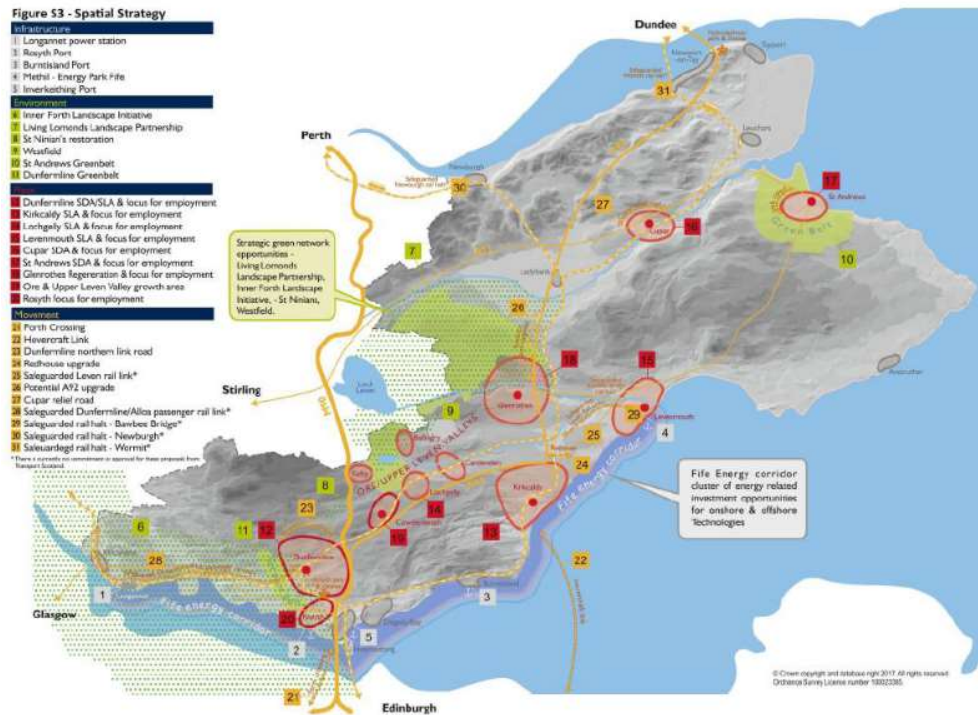


Figure 3. Fifeplan Spatial Strategy, Page 15

### Local Transport Strategy for Fife 2006-2026, 2006

- 3.4.6 The Local Transport Strategy (LTS) for Fife was prepared in 2006. It lists ten objectives, grouped into two themes, and divides the actions to achieve these into different time stages: Key Targets, 3-5 Year Targets and Longer Targets (10-20 Years). Figure 4 gives details of the objectives.
- 3.4.7 Of relevance to this study, the Strategy recognises that whilst **car use** is essential and convenient for most, its use is **placing a significant strain on the Economy, Communities & Environment** because of increased congestion, community severance and pollution. It then highlights the **need to better balance people's travel choices** and promote a more sustainable approach to travel. **Access to health care** services is recognised as a **major issue** throughout Fife.
- 3.4.8 The Strategy also mentions a **potential new rail station at Newburgh** as part of a **longer-term target for investigation**. A high-level assessment of the project rates it as achieving a positive impact in a wide range of the LTS objectives. It also gives an outline cost estimate of £2.5m for the project.

## TRANSPORT THEMES

### Access for All

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

### Travel Safety

**Objective:** To improve safety for all forms of transport.

### Changing Travel Habits

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

### Management and Maintenance of Transport Infrastructure

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

### Transport and Land Use Planning

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

### Integrated Transport Networks

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

## TRAVEL CHOICES

### Walking and Cycling

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

### Passenger Transport

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

### Freight Transport

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

### Cars, Motorcycles and Parking

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

The above objectives have been appraised against:

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

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

## Shaping Perth's Transport Future, 2011

- 3.4.9 Shaping Perth's Transport Future sets out the transport strategy for Perth and the wider region. It includes a vision for the region that aims to "provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility."
- 3.4.10 This vision is supported by strategic objectives, which this study will take cognisance of, and which include:
- To improve and maintain the efficiency of the strategic transport network;
  - To improve and maintain the efficiency of the local transport network;
  - To enable more effective management of incidents and events;
  - To work towards meeting national air quality standards and prevent further breach/exceedance;

- To **reduce transport emissions** which contribute to climate change, in line with national guidance;
- To improve the safety of the strategic and local transport network;
- To increase the proportion of short trips by more sustainable modes; and
- To **improve accessibility** to key facilities (e.g. health, education, leisure facilities, key employment areas, the City Centre and tourist attractions).

3.4.11 Of relevance to this study are also the key transport problems identified within the document, and which may impact on trips to and from Newburgh. These include:

- **Walking and Cycling** – considered **unattractive due to heavily trafficked roads** in the city centre and on key routes leading to the centre;
- Bus network – **congestion at key junctions impacting on reliability of journey times** and compromising the operation of existing bus priority measures;
- Local Road Network – **congestion in the city centre**;
- **Air Quality** – Perth Air Quality Management Area designated in Perth city centre and wider city region in 2006 as a result of air quality being below the required standards with transport identified as a key contributing factor.

#### Perth West Masterplan, 2015

3.4.12 Of relevance to this study is also the proposed development to the west of Perth City, 'The Perth West Masterplan', which may provide employment opportunities for Newburgh residents. The site has been identified within the Perth and Kinross LDP as site H70 and is proposed for the development of 3,000+ residential units, 25ha of employment land, 2 primary schools and community facilities.<sup>5</sup> The site location is shown in Figure 5.

3.4.13 The employment opportunities brought forward as part of the Perth West proposals may encourage additional trip-making to and from Newburgh.

<sup>5</sup> <https://www.pkc.gov.uk/article/15075/Perth-West-Charrette-and-Masterplan-Framework>





**Figure 5. Perth West Site Location (Perth West Masterplan Framework Report, 2015, Ironside Farrar)**

**Newburgh and Oudenarde: Initial Rail Demand Feasibility Study, 2015**

- 3.4.14 In 2015, a Working Group comprising SEStran, Tactran, Fife Council and Perth & Kinross Council commissioned a feasibility study of potential new station openings at Oudenarde and/or Newburgh in the Fife Council and Perth & Kinross Council areas. The feasibility work examined if there was sufficient evidence to undertake a much fuller appraisal. The study investigated the potential impacts on the existing services and gathered early views of the rail industry on any new station on this section of the route.
- 3.4.15 The study also looked at the introduction of an hourly stopping service on Edinburgh – Perth services with options tested for Newburgh only and Oudenarde only. Although boarding and alighting levels were predicted to be considerably higher at Oudenarde, the much **higher benefits per passenger for users of Newburgh station** resulted in a greater total economic benefit for Newburgh station. Benefits per passenger for users of Newburgh station were predicted to be greater due to the relative difference between existing and future generalised cost being greater for Newburgh users than Oudenarde. This was due to the less attractive existing public transport and car journey times to/from Newburgh compared to Oudenarde. This approach looked at improved rail transport but did not consider improved bus services.

### 3.5 Summary

3.5.1 This section has reviewed some of the wider planning, transport and economic policies and strategies pertinent to the study area. In terms of setting the context for this transport appraisal, it can be seen that the policies seek to deliver opportunities in terms of:

- Improving accessibility, connectivity, widening travel choices and reducing emissions;
- Enhancing services and rail capacity between the Central belt and both, Inverness and Aberdeen;
- Investigating the potential for a new rail station at Newburgh;
- Providing improved transport infrastructure and facilities through new housing and employment developments; and
- Supporting Newburgh's historical assets and moorings off Newburgh.

3.5.2 In addition, the main issues arising from the review relevant to Newburgh include:

- Focussing employment and key development growth areas in Cupar, Perth, Dundee, Glenrothes, Kirkcaldy, St Andrews, Levenmouth and south west Fife, which are likely to induce additional trip-making; and
- Access to health care throughout Fife.

## 4. SOCIO-ECONOMIC CONTEXT

### 4.1 Overview

- 4.1.1 The initial stage of the STAG process is establishing the current situation within the study area. This includes developing an understanding of the socio-economic context, transport network and the implications of any planned developments within the area.
- 4.1.2 The aim of this chapter is therefore to provide background and context to the study area in terms of its population, deprivation, economic activity, car ownership levels, education attainment and travel to work in order to inform the identification of problems, opportunities, issues and constraints in the area.

### 4.2 Economic Outline

- 4.2.1 Newburgh is a small town that lies on the south bank of the River Tay in Fife, approximately 19 km (12 miles) southeast of Perth, 13 km (7.5 miles) east of Bridge of Earn, 17 km (11 miles) north west of Cupar and 22 km (14 miles) north of Glenrothes. Based on the Scottish Government definition, Newburgh falls within a rural area.
- 4.2.2 Figure 6 shows the location of Newburgh. For the purposes of this study, the data analysis is predominantly based on 'Newburgh 2011 Census datazones', also indicated in Figure 6.



**Figure 6. Study Area**

- 4.2.3 For many years, Newburgh functioned as a town in the fullest sense with a burgh council and varied industries, including large scale quarrying, salmon fishing, weaving, sail and rope making, port facilities for transhipments from the Firth of Tay up to Perth, a large, dominant linoleum works and other supporting trades linked to the surrounding agricultural sector. However the decline of these industries and the final demolition of



the linoleum works in 1987 symbolised the downturn of Newburgh as a productive centre.<sup>6</sup>

- 4.2.4 At present, Newburgh has basic community facilities including a primary school, a doctor's surgery, a care home and a few local shops along its High street. There is no secondary school, higher education, hospital or wider leisure or shopping facilities. For these facilities/services, Newburgh residents tend to travel to nearby towns and cities, including Perth, Cupar, Glenrothes, Kirkcaldy, Dundee and Edinburgh.
- 4.2.5 Some of Newburgh's key attractions include Lindores Abbey whisky distillery (which opened in 2017), and a recreational waterfront linked to the Mugdrum Park and the Fife Coastal Path, located on the site of the former linoleum works. The area has also a number of historical sites including Denmylne Castle, Macduff's Cross and Lindores Abbey.
- 4.2.6 A new, circa 12 hectares mixed use housing and employment site, which also includes a provision for Newburgh primary school expansion, is proposed to the east end of the town. Other existing employment opportunities in the area include the Local Authority, agriculture, tourist industry and Breedon Clatchard Craig Quarry (aggregates, asphalt and surfacing). The area is also expected to benefit from the Tay Cities Deal which is to provide mooring facilities on the River Tay off Newburgh.

Main point – Prior to the decline of traditional manufacturing industries, Newburgh was an important employment centre for the area. It now has only basic community facilities and its residents tend to rely on nearby towns and cities for access to employment, secondary school, higher education, and wider health and leisure facilities. Newburgh includes sites of historical importance and proposals for new housing, employment and tourism development.

### 4.3 Population

- 4.3.1 According to Census 2011, Newburgh has a population of 2,899 split across four distinct Census datazones as follows:
- Newburgh West and Lochmill: 817;
  - Newburgh North East and Braeside of Lindores: 591;
  - Newburgh East: 899;
  - Flisk, Lindores and Luthrie: 592.
- 4.3.2 As shown in Table 1 there was a 12% increase in the Newburgh population over the 2001-2011 period, compared with a 5% increase each for Fife and Scotland as a whole.

<sup>6</sup> Newburgh and Areas North Fife STAG Pre-appraisal 2018, page 20

**Table 1. Population, Census 2001 - 2011**

Area/Time	Population 2001-2011	
	Population	Population Increase
Newburgh 2001	2,594	
Newburgh 2011	2,899	12%
Fife 2001	349,429	
Fife 2011	365,198	5%
Scotland 2001	5,062,011	
Scotland 2011	5,295,403	5%

4.3.3 In terms of the population age structure, Table 2 shows that Newburgh has a lower proportion of population of working age (63%) in comparison to Fife (68%) and Scotland as a whole (66%). The data also suggests that whilst Fife and Scotland experienced growth in working age population overall between 2001 and 2011 by 4% and 1% respectively, Newburgh's figures dropped by 2%.

4.3.4 The table also reveals that Newburgh has slightly higher than average proportion of population over 65 years of age (20%) in comparison to Fife (18%) and Scotland (17%). Between 2001 and 2011 the growth of this age group in Newburgh was 3%, whilst the increase across the region and nationally was 1%. The National Records of Scotland predicts a further increase for those of pensionable age between 2016 and 2026, 6% in Fife, compared with 5% for Scotland overall.

**Table 2. Population Age Structure, Census 2001 and 2011**

Area/Time	Age grouping			% Change		
	0-15	16-64	65+	0-15	16-64	65+
Newburgh 2001	18%	65%	17%			
Newburgh 2011	17%	63%	20%	-1%	-2%	3%
Fife 2001	20%	64%	16%			
Fife 2011	18%	68%	18%	-2%	4%	1%
Scotland 2001	19%	65%	16%			
Scotland 2011	17%	66%	17%	-2%	1%	1%

*Note: Any difference in sum is due to rounding*

Main point – Newburgh has above average population over 65 years old in comparison to Fife and Scotland as a whole, which is predicted to increase.

## 4.4 Migration

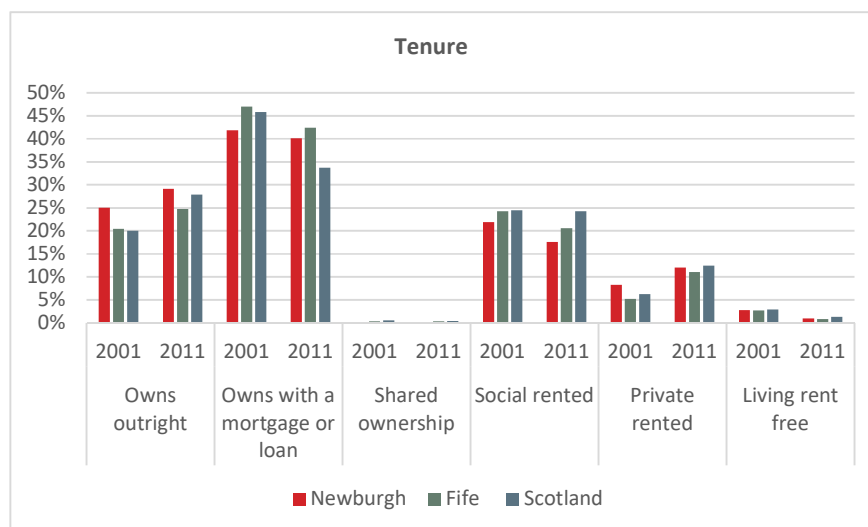
4.4.1 The net migration data, taken from NOMIS 2011, shows that there was a positive (+26) net migration to Newburgh. Table 3 also indicates that the level of migration for Newburgh (0.9%) follows the regional average (0.9%) as well as that for Scotland as a whole (1.1%).

**Table 3. Population Migration, NOMIS 2011**

Area/Time	Moved in	Moved out	Net Migration	% of Population
Newburgh 2011	263	237	26	0.9%
Fife 2011	12,360	8,935	3,425	0.9%
Scotland 2011	102,720	42,820	59,900	1.1%

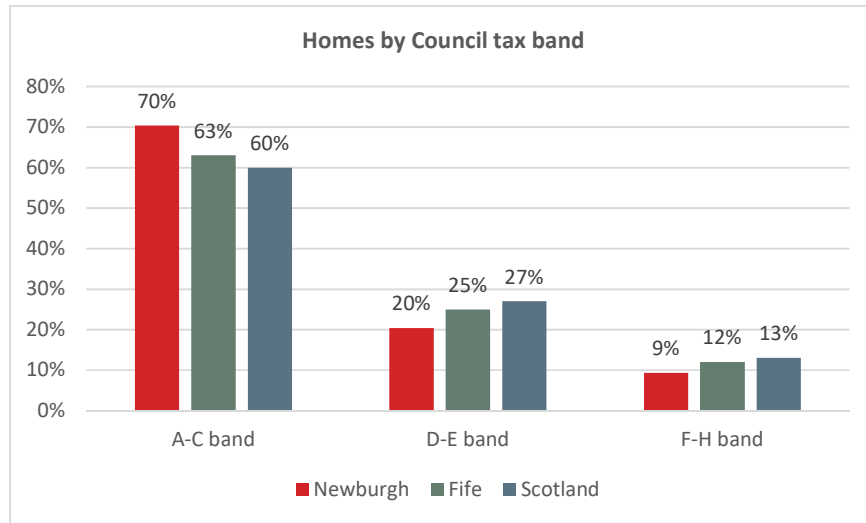
## 4.5 Tenure

- 4.5.1 When tenure is considered, Figure 7 shows that Newburgh has the highest proportion of homes owned outright (29%) in comparison to Fife (25%) and Scotland (28%) as a whole, although the rate of the increase between 2001 and 2011 was lower for Newburgh and Fife (+4%) in comparison to Scotland as a whole (+8%).
- 4.5.2 The data also shows that 40% of Newburgh population owns a home with a mortgage or loan, which is less than across Fife (42%), but more than in Scotland (34%). The rate of the decrease between 2001 and 2011 was the lowest for Newburgh (-2%) when compared to Fife (-5%) and Scotland (-12%).
- 4.5.3 Drops also occurred in socially rented homes in Newburgh and Fife (by -4% each between 2001 and 2011), and there were 6% increases in people renting in the private sector between 2001 and 2011, although only 4% increase for Newburgh.



**Figure 7. Tenure, Census 2001 - 2011**

- 4.5.4 Based on Council tax property valuations, taken from the National Records of Scotland, Estimates of Households and Dwellings in Scotland, 2017 (Figure 8), it can be seen that Newburgh has a higher percentage of dwellings in the lower Council tax category and lower percentage of homes in the medium and high Council tax categories when compared to Fife and Scotland. This suggests that property values are lower in Newburgh than across Fife and Scotland.

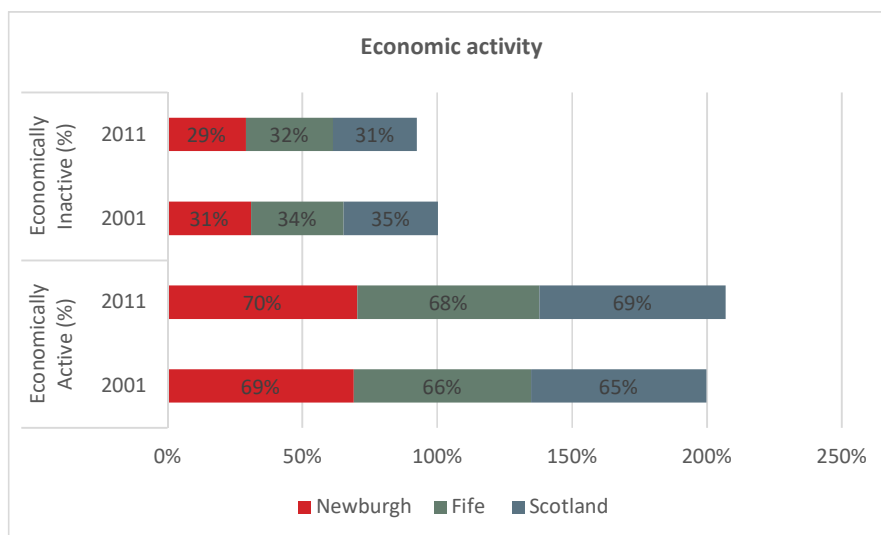


**Figure 8. Properties by Council Tax Band, National Records of Scotland, 2017**

**Main point – Homes by Council tax categories suggest that property values in Newburgh are lower than across Fife and Scotland.**

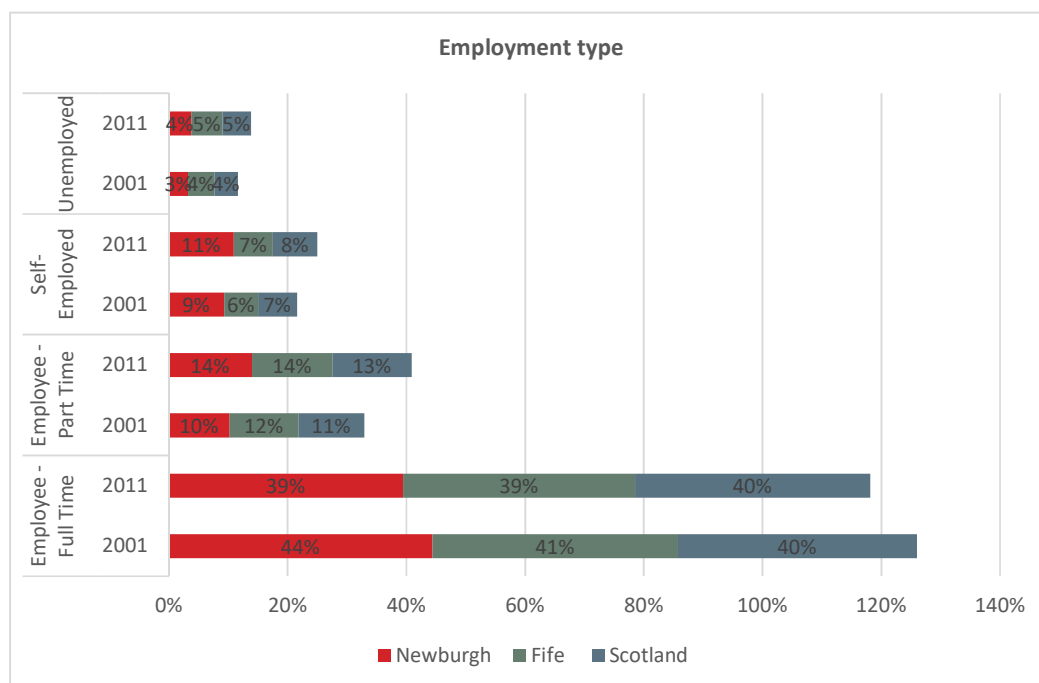
## 4.6 Employment

- 4.6.1 Figure 9 shows the proportion of people aged 17-74 across Newburgh, Fife and Scotland who were economically active and inactive. Economically active people include full time and part time employees, self-employed, unemployed but seeking employment, and full time students. Economically inactive include those who are retired, looking after home or family, are permanently sick or disabled, and students.
- 4.6.2 As can be seen from the figure, Newburgh has slightly higher percentage of economically active people (70%) when compared to Fife (68%) and Scotland as a whole (69%). This trend is echoed in the 2001 Census data.



**Figure 9. Economic Activity, Census 2001 - 2011**

4.6.3 Newburgh's proportion of those in full time employment (39%) is at the same level as that for Fife (39%), but slightly behind Scotland as a whole (40%) (Figure 10). The data also suggests that the proportion of full time employees in Newburgh and Fife dropped by 5% and 2% respectively between 2001 and 2011 whilst stayed at the same level nationally.

