Newburgh Train Station Group
Supporting Submission For The Scottish Parliament's Transport Committee's Pre-Budget Scrutiny Evidence Session, 28 October 2026

Contents

Introduction and Briefing Notes on the Newburgh Rail Station Proposal

Introduction Background
Newburgh Rail Station Proposal:
The case being made
What would the new station involve and at what cost?
Next Steps

Additional Useful Supplementary Documents Attached:

Pre-Appraisal Transport Study Report, 2018 attached as a pdf document, the supporting basis of the Local Rail Development Fund application made by the Newburgh Train Station Group in partnership with SEStran and Fife Council:

Newburgh and Area, North Fife, STAG Pre-Appraisal Transport Study Report, 2018.pdf

Additional Executive Summary and two additional appendices 2024 requested by Transport Scotland to finalise the business case made in the complete Newburgh STAG[1] transport appraisal, 2019-2023/24/25, are attached as three separate pdf documents:

Executive Summary draft for issue 27124.pdf,

Appendix A Newburgh STAG TS Update_Addendum-1.pdf,

Appendix B Newburgh Stakeholder Engagement Event 11-09-2024 Detailed Notes[83].pdf)

[1] STAG - Scottish Transport Appraisal Guidance

Introduction and Briefing Notes on the Newburgh Rail Station Proposal

Introduction Background

Campaigns to reinstate the rail station at Newburgh have sporadically and insistently reoccured since the withdrawal of passenger services in 1955. The current campaign arose in 2011 as a result of The Sustainable Newburgh Project commissioned by the Newburgh Community Trust and funded by the Climate Challenge Fund. The aim of this project was to produce a wish list and action plan for how Newburgh and its hinterland might reduce its carbon footprint and make Newburgh an even better place to live. The reinstatement of the rail station topped the list of issues and suggestions for bettering Newburgh as well as being the most popular immediate course of action to take[2] and continues to be overwhelmingly supported, especially since trains run up and down the line twice hourly!

The campaign has consistently enjoyed cross-party political support from councillors, MSPs and MPs, whilst deepening its community base and engagement with key stakeholders as well as officials in local and national government. It was well understood that the go ahead for a rail station would ultimately be a political decision. However, working relationships with transport and particularly rail professionals has been strong and crucial in pushing forward a campaigning advocacy that recognised that a robust business case through a transport appraisal process was key in achieving its objectives. Establishing relationships and sharing with other rail campaigns in Fife through the Fife Rail Forum has also been fundamental to the progress of the Newburgh campaign.

Seeking European Local Regional Development Funding to fund a Transport Scotland STAG appraisal compelled the Newburgh Train Station Group to produce supporting material in its application and undertake a dry run pre-appraisal report paralleling the way an officially recognised Scottish Government evidence led appraisal was undertaken. The *Newburgh and Area, North Fife, STAG Pre-Appraisal Transport Study Report, 2018*, drew on census data from 2001 and 2011, allowing for socio-economic and travel trends to be shown for the area and comparing them with regional and national contexts. This in turn allowed problems, opportunities and options to emerge. Extensive local surveys were also conducted and a range of key stakeholders were consulted, including bus companies, Scot Rail, Network Rail and Transport Scotland with a slide presentation of the pre-appraisal work in progress in their offices in Glasgow ahead of the main consultation proper.

The Newburgh pre-appraisal study eventually found funding in the form of the Local Rail Development Fund introduced whilst the pre-appraisal work was concluding and therefore supplanting the need for a European Funding application. The Local Rail

[2] https://www.newburghct.org.uk/Index.asp?MainID=26557, https://www.newburghct.org.uk//webs/144/documents/DeltixFinalRailReportforSustainableNewburgh.pdf

Development Fund had been established to provide funding to develop community led options to improve local rail connections. Newburgh's successful funding application allowed for a full STAG based transport appraisal for Newburgh and its hinterland to be commissioned in partnership with SEStran and Fife Council in 2018. Newburgh had a seat at the table and was allowed a community lead by the other partners with SEStran acting as the governance control. The consultancy SYSTRA who undertook the appraisal work also deferred to local knowledge and the community led nature of the project, allowing what could have been a remote generic desk bound exercise to become more specifically Newburgh orientated and grounded. SYSTRA also drew on the Newburgh Train Station Group's pre-appraisal report in the early phases of its own appraisal work in the Case For Change.

The Newburgh STAG appraisal report work commenced at the start of 2019 and concluded at the end of 2024 with another year of additional work as a result of queries from Transport Scotland which SEStran financed itself, distinct from LRDF funds already by that time used up. In that period four ministers with the Transport brief passed through. Newburgh Train Station Group met and presented with three of them: Michael Matheson, Jenny Gilruth and Fiona Hyslop. It is also fair to say that the COVID period intervened during this time and prolonged the STAG transport appraisal work. Even so, the Newburgh appraisal process has been tortuously protracted for what essentially is a small scale proposal in the larger scheme of usual transport interventions where scale and complexity often requires more lengthy and rigorous assessment. Appraisal guidance from the UK Government Treasury Green Book. on which STAG is itself based, stresses ***proportionality***:

Green Book, page 2:
This guidance should be applied proportionately. The resources and effort employed should be related to the scale of the proposals under consideration.
STAG Technical Data Base, Section 1, page 6:
The STAG Process should, however, be applied proportionately to the impacts of the issue under consideration.
Proportional and ***proportionately*** appear in each of these documents in various sections up to twenty times.

Whilst rigorous and evidence based appraisal are necessary governmental checks on investment decisions, and recognising that this involves an iterative process, revisiting and retesting the business case as it develops, it can be fairly asked: ***has the transport appraisal for Newburgh been applied proportionately?***

As of now, the Scottish Government recognises the strong local interest in improved transport connectivity for Newburgh. Newburgh Rail Station features in the Scottish Government's Infrastructure Investment Pipeline. The Cabinet Secretary for Economy, Tourism and Transport expects to receive advice from officials shortly to inform decisions on the next steps. It is understood this currently rests with the SpAds. Essentially then, a political decision will be made by ministers at cabinet.

Newburgh Rail Station Proposal

The case being made

The Newburgh Train Station proposal has been developed and finessed through a robust Newburgh STAG Appraisal addressing the transportation challenges faced by the residents of Newburgh, a rural town in North East Fife, Scotland, who experience geographical isolation and a high level of public transport deprivation, along with pockets of socio-economic deprivation.

A new rail station proposed for Newburgh is driven by the need to provide a sustainable and efficient transport alternative to car travel, particularly for longer ranges of journeys to the main urban conurbations in Scotland and for the 20% of the local population who do not own or have access to a car.

The new station will improve public transport accessibility for employment, training, education, healthcare, leisure and cultural opportunities. It will provide faster and more direct public transport to major destinations. Significant economic benefits can be expected. The present value of benefits has been forecasted as £82.9 million, which includes access to employment and educational opportunities as well as increased tourism and business travel.

A rail station in Newburgh will support economic growth as improved connectivity for businesses and the attraction of inward investment will contribute to the local economy[3].

The new station will reduce carbon emissions and improve air quality by its reduction of car travel and enhancing the integration of the transport network linking active travel and bus travel, encouraging a shift from car travel to public transport, all aligning with national and regional policies.

A station will improve access to essential services and markets for all residents, including those who are socially excluded or those without access to a car. It will provide a reliable and efficient mode of transport for elderly and those limited by poorer health. It will therefore enhance social inclusion.

Without such a transport intervention, the challenges in the context of Newburgh and its hinterland will only be exacerbated in future, making meaningful sustainable travel options difficult if not impossible. The lack of a train station means that both residents of Newburgh and visitors will continue to face limited public transport choices, lengthy and awkward journeys, and high car dependency. Newburgh folk will

[3] 40,000 visitors came to the Lindores Distillery and Visitors Centre in Newburgh in 2025, arriving mainly by coach from Edinburgh and more generally by car. 50, new homes have been built, 50 more are near completion and 200 more will start to built in 2027. Good public transport therefore becomes more important with these expansions.

remain isolated from key services and opportunities, particularly in the major urban centres, limiting quality of life and economic prospects.

Alongside economic and social isolation there will be missed opportunities for growth in the future. The absence of improved transport links will make Newburgh less attractive for investment, tourism and new residents. And the environmental impact will be increasingly detrimental with high car dependency contributing to traffic congestion and higher carbon emissions, countering efforts and priority policies aimed at promoting sustainability. Newburgh far from becoming a thriving, sustainable place going forward will become unsustainable and sink.

What would the new station involve and at what cost?

The detailed STAG appraisal demonstrated that a rail option was the highest scoring and preferred option to tackle the identified problems facing Newburgh. It considered three location sites within the town. Of the three, one offered the greatest benefits at the Abernethy Road end of town, significant also for the great interest and support shown by Abernethy in the Newburgh proposal since the current campaign began. An active travel route between the towns is also planned by the local authorities in Perth and Kinross and Fife. Newburgh sits in Fife on the border with Perth and Kinross and Abernethy is barely two miles away.

The preferred site is also at the northerly start of the Fife Coastal Path and has been earmarked as a station site in the Fife Council local development plan.

Both modular installed station platform and permanent concrete block built platform systems have been considered. Some modular systems are estimated to have a life span of 60 years whilst concrete block systems are thought to be permanent, however modular systems using recycled materials[4] have not been in use long enough to test any of these assumptions around permanence. Concrete also has wear and tear as well as carbon footprint issues.

A modular system can be installed a lot quicker and a lot easier than the built concrete block systems as they are lighter. They are also a lot less expensive. The current cost estimate that emerged through the Newburgh STAG report had a permanent platform station costing at around £5m. However, there is a low-cost opportunity using a modular platform system for the same location which could achieve the same benefits estimated at costing in the range of £150k-£600k, subject to detailed design.

4
The Dura Composites solution for Network Rail standard NR/ L3/CIV/030 compliant station platform construction combines the strength of a steel foundation with a Glass Reinforced Polymer (GRP) Dura Platform surface providing an optimal solution that's quicker, safer and more cost-effective than other traditional methods. GRP is made from recycled glass and plastic.
https://www.duracomposites.com/sector/rail/ Other modular systems and other companies are also available!

A low cost short length basic station halt built in modular form would deliver an excellent Benefits to Costs Ratio (BCR) of >17, not withstanding that BCR is not the only determining factor, but realistically determinant in the current fiscal environment because its significantly lowers the cost to government.

A low cost short single platform would represent a deviation from standard platform design and would require further feasibility assessment through rail appraisal processes undertaken by Network Rail and ScotRail as part of the feasibility, design and costings work they would carry out should the Newburgh proposal move forward. Nevertheless modular platform systems are approved and used by Network Rail, as instanced in Scotland at Robroyston. These systems can also be dismantled and taken away more readily and reused if needs be, and they can also as easily be added to should demand require it.

A short form platform basic station halt subject to safety and accessibility standards and with the minimum station requirements, as in the case of stations at Conon Bridge and Beauly, is expected to come in at significantly lower costs should a lightweight modular system be used, and would represent a good opportunity for the Scottish Government to highlight as a pilot project. A pilot that could be rolled out elsewhere in Scotland for other similar sized towns to Newburgh who need reliable, sustainable public transport connectivity and a kickstart to transformative sustainable growth and opportunities for a relatively low investment cost.

Transformation is at the heart of the Newburgh Rail Station Proposal. It would reverse the post-industrial decline faced since it ceased to be a river port and salmon fisheries hub, since its quarry industry became less labour intensive, and since its large linoleum works finally gave up the ghost in 1980. Its very Scottish civic identity, ethos and culture of self-help has continued despite this decline. It very much retains a beating heart as an outpost in the North East of Fife on the Firth of Tay tucked away between the Ochils and the river, an area of Scotland rich in natural and historic heritage and largely overlooked and unknown.

Next Steps

Network Rail replaced its previous method of rail appraisal and delivery of projects, GRIP (Governance for Rail Investment Projects), widely recognised as slow and cumbersome, by a programme in 2021 known as SPEED (Swift, Pragmatic and Efficient Enhancement Delivery). Under SPEED, for projects expected to be coming in on or under £5m, like Newburgh's station proposal, a programme known as PACE (Project Acceleration in a Controlled Environment) was applied.

The Newburgh Rail Station Proposal now needs to take a quantum leap from its STAG business case position into business case development by rail appraisal under the PACE programme. A rail appraised feasibility study follows on from a completed transport appraisal if a decision is made to take forward a transport project in the

direction of the rail option, as a rail appraisal is associated with the design development of a single mode transport project using relevant standards and guidance as in Network Rail's PACE.

It is understood[5] that Transport Scotland's review of the Newburgh STAG report took longer than initially anticipated because officials were undertaking detailed technical assessment of the evidence, working with industry partners to test assumptions and updating advice following the pre-election period and the appointment of a new Cabinet Secretary. The Newburgh proposal was subject to detailed technical scrutiny, including consideration of further evidence submitted by partners and engagement with rail industry specialists. Officials have worked to ensure Ministers receive robust advice on costs, demand, deliverability and value for money to support ministerial decisions.

The question that can be reasonably asked now is:

if Transport Scotland have already recognised that the Newburgh Rail Station Proposal requires specialist rail industry assessment to aid decision making on forwarding or not forwarding the proposal, is it not then time to admit that the Newburgh Rail Station Proposal warrants at the very least the commencement of a feasibility and design appraisal costing associated with a Network Rail conducted rail appraisal to fully and expertly test the value of the proposal?

The Newburgh Train Station Group as a witness giving evidence to the Scottish Parliament's Transport Committee for its pre-budget scrutiny report and recommendations ahead of the Scottish Government's Budget Statement, submits that one of the committee's recommendations includes the moving forward of the small scale low cost Newburgh Rail Station Proposal into an appropriate and proportionate rail led appraisal, given the implications that cost to government will be low and the outcomes transformative for Newburgh, its hinterland and far beyond as a pilot example of what could be achieved elsewhere in Scotland.

With a Newburgh Rail Station already named in the Scottish Government's Infrastructure Investment Pipeline, it is surely time now to move the proposal along.

Newburgh Train Station Group, October 2026

[5] From an ministerial engagement briefing: Stephen Flynn, Cabinet Secretary for Economy, Tourism and Transport - Briefing for the the Transport Committee Session, 9/9/26, Programme for Government Evidence Session at Transport Committee - FOI+202600537603+-+Information+Released+-+Annex.pdf - https://www.gov.scot/publications/foi-202600537603/



Newburgh and Area
North Fife
STAG Pre-Appraisal
Transport Study Report
2018







The Newburgh Train Station Group would like to acknowledge the following who contributed in the production of this report, through assistance, advice, contributions or criticism:

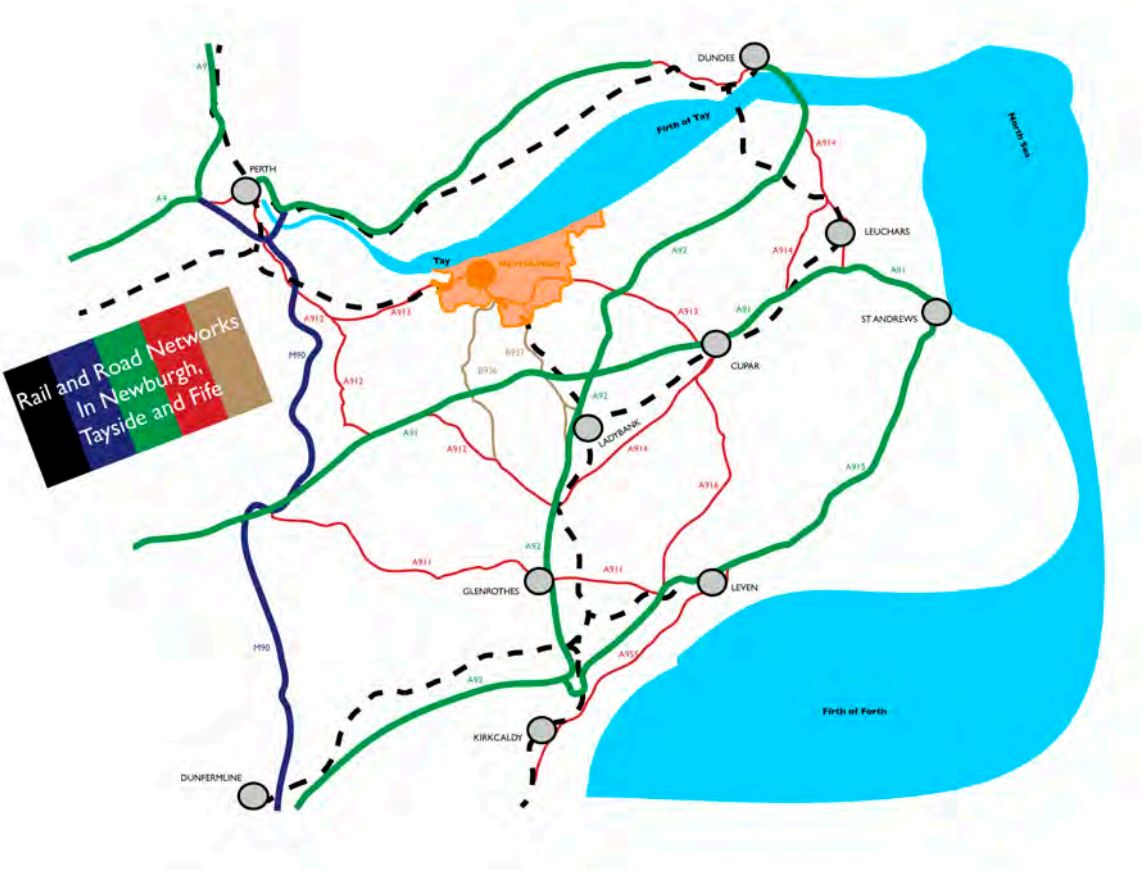
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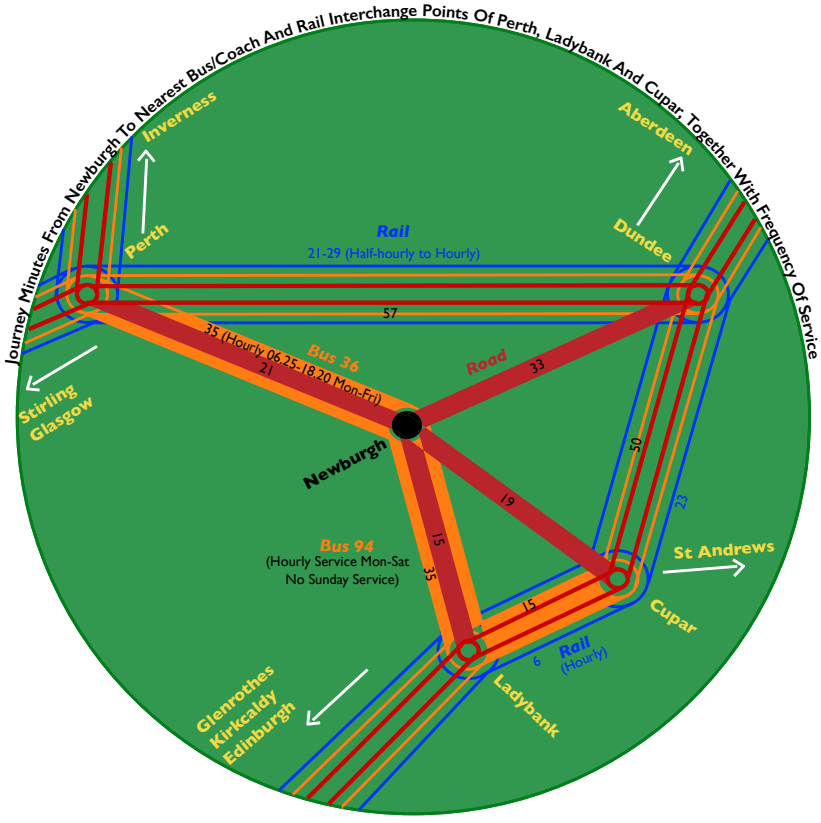
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Newburgh and Area, North Fife,

STAG Pre-Appraisal Transport Study Report, 2018

Newburgh Train Station Group,





Contents

Executive Summary

Section 1

The Newburgh Study And The Background

1. Introduction
2. Purposes Of The Study
3. The Study Area
4. Population
5. Socio-Economic Context
6. Present Transport Situation

Section 2

Newburgh Transport Problems, Issues, Opportunities And Constraints

7. Introductory Note
8. Overview Of Newburgh's Location And Its Networks
9. Consultation
10. Identified Problems
11. Opportunities
12. Issues and Constraints
13. Transport Planning Objectives

Section 3

Options and Next Steps

14. Options
15. Next Steps

Appendices

A1 Traveline: Journeys To Ninewells Hospital Throughout The Day

A2 Traveline: Journeys To Kirkcaldy and Edinburgh At Morning Commute Times

A3 Rail Standards For Platforms At Stations

A4 Indicative Station Costs

A5 Pop-up, Experimental Station Platform

A6 Newburgh Train Station Household Survey

Executive Summary

Introduction

ES.1 The Newburgh Train Station Group has undertaken a STAG pre-appraisal study report that takes the community's transport concerns back to basic, first principles. It does not seek to pre-empt the outcome of this and will not be driven by one favoured solution. A number of previous studies have been undertaken where only the provision of a rail service for Newburgh was investigated. The Newburgh Train Station Group is minded of this and has campaigned to establish a STAG based study for the area looking at all transport provision in the area.

ES.2 Therefore, in accordance with STAG criteria it has carried out a pre-appraisal as a voluntary community group in order to prepare the way for the next steps that could be taken, involving the commissioning of a full STAG appraisal if appropriate. Support from Fife Council, SEStran, Transport Scotland, the community of Newburgh, as well as cross-party political support at council and national level, has enabled this pre-appraisal to go forward.

ES.3 Since the demise of its economic base in the third quarter of the 20th century, the town has not revived in a productive economic sense and therefore has shared in the general post-industrial decline of this period, although not to the bleak extent as other areas in Fife and elsewhere. It has often shown a resilience and community determination with which to stem deterioration through its own self-propelled initiatives. A small town with a rural hinterland, it continues with a centuries old, self-help characteristic common to communities of similar scale and context, away from the main centres. However, Newburgh is also a reflection of its 750 year old Burgh status and in recent memory has been largely self-administered.

ES.4 ***Therefore, the study results from this determination and the way the community itself has undertaken to seriously engage with all the transport issues that it has for a long while experienced. The community wants to grow again into the wider world and not just tread water, or worse.***

Population, Socio-economic and Transport Contexts

ES.5 The study area for Newburgh and its hinterland falls within the KY14 6 postcode area and has largely used census data for 2001 and 2011 from the corresponding geographical data zones. The Tay on its northern flank once provided an economic and social link with the rest of Tayside but no longer. A railway station also provided wider links but closed in 1955, signalling the coming era of decline.

ES.6 With a population of 2899 at the last census of 2011, Newburgh falls within the Scottish Government's definition of a rural area with under 3000 people. An overall population growth in the 2001-2011 period saw an increase only slightly above the regional and national averages. There has however been a significant comparative decline in the main working age population offset by an equally significant, comparative increase in the older population, twice the national percentage increase.

ES.7 It appears that the mainly economically active and younger population is being squeezed out by the growing size of the older population, who remain resident, retain their share in housing longer, and very possibly prevent younger economically active groups from moving into the area as well. At the same time, the relative decline of Newburgh's younger, economically active groupings suggest a movement away to live, work and study. This trend has historically not been unusual in rural populations since industrialisation and throughout the period of de-industrialisation, but by Scottish standards Newburgh is not actually at a great distance from the main areas of opportunity. It simply appears that way because these areas are so difficult, and in some cases practically impossible, to travel to.

ES.8 The study examines the socio-economic context the population finds itself in, looking at various trends, including housing, education and health but particularly employment patterns, and comparing these with Fife generally and with Scotland as whole. From this, a picture emerges suggesting that although Newburgh has shown a modest increase in prosperity, by comparison it is falling behind, and the appearance of any growth measured by the data is fragile and unsustainable.

ES.9 Newburgh's access to public transport in and out of the area is exclusively in the first instance via bus services. The level of these services is reasonably healthy, and approximately in line with Fife and Scotland generally - in fact it slightly increased over the 2001-2011 decade, whilst the

regional and national areas slightly decreased. These areas however have seen rises in train travel, an upward trend in which Newburgh has quite clearly not been able to share. Additionally, despite relatively healthy local bus use, there is ample evidence of limited and difficult public transport connectivity beyond that level, and people in Newburgh are very well aware of this.

ES.10 Newburgh residents have to travel further than residents of comparable areas to access work, education, health services provided by hospitals, and a complete range of leisure activities such as shopping trips, nights out and visits to main cultural centres. The evidence shows a high reliance on private vehicle travel, and whatever prosperity measured by average income Newburgh could enjoy is depleted by the costs this imposes, alongside the cost to the environment through carbon negative impacts. Excessive travel times combined with long distances result in a poorer quality of life with less time for family life.

Consultation

ES.11 The approach to consultation has included:

Transport Scotland, current bus service operators, SUSTRANS, ScotRail/Abelio, Network Rail, Fife Council, SESTRAN and TACTRAN, and extensive local consultation with a new tourism based distillery business in Newburgh, a house building developer, residents in the study area and representative organisations and politicians.

ES.12 The consultation built on the findings from examination of the population, socioeconomic and transport contexts, and added important layers to these, in particular from the local consultation which highlighted lengthy and limited public transport access to Perth, Cupar, Dundee, Glenrothes, Kirkcaldy, Edinburgh and Glasgow, the complete range of short to medium to long distance travel destinations. The lack of evening buses to and from Perth, and lengthy journey times to and from Cupar, both local and important destinations, were seen to be deeply problematic and indicative of the need for high car use in Newburgh and its associated costs. There was widespread dissatisfaction with rail connectivity, and a frustration that as a result of poor public transport provision, access and opportunities in employment and education were being limited. Accessing hospital health care facilities, and a range of other activities as listed were all difficult unless done by car. Better bus provision and a reopened railway station were deeply and widely felt to offer the means to improving public transport provision.

ES.13 ***Residents in the Newburgh area showed an overwhelming appetite for change and a willingness to embrace the provision of improved public transport provision by bus and rail.***

ES.14 ***Consultation with bus service operators did not suggest that there was a capacity to change the status quo, whereas Scot Rail/Abelio and Network Rail appeared to offer flexibility given the issues and constraints in the current network.***

Problems

ES.15 A significant drop in full-time employment and a significant increase in part-time employment compared with Fife and Scotland as a whole does not rebalance the employment situation, especially with a noticeable car dependency for travel to work or study. Asset rich in car ownership does not equate with prosperity, it indicates costs to these benefits, even before adding up the environmental cost. Evidence of poor public transport access, in combination with high levels of reliance on car transport and income vulnerability, which comes with part-time work, means that Newburgh's socio-economic state is compromised further by a higher risk of transport poverty[1]*.

ES.16 Travel to work and study mainly by private vehicle also costs because Newburgh people travel proportionately greater distances on a daily basis, above the regional and national levels but especially over medium and longer distances. People in Newburgh rely on the car because access to public transport is limited, sometimes unreliable, as well as a challenge in terms of journey times and the connection changes involved for medium and longer ranges. For Newburgh public transport means by bus in the first instance, because bus is the only way in or out. On total public transport usage Newburgh is equivalent with Fife generally whilst both are behind Scotland as a whole.

ES.17 To travel anywhere for any reason, including to get to hospital services, main centres for shopping, leisure or cultural services, in fact any free-time activity, finds Newburgh at a comparative disadvantage or reliant on doing so by the car. Additionally, an increasing proportion of older people in the population also adds to the numbers of those who need to travel.

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[1]* See the high level of transport poverty risk given to the Newburgh area and rural hinterland, map, p12, *Transport Poverty In Scotland*, 2016, SUSTRANS, and for more on this concept.

ES.18 The identified problems from the evidence examined in the study indicate:

difficult and time consuming access to the main centres and city regions in Scotland, and Fife as well, which compromises getting to employment and education opportunities, especially for non-car users or owners. Also it could be that current transport connectivity is constraining access to higher value employment found in the main centres and cities;

difficult accessibility for health services and social and cultural facilities;

restricted access for tourism into Newburgh and the hinterland area, for its attractions and the start of the north end of the Fife Coastal Path;

over-dependence on private car use and a poor share of sustainable transport modes of travel, bus being the only means available, which is not always entirely reliable and offers restricted or no travel times at weekends and evenings.

Opportunities

ES.19 Six opportunities were tabled to address the transport problems facing Newburgh, one of which, heavy inward economic investment in Newburgh, although not a transport intervention, would, through local job creation on a large scale, to some extent address the transport problems by allowing more people to travel to work by foot or bicycle.

ES.20 ***River Travel*** has been included as an intervention using the River Tay to allow passengers to travel from Newburgh by ferry to Perth and Dundee. This would build on Newburgh's past as a river port and require re-establishing its piers, navigable channels and related infrastructure. The Tay Cities Deal identifies developing tourism through mooring facilities in the area, including Newburgh.

ES.21 ***Cycling*** has become popular once again recently and is promoted by national and local authorities, being widely used to get to work or places of study as well as for free-time recreational purposes. For shorter distances, this represents a possible intervention.

ES.22 ***Car Share*** is similarly being promoted by government and local authorities, including Fife Council, and would help reduce the number of journeys by car and van by increasing the number of passengers in private vehicles, particularly for travel to work and study.

ES.23 ***Bus Service*** improvement and reconfiguration could enable an increase in the use of public transport for all journeys and purposes, reduce car journeys, and serve to make short to medium range travel easier for people in Newburgh by providing better, more efficient connectivity.

ES.24 ***Re-establishing a railway station*** for Newburgh for travel on the existing network to Perth and beyond, as well as southwards to Kirkcaldy and Edinburgh, represents another opportunity. Access to Dundee via Perth, Cupar, or Ladybank would also be possible depending on timetabled connections. This would increase direct connectivity on public transport over medium and longer ranges of travel, and even at shorter range, such as to a main destination like Perth.

ES.25 To address those transport problems Newburgh experiences and suggest remedies the opportunities need to

increase the accessibility of employment and education opportunities;

increase the accessibility of health, social and cultural facilities;

increase the accessibility to tourism in the area;

encourage a modal shift away from private vehicle, car use and increase the sustainable public transport share.

ES.26 The most promising opportunities, which could lead to meaningful options and further exploration, are car sharing, upgraded bus services and provision of a railway station. On the other hand, the exploration of cycling, river travel and heavy investment should not be entirely dropped. In the long term, river travel, with sufficient expenditure, could present itself as being viable, but for the present this is unlikely, with no sign of any potential promoters or public policy intents or commitments, except for small scale moorings for recreational and tourism purposes. Cycling, however, even in the short term for shorter ranges of travel, might be an option to pursue, if cycleways could be built. Heavy local investment is not a transport intervention but would obviously have a major impact if it ever came about. However, there is no sign of that happening in either the present, or near or even medium-term future.

Issues and Constraints

ES.27 The issues found are as follows:

existing bus services may be vulnerable to further service reductions,

the commercial viability of new, improved and reconfigured bus services, as well as the private operator appetite to run such services appears to be a negative factor,

and the potential local authority subsidy required to expand bus provision in the area, in the present fiscal climate, appears an unrealistic expectation.

ES.28 *Newburgh is on a section of line not currently served by local ScotRail trains, only expresses. The new December 2018/19 timetable may alter this but at present ScotRail is focussed on existing commitments and not on providing new stations.*

ES.29 Constraints identified include:

council budget for subsidised bus service improvements;

site specific infrastructure constraints in the form of signalling;

and capacity constraints on the Ladybank to Hilton Junction route section.

Transport Planning Objectives

ES.30 Five transport planning objectives (TPOs) have been drawn up in reference to the transport problems:

TPO1 *Improve links to local centres in Fife and main city regions in Scotland to access centres of educational and employment opportunities, overcoming longer travel distance*

TPO2 *Reduce journey times, especially at commuting times, but all throughout the day*

TPO3 *Improve links to hospital based health services at the required times*

TPO4 *Improve public transport to reduce the number of multiple car owning households*

TPO5 *Public transport to bring in tourists to Newburgh, its attractions and the start of the Fife Coastal Path.*

Options

ES.31 Cycling, If dedicated cycleways were built, would be viable for shorter range journeys into and out of Newburgh, thus reducing car dependence for such journeys. This option could be linked into the rail option.

ES.32 Car Sharing, given the very high level of travel to work and study by car, could apply to shorter and medium travel distances and reduce adverse environmental impacts, take traffic off the road and reduce costs for car owners by spreading them amongst those who share. It would not however apply readily to free-time activities or even to hospital services, and would be constrained by matching work and study patterns, especially as a rise in part-time hours has increased the variability of such patterns. With a relatively small population and a diverse number of actual and potential destinations, matching passengers with drivers is challenging for Newburgh, but it is a scheme that is promoted by the regional transport partnership and local authority, and could be an opportunity to examine further in the course of option sifting.

ES.33 Bus Services with improvement and reconfiguration would offer a public transport option dependent on the plans and flexibility of the bus operators and the local authority, since the bus services receive council public subsidy. However it appears that the operator StageCoach has no plans to alter its services and without funding this option, although desirable, looks set to remain as it is. Nevertheless, it warrants taking further in deeper examination.