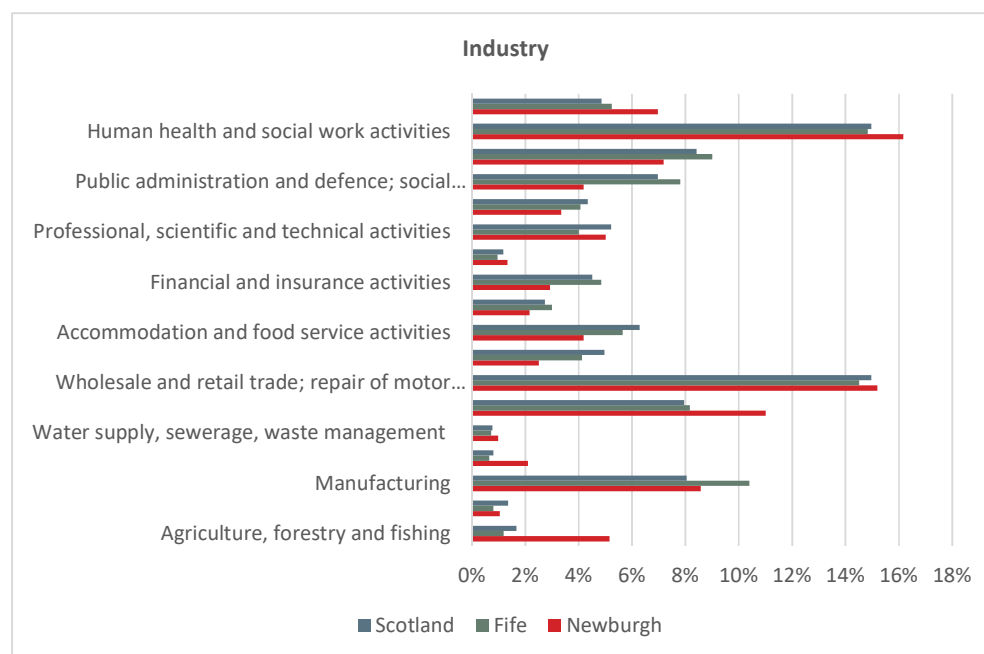


**Figure 10. Full Time, Part Time and Self-Employment, Census 2011, National Records of Scotland**

4.6.4 The proportion of part time employees in Newburgh is 14% which is the same as Fife, but slightly higher than Scotland (13%). However between 2001 and 2011, Newburgh had a

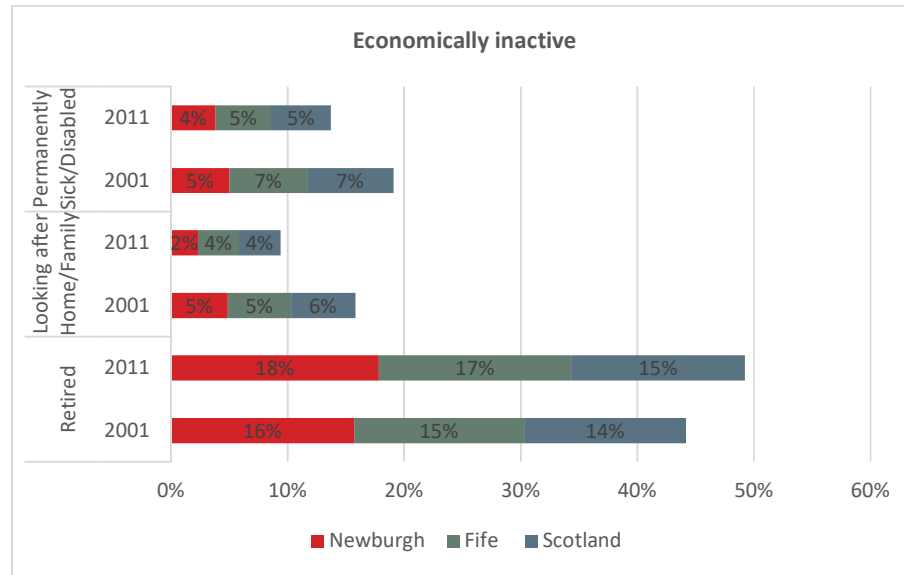
higher rise in part time employment (+4%) when compared to the region (+2%) and Scotland as a whole (+2%).

- 4.6.5 Between 2001 and 2011, Newburgh also had a higher increase in self-employment (+2%) than Fife (+1%) and Scotland (+1%). In 2011, the proportion of those that were self-employed was 11% which is higher than the region (7%) and Scotland (8%).
- 4.6.6 In 2011, the proportion of people who were unemployed in Newburgh was 4%, which is slightly less when compared to Fife (5%) and Scotland (5%). The data suggests that there was a rise in unemployment by 1% for all noted areas between 2001 and 2011.
- 4.6.7 According to NOMIS, in 2017 there were 105 business sites operating in Newburgh.
- 4.6.8 Figure 11 shows the breakdown of employment for Newburgh residents by industry, using Census data. As can be seen, the top industries include health and social work (16%), wholesale, retail and repair of motor vehicles (15%), construction (11%) and manufacturing (9%).



**Figure 11. Employment by Industry, Census 2011**

- 4.6.9 With regard to those economically inactive, Figure 12 indicates that Newburgh has the highest proportion of retired (18%) when compared to the region (17%) and the national average (15%). The data also shows that the proportion of retired people increased for all areas between 2001 and 2011.

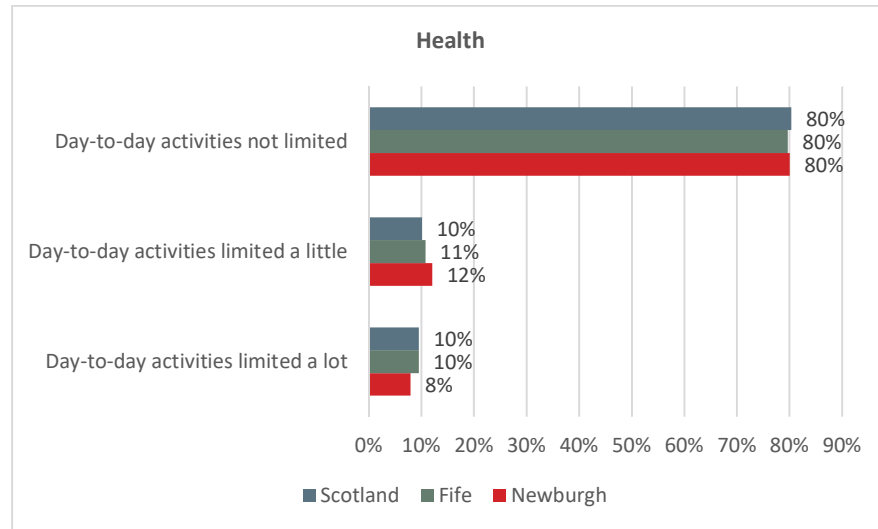


**Figure 12. Economic Inactivity, Census 2001 and 2011**

Main point – Newburgh has above average percentage of economically active people in comparison to Fife and Scotland as a whole and experienced above average drop in full time employment and above average rise in part time employment and self-employment. Key industries include health and social work, wholesale/retail, construction and manufacturing. There are therefore varying needs of access required to employment by Newburgh residents as well as times required to travel.

## 4.7 Health

- 4.7.1 Figure 7 above also shows that between 2001 and 2011 Newburgh experienced the largest drop (-3%) in those who were looking after their home or family members in comparison to Fife (-1%) and Scotland (-2%), and of these areas, has the lowest proportion of people within this category (2%). Newburgh has also a lower proportion of permanently sick/disabled (4%) in relation to Fife (5%) and Scotland (5%).
- 4.7.2 Nevertheless, Figure 13 indicates that Newburgh has a slightly higher proportion of people (12%) whose daily activities tend to be limited a little due to their health, when compared to Fife (11%) and Scotland as a whole (12%).



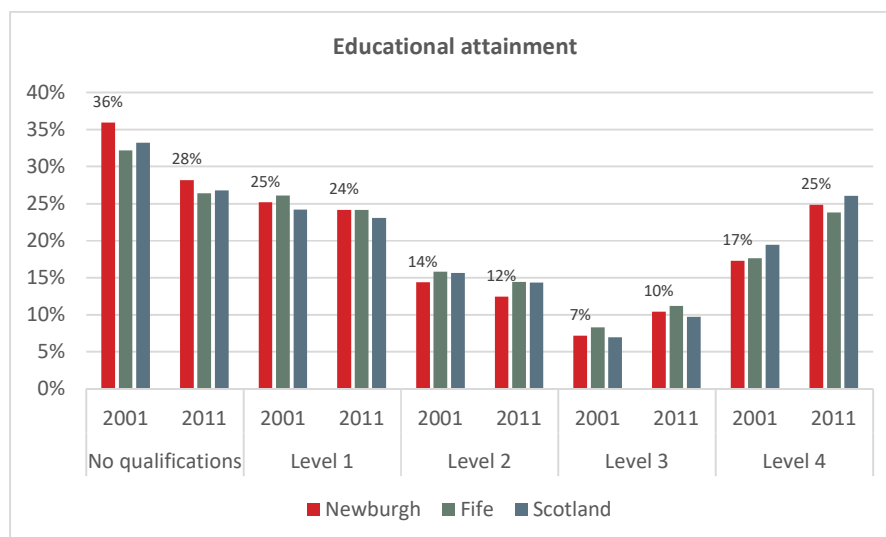
**Figure 13. Health, Census 2001 and 2011**

Main point - In comparison to Fife and Scotland as a whole, Newburgh has above average proportion of people whose daily activities tend to be limited a little due to their health, and as such may need an increased access to health facilities that are not available in Newburgh.

## 4.8 Educational Attainment

- 4.8.1 As far as student levels are concerned, Newburgh lags behind with proportionately less of the economic active and inactive categories of population classed as full time students (2%) or students (3%) compared with Fife (3% (full time students) / 7% (students)) and Scotland (4% (full time students) / 6% (students)).
- 4.8.2 In terms of educational attainment, Figure 14 shows that whilst Newburgh experienced the largest drop in the proportion of people with no qualifications (-8%) between 2001 and 2011 when compared to Fife and Scotland (-6%), of the three areas, it has the highest proportion of people with no qualifications (28% versus 26% for Fife and 27% for Scotland). At the same time, there was a rise in the proportion of people with Level 4 qualifications (e.g. university /college degrees) between 2001 and 2011 (+8%), and the proportion of population in this category (25%) is slightly ahead of Fife (24%), but behind Scotland as a whole (26%).





**Figure 14. Educational Attainment, Census 2001 and 2011**

**Main point – Newburgh has below average proportion of students and above average proportion of people with no qualifications, when compared to Fife and Scotland as a whole.**

## 4.9 Deprivation

4.9.1 The Scottish Index of Multiple Deprivation (SIMD) 2016 is the Scottish Government official tool for identifying the most deprived areas in Scotland. The index can be used to help identify areas which may be of greater need for public support and interventions.

4.9.2 SIMD shows where Scotland's most deprived areas are across seven different domains of deprivation. The domains are measured using a number of indicators to form ranks for each domain and presented at a datazone level. Each of the seven domain ranks are then combined to form the overall SIMD.<sup>7</sup>

4.9.3 The seven different SIMD domains and their indicators are as follows<sup>8</sup>:

- Income - percentage of people who are income deprived and receive certain benefits or tax credits;
- Employment - percentage of working age people who are employment deprived and receive certain benefits;
- Health – includes indicators such as mortality ratio, hospital stays due to alcohol or drug misuse, emergency hospital stays, and the proportion of population being prescribed drugs for anxiety, depression or psychosis;
- Education – includes indicators such as school pupil attendance, attainment of school leavers, working age people with no qualifications, proportion of people aged 16-19 not in full-time education, employment or training, and proportion of 17-21 year olds entering into full time higher education;

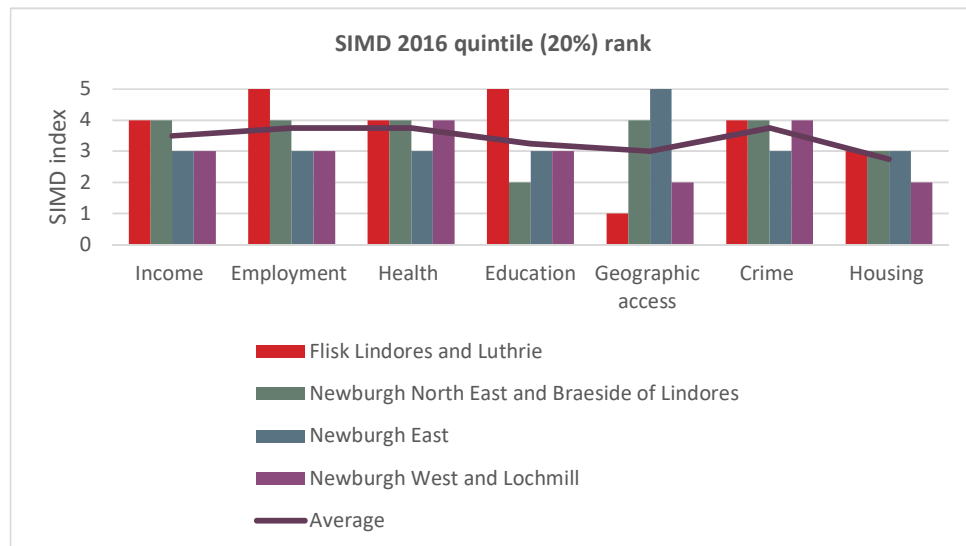
<sup>7</sup> SIMD16 Technical Notes, page 5

<sup>8</sup> SIMD16 Indicators, page 1

- Geographic access to services – considers the average drive time to a petrol station, a GP surgery, a post office, a primary school, a secondary school, a retail centre, and public transport travel time to a GP surgery, a post office and a retail centre;
- Crime – includes recorded crimes of violence, sexual offences, domestic housebreaking, vandalism, drugs offences, and common assault; and
- Housing – considers the percentage of people living in households that are overcrowded and/or with no central heating.

4.9.4 Using a quintile ranking, which splits Scotland's datazones into 5 groups, the data shows that Newburgh has an average overall rank of 3. This means that it is roughly in the middle between the most 20% deprived and the least 20% deprived Scotland's datazones.

4.9.5 When individual domains are considered, Figure 15 shows that out of the seven domains, Education, Housing and Geographic access have a lower SIMD index overall than the remainder of the domains. The data also shows that one datazone within Newburgh (Flisk, Lindores and Luthrie) is within 20% of the Scotland's most deprived datazones in terms of Geographic access.

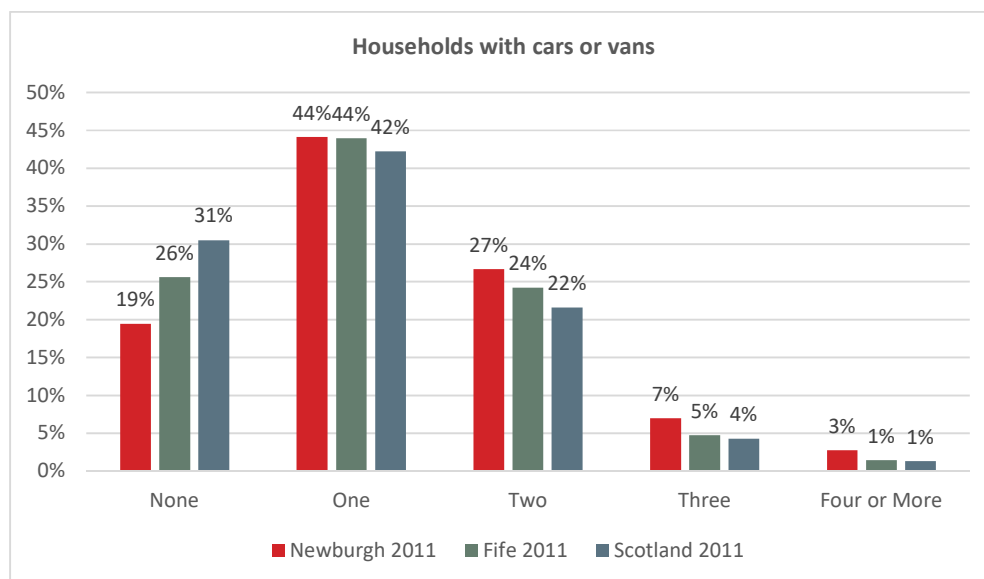


**Figure 15. Newburgh SIMD 2016 Quintile Rank**

Main point - Newburgh includes an area which is within 20% of the Scotland's most deprived datazones in terms of Geographic access.

## 4.10 Car Availability

4.10.1 As is evident from Figure 16, 19% of households in Newburgh do not have access to a car or van, which is lower than for Fife (26%) and Scotland as a whole (31%). The data also indicates that Newburgh has a higher proportion of households with two, three as well as four and more cars/vans when compared to the region and nationally.



**Figure 16. Household Car/Van Ownership, Census 2011**

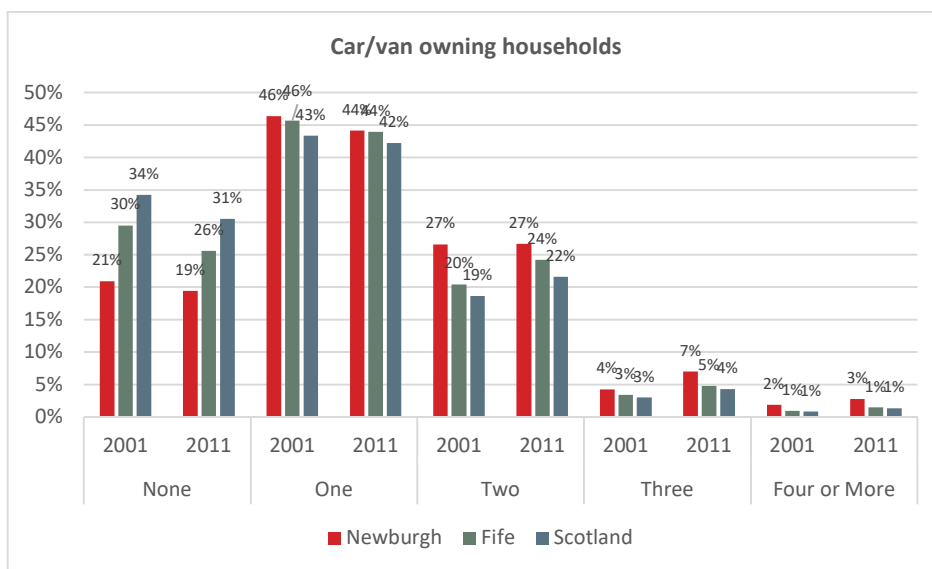
4.10.2 A comparison of the 2001 and 2011 Census data suggests that although the proportion of households in Newburgh with no car/van dropped (by 1%) between 2001 and 2011, the reduction was lower than that for the region (-4%) and nationally (-4%). Similarly, whilst the proportion of households with two and more cars increased since 2001, the increase was less for Newburgh (4%) than for Fife (6%) and Scotland (5%) as a whole. Table 4 shows the details.

**Table 4. Trend in Car/Van Ownership per Household, Census 2001 and 2011**

Area/Time	Number of cars/vans per household				% Difference	
	0	1	2+			
Newburgh 2001	21%	46%	33%			
Newburgh 2011	19%	44%	36%	-1%	-2%	4%
Fife 2001	30%	46%	25%			
Fife 2011	26%	44%	30%	-4%	-2%	6%
Scotland 2001	34%	43%	22%			
Scotland 2011	31%	42%	27%	-4%	-1%	5%

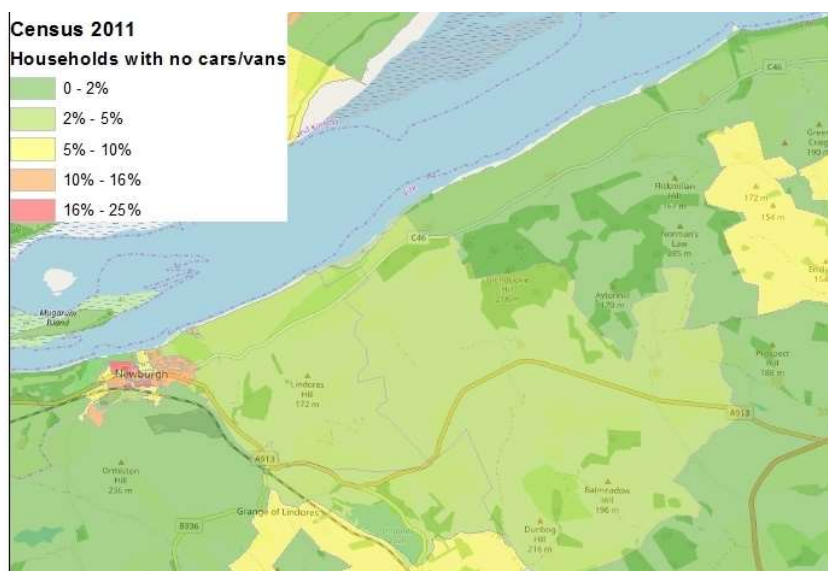
*Note: Any difference in sum is due to rounding*

4.10.3 Figure 17 suggests that for Newburgh, between 2001 and 2011 the highest increases were in the 3 car/vans households as opposed to Fife and Scotland, where the highest increases were in 2 car/vans households.



**Figure 17. Car/Van Owning Households, Census 2001 and 2011**

4.10.4 Figure 18 shows the areas within Newburgh with no car or van available. As can be seen, areas to the north and south of the High Street indicate the highest proportion of households that have no access to a car or van.

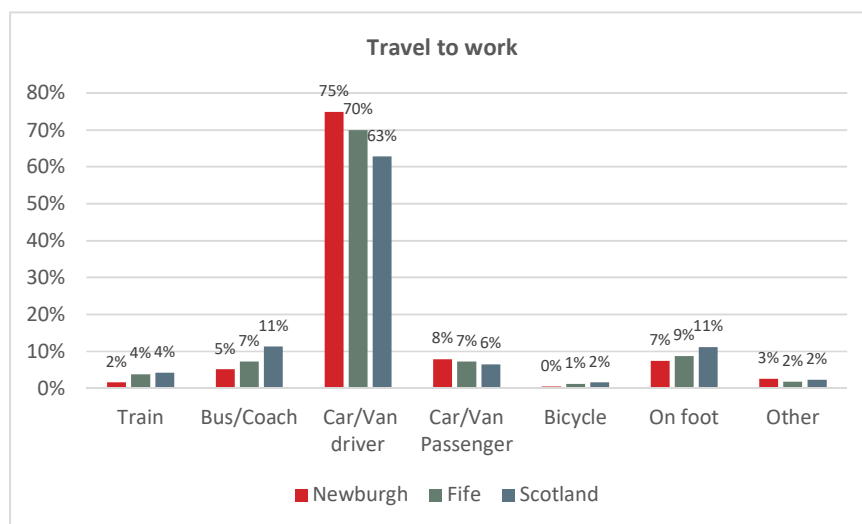


**Figure 18. Location of Households with no Cars/Vans, Census 2011**

Main point - Newburgh has above average proportion of households with two and more cars when compared to Fife and Scotland as a whole, yet 19% of Newburgh households do not have access to a car or van and are therefore reliant on travel alternatives.