ES.34 An operational passenger rail service already runs through Newburgh with frequent trains. Railway timetables permitting, journeys by rail would offer better travel times than currently available public transport in the exclusive form of bus services, enabling easier connectivity and accessibility to main Scottish cities and centres, and providing for a far greater range of travel opportunities. This has different funding implications from improved and reconfigured bus services - a new railway station would over time be self-funding. The 2015 SYSTRA study modelled and projected patronage numbers that indicated a positive cost benefit ratio, and a door to door household survey conducted in Newburgh provides primary source evidence suggesting that the modelled projection was actually an underestimate. The new station option would also reduce emissions and congestion by shifting travel away from the predominance of car to rail. Further STAG consideration and GRIP appraisal are clearly indicated for this option.

Next Steps

ES.35 The Newburgh and Area STAG Pre-appraisal study develops a case for continuing with the STAG appraisal process and Fife Council and South East Scotland Transport Partnership support this going forward.

ES.36 The pre-appraisal has begun the business case development process. Taking the pre-appraisal options into a STAG1 appraisal stage would give them deeper assessment and further business case refinement. The STAG 2 appraisal would then take forward the option or options in a more quantitative way and be in a position to determine a final business case.

ES.37 The stages of STAG 1 and 2 will also test each option more thoroughly against the five STAG criteria: Environment, Safety, Integration and Accessibility/Social Inclusion. A start has been made in the present study on this and the indications are that the STAG criteria can be met and can align purposefully with the Transport Planning Objectives that have emerged in the pre-appraisal.

ES.38 The STAG appraisal process also weighs options against Feasibility, Affordability and Public Acceptability. This will start to gain significance during the STAG stages following on from the pre-appraisal stage, when quantitative assessment becomes more critical. Nevertheless, some consideration of this has been made in the study, and there is nothing to suggest that these issues should impede the STAG process from continuing further.

ES.39 ***The new Local Rail Development Fund, announced by the Scottish Government in March 2018, provides an opportunity for further appraisal work where a rail element is involved. SEStran and Fife Council support the Newburgh Train Station Group in making an application for funds for commissioning further STAG work because there is a rail element emerging as an option from the pre-appraisal. The three parties, with SEStran as project promoter, will enable the procurement and project management necessary, acting as a project steering working group, to further the STAG work in stages 1 and 2.***

Section 1

The Newburgh Study And The Background

1. Introduction

1.1 The study report examines the current transport issues facing the town of Newburgh and its hinterland in accordance with the Scottish Transport Appraisal Guidance (STAG) and forms the pre-appraisal stage of STAG.

1.2 The pre-appraisal stage is the essential start of the STAG process which sets out the rationale for a continuance, or not, into a full STAG appraisal study and the subsequent honing down into a set of solutions or one solution for the identified transport problems and issues.

1.3 The study is being undertaken by Newburgh Train Station Group on behalf of an established, long-term Newburgh community initiative and has taken advice from AllanRail as well as guidance and support from Fife Council, South East Scotland Transport Network (SEStran) and Transport Scotland.

1.4 Along with deep rooted community support, wider support for this initiative has come from across the entire political spectrum of elected representatives for both the Newburgh area and Fife, including Councillors, MSPs and MPs. All involved agree that the circumstances faced by Newburgh require addressing, particularly in terms of the difficulties it experiences with public transport connectivity. These may not be unique in comparison with roughly equivalent settlements but they are specific. Therefore a long overdue transport study in accordance with a STAG pre-appraisal has the necessary consensus and support to begin the process.

1.5 ***The pre-appraisal study report will therefore involve***

1.51 ***An analysis of problems with and constraints acting on Newburgh's transport situation now and***

1.52 ***those opportunities that present themselves in this situation,***
those most easily available and which are not out of step with or significantly challenging or upsetting to established transport plans or systems,

1.53 *so that the identified transport problems have a reasonably assessed certainty of being alleviated by those opportunities and therefore allow*

1.54 *objectives to be set that formulate and express the outcomes which are both achievable and desirable,*

1.55 *that are fit for current and projected transport system purposes,*
aligned to the particular Newburgh and overarching Fife and Scotland wide contexts, thereby

1.56 *allowing for various viable options to be generated,*
developed from the widest set of potential opportunity based options,
which would alleviate both the identified and perceived problems and

1.57 *provide a solid basis of rationale for a further and full transport appraisal*

1.58 *or not.*

2. Purposes Of The Study

2.1 ***Summary of the Purposes of the Study***

The Newburgh Train Station Group decided to undertake the production of a STAG pre-appraisal study report that takes the community's transport concerns back to basic, first principles and develop its scope accordingly. It does not seek to pre-empt the outcome of this and will not be driven by one favoured solution.

Broad and General Overview

2.2 As a rural area Newburgh shares much in common with other rural areas in Scotland such as higher consumption of fuel for heating and transport, less accessible key services including healthcare, childcare and broadband as well as limited opportunities to earn adequate income compared to urban areas[1].

2.3 The population of Newburgh and the surrounding area needs to travel at least 17km to access public services, secondary and post-school education, hospital and significant health services other than those provided by its own GP surgery, and shopping, leisure and social opportunities, apart from basic ones found in the town itself. Perth is basically the easiest accessible centre at 11.9 miles (19km) providing most of these facilities, followed by Cupar, although nearer but with less facilities, at 10.4 miles (17km), Glenrothes at 13.7 miles (22km), Kirkcaldy at 19.5 miles (31km) and Dundee at 20 miles (32km). Most of the working population travels out of the area for employment.

2.4 The transport situation in general terms is illustrative of a geographic isolation, especially in the context of Newburgh being relatively remote from the rest of Fife, which taken together with its post-industrial decline from its productive days during the 20th century, has emboldened the community to look into ways to make redress in the 21st.

Literature Review

2.5 There have already been a number of studies where only the provision of a rail service for Newburgh has been investigated. These are listed below and information from these studies has been used in this Pre-appraisal where appropriate.

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[1] SIMD Scottish Index of Multiple Deprivation, *Rural deprivation - Evidence Summary*, Jennifer Thomson, Communities Analysis Division, Scottish Government, November 2016.

2.6 *Newburgh & Oudenarde: Initial Rail Demand Feasibility Study*, SYSTRA, (2015)

Review of Potential for a Newburgh Rail Station, Deltix, *(*2011)

T*he Sustainable Newburgh Survey Report,* Douglas Consultancy for Newburgh Community Trust, (2011)

An Appraisal of the Viability of Developing New Rail Station/Halt Facilities in Perth and Kinross, Atkins, (2005)

Scottish Strategic Rail Study, by Steer Davies Gleave for the Scottish Executive (2003)

Fife and South Tayside Rail Study, by Scott Wilson for Fife Council (1999)

2.7 In 2011 as a result of the Sustainable Newburgh Project commissioned by Newburgh Community Trust[2] to examine what should and could be done to improve the development of Newburgh and what was uppermost in the minds of Newburgh folk, a survey report was published, *The Sustainable Newburgh Survey Report* (http://newburghtrainstation.org.uk/wp-content/uploads/2014/01/Sustainable_Newburgh_Report.pdf).

2.8 Transport was one of the key areas surveyed (Appendix 10. Travel and Rail Report), which in turn led the Trust to commission the Deltix Consultancy to write a further report, *Review of Potential for a Newburgh Rail Station,* 2011, (http://www.newburghct.org.uk/webs/144/documents/DeltixFinalRailReportforSustainableNewburgh.pdf). A community based campaign was started to take this further in the constituted form of Newburgh Rail Station Group and to establish a full transport appraisal for the area.

2.9 With a small-scale study commissioned by Fife Council, South East Scotland Transport Partnership (SEStran), Perth and Kinross Council and Tayside and Central Scotland Transport Partnership (TACTRAN), *Newburgh & Oudenarde: Initial Rail Demand Feasibility Study*, SYSTRA, 2015[3], the focus was again based on rail scenarios and showed a positive patronage expectation for the reopening of a Newburgh halt. It was not a STAG appraisal and did not examine any problems or opportunities within the areas covered.

2.10 The SYSTRA Report also built on the 2005 report by Atkins, commissioned by Perth and Kinross Council in partnership with Scottish Enterprise Tayside, Fife Council, Highland Spring and

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[2] "Newburgh harbour was at one time busy with the trans-shipment of cargoes from vessels too large to sail upriver to Perth, but the town's traditional industries, which also included fishing, malting and the production of linen, floor-cloth and linoleum, are long gone, and we need to look to the future." - http://www.newburghct.org.uk

[3] http://newburghtrainstation.org.uk/wp-content/uploads/2014/01/20151118_Oudenarde_and_Newburgh_Study_Final_Report_Combined_v5.pdf

Highland Rail Partnership, *An Appraisal of the Viability of Developing New Rail Station/Halt Facilities in Perth and Kinross*, which amongst various scenarios, examined the prospect of an Oudenarde and Newburgh station halt scenario. Again this study report was entirely rail driven.

2.11 The Deltix Report (2011) provided a review of studies prior to Atkins (2005), mentioned but not explored in any depth by Atkins. The *Scottish Strategic Rail Study*, by Steer Davies Gleave for the Scottish Executive (2003) and *Fife and South Tayside Rail Study*, by Scott Wilson for Fife Council (1999) were reviewed (along with Atkins, 2005) by Deltix. Deltix found that these three studies built cases for a station/halt option for Newburgh and this was explored and developed further in the Deltix report of 2011. The SYSTRA Report (2015) aimed to update the business case for the two case station scenario of Oudenarde/Newburgh introduced by Atkins (2005) and also took some account of the work from the Deltix Report (2011).

Building A New Study From Scratch

2.12 It is perhaps most surprising that over nearly twenty years, (and the timeline could be extended back further if earlier evidential documents emerged, since local anecdotal memory suggests the transport issue and attempts to have the station reopened have been periodically ongoing for as long as older members of the community can remember), a fully rounded transport review and appraisal has not been done, although a great deal of attention has been directed at rail scenario solutions, which obviously stem from a wide agreement that there are underlying transport problems. For instance, there was a recent campaign by the community to lobby against cuts to the bus services in 2016, which were already widely perceived in Newburgh to be inadequate, and still are.

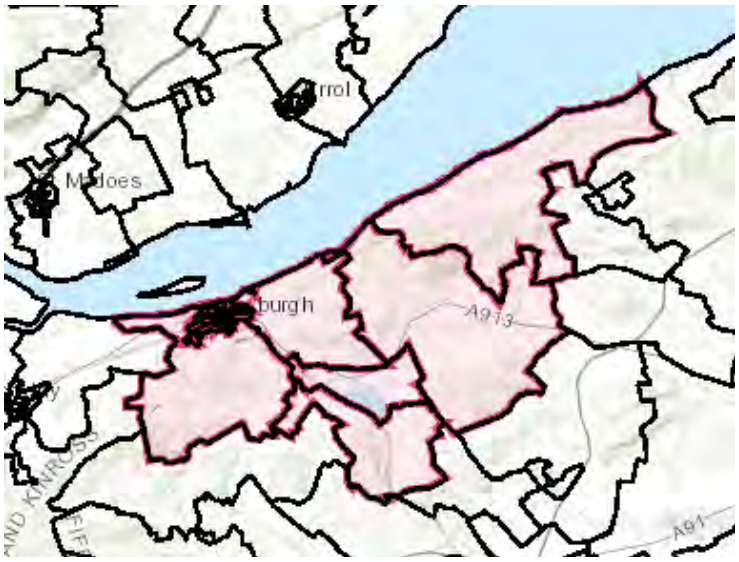
2.13 The lack in these studies to date has been any rigorous compliance with the STAG process, starting with the pre-appraisal. The *Sustainable Newburgh Survey Report* tentatively commenced a wider transport discussion but fell too quickly into a solutions based approach, which was the tendency to the favoured rail based default solution, without critically analysing, in a thoroughly multi-dimensional way, the transport situation confronting the community.

2.14 ***The Newburgh Train Station Group, although minded that it was formed to campaign for a station halt reopening, something that has been a long standing lack felt by the community since the closure in passenger services in 1955 and a number of subsequent attempts to reopen it, has nevertheless consistently argued for a STAG study to be commissioned and undertaken.***

3. The Study Area

3.1 The OS map below shows Newburgh and its hinterland, which for the purposes of the study is defined as the postcode area KY14 6, and approximately corresponds to the 2011 Census geographical data zones, Output Area of Newburgh, shown in the 2011 Census map immediately under. The description of Newburgh in the rest of this report will use this Output Area definition.





3.2 Newburgh with a population of 2899 at the last census of 2011 is a rural area. A rural area is defined by the Scottish Government as a settlement of less than 3,000 people, through the simple binary *Urban Rural Classification*.

3.3 Newburgh is a Royal Burgh of 750 years standing and for many years was classified and functioned as a town in the fullest sense with a burgh council and varied industries, including large scale quarrying, fishing, weaving, sail and rope making, port facilities for transhipments from the Firth of Tay up to Perth, a large, dominant linoleum works and many more supporting trades linked to these and the nearby, surrounding, large agricultural sector. The linoleum works was finally demolished in 1987 leaving an extensive gap site which for a while symbolised the decline of Newburgh as a productive centre.

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

4. Population

4.1 Newburgh comprises and is combined into roughly four distinct Census data zones listed below with population numbers from the 2011 Census:

Newburgh West and Lochmill, 817

Newburgh North East and Braeside of Lindores, 591

Newburgh East, 899

and Flisk, Lindores and Luthrie, 592.

POPULATION
2001-2011

Newburgh 2001	2594	
Newburgh 2011	2899	1.12% increase
Fife 2001	349,429	
Fife 2011	365,198	1.05% increase
Scotland 2001	5,062,011	
Scotland 2011	5,295,403	1.05% increase

A marginal population increase over the 2001-2011 Census Decade only very slightly ahead of Fife and Scotland as a whole

4.2 The total population for the combined geographical data zones of Newburgh is 2899 (2011) an increase of 305, up 1.12%, from 2594 (2001).

4.3 In Newburgh there has been for the overall population a 1.12% increase in the 2001-2011 period, compared with a 1.05% increase for Fife and a 1.05% increase for Scotland as a whole.

4.4 The population age structure for Newburgh is comparable to the distribution of age groupings in Fife as a whole and also the rest of Scotland, although there are differences.

4.5 For the 60+ demographic, the average increase for Newburgh was 4.61%, whereas for Fife it was 3.02% and for Scotland 2.10%.

AGE STRUCTURE

Age structure over the 2001-2011 census period shows significant increased growth in the 60+ age range throughout Scotland but particularly in Newburgh, decreases in the young in the 0-19 age range throughout and decreases notably for Newburgh in the mainly 20-59 working-life age range, Fife excepted, which shows growth here.

	0 to15	16 to 19	20 to 34 (20-24	35 to 49 25-29	30-44	50 to 59 45-59)	60 to 64	65 to 74	75 and over
Newburgh 2001	17.89%	4.29%	16.15%	23.04%		14.78%	6.64%	10.04%	7.17%
	22.18%			53.97%			23.85%		
Newburgh 2011	16.80%	4.00%		50.74%			8.42%	11.69%	8.35%
	20.80%							28.46%	
	-1.38%			-3.23%				+4.61%	
Fife 2001	19.64%	5.03%	19.01%	21.70%		13.25%	5.14%	8.77%	7.46%
	24.67%			53.96%			21.37%		
Fife 2011	17.63%	5.04%		55.94%			6.85%	9.63%	7.91%
	22.67%							24.39%	
	-2.00%			+1.98%				+3.02%	
Scotland 2001	19.20%	4.98%	20.03%	22.09%		12.63%	5.17%	8.81%	7.09%
	24.18%			54.75%			21.07%		
Scotland 2011	17.30%	5.07%		54.46%			6.35%	-9.10%	7.72%
	22.37%							23.17%	
	-1.81%			-0.29%				+2.10%	

4.6 The young age grouping, 0-19, shows drops in Newburgh of 1.38%, compared to a much greater drop for Fife of 2.00% and a drop of 1.81% for Scotland as a whole.

4.7 There has also been a greater drop in the 20-59 age ranges, the largely working part of the population, for Newburgh compared to Scotland as a whole, whereas Fife has seen an increase in this category.

4.8 This confirms the widespread, general understanding that the population is ageing. The drop in the numbers of the young between 2001-2011 is recognised as being due to a fall in birth rates. Both of these trends have been widely reported and commented on elsewhere, but the ageing trend is most keenly accepted as being the more significant one, since it brings pressures to bear on health and social care and pensions budgets and also presents other demands elsewhere for leisure and cultural activities, all of which entail mobility and transportation.

4.9 Summary of Population

These population distributions and changes will be taken up again by subsequent sections in this study but they indicate a growing trend of increases in the older demographic, more so comparatively for Newburgh, and decreases at the younger end. A drop in the percentage of the 20-59 age range, which is mainly economically active, is noticeable in Newburgh, certainly compared to Fife, which actually increases in this range, and compared to only a marginal drop across Scotland. Are more people in this range in Newburgh moving away from the area to live and work elsewhere than is general in Fife and across Scotland? This would not be an unusual movement, since industrialisation and even in the post-industrialisation period, since it has been and continues to be a feature of depopulation trends in rural areas, a movement away from a lack of opportunity to opportunities in urban areas. This wider and continuing historical factor, taken together with slight decreases in birthrates and a proportionately larger and noticeably growing population in the older 60+ range, may help explain a proportionate shrinkage in the mainly economically active 20-59 age range, which in a sense is being squeezed out.

5. Socio-Economic Context

The socio-economic context is a complex but vital area to examine, if only to give Newburgh a more multi-dimensional definition of its place, as well as the changes it is experiencing and may face in the future, and to do so in comparison with Fife and Scotland as a whole across the census decade, 2001-2011.

Deprivation Assessments

5.1 The Scottish Index of Multiple Deprivation (SIMD) 2016[4], ranks the Newburgh area as roughly in the middle between its most deprived and least deprived data zone sets for Fife. This mid-ranking runs through the seven different SIMD data domains of deprivation: *Income, Employment, Health, Education, Access, Crime and Housing*.

5.2 The InFuse, UK Data Service has run an aggregation of 2011 census data with dimensions of deprivation used to classify households based on four selected household characteristics, *Employment, Health, Education and Housing*[5].

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

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[4] The Scottish Index of Multiple Deprivation (SIMD) 2016 was published on 31 August 2016.
This is the first SIMD to use the updated 2011 Data Zone geography, which was created from 2011 Census data to account for population changes and developments across Scotland. There are now 6,976 data zones (DZs), each containing on average 760 people.
SIMD is the official tool for finding the most deprived areas in Scotland. SIMD identifies small area concentrations of multiple deprivation across all of Scotland in a consistent way. It allows effective targeting of policies and funding where the aim is to wholly or partly tackle or take account of area concentrations of multiple deprivation.
http://www.gov.scot/SIMD, Fife area profiles are given here: http://www.gov.scot/Resource/0051/00510722.pdf
An interactive mapping service: http://simd.scot/2016/#/simd2016/BTTTFTT/9/-4.0000/55.9000/

[5] A household is deprived in a dimension if they meet one or more of the following conditions:
Employment: Where any member of a household, who is not a full-time student, is either unemployed or long-term sick.
Education: No person in the household has at least Level 2 education, and no person aged 16 to 18 is a full-time student.
Health and Disability: Any person in the household has general health that is 'bad' or 'very bad' or has a long-term health problem.
Housing: The household's accommodation is either overcrowded, with an occupancy rating -1 or less, or is in a shared dwelling, or has no central heating.
A household is classified as being deprived in none, or one to four of these dimensions in any combination.
InFuse, UK Data Service, Census Support - http://infuse.ukdataservice.ac.uk

Classification of household by deprivation from 2011 Census

Total Households	Dimensions of Deprivation					
	0	1	2	3	4	
Newburgh						
1331	513	473	285	54	6	
	38.54%	35.54%	21.41%	4.06%	0.45%	
Fife						
160,952	65235	52647	33448	8962	660	
	40.53%	32.71%	20.78%	5.57%	0.41%	
Scotland						
2,372,777	951359	769176	484020	151558	16664	
	40.10%	32.42%	20.40%	6.38%	0.70%	

Although neither high nor low in the scale of deprivation when compared with the range of areas in Fife identified as deprived, compared with Fife overall and indeed Scotland as a whole, it remains to be seen, and shown in this study, in what way Newburgh is in the medium range of deprivation.

Economic Activity

5.4 Over the 2001-2011 census decade Newburgh has a slightly higher percentage of its working age population percentage being economically active than either Fife or Scotland as a whole, although this has not increased as much as Fife, which in turn has not increased as much as Scotland as a whole (respectively, 1.26%, 1.88% and 4.02%)

5.5 Within the economically active set the significant decrease is in full-time employees, where Newburgh has seen a decrease of 4.94%, whereas Fife's decrease is 2.29% and Scotland's 0.62%.

5.6 In contrast, Newburgh's part-time employment has increased by 3.81%, nearly double that of the 1.96% rise for Fife and still with a lead over Scotland which rose 2.22%.

This may indicate a slightly more fragile level of economic activity for Newburgh than would otherwise appear from the headline data that suggests a comparatively higher level of economic activity for Newburgh than Fife and the rest of Scotland.

Economic Activity

All People Aged 16-74 Economically Active or Inactive As Percentage Of The Population

Newburgh 2001	78.36%	Fife 2001	72.89%	Scotland 2001	73.71%
Newburgh 2011	79.54%	Fife 2011	74.46%	Scotland 2011	74.98%

Economically Active 16-74

	Employee - Full-time	Employee - Part-time	Self-employed	Unemployed	Full-time student
Newburgh	69.06% 70.32%				
	44.39%	10.19%	9.30%	3.21%	1.97%
	39.45%	14.00%	10.92%	3.78%	2.17%
Fife	65.70% 67.58%				
	41.35%	11.61%	5.69%	4.44%	2.61%
	39.06%	13.57%	6.58%	5.24%	3.13%
Scotland	64.96% 68.98%				
	40.25%	11.12%	6.59%	3.97%	3.03%
	39.63%	13.34%	7.50%	4.77%	3.74%

Economically Inactive 16-74

	Retired	Student	Looking after home/family	Permanently sick/disabled	Other
Newburgh	30.94% 28.98%				
	15.73%	2.76%	4.87%	5.02%	2.56%
	17.83%	3.41%	2.30%	3.83%	1.61%
Fife	34.30% 32.42%				
	14.56%	4.46%	5.42%	6.64%	3.22%
	16.50%	5.95%	3.53%	4.74%	1.70%
Scotland	35.04% 31.02%				
	13.90%	4.29%	5.52%	7.44%	3.89%
	14.90%	5.50%	3.57%	5.14%	1.91%

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

5.7 Self-employment has seen approximately1% increases across all areas, although Newburgh has slightly more proportionately in self-employment than Fife or Scotland as a whole. Again, this may obscure a level of insecurity associated with self-employment especially when linked with zero-hour contracts.

5.8 There are unemployment increases of 0.57% for Newburgh and 0.80% for both Fife and Scotland. Increases in the number of students in both economically active and inactive categories for Newburgh, Fife and Scotland show rises of, 0.85%, 2.01% and 1.92% respectively. Newburgh also lags behind with proportionately less of the economic active and inactive parts of the

population categorised as full-time students or as students compared with Fife or Scotland generally.

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

Hours Worked

5.10 From the table immediately below, *Hours Worked Per Week By All People Aged 16-74 In Part-time And Full-time Employment*, it is apparent that part-time hours in the 16-30 hours category have dramatically increased by over 8% for Newburgh and 4% for Fife and all Scotland, i.e. twice the regional and national trend. The full-time hours, as an aggregate of the 31-49hrs plus ranges, shows for Newburgh a 6.67% decrease across the decade of 78.66% to 71.99%, for Fife a 4% decrease from 75.71% to 71.77% and for Scotland a slightly smaller decrease of 3.68%, from 75.64% to 71.96%.

Newburgh has seen a comparatively high and significant rise in part-time employment and a larger drop in full-time employment.

As a result, income prosperity for Newburgh is likely to have suffered more in comparison with Fife and Scotland, due to overall income levels from part-time employment being lower than from full-time work.

Hours Worked Per Week By All People Aged 16-74 In Part-time And Full-time Employment

2001

	Part-time				Full-time	
	1-5hrs	6-15hrs	16-30hrs	31-37hrs	38-48hrs	49hrs plus
Newburgh	0.90%	6.76%	13.68%	19.22%	42.18%	17.26%
	7.67%		**32.90%**		**59.44%**	
Fife	0.98%	5.97%	17.34%	20.84%	42.13%	12.74%
	6.95%		**38.18%**		**54.87%**	
Scotland	0.83%	6.39%	17.13%	20.20%	41.32%	14.13%
	7.22%		**37.33%**		**55.45%**	

2011

	Part-time				Full-time	
	1-5hrs	6-15hrs	16-30hrs	31-37hrs	38-48hrs	49hrs plus
Newburgh	1.25%	4.74%	22.02%	19.31%	39.02%	13.66%
	5.99%		**41.33%**		**52.68%**	
Fife	0.98%	5.59%	21.66%	22.52%	38.51%	10.74%
	6.57%		**44.18%**		**49.25%**	
Scotland	0.91%	6.08%	21.05%	21.17%	39.08%	11.71%
	6.99%		**42.22%**		**50.79%**	

5.11 The relative shifts downwards in the full-time, 49 hour plus category, just over 3.5% for Newburgh, 2% for Fife and for Scotland a decrease of nearly 2.5%, are also down in the 38-48 hour category across the decade, showing for Newburgh a 3.16% decrease compared to 3.62% for Fife and a decrease of 2.24% Scotland wide. A marginal percentage increase across the board in the 31-37 hours full-time category does not offset the whole drop in hours for the full-time category, nor compare to the leap in part-time hours worked.

Newburgh's comparatively greater decreases in full-time hours worked and greater increases in part-time hours worked, perhaps reflect a rebalancing of a problematic situation, but part-time work is no remedy for full-time work, since income is likely to be lower and more uncertain.

Socio-economic Classification

5.12 Socio-economic classification in the census tables of 2001 and 2011 encounter difficulties when it comes to establishing trends, duly noted in the table, *Approximated Social Grade Of*

Approximated Social Grade Of Households By Household Reference Person (HRP)

2001

	AB Higher and intermediate managerial/ administrative/ professional	C1 Supervisory clerical junior managerial/ administrative/ professional	C2 Skilled manual	D Semi-skilled manual	+	E State benefit unemployed lowest grade workers
Newburgh	15.47%	27.62%	16.70%	16.61%	40.21%	23.60%
Fife	16.89%	25.97%	13.82%	17.71%	43.32%	25.61%
Scotland	17.51%	26.42%	12.62%	16.54%	43.43%	26.89%

All Households Where HRP Is Aged 16-74

2011

	AB Higher and intermediate managerial/ administrative/ professional	C1 Supervisory clerical junior managerial/ administrative/ professional	C2 Skilled manual	D Semi-skilled manual	+	E State benefit unemployed lowest grade workers
Newburgh	17.40%	29.52%	27.97%	25.11%		
Fife	16.92%	31.30%	23.61%	28.17%		
Scotland	18.58%	31.71%	21.85%	27.86%		

Socio-economic classification in the census tables of 2001 and 2011 have difficulties when it comes to establishing trends. Even the table, Approximated Social Grade Of Households By Household Reference Person (HRP), although more reliable, has differences of methodology for 2001 and 2011. It can however guide a general indication of rises and falls of social grade and income prosperity.

Therefore, Newburgh appears to be behind in social grade categories AB and C1 compared to Fife and Scotland as a whole for 2001 and 2011, and ahead in the C2 category for 2001 and 2011 compared to Fife and Scotland.

However, If C2 is aggregated with D and E categories, Newburgh has dropped from 56.91% to 53.08%, Fife 57.14% to 51.78% and Scotland as a whole from 56.05% to 49.71%, perhaps showing, assuming that a diminishing in this category represents a rise in prosperity for the population, that Newburgh's share in this has been less than Fife's and much less than Scotland's as a whole, rising respectively 3.83%, 5.36% and 6.34%.

Social Grade is a socio-economic classification used by the Market Research and Marketing Industries, most often in the analysis of spending habits and consumer attitudes. Although it is not possible to allocate Social Grade precisely from information collected by the 2001 Census, the Market Research Society has developed a method for using Census information to provide a good approximation of Social Grade. Persons are classified by the approximated Social Grade of their household Reference Person (HRP) which is based on occupation. For households where the the HRP is not aged 16-74 the Social Grade of the HRP, and all persons in the household will be estimated using household tenure. More detail is provided in the supporting information. https://www.nomisweb.co.uk/census/2001/cs067 http://www.nomisweb.co.uk/census/2011/cs067.pdf
Estimates of social grade from the 2001 Census were available in table UV50, however the estimates were not constrained to Household Reference Persons only and there was no upper age limit.

Households By Household Reference Person (HRP) which gives a general guide to the rises and falls of social grade and income prosperity.

5.13 Newburgh is behind in social grade categories AB and CI compared to Fife and Scotland as a whole and ahead in the C2 category compared to Fife and Scotland. However, if C2 is aggregated with D and E categories, Newburgh has dropped 3.83%, Fife 5.36% and Scotland as a whole by 6.34%.

5.14 ***Newburgh's share in a move to the higher end of prosperity measured by work type and implicit pay differentials has been less than Fife's in general and much less than across Scotland as a whole.***

Tenure

5.15 If the tenure situation is looked at using the census tables another layer of examination can be used to gauge the comparative trends for the socio-economic picture. The table below on tenure shows decreases in those who have loans and mortgages on homes, marginally in Newburgh but more so across Fife and dramatically across Scotland. Outright ownership of homes has increased throughout, at not quite the same rate for Newburgh as for Fife and at twice that rate for Scotland as a whole. Drops occur in socially rented homes, particularly and almost equally in Newburgh and Fife, less so for Scotland, and there are significant increases in people renting in the private sector, double for Fife and Scotland but half that again for Newburgh.

5.16 The picture given by trends in tenure show that between 2001 and 2011 a greater percentage of the population in Newburgh still owned a home but greater increases in outright ownership occurred throughout Scotland as a whole, 7.82%, compared to Fife, 4.29%, and Newburgh, 4.04%.

5.17 The National Records of Scotland, *Estimates of Households and Dwellings in Scotland, 2016* (2017), give the Council Tax Band data for Scotland against local authorities. When these are compared with *Small Area Statistics On Households And Dwellings*, (2016), based on 2011 census data zones, the data for the Newburgh area can be compared.

Tenure (people)
All people in households

2001

	Owned	Owns outright	Owns with a mortgage or loan	Shared ownership	Social rented	Private rented furnished	Private rented unfurnished	Living rent free
Newburgh	67.10%	25.05%	41.88%	0.17%	21.91%	1.74%	6.49%	2.76%
						8.23%		
Fife	67.83%	20.46%	47.00%	0.37%	24.28%	2.34%	2.88%	2.67%
						5.22%		
Scotland	66.36%	20.02%	45.83%	0.51%	24.46%	3.28%	3.02%	2.88%
						6.30%		

2011

	Owned	Owns outright	Owns with a mortgage or loan	Shared ownership	Social rented	Private rented	Living rent free
Newburgh	69.39%	29.09%	40.15%	0.15%	17.58%	12.03%	1.00%
Fife	67.52%	24.75%	42.45%	0.32%	20.59%	11.04%	0.85%
Scotland	61.99%	27.84%	33.74%	0.41%	24.29%	12.43%	1.29%

5.18 Property valuations grouped for council tax purposes from A-C, the lowest, through to the medium valuation band D-E, and the highest F-H, give for ***Newburgh, 71%, 20% and 9%,*** for ***Fife, 64%, 25% and 11%***, and for ***Scotland as a whole, 60%, 27% and 13%***. Property values are therefore lower in Newburgh than either Fife generally or Scotland as a whole.

5.19 ***Therefore, the examination of tenure indicates lower property prices for Newburgh compared to Fife, and lower still compared to Scotland as a whole. At the same time there has been less of an increase in outright ownership of property in Newburgh compared with Fife and most obviously compared with Scotland as a whole. This suggests that Newburgh's net worth is lower than elsewhere and that its population has been comparatively less economically successful.***

Health

General Health

All People

2001	Good Health		Fairly Good Health		Not Good Health
Newburgh	70.18%		22.06%		7.76%
2011	Very Good Health	Good Health	Fair health	Bad Health	Very Bad Health
	51.71%	31.53%	12.45%	3.42%	0.89%
	67.14%		23.37%		9.49%
Fife					
	50.81%	31.03%	12.84%	4.15%	1.17%
	67.92%		21.98%		10.10%
Scotland					
	52.47%	29.74%	12.18%	4.27%	1.34%

5.20 In terms of general health, Newburgh appears comparatively better placed but again by no significant margin, although the method used to categorise, aggregate and present the data in the census period has changed making it difficult to draw out any clear trends, other than an overall improvement in health across the population and across all areas of Fife generally and Scotland as a whole.

Education

5.21 There has been an all around decrease in the number of people leaving school with no qualifications, but the number is still high as a percentage of the population of working or studying age, and higher in Newburgh than in Fife or Scotland as a whole.

5.22 The number of people attaining a university or professional sector qualification has leapt forward across the board, with Newburgh and Fife remaining roughly comparable but Scotland as a whole ahead.