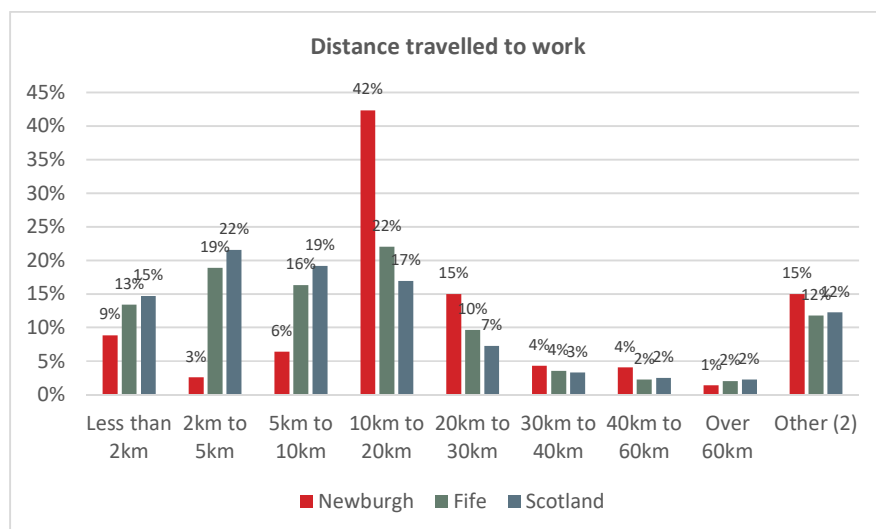
## 4.11 Travel to Work

4.11.1 Based on Census 2011 data, of all people aged 16-74 in employment and excluding those that work from home (14%), 83% of Newburgh residents travel to work in a car/van; of this 75% drive alone and 8% car share. This figure is much higher than the regional (77%) and national (69%) averages. 7% of Newburgh residents walk to work, 5% take the bus, 2% take the train and 3% use other modes including taxi and motorcycle. As can be seen from Figure 19, the proportion of active and sustainable travel for Newburgh residents is lower across all categories than that for Fife and Scotland as a whole.



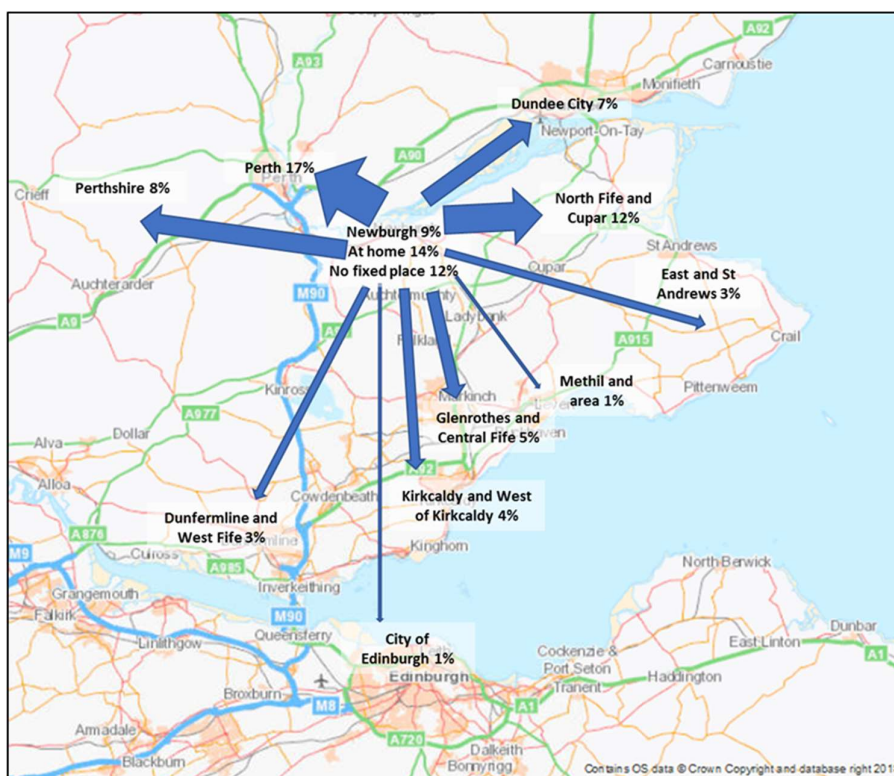
**Figure 19. Travel to Work, Census 2011, National Records of Scotland**

4.11.2 Figure 20 shows the distance travelled by all people aged 16-74 in employment and excluding those that work from home. As can be seen, Newburgh residents travel much longer distances in comparison to Fife and Scotland as a whole. Only 12% of Newburgh residents commute up to 5 km in contrast to Fife (32%) and Scotland (37%). 57% travel between 10 and 30 km (vs 32% for Fife and 24% for Scotland). Slightly more Newburgh residents also travel 30 to 60 km distances (8%) than the average for Fife (6%) and Scotland (5%).



**Figure 20. Distance Travelled to Work, Census 2011, National Records of Scotland**

4.11.3 In terms of the top work destinations for Newburgh residents, Figure 21 shows that Perth (17%) and the North Fife/Cupar area (12%), along with Dundee City (7%) and the rest of Perthshire (8%) are the largest attractors. 9% of Newburgh residents commute within Newburgh and 14% work from home. 12% do not have a fixed place of where they travel to for work.



**Figure 21. Top Destinations for Employment from Newburgh**

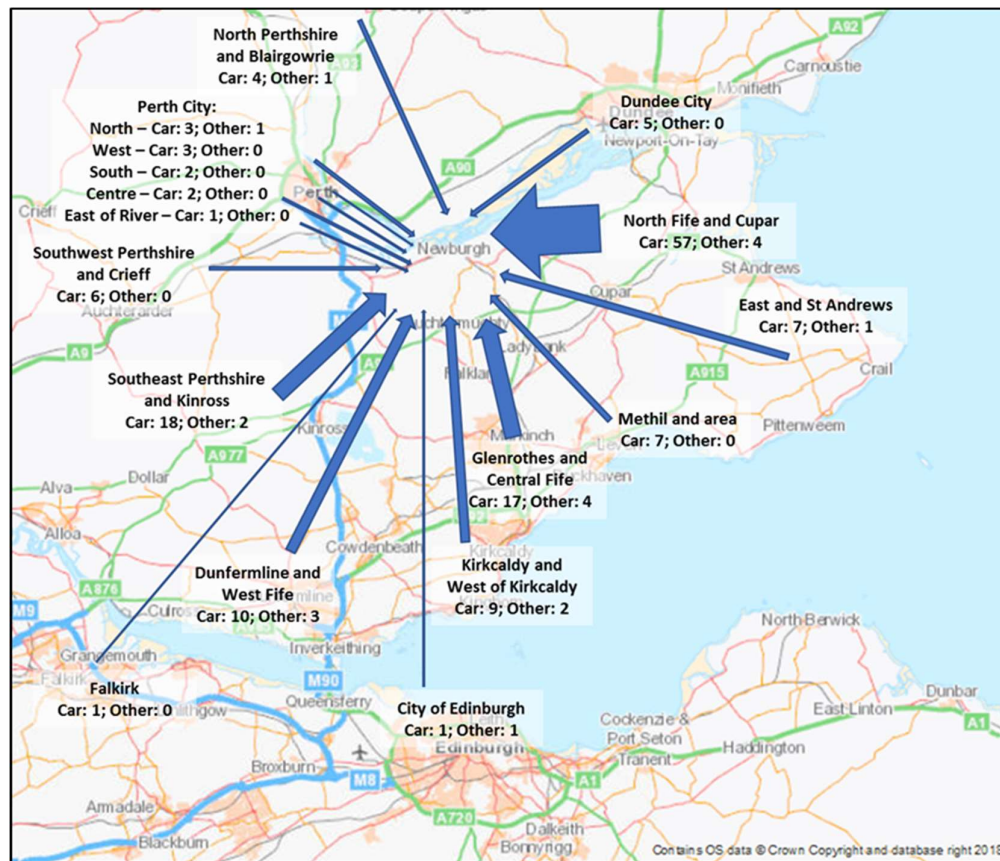
- 4.11.4 Table 5 indicates the modes of travel to the work destinations from Newburgh. As can be seen, of those who work within Newburgh, the majority walk to work (59%), followed by driving a car (39%) and car sharing (5%).
- 4.11.5 For all the other destinations, car is by far the most popular mode of transport. Whilst the majority of people tend to travel in a single occupancy car, a few people also car share in particularly towards Perth, North Fife / Cupar and Southeast Perthshire/Kinross. The latter destinations have also the highest proportion of those who travel to work by bus. A very small number of Newburgh residents take the train to work; the main destination for rail travel is Edinburgh.

**Table 5. Mode of Travel to Key Work Locations, Census 2011**

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

4.11.6 Fewer trips (172) are attracted towards Newburgh than are generated. This indicates that there are fewer opportunities for employment in Newburgh, resulting in large numbers of commuters travelling to larger economic areas. As with the trips generated in Newburgh, the trips attracted to Newburgh are mainly driving a car or van with a single occupant. The distribution of the origins of these trips are illustrated in Figure 22.





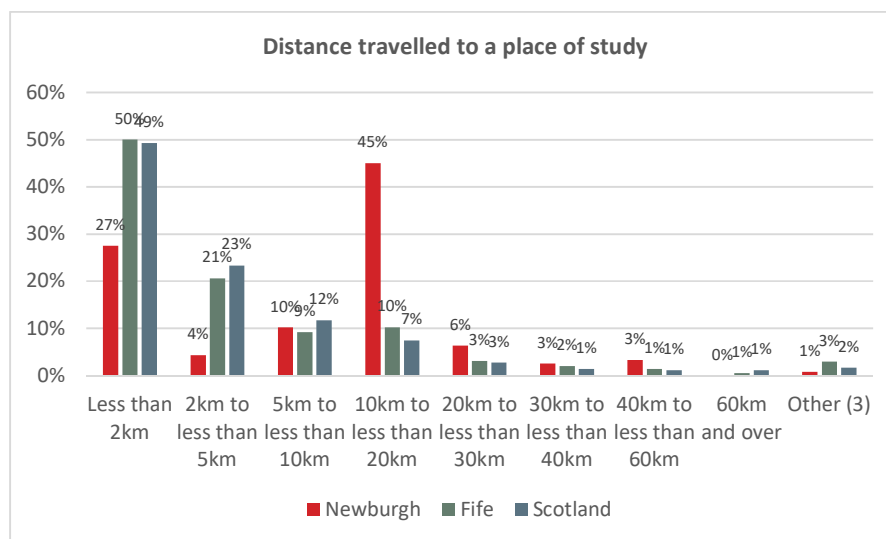
**Figure 22. Origins and Modes of Work Trips into Newburgh, Census 2011<sup>9</sup>**

**Main point -** In comparison to Fife and Scotland as a whole, Newburgh has above average proportion of population who travel to work by car and below average proportion of population who travel to work by public transport, on foot and by bicycle. Over 65% of Newburgh residents rely on employment opportunities outside Newburgh and travel above average distances to work, with key destinations being Perth, Cupar/North Fife, Dundee and Perthshire.

## 4.12 Travel to Education

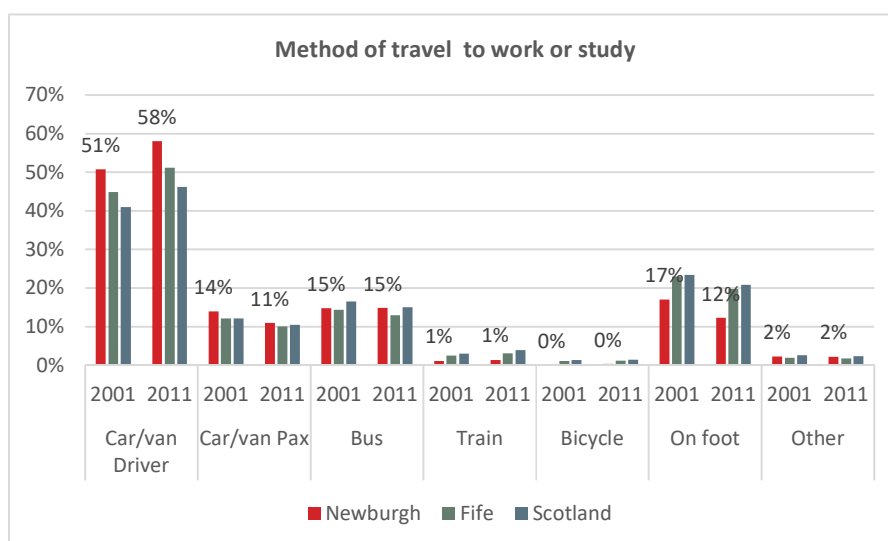
**4.12.1** In terms of travel to a place of study, Figure 23 demonstrates that out of people aged 4 and over who are studying, and excluding those who study or mainly study from home (12%), residents of Newburgh travel considerably longer distances to their place of study than in Fife and Scotland as a whole. For example, only 27% travel up to 2km in comparison to 50% shown for Fife and 49% shown for Scotland. 45% travel between 10 and 20 km as opposed to 10% shown for Fife and 7% shown for Scotland. The Bell Baxter secondary school in Cupar, which is the catchment school for Newburgh, is located approximately 17 km (11 miles) away.

<sup>9</sup> <https://www.scotlandscensus.gov.uk/>



**Figure 23. Distance Travelled to Place of Study, Census 2011, National Records of Scotland**

4.12.2 Using Census data for method of travel to work or study (Figure 24) and comparing it to figures for travel to work (Figure 19 above) provides an indication of the most common methods of travel to a place of study. This suggests that many Newburgh residents travel to their place of study on foot, by bus or as a passenger in a car.



Note: (includes all people aged 4 and over who are studying or aged 16 to 74 in employment and excludes those that work or study mainly at or from home)

**Figure 24. Method of travel to work or study, Census 2011, National Records of Scotland**

**Main point – Newburgh residents travel above average distances to access their places of study in comparison to Fife and Scotland as a whole.**

#### **4.13 Travel to Health Care and Leisure Facilities**

4.13.1 In terms of health care provision in the area, there is a GP surgery, pharmacy and a dental practice in Newburgh. However for hospital appointments, Newburgh residents have to travel considerable distances in order to reach their nearest hospitals, which include:

- Adamson Hospital in Cupar (17 km / 11 miles);
- The Royal Infirmary, Perth (19 km / 12 miles);
- Victoria Hospital in Kirkcaldy (21 km / 13 miles);
- Glenrothes Hospital (21 km / 13 miles);
- St Andrews Community Hospital (32 km / 20 miles);
- Ninewells Hospital in Dundee (36 km / 22 miles); and
- The Queen Margaret Hospital in Dunfermline (48 km / 30 miles).

4.13.2 Similarly, the nearest leisure (e.g. cinema, theatre, wider shopping) facilities include Cupar, Dundee and Perth.

Main point – the nearest hospital and wider leisure facilities for Newburgh residents are 17 km (11 miles) away.

#### **4.14 Summary**

4.14.1 This section has presented some of the key trends in socio-economic context for Newburgh. The main points include:

- The decline in local jobs opportunities and limited community facilities available in Newburgh mean that Newburgh residents have to travel further afield to access jobs, secondary school, higher education, and wider health care and leisure facilities.
- These services and facilities are considerable distance away, with evidence showing that Newburgh residents travel above average distances to places of work and education when compared to Fife and Scotland as a whole. The main destinations include Perth and Cupar, although people also travel to Dundee, Perthshire, Kirkcaldy, Glenrothes and further afield.
- The access to these destinations relies on a suitable transport network that needs to cater for the varying demands posed by Newburgh's population. This includes an above average population of over 65 years old, and an above average population of those whose daily activities are limited a little due to their health. It also includes an above average percentage of economically active people, mainly employed in industries such as health and social work, wholesale/retail, construction and manufacturing, and an above average increasing number of part time workers and self-employed. These groups of population require varying needs of access to the transport network and times needed to travel.
- Evidence shows that Newburgh has above average proportion of households with two and more cars or vans, and that the majority of trips to work are made by car, in particularly, single occupancy car travel. This indicates that there is a reliance on car travel to reach people's destinations which has implications for the 19% of Newburgh's population that has no access to a car or van. (Approximately 70% of Newburgh residents travel to work or study by car and 15% by bus).

4.14.2 There are also potential opportunities arising from the socio-economic evidence, including:

- The majority of Newburgh workers who commute to work within Newburgh, do so predominantly by active modes of travel, suggesting there could be a potential to increase the baseline further, if suitable walking and cycling facilities are provided;
- Newburgh has a number of historical attractions which could provide tourism related employment for local workers, thus potentially reducing their need to travel long distances; and
- Evidence shows that Newburgh has below average proportion of population who commute to work by public transport when compared to Fife and Scotland as a whole, suggesting there could be opportunities to increase this share if suitable public transport infrastructure is provided.

4.14.3 Other opportunities are being examined further on in this report.

## 5. TRANSPORT CONTEXT

### 5.1 Overview

5.1.1 Newburgh is located just inside the Fife boundary with Perth and Kinross, on the south bank of the Firth of Tay. The town has a sloping topography, as the land behind it climbs steeply to form the eastern end of the Ochil Hills.<sup>10</sup>

5.1.2 A large part of Fife is rural, including Newburgh, which presents challenges with transport access.

### 5.2 Walking and Cycling

5.2.1 Walking and cycling network in the area includes a network of core paths, two national cycle routes, suggested local cycleways and the Fife Coastal path. Figure 25 shows the active travel network within and in the immediate vicinity of Newburgh, whilst Figure 26 indicates its wider connectivity to other nearby towns and settlements.



**Figure 25. Walking and Cycling Network around Newburgh, Open Street Map, 2019**

5.2.2 Within Newburgh itself, the town includes good walking facilities with footways alongside the main road running through the town. Due to the gradient the centre of town may be, however, less accessible on foot to and from the Banklands and Mount Pleasant areas for those with mobility issues.

5.2.3 As can be seen in Figure 26, there are two national cycle routes that run through Newburgh:

- The NCN 777 which connects the town with the Tay Bridge to the east, and then joins to the NCN 1 towards Dundee to the north as well as Leuchars and St Andrews to the east; and
- The NCN 776 which runs south through Auchtermuchty to Falkland, and also joins with the NCN 1. The NCN 1 is a long-distance cycle route connecting Dover and the Shetland Islands.

<sup>10</sup> <https://www.undiscoveredscotland.co.uk/newburgh/newburghfife/index.html>

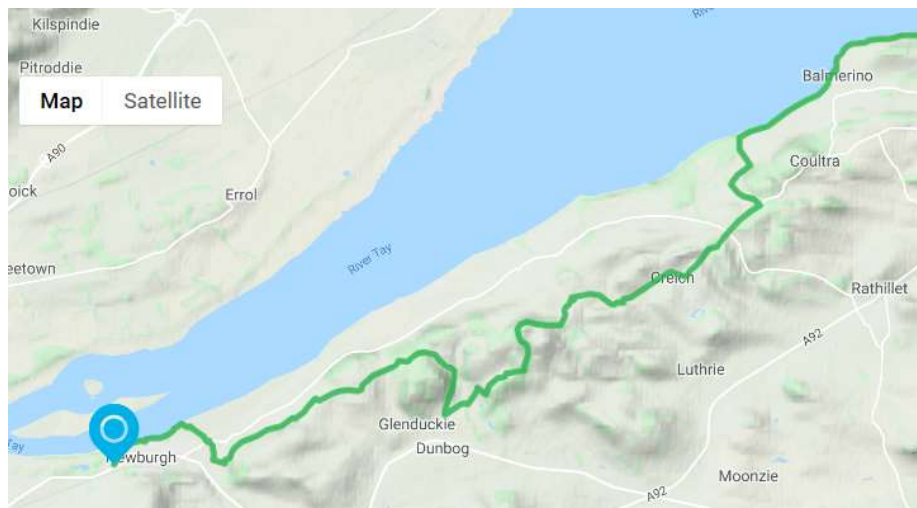


- 5.2.4 Whilst the above routes are designated as national cycleways, and could be used for commuting, they run along roads that also carry general traffic, with permitted speeds of up to 60mph. Similarly, the network of local cycleways (indicated in blue in Figure 26) includes suggested on-road cycle routes, that carry general traffic. As such these routes are only likely to be used by experienced cyclists.



**Figure 26. Cycling network across East Fife, Open Street Map and Sustrans, 2019**

- 5.2.5 The Fife Coastal Path is a leisure route that runs along 117 miles of coastline, beginning in Newburgh and ending at Kincardine on the River Forth. A section of the Path is shown in Figure 27. As can be seen, the Path follows the network of Core Paths.



**Figure 27. Fife Coastal Path (Fife Coast and Countryside Trust, 2019)**

- 5.2.6 There are no designated cycle ways or routes to the west of Newburgh towards Perth and Kinross Council area, notably to Abernethy (circa 5 km away) or Bridge of Earn (circa 13 km away), although it is understood that, should the former station in Newburgh re-open (or a new one be introduced), Sustrans would consider a cycle route between Abernethy and Newburgh.

- 5.2.7 In accordance with Scottish policies, trips up to 2km can be done on foot, and trips up to 10km can be achieved by bicycle. Considering work and study locations outside Newburgh (identified in the previous Chapter of this report), these tend to fall outside the recommended threshold.

Main point - Newburgh's network of footpaths includes largely leisure routes and the existing cycle routes are mostly on-road which have 60 mph speed limit, and thus most likely to be used only by experienced cyclists. The key locations for access to work, education, wider health care and leisure facilities, which incur long distances, are not suitable for walking and/or cycling as main modes of travel.

### 5.3 Public Transport

#### Bus

- 5.3.1 Bus services are currently the only form of public transport directly available to people in Newburgh. As Table 6 indicates, there are currently two services to/from Newburgh, operated by Stagecoach. This includes the Service 36 to Perth and Glenrothes; and the Service 94 to Cupar, via Auchtermurty and Ladybank, and further afield to Leuchars and St Andrews. In addition, Moffat and Williamson operates the school bus service for Newburgh pupils and students to the Bell Baxter High School in Cupar, via Auchtermuchty.