Educational Attainment By Qualifications For All People Aged 16-74

2001					
Highest Qualification Group:	0	1	2	3	4
Newburgh	35.94%	25.18%	14.38%	7.19%	17.31%
Fife	32.21%	26.10%	15.80%	8.28%	17.61%
Scotland	33.23%	24.19%	15.65%	6.96%	19.47%

2011					
Highest Qualification Group:	0	1	2	3	4
Newburgh	28.17%	24.16%	12.42%	10.41%	24.84%
Fife	26.40%	24.18%	14.40%	11.23%	23.79%
Scotland	26.79%	23.08%	14.33%	9.71%	26.09%

Highest level of Qualification is defined as:
Group 1: 'O' Grade, Standard Grade, Intermediate 1, Intermediate 2, City and Guilds Craft, SVQ level 1 or 2, or equivalent.
Group 2: Higher Grade, CSYS, ONC, OND, City and Guilds Advanced Craft, RSA Advanced Diploma, SVQ level 3 or equivalent.
Group 3: HND, HNC, RSA Higher Diploma, SVQ level 4 or 5, or equivalent.
Group 4: First degree, Higher Degree, Professional Qualification.

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

5.24 *Summary of Socio-Economic Context*

The nature of Newburgh's socio-economic dynamic will be further considered during the examination of its present transport situation, and revisited throughout the study, with a view to refining the description of its socio-economic context and its comparative medium range on the deprivation scale, and to further clarifying Newburgh's position in comparison with the rest of Fife and Scotland. For example, a slightly greater increase in self-employment and even greater increase in part-time employment for Newburgh may be reflected in a larger share of private vehicle ownership. At the same time, comparatively lower student figures may be reflected in difficulties in

accessing full-time education from Newburgh, leading to young people moving away to study and not returning, or possibly failing to take up full-time education at all, resulting in a loss of potential at an individual, local, regional and national level.

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

6. Present Transport Situation

Travelling to Places of Work and Study

People in Newburgh are predominantly by necessity having to travel longer distances for work or study, and are doing so in higher numbers, than in Fife or Scotland generally. Public transport for Newburgh means the bus, and although bus usage is not insignificant, dependency on private vehicle is far greater here than in most other areas.

6.1 The number of people working from home or travelling less than 5km to work by walking, cycling, bus, taxi or car is dramatically different as between Newburgh and both Fife and Scotland generally.

Distance Travelled To Place Of Work And Study (All People)

2001

	Works Or Studies Mainly At Home	No Fixed Place Of Work OrStudy	Working Or Studying Outside UK	Working At Off-shore Installation
Newburgh	7.33%	8.31%	0.65%	0.71%
Fife	5.34%	5.72%	0.27%	0.44%
Scotland	5.81%	5.98%	0.21%	0.52%

Distance Travelled	Less Than 2 km		2<5 km	5<10 km	10<20 km		20<40 km	40+ km
Newburgh	20.96%	***23.02%***	2.06%	5.48%	38.38%	***49.94%***	11.56%	4.56%
Fife	33.55%	***49.53%***	15.98%	13.05%	14.79%	***22.82%***	8.03%	2.83%
Scotland	33.83%	***51.45%***	17.62%	14.27%	11.74%	***18.65%***	6.91%	3.11%

2011

	Works Or Studies Mainly At Home	Other
Newburgh	14.00%	12.47%
Fife	10.41%	8.27%
Scotland	11.29%	8.17%

Distance Travelled	Less Than 2 km		2<5 km	5<10 km	10<20 km		20<40 km	40+ km
Newburgh	6.92%	***8.96%***	2.04%	5.16%	37.64%	***53.46%***	15.82%	5.95%
Fife	21.64%	***39.02%***	17.38%	12.74%	16.62%	***26.32%***	9.70%	3.24%
Scotland	21.92%	***41.51%***	19.59%	15.13%	12.62%	***20.32%***	7.70%	3.58%

The home, walking, cycling, bus taxi or car range of under 5km for distances travelled to work and study show dramatic differences between Newburgh and Fife as well as Scotland generally.

For under 5km distances in 2001 nearly a quarter of all those travelling to work and study did so in Newburgh compared to double this in Fife and Scotland.

Conversely, in 2001 half of all those travelling in medium range distances did so in Newburgh, where bus, train or car would be required, between 10km and 40km, compared with under half again in Fife and well under half in Scotland.

By 2011, in Newburgh the less than 5km distance to work and study had fallen sharply from 23.02% to 8.96%. Noticeable falls also occurred in Fife and Scotland but not as sharply. This occurred whilst modest rises in 10km to 40km travel to work and study ranges generally increased across the areas, yet still over half of those travelling these distances did so in Newburgh, double than those in Fife and Scotland as a whole.

People in Newburgh, who are predominantly having to travel distance, do so in comparatively high numbers.

6.2 In 2001 less than a quarter of all those travelling to work and study from Newburgh had journeys of less than 5 km, compared to double that number in wider Fife and Scotland.

6.3 Conversely, in 2001 half of all those travelling from Newburgh had medium range journeys (between 10km and 40km), where bus, train or car would be required, compared with under a quarter for Fife and well under a quarter in Scotland.

6.4 By 2011, in Newburgh the incidence of less than 5km journeys to work and study had fallen sharply from 23.02% to 8.96%. Noticeable but less steep falls also occurred in Fife and Scotland. Meanwhile 10km to 40km journeys to work and study increased across all areas, but still over half of those travelling these distances did so from Newburgh, double the number in Fife and Scotland as a whole.

Where are people travelling to work and study and how far?

Newburgh has seen a drastic fall in people working or studying within a home, local range and a rise in distance ranges where private vehicle or public transport have to be used. Furthermore, people in Newburgh have to travel further and in greater numbers than people elsewhere in Fife and Scotland as a whole.

6.5 The main destinations for work and study from Newburgh are Perth and Cupar, which are within the 10-20 km distance range. There was a significant increase across the decade 2001-2011

Work Destinations From Newburgh 2011

Newburgh - Mainly work at/from home	14.00%
Newburgh - Newburgh	10.00%
Newburgh - No fixed place	12.00%
Newburgh - England	1.00%
Newburgh - Offshore installation	1.00%
- Perth City	22.00%
- Perth Hinterland	7.00%
- Cupar Area	15.00%
- Glenrothes	4.00%
- Bow of Fife	4.00%
- Dundee and Taybridge	3.00%
- Kirkcaldy	3.00%
- St Andrews	3.00%
- Dunfermline	1.00%

Data Shine Scotland Commute
http://scotlandcommute.datashine.org.uk/#mode=allflows&direction=from&area=S02001825&zoom=11&lon=-.3498&lat=56.3081

in the numbers of people travelling in this distance range for work or study. Data Shine Scotland Commute figures for 2011 (in the table above) show that 22% and 15% of the working population, excluding students, travel to either Perth or Cupar.

6.6 Data Shine figures also show 7% work travel to the Perth hinterland, 4% into the Bow of Fife, 4% into Glenrothes, 3% to Dundee and Tay Bridge, 3% to Kirkcaldy, 3% to St Andrews and 1% to Dunfermline. Students of High School age travel mainly to Cupar, which obviously increases the work and study combination percentage for that destination.

Work Destinations From Newburgh 2001

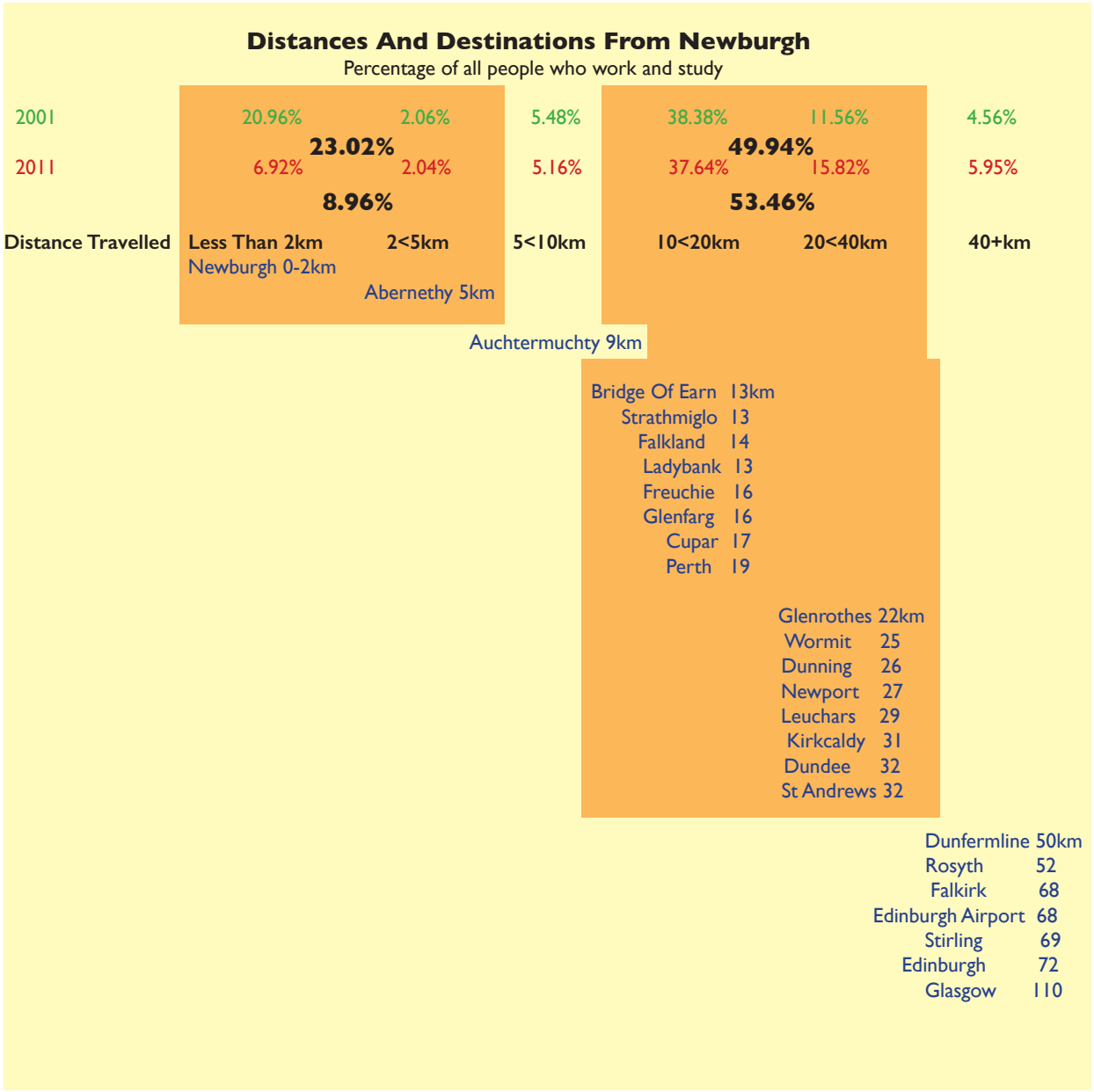
Work Destinations From Newburgh And Burnside For 79% Of Total Workers

Perth	32.00%
Cupar	12.00%
Dundee	11.00%
Glenrothes	5.00%
Leuchars	4.00%
Abernethy	4.00%
St Andrews	3.00%
Dunfermline	3.00%
Auchtermuchty	3.00%
Edinburgh	2.00%

.....the 'Top 10' travel to work destinations from Newburgh and Burnside, as recorded in the 2001 Census.
Newburgh and Oudenarde Feasibility Study Report, p11, SYSTRA, 2015

6.7 Data Shine figures also show 7% work travel to the Perth hinterland, 4% into the Bow of Fife, 4% into Glenrothes, 3% to Dundee and Tay Bridge, 3% to Kirkcaldy, 3% to St Andrews and 1% to Dunfermline. Students of High School age travel mainly to Cupar, which obviously increases the work and study combination percentage for that destination.

6.8 However, the tables illustrating the census data for 2001 and 2011 for distance travelled from Newburgh to places for work and study give a fuller and more reliably detailed comparative picture from which identifiable places can be deduced. These work and study travel distance tables should therefore be used for that purpose before proceeding to methods by which people travel.



Method of travelling to places of work and study

Overall, the combined use of public transport in Newburgh has marginally increased, largely down to more bus use, and marginally dropped in Fife and Scotland over the decade, whilst journeying by car has significantly grown. The trend for travel in a car or van is noticeable across the board but with proportionately more vehicles being used in Newburgh, together with greater distances travelled as noted previously. Over the decade, Newburgh residents have not been able to take advantage of the significant increase in train travel enjoyed by other Scots.

6.9 The table below shows how people in Newburgh travel to places of work and study, comparing this with Fife and Scotland as a whole from 2001-2011.

Method Of Travel To Work And Place Of Study
(All People)

2001

	Driving A Car Or Van		Passenger In Car Or Van	Motorcycle, Scooter Or Moped	Bicycle	Bus, Minibus Or Coach	Train	Taxi	Underground, Metro, Light Rail Or Tram	Foot	Other
Newburgh	50.74%	**64.71%**	13.97%	0.26%	0.06%	**14.79%**	**1.09%**	0.32%	0.26%	17.04%	1.47%
Fife	44.91%	**56.99%**	12.08%	0.50%	1.16%	**14.40%**	**2.52%**	0.63%	0.03%	23.05%	0.72%
Scotland	41.04%	**53.14%**	12.10%	0.41%	1.34%	**16.53%**	**2.96%**	0.95%	0.37%	23.39%	0.91%

2011

	Driving A Car Or Van		Passenger In Car Or Van	Motorcycle, Scooter Or Moped	Bicycle	Bus, Minibus Or Coach	Train	Taxi	Underground, Metro, Light Rail Or Tram	Foot	Other
Newburgh	58.10%	**69.04%**	10.94%	0.25%	0.31%	**14.82%**	**1.38%**	0.32%	0.06%	12.26%	1.56%
Fife	51.19%	**61.30%**	10.11%	0.31%	1.20%	**12.98%**	**3.07%**	0.51%	0.03%	19.73%	0.87%
Scotland	46.13%	**56.28%**	10.15%	0.25%	1.47%	**15.10%**	**3.92%**	0.79%	0. 32%	20.83%	1.04%

The predominance of private vehicle as a method of travel to work and study is most evident and significantly growing, faster in Newburgh than in Fife or in a Scotland a whole. In Newburgh it also starts at a higher plateau, with now nearly 70% travelling to work or study in this way.

A high proportion in Newburgh also use bus, minibus or coach, slightly higher than in Fife but slightly lower than in Scotland. Slight growth in bus use can be seen in Newburgh's case whilst Fife and Scotland wide the trend has been down.

Train useage as a method for Newburgh has not grown in the way it has for Fife or for Scotland as a whole.

6.10 Car and van travel for people in Newburgh is proportionately higher compared to regional and national areas, and has increased over the decade. That increase is greater than Fife's, and greater still than Scotland's as a whole. Meanwhile the numbers of people travelling as passengers in private road vehicles to places of work and study are down across the board.

6.11 The proportion of bus travel has very slightly increased for Newburgh by 0.62%, against wider trends which are down in Fife and in Scotland, by 1.42% and 1.43% respectively.

6.12 Travel by train for Newburgh is barely up at 0.29%, although it has risen more comparatively for Fife and Scotland, up 1% over the decade, leaving a noticeable proportionate disparity in train travel for Newburgh compared to Fife and Scotland.

6.13 From the 2011 census figures, in Newburgh the use of train and bus as a combined total is approximately on a parity with Fife, both being close to 16%, while Scotland as a whole is close to 19%. For Newburgh, use of the bus has bucked the trend elsewhere because there is no

alternative, other than private vehicles. Newburgh, crucially, has not been able to benefit from the growth in rail use across Scotland.

Private Vehicle Ownership

Car ownership growth is a key factor here, as can be seen in the table below showing the percentage of households owning private vehicles. In aggregated terms, households owning more than one car have noticeably increased. Indeed it is legitimate to ask whether car ownership is close to saturation point in Newburgh.

Percentage of households with cars or vans

2001 Census, 2011 Census

	All Households	None	One	Two	Three	Four or more		All cars or vans in the area
Newburgh 2001	1368 **+1.03%**	20.91%	46.35%	26.61%	4.24%	1.89%	**32.74%**	1661 **+1.05%**
Newburgh 2011	1407	19.46%	44.11%	26.67%	6.98%	2.78%	**36.43%**	1745
Fife 2001	150,274 **+1.07%**	29.54%	45.67%	20.42%	3.42%	00.95%	**24.79%**	151,978 **+1.20%**
Fife 2011	160,952	25.62%	43.96%	24.22 %	4.74%	1.46%	**30.42%**	182,186
Scotland 2001	2,192,246 **+1.08%**	34.23%	43.35%	18.62%	2.98%	00.82%	**22.42%**	2,044,018 **+1.21%**
Scotland 2011	2,372,777	30.52%	42.24%	21.61%	4.29%	1.34%	**27.24%**	2,475,376

Reliance on the car or van as a mode of travel for work or study purposes is reflected in the pattern of private vehicle ownership by household.

In 2001 Newburgh had just under 80% of households with a car, by 2001 it was over 80%. More actual growth in private vehicle ownership by households was seen in Fife and across Scotland, a growth of 4%, but the household ownership percentages are still less at 2011, just under 75% for Fife and just under 70% for Scotland.

Households owning one car or van have dropped across the country whilst households owning two, three or four has risen. Once again Newburgh has a greater proportion of ownership with two or more private vehicles per household.

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

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

6.16 Given that the use of public transport to places of work and study has remained more or less static over the 2001-2011 decade, but that at the same time more people everywhere are travelling further, it is strikingly evident that private vehicle ownership is filling the gap. People in Newburgh, however, are comparatively far more reliant on private vehicles for travel to places for work and study, and travel greater distances to do so, than elsewhere.

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

It is therefore appropriate at this point to examine in detail access to public transport in Newburgh, which means almost exclusively bus services, and to look closely at how longer distances travelled by a combination of public transport, bus and train, compare with the same journeys travelled by the dominant mode of private vehicle.

Bus Services In Newburgh And Bus And Train Travel Combined

For the people of Newburgh, travel to work or study, a hospital based health service, a shopping centre or a night out is a challenge by public transport. The car, despite its considerable running costs, is light years ahead in terms of convenience and is by far the predominant method of travel. Any small advantages Newburgh's working population may have in terms of hours worked and income earned are more than offset by the cost of access to the work place and all other significant destinations. The socio-economic evidence in the previous chapter of this study and the following discussion of transport based evidence both support this conclusion.

6.17 Bus Services are currently the only form of public transport available to people in Newburgh and its hinterland. The two services, the 36 to Perth and the 94 to Cupar give access to these two main destinations for work and study. Nearly 15% of people in Newburgh travelling to work or

study use them, not an inconsiderable number. No evening services operate between Perth and Newburgh.

6.18 However as the tables below illustrate, public transport services in their current form and pattern suggest that private vehicle travel is highly advantageous in terms of time saving, and the

	Bus Services In Newburgh	
Service	**Route**	**Frequency**
36	Glenrothes - Freuchie - Falkland - Auchtermuchty - **Newburgh** - Abernethy - Bridge of Earn - Perth	Hourly (approximately) 6.20am - 18.20pm *No Evening Service* Monday-Friday *Saturday Service Similar* *But Hourly From* *7.20am - 18.20pm* Sunday Service - Two Hourly 10.17am-16.17pm
	Glenrothes - **Newburgh** - Perth	
	Perth - Bridge of Earn - Abernethy - **Newburgh** - Auchtermuchty - Falkland - Freuchie - Glenrothes	(Hourly (approximately) 6.25am-19.45pm Monday-Friday *Saturday Service Similar* *But Hourly From* 7.45am-19.45pm Sunday Service - Two Hourly 11.42am-17.42pm
	Perth - **Newburgh** - Glenrothes	
94	**Newburgh** - Auchtermuchty - Ladybank - Cupar - Leuchars - St Andrews	Hourly Service (approximately) 6.52am-23.20pm Monday-Saturday *No Sunday Service*
	St Andrews - Leuchars - Cupar- Ladybank - Auchtermuchty - **Newburgh**	Hourly Service (approximately) 6.12am-21.52pm Monday-Saturday *No Sunday Service*
Full current Stagecoach timetables are given in the appendices. *Stagecoach is the operator and note that the 94/94A service is subsidised by Fife Council.*		

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

sometimes even passengers not being allowed to board, between Perth city centre and Bridge of Earn[6].

Road Travel Times Between Common Destinations From Newburgh By Bus and Private Vehicle

Destinations from Newburgh	Bus	Private Vehicle	
Perth	35mins	21mins	
Bridge of Earn	22mins	14mins	
Abernethy	8mins	6mins	
Cupar	50mins	19mins	**<20km**
Ladybank	35mins	15mins	
Auchtermuchty	17mins	11mins	
Glenrothes	40mins	26mins	
Leuchars	1hr10mins	30mins	
St Andrews	1hr30mins	36mins	**21-40km**
Kirkcaldy	1hr40mins	34mins	
Dundee	1hr40mins+/-	33mins	
Dunfermline	1hr50mins+/-	41mins	
Edinburgh Airport	1hr30mins-2hrs30mins	53mins	
Edinburgh	2hrs-2hrs39mins	67mins	
Stirling	1hr25-50mins	52mins	**+40km**
Falkirk	2hrs30mins+/-	60mins	
Glasgow	2hrs50mins-3hrs25mins	77mins	

6.19 Road travel times between common destinations from Newburgh by bus and private vehicle travel are illustrated in the table above, clearly showing the increase in comparative time heaviness as journey distances increase and the noticeable difference between bus and private vehicle.

6.20 A further table below shows the differences in times and fares for medium and longer range journeys in the case of travelling exclusively by bus and by a combination of bus and train in the morning commute period.

[6] The lengthy journeys involved in travel by public transport into or out of Newburgh, which is by bus, to health services beyond the scope of the GP surgery based in Newburgh, for appointments or visiting times at Perth Royal Infirmary, the Queen Victoria Hospital in Kirkcaldy or to the comprehensive services available at Ninewells Hospital in Dundee, are particularly well illustrated in the latter case in A1, the Appendices, through mapped Travel Line examples. Getting to the local job centre in Cupar by bus is also lengthy and costly for those signing on for benefits.

Travel Times From Newburgh To Medium (20-40km) And Longer Range (40+km) Distances By Bus And By Bus And Train Combined

	Bus	Bus and Train	Morning Commute Time and Fares
Newburgh to **Kirkcaldy** (31km)		1hr4mins via Ladybank	06.52 - 07.56 £10.30
	1hr 28mins via Glenrothes		07.12 - 08.40 £9.00
		1hr 14mins via Ladybank	07.59 - 09.13 £10.30
Newburgh to **Edinburgh** (72km)		1hr 52mins via Ladybank	06.52 - 08.44 £16.40
	2hrs17mins via Glenrothes		07.12 - 09.29 £15.00
Newburgh to **Stirling** (69km)	1hr 53mins via Auchtermuchty		07.12 - 09.05 £8.70
		1hr 23mins via Perth	07.21 - 08.44 £16.90

6.21 These bus and bus and train journeys from Newburgh represent first journeys of the day to the 20-40km range destination of Kirkcaldy, and 40+km destinations of Edinburgh and Stirling, both popular destinations for work and study as well as free time activities. The disparities in terms of time between private vehicle and public transport bus use are striking, and this is still largely true in the case of bus and train use combined, although to a lesser extent in the 40km+ range.

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

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

6.24 Depending on the time of day, travelling to Edinburgh by bus and train could in theory have the edge over travelling by car. Even to Stirling the time gap is not a great deterrent, especially when car mileage running costs and parking costs are weighed. 50p a mile may be top side for a private vehicle, but even at 25p a mile a journey to both Edinburgh and Stirling would represent around £18.00 for car against £16.40 and £16.90 by bus and train. However, any minor cost advantages are insignificant compared to time savings. Moreover, such comparisons are valid only when considering one occupant per private vehicle. The cost difference between public and private transport for a car-full of four travelling to Edinburgh would, as things stand, be enormous. Also, connectivity is sometimes dependent on some uncomfortably tight timetabling. It is by no means unknown for a Ladybank to Edinburgh train to pull away from the station just as the connecting 94 bus from Newburgh, if only slightly delayed, is arriving at the bus stop outside.

6.25 By bus and train combined, there is only one reasonable morning commute time to Kirkcaldy, an important centre in Fife for employment opportunities as well as education and hospital facilities, and it involves a very early arrival. It is also noteworthy that it takes around two hours to get to Edinburgh from Newburgh by bus and train, a similar journey time to from Pitlochry to Edinburgh by train alone. To some extent it may appear superficially that bus and train combined offer some reasonable travel options. Journey times however are still excessive for regular travel to work and study.[7].

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

[7] A2, Appendices, also contain Travel Line examples of bus and train travel from Newburgh to Kirkcaldy and Edinburgh.

6.27 As already observed, Newburgh's prosperity may not be all it seems from the census data tables, and it has been suggested that working fewer full-time hours and considerably more in the part-time range of 16-30 hours in the 2001-2011 period represents an effort by the working-aged population to keep up rather than aspire to significant gains. To do this with a greater reliance on the car is both a socio-economic and transportation matter that raises questions around how long can this realistically go on before something gives (car, job, both together, or even family relationships!). It also has environmental consequences and costs that so far have not been included in this study. The cost of car ownership in the broadest sense is not economically compatible with part-time working, where the car may be used perhaps only two or three times a week. The problem is that Newburgh has no real alternative.

6.28 ***Summary of Present Transport Situation***

Although Newburgh's use of buses approximates the regional and national norm, there is evidence of limited and difficult public transport connectivity.

There is evidence of a high reliance on private vehicle travel and the price this imposes on prosperity measured by work incomes. There are hidden costs on free time activities - family, domestic, social and cultural - as well as environmental costs.

Crucially, there is excessive travel time, resulting in a poorer quality of life with less time to participate in other activities including family life.

The study can now begin to examine in more depth the problems and opportunities that might address these limitations and difficulties, and thereby to set objectives that will allow options to be assessed as they emerge and ranked in terms of viability.

Section 2

Newburgh Transport Problems,

Opportunities, Issues and Constraints

Section 2 is split into chapters for identified problems, opportunities, issues and constraints associated with Newburgh, which have been identified through the preceding Section 1 baselining and desk-based research and further informed by the consultation developed as Section 2 proceeded. There will now follow an introductory note on the pre-appraisal STAG process, which Section 2 adheres to, and then an overview of the location of Newburgh, detailing its current and recent historic place amongst the various networks of road, river, bus and rail.

7. Introductory Note

7.1 *One of the key concepts underpinning the STAG process as a study is that "it should be used proportionately…….the whole process should be used; the level of detail required will be determined by the scale of the impacts of the transport issue being addressed."*
https://www.transport.gov.scot/publication/stag-technical-database/section-1/28/7/17

7.2 The analysis in this section of the study follows the pre-appraisal part of the STAG process and is based on a review of those secondary data sources from the 2001 and 2011 Censuses provided in the previous section, which established sufficient evidential material on population, socio-economics and transport status, to allow examination to develop. This section therefore attempts to elucidate the main points that are relevant to the issues and does not attempt to provide a complete review of all aspects of the community of Newburgh. In so doing it is following the principle of proportionality.

7.3 *Thus, this stage of a STAG study is to identify the problems, issues, opportunities and constraints within the current and future transport system in or affecting the Newburgh study area. The STAG Guidance gives the following definitions:*

7.4 ***Problems:*** Existing and future problems within the transport system, for example, unreliable journey times;

7.5 ***Opportunities:*** Chances to improve the current situation by making changes to the transport system, by improving journey times;

7.6 ***Issues:*** Uncertainties that the study may not be in a position to resolve, but must work in the context of, e.g. impact of the Local Development Plan (the Fife Plan), TAYPlan, Scottish Government, Transport Scotland, Strategic Transport Projects Review;

and

7.7 ***Constraints:*** The bounds within which the study is being undertaken, e.g. available funding.

8. Overview of Newburgh's Location and its Networks

8.1 Newburgh is located just inside the Fife boundary with Perth and Kinross on the south bank of the Firth of Tay, about twice as far from Dundee as it is from Perth, the nearest centre, now with city status, to the north-west. Newburgh is somewhat isolated from the rest of Fife with the eastern outcrop of the Ochil Hills, which whilst not high by Scottish standards, form a significant barrier with a steep northern face. The Glen of Lindores cuts through this in a northerly direction to the Tay at Newburgh. This topography formed its locus in pre-historic and historic periods, as a strategic position at a junction of river and land routes. Although by no means the first, the Romans established a camp just to the west of the present site of Newburgh proper and in the medieval period a monastic order from an abbey developed the area into the Burgh it became, laying down fruit orchards, a heritage that is still enjoyed and maintained by the community.

8.2 The nearest main centre in Fife, Cupar, is about the same distance as Perth to the south-east (10 miles, 16km).

Road Network

8.3 Newburgh is situated on the A913 which runs from the A912 to Cupar. The A912 allows access to Perth and wider Scotland as it also links into the M90 and thus the Forth Bridge and the A9.

8.4 The A913 forms the main street in Newburgh, effectively the spine of the town giving the sole east-west road for local and through traffic. It crosses the eastern end of the Ochil Hills at Lindores by way of the glen, and to the south of the hills, on the gentle back slope, crosses the main A92.

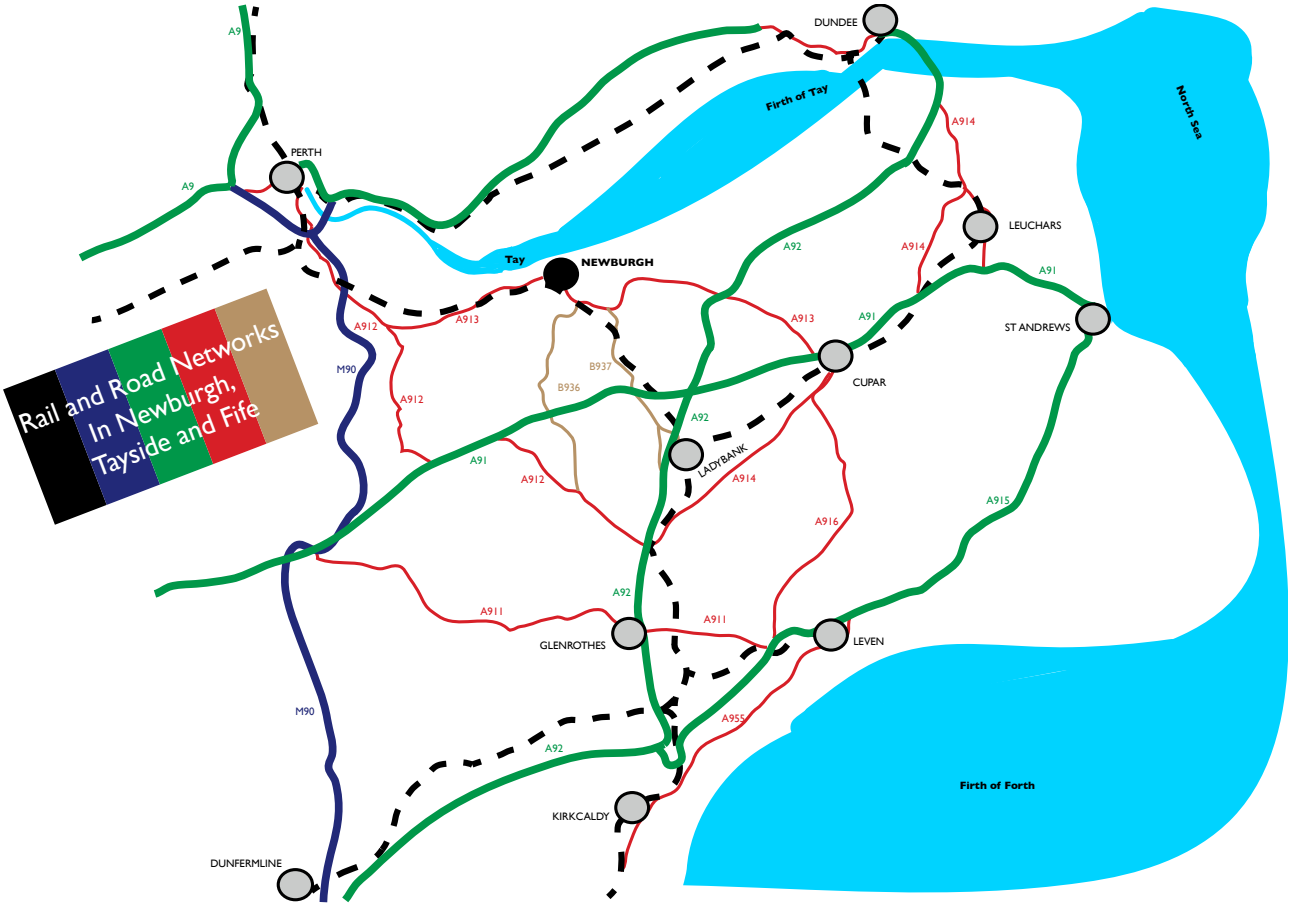


8.5 To the west of Newburgh the A913 runs along the low hills that dip down to the River Tay, but east of Newburgh it turns south and climbs through a gap in the Ochil Hills which rise to 240m above the town.

8.6 Two smaller 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. There is an unclassified road that skirts the south bank of the Tay all the way to Wormit at the south end of the Tay (Railway) Bridge, which provides a cycleway and parallels the Fife Coastal Path which starts its northern end at Newburgh.

River Network

8.7 Newburgh was once a thriving port handling trans-shipments of cargo from larger vessels up river to Perth by smaller river-craft. It has several piers, which are constantly repair patched by local volunteers but are now in need of proper restoration. The days of the river port industry are long gone and the river is now is used mainly by leisure craft, although occasionally small cargo vessels take timber up the Tay on the tide to the docks at Perth.



Bus Network

8.8 1909 saw the first registered motor bus service in Fife, between Dunfermline and Culross, and many small scale operators emerged thereafter elsewhere, until absorption by larger operators and ultimately a main Fife operator, Falkirk based Walter Alexander and Sons Ltd. Newburgh housed one of Alexander's 12 Fife based depots. The depot, in the heart of what was formerly Newburgh's dock and industrial area, closed as such in 1991, although it is still used as an outstation by Stagecoach, parking overnight buses. Alexander's Fife became part of Scottish Omnibuses after nationalisation in 1948, then the Scottish Bus Group in 1969 until this was dissolved by the privatisation process in 1985, when Fife Scottish Omnibuses Ltd was formed. This was sold to

Stagecoach in 1991. After privatisation Moffat and Williamson also built up a substantial network in Fife but, Stagecoach outcompeted in a strategy seen widely in Fife as undercutting a popular local service (which previously itself had been in a notorious bus war across a number of services across the region, but notably around Dunfermline, with Rennie's of Dunfermline). Moffat and Williamson still runs the Bell Baxter High School bus service to Cupar via Auchtermuchty for Newburgh students and Flexi-bus services. Stagecoach's Fife Scottish has held the dominant operator position since the 1990s, and now trades as Stagecoach in Fife as part of Stagecoach East Scotland[8]. Newburgh is not on any of Stagecoach Fife's three flagship routes (the Rosyth/ Dunfermline/Cowdenbeath/Lochgelly route, the Glenrothes/Thornton/Kirkcaldy route and St Andrews/Leuchars/Dundee route).

Rail Network

8.9 The railway station at Newburgh was opened in 1848 by the Edinburgh and Northern Railway as part of a trunk route from the train-ferry port at Burntisland (for Edinburgh) to Perth. The Edinburgh and Northern was subsequently subsumed into the North British Railway and thus the London and North Eastern Railway at the Grouping in 1923.

8.10 Its role as a trunk route disappeared with the opening of the direct line through Glenfarg in 1890 as part of the re-orientation of the Fife railway network as a consequence of the opening of the Forth Bridge, leaving the Ladybank–Bridge of Earn section as a secondary route, which was partly singled in 1933.

8.11 In 1909 a line was opened from Lindores to St Fort, near the south end of the Tay Rail Bridge, but this passed through very sparsely populated countryside and was closed in stages between 1951 and 1964.

8.12 Newburgh station closed to passengers in 1955, at the same time as the withdrawal of local services along the route, but the line remained open for freight, both through freight from Fife and the South to the Highlands and to serve the Clatchard quarry which produced ballast stone for railway use and removed the best part of a whole hill in the process. The rest of the Ladybank – Newburgh line was singled in 1960. Newburgh station had closed to freight by 1980, when the passing loop and sidings were removed.

8.13 The majority of closures took place prior to the infamous "Beeching Report" and at about the same time as the passenger services on Airdrie-Bathgate-Edinburgh line were withdrawn (1956). These closures reflected the local economies of the era with big local employers (the

[8] *Fife Buses: From Alexanders (Fife) to Stagecoach*, Walter Burt, 2013

linoleum works at Newburgh, coal mines on Airdrie-Bathgate) dominating local employment and relatively little regular travel to larger centres. This pattern has now generally reversed with few or no big local employers and employment concentrating in and around the larger towns and especially cities. In 1975 passenger trains were restored to the route, but they were Edinburgh–Perth-Inverness long distance trains and none of the former local stations were reopened. This was partly a belated response to the closure in 1970 of the direct route to Perth through Glenfarg to permit the M90 to be built on part of the formation.

8.14 This line use has continued and was included as part of the area covered by Edinburgh Power Signal Box in 1980, when the local signal box at Ladybank was shut. (Hilton Junction Signal Box remains open at the west end of the line.) The track has progressively been replaced with modern long welded rail and the permitted speed has risen from 50mph to 70 mph as more fitting for the main Edinburgh–Perth–Inverness route.

9. Consultation

9.1 *The approach to the Pre-Appraisal consultation has included:*

Consultation at a meeting with Transport Scotland;

Email correspondence consultation with Stagecoach (East Scotland);

Telephone consultation with Moffat and Williamson;

Email correspondence with SUSTRANS;

Email correspondence with a new tourism based business in Newburgh, the Lindores Abbey Distillery and Visitors Centre;

Initial face to face conversation and email correspondence with A&J Stephen Limited, building developer;

Local consultation at a Newburgh Train Station Group fund raising event and at an afternoon drop-in, open session for the local community at the Tayside Institute and Community Centre;

Consultation with ward councillors and at a meeting with Newburgh Community Council;

Consultation at meetings with Newburgh Community Trust members;

An online public survey and paper survey for residents in the Newburgh study area;

Email correspondence with ScotRail/Abelio;

Consultation at a meeting with Network Rail;

Consultation at a meeting with Fife Council and SEStran who liaised with TACTRAN.

9.2 Transport Scotland (September 2017)

At the outset of the consultation stage of the study, a meeting with Transport Scotland presented, in slide form, the first part of the study findings compiled from census data. There was a view that procedurally, comment could not be given until the pre-appraisal was completed but another view from a Transport Scotland official commented that everything seemed to be there and that what was now required was a clear narrative. Transport Scotland officials also suggested it would be helpful to become familiar with the STAG business case guidelines published in March 2016 (*Guidance on the development of business cases*).

9.3 Buses (October 2017)

From email correspondence Douglas Robertson, Commercial Director, Stagecoach East Scotland, made a number of useful comments:

Due to other existing work streams we do not currently have capacity to undertake any detailed review of the services however I would note the following factors:

Service 36[9] is operated on a wholly commercial basis meaning the only source of revenue is from fares or concessionary travel reimbursement. The service has traditionally operated around break even meaning there is only sufficient revenue generated to cover the operating costs and not to invest, either in newer vehicles or service enhancements. We have previously sought to reduce operating costs but this materially impacts the service provision and as such we have tried to avoid cutting the service.

No service operates in the evenings as it is not commercially viable and whereas Perth & Kinross Council subsidise a service (56A) between Perth and Abernethy this does not cross the border into Fife. Whilst we believe there may be some demand for later journeys P&K will not extend a service fully funded by themselves to service a neighbouring authority.

As part of a commercial initiative we have recently improved service 36 to operate hourly throughout the daytime, whereas prior to August 2016 there were a number of gaps at peak times where we utilised the vehicles to provide dedicated home to school transport. The improvements are being introduced on the basis that they need to generate additional patronage and revenue in order to self fund the additional operating costs. Further improvements will be made in November when Sunday journeys between Glenrothes and Newburgh are reintroduced, again on a trial basis.

Service 94/A are operated by Stagecoach on behalf of Fife Council who subsidise their operation. The tenders for these routes end in August 2018 and a procurement exercise will shortly be carried out for their replacement. At this time we do not know any details of what service provision will be sought by Fife Council but I would suggest an approach to the Transportation Service at Fife Council may allow for further information although the final timetables will not be confirmed until late spring 2018.

9.4 A telephone conversation with Moffat and Williamson, a Fife based operator of school buses and Flexi Bus established the following:

Flexi Bus is designed for areas where no bus operates close by, outlying rural areas, and connects these to main bus routes, with space for a wheelchair and nine seats, booked on a first come first served basis. This makes it impractical to rely on for work travel.
School pupil numbers are currently down from the previous year but if there were increases due to new housing developments, they would buy in more buses to cope.
Flexi Bus and school services are subsidised by Fife Council.
The view was that a train service should a station reopen in Newburgh would mean fewer buses put on by operators.

9.5 **Cycleways** (October 2017)

From correspondence with Philip Kearney, Routes and Networks Manager, Sustrans Scotland:

One of the primary roles of Sustrans is to allocate and manage funding through a number of grant funding programmes, the main one being Community Links https://www.sustrans.org.uk/scotland/communities/community-links-grant-programme-0. Through these funds, partner organisations – mainly local authorities, can apply for funds to deliver cycle schemes in their areas. Any such scheme must demonstrate strategic fit, need and community support. As such, Sustrans funding and strategic direction responds to the needs and demands of strategic partners such as Fife Council and SEStrans as well as local communities. Therefore, at this stage Sustrans has no independent plans for any dedicated cycle routes around the Newburgh/Abernethy/Bridge of Earn area, but rather we would respond to any proposals and demands made by partners.

The general distance considered as appropriate for most cycle commuters is <7 miles and so a 2-3 mile route linking outlying communities to railway station and services in Newburgh would be a good fit. So, if Fife Council/SEStrans were to put forward a proposal and seek match funding, we would assess the scheme and if appropriate, award funding to the partner.

[9] See paragraph 6.18, Section 1, Chapter 6, Present Transport Situation

However, as a broad principle, we 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. This is particularly important in rural areas as it allows people to make journeys by multi modal means, whereas the greater distances involved with rural travel may prevent journeys being made by active means only and so such a route as you have suggested[10] would obviously be of interest.

With regards to creating a wider route network that would link people from the Newburgh area to the wider areas in Fife including the East Neuk and the Lomond Hills area, there is currently NCN 776 and NCN 777 leading to a from Newburgh to Falkland and Tayport, leading to NCN 1, 76, 766 and 775 across the wider Fife. Most of the routes are 'on road', primarily due to the distances involved and the consequent cost of creating traffic free routes across the area. The current focus of our work around recreational routes is developing and delivering sections of the National Walking and Cycling Network http://www.snh.gov.uk/enjoying-the-outdoors/where-to-go/routes-to-explore/walking-and-cycling-network/ however as always, we welcome suggestions and new proposals from partners. The involvement and buy in of a local authority partner/NGO/ is essential for any of these proposals and they are almost always the agent who physically delivers the project on the ground, adopts/maintains the route going forward and finds/funds the remaining 50% of the scheme.

9.6 Business and Tourism (December 2017)

Correspondence with Andrew Mckenzie Smith, Lindores Abbey Distillery and Visitors Centre, Newburgh, http://lindoresabbeydistillery.com.

"Newburgh has fallen between the cracks", I was told this by a tourism officer a number of years ago as it was accepted at the time that St Andrews is the Golden Goose and receives funding on the back of that, and a number of the ex-mining communities of West Fife also receive Govt. funding, albeit for different reasons, whereas Newburgh, situated right on the edge of the county has largely been by-passed.

We have now run our first spirit at the distillery and the project is very much a reality and our own feasibility showed predicted visitor numbers starting at @15K in 2018 growing at @5K per annum and peaking at @35K in a few years time, though we would hope to exceed these figures.

Presently they mostly arrive by private car, some locals on foot and a few in mini-buses, notably we are about 75/25 UK and overseas visitors. Lindores Abbey is recognised as the spiritual home of Scotch whisky and will be a huge boost to Newburgh and rail access would greatly improve our 'reach' but also our employees (currently 36 full and part time) could also access us by rail.

One of our biggest hurdles is local accommodation and places to eat (outwith the distillery) and I would hope that we may begin to reverse that trend and having had some conversations with Fife Council regarding the V&A it would seem that Angus/Tayside/Perth/Fife are working together to create a 'String of Pearls' whereby the V&A is at the centre but they are actively seeking properties of a high enough calibre (of which we are one!) that visitors can visit when on a three day visit to the area, and again, a rail link to Newburgh would certainly help that happen.

[10] For a dedicated cycle path west of Newburgh to connect Abernethy which is only 2-3 miles away. This would allow Abernethy residents to cycle into Newburgh for local shopping services, something they currently do by car, and to take advantage of rail travel if a station was reinstated, both points raised in the past by Abernethy Community Council.

9.7 Building development in Newburgh (February 2018)

Correspondence with John Stephen, Managing Director, A&J Stephen Limited.

This would bring a much needed improvement to the connectivity of the town.
A & J Stephen Limited are in the process of submitting a planning application for a first phase of a mixed use development in Newburgh consisting of 275 houses and employment land. This application covers NEB01 and NEB02 in the recently adopted Fife Plan.
Unfortunately Newburgh has lacked investment in recent years and we believe initiatives such as yours coupled with our proposals will help to regenerate the local economy and put Newburgh back on the map.

9.8 Consultation with the local community (November 2017 - February2018)

What DoYou 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

9.81 A paper copy survey illustrated here was placed at a Saturday morning fund raising event in the Tayside Institute and Community Centre for Newburgh Train Station Group, on the 25th November 2017. Saturday morning fund raising events are a regular feature of Newburgh life and are mainly supported and attended by the older sections of the population. Approximately 200 people came through this two hourly morning event and 84 surveys were completed and £500 raised.

9.82 The local community council hired a space in the Tayside Institute and Community Centre for the afternoon of the 5th December 2017 to allow members of the public to drop in and

engage with members of the Newburgh Train Station Group on the transport issues they faced and about more general issues affecting the area. A steady trickle of people came through over two hours and saw a small display which was prominent in the learning centre area. Twenty people were actively engaged with, including a member of Abernethy Community Council, as well as the three ward councillors for Newburgh, who reaffirmed their support for the group's activities and particularly the transport study. They maintained this was timely in light of the Tay Cities Deal and its recognition of the need for a transport appraisal for Newburgh, as well as Fife Council's backing for this. The Community Council was then given a resume of the study to date at their meeting that same evening, and agreed that it fitted in with their objective of exploring ways to bring benefits to the town.

9.83 A number of transport related surveys have been carried out during this decade. The Sustainable Newburgh Project undertook a transport survey as mentioned previously in the literature review, paragraph 2.7, published in its 2011 report *The Sustainable Newburgh Survey Report* (http://newburghtrainstation.org.uk/wp-content/uploads/2014/01/Sustainable_Newburgh_Report.pdf). This work had been commissioned by Newburgh Community Trust, who support the current work of the Newburgh Train Station Group in their efforts through the pre-appraisal study to further the Trust's aims and objectives, which are to overcome the lack of investment in housing and business in order to unlock much needed economic growth. The trust supports the pre-appraisal examination of ways poor public transport connectivity has contributed to holding back Newburgh, and the intention of then developing through the STAG process suggestions for solutions to improve connectivity and so enable sustainable growth to return (email correspondence and meetings with the trust chairman 2017-2018).

9.84 In 2012-2014 a household survey covered 919 households out of a total in the Newburgh area of around 1000. This survey was geared towards asking households if a station was reopened how they would use it, the survey itself can be found at http://newburghtrainstation.org.uk/wp-content/uploads/2014/01/Newburgh_Train_Station_Household_Survey.pdf and the results are given at this link http://newburghtrainstation.org.uk/household-survey/. Both these items are in the appendices[11].

9.85 An online survey was run through Survey Monkey from 21st December 2017 to 28th February 2018. An advertisement was put in the Fife Herald, and was followed by a front page

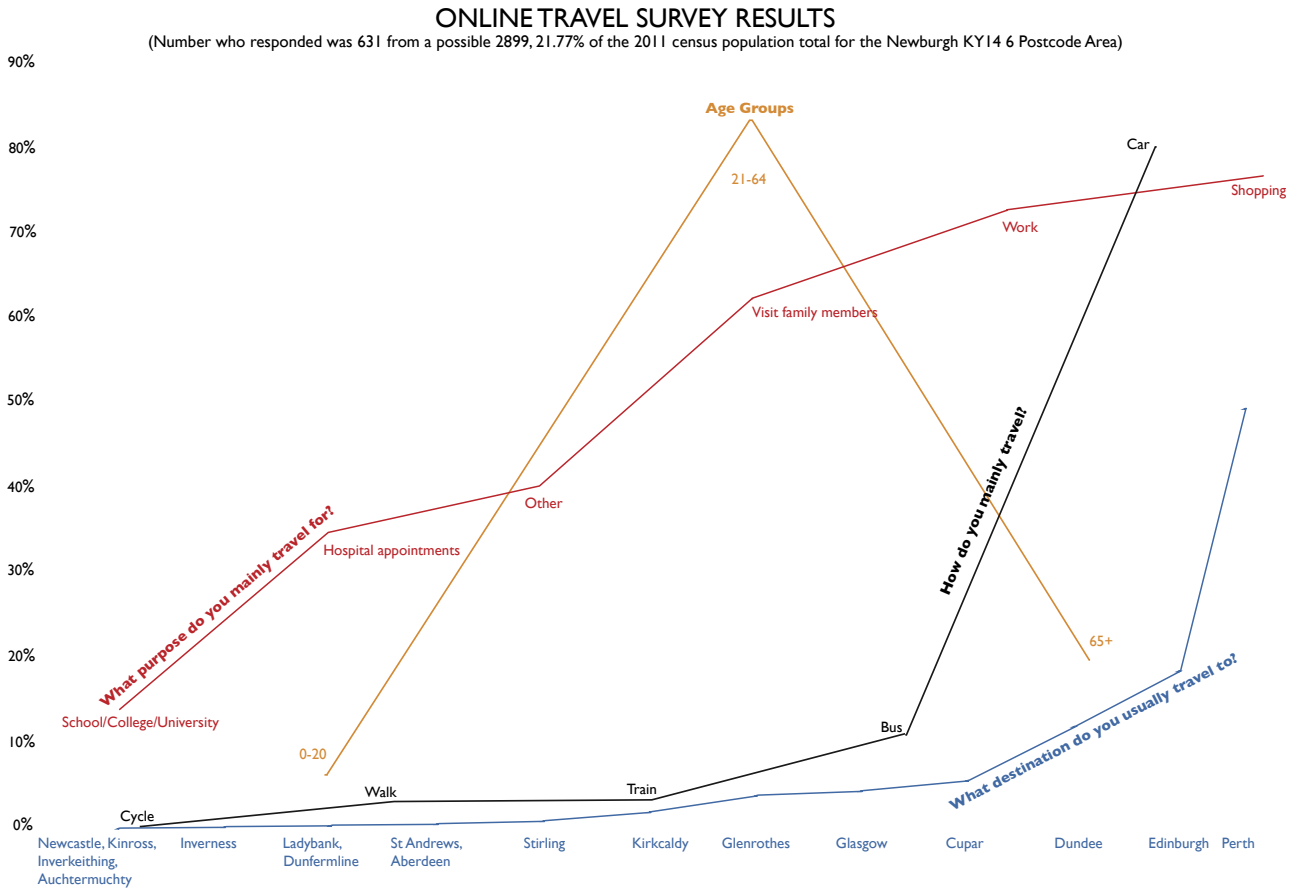
[11] Appendix A6

lead article on 29th December giving a summary of campaign progress and the work on the pre-appraisal study. The Newburgh Train Station Campaign website carried a notice of both the paper and online surveys (http://newburghtrainstation.org.uk/news-update-context/, http://newburghtrainstation.org.uk/things-to-do/) as did its Facebook (https://www.facebook.com/Newburgh-Train-Station-Campaign-229571507054586/) and Twitter (https://twitter.com/NTSCampaign) pages. Also, a local social media members group outlet, *Newburgh Now, Newburgh Then* was used to spread the word.

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+).

9.86 The online survey yielded a good return of over 20% of the population as counted at the 2011



census. Its format was reliant on the web form and was an approximation of the paper survey. Both provided useful written comments and the online survey provided useful data from questions 1, 7, 8 and 10, displayed here. The online survey was largely represented by the economic active age range, whereas nearly half of the paper surveys were returned by the 65+ sector. Combined as a total nearly a quarter of the population as counted at the 2011 census returned a survey.

9.87 The comments made by the community in both paper and online surveys complemented each other, providing a mosaic of voices in the community outlining the actual and perceived problems they experience in travelling, as well as offering some more general suggestions for improvements to the situation they face in their daily lives. A selection is included here as an extended parenthesis central to the description of the consultation stage of the pre-appraisal, rather than being relegated to an appendix. This is at variance from the standard study format and has been done because this pre-appraisal has arisen and been driven by a community initiative, and because these voices from the community provide significant evidence of the need for change.

Paper Survey Comments

The students who responded in the 0-20 year old category:

A daily car traveller: "Can't afford car…no direct bus…no trains."
"Parents have to drive me to station and pick me up."

Whether bus traveller or train traveller or car driver, all indicated that no direct bus was a problem and a direct, regular bus services and trains would be an improvement for them.

In the working age section of the population, the 21-64 age range group, who did not work but travelled for shopping, family or social purposes, petrol costs, peak-time travel, traffic jams and parking were all problems they had associated with car driving as well as buses and train connections:

"No late buses. Bad on Sundays."
"No buses after seven. More buses [needed]."
"Have to drive to Cupar."
"Road works. Getting to the station"

In the working age section of the population who were working, similar responses recurred:

"Parking in Newburgh."
"Have to use car to get to nearest station."
"No direct buses." (Some respondents drove to Broxden Park and Ride to get buses to Stirling or Glasgow.)
"Traffic congestion in Cupar."
"Run buses at appropriate times."
"Have to travel to get to a station."
"None [buses] in the evening."
"Difficult to go to Dundee and further [by bus]."
"Make it easier to Dundee and Perth [by train]." But, "Cost to this age group high on train."
"Better public transport after 5.30."
"Greater range needed."

In the retired, 65+ age range people said:

"Poor bus service in afternoon and evening."
"I'd travel more often if there was a Newburgh train station."
"Relatives would also visit me in Newburgh by train as many don't have cars."
"Sunday evenings. More regular to Cupar." [Buses.]
"I would use the bus more if it connected to the railway station."
"Problems getting back late from Perth."
"Almost impossible to get to hospital without a car."
"The 94 service which goes up to Banklands is invaluable to me. An awful lot of pensioners would become isolated if this service was cut. A direct bus to Cupar would be beneficial. Presently it takes an hour to go to Cupar, whereas in the past it took 30 minutes. For instance, if a parcel is unable to be delivered, a trip to Cupar to collect it takes 3 hours - one hour in, one hour to get the next bus and one hour to get home."

4 respondents from the 66 in the paper survey sample appeared content with the status quo. All these were car users. Poor bus service provision, lack of a train service and the need to reinstate the station as well as improving the bus services was the overwhelming response.

Nearly half the paper returns were from people in the 65+ age range, largely because the paper surveys were available at an event in Newburgh more usually supported by the older population who might be unlikely to complete an online survey. The paper surveys preceded the launch of the online survey and were largely aimed at this population category at a fund-raising coffee morning event on a Saturday morning, a tradition in Newburgh still largely maintained, run and attended by the older members of the community.

Online Survey Comments

"Bus service is terrible, can't use for work as not reliable and timings not good. To travel by train you have to go elsewhere or pay taxis to get to and from station. Cupar is so expensive by bus and takes too long - this means we have to drive our teenage son to friends rather than getting bus. Timings of buses to Perth should fit in better with 9-5 working. Travel to Cupar shouldn't be as costly just because it is not a direct route as it used to be - not the residents of Newburgh fault that it goes by Auchtermuchty, Ladybank etc - no way would it be feasible to use that service for work due to the length of time it takes. A train service would be excellent to facilitate transportation to Kirkcaldy, Edinburgh and suchlike. I had to buy a second car for our household due to the poor travel service in Newburgh."

"The bus times aren't that great. They're not regular and the last bus coming back from Perth is really early in the evening. (not good if you fancy a night out at the weekend)."

"Buses aren't always running late so have no way home."

"I hate driving in the dark and the winter but there is no public transport at all and what we do have is being made less and less."

"If going out have to rely on lifts as buses are very frequent after tea time."

"Public transport is terrible so forced to drive or not venture away at all."

"Parking, I would much prefer to travel by train. Also no bus service to get son to work for 8am on Saturday, so we have no alternative other than take him by car."

"No links to Dundee and limited links to Cupar make it difficult to change employment or travel around Scotland."

"Not enough public transport. No buses after 7pm. Smaller buses so never enough seats. Always late for work due to times in morning. Would use train if it stopped in Newburgh but it doesn't and I see them every hour or so going past the end of my garden?"

"Bus times are always changing and becoming more inconvenient. Peak time buses are always full with no seats returning from Perth."

"No buses in evenings and seem to be getting less and less available. Im also disabled and its often small buses where no room for wheelchair."

"I don't drive so either have to get rides or use the bus. Its difficult to bring home groceries etc."

"If car off road bus to get to Kirkcaldy is very early to make sure I'm at work on time."

"Car is expensive to run against wages. Connecting to Edinburgh or Glasgow by train involves using a restricted service time bus service or having to drive by car and park. Better bus services and a station at Newburgh would be a huge improvement for work and leisure time activities."

"The 36 bus service to Perth has recently been downgraded in size and is inadequate for the amount passengers. Newburgh is very limited by public transport. Improvements could be made by increasing the size of the 36 service bus or providing a train station as an alternative method of travel."

"The bus service is poor following cut backs. We really need a train station I use Perth station as often as I can but if train gets in late theirs no bus and its about £20 in a taxi back to Newburgh. Would really like a train station would mean I could use the car less."

"Would be easier to get the train to work as well as events"

"I travel once or twice a week by train for work and i have to drive to Perth or Leuchars to make a connection"

"Can't easily walk to the bus stops provided and can drive to Cupar in less time and cost than getting public transport. Also when attending hospital appointments I may have to go to PRI which has a bus, or Vic in Kirkcaldy or Queen Margaret in Dunfermline and neither is accessible except by car, especially for early morning appts. I would use bus/ train more often if it was available and affordable for the journeys I need"

"Without a car its really difficult to get from Newburgh to anywhere else. E.g Saturday night out if
you needed to go to perth by public transport, you can't.even getting to cupar by bus takes 50 minutes and bus service is very limited. I have asked traveline about going to dundee by public transport but it takes 2 buses and a long time to do it"

"I have two young children (about to be 3) so taking the bus can be very stressful. The journeys are
long even if we are going somewhere very closeby. There aren't enough regular buses or buses that take more direct routes. I also find them a bit costly."

"It should not take an hour on the bus to get to cupar. Need a shorter route"

"I would prefer to use the train to edinburgh. But the buses to and from perth are infrequent. Last
bus from Perth to Newburgh is 7pm and I have classes that finish at 6:15pm. Train station in Newburgh would be such a godsend!"

"Am disabled and need reliable transport .my son who does not drive is limited to what work he can do due to restricted public transport."

"No buses after 7pm so can't really go to Perth for a couple of social drinks"

"Would love to go out for a meal and a glass of wine if we had better public transportation back to Newburgh in the evenings"

"Bus going to Perth tales ages as it goes around bridge of earn - need a quicker non-car alternative Limited car-free cycle routes to Perth - make the tay river route go all the way to perth"

"Lack of services, long waits, trouble finding space for buggy. A more regular service or different service"

"Its difficult to have A social life outside Newburgh. There are no buses that run direct to between Newburgh-Perth (17 miles) late at night. Cinema is not an option and neither is eating out in Perth or going to the theatre. A later bus at the weekends would be an improvement. Also our buses seem to be getting smaller, although the demand for buses

has increased. I've seen mothers and children turned away because there is simply no room for buggies. I hear more and more families saying they get taxis to visit family because they cannot rely on buses having room. Very sad state of affairs indeed."

"A train service would mean no more driving to Glasgow to the football ever other week"

"Parking in Perth to get train to Edinburgh etc. Be great if we had a local station it would take 4hrs off a day and reduce the stress of finding parking and timing connections"

"The timetable for bus from Perth to newburghh is completely outdated. They took off the bus from Glenrothes to Perth on a Sunday, which causes problems fr people working Nightshift or when youv've been visiting friends and we leave car at home can't get home have to get a lift or not bother."

"Here in Newburgh we have a shocking bus service, the last bus from Perth is 19.05, it used to be about 23.00 and was always busy. We really need the rail stop to return to Newburgh after all we have a fabulous community."

"Would travel by train if it stopped in Newburgh. Buses are far too infrequent. Can't use public transport for work at all - last bus is before 6p.m. Public transport options for Newburgh are almost non existent - infrequent, expensive, so I travel everywhere by car. Can't go out at weekends as here is no way of getting home late evening. No direct route to Dundee at all .. Other towns are well catered for - why not us?"

"Havin* to travel to another town to catch a train. Very poor bus connections which means have to travel by car. A train station in Newburgh would enable me to travel on public transport as encouraged by Government to work, for shopping and to visit family. When travelling to conferences for work, I must use the train but I have to travel to Cupar or Perth to catch a train as there is no stop in Newburgh. Ridiculous situation."

"I live out of the village there are no bus you either use your car or walk. Maybe should include our road in the bus route"

"Very poor bus service. I can't get to and from my work using the bus service. The bus to Perth does not allow for shift work, nor does it fit in with my sons Work/ education"

"When I'm going out with friends from Newburgh and we're having pre drinks there its hard to always find lifts up to Perth or to Dundee as people usually also have a drink on the weekend too, so by having the train station brought back would be a massive improvement as I think on weekends it would be used heavily"

"Over crowded bus, people having to stand. I have a guide dog and have been refused access on the bus as it was overcrowded or already had buggy's or wheelchairs on it"

"I find it really difficult being stuck in Newburgh because I don't have a car and relay on bus and trains to help get me mainly to work or even looking for a job and for visiting family as they are spread out every where. The improvements would be a train station in Newburgh where I live that would help more job operations and would make a difference to my kids too has we would be able to get out more and visit family easier and more income from job opportunities"

"If there were a station at Newburgh I could get to college by public transport."

"As a temporary worker I feel I am limited to where I can work due to no local train station in Newburgh. I therefore have to reject certain jobs due to distance in travel and locations."

"None - I don't use public transport as its quicker to drive direct than travel by public transport"

"The buses are very irregular and the service is just getting worse. We need more frequent transport that is consistent. More buses and reopen the train station."

"The last bus ends really early at 19:05. When I am coming home from Edinburgh or Glasgow I often have to go the Fife way through Glenrothes on the bus, which adds hours onto the journey home which could be saved by a direct train from either Edinburgh or Perth. The 94 itself can take at least 30 minutes from Kettlebridge and even the XBuses (X24,...) don't always match with the 94. If I take the bus home to Newburgh the whole way it can take over 5 hours to get home if I leave (Edinburgh)/Glasgow after 5pm."

"Train would be more reliable to Perth and more convenient. However I need connections all over the Tayside area and to other Scottish destinations as well as England. At the moment there is no alternative to using the car - buses take too long and are unreliable if there is a suitable service which is not often."

"I have significant mobility and energy issues. A frequent, integrated, publicly owned and regulated, local & national transport system with easy access would be ideal. I would happily use rail/bus were there to be services from Newburgh to Perth UHI and frequent reliable services to the Cities of Scotland."

"Few difficulties apart from occasional traffic hold-ups. Some bad junctions on the way back, occasional flooding. Kirkcaldy has a train station and I would love to be able to travel to Newburgh by public transport but at present the bus links are poor and the train doesn't stop at Newburgh. Yet."

"Parking in Edinburgh, having to use a car when I could potentially get a train direct. I can make use of my time by working on train and become more time efficient"

"I get the bus to Ladybank from Newburgh daily and then take a connecting train to Edinburgh. On the return journey there is a 50 minute wait for a connecting bus. Opening a train station on the main line that passes through Newburgh would reduce my travel time by at least an hour and a half daily."

To summarise this selection from the local area online survey of actually experienced and perceived problems with the current transport situation, as well as suggestions for improvements, the following key points can be made:

lengthy, restricted or limited access to Perth, Cupar, Dundee, Glenrothes, Kirkcaldy, Edinburgh, Glasgow

no evening bus services to Perth, lengthy bus travel times to Cupar, weekend bus services limiting as well for these often important and relatively short distance, local destinations

car use high and recognised as costly as a result of these challenges

frustration with rail travel connectivity

limiting access and opportunities in employment and education

difficulty to access hospital health care facilities, leisure, cultural and all free and family time activities, including shopping unless by car

better bus service provision and a rail halt at Newburgh are deeply and widely felt to be solutions

9.9 Consultation with the ScotRail/Abelio, email correspondence 22nd December 2017

ScotRail/Abelio were asked the following on the rail opportunity of a reopened station halt at Newburgh:

Given the proposed Highland Mainline Journey Time Improvements Phase 2 and the Revolution in Rail, what is the potential for stopping trains at Newburgh as Scot Rail are likely to have a fair idea of which trains may be able to call in terms of these proposals?

Would you in Scot Rail support a short Beauty type platform, at least as a trial to test the market? If a steel pre-fabricated short platform, at relatively low cost, were installed for example as a trial it could at least be uninstalled should patronage prove poor[12].

Your views and any other observations you could make would be very much appreciated as we shape up the study through the consultation and get at the issues and constraints that will determine whether there are options worth taking further.

Scott Prentice, Head of Business Development replied:

Obviously ScotRail want to improve access to the rail network as more people will travel by train. However in many parts of the Scottish network there will always be a trade off between making additional calls in a service and delivering the contracted performance and journey times, ie we need to avoid a negative impact on existing rail customers.
The proposed Newburgh station is located on a single line section which is one of the largest constraints on our network. We have not undertaken any timetable development work so do not know what the impact would be if an extra call was inserted into our Edinburgh – Perth services.

Transport Scotland are investing considerable sums to reduce the journey time between Inverness and the Central Belt from May 2019 and to achieve their targets we are calling our intercity services at fewer stations. ScotRail would therefore not support Inverness – Edinburgh services calling at a new station.