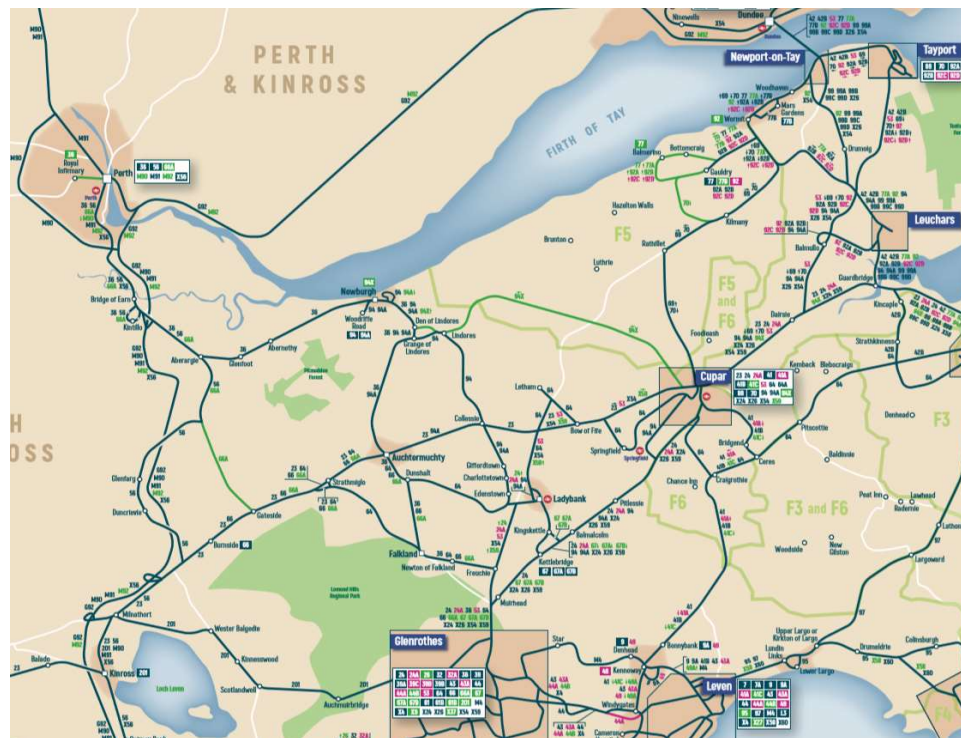
**Table 6. Bus Services to/from Newburgh, Stagecoach, M&W, 2019**

Bus Services in Newburgh		
Service	Route	Frequency
36 (Stagecoach)	Glenrothes - Freuchie - Falkland - Auchtermuchty - <u>Newburgh</u> - Abernethy - Bridge of Earn - Perth	Monday-Friday (Hourly Approx.) 6:20-18:25
		Saturday (Hourly Approx.) 7:20-18:25
	Glenrothes - <u>Newburgh</u> - Perth	Sunday (Two Hourly Approx.) 10:17-16:17
	Perth - Bridge of Earn - Abernethy - <u>Newburgh</u> - Auchtermuchty - Falkland - Freuchie - Glenrothes	Monday-Friday (Hourly Approx.) 6:25-19:05
		Saturday (Hourly Approx.) 7:50-19:05
	Perth - <u>Newburgh</u> - Glenrothes	Sunday (Two Hourly Approx.) 11:42-17:42
94 (Stagecoach)	<u>Newburgh</u> - Auchtermuchty - Ladybank - Cupar - Leuchars - St Andrews	Monday-Saturday (Hourly Approx.) 6:52-23:20
	St Andrews - Leuchars - Cupar - Ladybank - Auchtermuchty - <u>Newburgh</u>	Monday-Saturday (Hourly Approx.) 6:12-21:52
BB2 Red (Moffat & Williamson)	<u>Newburgh</u> - Grange of Lindores road - Auchtermuchty - Bell Baxter HS	Monday-Friday (1 daily service) 08:00
	Bell Baxter HS - Auchtermuchty - Grange of Lindores road - <u>Newburgh</u>	Monday-Friday (1 daily service) 15:30 (M-W-Thu), 14:40 (Tue-Fri)
BB4 Yellow (Moffat & Williamson)	<u>Newburgh</u> - Den of Lindores - Dunbog - Luthrie - Moonzie - Bell Baxter HS	Monday-Friday (1 daily service) 08:02
	Bell Baxter HS - Moonzie - Luthrie - Dunbog - Den of Lindores - <u>Newburgh</u>	Monday-Friday (1 daily service) 15:30 (M-W-Thu), 14:40 (Tue-Fri)

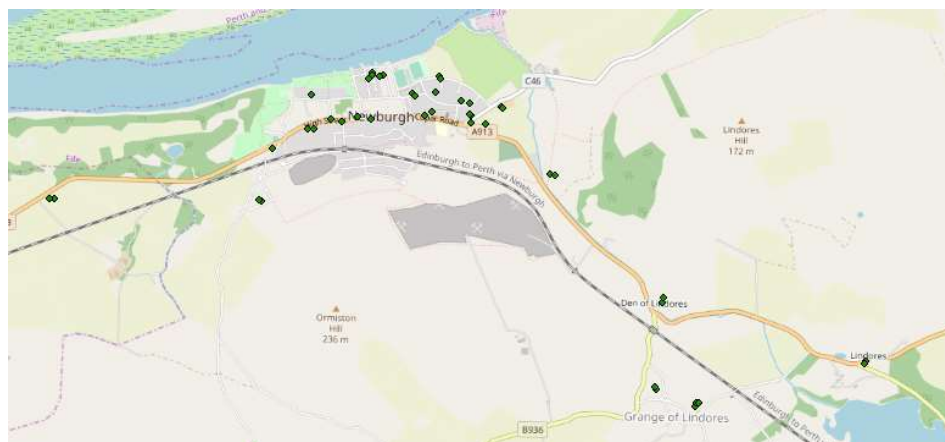
- 5.3.2 The Service 36 operates on an approximately hourly frequency between Monday and Saturday, but there is no evening service to/from Perth. The latest bus from Newburgh departs for Perth between Monday and Saturday at 18:25, whilst the latest bus departs Perth at 19:05. The Sunday service is limited to four services a day.
- 5.3.3 If considering people's working pattern of 9am to 5pm, there are three morning services from Newburgh (at 6:20, 7:20 and 8:00) that would allow commuters to get to Perth before 9am, and three return services departing Perth hourly from 17:05. However, it should be noted that this is not a standard working pattern for the main employment sectors relevant to Newburgh working population, as a large proportion of Newburgh residents works within health and social care sectors, and manufacturing, which often require shift work. As such it is likely that bus travel may not be feasible for them for everyday work journeys.
- 5.3.4 The first morning service also provides the only direct connection from Newburgh to the Perth Royal Infirmary, the remainder of services require an interchange in Perth.
- 5.3.5 As outlined in Table 5, on average approximately 12% of those who commute to Perth for work do so by bus, of which the largest proportion travels to the City Centre and Perth West. Both locations are served by the Service 36. Bus travel to other parts of Perth and

Perthshire (from Newburgh) requires an interchange and this corresponds with the lower number of Newburgh bus commuters to these places of work.

- 5.3.6 The Service 94 operates also on an approximately hourly frequency between Monday and Saturday although it runs evening and late evening services. There is only one service, departing Newburgh at 6:52, which allows commuters to reach Cupar before 9am. The return leg of the journey includes more options with hourly services from 17:26 until 22:26. There is however no Sunday service on this route.
- 5.3.7 Table 5 indicates that Cupar and North Fife area has the second highest number of people (12) who travel to work by bus.
- 5.3.8 Figure 28 shows the bus network in and around Newburgh. Bus stop locations are indicated in Figure 29. In terms of facilities at these bus stops, the provision is mixed with some containing a shelter and seating, whilst others including a bus flag pole with timetable information only.



**Figure 28. Bus Network in the Vicinity of Newburgh, 2018, Fife Council**



**Figure 29. Newburgh Bus Stop Locations, Naptan 2019**

5.3.9 Table 7 shows the road travel times from Newburgh to nearby destinations by bus and car. The travel times include any associated time spend on walking to/from a bus stop and assume time for finding a car parking space of circa five minutes. All times are based on Google travel directions. The information confirms that any time savings associated with car travel over bus are negligible over short distance (up to 10 km). However, greater time savings with car travel are apparent for increased travel distances ie over 10km; and the greater the distance, the greater the time saving becomes.

5.3.10 For instance, when looking at Perth and Cupar as the most common destinations for travel to work and study, it can be seen that the difference between car and bus travel is circa 10 minutes for Perth, but nearly half an hour for travel to Cupar. For destination such as Kirkcaldy and Edinburgh, the difference is around 50 minutes in favour of car travel, and increases to over an hour for travel to Dundee, Stirling or Glasgow.

**Table 7. Travel Time Comparison, Bus and Car (Google maps and Traveline, 2019)**

Destination from Newburgh	Distance	Bus Journey Time	Car Journey Time		Time saving
			Drive time	(+5) mins car parking	
Abernethy	5 km / 3.4 m	8 mins	6 mins	11 mins	(-) 2 mins
Auchtermuchty	9 km / 5.6 m	19 mins	11 mins	16 mins	3 mins
Bridge of Earn	13 km / 7.5 m	22 mins	14 mins	19 mins	3 mins
Ladybank	13 km / 8.3 m	25 mins	15 mins	20 mins	5 mins
Cupar	17 km / 11 m	50 mins	19 mins	24 mins	26 mins
Perth	19 km / 11.4 m	35 mins	21 mins	26 mins	9 mins
Glenrothes	22 km / 13.7 m	40 mins	26 mins	31 mins	9 mins
Leuchars	29 km / 17.7 m	1hr 5mins	30 mins	35 mins	30 mins
Kirkcaldy	31 km / 19.5 m	1hr 28 mins	34 mins	39 mins	49 mins
Dundee	32 km / 20 m	1hr 40 mins	33 mins	38 mins	1hr 2 mins
St Andrews	32 km / 20.1 m	1hr 18 mins	36 mins	41 mins	37 mins
Dunfermline	50 km / 31.3 m	1hr 30 mins	41 mins	45 mins	45 mins
Falkirk	68 km / 42.6 m	2hr 30 mins	1 hr	1hr 5 mins	1hr 25 mins
Edinburgh Airport	68 km / 42.6 m	2hr 9 mins	53 mins	58 mins	1hr 11 mins
Stirling	69 km / 42.8 m	2hr 15 mins	52 mins	57 mins	1hr 18 mins
Edinburgh	72 km / 45.4 m	2hr	1hr 7 mins	1hr 12 mins	48 mins
Glasgow	110 km / 68.3 m	2hr 41 mins	1hr 17 mins	1hr 22 mins	1hr 19 mins

- 5.3.11 Table 8 shows the cost associated with bus travel in comparison to car journeys. Bus fares are for single tickets, although some destinations include Dayrider tickets as they were cheaper for those particular journeys than single tickets. Prices are valid as of November 2019. Car travel assumes 42p/mile for petrol cost.
- 5.3.12 As can be seen, car travel is cheaper for short journeys, up to 10 km. For the 10 -20km distance, which includes Cupar and Perth, the prices associated with bus and car journeys are comparable. For examples, a single bus ticket to Cupar is £4.60 which is the same as cost of travel by car. Bus travel then becomes more economical for over 20km distances which include destinations such as Dundee, Kirkcaldy or Edinburgh. Whilst the car travel cost do not take into account any associated charges for car parking, they are based on one occupant per car. If car sharing was to be considered for these destinations, the cost for car travel per occupant is likely to reduce.

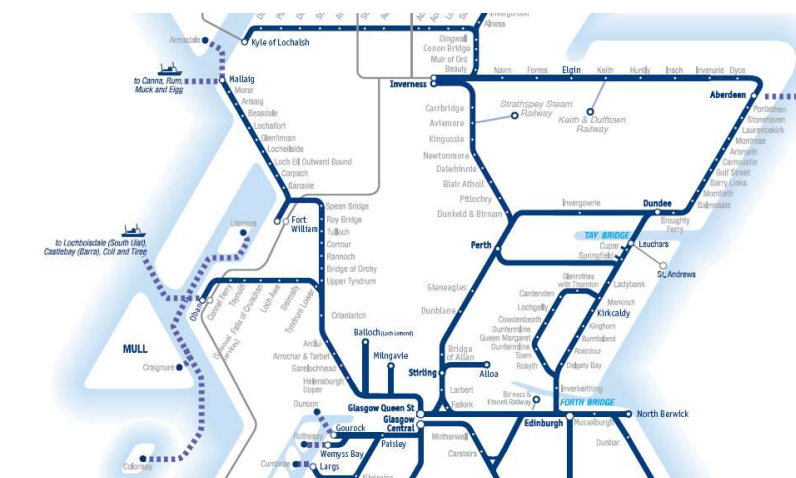
**Table 8. Travel Cost Comparison, Bus and Car, Stagecoach and Traveline, 2019**

Destination from Newburgh	Bus fare	Ticket: Single / Dayrider	Car cost @42p/mile
Abernethy	£2.30	S	£1.40
Auchtermuchty	£3.10	S	£2.40
Bridge of Earn	£3.30	S	£3.20
Ladybank	£4.20	S	£3.50
Cupar	£4.60	S	£4.60
Perth	£3.90	S	£4.80
Glenrothes	£5.20	S	£5.80
Leuchars	£6.30	S	£7.40
Kirkcaldy	£9.30	D	£8.20
Dundee	£8.20	D	£8.40
St Andrews	£8.20	D	£8.40
Dunfermline	£9.30	D	£13.20
Falkirk	£11.50	D	£17.90
Edinburgh Airport	£11.50	D	£17.90
Stirling	£9.40	S	£18.00
Edinburgh	£11.50	D	£19.10
Glasgow	£16.00	D	£28.70

Main point – There are two bus services that serve the two main commuting destinations of Perth and Cupar, in addition to Glenrothes and St Andrews. However both services have limitations for regular travel to work, particularly for those working shifts, but also those wishing to travel for leisure purpose. There is no evening service and limited Sunday service to/from Perth and Glenrothes, and there is a limited morning service and no Sunday service to/from Cupar and St Andrews. Travel by bus to the main destinations can also take considerably longer in comparison to car whilst the cost associated with bus versus car travel is comparable for this distance. Other commuting destinations such as Dundee and Kirkcaldy require a bus or train interchange and incur long travel times.

## Rail

- 5.3.13 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.<sup>11</sup>
- 5.3.14 The line runs between Perth station to the northwest and Ladybank to the south and is located on a single track section of the line (from Ladybank to Hilton Junction).
- 5.3.15 Scottish Government's Strategic Transport Projects Review (2008; specifically, Project 28) identified the need for improved journey times between Edinburgh however there are currently no timescales for this proposal and progressing this project is likely to require joint working with Fife Council, Tactran and SEStran regional transport authorities, Transport Scotland, Network Rail and the franchise operators. Moreover, the line is single track and this causes constraints for the provision of additional stations on the line, improved timetabling, and the delivery of faster journey times.
- 5.3.16 The nearest train stations to Newburgh are Ladybank, Cupar and Perth. Figure 30 shows some of the connections available through train travel.



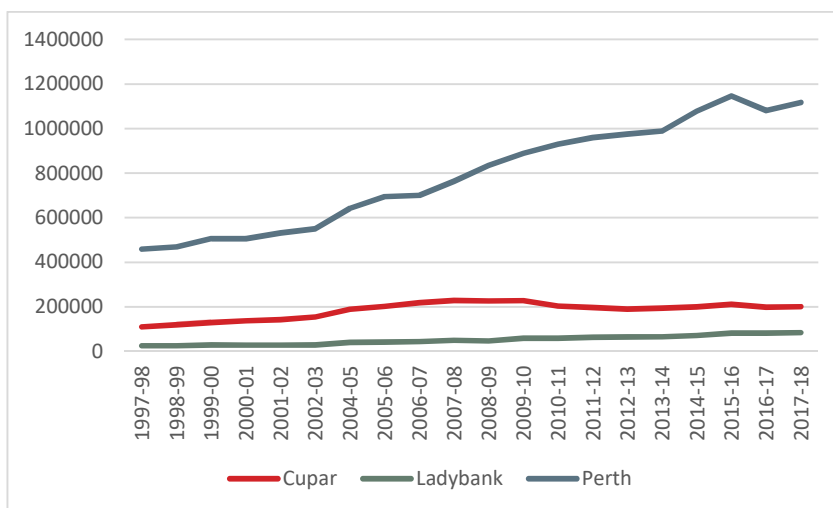
**Figure 30. Rail Network in the Vicinity of Newburgh<sup>12</sup>**

- 5.3.17 According to the 2016 Scotland Route Study by Network Rail, the number of passengers travelling by rail in Scotland has seen sustained growth since 1995/96, increasing by 96 per cent to 96.1 million journeys in 2014/15. Figure 30 shows that the patterns for Perth, Ladybank and Cupar stations are similar with growths of 143%, 229% and 83% respectively since 1997-98; shown in Figure 31). In 2017-18 Perth had 1,117,248, Cupar had 201,116, and Ladybank had 84,470 entries and exits.

<sup>11</sup> Newburgh STAG Pre-Appraisal report 2018, page 37

<sup>12</sup> [http://www.projectmapping.co.uk/Reviews/scotland\\_scotrail\\_maps.html](http://www.projectmapping.co.uk/Reviews/scotland_scotrail_maps.html)





**Figure 31. Entries and Exits Time Series for Perth, Cupar and Ladybank rail stations<sup>13</sup>**

#### Ladybank Railway Station

- 5.3.18 Ladybank Rail Station is approximately 13km from Newburgh. It can be accessed by an approximately hourly bus service (Service 94) from Newburgh, taking around half an hour, and/or by car, with drive time of approximately 15 minutes.
- 5.3.19 The station has an unattended, free of charge, 60 space car park with dedicated car parking spaces for blue badge holders. It also includes 14 cycle storage facilities which include uncovered cycle stands and lockers.<sup>14</sup>
- 5.3.20 Ladybank provides direct, approximately twice hourly connections to Kirkcaldy and Edinburgh and hourly service to Perth. The train journey times are just short of 20 minutes to Kirkcaldy, around 1 hour to Edinburgh and approximately half an hour to Perth. Further afield destinations such as Pitlochry, Aviemore and Inverness can also be accessed from Ladybank directly, although the services are limited to 3 services a day.
- 5.3.21 Based on rail passenger surveys undertaken by SEStran in October 2018, there were 126 passengers observed boarding train services at Ladybank on the day of survey. Of the 126 boarding passengers, 62 returned a completed form, giving an effective sample rate of 49%.<sup>15</sup>
- 5.3.22 Table 9 summarises the key statistics for Ladybank and shows that 60% of those who returned a questionnaire arrived to the station by car either as a driver or a passenger, 27% walked, 6% took the bus and 6% cycled. Nearly a third of respondents (32%) were from Ladybank, 18% were from Freuchie/Kettlebridge, 14% from Auchtermuchty and 7% from Newburgh. The top three destinations from the train station were Edinburgh (65%), Kirkcaldy (9%) and Dundee (7%). Over a third of the respondents (53%) indicated

<sup>13</sup> Office of Rail and Road

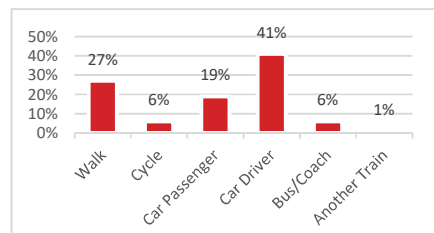
<sup>14</sup> <https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/ldy>

<sup>15</sup> Fife Passenger Rail Usage Survey Report pg. 25

commuting was the main reason for their journey followed by 10% of respondents who were visiting friends/family.

- 5.3.23 Respondents were also asked the reasons for deciding to travel from Ladybank railway station over other possible stations. The most popular reason was convenience in terms of proximity of the station (71%), followed by 10% who said shortest journey time.

**Table 9. Ladybank Rail Station Key Statistics, Fife Passenger Rail Usage Survey Report 2018**

MODE OF TRAVEL	TOP ORIGINS	TOP DESTINATIONS
	Ladybank (32%)	Edinburgh (65%)
	Freuchie / Kettlebridge (18%)	Kirkcaldy (9%)
	Auchtermuchty (14%)	Dundee (7%)
	Newburgh (7%)	Perth (7%)
	Kingskettle (7%)	Cupar (4%)

#### Cupar Railway Station

- 5.3.24 Cupar Rail Station lies 17km from Newburgh and can be reached by an approximately hourly bus service 94 from Newburgh, taking around 50 minutes, and/or by car, with drive time of approximately 20 minutes.
- 5.3.25 The station has an unattended, 116 space car parking with seven disabled spaces and a 7kW Electric Vehicle charge point. There is a daily charge of £1 for the car park. Additional facilities include cycle stands and lockers for 16 cycles.<sup>16</sup>
- 5.3.26 Direct train services tend to run hourly to destinations including Dundee (23 minutes away), Aberdeen (1 hour and 50 minutes away), Ladybank (8 minutes away), Kirkcaldy (25 minutes) and Edinburgh (1 hour and 10 minutes).
- 5.3.27 According to SEStran's 2018 rail passenger surveys there were 334 passengers observed boarding train services in Cupar on the day of survey. Of the 334 boarding passengers, 146 returned a questionnaire, giving an effective sample rate of 44%.<sup>17</sup>
- 5.3.28 Table 10 summarises the key statistics for Cupar which show that 51% of those who returned a questionnaire walked to the station, 38% arrived by car, 5% took the bus and 3% cycled. The majority of people (63%) travelling from the station lived in Cupar. 1% were from Newburgh. The most popular destinations were Edinburgh (45%), Dundee (19%) and Kirkcaldy (11%). Over a third of the respondents (39%) indicated commuting was the main reason for their journey followed by (15%) who answered visiting friends/family and (15%) leisure.

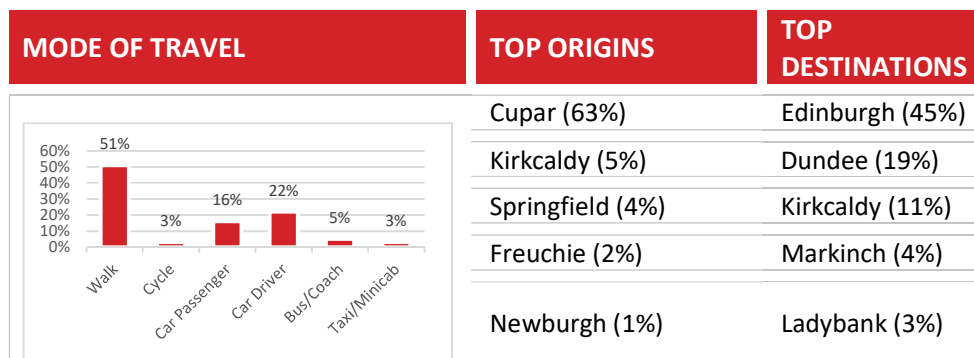
<sup>16</sup> <https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/cup>

<sup>17</sup> Fife Passenger Rail Usage Survey Report pg. 11



- 5.3.29 Respondents were also asked the reasons for deciding to travel from Cupar railway station over other possible stations. Over two thirds (70%) pointed to convenience, in terms of proximity of the station, followed by 12% who said it was closest to their destination.

**Table 10. Cupar rail station key statistics, Fife Passenger Rail Usage Survey Report 2018**



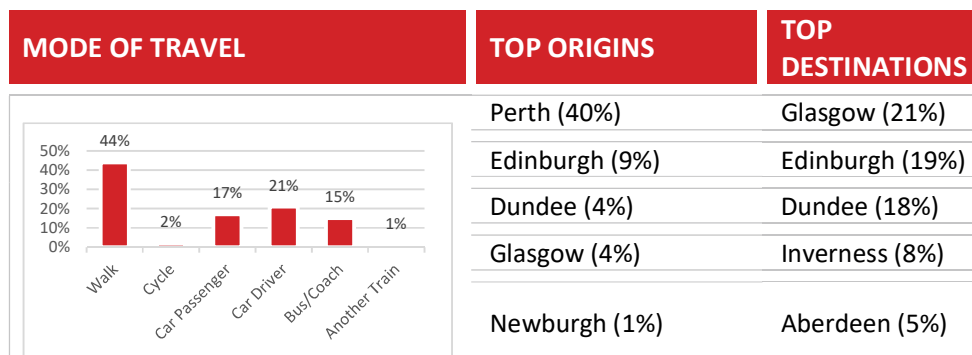
#### Perth Railway Station

- 5.3.30 Perth Railway Station is situated circa 19 km from Newburgh and can be accessed by an approximately hourly bus Service 36 from Newburgh, taking around 35 minutes, and/or car, with drive time of just over 20 minutes.
- 5.3.31 The station includes 160 car parking spaces, with a daily charge of £3. There are also dedicated spaces for blue badge holders and electric vehicles charging points. Parking for 31 cycles is also provided and includes cycle stands and lockers.<sup>18</sup>
- 5.3.32 There are direct, approximately hourly train services to destinations including Kirkcaldy (40 minutes away), Edinburgh (just over 1 hour and a half away), Glasgow (just over 1 hour away) and Inverness (around 2 hour and 20 minutes away). Direct services to Stirling and Dundee run approximately twice an hour in the peak and hourly in the off peak, taking around half an hour to Stirling and around 20 minutes to Dundee, Kirkcaldy (25 minutes) and Edinburgh (1 hour and 10 minutes).
- 5.3.33 According to TACTRAN's rail passenger surveys, undertaken in March 2018, a total of 1,494 passengers were observed boarding train services in Perth station on the day of survey. Of these, 521 completed the questionnaire, giving an effective sample rate of 35%.
- 5.3.34 Table 11 summarises the key statistics for Perth which show that of those who returned a questionnaire, 44% walked to the station, 38% arrived by car, 15% took the bus and 2% cycled. Origins of travellers were mixed; with 40% originating in Perth. Three respondents said they came from Newburgh, which puts the proportion of the total at just under 1%. The top three destinations were Glasgow (21%), Edinburgh (19%) and Dundee (18%). Over a third of the respondents (35%) indicated commuting was the main reason for their journey followed by a quarter who answered employer's business.