To address the removal of calls in intercity services, the Revolution in Rail timetable introduces more services to connect local communities with their nearest cities. We will be introducing a new Fife timetable during 2019 and this may present some opportunities. However we do know that the Ladybank-Hilton section of track does not have capacity to support a regular half hourly service, ie. we cannot run an intercity Inverness – Edinburgh and a local Perth – Edinburgh in the same hour in both directions. Network Rail is looking at delivering some improvements to the Hilton – Ladybank section between 2019 and 2024 but the scope of work is currently not finalised nor funding in place.

One observation from the 2015 study undertaken on the new station was that it didn't really clarify where the market to travel was. Do local residents want to travel to and from: Perth, Edinburgh, Dunfermline, Kirkcaldy or elsewhere? This is important to ensure rail would be a viable public transport option for the community. As a comparison – Edinburgh rather than Perth is the most popular origin / destination for Dunkeld, Pitlochry and Blair Atholl stations.

Your suggestion of a single platform trial is a mature and innovative. The regulatory authorities aren't keen on "non standard" approaches but its certainly not something we'd discount. I would suggest the key however is to first of all prove that trains which serve the destinations local people wish to travel to, can stop there at useful times of the day without having a major impact on other services.

9.91 It is very clear from the Newburgh Household Survey illustrated below (http://newburghtrainstation.org.uk/household-survey/) and the pre-appraisal local consultation that all these destinations referred to above by Scot Rail/Abelio, as well as Dundee and Glasgow, would be

[12] See Appendix A5 - Pop-up, Experimental Station Platform

NEWBURGH TRAIN STATION GROUP DOOR-TO-DOOR HOUSEHOLD SURVEYS AS OF 4th AUGUST 2015	Totals	Percentage of Totals
Number of households who completed questionnaire	919	
Number of households who would use service	831	90.43%
To get to work	291	31.67%
To school, college, university or other training	173	18.83%
To hospital or other health care facility	355	38.63%
Other reason (leisure, social, general travel)	658	71.60%
To Perth and onward	799	86.94%
To south and Edinburgh	782	85.09%
Once a week or more	376	40.91%
At least once a month	149	16.21%
Occasionally	211	22.96%
Contact addresses and signatures for petition purposes	954	
Number of households wanting to be informed	279	30.36%

daily and frequently accessed by people in the Newburgh area by rail if a halt reopened.

9.10 Consultation with Network Rail

Network Rail strategic planning officers were met with in Glasgow on 8th February 2018. There are three elements that Network Rail notes as relevant issues and constraints which require addressing:

1) Actual station construction and access links.

2) How a station is tied into to the existing physical network, a question therefore of integration.

3) How to provide a train service with existing services.

9.11 ScotRail/Abelio's response was included in the following discussion, should a local service run with the Edinburgh-Inverness express service. Currently there are no local services in operation but only express services, which could change with the new time table, outlined, but not detailed in *Revolution in Rail.* Network Rail indicated that such a local Perth-Edinburgh service that included 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.

9.12 In the discussion centring on where to locate the station, Network Rail maintained that what is ideal for locals and what is ideal for the railway system may not be in agreement but an optimum site for both parties is an important consideration. The fact that there may be more than one site option in Newburgh was received well by Network Rail since flexibility is important.

9.13 Network Rail were asked about how much of the present old station site Network Rail retained and promised a plan for reference would be sent, along with other indications of land adjoining the track that was owned by Network Rail.

9.14 Walking and cycling networks were discussed next, along with bus services, parking and disabled parking provision, all important access considerations. The fact that SUSTRANS had been consulted and were open to possibilities was met positively by Network Rail. Walking access to the old station site on the west side Newburgh, and even a possible site on the east side as well, was within most able-bodied ranges in the town. Both sites are also within a five minute walk from free council car parks.

9.15 From the consultation with bus companies, apart from StageCoach saying they don't envisage any major expansion or investment in services, Newburgh Train Station Group reported that one bus company view is that a train service would impact negatively on buses in general, but noted that such a view neglects the possibility that a station could provide opportunities for companies to provide services that linked up with a station and train services. Network Rail then said that Scott Prentice (Scot Rail, Business Development Manager) was in discussions with bus companies to suggest to them that train and bus services were not necessarily in competition with each other. This appears to be a welcome attempt to forge a mutuality of services, an integrated system, and could well be an outcome of the recent Transport Scotland consultation on its review of bus service provision.

9.16 Network Rail suggested referring to the Railway Safety Standards Board (RSSB.co.uk) to look into standards in the rail industry, platforms and the deviation process. Network Rail requires this information from promoters of projects.

9.17 Discussion then followed on this apparent extension of the STAG pre-appraisal into the GRIP process (Guide for Railway Investment Procurement), with the suggestion that this was possibly overreaching the pre-appraisal scope, and even some of the rest of the STAG stages, and

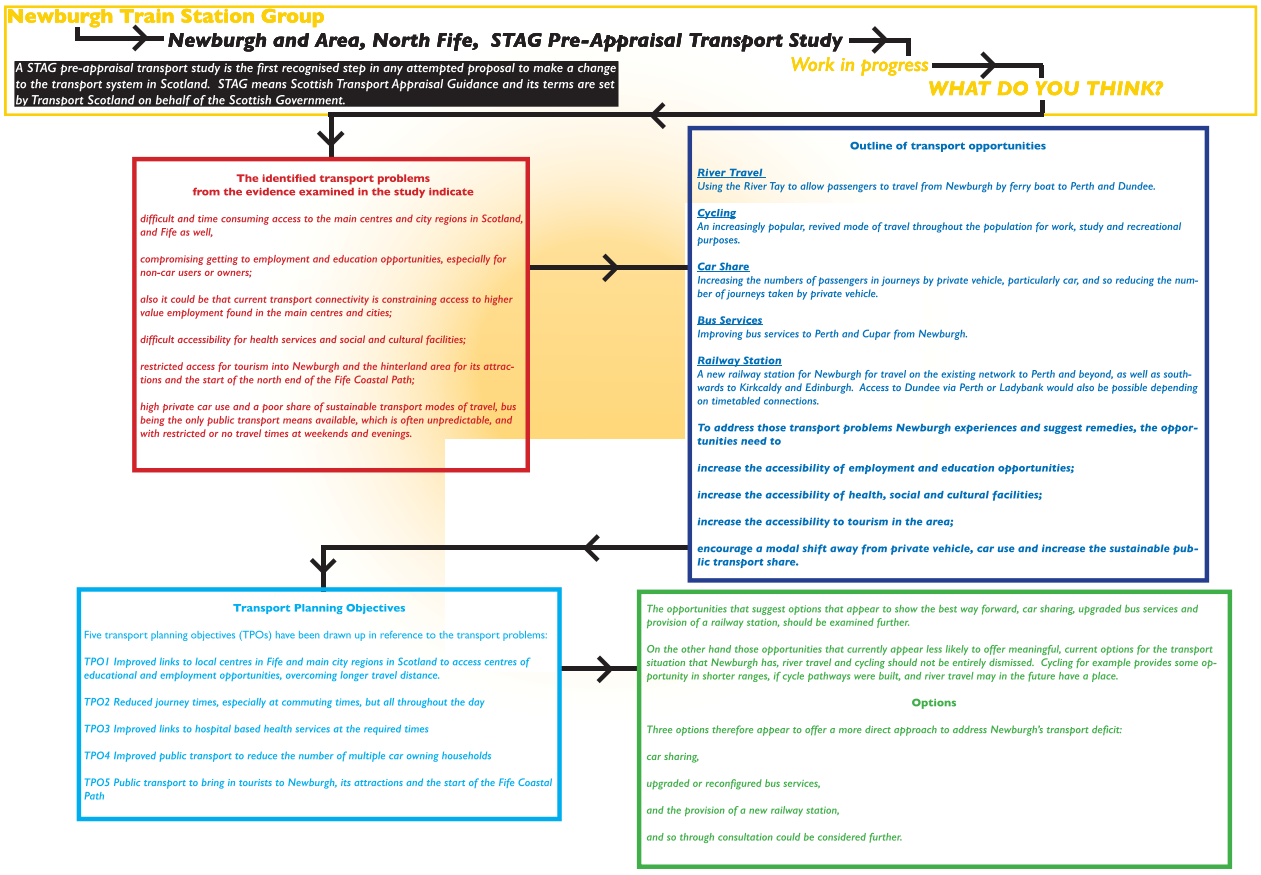
that a proportionate approach was recommended by STAG. Network Rail said that although STAG and GRIP are different, STAG being more of a conceptual approach and business case orientated while GRIP is technical and engineering focused, elements of both were useful to consider. GRIP is also important in business case development because of its capacity for defining technical aspects and anticipating parameters and costs. Network Rail added that Conon Bridge station was a good scenario for comparison, costing in the region of £600K for a 15 metre platform and a car park (10 spaces), which was built in under three months and opened in February 2013. Newburgh already has two free council car parks at the east end of the town (approximately 40 spaces), and another at the west end, barely five minutes' walk from the site of the old station, with approximately 50 spaces. There is therefore a considerable potential saving in infrastructure costs.

9.11 Consultation with Fife Council and SEStran

Fife Council Assets, Transportation & Environment, (Roads & Transportation Services) officials and SEStran met in Glenrothes on the 29th March 2018/. The pre-appraisal study was presented and discussed as well as ways to forward the STAG process. The study itself suggested to them that a pre-appraisal had been conducted that covered the ground well and could be justifiably progressed. Furthermore, in the light of the recently announced Scottish Government funding initiative, the Local Rail Enhancement Projects Fund, aimed at progressing appraisals for transport projects having a rail element, SEStran and Fife Council were in agreement that this offered a way to forward the pre-appraisal. In liaison with TACTRAN, SEStran offered a statement to the effect that given the different stages of study at each location SEStran and TACTRAN support separate appraisal processes for Newburgh and Oudenarde, whilst recognising the prudence of keeping joint action should the circumstances dictate[13].

Fife Council and SEStran offered their project management and procurement expertise to help steer the appraisal process forward if an application to the Local Rail Enhancement Projects Fund was successful.

[13] There are issues with Oudenarde as a potential development that are outwith the parameters of this STAG pre-appraisal study and separate from the living context of the Newburgh area, which self-evidently represents an actual, extant development. SYSTRA (2015) reflects this in its summary, p31, recognising they both *represent very different opportunities*, whilst *bound by similar restrictions* pertaining exclusively to the rail intervention scope of the feasibility study. There may be scope, should Oudenarde develop as planned, for future partnership collaborations between Fife and Perth and Kinross Councils, SEStran and TACTRAN if future opportunities arise.



Graphic used as part of the local consultation presentations.

10 Identified Problems

10.1 STAG Guidance notes the importance of recognising ***actual and also perceived problems or opportunities*** within the transport system which then must form the rationale for any STAG study. The following key problems have been identified from the evidence base provided within this report and through the consultation:

Difficult and time heavy access to the main city regions in Scotland, and Fife too, compromises the accessibility of employment and education opportunities (and it may also be that current transport connectivity is constraining access to higher value employment opportunities), especially for non-car users;

the accessibility of health, social and cultural facilities;

the accessibility to tourism into Newburgh and hinterland area;

private car use and a poor share of sustainable transport modes, bus being the only mode available, often unpredictable, and with restricted travel times at weekends and evenings.

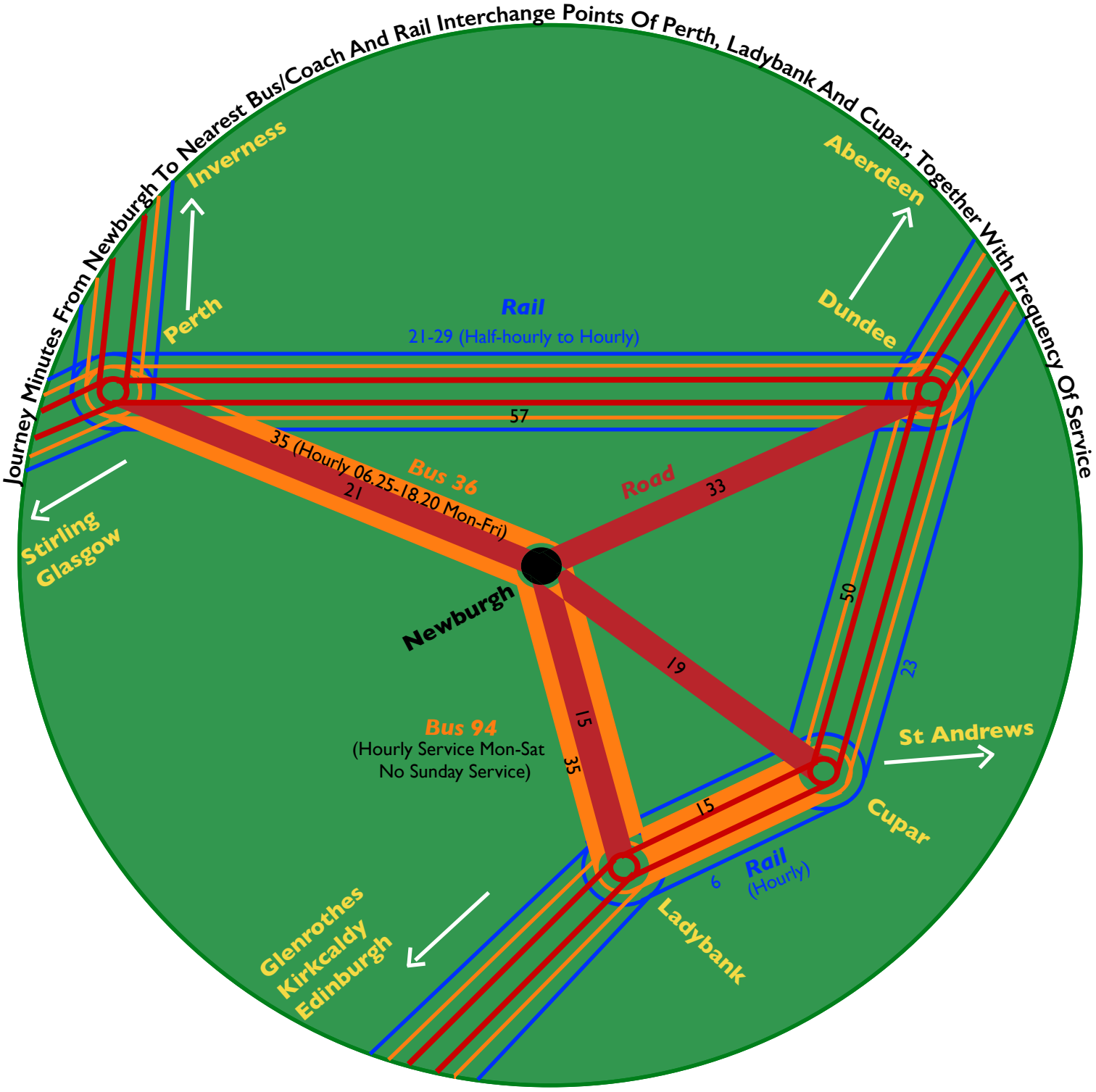
10.2 From the examinations conducted in the *Socio-Economic Context* and the *Present Transport Situation*, the evidence that the census data sets provide clearly show trends and changes in circumstance. The evidence driving the trends also provides ways of showing the relationships between the socio-economic context and the present transport situation.

10.3 The examinations in Section 1 also allow for comparisons between the area of Newburgh to be made with the whole of Fife and again with the whole of Scotland. This in nearly every set of examples shows that the trends are going in the same way at all area levels but it also shows differences. These differences as they have emerged at the Newburgh area level are specific to its particular circumstance.

10.4 The diagram below summarises the relationship Newburgh has with the road, bus and rail network and its connection with its two main work and study destinations, Perth and Cupar. Journey times to the bus or coach and rail interchange points of Perth, Ladybank and Cupar, together with frequency of service, illustrate Newburgh's geographic isolation. The underlying connectivity problems of geographic isolation are mainly reflected by high car ownership and use,

forced on the economically active population because of the lack of access to places of work and education by public transport at appropriate times.

the socio-economic context	*and*	*the present transport situation*
Newburgh's comparatively greater decreases in full-time hours worked and greater increases in part-time hours worked, perhaps reflect a rebalancing of a problematic situation, but part-time work is no remedy for full-time work, since income is likely to be lower and more uncertain.		**The use of public transport to places of work and study has remained more or less static over the 2001-2011 decade, less so in Newburgh with a slight rise in bus use and an even slighter one in train use, more so in Fife and Scotland with greater drops in bus use against greater rises in train use.**
Newburgh's share in a move to the higher end of prosperity, measured by work type and implicit pay differentials, has been less than Fife's in general and much less than across Scotland as a whole.		**More people everywhere are travelling further, but especially in Newburgh in the 10-40km range, and increasingly so over the decade.**
Tenure data indicates lower property prices for Newburgh compared to Fife, and lower still compared to Scotland as a whole. At the same time there has not been the same increase in outright ownership of property in Newburgh compared with Fife, and most obviously compared with Scotland.		**Newburgh residents have not been able to take advantage of the significant increase in train travel enjoyed by other Scots, which would allow it to access not only a greater range of urban work and study places, but to access significant national, social and cultural events, including those in the 40+km range.**
Newburgh shares in the growth across the board in university qualification attainment, which is generally considerable. However, the number leaving school with no qualifications is still high across the board, and Newburgh is not immune from this, in fact it is still behind Fife generally and Scotland as a whole.		**Private vehicle ownership is very evidently filling the gap everywhere, but Newburgh is comparatively far more reliant on this for travel to places for work and study, and travels greater distances for this purpose than elsewhere.**
Therefore, Newburgh's share in growing prosperity is not as much as Fife's generally and much behind Scotland's as a whole. Indeed, this prosperity may be to some degree compromised.		**The car, with its associated costs of owning, driving and maintaining one or more than one, has becomes the predominant and default method of travel across the board, but especially in Newburgh for lack of other choices.**
The appearance of growth, although measurable by the data, is fragile and unsustainable, pointing forward to either stagnation or a downward spiral.		**Using public transport for travel to work or study, or to visit a hospital based health service or shopping centre or to take part in other domestic, social or cultural free time activities, represents a challenge for Newburgh.**



10.5 The relationship between socio-economic and transport contexts indicates that Newburgh's working population has small, if any advantages in terms of hours worked and income earned, and that any such advantages are substantially reduced by the cost of access at distance to places of work or study. Limited and difficult public transport connectivity to main-stream urban centres at distance imposes direct costs on prosperity, as well as significant hidden costs on free-time activities - family, domestic, social, and cultural - and environmental costs. It is not hard to see why

Newburgh, without the options that better public transport could offer as a remedy, lags behind Fife generally and Scotland as a whole in its share of social and economic development.

Summary Of Identified Newburgh Transport Problems

1) Travel to work and study mainly by private vehicle, an increasing trend with proportionately higher car ownership in Newburgh than elsewhere, is a significant cost, especially with its population proportionately travelling daily above the regional and national levels over medium and longer distances.

2) Poor access to places of work and study, hospital services, main centres for shopping, cultural and leisure activity in free time, means Newburgh is at a comparative disadvantage. To travel for any reason anywhere on public transport into or out of Newburgh can only be done by bus, including linking into the rail network. This represents time consuming, arduous journeys for the population of Newburgh, precariously offset by the expense of the private vehicle option.

3) Access to public transport is limited and challenging, especially for medium to longer range destinations, both in terms of the bus services and bus and rail combined. Edinburgh, Glasgow and Aberdeen, the key main Scottish cities that are driving the economy, are time heavy journeys by public transport.

4) An increasing proportion of older people in the population adds to numbers needing to travel, as older people are working longer, travel to keep active, engaged and healthy, or travel because they need access to hospital healthcare facilities.

10.6 *So what opportunities present themselves that offer viable ways to alleviate or overcome the current problem of relative but significant isolation experienced by Newburgh with its poor connectivity? What will allow it a better chance to connect and be part of the network of public transport and those vital networks of social, cultural, educational and economic opportunities in modern Scotland?*

11. Opportunities

11.1 Identified opportunities that could address the transport problems of Newburgh and provide remedies are as follows:

increase the accessibility of employment and education opportunities (it may be that current transport connectivity is constraining access to higher value employment opportunities);

increase the accessibility of health, social and cultural facilities;

increase the accessibility to tourism in the area;

encourage a modal shift away from private car use and increase the sustainable transport mode share.

Summary outline of opportunities

Heavy Inward Economic Investment In Newburgh
By creating work in Newburgh through investment would allow more to travel to work on foot or by bicycle.

River Travel
Using the River Tay to allow passengers to travel from Newburgh by ferry boat to Perth and Dundee.

Cycling
An increasingly popular, revived mode of travel throughout the population for work, study and recreational purposes.

Car Share
Increasing the numbers of passengers in journeys by private vehicle, particularly car, and so reducing the number of journeys taken by private vehicle.

Bus Services
Improving bus services to Perth and Cupar from Newburgh.

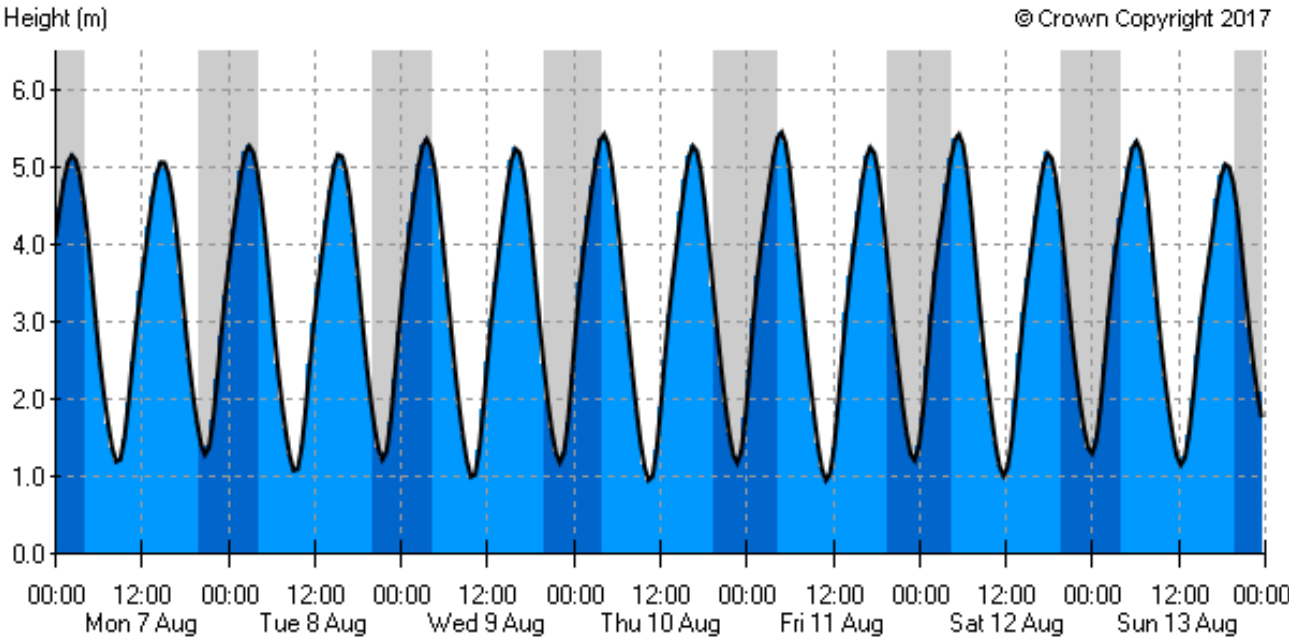
Railway Station
A new railway station for Newburgh for travel on the existing network to Perth and beyond, as well as southwards to Kirkcaldy and Edinburgh. Access to Dundee via Perth or Ladybank would also be possible depending on timetabled connections.

11.2 ***Heavy Inward Economic Investment In Newburgh*** *by creating work in Newburgh through investment would allow more to travel to work on foot or by bicycle in the under 5km local, home range.*

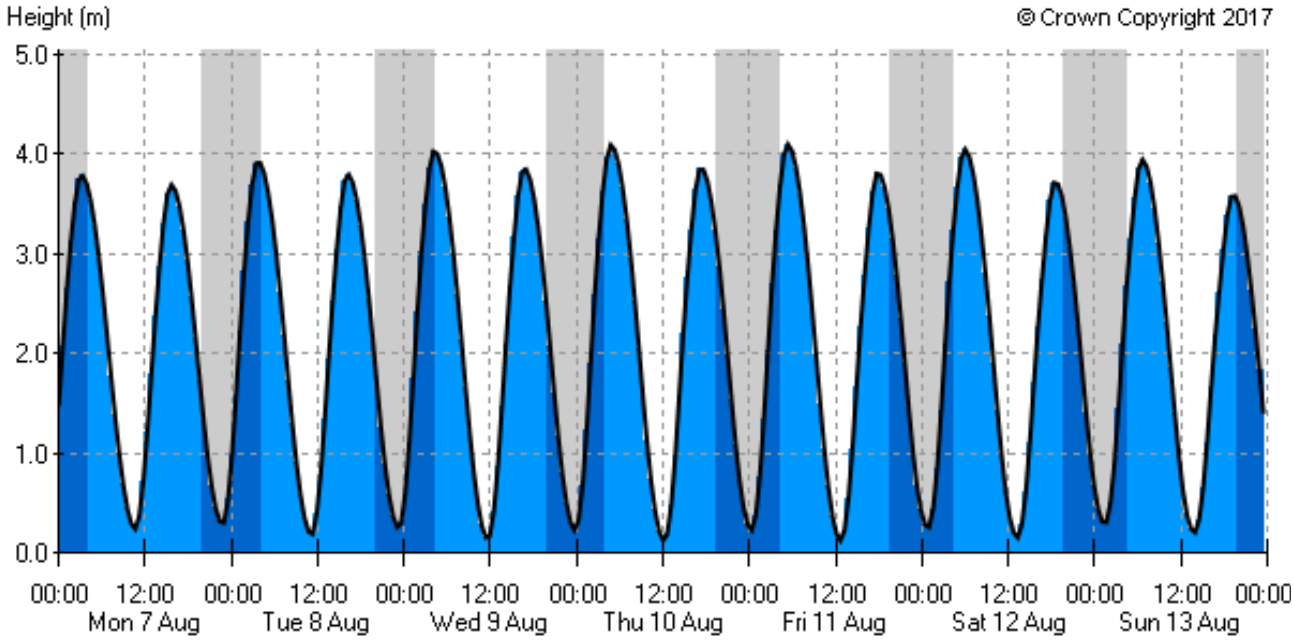
Presently there is no likelihood of big employers re-emerging in Newburgh. The small and medium sized business sector has a presence, employing perhaps, from the 2011 census, under 14% of all people in the population who work and study and travel under 5km, the local, home range. This is down significantly from the 2001 census period that shows just over 22% in this category. A small distillery and a small brewery will soon become new small business employers but will not significantly reverse this downward trend, perhaps employing no more than 10 people between them. On the whole, Newburgh with poor accessibility and without obvious or even recent skills dormant and waiting to be revived, shows no compelling reasons why the town and area might feature in a major commercial development.

11.3 ***River Travel*** *using the River Tay to allow passengers to travel from Newburgh by ferry boat to Perth and Dundee.*

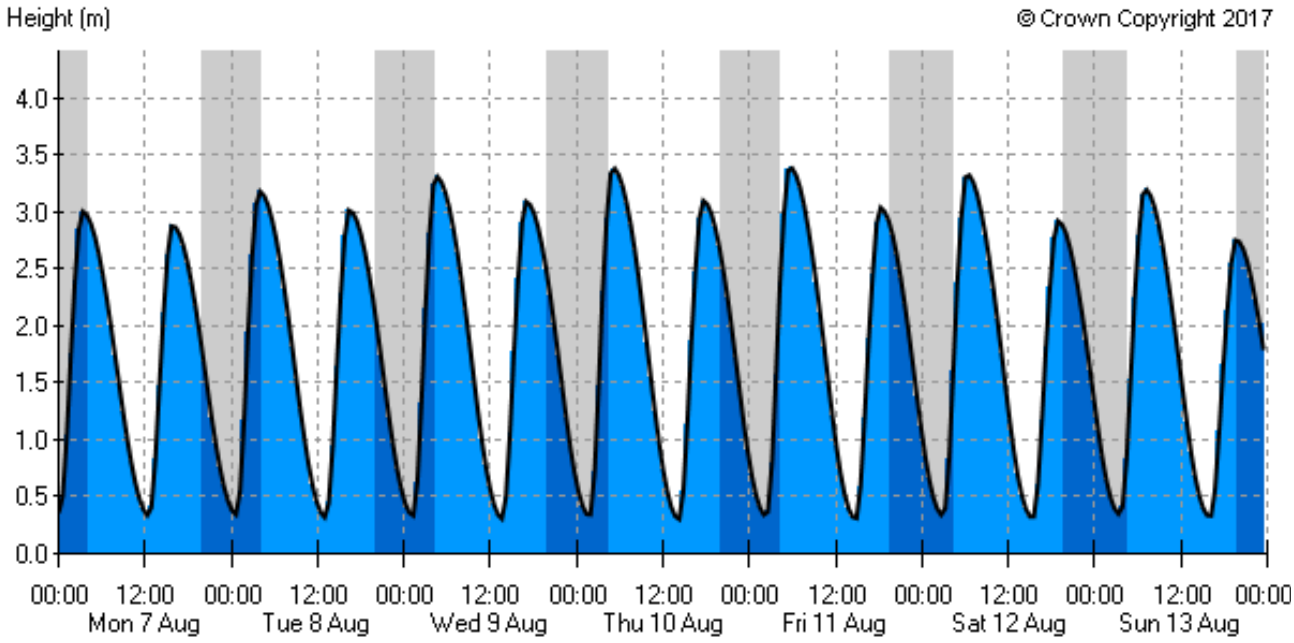
There is a navigable channel on the Tay between Dundee and Perth and the river is noticeably tidal. An example of a set of tides along the Tay for 7th August 2017 is given here below, all times being in GMT (the United Kingdom, Hydrographic Office, Admiralty Easy Tide, http://www.ukho.gov.uk/easytide/EasyTide/index.aspx). Some synchronicity in tide phasing is evident.



Dundee Tides



Newburgh Tides



Perth Tides

11.4 Currently cargo vessels, transporting timber up river, dock at Perth on occasion and there are only old, dilapidated masonry piers in Newburgh needing regular repairs, a service currently provided by volunteers drawn from the community to keep them from disappearing altogether. The main use of the river from Newburgh is presently recreational. Without piers suitable for

ferry passengers at Dundee, Perth and Newburgh, it is not likely in the near future, without substantial investment and some dredging of sand and mud banks to reopen new channels for a ferry service, that this represents an immediately viable opportunity. Additionally, a tidal rise and fall of 4 metres would make docking arrangements more expensive. If docking at a distance from the shore was considered in order to secure a viable service, safe passage at low tide from the present navigable channel would require a walkway on a pontoon bridge of some considerable distance and on a gradient. Journeys of approximately 17km to the South Inch in Perth, which presently has a basic pontoon docking facility, and 20km to the docks at Dundee, would require water borne craft capable of high speeds to ensure journey times were comparable to road travel times.

11.5 ***Cycling*** *an increasingly popular, revived mode of travel throughout the population for work, study and recreational purposes.*

Cycling over 5km daily, certainly over 10km, would be a far stretch to expect from people, other than dedicated cyclists. Cycle paths into and out of Newburgh are presently non-existent and to cycle the A913, the main route, great care must be taken, as it is a 60mph single carriageway intensively used by every kind of road vehicle from light cars to heavy goods vehicles. A short route between Abernethy and Newburgh would allow a linkage into Newburgh for Abernethy residents who use the services and amenities that Newburgh still has and it lacks.

11.6 ***Car Share*** *would increase the numbers of passengers in journeys by private vehicle, particularly car, and so reduce the number of journeys taken by private vehicle.*

From the 2011 census data, nearly 60% of the working population drive a car or van to work or study, with in addition nearly 11% travelling as passengers. An intensive approach to car sharing could therefore be considered as an option in the 10-20km range for the 60% of the working and travelling population who travel in this range. Newburgh is small enough and there are currently concentrated places of employment and education where this might be possible. Fife Council promote a Car Share scheme through SEStran, TripShareFife.Com, (https://liftshare.com/uk/community/fifetripshare, http://www.sestran.gov.uk/projects/tripshare/).

11.7 However, the change in employment patterns away from full-time hours towards more variable working hours, in the context of such a small population, means the chances of matching equivalent working patterns become less likely. An intensive approach to car sharing could also be considered in the 20km+ range, but in this case the chances of matching are even less likely.

Nevertheless, as an opportunity that could work even in a piecemeal way, it merits some exploration.

11.8 ***Bus Services*** *improved to Perth and Cupar from Newburgh.*

Improved, more frequent bus services to Perth and to Cupar on the existing available services could present an opportunity, although the Cupar service currently is long, circuitous and time heavy, representing a compromise between the need for inter-urban travel and local rural travel needs. So for this opportunity to develop into a better shape, a new, more direct service using the A913 throughout could be proposed, which would address the 10-20km distance range for these and the other places for work and study inside which nearly 40% currently travel. Such a direct service would seek to serve both the immediate local links between Newburgh-Perth and Cupar, but also provide a formal interchange with train and bus services to allow easier and more efficient connectivity for longer distance travel.