<sup>18</sup> <https://www.scotrail.co.uk/plan-your-journey/stations-and-facilities/pth>

- 5.3.35 Respondents were also asked the reasons for deciding to travel from Perth railway station over other possible stations. Over two thirds (67%) pointed to convenience, in terms of proximity of the station, followed by 18% who said proximity to their destination.

**Table 11. Perth rail station key statistics, TACTRAN Passenger Rail Usage Survey Report 2018**



- 5.3.36 Table 12 shows the difference in times and fares for medium and longer range commuter journeys when travelling by bus, a combination of bus and train, or a car in the morning peak period. Car travel assumes 5 minute time for finding a car parking space and 42p/mile for petrol cost. Prices for exclusive bus trips include day rider tickets, whilst prices for other modes or combination of modes are based on single journeys.

**Table 12. Medium and Longer Distance Travel by Transport Mode**

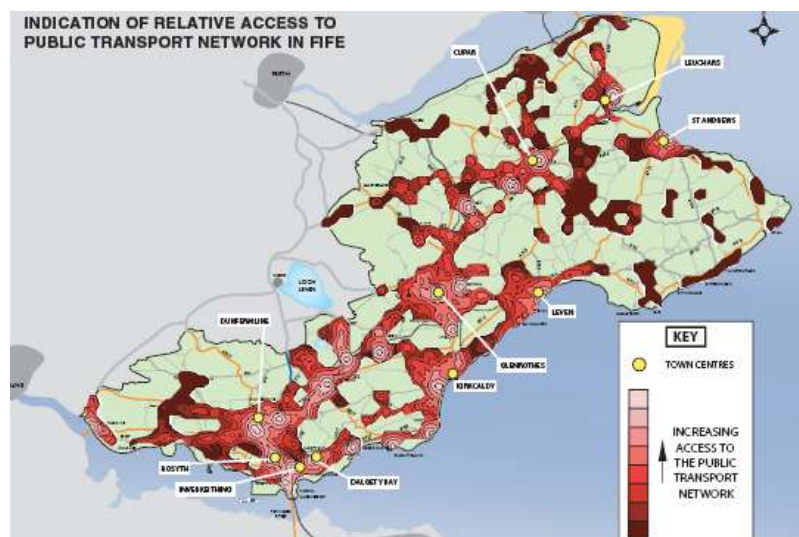
From Newburgh to	Mode	Journey time	Morning Commute Time	Trip Price	Wait time at interchange
Kirkcaldy (31km / 19.5m)	BUS	1hr 25 mins	06:25 - 07:50 via Glenrothes	£9.30	15 mins
	BUS	1hr 58 mins	06:52 - 08:50 via Glenrothes	£9.30	22 min (2x)
	BUS & TRAIN	1hr 4 mins	06:52 - 07:56 via Ladybank	£10.90	12 mins
	CAR	39 mins		£8.20	
Dundee (32 km / 20m)	BUS	1hr 53 mins	06:20 - 08:13 via Perth	£8.20	16 mins
	BUS & TRAIN	1hr 30 mins	06:52 - 08:22 via Ladybank	£12.80	26 mins
	BUS & TRAIN	1hr 53 mins	07:20 - 09:13 via Perth	£12.50	18 mins
	BUS & TRAIN	1hr 27 mins	08:00 - 09:27 via Cupar (includes School bus)		17 mins
	CAR	38 mins		£8.40	
Stirling (69km / 42.8m)	BUS	2hr 13 mins	06:52 - 09:05 via Auchtermuchty	£9.40	13 mins
	BUS & TRAIN	1hr 33 mins	06:20 - 07:53 via Perth	£12.40	15 mins
	BUS & TRAIN	1hr 22 mins	07:20 - 08:42 via Perth	£12.40	8 mins
	CAR	57 mins		£18.00	
Edinburgh (72km / 45.4m)	BUS	2hr 23 mins	06:20 - 8:43 via Glenrothes	£11.50	6 mins
	BUS & TRAIN	1hr 56 mins	06:52 - 08:48 via Ladybank	£17.40	11 mins
	CAR	1hr 12 min		£19.10	

Source: Google maps, TraveLine, Stagecoach, 2019

- 5.3.37 As can be seen from Table 12, using a combination of bus and train to destinations such as Kirkcaldy, Dundee, Edinburgh and Stirling can be more time advantageous than travelling by bus only, but still slower in comparison to car travel. The time difference ranges from approximately half an hour for Kirkcaldy and Stirling, to around 45 minutes for Edinburgh and approximately 1 hour for Dundee. For some destinations and connections, the total travel time can include long waiting times at interchanges (e.g.

Kirkcaldy and Dundee). At the same time, waiting times for some connecting services (e.g. to Edinburgh) may be considered too tight for some users.

- 5.3.38 Whilst travel exclusively by bus is by far the cheapest option (day rider tickets are less than £10 for Kirkcaldy, Dundee and Stirling, and £11.50 for Edinburgh), it is offset by much longer travelling times (approximately 1 hour longer than car journey for all destinations).
- 5.3.39 The cost for a combination of bus and train versus car travel are similar for destinations such as Edinburgh (£17.40 for public transport versus £19 for car travel), slightly cheaper for Stirling (£12.40 for public transport versus £18 for car) and more expensive for shorter trips such as to Kirkcaldy (£10.90 for public transport versus £8 for car) and Dundee (£12.50 for public transport versus £8 for car). Whilst the cost do not take into account cost associated with car parking, they are based on one occupant per car. If car sharing is considered for these destinations, the cost for car travel is likely to reduce if split between occupants.
- 5.3.40 Considering both the time saving and cost factors associated with travel to these destinations, it would appear that for Kirkcaldy and Dundee, the longer and more expensive commutes by public transport are deterrents for travel by this mode.
- 5.3.41 For Stirling, whilst the travel by bus and train is longer than by car (by circa 30 minutes), it is cheaper than driving alone. As such, the modes would appear comparable.
- 5.3.42 For Edinburgh, the cost of travel by public transport and a car is comparable, though car travel seems faster by approximately 45 minutes and as such would appear more advantageous. When cost of car parking and congestion in Edinburgh is taken into account, the modes of travel may appear comparable.
- 5.3.43 Figure 32 shows the relative access to public transport network across Fife, as taken from the Fife Local Transport Strategy. It shows that Newburgh's access to public transport network, relative to other towns across Fife, belongs to the lowest in the Council area.



**Figure 32. Relative Access to Public Transport, Fife LTS**

Main point – Newburgh lies on a rail line, but the closest available train stations for Newburgh residents are Ladybank (used by some 7% of Newburgh residents), Cupar and Perth (each used by approximately 1% of Newburgh residents). All stations can be accessed by an hourly bus from Newburgh, but the journeys are long and bear similar cost as car travel. Commuting to further afield destinations, such as Dundee and Kirkcaldy by a combination of train and is also lengthy, with limited services and high fares. Overall, Newburgh’s access to public transport network belongs to the lowest across Fife.

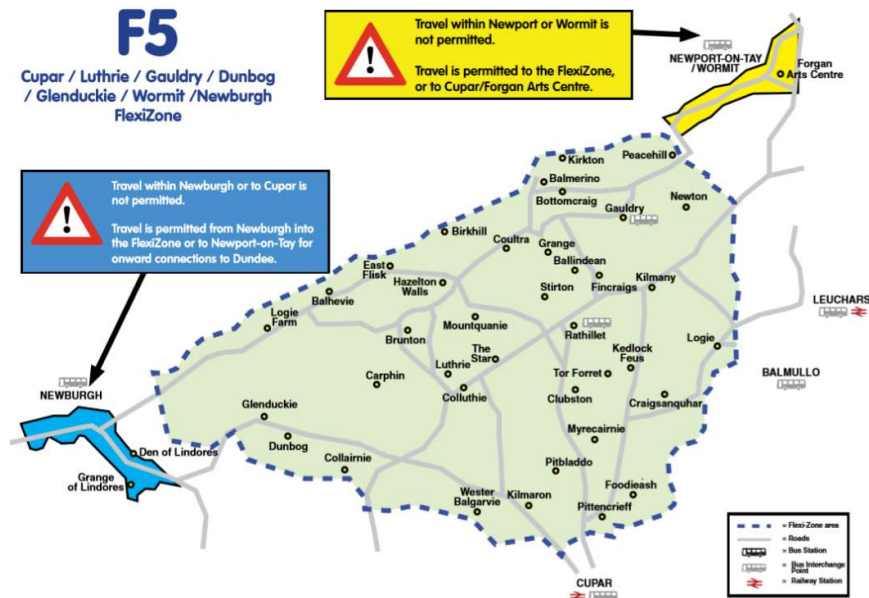
## 5.4 Demand Responsive Transport

- 5.4.1 Moffat & Williamson operates the ‘Go-Flexi’ taxibus scheme in the area, serving North and East Fife. The service is supported by Fife Council and operates like a taxi at normal bus fares, between 7:00 and 18:15 in during the week and between 8:15 and 18:15 on Saturdays. Pre-booking by phone is required for all journeys, from 1 hour to 1 week in advance of travel.<sup>19</sup> According to [www.go-flexi.org](http://www.go-flexi.org), anyone can use the services including for trips such as shopping, leisure, to a train station or a college.
- 5.4.2 Newburgh falls within the F5 FlexiZone. Travel is permitted anywhere within the zone as well as to the destinations outwith the zone which cover Wormit, Newport, Balmullo, Leuchars Station and Cupar. The taxibuses are 7-seat, wheelchair and pram accessible cars.
- 5.4.3 The pick-up/drop-off locations are generally from the user’s chosen point, however sometimes a short walk to/from the vehicle is required from locations that may be unsafe or difficult to access.<sup>20</sup>
- 5.4.4 Based on consultation with the operator, the service has a limited capacity especially for daily work or study purposes, as it has to be pre-booked and there is no guarantee of a place.

Main point – ‘Go-flexi’ offers a flexible public transport alternative, but it is not suitable for daily commute to work or education.

<sup>19</sup> <https://www.moffat-williamson.co.uk/go-flexi>

<sup>20</sup> <https://www.go-flexi.org/faqs/>



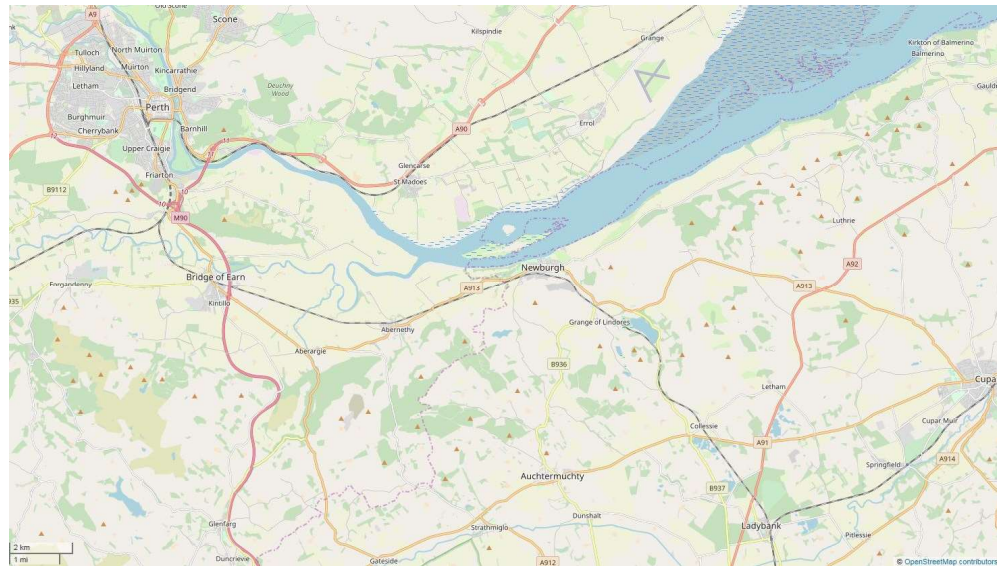
**Figure 33. Flexibus Operating Area**

## 5.5 Road Network

- 5.5.1 Newburgh is situated on the A913 which runs through Newburgh's town centre and forms Newburgh's High Street. It thus serves both local and through traffic potentially giving rise to conflicts of movements.
- 5.5.2 To the west of Newburgh, the A913 merges with the A912 and connects to the M90, which provides access to Perth, the Central belt as well as north of Scotland. To the east, the A913 links with the A92, which runs across the heart of Fife and connects the area with Dundee to the north and Glenrothes and Kirkcaldy to the south. The A913 then continues towards Cupar, where it joins the A91 linking St Andrews further to the east.
- 5.5.3 Two roads, the B936 and B937 head south from the A913 at Den of Lindores and Lindores respectively. The B936 runs through Auchtermuchty, crossing the A91, and on to Falkland and finally joins the A92 at Freuchie. The B937 also runs south, broadly parallel to the B936 to cross the A91 close to Collessie and then on to join the A92 close to Ladybank, north of Freuchie.<sup>21</sup>
- 5.5.4 Figure 34 shows the road network around Newburgh.

<sup>21</sup> 2018 Newburgh STAG Pre-appraisal, page 35



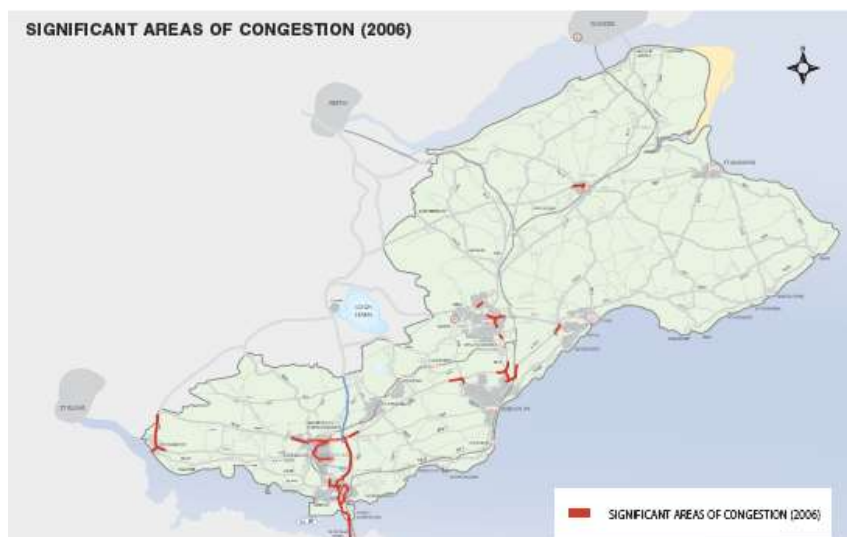


**Figure 34. Road Network Around Newburgh**

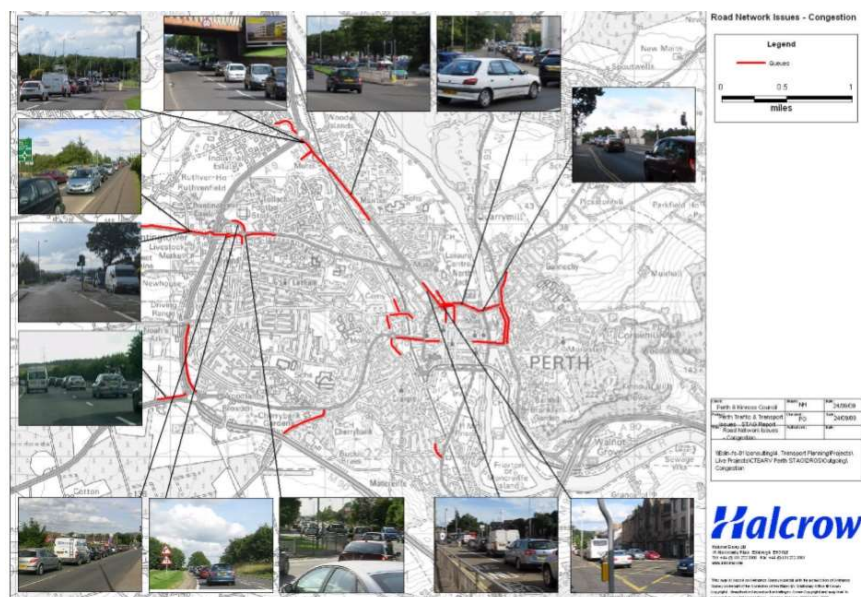
- 5.5.5 Apart from the M90, the road network surrounding Newburgh is mainly single carriageway with a 60mph speed limit, although there are 30mph limits in place through Bridge of Earn, Abernethy, Newburgh and other surrounding settlements, and some additional speed limits on the main road towards Lindores and Cupar.
- 5.5.6 Additionally, between Abernethy and Newburgh there is a single traffic light where the road crosses the railway over a bridge that is too narrow to allow for safe passing of large vehicles.
- 5.5.7 Figure 35 shows that Newburgh's levels of congestion, relative to Fife, as included in Fife's Local Transport Strategy 2006-2026. As can be seen, the road network in the immediate vicinity of Newburgh was not identified as suffering from significant congestion<sup>22</sup>. Existing congestion was however highlighted in Cupar, Glenrothes, Kirkcaldy, Dunfermline and the M90 approach to/from the Forth river crossing, all important destinations for Newburgh residents. In addition, Figure 36 indicates the high levels of vehicle queues in and around Perth, another key destination from Newburgh<sup>23</sup>.

<sup>22</sup> Fife Local Transport Strategy 2006 – 2026, page 14

<sup>23</sup> Shaping Perth's Transport Future, page 4



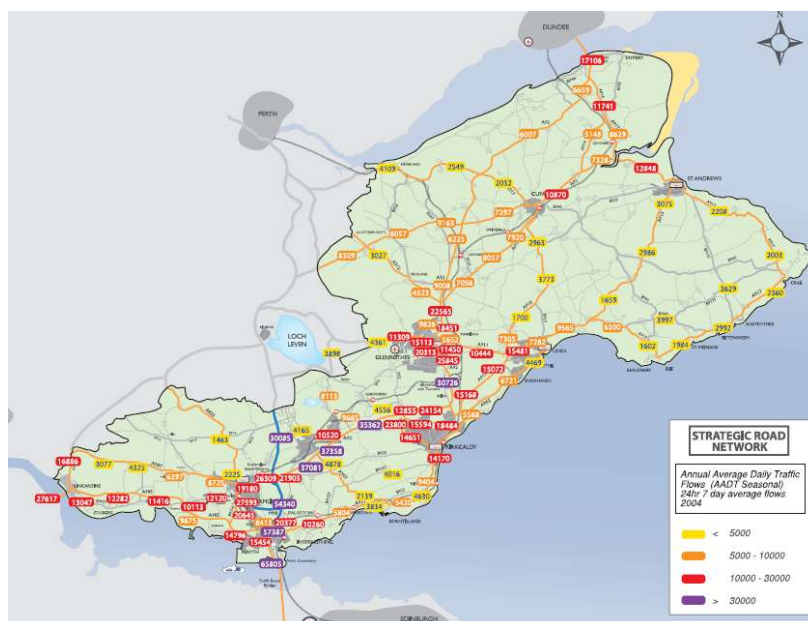
**Figure 35. Areas of Congestion in Fife, 2006, Fife LTS**



**Figure 36. Areas of Congestion in Perth, 2009, Shaping Perth's Transport Future**

5.5.8 Figure 37 shows the annual average daily traffic flows across Fife's strategic road network. As can be seen, based on 2004 traffic levels, there were over 4,100 vehicles a day going through the town centre of Newburgh. Using the latest traffic count data, collected in 2018 as part of the development of the Tay Cities Regional Transport Model, on average, some 330 vehicles travel through Newburgh in the AM peak hour (08:00-09:00) and 390 vehicles in the PM peak hour (17:00-18:00).

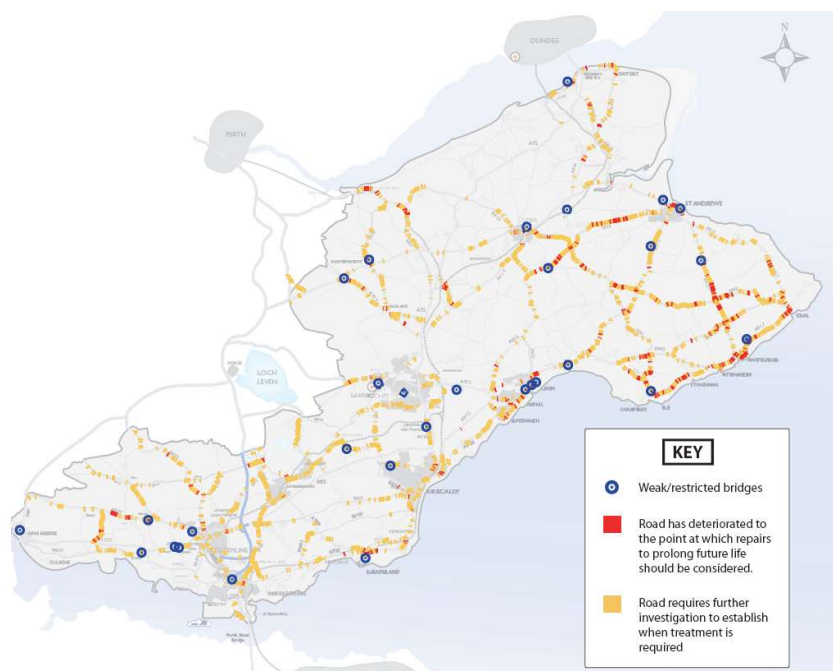




**Figure 37. Traffic Volumes 2004, Fife LTS**

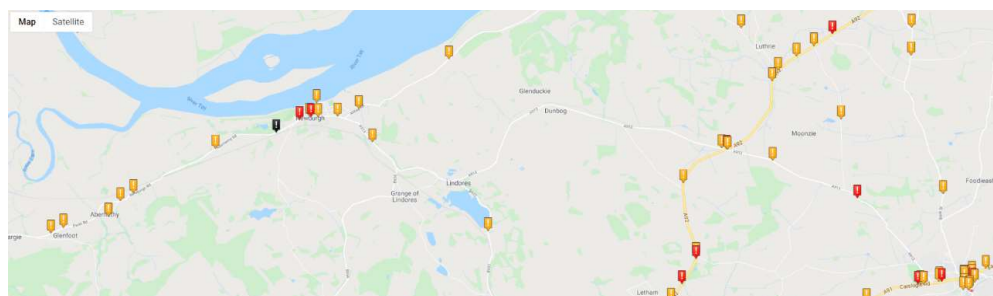
- 5.5.9 With the future development of additional 275 dwellings as well as employment within Newburgh, as proposed in the Fifeplan, it is very likely that the volume of traffic in Newburgh will increase. Moreover, the allocation of Cupar as a Strategic Development Area for employment is also likely to increase traffic flows along the A913, potentially impacting on Newburgh commuters. Similarly, additional housing and employment developments in and around Perth is likely to exacerbate the existing congestion, thus potentially impacting on trips to and from Newburgh.
- 5.5.10 Figure 38 shows the conditions of Fife's road network. As can be seen, sections of the A913 in Newburgh and to the east of the town are highlighted as 'deteriorated to the point at which repairs to prolong future life should be considered'.<sup>24</sup>

<sup>24</sup> Fife Local Transport Strategy, page 35



**Figure 38. Condition of Road Network, 2006, Fife LTS**

5.5.11 In terms of road traffic accidents, Figure 39 indicates that there were five accidents along Newburgh High Street between 2012 and 2018, three slight (indicated in orange) and two serious (indicated in red). One of the serious accidents involved a cyclist, the remainder involved cars. In addition, one fatal accident (indicated in black) occurred to the east of the town and involved a young driver. However, in the absence of any further details into the causes of the collisions, it is difficult to determine if there are any safety issues associated with the road network.



**Figure 39. Road Traffic Accidents 2014-2018, Crashmap**

5.5.12 In terms of car parking, there is a good free public parking provision in Newburgh, with two Council car parks located at the west end (and accommodating some 50 spaces), and the east end (with approximately 40 spaces). In addition, there is free car park by the shore (accommodating approximately 20 spaces) as well as on-street parking along the length of the High Street, although a time restriction applies in most sections (but not on the west end of the High Street from the Vets/Sun Gallery up to the Abernethy Road).

Main point – the A913 which runs through the town centre and forms Newburgh’s High Street carries over 4,100 vehicles a day. It also serves both local and through traffic, which potentially gives rise to conflicts of movements. Newburgh does not currently suffer from significant congestion, although the proposed mixed use development to the east of Newburgh is likely to increase the volume of traffic through the town. Areas in and around Perth, Cupar, Glenrothes and Kirkcaldy, which belong to the commuting destinations for Newburgh, suffer from congestion which is likely to be exacerbated by future developments.

## 5.6 River Travel

- 5.6.1 There is a navigable channel on the River Tay between Perth and Dundee. Whilst the river is mainly used for recreational purposes (i.e. Newburgh sailing club), occasionally, commercial cargo vessels transport timber up the Tay from Newburgh to Perth.
- 5.6.2 Newburgh’s piers are old masonry and are currently maintained by volunteers. Should a passenger river service be introduced, a new port facilities would need to be built in Newburgh (similar to those in Perth and Dundee) as well as a new arrangements developed which take into account the tidal rise and fall of the river.
- 5.6.3 The Tay Cities deal currently proposes improvements to the marine tourism infrastructure, which includes the delivery of moorings off Newburgh.

Main point – Any potential river passenger service requires new port facilities and careful investigation of tidal arrangements.

## 5.7 Summary

- 5.7.1 This chapter has outlined the key transport baseline for Newburgh. A summary of the main points include:
  - Newburgh’s active travel network includes predominantly leisure routes which are not suitable for commuting, and a network of on-road national cycleways and national cycle routes which are only likely to be used by experienced cyclists. However the distance to commuting destinations outside Newburgh is over the recommended threshold achievable solely by active modes of travel and as such, walking and cycling are unlikely to be used for commuting to these destinations as main modes of travel.
  - The access by public transport to key destinations for work, education, wider health care and leisure facilities for Newburgh residents is limited, with no evening services and limited Sunday services to/from Perth and Glenrothes. There are also limited morning services and no Sunday services to Cupar and St Andrews, and limited services to Kirkcaldy and Dundee which also require an interchange.
  - Public transport journeys to the main destinations are lengthy and in some instances the cost of travel by public transport is higher than travel by car.
  - The proposed mixed use development to the east of Newburgh is likely to increase the volume of traffic through the town. Moreover, the allocation of the Strategic Development Area for employment in Cupar, and additional housing and

employment developments in and around Perth are also likely to increase traffic levels and exacerbate existing congestion, thus impacting on Newburgh commuters.

5.7.2 The opportunities arising from the transport baseline include:

- Making use of the existing train line and a station in Newburgh to reduce the need to travel to Ladybank, Cupar and/or Perth train stations to access destinations further afield;
- Enhancing bus service provision to allow more frequent and direct access to key destinations including the three train stations currently used by Newburgh residents;
- Investigating the potential for river travel on the Tay Estuary although tidal rise and fall of the river need to be carefully considered; and
- Improving marine tourism infrastructure, including the delivery of moorings off Newburgh as part of Tay Cities deal.

## 6. STAKEHOLDER AND PUBLIC ENGAGEMENT

### 6.1 Approach to Engagement

6.1.1 Stakeholder and public engagement are important aspects of any transport appraisal as they ensure that those who live and work in the study area can feed their views into the appraisal process.

6.1.2 The engagement involved a series of workshops, interviews, events and surveys with a number of stakeholders and the general public.

#### Stakeholder Engagement

6.1.3 On 8 March 2019, a stakeholder workshop was held in Newburgh, attended by a range of organisations, including Transport Scotland, Stagecoach, Sustrans, Network Rail, Fife Council, SEStran, TACTRAN, Newburgh Community Council, Newburgh Train Station Group, Newburgh Community Trust, and Newburgh Councillors and MSPs. Transport operators Moffat & Williamson and ScotRail/Abelio sent their apologies. The aim of the workshop was to discuss the problems, issues, opportunities and constraints in the study area. Once discussed, stakeholders had also the opportunity to feed into the draft TPOs and transport options.

6.1.4 Stakeholder engagement was also carried out during the preparation of the 2018 NTSG Pre-appraisal report and included workshops and interviews with a number of stakeholders. All stakeholders referenced above (paragraph 6.1.3) were consulted as well as Abernethy Community Council and the local business community, which included Lindores Abbey Distillery and Visitors Centre, and a house building developer A&J Stephen Limited.

#### Public Engagement

6.1.5 In addition, extensive public engagement was undertaken between November 2017 and February 2018 as part of the preparation of the 2018 Newburgh Train Station Group's STAG Pre-appraisal report. This included:

- A public consultation as part of a two-hour fundraising 'coffee morning' event, taking place in the Tayside Institute and Community Centre on Saturday 25<sup>th</sup> November 2017. (Saturday morning fund raising events are a regular happenings in Newburgh, though they are mainly supported and attended by the older sections of the population.) Approximately 200 people attended the event and 84 surveys were completed. A copy of the survey is presented in Figure 40.

**What Do You Think?**  
**Newburgh Residents Survey of Transport**  
Newburgh Train Station Group, November 2017

How do you mainly travel? (Give a score 0-5 for each)	Walk?	Cycle?	Car?	Bus?	Train?
How often do you travel in this way? (Daily, weekly, monthly?)					
Where do you travel to?					
What purposes do you travel for?					
What difficulties, if any, do you experience when travelling?					
Could you suggest any improvements to any of the travel difficulties you may experience?					
Could you indicate which age group you fit into?	0-20	21-64	65+		

If you have any further comments on the transport situation experienced by you and people in Newburgh generally, please feel free to leave your comments over the page.  
Thank you! Your responses will be useful in the STAG pre-appraisal study now being worked on. Please return your responses to the TICC. Thanks again!  
Newburgh Train Station Group <http://newburghtrainstation.org.uk>

**Figure 40. Public Consultation Paper Survey, NTSG Pre-appraisal report, 2018**

- A public engagement drop-in session, carried out on 5 December 2017 at the Tayside Institute and Community Centre, in order to discuss transport issues that local residents face in the area as well as general issues affecting the area. Twenty people were actively engaged with during the session.
- An online survey, run through Survey Monkey from 21 December 2017 to 28 February 2018. The survey was promoted through an advertisement in the Fife Herald, and was followed by a front page article on 29 December 2017 about the Newburgh Train Station Group's pre-appraisal study. The survey was further advertised via the Newburgh Train Station Group's website, their Facebook and Twitter pages, as well as a local social media members group outlet, 'Newburgh Now, Newburgh Then'. Based on 2011 Census population count, the survey's return rate was 22%. The survey was based on the paper questionnaire presented at the fund raising event on 25 November 2017, and asked the following questions.

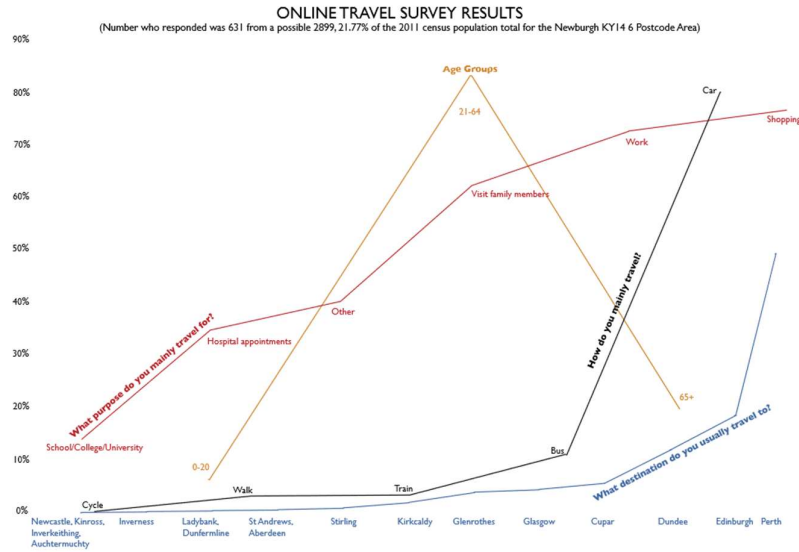
The online survey questions were as follows:

1. How do you mainly travel? (Walk Cycle Car Bus Train)
2. On a scale of 1-5 (1 being never and 5 being most frequent) how often do you travel by walking?
3. On a scale of 1-5 (1 being never and 5 being most frequent) how often do you travel by cycling?
4. On a scale of 1-5 (1 being never and 5 being most frequent) how often do you travel by car?
5. On a scale of 1-5 (1 being never and 5 being most frequent) how often do you travel by bus?
6. On a scale of 1-5 (1 being never and 5 being most frequent) how often do you travel by train?
7. What purpose do you mainly travel for? Check as many boxes as appropriate. (Work, School, College/University, Hospital appointments, Visit family members, Shopping, Leisure, Other)
8. Where do you travel to, by what method and how often? (Work, School, College/University, Hospital appointments, Visit family members, Shopping, Leisure, Other)
9. What difficulties, if any, do you experience when traveling? Could you suggest any improvements to any of the travel difficulties you may experience?
10. Please indicate which age group you fall under (0-20, 21-64, 65+).

**Figure 41. Public Consultation Online Survey, NTSG Pre-appraisal report, 2018**

6.1.6 As can be seen in Figure 42, the online survey was largely completed by the 21-64 age group.





**Figure 42. Online Travel Survey Results, NTSG Pre-appraisal report, 2018**

6.1.7 When combining the results of both, the paper and online surveys, based on Census 2011 population, nearly a quarter of Newburgh residents returned the survey.

6.1.8 Other public surveys were carried out with Newburgh residents in 2011, 2012-2014 and 2015. The findings of these surveys are not included within this report, however they are available within the 2018 NTSG STAG Pre-appraisal report.

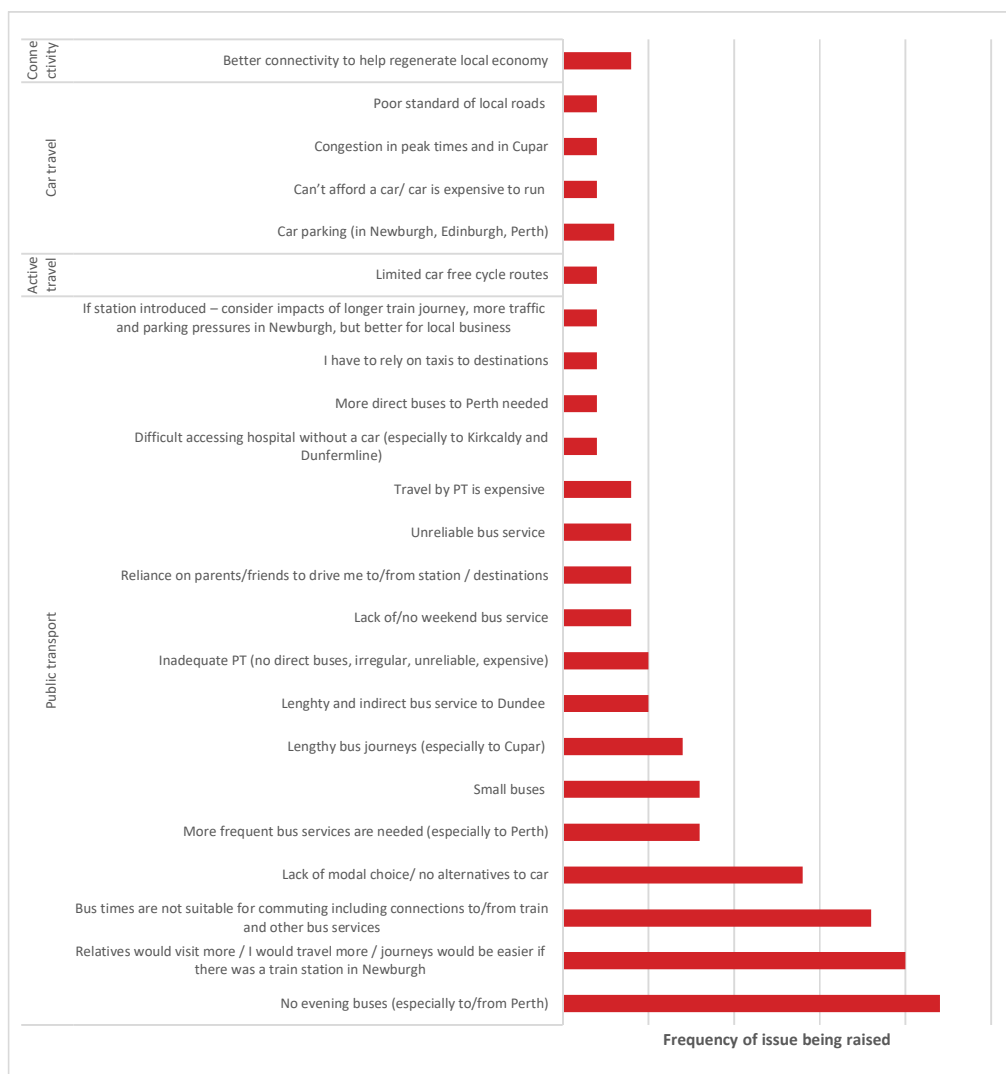
## 6.2 Consultation Findings

6.2.1 The results of the online survey confirmed the findings of socio-economic profile of Newburgh in terms of trip destinations, trip purpose and the main mode of travel (Figure 42).

6.2.2 Specific comments, that were raised by the stakeholders and the public are included in the 2018 NTSG Pre-appraisal report, pages 39 to 54. For the purposes of this report, these comments were combined with the results of the 2019 stakeholder workshop and where possible, quantified to reflect their relative frequency of being raised by consultation respondents. The various problems, issues and opportunities were then summarised into key themes and categories, as indicated below.

6.2.3 The quantified summary of comments is presented in Figure 43.





**Figure 43. Stakeholder and public comments**

## Public Transport

6.2.4 By far, the majority of comments raised centred around the lack of suitable public transport provision to/from Newburgh. In general, the respondents felt that the existing provision was inadequate and negatively impacted on their access to work and study opportunities as well as their family and social lives. The existing public transport provision was seen as particularly problematic for those who either could not drive or did not have the means to own a car.

6.2.5 The key problems and issues included:

## Times of Operation of the Bus Services

- 6.2.6 Respondents raised a number of issues related to the existing timings of the bus services, in particular:
- No evening bus services (especially to/from Perth) – this problem was raised by most respondents. People felt that the lack of evening services impacted on their ability to participate in leisure and social activities, but also forced them to use cars for travel to work (ie when needing to finish late or when working shifts) and when attending evening courses.
  - Unsuitable bus times – the majority of respondents also indicated that the current timetable did not allow them to get to their destinations on time unless they were travelling by very early morning services. This included destinations such as Perth, Cupar and Kirkcaldy which were used for both access to work and health facilities. The problem was also raised for some return legs of their journeys. Other issues included connections to/from train services and/or other bus services, which were thought not to always connect with each other, thus adding extra time on already lengthy journeys. An example was given for the lack of integration of bus services from Glenrothes.
  - Lack of bus service frequency – a number respondents felt that the current, approximately hourly frequency of bus services to/from Perth was not sufficient and should be improved. In addition, a few respondents thought that the frequency of services to Dundee should be increased (as well as make more direct), as it is currently difficult to get there without a car.
  - Limited weekend services – a few people indicated that the lack of bus services operating over the weekend was also impacting on their commutes to work and to leisure activities, and was leaving them with no choice but to travel by car.
- 6.2.7 Transport information, as outlined in the previous chapter of this report confirms that there is no evening bus to/from Perth, the Sunday service is limited to four services a day and there is no Sunday service to Cupar. Whilst there are three bus services allowing people to get to Perth for 9am, two services are very early (at 6.20 and 7.20), considering Perth can be reached by car in approximately 20 minutes. As for Cupar, there is only one service at 6:52 allowing commuters to reach the town before 9am.
- 6.2.8 Consultation with Stagecoach indicated that they did not have any capacity to undertake any detailed review and that there were no plans to run an evening service to Perth due to it not being commercially unviable. They added that Perth & Kinross Council (PKC) subsidises a service (56A) between Perth and Abernethy but this did not cross the border into Fife. Whilst they believed there may be some demand for later journeys, PKC would not extend a service fully funded by themselves to service a neighbouring authority.
- 6.2.9 It was also stated that the Service 36 was operated on a wholly commercial basis meaning the only source of revenue was from fares or concessionary travel reimbursement. As the service traditionally operated around break even, there was only sufficient revenue generated to cover the operating costs and not to invest, either in newer vehicles or service enhancements. In August 2016, as part of a commercial initiative, Stagecoach already improved the Service 36 to operate hourly throughout the daytime.

- 6.2.10 Consultation with Moffat & Williamson, who operates the subsidised school buses and Flexi bus, indicated that Flexi bus was designed for areas where no bus operated close by, outlying rural areas, and connecting these to main bus routes, with space for a wheelchair and nine seats, booked on a first come first served basis. This made it impractical to rely on for work travel.
- 6.2.11 It was also stated that if there were to be increases in school pupil numbers due to new housing, they would buy in more buses to cope.

#### Lengthy Journey Times to Destinations

- 6.2.12 A large number of respondents also noted that the current bus journey times are long, in particular when compared to car travel times. Long bus journey times to Cupar were seen as particularly problematic. It was stated by that the bus took approximately an hour to Cupar as it serves other settlements and town such as Ladybank and Auchtermuchty on the way. The respondents therefore felt that more direct services would be an improvement.
- 6.2.13 A number of respondents also noted that lengthy journey times (as well as indirect bus services) to Dundee were an issue. In addition, a couple of respondents voiced their dissatisfaction with long bus journeys to Perth, as the service diverts through Bridge of Earn.
- 6.2.14 The previous chapter of this report showed that the difference between bus and car travel to the commuting destinations such as Cupar, Dundee, Kirkcaldy and Edinburgh was approximately 30 minutes for Cupar, 50 minutes for Kirkcaldy and over an hour for Dundee and Edinburgh. Investigation into the travel times for connecting bus/train modes to destinations such as Kirkcaldy, Dundee, Stirling and Edinburgh also confirms lengthy travel times in comparison to car, by circa 40 minutes to an hour depending on the destination. The difference between bus and car travel to Perth is circa 10 minutes.
- 6.2.15 With regard to the Service 94, Stagecoach noted that the service was subsidised by Fife Council. At the time of the consultation they were not aware of what service provision would be sought by the Council as the tenders for the routes were to end in August 2018.

#### Lack of Modal Choice to/from Newburgh

- 6.2.16 A large number of respondents also felt that there was a lack of travel alternatives available to them when travelling to/from Newburgh for work, education, health and leisure trips. The timings and lengthy journey times of buses tend to be unsuitable for their trip purposes and destinations. A couple of respondents noted problems with the cycling infrastructure in the vicinity of Newburgh, which is almost all on-roads that have 60 mph speed limits.
- 6.2.17 The lack of modal choice appeared to be strongly linked with the lack of train services available to Newburgh residents. There appeared to be frustrations with Newburgh being on a train line, but people having to drive to other stations for travel to Edinburgh and wider Scotland. Most respondents stated that their journeys would have been made

much easier if they could travel from Newburgh by train. They stated that they would also be able to travel more, including for leisure and cultural trips, and felt that their friends and families would also be able to visit them more often. The lack of modal choice appeared particularly an issue for those who cannot drive or do not have access to a car. A few respondents noted that due to no suitable public transport options they had to rely on their friends and family to give them lifts, and a couple of them noted that they were having to take taxis to take them to stations and/or their destinations.

- 6.2.18 A consultation with Scotrail/Abelio<sup>25</sup> noted that whilst they wanted to improve access to the rail network so that more people could travel by train, in many parts of the Scottish network there would always be a trade-off between making additional calls in a service and delivering the contracted performance and journey times, and that a negative impact on existing rail customers needs to be avoided. They further noted that the single line section that runs through Newburgh was one of the largest constraints on their network and that a review of the impact would need to be undertaken if an extra call was inserted into the Edinburgh – Perth services.
- 6.2.19 In addition, they stated that they would not support any proposals to have intercity services calling at new stations due to Transport Scotland's aims to reduce the journey time between Inverness and the Central Belt. However to address the removal of calls in intercity services, the Revolution in Rail timetable introduced more services to connect local communities with their nearest cities and that a new Fife timetable might present some opportunities. However they added that they were aware that the Ladybank-Hilton section of the track did not have capacity to support a regular half hourly service, meaning they could not run an intercity Inverness – Edinburgh and a local Perth – Edinburgh in the same hour in both directions. It was noted that Network Rail was looking at delivering some improvements to the Hilton – Ladybank section between 2019 and 2024.
- 6.2.20 Finally, Stagecoach/Abelio highlighted that they would need to ensure that rail would be a viable public transport option for the community and it was important to prove that trains which served the destinations local people wished to travel to, could stop there at useful times of the day without having a major impact on other services.
- 6.2.21 Consultation with Network Rail<sup>26</sup> indicated that a local Perth-Edinburgh service, which would include a Newburgh stop could work if it was reasonable and consistent. From their point of view it was as much (if not more) about the way such a service would perform for the network as about how it would perform for Newburgh. They added that a GRIP (Guide to Railway Investment Procurement) process, which is a technical and engineering focused appraisal, would be useful for a new station business case.
- 6.2.22 Moreover it was considered that Newburgh's parking provision, which includes two Council free car parks to the east and west of the town, could be options for the station car park.
- 6.2.23 Other stakeholders noted that if a train station in Newburgh was to be introduced, the impact on the town would need to be considered in terms of traffic and any potential

<sup>25</sup> 2018 NTSG STAG Pre-appraisal, page 49-50

<sup>26</sup> 2018 NTSG STAG Pre-appraisal, page 52-53

parking pressures. Although it was felt that more traffic would be positive for local businesses.