11.9 This would represent a public transport opportunity to enhance the currently exclusive option of bus services for this 10-20km travel range, not only for work and study but also for access to some hospital services and centres that offer substantial services for shopping, social and cultural activities. At present, from the 2011 census data, nearly 15% of the population travelling for work and study purposes do so by bus, minibus or coach, more than in Fife and only slightly less than Scotland overall. Given the nature of the service available, this shows considerable uptake and a reliance on public transport that approaches the figure of 19% who do not own a car.

11.10 The current main transport issue is journey time as a result of routing and connections. The bus service is attempting to incorporate an array of options in its routing systems, and for Newburgh this does not serve key long distance travel requirements. For the nearly 20% who currently travel to work and study in the 20+km range, greatly improved public transport bus connections to destinations such as Ladybank, Glenrothes, Kirkcaldy and Edinburgh in a southerly direction, and to Dundee, the Tay Bridgehead area and St Andrews towards the east, could also be an opportunity, with the added advantage of improving access to areas with far better opportunities for work and study.

11.11 Another factor that needs to be taken into consideration when looking at bus service improvements is travel inward towards Newburgh by visitors and tourists. Tourism is one area of

activity where there is a realistic prospect of economic development for Newburgh, through the provision of hospitality sector services alongside visitor attractions.

11.12 The Go-Flexi taxi scheme, recently introduced to help remoter and more sparsely populated rural areas to connect up to main centres and network hubs, is of little use in remedying Newburgh's problems as the service has a limited capacity, especially for work or study purposes, has to be pre-booked, and offers no guarantee of a place. Nevertheless, if Newburgh had a railway station, new route opportunities could open up for this scheme, to channel passengers to a station both from outlying areas and also, particularly for those with limited mobility, from within Newburgh itself.

11.13 ***A New Railway Station*** *for Newburgh for travel on the existing network to Perth and beyond, as well as southwards to Kirkcaldy and Edinburgh. Access to Dundee via Perth or Ladybank would also be possible depending on timetabled connections.*

Affording Newburgh direct access to a new rail station in the town could be considered as a public transport opportunity for the 10-20km range and also for the 20+km range of travel destinations, for an entire range of purposes. Given that an operational passenger railway service already runs through Newburgh, this is a clear opportunity to provide seamless access to the wider transport network actually from within the town.

11.14 Travel into Newburgh, the northerly start of the Fife Coastal path, with its new distillery and visitor centre now open, would enable the historic burgh to grow as a tourist destination, with the potential for development of an associated hospitality sector. Putting Newburgh on the railway network would open it up to inward opportunities in a way that other transport modes do not offer, as strikingly illustrated by the example of the new Scottish Borders railway. Whilst a direct rail connection out of Newburgh would certainly provide areas of opportunity for its population that are presently much curtailed by cost and distance or simply, for some, denied at present.

11.15 All things considered, as it is very unlikely that employment levels will return in places like Newburgh to anywhere near where they were in the industrial period, which coincided with the closure of its station, and as these days opportunity is generally concentrated in cities and big regional centres, there is clearly ample justification to revisit the original closure decision.

11.16 ***To summarise, the three opportunities that suggest options that could be explored:***

car sharing,

upgraded bus services

and provision of a railway station,

need further examination in turn before being weighed together.

On the other hand those opportunities that currently appear less likely to offer meaningful or current options for the transport situation that Newburgh has, river travel, cycling and heavy investment in the area, should not be entirely dismissed.

Cycling for example would provide some opportunity in shorter ranges, if cycle pathways were built.

There is as well the do-minimum scenario of doing nothing and keeping things just as they are.

12. Issues and Constraints

Issues: Uncertainties that the study may not be in a position to resolve, but must work in the context of, e.g. impact of the Local Development Plan (the Fife Plan), Scottish Government, Transport Scotland, Strategic Transport Projects Review, TAYPlan:

and

Constraints: The bounds within which the study is being undertaken, e.g. available funding.

Issues

12.1 The following issues have been identified.

The existing bus services may be vulnerable to further fluctuations in service if not actual reductions.

The commercial viability of any new bus services that may be introduced and private operator appetite to operate new services.

The potential subsidy that may be required to increase bus provision in the area.

Local authority budgets are currently extremely tight.

Newburgh sits on a segment of line that is not currently served by local ScotRail trains, only expresses. The December 2017/18 timetable may alter this, but currently ScotRail is focussed on their existing commitments and not on providing new stations.

Constraints

Constraints to which STAG alludes are the physical, legal and institutional boundaries which apply to the transport provision in and around Newburgh. STAG appraisals should take into account all of the relevant constraints and ensure that the options that are developed are within these constraint boundaries.

The following constraints have been identified.

Fife Council and SEStran budget for the provision of subsidised bus services.

Site specific infrastructure (signalling) constraints and the optimisation of a station site.

Capacity issues on the Ladybank – Hilton Junction (Perth) route section.

13. Transport Planning Objectives

13.1 Five transport planning objectives (TPOs) have been drawn up in reference to the transport problems identified, the opportunities identified and the issues and constraints that have emerged through consultation, as well as the policy, legislative and fiscal frameworks currently in place.

TPO1 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.

TPO2 Reduced journey times, especially at commuting times, but all throughout the day.

TPO3 Improved links to hospital based health services at the required times.

TPO4 Improved public transport to reduce the number of multiple car owning households.

TPO5 Public transport to bring in tourists to Newburgh, its attractions and the start of the Fife Coastal Path.

The objectives have been developed with **SMART** principles in mind as specified below:

Specific:

saying precisely what is sought

Measurable:

a method in place to establish the satisfaction of all stakeholders involved that the objective has been achieved

Attainable:

agreement that the objectives set can be reached

Relevant:

a rationally worked through indication of the kind of change posited by the objective

Timed:

a time-frame with an agreed future point by which the objective will be achieved

13.2 *A table of Transport Planning Objectives cross referenced with the problems identified is given below before looking at options.*

Problems	Objectives				
	TPO1 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.	TPO2 Reduced journey times, especially at commuting times, but also throughout the day.	TPO3 Improved links to health service facilities, at the required times (work, attendance or visiting).	TPO4 Improved public transport to reduce the number of multiple car owning households.	TPO5 Public transport to bring tourists to Newburgh, its new attractions and the start of the Fife Coastal Path.
Excessive journey times and limited travel opportunities for non-car users to get to the key cities for education and employment: Edinburgh, Dundee, Glasgow.	√	√	√		
Poor connectivity with local centres - particularly Cupar, St Andrews, Glenrothes, Kirkcaldy and Dundee.	√	√	√	√	
Poor connectivity to the key local hospitals in Perth, Cupar, Kirkcaldy, Dundee, Dunfermline.	√	√	√	√	
The need for a car to be able to participate in modern society.	√	√	√	√	√
Growing inward tourism.		√		√	√

Section 3

Options and Next Steps

14. Options

14.1 Three opportunities, heavy investment in Newburgh to create work, river travel and cycling, were considered to offer only distant options, and represent therefore no present day opportunity to carry forward through to an options sifting process in order to address the transport situation in Newburgh. Heavy investment is also palpably not a transport intervention, but should it arise would represent a means of allowing pedestrians and cyclists to travel to work at a local level. This is at present unlikely, and finding an effective way of addressing the shortfall is essential.

14.2 However it was noted that nothing should be entirely ruled out, and cycling, if dedicated cycle pathways were built, could be useful for shorter range journeys into and out of Newburgh, which would reduce car dependence for such journeys. If SUSTRANS[14] extended a safe to cycle route to the west of Newburgh, it could see Abernethy residents able to travel the short distance into Newburgh (3-5km) and take advantage of the opportunity of a new railway station, as they presently take advantage of the range of shops Newburgh offers them. Cycling, although not an option to consider further if measured against the transport planning objectives identified in the last chapter, could represent an active travel measure that might be included as a supplementary measure within further exploration of another option.

14.3 ***This section attempts to show that while there may be some opportunity for car sharing to be considered and developed, this appears to be limited, whereas upgraded bus services and the provision of a new railway station, by offering a more direct approach to addressing Newburgh's transport situation, have far greater potential. However, nothing can be ruled out.***

Car Sharing

14.4 Given that 70% of the working and studying population travels by private vehicle, including passengers, would an intensive campaign to encourage and put in place ways to facilitate private vehicle sharing help overcome Newburgh's transport problems? It can be comparatively readily

[14] https://www.sustrans.org.uk/ - SUSTRANS (Sustainable Transport) - its flagship project is the national cycle path route ways, aiming to promote cycling and the use of public transport, as a way to curtail the use of private cars, particularly over shorter journeys. See Chapter 9, Consultation, para 9.5 Cycleways.

seen how this might have a positive impact in the case of travel to places of work and study. It would not apply so easily to other areas, including basic ones like shopping and hospital services.

14.5 This opportunity could apply to both the 10-20km and the 20+km ranges, but could work and study patterns be made to match up enough to make it a seriously viable option, especially with a substantial proportion of the working and studying population on part-time hours? Fife Council and SEStran would both consider developing car share in tandem with the development of other measures, so it is an option, however limited its scope, to keep and examine further.

Bus Services

14.6 15% of Newburgh's working and studying population travel by bus, coach or minibus, with bus services the significant mainstay in this modal category. As noted, this figure closely approaches the figure of 19% of Newburgh people who do not own a car.

14.7 Suitable bus services for the 10-20km travel range is an opportunity that could be looked at to see whether it represents a realistic option. This could be achieved if the current bus operator, or another, created a new, more direct service between Newburgh and Cupar, with support from Fife Council and SEStran. This is one of the larger travel flows out of Newburgh, second only to Perth. At present the bus journey via Auchtermuchty takes 50 minutes. A direct car journey takes around 20 minutes. A direct bus could take 30 minutes, cutting the present time by 20 minutes. As a viable business proposition the new service might be dependent on Fife Council subsidy, as the existing one presently is. Past history suggests that competition between the existing operator and a new operator would not lead to a positive outcome.

14.8 Neither current bus service, the Glenrothes-Newburgh-Perth 36 service or the Newburgh-Auchtermuchty-Ladybank-Cupar-St Andrews 94 service, provides an adequate level of public transport to connect to the kinds of centre necessary for a decent quality of life. The times taken to arrive at destinations are too long. The early services to Perth and to Ladybank and Cupar are clearly not early enough, and there are not enough late services to and from Perth in the evening. Weekend timetables and services are also limited. Bus passengers travelling from Newburgh are currently locked into a service restrictive across the whole range of travel purposes and needs. This suggests a clear case for examination of ways of improving and reconfiguring services.

14.9 Improving and reconfiguring bus services as part of the development of a viable option would require subsidy funding, and for cross border services collaboration between Fife Council and Perth and Kinross Council, alongside SEStran and TACTRAN. This will inevitably complicate the process, but still, the bus option does require further study.

14.10 In the 20+km range bus journeys become even more time consuming, typically half an hour or more longer than travelling by car and train via Ladybank or Perth. Connecting with a station is easier by private vehicle in Ladybank's or Cupar's case because parking is free and available, but this is not the case in Perth. With Newburgh's population heavily reliant on private vehicle travel, driving to a railway station such as Ladybank, or even Cupar, is more probable than opting for a bus. This creates a possible overlap with the option of car sharing, which could be studied in tandem with developing the bus option.

A New Railway Station

14.11 Unlike the funding implications for improved and reconfigured bus services, it is generally acknowledged that a new railway station would be self-funding over time. The Newburgh Household Survey demonstrates that patronage levels would be high. Similarly, the more recent online survey responses show a clear demand in the community for a Newburgh rail connection. Given the high likelihood that a station would pay its way, the fact that an operational passenger railway service with frequent trains already runs through Newburgh, and the possibility of new local services being timetabled, the case for serious exploration of this opportunity seems overwhelming.

14.12 A new rail halt provides a realistic opportunity to make public transport access far better than at present. With Perth to the north a much travelled to destination for work and study and for free time activities such as shopping and social and cultural activities, as well as hospital services, a possible journey there by rail of 10-15mins as opposed to 35 mins by bus and 21mins by private vehicle (plus parking time and costs) is obviously very attractive.

14.13 Direct access to the rail network, onwards from Perth and southwards through Fife to Edinburgh, and re-establishing Kirkcaldy as a destination, also provides significant improvements in opportunities for Newburgh. Edinburgh particularly, with all the facilities associated with a major population and national centre, would become far more easily accessible.

14.14 Railway timetables permitting, journeys by rail to Dundee via Perth, at 25 minutes travel time, would also prove attractive, far better than current public transport travel times, especially if there are two trains an hour running on the Perth-Dundee route as has been mooted. A rail link to Ladybank taking 10-15mins would also provide opportunities to travel onwards to Dundee, another 30mins by rail, only a little over private vehicle travel time and considerably under the time taken using current public transport options. Should the network timetable make such connections feasible, easier, more efficient travel to a nearby vibrant city such as Dundee, with its extensive range of facilities of all kinds, could open out a new vista of opportunity for Newburgh.

14.15 Travel into Newburgh, the northerly start of the Fife Coastal path, with a new distillery and visitors centre opening would enable the historic burgh to grow as a tourist destination, with the potential for an associated hospitality sector to develop in the town. Putting Newburgh on the railway network would open it up to opportunities inwardly in a way that other modes do not offer, as shown in the Borders railway reopening, and outwardly it certainly would provide more opportunities for its population that are presently much curtailed by cost, time and distance or simply, for some, denied at present. The option of opening a new railway station at Newburgh warrants further study to test its viability.

14.16 The prospect of a station or rail halt at Newburgh is not new and as the study has noted earlier in the *Literature Review*, it has been reported on at least since 1999 up until 2015. As an option it has been etched in the minds of Newburgh folk for considerably longer and local memory suggests the issue has been raised many times over the years since the closure in 1955. The last report, 2015, by SYSTRA looking mainly into the type of patronage that a halt at Newburgh was likely to expect, projected a viable level of patronage. This was also amply borne out by a doorstep household survey of households in Newburgh conducted by the community between 2012 and 2014, and which indicated that patronage levels projected by the SYSTRA study could well be exceeded. The household survey indicated as well how a service would be used and how often, something the SYSTRA study did not, although this study did suggest a new railway station was viable. It can also be noted that Abernethy Community Council have said that the provision of a dedicated cycle path between Abernethy and Newburgh would not only allow Abernethy residents to use the local services of Newburgh but also a reopened station. SUSTRAN's openness to suggestions for providing a connecting cycle route enlarges the scope of a station option. Abernethy is a population centre roughly equivalent in size to Newburgh and so provides a close pool of likely patronage to draw from as well. An imminent planned build of 40

homes in the west of Newburgh and a planned stepped development of 275 homes on the east, will add in the region of 1000 people to the population in the near future and swell the potential patronage forecast for station use.

14.17 Newburgh railway station opened with the line in 1849 and was closed to passenger in 1955. The site is at the west end of the town and is the site that has been protected in the Local Development Plan. However the reopened station, as well as meeting the travel needs of the community, will need to conform to modern standards which include the railway industry operational standards that govern the location of new stations in relation to gradients and curvature[15]. The former station site is on straight track, but located on a gradient of 1 in 158, rising towards Ladybank. Potential station locations further to the east are on gradients of 1 in 100 and there is a curve through the town, where access is also poor. To the east of the town, to the south of the primary school and adjacent to land zoned for housing the alignment is straight. This could also be considered as a potential site for a new station, if it provides for better overall outcomes. So there are potential sites for a station at Newburgh, but they are not ideal, due to the railway climbing steeply and virtually continuously for eight miles around Newburgh. However these constraints are unlikely to prevent the provision of a station to serve Newburgh.

14.18 There are no planned and committed transport project improvements in Newburgh and area nor any other kind of uncommitted projects, so the **Do Minimum** and **Reference Case** scenarios required by STAG coincide and mean the same, the continuation of the status quo. This is the basis against which all the options are measured.

Summary of Options

Three options appear to offer themselves as a more direct approach by way of public transport to address Newburgh's transport deficit:

car sharing,

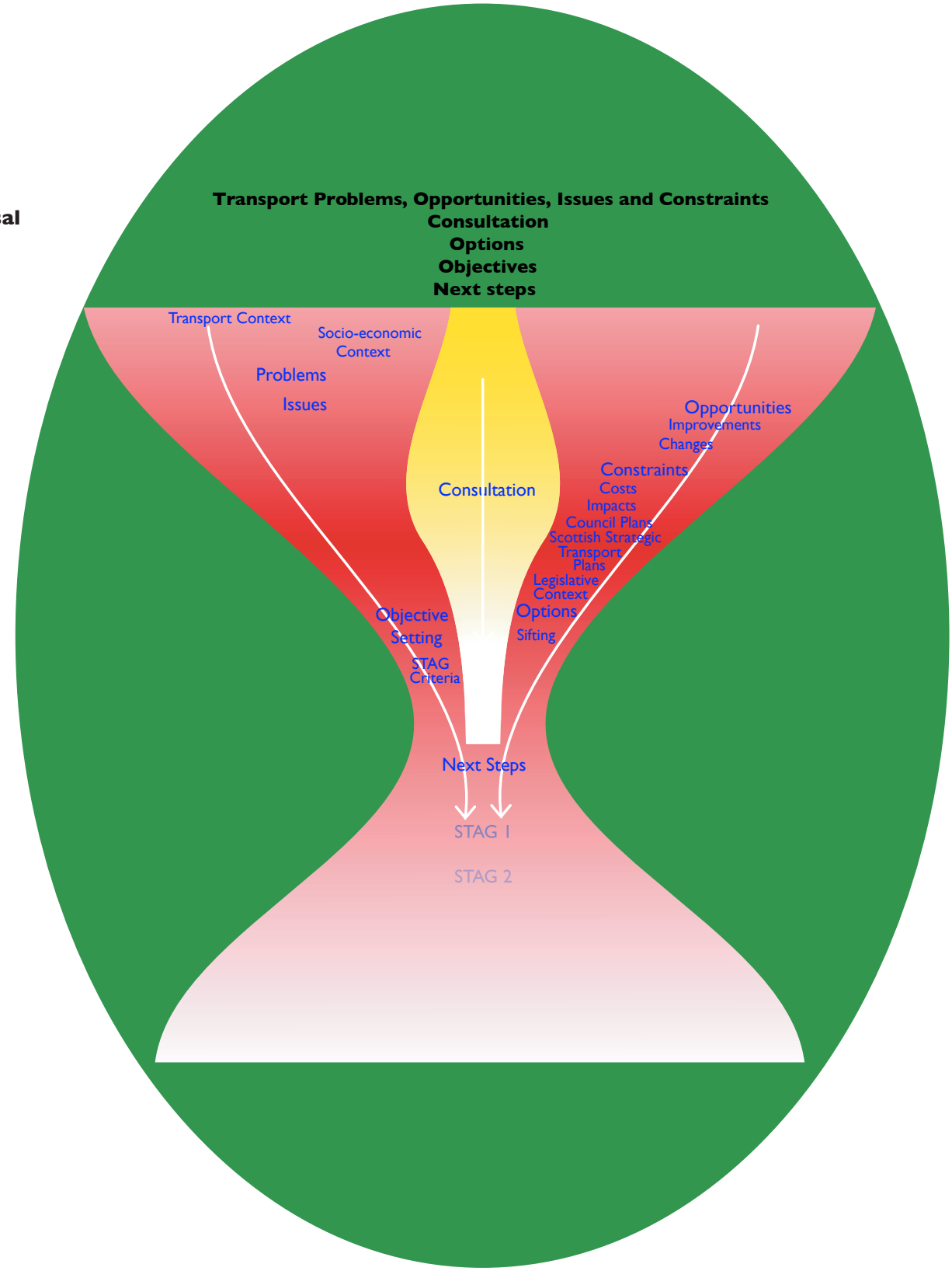
upgraded or reconfigured bus services,

and the provision of a new railway station.

[15] More details in Appendix A.3 on station standards required and Appendix A.4 for cost parameters and comparisons. Appendix A5 - Pop-up, Experimental Station Platform - gives a summary for a lower cost, temporary station platform structure that could be considered in the development of a rail option.

15. Next Steps

STAG Pre-Appraisal Diagram



15.1 The Newburgh and Area STAG Pre-appraisal has developed a case for a fuller STAG appraisal study of transport options identified.

15.2 The study has demonstrated the main socio-economic and transport problems in the area as well as the opportunities that represent ways to overcome these, and the issues and constraints acting on these possible solutions. Following the STAG method, these have provided the basis for developing proposed Transport Planning Objectives and forwarding three transport options for further appraisal.

15.3 *Transport Option 1: Car Share*

This option would address the problem of needing a car to be able to participate fully in modern society by reducing the number of cars journeying to common destinations at common times, and at the same time cutting adverse environmental impacts. It could reduce the number of multiple car owning households, thereby partially addressing TPO4. It might even address the problem of excessive journey times and limited opportunities for non-car users to get to the key cities of Edinburgh, Dundee and Glasgow for education and employment, and to some extent address TPO1, TPO2 and TPO3. However, it has been recognised as limited in scope because of the difficulty in matching journeys and times, especially with people working more part-time hours. Nevertheless, given the interest and support for this option currently expressed by Fife Council and SEStran, it merits further exploration.

15.4 *Transport Option 2: Bus Services*

Improved and reconfigured bus services would address all the problems set out against the transport planning objectives, excepting the crucial objective of reducing journey durations, especially at commuting times but also throughout the day. The constraint acting here is the level of investment and publicly funded subsidy required. This option needs further and deeper appraisal.

15.5 *Transport Option 3: A New Railway Station*

This option addresses all the problems and meets all the transport planning objectives. Initially it will cost the public purse but it could be self-funding in a time-frame that is not prohibitive. The main constraint is the current Scottish Transport Policy of reducing journey times between Inverness and Edinburgh on the Highland Mainline express services. However the real possibility of a recast rail timetable that could accommodate the provision of local services along with the express services has to be appraised against this, and makes a new station an option that could be developed.

15.6 The current pre-appraisal has initiated the business case development process. Taking the pre-appraisal options into a STAG 1 appraisal would allow these three options to be assessed in more detail, and the business case refined in outline, before deciding whether a fuller, quantitative STAG 2 appraisal could take forward any of the options and argue a final business case.

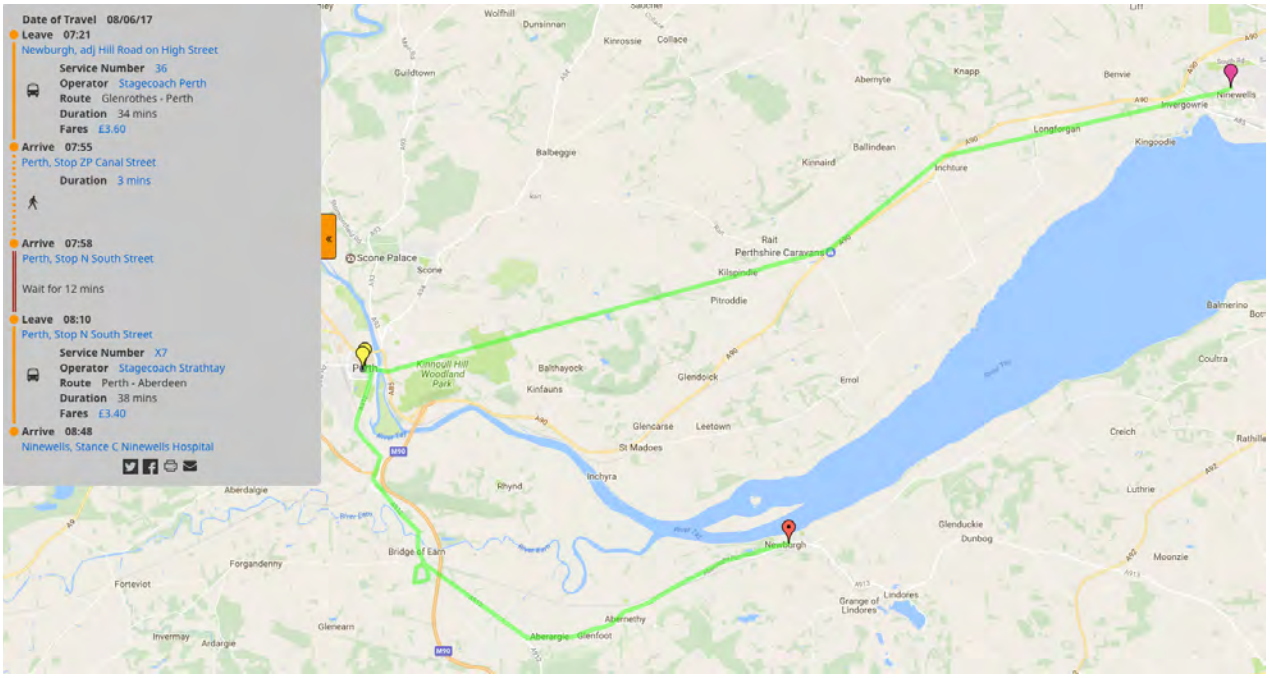
15.7 A STAG Appraisal must test each option and its performance against the five STAG criteria of Environment, Economy, Safety, Integration and Accessibility/Social Inclusion. The STAG Appraisal also considers issues related to the Feasibility, Affordability and Public Acceptability of each option. The table below shows how the TPOs and the STAG criteria as two sets sit with the three options, and illustrates a consistency between the two.

Transport Planning Objectives					
Options	TPO1 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.	TPO2 Reduced journey times, especially at commuting times, but also throughout the day.	TPO3 Improved links to health service facilities, at the required times (work, attendance or visiting).	TPO4 Improved public transport to reduce the number of multiple car owning households.	TPO5 Public transport to bring tourists to Newburgh, its new attractions and the start of the Fife Coastal Path.
Option 1 Car Share	√ √		√ √		√
Option 2 Bus Services	√	√	√ √	√ √	√ √
Option 3 A New Railway Station/Halt A local cycle path option could be developed alongside this option	√ √	√ √	√ √	√ √	√ √
	Environment	**Economy**	**Safety**	**Integration**	**Accessibility Social Inclusion**
	STAG Criteria				

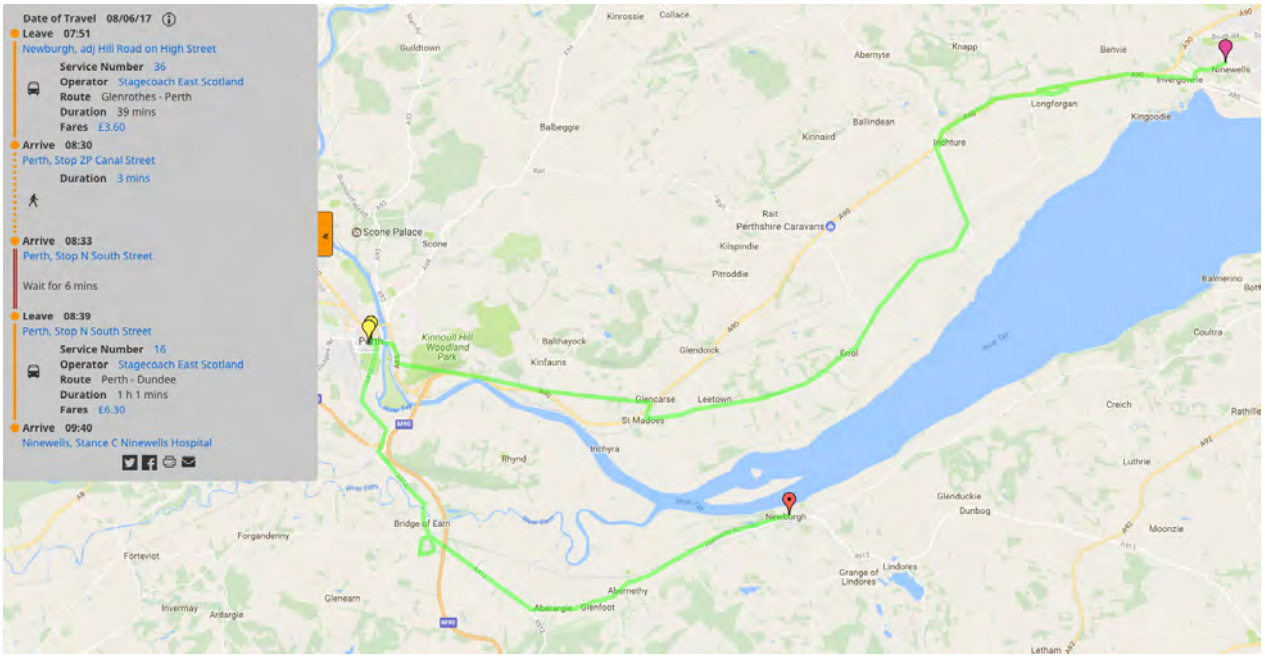
15.8 *The Newburgh and Area, North Fife STAG Pre-Appraisal Study Report recommends that there are sufficient grounds to take the study further by commissioning a STAG1 and STAG 2 report, where the options identified may be more rigorously examined in a quantitative way with the Transport Planning Objectives and the STAG Criteria, so that the Business Case Development can be reliably made and consistent with Feasibility, Affordability and Public Acceptance.*

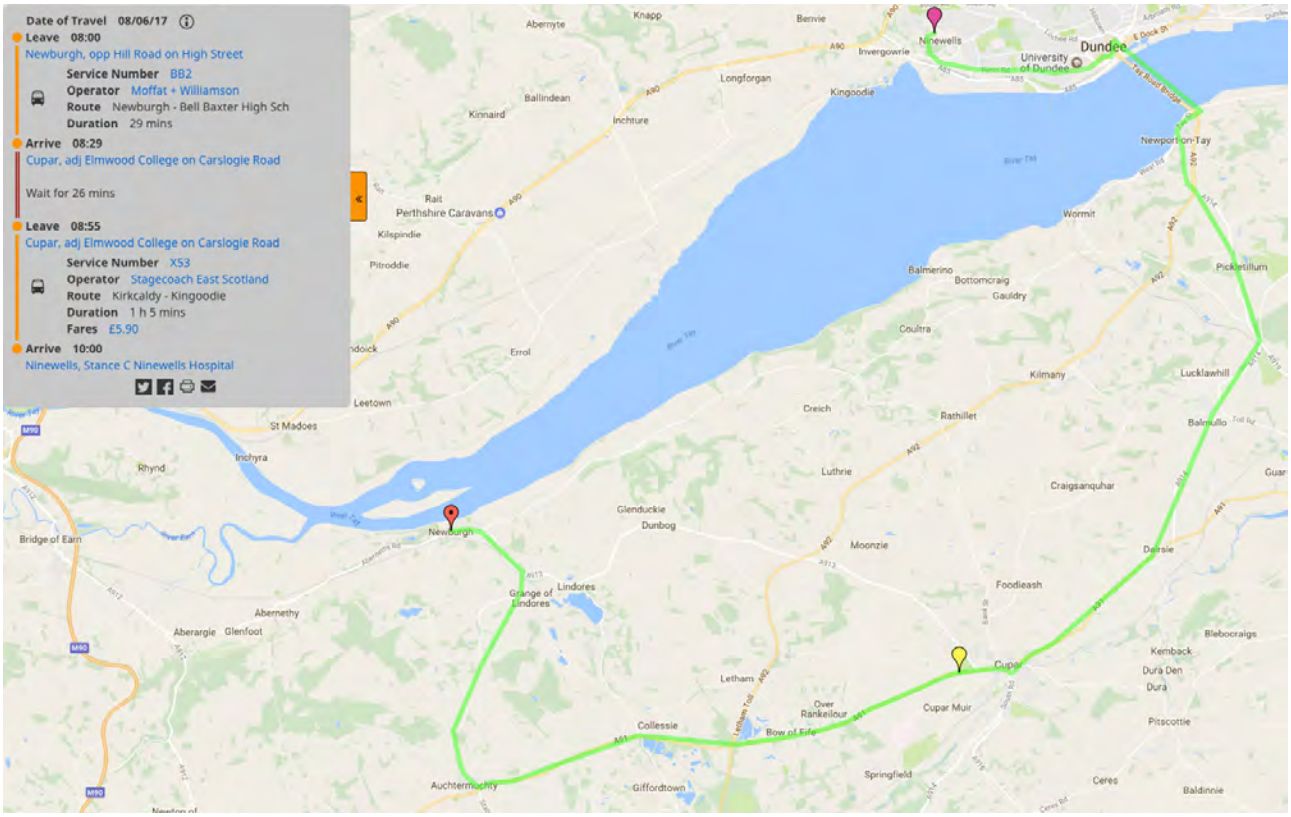
Appendices

A1 ***Journeys from Traveline Scotland (https://www.travelinescotland.com/lts/#/travelInfo) from Newburgh to Ninewells Hospital, Dundee, a major and relatively local centre for specialist health treatments, show examples of arriving at Ninewells for early to midmorning appointments and early afternoon, giving journey routes, times, changes and tickets as of 8/6/17. Routes are via Perth or Cupar with variance in routes, times and ticket pricing.***

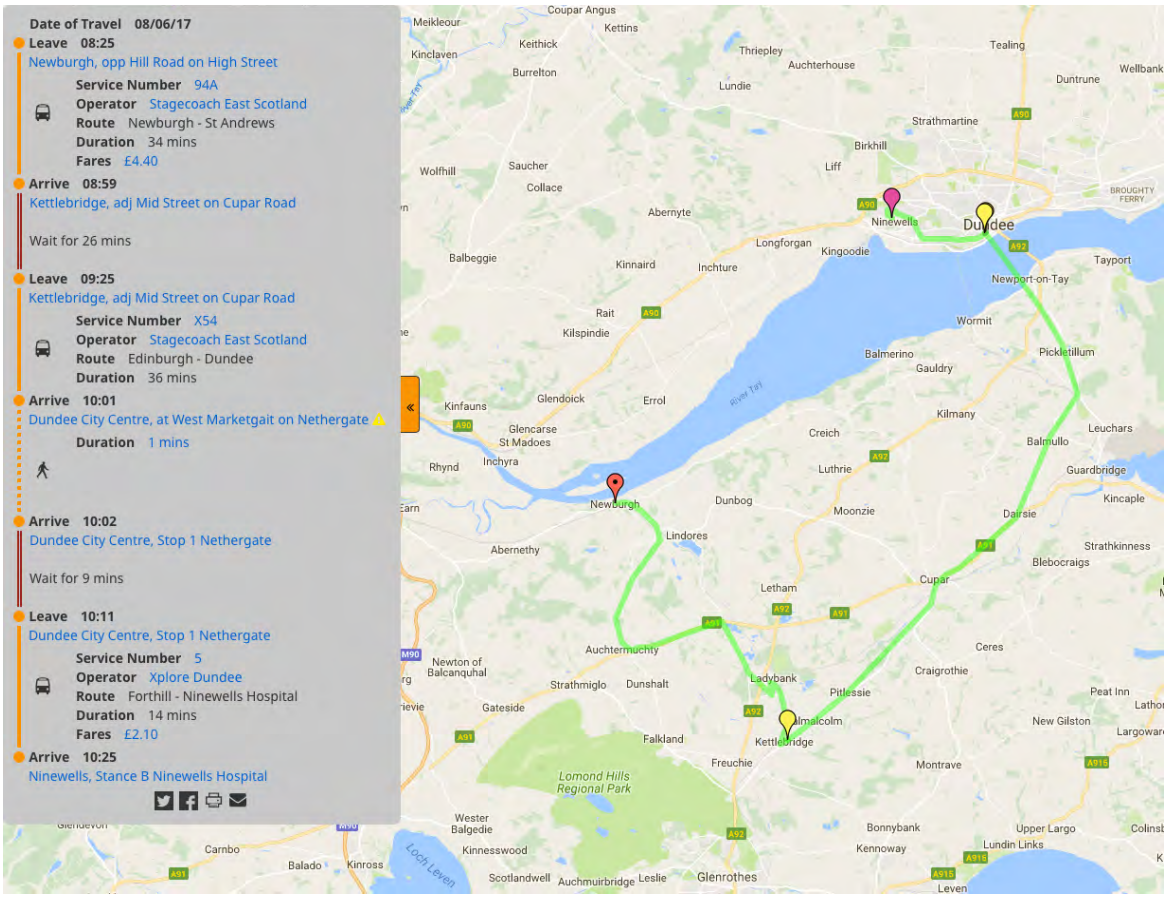


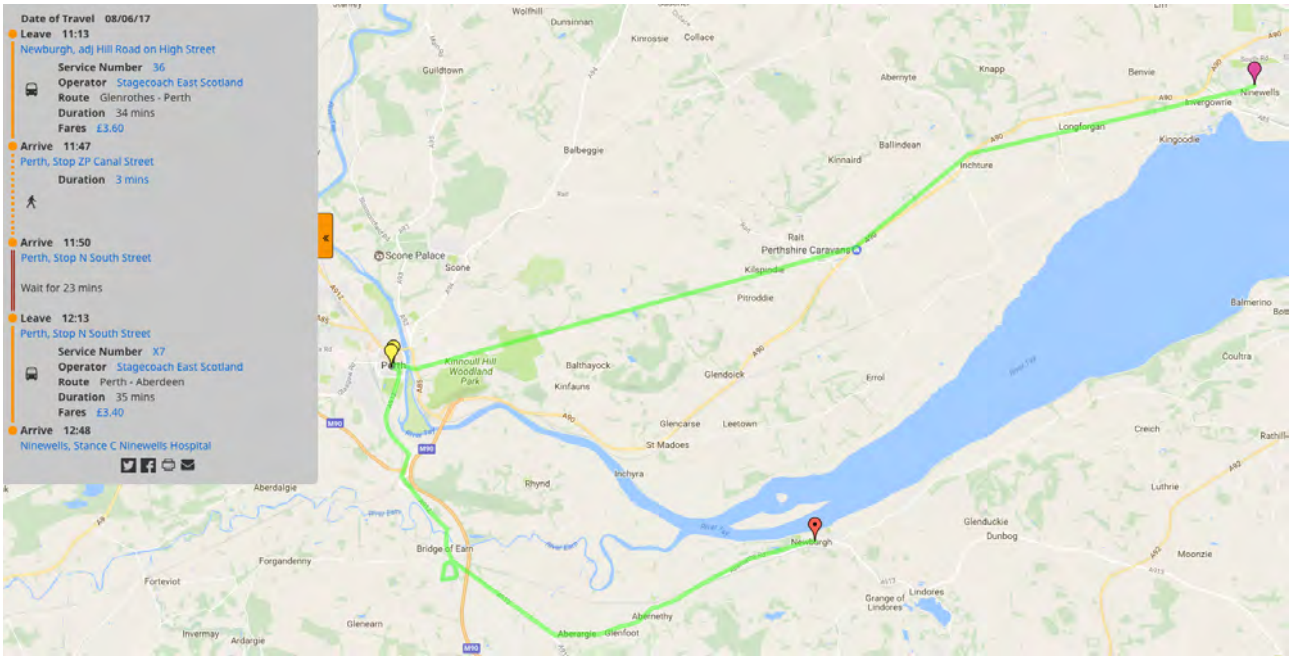
A1.1 Bus journeys to Ninewells for arrival via Perth in the start of the morning, 9-10am, taking 87mins at £7.00 for fares and 1hr48mins at £9.90.



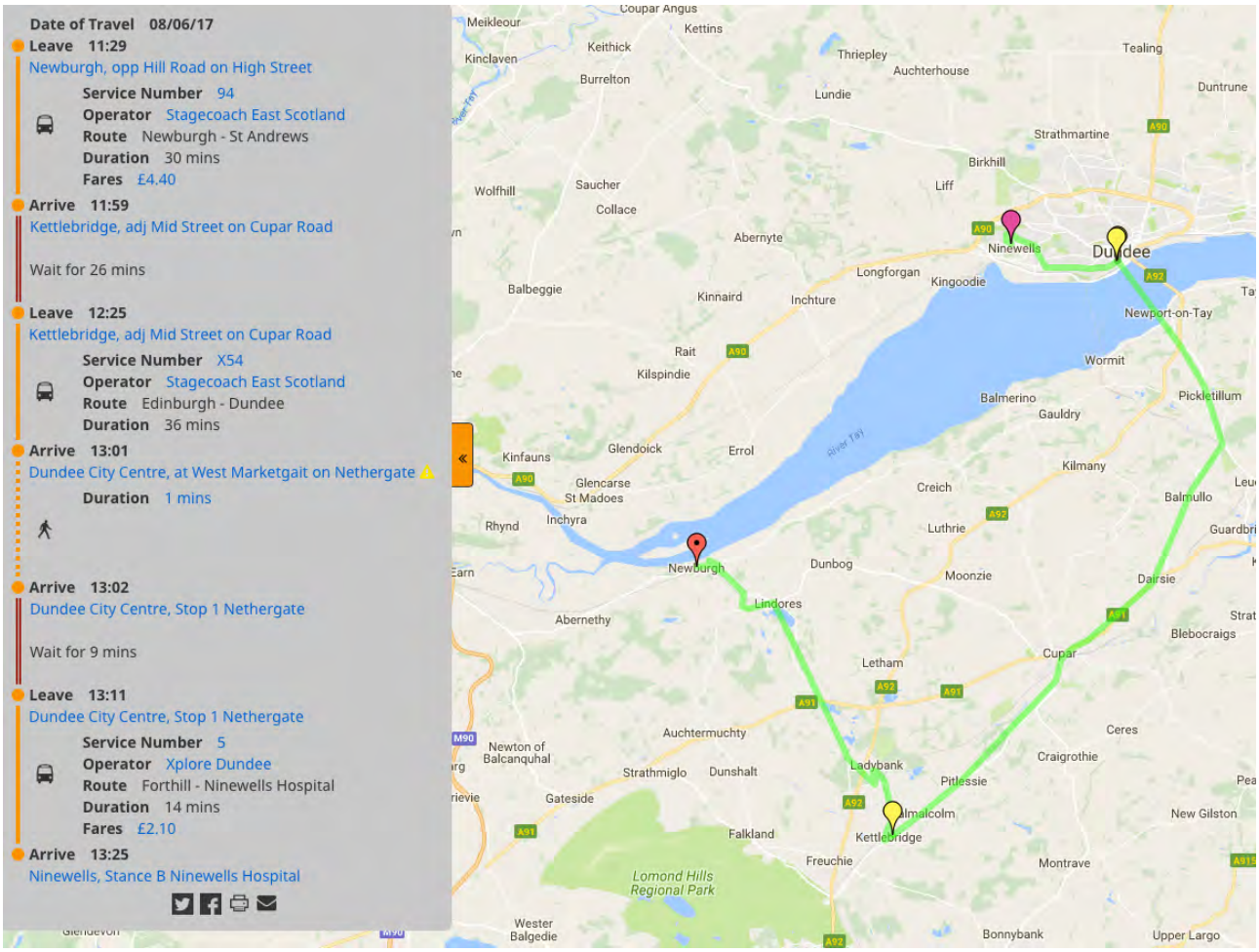


A1.2 Arriving for 10-11am via Cupar, 2hrs costing £5.90 and 2hrs costing £6.50.



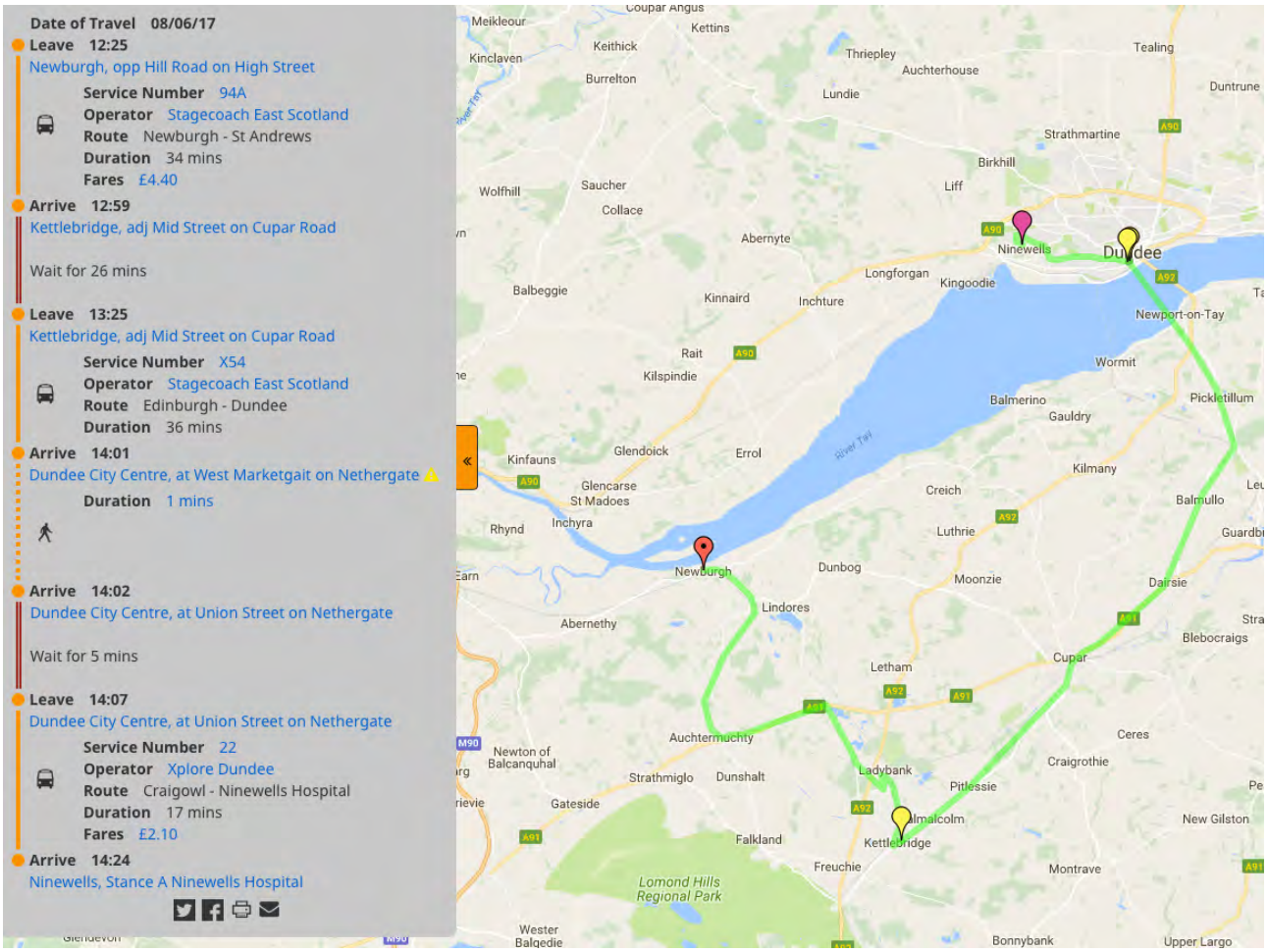


A1.3 Arriving at Ninewells for 1-2pm via Perth, 1hr35mins at £7.00 and via Cupar, 1hrs56mins at £6.50.

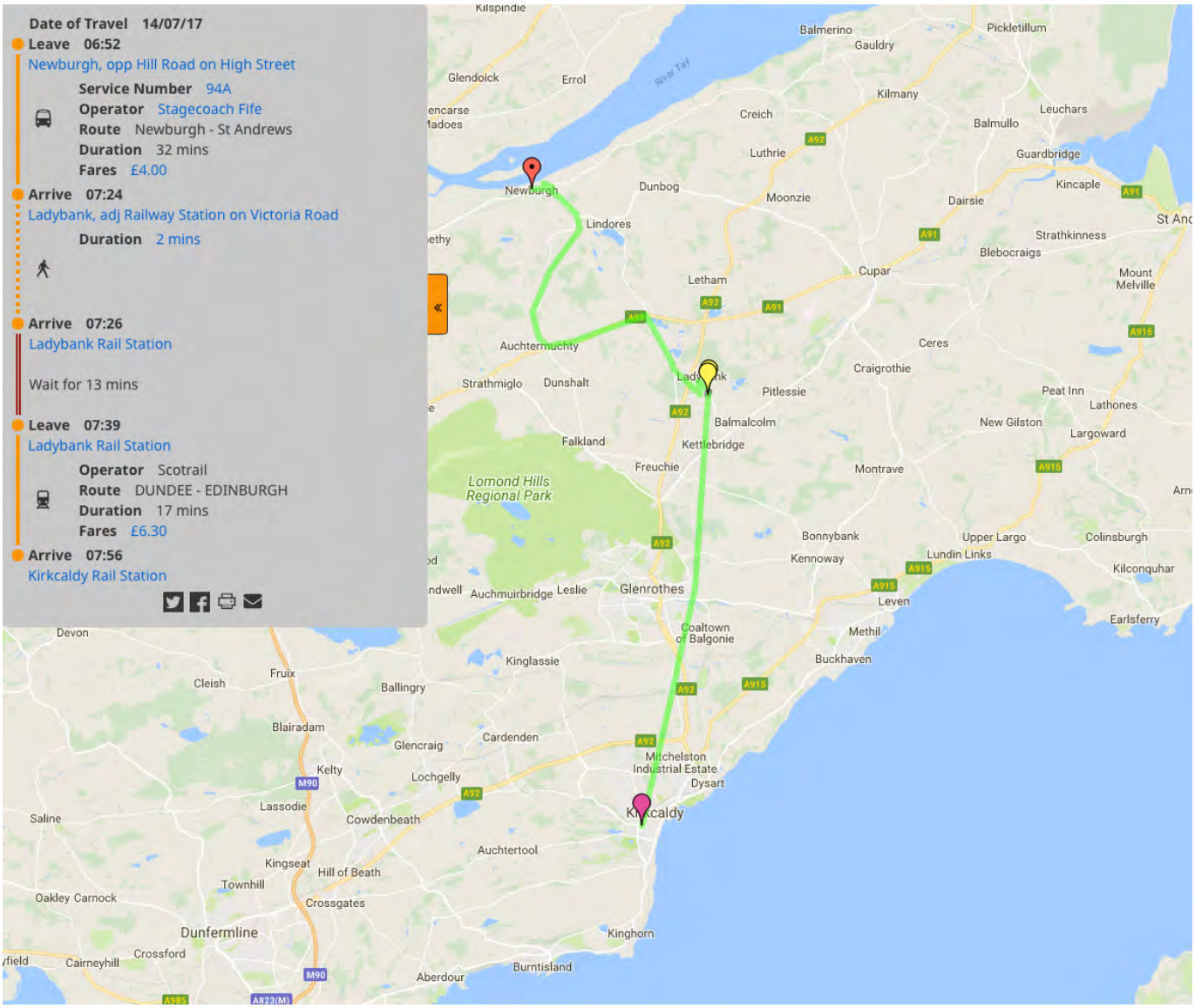




A1.4 Arriving at Ninewells for 2-3pm, via Perth, 1hr35mins at £7.00 and via Cupar, 1hr59mins at £6.50.

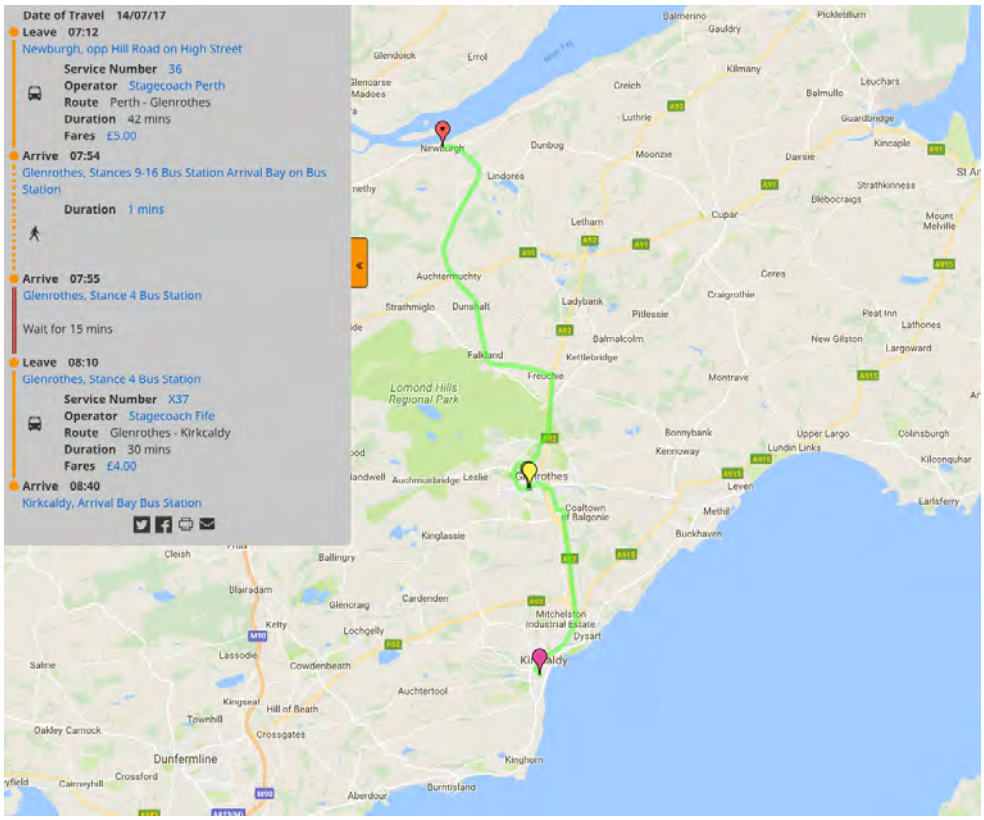


A2 *A set of journeys to Kirkcaldy and to Edinburgh, 31km and 72km respectively. These journeys from Newburgh are the first of the day, at a typical time for travelling to work and study, arriving at these destinations for around 8am to the back of 9am. They introduce a combination of bus and rail into the journey by way of Ladybank station. Given the level of service it should be noted that private vehicles would more probably be used than the bus for the Newburgh to Ladybank leg.*

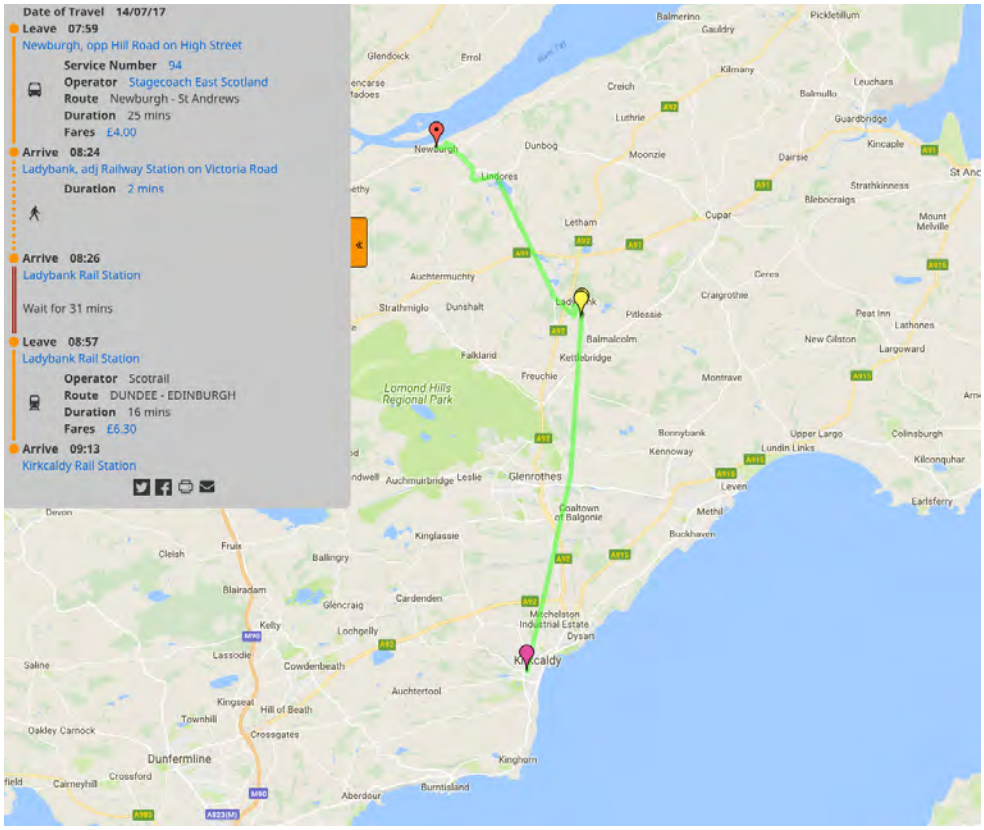


A2.1 Newburgh to Kirkcaldy via Ladybank by bus and rail in the morning commute leaving at 06.52.

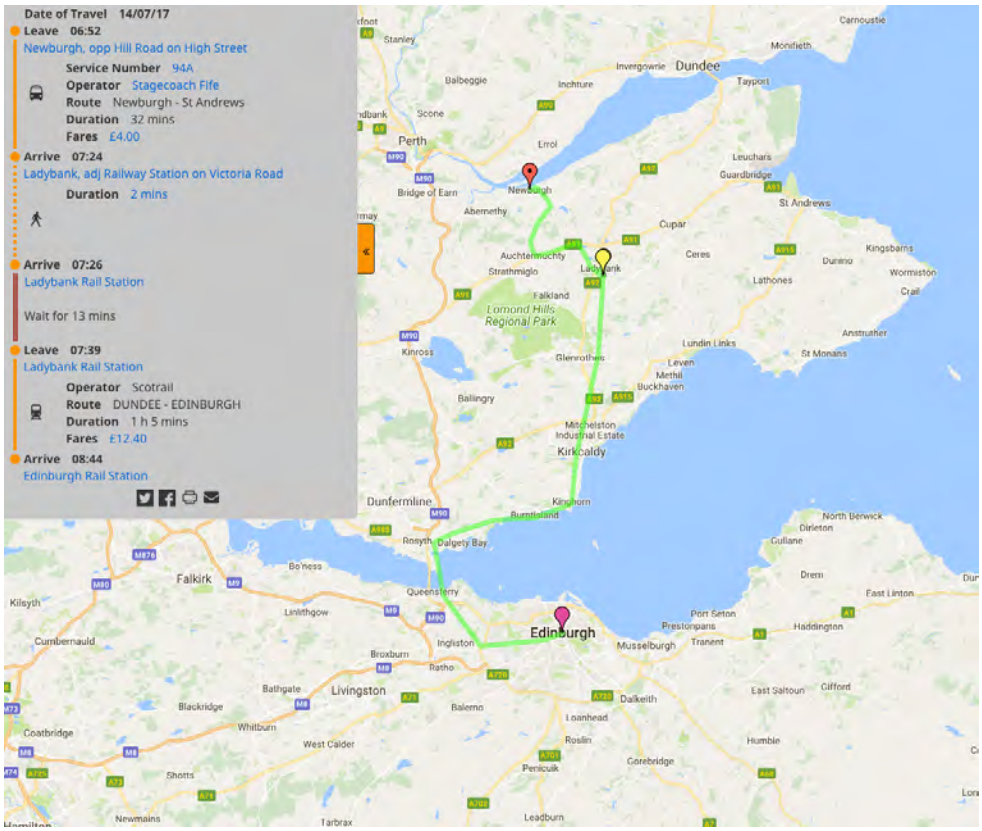
A2.2 Newburgh to Kirkcaldy by bus only in the morning commute leaving at 07.12.



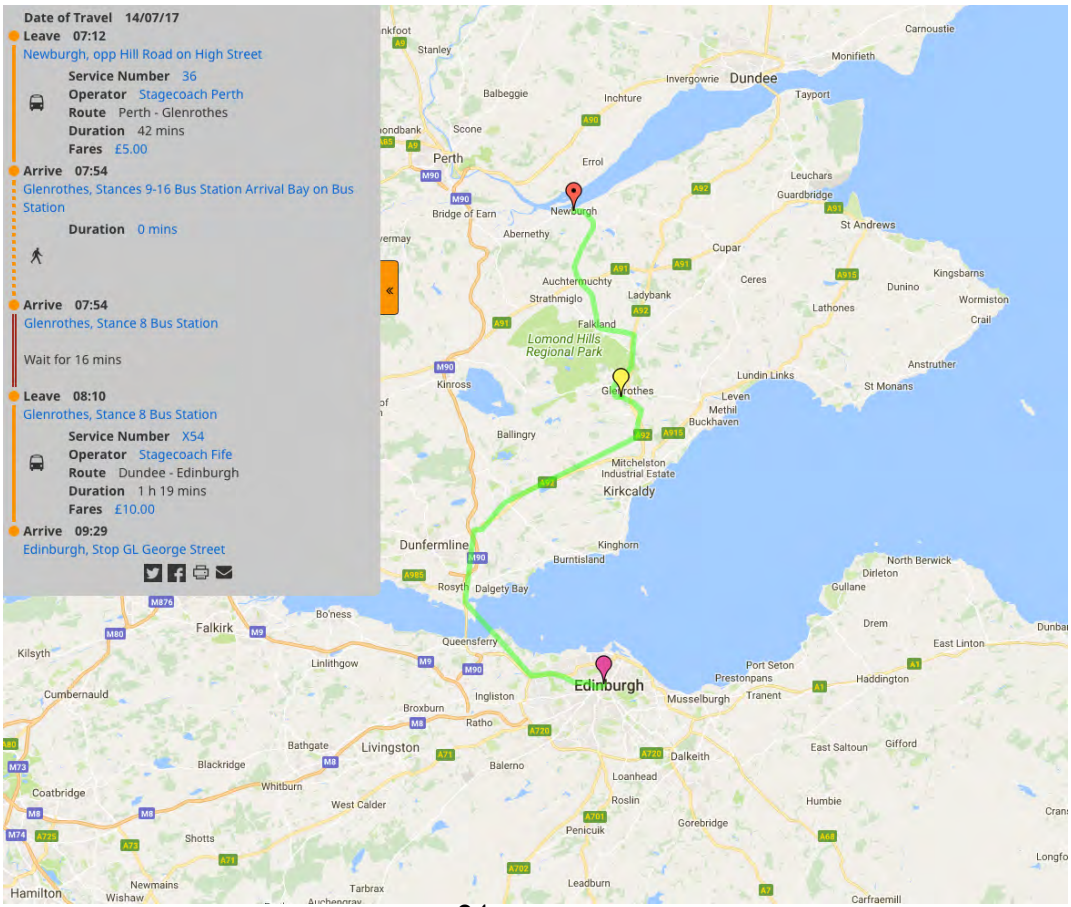
A2.3 Newburgh to Kirkcaldy by bus and rail in the morning commute leaving at 07.59.



A2.4 Newburgh to Edinburgh by bus and rail in the morning commute leaving at 06.52.



A2.5 Newburgh to Edinburgh by bus in the morning commute leaving at 07.12.



A3 *Rail Standards For Platforms at Stations*

A3.1 *Investment in Stations - A guide for promoters and developers*, Network Rail, December 2014, published as part of the Network Route Utilisation Strategy programme sets out the requirements for the promoters of new stations on the rail network and includes references to railway industry standards. As it is a RUS publication it has been developed with the wider rail industry including funders and is approved by the Office of Rail and Road (ORR).

A3.2 It includes a specific reference for the Railway Group Standard GIGN7616 in respect to acceptable gradients and curvature for new station sites. Section G 4.2.2 states that: "it is considered good practice to locate platforms on gradients not steeper than 1:500". Section G 4.2.8 sets out the points to consider if a new platform is to be built on a gradient steeper than 1:500. So there is no prohibition on placing a new platform on a gradient steeper than 1:500, but some thought needs to be given to the consequences.

A3.4 The issues that arise with platforms on curved track are generally around the platform to train stepping distances. This is the result of the geometric relationship between straight carriages and curved platforms. On right hand curves with modern 1/3 2/3 door spacing this tends to create a bigger step, whilst on left hand curves the centre of the carriage is closest to the platform edges, but this may force the ends of carriages to be further away, which impacts on those carriages which have end doors. The cant (super elevation) of the track on a right hand curve will result in the platform side being higher than the non-platform side of the carriage, which may result in a high step. On a left hand curve the converse is true and the step may be low compared with the platform. None of these issues are insurmountable, but it is preferable avoid them if at all possible.

A3.5 The relevant standard is GI/RT7016 which is quoted in GIGN7616 Section G 4.1:

2.1 Station platforms shall not be located on horizontal curves with radius less than 1000m.

2.1.5 GC/RT50221 requires that the normal limiting design value of cant adjacent to a station platform is 110mm, with an exceptional limiting design value of 130mm. (Whilst not preventing the provision of platforms this could result in a lower permitted speed through the new platforms for non-stopping trains.)

In summary:

New stations should be ideally located on straight track (and not on track with a horizontal curves of less than 1000m) and on track that is effectively level (and preferably not on track where the gradient is steeper than 1:500).

A4 *Indicative Station Costs*

A4.1 *Station construction cost drivers*

There are a number of cost drivers for new stations, all of which are likely to have site specific elements, which makes accurate costing, or even comparison based costing, difficult.

Some key features that are relevant to the costs of new stations at Bridge of Allan or south of Stirling are:

Land costs – (which is probably not a big cost at Newburgh). However, land costs have become a bigger component in recent schemes as Network Rail has no compulsory purchase powers and has to obtain land by negotiation.

Ground conditions and environmental issues – ground conditions in Newburgh are reasonably sound, based on rock with no history of mining, which can be a major cost driver.

Access to public roads – The former station site has an existing access which might require an upgrade at its junction with the main road. Any other site is an unknown at present.

Size of car parks, bus/taxi stances, pick up/set down space are proportional to station platform size, determined by the likely catchment area and demand at the station. Some bus access will be required at all station sites to permit the operation of rail replacement bus services. Little is required at the former Newburgh station site, except possibly a controlled pedestrian crossing. across the A913 from the existing free car park on the north side of the road. Elsewhere, access will be dictated by the site chosen, but existing roads close to the railway offer very poor access so any alternative site will require a new access, which may be part of a development, one of which is proposed for the east side of Newburgh for 275 homes.

Length of platforms – These should be at least sufficient for a six car 23m unit, which is the standard at other stations on the route, so a minimum of 150m is required, which is about the same, or shorter than, most recent new stations or those under construction. Passive provision for 8 cars (200m) is recommended.

Cross-track, pedestrian access is not required, as this will be a single platform station. It may be possible to use a public footbridge and/or road over-bridge to improve accessibility to the wider

town. This could save costs by removing the need for a free-standing structure. (Accessibility requirements will be driven, in part, by input from local accessibility groups.

Most passenger facilities are similar at all new stations – waiting shelters, ticket issuing machines, customer information systems, public address and closed circuit TV systems. The cost is partly driven by the number of platforms, which is the same for all of the options being considered.