#### Size of Bus Vehicles

- 6.2.24 A number of comments were raised in relation to the size of the bus vehicles serving, especially the Newburgh – Perth route. People noted that the vehicle providing the Service 36 was small which was causing problems for commuters. In particular, the buses tend to be full with no seats available for all passengers and there is often no space available for travellers in a wheelchair, with a buggy or a guide dog. A couple of respondents noted that they saw mums with buggies being turned away as there was no space available on the bus.
- 6.2.25 However, as consultation with Stagecoach indicated, they have currently no plans to invest in newer vehicles or service enhancements as the revenue generated from bus fares was only sufficient to cover the operating costs of the service.

#### Unreliable Public Transport

- 6.2.26 A few comments were raised with regard to the unreliability of public transport services. Whilst no detailed explanation was provided, one comment related to buses being full and people not being guaranteed getting aboard.
- 6.2.27 This issue potentially links with the insufficient size of vehicles and infrequent service provision when travelling to work, education, health or leisure, raised during consultation.

#### High Public Transport Fares

- 6.2.28 Some respondents felt that travel by public transport was expensive, especially in comparison to travel by car. A couple of them indicated that this issue (combined with lengthy and infrequent services) was a deterrent for public transport use.
- 6.2.29 As indicated in the previous Chapter of this report, travel exclusively by bus tends to be cheaper in comparison to car travel, especially for longer distances and when using day rider tickets. However, as also demonstrated in Chapter 5, travel by car is cheaper for shorter journeys and more or less the same as bus travel for the 10-20km destinations, which include Perth and Cupar.
- 6.2.30 The combined journeys by bus and train tend to be cheaper than car travel for long distances (e.g. Edinburgh), but more expensive for mid-range destinations (e.g. 30km) such as Dundee and Kirkcaldy.

## Active Travel

- 6.2.31 Active travel, in particularly cycling, was also raised by a few consultation respondents. The key issues and problems included:

### Lack of Suitable Cycle Routes

- 6.2.32 A few comments were raised in relation to the cycle network in the vicinity of Newburgh. It was felt that the existing provision was inadequate, and although Newburgh lies on the National Cycle Network, the majority of the routes are on busy roads where the speed limit is 60mph. Suggestions were made for a circular, car-free cycle route along the River Tay.
- 6.2.33 Consultation with Sustrans<sup>27</sup> revealed that they had no independent plans for any dedicated cycle routes around the Newburgh/Abernethy/Bridge of Earn area, however they would be willing to consider funding for links to a new railway station (for example from Abernethy to Newburgh), were it implemented. It was noted that the general distance considered as appropriate for most cycle commuters was less than 7 miles and so a 2-3 mile route linking outlying communities to railway station and services in Newburgh would be a good fit.
- 6.2.34 As a broad principle, Sustrans are very supportive of the provision of facilities to allow for active journey to be made to railway stations, bus stops/stations and other transport interchanges, which is particularly important in rural areas as it allows people to make journeys by multi modal means.
- 6.2.35 With regard to creating a wider route network that would link people from the Newburgh area to the wider areas in Fife it was acknowledged that the NCN 776 and NCN 777 leading to a from Newburgh were mostly 'on road', primarily due to the distances involved and the consequent cost of creating traffic free routes across the area.
- 6.2.36 Other stakeholders noted opportunities to link Newburgh with nearby communities, for example Abernethy, whose residents currently drive to Newburgh for small scale shopping opportunities and to visit family and friends.

## Car Travel

- 6.2.37 Car travel was perceived as a necessity by most respondents. They felt that the lack of suitable travel alternatives was leaving people with no choice but to travel by car in order to reach work, places of study, health centres and/or leisure facilities. The specific issues related to the road network included:

<sup>27</sup> 2018 NTSG Pre-appraisal, pages 40-41



### Parking

- 6.2.38 A few comments from the public consultation related to issues with car parking. It is not clear what the specific problems were as no further details were provided within the survey, apart from that there were issues with car parking in Newburgh, Edinburgh and Perth.
- 6.2.39 The review of car parking provision in Newburgh showed there is a good provision of car parking, with three, free of charge Council car parks, catering for a combined total of 110 vehicles.

### Congestion

- 6.2.40 A few comments were raised with regard to congestion. These included general issue with congestion in the peak hours (although the location was not specified) as well as congestion in Cupar.
- 6.2.41 The previous chapter of this report indicated areas of significant congestion which included Cupar, in addition to Glenrothes, Kirkcaldy, Dunfermline and the M90 approach to/from the Forth crossing. It also highlighted congestion in and around Perth, one of the key commuting destinations for Newburgh residents. No significant congestion was highlighted for Newburgh.

### Costs Associated with Car Ownership

- 6.2.42 A couple of respondents highlighted that cars were expensive to run and/or that they simply could not afford to own a car, which, combined with the lack of suitable public transport options had a negative impact on their ability to get around.

### Poor Condition of Local Roads

- 6.2.43 A couple of comments were raised that the local roads in the area were in poor conditions and in need of repair. The poor standard of roads was seen as an issue by respondents if car traffic levels were to increase, especially as a result of additional housing development in Newburgh.
- 6.2.44 Poor standards of section of the A913 were identified in the Fife LTS. Opportunities for improvements may exist through future developments in the area.

## Connectivity

- 6.2.45 The need for improved connectivity was specifically raised during engagement with local businesses. However, the problems and issues associated with connectivity were closely linked with the lack of suitable public transport provision to/from Newburgh, which were raised by most consultation respondents. As noted further above, the lack of suitable connectivity was felt to limit people's access and opportunities in employment and education as well as accessing hospital health care facilities and other activities difficult, unless done by car. This led to problems particularly for those groups of population with no access to a car.

A need for better connectivity to local and regional services and markets and to attract investment

- 6.2.46 Stakeholders felt that Newburgh had a lack of inward investment in recent years and that new initiatives were needed to help regenerate the local economy.
- 6.2.47 Lindores Abbey Distillery and Visitors Centres noted that Lindores Abbey was recognised as the spiritual home of Scotch whisky and predicted some 35,000 visitors to be attracted to the site in the next few years. They were also aiming to become one of the 'String of Pearls' destinations, that Angus/Tayside/Perth and Fife were working together on, whereby the V&A in Dundee was at the centre of attractions with other nearby sites on offer that visitors can see when on a three day visit to the area. They stated that better public transport (e.g. rail) would greatly improve their 'reach'. Currently, they get approximately 75/25 UK and overseas visitors, who mainly arrive by car, a few in mini-buses and some locals on foot.

## Local Development

- 6.2.48 A local developer A&J Stephen Limited highlighted that their proposed 275 new mixed use (housing and employment) site in Newburgh, if coupled with initiatives to improve connectivity of the area would help to regenerate the local economy.
- 6.2.49 Other stakeholders commented that the developments provided opportunities to seek contributions/put a levy on the developer to subsidise or improve public transport services.

## Train Station

- 6.2.50 It was also noted that that an opportunity to provide a train station in Newburgh could attract quite a wide catchment area which could be beneficial for local businesses. One comment suggested that people might be able to use Newburgh as a Park & Ride location for Perth, for example. It was appreciated however that such opportunity may lead to issues with car parking and larger amounts of air pollution in the town.

## 6.3 Summary

6.3.1 The findings of the consultation with stakeholders and the members of the public highlighted a number of interlinked themes, including:

- There is a lack of suitable public transport provision to/from Newburgh which negatively impacts on people's ability to access work and study opportunities. The key problems include: no evening bus services (especially to/from Perth), unsuitable bus times to access destinations on time, not effective bus-train and/or bus-bus service connections, lack of bus service frequency, limited weekend services; and the size of bus vehicles serving the Newburgh – Perth route does not meet demand and contributes to bus unreliability;
- Journey times to key destinations (including Cupar, Dundee and Perth) are lengthy;
- There is a lack of travel alternatives to/from Newburgh for work, education, health and leisure trips, which contributes to high car use. This includes the lack of suitable cycle routes (i.e. off road / routes with less busy / slower speed traffic). Moreover, car travel is perceived by most as a necessity and this present a challenge particularly for those who cannot drive, do not have access to a car or do not have means to a car;
- Travel by public transport is expensive in comparison to car travel;
- There is a need for better connectivity to local and regional services and markets and to attract investments; and
- There are issues related to car travel including problems with car parking, congestion and the poor condition of local roads.

6.3.2 The consultation also highlighted a number of opportunities, including:

- Encouraging active travel by providing links to bus stops and/or transport interchanges;
- Making the most of Newburgh's existing assets and capitalising on V&A tourism in Dundee;
- Widening travel choices and improving connectivity by re-opening Newburgh train station; and
- Improving transport infrastructure through new developments and/or developer funding.

## 7. PROBLEMS, OPPORTUNITIES, ISSUES AND CONSTRAINTS

### 7.1 Overview

- 7.1.1 This chapter discusses the actual and perceived problems, opportunities, issues and constraints which form the basis for the development of Transport Planning Objectives and guide the development of options.
- 7.1.2 The problems, opportunities, issues and constraints for Newburgh were identified through the analysis of wider planning policy, socio-economic data, local development proposals and the relevant transport and travel information. They have been grouped into common themes and detailed further below.
- 7.1.3 For the purposes of STAG, the terminology used for problems, opportunities, issues and constraints includes:
- **Problems:** existing and future problems within the transport system which result in a shortfall in meeting objectives, e.g. lengthy journey times, poor transport access to services etc;
  - **Opportunities:** possibilities to improve the transport system and the way it is used, e.g. improve journey times;
  - **Issues:** uncertainties that the study may not be in a position to resolve, but must work within the context of, e.g. uncertainty whether a major road link will be built that will affect the study area;
  - **Constraints:** the bounds within which a study is being undertaken, e.g. available funding, policy or environmental designations etc.

### 7.2 Problems

#### Access to Services and Markets by Public Transport

- 7.2.1 The previous chapters highlighted the difficulties Newburgh residents have when accessing their places of work, education facilities, hospitals and social/leisure activities by public transport.
- 7.2.2 The evidence shows that one Newburgh datazone (Flisk, Lindores and Luthrie) is within 20% of the Scotland's most deprived datazones in terms of Geographic access, and that Newburgh's access to public transport network, relative to other towns across Fife, belongs to the lowest in the Council area.
- 7.2.3 There are only two bus services that provide approximately hourly connections Monday to Saturday to/from Perth, Glenrothes, Cupar and St Andrews. There are no evening services and limited Sunday services to/from Perth and Glenrothes, and limited morning services and no Sunday services to Cupar and beyond. Access to rail for onward connections requires an interchange at either Ladybank, Cupar or Perth. Although there is Demand Responsive Transport operating in the area, it is not suitable for daily commuting to work or education.

- 7.2.4 In addition, 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. The main work locations for Newburgh residents include Perth and Cupar, but people also travel to Perthshire, Dundee, areas in and around Kirkcaldy, Glenrothes, Dunfermline, St Andrews, as well as Edinburgh. Only about 9% of Newburgh residents work within Newburgh (which is much 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).
- 7.2.5 Newburgh residents are also required to travel to their places of study, with the nearest secondary school being in Cupar, some 17km away. Whilst there is a school service in the morning and then one after school, this does not allow children to participate in any afterschool clubs unless they are driven back by car.
- 7.2.6 The evidence also shows that Newburgh has above average proportion of population with no qualification relative to Fife and Scotland, and considerably lower proportion of students. The data also shows that a popular method of travel to education is public transport, which would suggest that an improved access to education would be of benefit and may help to reverse the trend.
- 7.2.7 Moreover, there is a need for people to access health care facilities. The nearest hospitals for Newburgh residents are Cupar, Perth, Kirkcaldy, Glenrothes, St Andrews and Dundee, which are between 17 km and 36 km away. The evidence shows that Newburgh has an aging population (the proportion of over 65 years of age is higher than average for Fife and Scotland), and the figures suggest that this trend is likely to continue in the future. In addition, Newburgh has higher than average proportion of population whose daily activities tend to be limited a little due to their health. Both of these groups of population may need greater access to health care and hospital facilities, which are not available in Newburgh. The aging population is also likely to have greater reliance on public transport.
- 7.2.8 Perth, Cupar and Dundee are also the nearest destinations for wider leisure/social facilities for Newburgh residents. Again, based on Census data, Newburgh has higher than average proportion of retired which may present other demands including that for leisure and cultural activities, all entailing mobility and transportation.
- 7.2.9 Furthermore, approximately 19% of households in Newburgh do not have access to a car or van and are therefore reliant on public transport for access. Public transport will also be an important form of access for the new residential and employment development proposed for Newburgh, as well as tourism and potential business and leisure opportunities, which can increase the attractiveness of the area as a place to live, work and visit.
- 7.2.10 Public transport is also important from policy perspective, in terms of encouraging more sustainable travel choices and wider access to transport options.
- 7.2.11 With the above in mind, the evidence and the consultation findings confirm that the existing operating times of public transport services are limiting people's options to access their required services and markets, including:

- No evening bus services (especially to/from Perth) – which has particular implications for employment and leisure/social activities;
- Bus timetable does not allow efficient commuting to/from work, place of study, hospitals and social/leisure destinations (e.g. morning commutes can only be done by very early bus services);
- Poor public transport integration, either from bus to bus or bus to train and vice versa – with instances of too tight a timetabling on one hand and long waits for connecting services on the other;
- Lack of bus service frequency;
- Limited weekend public transport services; and
- Small bus vehicles on the route to/from Perth – that do not meet the population demands in the peak hour.

### Lengthy Journeys

- 7.2.12 65% of Newburgh working population relies on access to employment to destinations outside Newburgh. With key destinations being Perth and Cupar, Newburgh residents travel much longer distances in comparison to Fife and Scotland as a whole. Only 12% of Newburgh residents commute up to 5km in contrast to Fife (32%) and Scotland (37%). 57% travel between 10 km and 30km (vs 32% for Fife and 24% for Scotland). Slightly more Newburgh residents also travel 30 to 60km distances (8%) than the average for Fife (6%) and Scotland (5%).
- 7.2.13 Newburgh residents also travel considerably longer distances to their place of study than in Fife and Scotland as a whole. For example, only 27% of local residents travel up to 2km in comparison to 50% shown for Fife and 49% shown for Scotland. In addition, 45% travel between 10 km and 20 km as opposed to 10% shown for Fife and 7% shown for Scotland as a whole.
- 7.2.14 Whilst travelling long distances is seen by many as a necessity in order to access their key markets and services, journeys by public transport are often lengthy, especially when compared to car journey times. As such those that have an alternative to public transport will often chose to travel by car.
- 7.2.15 For example, long bus journey times to Cupar, one of the key destinations for Newburgh residents, were seen as particularly problematic and were frequently highlighted during stakeholder and public engagement. In addition, a number of respondents raised that lengthy journey times to Dundee were a problem.
- 7.2.16 The evidence from previous chapters confirms that time savings associated with car travel over bus to destinations such as Cupar, Dundee, Kirkcaldy and Edinburgh were approximately 30 minutes for Cupar, 50 minutes for Kirkcaldy and over an hour for Dundee and Edinburgh.
- 7.2.17 When considering journey times to destinations such as Kirkcaldy, Dundee, Stirling and Edinburgh by a combination of train and a bus versus car, the evidence shows that car remains to be more time advantageous, with journey time savings of circa 40 minutes to an hour, depending on the destination. This suggests that more direct public transport services would be an improvement.



### Lack of Transport Modal Choice to/from Newburgh

- 7.2.18 A large number of respondents during the public and stakeholder consultations voiced that they had limited travel options available to them, which contributes to high car use. Census data shows that Newburgh has above average households with two and more cars in comparison to Fife and Scotland as a whole.
- 7.2.19 Consultation respondents noted that the lack of alternative travel options has also negative impact on their ability to travel more, including for leisure and cultural trips, as well as their friends and families being able to visit them more often. The lack of modal choice is an issue particularly for those who cannot drive or do not have access to a car. Based on Census 2011 data, 19% of Newburgh population do not have access to a car.
- 7.2.20 Car is by far the most dominant mode of transport for travel to work, and the proportion of Newburgh residents that travel to work by car (at 83%) is above the regional (77%) and national (69%) averages.
- 7.2.21 Travel by public transport is considerably lower, with 7% of Newburgh population travelling to work by public transport in comparison to 11% in Fife and 15% nationally.
- 7.2.22 As discussed in the previous chapters, currently the only mode of direct public transport available to Newburgh residents is bus. For train travel, Newburgh residents are required to travel to the nearby train stations in Ladybank, Cupar and Perth. As outlined further above there are however problems associated with the existing public transport provision in Newburgh, including timings, frequency and service integration.
- 7.2.23 The consultation showed there is a frustration among Newburgh residents with Newburgh being on a train line, but people having to drive to other stations for travel to Edinburgh and wider Scotland.
- 7.2.24 A couple of respondents noted problems with the cycling infrastructure in the vicinity of Newburgh. Whilst the area benefits from a network of core paths and the Fife Coastal Path, these are largely leisure routes and thus not suitable for commuting. In addition, the existing cycling routes are mostly on roads which have 60 mph speed limits, and thus likely to be only used by experienced cyclist. Moreover, the most popular commuting destinations are out with the recommended cycling distance and thus unlikely to be travelled to by active modes of transport on a regular basis.
- 7.2.25 The modal share of travel to work on bike for Newburgh is negligible and lower than regional and national average. The proportion of people walking to work is also proportionately lower for Newburgh in comparison to Fife and Scotland as a whole.

### High Public Transport Fares

- 7.2.26 High public transport fares, especially in comparison to car travel, were raised by a few respondents during the stakeholder and public consultation. It was further noted that this problem (combined with lengthy and infrequent services) was a deterrent for public transport use.

- 7.2.27 Analysis of public transport fares, as presented in the previous chapters, shows that travel by public transport is more expensive than travel by car, although only for shorter journeys (i.e. up to 10km). The cost tend to be similar for the 10-20km destination range, which include Perth and Cupar, and cheaper for longer distance destinations (e.g. to Edinburgh).
- 7.2.28 Previous chapters of this report showed that the majority of Newburgh respondents commute to work to Perth and Cupar, which are in the 10-20km destination range, and as such the cost of car travel are comparable to public transport fares. There therefore appears to be a perception of high public transport fares among this group of population, as well as those who travel long distances.

#### Attracting Inward Investment

- 7.2.29 Consultation with stakeholders highlighted there was a perceived lack of inward investment in Newburgh in recent years and that new initiatives were needed to help regenerate the local economy. The lack of investment was largely linked to the limited multi-modal connectivity of Newburgh with other main towns and cities, including Perth, Cupar, Dundee, Kirkcaldy and Edinburgh.
- 7.2.30 Stakeholders were of the opinion that improved transport provision was required in order to attract and grow businesses and tourism in the area, as well as support the proposed residential development to the east edge of the town.
- 7.2.31 Improved connectivity could also increase the proportion of skilled Newburgh workforce, which in turn may attract more businesses to the area. Based on Census data, only approximately 10% of Newburgh population works locally (i.e. with commute of up to 5km) which is lower than the regional and national averages of 29% and 32% respectively.

## 7.3 Opportunities

### Bus Service Improvements

- 7.3.1 There are opportunities to improve bus service provision if additional funding can be secured. Although consultation with Stagecoach revealed that they had no plans to enhance services or invest in new vehicles on the route to/from Perth and Glenrothes, there might be opportunities through other grants and funding streams, as well as from the developer of the allocated housing and employment site in Newburgh. This could take a form of developer contributions or putting levy on the developer to subsidise bus services.
- 7.3.2 In addition, joint working across local authorities may help to improve the bus service provision. For instance, whilst there is unlikely to be improvements to the evening services to/from Perth made solely by Stagecoach, the consultation indicated that there might be an opportunity to liaise with Perth & Kinross Council with regard to extending their evening Service (56A) to Newburgh, which currently operates between Perth and Abernethy. Clearly, funding to cover the length of journey to/from Newburgh would be required.
- 7.3.3 There may also be opportunities to improve the Service 94 to Cupar through further engagement with the operators and Fife Council, as at the time of the consultation, Stagecoach was not aware of what service provision would be sought by Fife Council as part of the routes tenders.
- 7.3.4 Consultation with bus operators Moffat & Williamson indicated they would help to facilitate opportunities to increase school transport provision should there be an increase of pupils in the area, as a result of the proposed residential site, for example.

### Increase Public Transport Choice

- 7.3.5 Currently, the only form of direct public transport for Newburgh residents is bus. There are however opportunities to expand the public transport provision through reopening of the train station in Newburgh and introducing calls at the station.
- 7.3.6 The station is currently out of use and closed to passengers in 1955 and to freight in 1980. Re-introduction of the station would require investment to bring it, along with relevant supporting infrastructure, up to date. The existing line is operational and serves the Edinburgh to Perth route.
- 7.3.7 Reopening of the station was highlighted as an area for further investigation in both, the Tayplan Strategic Development Plan and the Local Transport Strategy. The documents stated that on the basis of high level assessment, the new station in Newburgh would help achieve the visions and objectives set out in the strategies, although further investigation was required to determine its feasibility and viability.
- 7.3.8 The potential to reopen the train station was frequently highlighted during the consultation with stakeholders and the public. Members of the public stated that if there was a train available from Newburgh, their journeys would have been made easier, they

would also travel more (including for leisure and cultural trips) and their friends and families would be able to visit them more often. Stakeholders felt that a new station would improve connectivity of Newburgh and thus attract more inward investment to the area, including having a positive impact on existing local businesses by widening a catchment for the train service to neighbouring communities.

- 7.3.9 Consultation with Scotrail/Abelio highlighted that whilst they would not support any additional calls on the intercity services, there might be opportunities for calls in new stations as part of the Revolution in Rail timetable, aimed at connecting local communities. Further investigation would be required to ensure a negative impact on existing rail customers is avoided. Network Rail indicated that in addition to STAG, a GRIP (Guide to Railway Investment Procurement) process, which is a technical and engineering focused appraisal, would be useful for a new station business case.
- 7.3.10 The new rail station opportunity may also provide opportunities for the Go-Flexi taxi service, currently operating in the area, by helping passengers access the station both from outlying areas, and from Newburgh itself, particularly for those with limited mobility.
- 7.3.11 As well as the opportunity for a new rail station, there may also be an opportunity to improve bus services to the nearest train stations in Ladybank, Cupar and Perth, and to provide more direct services to key destinations such as Cupar and Dundee, to increase public transport choice for residents and visitors.

#### Active Travel

- 7.3.12 Whilst the distances that the majority of Newburgh residents are required to travel to access their places of employment, secondary school, higher education and/or cultural activities are not conducive to walking or cycling as main modes of travel, there are opportunities for active travel to support public transport journeys by providing links to e.g. bus stops and/or a train station, if it was to re-open in Newburgh. This was seen as particularly important for rural areas, in order to allow people to make journeys by multi-modal means, and was highlighted in consultation with Sustrans.
- 7.3.13 In addition, there are opportunities to improve short distance active travel links, both within Newburgh, and to connect nearby settlements and communities. An example, raised during stakeholder and public consultation, included linking Abernethy to Newburgh, whose residents currently drive to Newburgh for small scale shopping opportunities and to visit family and friends, and providing a car-free circular route along the river Tay.
- 7.3.14 Based on Census 2011 data, although 59% of Newburgh residents who work within Newburgh walk to work, 39% travel by car. This could represent a potential modal shift to more sustainable modes of travel, as promoted by national, regional and local policies.
- 7.3.15 Consultation with Sustrans also indicated that they would be willing to consider funding for new active travel links, especially if the train station was to re-open in Newburgh.

### Tourism and Leisure

- 7.3.16 Newburgh benefits from its location on the banks of the River Tay, close to the Ochills hills and the Fife Coastal Path, which provide opportunities to boost leisure and recreational activities. There is an existing and active sailing club in Newburgh and Tay Cities proposes to deliver moorings off Newburgh, to further improve waterfront facilities.
- 7.3.17 The area also has a number of historical sites including Denmylne Castle, Macduff's Cross and Lindores Abbey, as well as a newly opened Lindores Abbey whisky distillery and a visitors centre, that all provide opportunities to attract visitors to the area.
- 7.3.18 Consultation with Lindores Abbey Distillery and Visitors Centres noted that they predicted some 35,000 visitors to be attracted to the site in the next few years, and highlighted opportunities for Newburgh to capitalise on the tourism to the newly opened V&A in Dundee.
- 7.3.19 To enable the growth of tourism and recreation, stakeholders felt that the connectivity of Newburgh, by a variety of transport modes, had to be improved.

### Car Sharing

- 7.3.20 Opportunities to increase car sharing as a means to access key destinations for the relevant trip purposes were considered in the 2018 NTSG STAG pre-appraisal.
- 7.3.21 Census 2011 data shows that 8% of Newburgh residents car share when travelling to work (which is slightly higher than the regional (7%) and national (6%) average). In addition, car sharing is also a popular method of travel to a place of study. In addition, stakeholder and public consultation confirmed that due to the lack of suitable travel options, some respondents were already relying on their friends and family for transport to their required destinations.
- 7.3.22 There is therefore an opportunity to help facilitate improved access for Newburgh residents via a more formal approach to car sharing. This could include setting up of a Newburgh only community car share scheme as part of the wider Sustran's and Fife Council's car sharing scheme at <https://liftshare.com/uk/community/fifetripleshare>, or by using other platforms and approaches.

### River Travel

- 7.3.23 There is a navigable channel on the River Tay between Dundee and Perth which could provide opportunities to provide ferry service between Newburgh, Perth and Dundee. However any introduction of such a service would need to ensure that piers and the river channel are suitable for passenger traffic, the high tidal rise and fall would allow safe docking arrangements, and the potential service would be viable and competitive with car journey times.

## 7.4 Issues

### Uncertainty of Funding

- 7.4.1 There are uncertainties in terms of the available funding as well as funding priorities for transport interventions by the government, transport operators, transport infrastructure promoters and developers. These include any subsidies to, for example, increase public transport provision in the area, improve active travel infrastructure and increase modal choice.

### Future Development-Related Transport Impacts

- 7.4.2 The FifePlan proposes a new mixed use development in Newburgh, comprising some 275 dwellings and employment. The proposed development is likely to increase traffic levels and vehicle movements to/from the town and also add demands on the public transport services.
- 7.4.3 In addition, future growth and development areas in Perth (Perth West), north Cupar, Oudernarde, Dundee, Glenrothes, Kirkcaldy, St Andrews, Levenmouth and south-west Fife, as proposed in the Tayplan, FifePlan, and the NPF3, will generate additional traffic, which is likely to increase congestion in some areas. This may, in turn, impact on Newburgh residents who commute to these areas for employment, education, health and/or leisure activities.

### South Perth Transport Appraisal

- 7.4.4 Currently, a parallel study is being undertaken by TACTRAN, which appraises the feasibility and deliverability of a range of transport interventions on the South Perth. It is not clear what the outcome of the study will be, however its findings have the potential to significantly influence the findings of this report.

## 7.5 Constraints

### Rail Infrastructure

- 7.5.1 There are constraints related to the rail infrastructure that need to be taken into account, which include:
- Capacity restrictions on the Ladybank to Hilton junction (Perth) line - Newburgh is located on this single track section of the line and this causes constraints for the provision of additional stations on the line, and restricts timetabling capabilities;
  - Commitments to improve rail journey times - The Government's Infrastructure Improvement Plan, the STPR and the Scotland Route Study reference the need to deliver faster journey times between the Central Belt and Aberdeen, and the Central Belt and Inverness. Therefore, any provision of additional stations is constrained by these strategic objectives and priorities.



## High Tidal Rise and Fall of River Tay

- 7.5.2 The provision of a potential ferry services on River Tay is constrained by the high tidal rise and fall, thus restricting vessel docking arrangements.

## Available Funding

- 7.5.3 Consultation findings indicated there are tight budgets to improve the transport provision (for example by public transport operators to increase the service provision) which is one of the main constraints for the study.

## 7.6 Summary

- 7.6.1 The key issues, opportunities, issues and constraints can be summarised as follows:

### ○ Problems

- Access to services and markets by public transport;
- Lengthy journeys;
- Lack of transport modal choice to/from Newburgh;
- High public transport fares; and
- Attracting inward investment.

### ○ Opportunities

- Bus service improvements;
- Increase public transport choice;
- Active travel;
- Tourism and leisure;
- Car sharing; and
- River travel.

### ○ Issues

- Uncertainty of funding;
- Future developments related transport impacts; and
- Bridge of Earn transport appraisal

### ○ Constraints

- Rail infrastructure;
- High tidal rise and fall of river Tay; and
- Available funding.

## 8. OBJECTIVES SETTING

### 8.1 Overview

8.1.1 STAG appraisals should be objective-led rather than solution-led. Therefore, to comply with the guidance, a set of Transport Planning Objectives (TPOs) was developed to reflect the problems, opportunities, issues and constraints considered and analysed in the previous chapters of this report. The TPOs essentially reflect the outcomes sought and will directly inform the appraisal of the performance of different options, generated to address the problems, issues and constraints and realise the opportunities.

8.1.2 In accordance with STAG, TPOs should be developed with SMART principles in mind. This means that the objectives should be:

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

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

### 8.2 Initial Transport Planning Objectives

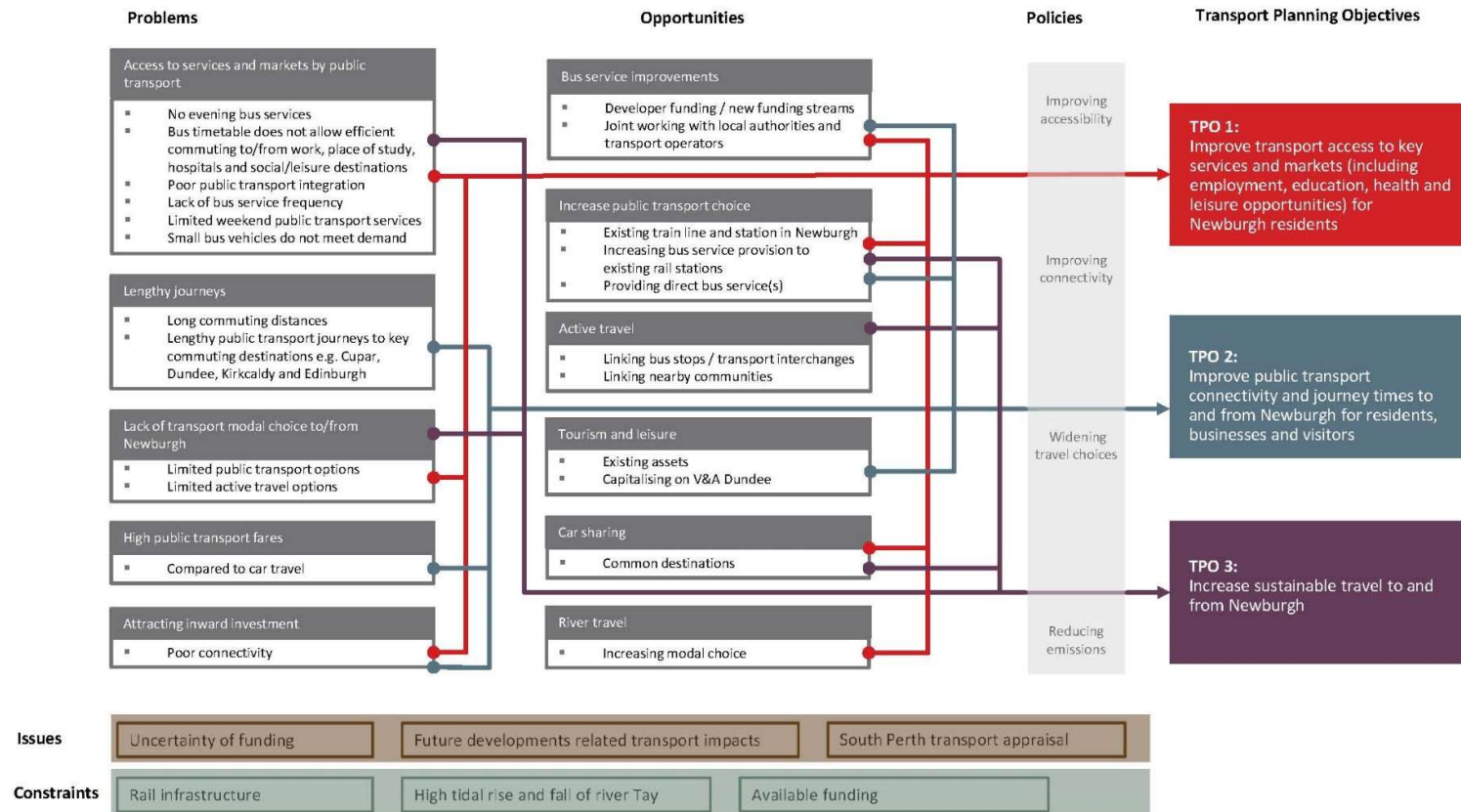
8.2.1 The 2018 NTSG STAG Pre-Appraisal proposed the following objectives based on the problems, opportunities, issues and constraints identified:

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

### 8.3 Proposed Study Objectives

- 8.3.1 Further investigation of the inter-related problems and opportunities, stakeholder consultation and review of the wider national, regional and local policy setting has led to the development of a revised set of objectives for this study.
- 8.3.2 The objectives largely follow those identified in the 2018 NTSG Pre-appraisal, but have been refined and summarised into the following TPOs:
- **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.
- 8.3.3 **TPO 1** focuses on addressing transport problems for the residents of Newburgh to be able to access work and study opportunities, as well as destinations for wider health care (i.e. hospitals) and leisure / cultural activities, in particular 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.
- 8.3.4 **TPO 2** aims to improve connectivity to and from Newburgh by public transport and help reduce the lengthy journey times by public transport, especially to key commuting destinations that include Cupar, Dundee, Perth, Kirkcaldy and Edinburgh. The objective also focusses on realising tourism and leisure opportunities by making use of Newburgh's existing assets (e.g. river Tay waterfront, Ochill hills, Fife Coastal Path, historical sites and Lindores Abbey Distillery and Visitors Centres) as well as providing opportunities for attracting more investment to the area.
- 8.3.5 **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 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 (in particular for short trips to link neighbouring communities as well as public transport facilities), and the potential to increase public transport choice.
- 8.3.6 Figure 44 maps the identified problems, opportunities, issues and constraints to the proposed TPOs.

**Figure 44. Mapping of Problems, Opportunities, Issues, Constraints, Policies and TPOs**



## 9. OPTION GENERATION, SIFTING AND DEVELOPMENT

### 9.1 Overview

9.1.1 The purpose of the option generation, sifting and development process is to derive a range of options that would satisfy the study's TPOs, alleviate the identified problems and address the outlined opportunities. The options should then be subject to further appraisal process as part of the 'Initial Appraisal'.

9.1.2 In line with the STAG guidance, the options for this Pre-appraisal were generated through a number of methods, including:

- Consideration of previous studies;
- Statutory planning process i.e. relevant transport and land use plans (also included in Chapter 3 of this report);
- Consultation exercises;
- Consideration of known problems and opportunities;
- A gap analysis of the existing transport network and committed measures; and
- Professional judgement flowing from a structured decision making process by the study team.

### 9.2 Options Previously Considered

9.2.1 The 2018 NTSG Pre-appraisal identified the following potential options:

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

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

### 9.3 Options for Consideration

9.3.1 Developing the options identified by NTSG and combining them with further options developed through the methods outlined in paragraph 9.1.2, the following list of options was identified and is proposed for 'Initial Appraisal'.

#### Option 1: Improved Bus Services to/from Newburgh

9.3.2 This option would involve enhancing 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 hours of operation, as well as improving connectivity with train services to help facilitate onward travel. .

- 9.3.3 Depending on the outcome of the South Perth transport appraisal, the option would also consider the impact and/or the required provision to Bridge of Earn/Oudernarde.
- 9.3.4 Improving and reconfiguring bus services as part of the development of a viable option will be dependent on funding and is likely to require cross border services collaboration between Fife Council and Perth and Kinross Council, alongside SEStran and TACTRAN.
- 9.3.5 The reason for selecting this option at this stage is the positive impact the option could have on TPO 1 and TPO2.

#### Option 2: Express Bus

- 9.3.6 This option would consider the provision of an 'Express bus route' through Newburgh, potentially with connection to other express bus services to main Scottish town and cities.
- 9.3.7 The option would include the potential for more direct service between Newburgh and Cupar, and Newburgh and Ladybank to help improve journey times by public transport, help facilitate improved access to key services and markets, improve connectivity and increase public transport choice.
- 9.3.8 The option will also be dependent on available funding and is likely to require joint working among Local authorities and transport operators alongside SEStran and TACTRAN.
- 9.3.9 The reason for selecting this option at this stage is the positive impact the option could have on all three TPOs.

#### Option 3: Reopened Train Station in Newburgh

- 9.3.10 This option would include the reopening of a train station in Newburgh in order to help increase public transport choice for trips to and from Newburgh, increase connectivity, as well as help facilitate access to key services and markets.
- 9.3.11 The option would also allow direct access to the rail network and help reduce journey times to key destinations. The option would also need to include facilities to assist integrated trips accessing the station.
- 9.3.12 The option is likely to be dependent on the constraints of the existing rail infrastructure and its ability to accommodate a viable stopping service. It will also provide an opportunity for joint working with key stakeholders.
- 9.3.13 The option includes a number of sub-options, that relate to the location of a potential train station:
- **Option 3a: Reopening of a former rail station in Newburgh at Abernethy Road;**
  - **Option 3b: Reopening of former rail station at Hill Road;**
  - **Option 3c: Reopening of former railway station at the Clatchard Quarry site;**
  - **Option 3d: Opening a new station at the east end of the town; and**
  - **Option 3e: Establishing a temporary/ 'pop-up station'.**



- 9.3.14 The details of the form of the station would be considered at a later stage in the appraisal process.
- 9.3.15 The reason for selecting this option at this stage is the positive impact the option could have on all three TPOs.

#### Option 4: Car Sharing

- 9.3.16 This option includes a provision to increase 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.
- 9.3.17 The option would explore 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 at <https://liftshare.com/uk/community/fifetripshare> or installing a community car club facility.
- 9.3.18 The option provides an opportunity for cross-boundary joint working of key stakeholders.
- 9.3.19 The reason for selecting this option at this stage is the impact it could have on TPO1 and TPO 3.

#### Option 5: New /and or Improve Active Travel Routes

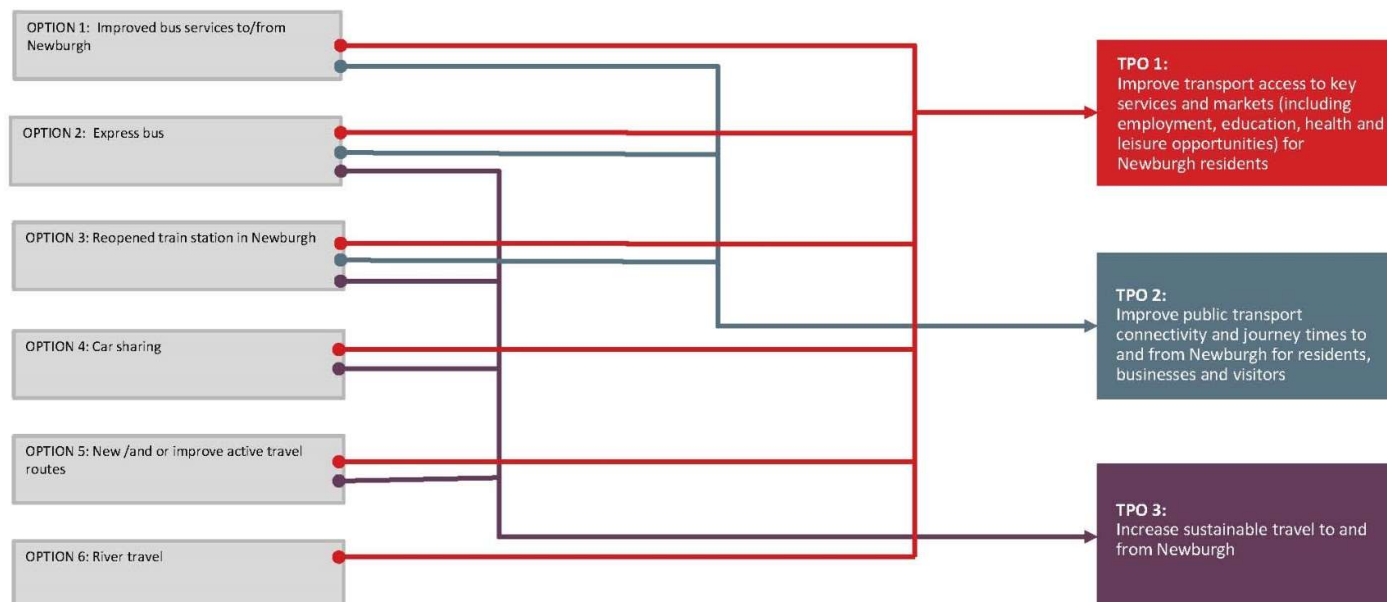
- 9.3.20 Whilst the travel distances incurred for access to key services and markets are not conducive to be solely undertaken by active modes of travel, this option would help to increase access to key services and markets by providing walking and cycling links to/from bus stops and/or public transport interchanges. This may include improvements to walking and cycling routes and/or providing cycle parking provision at bus stops.
- 9.3.21 In addition, the option would include improved active travel links to connect outlying settlements and communities, such as Abernethy to help widen travel choices and improve connectivity for local trips.
- 9.3.22 As such the option includes two sub-options:
- Option 5a: Active travel routes and provision to public transport nodes;
  - Option 5b: Active travel routes to outlying communities
- 9.3.23 The options are likely to be dependent on available funding and will require joint working of key stakeholders.
- 9.3.24 The reason for selecting this option at this stage is the impact it could have on TPO1 and TPO 3.

## Option 6: River Services

- 9.3.25 This option includes the provision of passenger service on the Tay Estuary in order to help increase modal choice to and from Newburgh and help increase transport access to Perth and Dundee.
- 9.3.26 The option is likely to be dependent on the constraints of the high tidal rise and falls of the river in the context of safe docking arrangements, and the available funding.
- 9.3.27 The reason for selecting this option at this stage is the impact it could have on TPO1.
- 9.3.28 Figure 45 shows the links between the options and the TPOs.

**Options**

**Transport Planning Objectives**



**Figure 45. Mapping of Options and TPOs**

## 10. RECOMMENDATIONS AND NEXT STEPS

- 10.1.1 This Case for Change report has identified the main transport problems, opportunities, issues and constraints that Newburgh faces. These have then provided the basis for developing Transport Planning Objectives and a list of options that are suggested for 'Preliminary Options Appraisal.'
- 10.1.2 The work carried out suggests that improved transport links, which give Newburgh a direct rail link to major Scottish cities, will lead to an enhanced local economy, bringing better access to employment and education and the potential for new investment. Easier and more sustainable travel options will make it easier for people to reach hospitals, schools and visit other areas of the country as well as giving better access to Newburgh.
- 10.1.3 The recommended options for the 'Preliminary Options Appraisal' therefore are:
- Option 1: Improved bus services to/from Newburgh;
  - Option 2: Express bus;
  - Option 3: Reopened train station in Newburgh;
  - Option 4: Car sharing;
  - Option 5: New /and or improve active travel routes; and
  - Option 6: River services.
- 10.1.4 The 'Preliminary Options Appraisal' would allow the options to be explored in more detail by qualitatively assessing them against the five STAG criteria of Environment, Economy, Safety, Integration and Accessibility/Social inclusion. The appraisal would also consider issues related to the Feasibility, Affordability and Public Acceptability of each option.
- 10.1.5 Following the 'Preliminary Options Appraisal', options that perform well against the above criteria would be subject to 'Detailed Options Appraisal'.

**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.**

**For more information visit [www.systra.co.uk](http://www.systra.co.uk)**

**Birmingham – Newhall Street**

5th Floor, Lancaster House, Newhall St,  
Birmingham, B3 1NQ  
T: +44 (0)121 393 4841

**Birmingham – Edmund Gardens**

1 Edmund Gardens, 121 Edmund Street,  
Birmingham B3 2HJ  
T: +44 (0)121 393 4841

**Dublin**

2nd Floor, Riverview House, 21-23 City Quay  
Dublin 2, Ireland  
T: +353 (0) 1 566 2028

**Edinburgh – Thistle Street**

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF  
United Kingdom  
T: +44 (0)131 460 1847

**Glasgow – St Vincent St**

Seventh Floor, 124 St Vincent Street  
Glasgow G2 5HF United Kingdom  
T: +44 (0)141 468 4205

**Leeds**

100 Wellington Street, Leeds, LS1 1BA  
T: +44 (0)113 360 4842

**Liverpool**

5th Floor, Horton House, Exchange Flags, Liverpool,  
United Kingdom, L2 3PF  
T: +44 (0)151 607 2278

**London**

3<sup>rd</sup> Floor, 5 Old Bailey, London EC4M 7BA United Kingdom  
T: +44 (0)20 3855 0079

**Manchester – 16<sup>th</sup> Floor, City Tower**

16th Floor, City Tower, Piccadilly Plaza  
Manchester M1 4BT United Kingdom  
T: +44 (0)161 504 5026

**Newcastle**

Floor B, South Corridor, Milburn House, Dean Street, Newcastle, NE1  
1LE  
United Kingdom  
T: +44 (0)191 249 3816

**Perth**

13 Rose Terrace, Perth PH1 5HA  
T: +44 (0)131 460 1847

**Reading**

Soane Point, 6-8 Market Place, Reading,  
Berkshire, RG1 2EG  
T: +44 (0)118 206 0220

**Woking**

Dukes Court, Duke Street  
Woking, Surrey GU21 5BH United Kingdom  
T: +44 (0)1483 357705

**Other locations:**

**France:**

Bordeaux, Lille, Lyon, Marseille, Paris

**Northern Europe:**

Astana, Copenhagen, Kiev, London, Moscow, Riga, Wroclaw

**Southern Europe & Mediterranean: Algiers, Baku, Bucharest,**

Madrid, Rabat, Rome, Sofia, Tunis

**Middle East:**

Cairo, Dubai, Riyadh

**Asia Pacific:**

Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila,  
Seoul, Shanghai, Singapore, Shenzhen, Taipei

**Africa:**

Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

**Latin America:**

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

**North America:**

Little Falls, Los Angeles, Montreal, New-York, Philadelphia,  
Washington

**SYSTRA**