Ticket Machines would tend to be provided at a base level of one per station.

Track Access for construction – the level of complexity driven by reduced working time due to the regular passage of trains drives costs up. The train service at Newburgh is quite intense during the day. The relatively short night period offers a largely train free opportunity for construction close to the track. So the costs are likely to be proportionately higher than the average. Access issues also potentially drive the Train Company compensation costs, which can be substantial, so this usually leads to more expensive construction costs.

There may be requirements to move signals and/or signalling equipment, particularly at the former station site, but this may offer other benefits to the system.

Passive provision should be made for electrification. This impacts in two ways: wire height and the position of electrification masts, which could be opposite the platform or behind the platform. Wire height may be dictated by adjacent over-bridges.

A4.2 *Presentation of comparative costs*

The table below is a summary of the detail of a number of stations that have recently reopened or are currently being planned or constructed. None include the costs of decommissioning an existing station. Pedestrian access and any new footbridge/underpass will be to full mobility impaired access standards. Car parking, access costs and extra engineering costs vary widely across the examples with some of the key drivers noted in the comments column.

All of the cost information included here has been taken from public sources, (E–estimate, B-budget, O–out-turn,) so there are likely to be some variations and the costs may not be 100% comparable across the examples, but there is enough here to suggest a trend. (Network Rail provided the GRIP stage information for the four Scottish stations)

Out-turn figures are taken to be on completion, so they will be at current prices for the completion date. Estimates and Budget prices will be for earlier years than the anticipated completion dates.

The first part of the table shows the costs of a number of simple single platform stations. The second section includes two platform stations, with the third section showing two platform stations on electrified lines. All the sections are listed in chronological order.

Station Costs Summary Table

Station	**Date**	**No of platforms and length**	**Cost**	**Comment**
Conon Bridge	8 February 2013	One 10m	£600k O	Built in 11 months – short platform
Pye Corner	14 December 2014	One 145m	£3.5m E	Built (not by Network Rail) in 8 months.
New Court	4 June 2015	One 124m	£2.2m O	Estimate £1.44m increase due to extra signalling work
Dalcross	c2019	One 173m	£5.6m GRIP3	Includes car park
Bow Street	c2019	One 150m	£6.8m E Station - £2.483 m	½ is car park and roundabout (£2.543m) GRIP3 has £5.026m (2016) Total cost £6.76m - DfT Grant offer Feb 2018
Bermuda Park and Coventry Arena	18 Jan 2016	Two 75m, except Coventry Arena Up side 149m	£13.62 m package	Part of a bigger package which included Bedworth platform lengthening & new platform at Coventry DfT Contribution to stations £4.75m
Ilkeston	2 April 2017	Two	c£10m	Estimate 6.5m Much delayed by Great Crested Newts and flooding issues
Low Moor	May 2017	Two 96m	£10.5 E	Ground conditions, due to mining, have added costs
Kenilworth	10 December 2017	Two (100m)	£11.3m E	

Kintore	c2018	Two 150m	£12.2m GRIP3	
Electrified Routes				
Apperley Bridge and Kirkstall Forge	13 Dec 2015 and 19 June 2016 respectively	Two 100m	£16.9 O	Estimate £15.9m for the pair. Park & Ride sites
Maghull North	2018	Two 132m	£13m E	Estimate was £7.37 Fully staffed station, ticket office, 3rd rail electrification
Robroyston	2019	Two 120m	£14.2m E	Major developer contribution £11k per house +more
East Linton	2021	Two, probably 150m	£11.13 mGRIP2	Transport Scotland/Council Agreement Feb 2017East Lothian Contribution £3.44m TS share 60% =£7m
Reston	2021	Two, probably 150m	£10.63 m GRIP2	Transport Scotland/Council Agreement Feb 2017Scottish Borders Contribution £2.84m TS share 60% = £6m

A4.3 ***Analysis of potential costs of the new stations and conclusions***

From the table above it can be seen that there is a range of costs for the recently built or soon to be built new stations.

The range of costs for a single platform station is wide – Conon Bridge (£0.6m) to Dalcross (£5.6m), noting that the station part of the cost of Bow Street is only £2.483m. However, Conon Bridge is exceptional with its short platform, limited facilities and lightly used route permitting easier construction access.

The two completed single platform stations - Pye Bridge (£3.5m) and New Court (£2.2m) are both under half the cost of the two platform stations, but that is reasonable, as not only do they have half the platforms, but they do not require a footbridge. Pye Bridge was not built by Network Rail.

The basic cost for a two platform station being delivered now appears to be in the order of £10m but there are considerable variations. Electrification appears to add a considerable additional cost, although the two recently opened stations Apperley Bridge and Kirkstall Forge in West Yorkshire are at the low end of the cost range, averaging £8.5m. They also include considerable car parking,

but are additionally part of other wider developments, so some costs, such as road access, may be hidden.

New Court looks good value compared with all the other stations listed, although the station part of Bow Street (£6.76m in a DfT February 2018 Press Release) looks similar.

There has been a recent escalation in projected costs with estimates for all future stations being higher than £10m.

A4.4 *Recommendations*

For initial planning appraisal purposes a cost range of £2m to £3m looks likely for a single platform station. As the data used to estimate this range is mostly published estimate or outturn data, it is not considered that any additional Optimism Bias is required as this will have been included in the published costs.

It is suggested that the initial ***Benefit Cost Ratio*** calculation use the lower estimate of £2m and if that gives an acceptable outcome a second calculation be made using the higher figure of £3m to test the sensitivity of the results to the capital costs of the station.

A4.5 *Data Sources for Station Costs*

Conon Bridge

http://www.railtechnologymagazine.com/Rail-News/conan-bridge-station-open-after-50-years?utm_medium=email&utm_source=Rail+Technology+Magazine&utm_campaign=2163488_thedailyrailnews+February+2013+Week+3&dm_i=IJS%2c1ADCW%2c4DF2LV%2c4D29L%2c1

https://en.wikipedia.org/wiki/Conon_Bridge_railway_station

Pye Corner

http://www.bbc.co.uk/news/uk-wales-south-east-wales-25962533

https://en.wikipedia.org/wiki/Pye_Corner_railway_station

http://www.southwalesargus.co.uk/news/11666021.Newport_s___3_5m_Pye_Corner_rail_station_opened_in_record_time/#comments-anchor

https://www.gov.uk/government/news/new-35-million-railway-station-to-be-built-in-the-ebbw-valley

Newcourt, Devon

https://www.gov.uk/government/news/new-144-million-railway-station-to-be-built-in-devon

http://www.bbc.co.uk/news/uk-england-devon-33007069

https://www.google.co.uk/search?q=new+court+station&ie=utf-8&oe=utf-8&gws_rd=cr&ei=EUwhV6T2E-uVgAbF_4awDg#q=new+court+station+planning+application

https://en.wikipedia.org/wiki/Newcourt_railway_station,_Exeter

Dalcross

http://iabp.co.uk/news/railway-station-planning-application/

Source HITRANS News 6/10/16

Bow Street

https://www.ceredigion.gov.uk/English/Resident/Travel-Roads-Parking/bowst/Pages/default.aspx

http://gov.wales/topics/transport/rail/rail-projects/mid-wales/bow-street-station/?lang=en

http://www.cambrian-news.co.uk/article.cfm?id=115571&headline=New%20%C2%A37m%20train%20station%20for%20Bow%20Street%20gets%20the%20go-ahead&sectionIs=news&searchyear=2017

Coventry Arena and Bermuda Park - part of Coventry – Nuneaton including. Bedworth platform lengthening and new platform at Coventry

http://www.bbc.co.uk/news/uk-england-coventry-warwickshire-35341487

http://www.bbc.co.uk/news/mobile/uk-england-coventry-warwickshire-16180361

https://en.wikipedia.org/wiki/Bermuda_Park_railway_station

Ilkeston

http://www.derbyshire.gov.uk/transport_roads/public_transport/news_notices/ilkeston_rail_station/default.asp?VD=ilkestonstation

https://www.ilkestonrailwaystation.co.uk/2016/01/ilkeston-railway-station-presentation-derbyshire-county-council-january-2016/

Low Moor

http://www.thetelegraphandargus.co.uk/news/11434077.New_railway_station_at_Low_Moor_remains_on_track_as_land_deal_about_to_be_struck/#comments-anchor

Kenilworth

https://www.gov.uk/government/news/kenilworth-new-station

https://en.wikipedia.org/wiki/Kenilworth_railway_station

https://kenilworthstation.wordpress.com/

Kintore

https://www.pressandjournal.co.uk/fp/news/aberdeenshire/1087663/revealed-when-the-first-trains-could-set-off-from-mothballed-aberdeenshire-train-station/?utm_source=Sailthru&utm_medium=email&utm_campaign=PJ%20Daily%20Newsletter%202016-11-18&utm_term=Press%20and%20Journal%20-%20Newsletter

http://www.kintore.org.uk/newsblog/files/1502-kintore-rail-station.php#.WC70yFzIZuw

Apperley Bridge

https://en.wikipedia.org/wiki/Apperley_Bridge_railway_station

Kirstall Forge

https://en.wikipedia.org/wiki/Kirkstall_Forge_railway_station

Maghull North

http://www.merseytravel.gov.uk/about-us/Pages/MaghullNorth.aspx

http://www.railtechnologymagazine.com/Rail-News/business-case-for-maghull-north-station-in-liverpool-approved

https://www.transportxtra.com/publications/local-transport-today/news/51686/new-station-cost-jumps

Robroyston

http://www.spt.co.uk/documents/RTP090514_agenda14.pdf

http://news.scotland.gov.uk/News/Funding-boost-for-proposed-station-at-Robroyston-2b9d.aspx

http://www.eveningtimes.co.uk/news/15025413.Council_plan___10m_funding_boost_for_Robroyston_railway_station/#comments-anchor

Reston and East Linton

https://www.transportxtra.com/publications/local-transport-today/news/48842/cost-of-new-scots-rail-stations-trebles

http://www.bbc.co.uk/news/uk-scotland-south-scotland-38833773

http://www.bbc.co.uk/news/uk-scotland-south-scotland-37939808

A5 *Pop-up, Experimental Station Platform*

A5.1 The concept of a "pop-up" station[16] is based on the use of "temporary" station which could be installed to test demand. It is intended to replace detailed demand modelling which has a mixed track record in terms of assessing the changes in travel brought about by a significant change, such as the offer of a new mode with different connectivity and journey times. It is suggested that it would need to operate for three years to allow the demand to settle. Clear criteria would need to be established before the provision of the "pop-up" station. This would be achieved by preparing the Outline Business Case (STAG Stage 1 and an associated, proportionate GRIP level appraisal) to demonstrate the relationship between costs, income and usage to establish the level of capital and operating costs that could be supported by the demand. If the demand fails to reach the required level the station would not become permanent.

A5.2 The "pop-up" would only be a 10m single door, operation platform and it is not anticipated that there would be cross-line access, such as footbridge, as this increases the cost significantly. Single track rural/small town stations are the most likely to be suited to this option. Derogation[17] may also be required for the step free access provision, if it generates substantial costs.

A5.3 It is quite possible that a permanent station would be provided on a slightly different site to a temporary station. It is not anticipated that any derogations would be sought for the permanent

[16] https://www.scotsman.com/news/transport/pop-up-railway-stations-could-test-passenger-demand-say-greens-1-4681566

[17] A derogation is applied for when there is a deviation from a rail standard. It may not be reasonable, in particular circumstances, to comply with a requirement in a Railway Group Standard (RGS) on either a temporary or a permanent basis. A deviation is therefore required. Deviation is a permission to comply with a specified alternative to a requirement in an RGS. A deviation is not a permission not to comply with a requirement in an RGS - https://www.rssb.co.uk/standards-and-the-rail-industry/how-to-deviate-from-standards

station. The short platform may prove acceptable in certain rural locations, as has already happened in some locations.

A5.4 ***Approximate cost for a 10m x 3m modular platform (TSP Projects)***

This costing is based on a TSP Projects[18] pre-fabricated solution which is in widespread use across the network. It would make use of a short (10m) lightweight prefabricated platform which can be erected with the minimum of ground preparation and which comes with the essentials of lighting, fencing etc. incorporated into the design. The design meets all modern standards. It could be removed and reused after the experiment. Costs include for platform, rear of platform fencing, end of platform fencing, one set of access stairs, litter screens, special deck pans suitable for lighting columns and cable tray and the production of site specific fabrication drawings.

Approximate Cost: £50k to £65k - excluding foundations (minimal), surfacing and M&E.

The additional foundations, surfacing and M&E costs plus design and track access (minimal) will raise this to approximately £100k.

Adding Project Management etc. costs suggest a total of approximately £150,000.

However, there would also be new income that would be expected to cover all the operating costs and to make a contribution towards the capital costs.

Over three years it is anticipated that the experimental station will be broadly cost neutral taking passenger income into account.

After the experiment the station can be disassembled, removed and reused elsewhere or the platform could be incorporated into the permanent station.

[18] http://www.tspprojects.co.uk

A6 *Newburgh Train Station Household Survey*

Conducted mainly during 2012-2014 by volunteers calling at households and engaging household members on their doorsteps. The questionnaire is shown below and the results over the page. The survey results were finally collated and tabled in 2015 after nearly all the households in Newburgh town area had been covered and some in the outlying district.

Newburgh Train Station Campaign
Household survey of Newburgh and catchment areas
Spring 2012

1) Would you or any members of your household use a train service if Newburgh Train Station reopened?

2) Would you or any members of your household use a train service

to get to work

to school, college or university or other training

to a hospital or other health care facility

or any other reason?

3) Would you or any members of your household use a train to go to Perth and also onward journeys to Glasgow Queen Street, Inverness (e.g. via Perth), Dundee or even Aberdeen (e.g. via Ladybank)?

4) Would you or any members of your household use a train to get to Ladybank, Markinch, Kirkcaldy, Inverkeithing, Edinburgh Airport, the Gyle shopping centre, central Edinburgh?

5) How many times a week would you or any members of your household use the train if the station reopened?

6) Would you or any members of your household support efforts to reopen the station by giving your contact details and signing your names for the purposes of petitioning?

7) Would you or any members of your household like to be kept informed about efforts to reopen the station and be happy to receive emails from time to time?

NEWBURGH TRAIN STATION GROUP DOOR-TO-DOOR HOUSEHOLD SURVEYS AS OF 4th AUGUST 2015	Totals	Percentage of Totals
Number of households who completed questionnaire	919	
Number of households who would use service	831	90.43%
To get to work	291	31.67%
To school, college, university or other training	173	18.83%
To hospital or other health care facility	355	38.63%
Other reason (leisure, social, general travel)	658	71.60%
To Perth and onward	799	86.94%
To south and Edinburgh	782	85.09%
Once a week or more	376	40.91%
At least once a month	149	16.21%
Occasionally	211	22.96%
Contact addresses and signatures for petition purposes	954	
Number of households wanting to be informed	279	30.36%


WIDEN HORIZONS
OWNERSHIP AND LOCAL PRIDE
CELEBRATE THE HISTORY OF NEWBURGH
30000 VISITORS LAST YEAR
LINDORES ABBEY DISTILLERY
THE FIRST RECORDED PLACE WHISKY WAS DISTILLED
GROWING TOURISM
ACTIVE ENGAGED COMMUNITY
REDUCE ISOLATION
FEELING CONNECTED IS AN ACTUAL LIFE SAVER
INTERNATIONALLY DESIGNATED HABITATS
UNDISCOVERED FIFE
A TRAIN STATION FOR NEWBURGH
LINKS TO BROADER TAY AREA
UNIQUE NATURAL ASSETS
COMMUNITY
IMPROVE WELLBEING
HOPE
ACTIVE TRAVEL LINKS
EMPOWER NEWBURGH RESIDENTS
FEEL CONNECTED TO THE OUTSIDE WORLD
ACCESS TO HOSPITALS IN FIFE
FAMILY AND FRIENDS
TRANSPORT
HOUSE PRICES INCLUDE AFFORDABLE HOUSING
JUST TRANSITION
EDUCATION
CULTURE AND SPORT
The services need to work together
CYCLE NETWORK
BUS
WALK
A VIBRANT HEALTHY NEWBURGH WILL CONTRIBUTE TO WIDER SOCIETY
QUIETER
QUICKER
INWARD INVESTMENT
ACCESS FOR ALL
TO BUSINESS AND WORK
"The bus service is terrible, cant use for work as not reliable and timings not good"
ENABLING RELIABLE TRAVEL SUSTAINABLY
"Cant afford a car... no direct bus... no trains"
networked
CLEANER
DISABLED PARKING
CHANCES THAT WOULD COME WITH A TRAIN STATION
"But now that the secondary take a class of children to Cupar for a minigolf"
NEWBURGH SCHOOL CHILDREN ACCESS WIDER CULTURAL EXPERIENCES
NEWBURGH YOUNG PEOPLE INDEPENDENT ACCESS TO F.E/ UNIVERSITY
BUSTLING HIGH ST
RAISE STATUS OF TOWN
INCREASED FOOTFALL
MORE DIVERSITY
OPENING UP THE TOWN
WE NEED SUCCESS STORIES
THE START AND THE END OF THE FIFE COASTAL PATH
Young people would have more independence to travel for pleasure + Education
CURRENTLY have to use a car to get to the nearest Station
A SHORT LENGTH MODULAR SINGLE PLATFORM STATION HALT
Could be installed at low cost.
CONNECTED COMMUNITY
NATURE + HERITAGE
NATURE EDUCATION
BRING NATURE ENTHUSIASTS
RIVER BED
ESTUARY TOUR
RICH CULTURAL HERITAGE
COASTAL ROWING
BOAT BUILDING
MORE BINS
HISTORY OF FLAX
CONSIDER THE IMPACT OF TOURISM
LOCAL AMENITIES WILL BE NEEDED
BOGS!
THERES LOTS GOING ON HERE PEOPLE WANT TO COME
LINKS TO EXISTING PATHS
CYCLE NEWBURGH - BRIDGE OF EARN
NEWBURGH LIGHTS
FRUIT FESTIVAL
VISITORS BRING INVESTMENT
VOLUNTOURISM
BUSINESS
PROMOTION WILL BE NEEDED
Newburgh used to be a tourist town.
ARTS + CRAFTS
ROUTES TO MARKET
HOSPITALITY
INFRASTRUCTURE
PUBLIC TRANSPORT
BUSINESSES + WORKERS NEED CERTAINTY
CURRENTLY lengthy, restricted or limited access to Perth, Cupar, Dundee, Glenrothes, Kirkcaldy, Edinburgh and Glasgow
TRAINING
EMPLOYMENT
PLAN
A PILOT PROJECT FOR SIMILAR COMMUNITIES IN SCOTLAND
Create links for tourists to explore the area.
TRANSFORMING
Newburgh
Alight here for
The Fife Coastal Path

EXECUTIVE SUMMARY



GO SESTran South East of Scotland Transport Partnership

Newburgh Train Station Group

Fife Council

SYSTRA

NEWBURGH TRANSPORT APPRAISAL

EXECUTIVE SUMMARY

IDENTIFICATION TABLE	
Client/Project owner	South East of Scotland Transport Partnership (SEStran)
Project	Newburgh Transport Appraisal
Study	Executive Summary
Type of document	Report
Date	27/11/2024
Reference number	GB01T24B06
Number of pages	10

APPROVAL					
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1. EXECUTIVE SUMMARY

1.1 Introduction

1.1.1 The Newburgh Train Station proposal has been identified through a robust Newburgh Transport Appraisal STAG appraisal which aims to address the transportation challenges faced by the residents of Newburgh, a rural town in Fife, Scotland. This proposal is part of a broader initiative by the South East of Scotland Transport Partnership (SEStran), the Newburgh Train Station Group (NTSG), and Fife Council to improve sustainable transport links to Perth, Edinburgh, and Fife. This summary outlines the aims, options, expected outcomes of the preferred option and counterfactuals. These are followed by discussions around how the preferred option could look like and related stakeholder feedback.

1.2 Background

1.2.1 Newburgh, with a population of 2,899, faces significant transportation challenges to meet the current and future travel demand to Perth, Fife and beyond. The town has limited public transport options, leading to high car dependency. Stakeholder engagement and public consultation have revealed that the people of Newburgh are unhappy with the current Public Transport provision. According to census data, three quarters of travellers travel by car to destinations which are served by public transport, indicating car being the preferred mode. This situation limits access to employment, education, healthcare, and leisure activities, particularly for the 19% of households without a car. This evidences the need for a PT or sustainable travel solution, in line with key national, regional and local policies.

1.3 Aims

1.3.1 The aims of this scheme, discussed briefly below, are informed by transport problems and issues that are evidenced in the case for change.

- **Increase Availability of Public Transport Options**: Newburgh has one of the poorest access to public transport networks in Fife. The existing bus services limit travel options. The nearest train station is 13 km away in Ladybank, and bus services are infrequent and do not cover early morning or late evening travel needs making it difficult for residents to access jobs, education, healthcare, and leisure facilities.
- **Reduce Journey Times**: Currently Public transport journeys to key destinations such as Perth, Cupar, and Edinburgh are lengthy and often require interchanges, making them less attractive compared to car travel.
- **Reduce Car Dependency**: A significant proportion of Newburgh residents rely on cars for commuting, with 75% of trips to work made by car. This reliance on car travel is partly due to the limited public transport options and lengthy journey times.
- **Tackle Socio-Economic Challenges**: Newburgh has an above-average population of over 65s, part-time workers, and those with health limitations. These groups require better access to healthcare and other essential services. Additionally, 19% of households do not have access to a car, making them reliant on public transport.

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- **Improve Air Quality:** The high car dependency contributes to local air pollution and carbon emissions, which are detrimental to the environment and public health.

1.4 STAG Appraisal Outcomes

1.4.1 A STAG based transport appraisal has been undertaken to assess the performance of different transport options to address the identified problems and opportunities. The appraised options cover active travel, bus, train, and car (sharing) modes. The detailed options appraisal concluded that a new train station at Abernathy Road is the most suitable solution to satisfy the Trasport Planning Objective (TPOs), STAG Criteria and wider requirements and therefore meet the needs of people and businesses in Newburgh and the surrounding areas. The Detailed Option Appraisal Report was reviewed by Transport Scotland and feedback was received. Responses to TS comments and further clarifications are presented in Appendix A of this document.

1.5 Outcomes from the New Train Station

1.5.1 The proposal for a new train station in Newburgh is driven by the need to provide a sustainable and efficient transport alternative to car travel. The new station will:

- **Improve Accessibility**: Enhance access to key services and markets, including employment, education, healthcare, and leisure opportunities for Newburgh residents.
- **Reduce Journey Times**: Provide faster and more direct public transport options to major destinations, reducing the need for lengthy bus journeys and interchanges. The new train station is expected to generate significant economic benefits, with a Present Value of Benefits (PVB) of £82.9 million. This includes improved access to employment and education opportunities, as well as increased tourism and business travel.
- **Promote Sustainable Travel**: The new station will enhance the integration of the transport network by linking active travel, bus, and car travel, encouraging a shift from car travel to public transport, thereby reducing carbon emissions and improving air quality. The station will contribute to a reduction in carbon emissions and local air pollution by encouraging a shift from car travel to public transport. This aligns with national and regional policies aimed at promoting sustainable travel and reducing the environmental impact of transport.
- **Support Economic Growth**: Improve connectivity for businesses and attract inward investment, contributing to the local economy.
- **Enhance Social Inclusion**: The station will improve access to essential services for all residents, including those who are socially excluded or those without access to a car. It will provide a reliable and efficient transport option for elderly residents, part-time workers, and those with health limitations.

1.6 The Counterfactual

1.6.1 Without an intervention, the identified transport challenges in the context of Newburgh will only be exacerbated in future, making sustainable travel options undesirable. The lack of a train station means that both residents and visitors in Newburgh will face:

- **Continued Transport Challenges**: Without a new station, Newburgh will continue to face limited public transport options, lengthy journey times, and high car dependency.
- **Economic and Social Isolation**: The town's residents will remain isolated from key services and opportunities, limiting their quality of life and economic prospects.
- **Environmental Impact**: High car dependency will continue to contribute to traffic congestion and carbon emissions, counteracting efforts to promote sustainable transport and reduce environmental impact.
- **Missed Opportunities for Growth**: The absence of improved transport links will make Newburgh less attractive for investment, tourism, and new residents, hindering the town's potential for economic growth and development

1.7 What Could the Station Look Like?

1.7.1 The detailed STAG appraisal demonstrated that a rail option would be the preferred option to tackle the identified problems. To this end, a new rail station at three different locations within Newburgh was considered. Of the three locations, reopening a former rail station at Abernethy Road offers the greatest benefits, therefore considered as the preferred location.

1.7.2 Both temporary (modular station) and permanent station options have been considered at the preferred Abernethy Road location. The current cost estimate for a permanent station would be around £5m. However, there is a low-cost opportunity with a shorter 'modular' type station at the same location, which could realise the same benefits as a permanent station and estimated at range of between £150k-£600k subject to detailed design.

1.7.3 A low cost short length basic station halt built in modular form (and therefore not permanent and capable of being removed and used elsewhere, or extended, if necessary) would as the detailed options appraisal indicated deliver an excellent Benefits to Cost Ratio (BCR) (>17), notwithstanding that the BCR is not the only determining factor, but realistically determinant in the current fiscal environment because it is a proposal that significantly lowers the cost to government.

1.7.4 A short modular station platform would represent a deviation from standard platform design and would require further feasibility assessment should it be decided to progress with it. Recent short-length station reopening in Scotland do show however that such an option is possible. Discussion with Network Rail and Scotrail should be undertaken as part of the detailed design of a modular station.

1.7.5 The new fast track Network Rail appraisal process for projects estimated to be under £5m (Project Acceleration in a Controlled Environment (PACE)) should be utilised to examine the feasibility and costs of this simple proposal quickly and at much less cost than GRIP.

1.8 Stakeholder Engagement and Public Consultation

1.8.1 Stakeholder engagement and public consultation are crucial components in the planning and development of transport projects. As discussed in the Detailed Options Appraisal Report, the Newburgh Transport Appraisal involved a comprehensive stakeholder engagement and public consultation process to ensure that the transport needs and

preferences of the local community were adequately considered. The engagement was crucial in identifying the transport challenges faced by Newburgh residents, such as limited public transport options, lengthy journey times, and high fares. The public consultation revealed strong support for the reopening of a train station in Newburgh, with 77% of survey respondents favouring this option. Other options, such as improved bus services and a new express bus service, also received some support, highlighting the community's desire for enhanced public transport connectivity.

SEStran Stakeholder Workshop in Newburgh

1.8.2 A workshop event was arranged by SEStran in Newburgh for all key stakeholders in September 2024 to examine the transformative impact a station at Newburgh would have for the local community, businesses and visitors both in Newburgh and the wider north-west Fife Tayside area (detailed in Appendix B of this document). It was cognisant of the three TPOs of the Newburgh STAG transport appraisal and revealed how a new station would significantly improve public transport access for residents, broadening their opportunities. It would also positively impact the local area by attracting more activities and opportunities, offering benefits beyond what the appraisal could fully quantify.

1.8.3 Stakeholder feedback discussed that the wider area around Newburgh on the Tayside part of North West Fife also includes neighbouring Abernethy (only 2 miles west from Newburgh and soon to be connected by an active travel cycle path) and stretches along the south bank of the Tay eastwards to Flisk, representing a population size of roughly 5000 (on the 2022 census using 1930 parish locations for this mainly rural hinterland). House building planned in this area, particularly in Abernethy and Newburgh, the main settlement centres, will increase population numbers further. Newburgh has a further 250 planned for and work is now commencing here on the first tranche of 40 homes.

1.8.4 Further stakeholder feedback discussed that opportunities for economic development will largely involve the growth of visitor numbers as the incipient tourism sector grows. This growth will encompass the hospitality industry, recreational activities centred on the waterside and river, as well as for walking, trekking and cycling, nature tourism associated with the rich biodiversity evident in the area, as well as tourist visits to explore the historic built heritage and landscape. The Tayside area is rich in natural and historic heritage. It has the largest reed beds in Europe and breeding pairs of Osprey, Marsh Harriers and Bearded Tits, as well as many winter bird visitors. Newburgh is also at the northerly start of the Fife Coastal Path and a natural gateway into the area. This is a reason why the Romans established a camp nearby next to the river, the Picts marked the area with a substantial cross and early medieval ecclesiastics founded an abbey monastery along with substantial orchards the remnants of which can still be seen throughout the town, whilst at the start of the Ochills the hillsides behind with a string of prehistoric enclosures and settlements dating back to the Neolithic period, give panoramic overviews of the immediate area below and way beyond, and provide breathtaking reason enough for its strategic importance.

1.8.5 The stakeholder feedback included that a good example of current tourism sector growth is illustrated by the Lindores Distillery and Visitors Centre in Newburgh open since 2018, having 30,000 visitors in 2023, with 50,000 forecasts for 2024. The provision of a station can help facilitate the tourism sector's growth and transform the economy in the wider area, helping to bring in investment needed to support a local economy revolving around

tourism and the various services and amenities it would require for sustained success. The revival of the waterside for example, where once the linoleum factory dominated and the stone piers operated to support cargos up to Perth and the salmon fisheries nearby, offers opportunities for investment to restore these historic and vulnerable piers as river-based tourism and recreational use of the river starts to grow. The High Street of Newburgh, by no means dead at present in terms of its range of shops, together with its post office and GP surgery, would present an increase in opportunities for more retail and hospitality businesses and restore its previously once busy life simply because the capacity is still there as evidenced by the number of empty former business premises. Newburgh underperforms on the potential its current assets could achieve and which tourists would expect. Specific comments regarding a new train station from stakeholders are presented below:

"Obviously, a train stop at Newburgh would definitely deliver and increase access to local tourism, but if there are any other additional heritage focused elements of the project that HES should be aware of, or where we might be able to provide advice or comment on going forward, then please do let me know. (Martin Ross, Development Officer, External Relations and Partnerships Historic Environment Scotland)".

"People arriving at the station could be educated about local wildlife and how to access it responsibly using interpretative boards - there are many excellent wildlife sites in the area. In the wider community hides and more interpretative boards by the Tay and elsewhere could be of benefit to locals and tourists and increase awareness of the local biodiversity. (Dr A Cage, Chair, Fife & Kinross Local Group, Scottish Wildlife Trust)".

1.8.6 The stakeholders workshop event illustrated the range of interest and support in the kind of transformations described that could be expected by a station opening and revived a sense of purpose amongst stakeholders in bringing together new partnerships to drive the project forward at all stages as well as consolidating the commitment of existing partnerships. It was a way to look around and beyond the station's reduction to three TPOs and how smartly they scored in order to get some revitalising blood circulation back into an old tired stag.

Scotrail Public Consultation in Fife

1.8.7 Scotrail undertook a consultation in Fife and received the responses below, which demonstrates strong public support in favour of a new train station in Newburgh.

I would like to see a local station opened in Newburgh where there is a campaign to have a station reopened. This could improve local public transport links South to Edinburgh and to Perth

I would use the train more frequently. However, I need to travel from Newburgh to Ladybank. From what I can see there is no benefit for north Fife residents as there are only a few stations. Newburgh deserves a halt.

We urgently need the train station/rail halt reopened in Newburgh in Fife and the service to Perth from Edinburgh should stop there on an hourly basis. If Levenmouth will be economically regenerated by the opening of the rail link, then it is logical that to

install a low-cost rail halt in Newburgh will be a cost effective economic primer for the whole of the local area and beyond - particularly since the Fife Coastal Path starts and finishes in Newburgh.

We stay near Newburgh and would like a rail link from Newburgh. I believe citizens in Newburgh are trying to get their station reopened and have been working on this for several years. We would use the railway much more if there was a link from Newburgh.

We live at Newburgh you have nothing for us currently

I live in Newburgh. We need a train station. This means I could get the train to Edinburgh rather than multiple buses and trains.

I am a blind pensioner resident in Newburgh who used to work in Edinburgh. I travelled daily to Edinburgh by train from Cupar or Ladybank and as I am blind had to be driven to the station to catch the train. A station at Newburgh would have been extremely useful to me. There is a campaign in Newburgh to reopen the station.

1.9 Conclusion

1.9.1 The proposal for a new train station in Newburgh addresses the critical transportation challenges faced by the town's residents. By improving accessibility, reducing journey times, promoting sustainable travel, supporting economic growth, and enhancing social inclusion, the new station will provide significant benefits to the community. The proposal aligns with national, regional, and local policies aimed at creating a sustainable, inclusive, and efficient transport system. The preferred option, a new train station at Abernathy Road, is considered the most beneficial solution.

1.9.2 A permanent standard station at this location would cost around £5m. A modular station at this location would realise the same benefits as the permanent option, albeit at significantly lower cost. Therefore, a shorter modular station offers low-cost opportunity for a new station. However, further feasibility studies should be undertaken to understand the deliverability of a modular station.

1.9.3 A short length, modular platform station halt at Newburgh deliverable at low cost would provide a useful pilot example of what such a relatively low bar infrastructure investment could achieve in putting an important area of Fife very much back onto the map of Scotland as well as allowing Newburgh and the people in its immediate adjoining areas to connect more sustainably and easily with the rest of Scotland. This will stimulate a modal shift away from car contributing to Scottish Government's wider policy, and environmental targets including 20% reduction of car use.

Appendix A Newburgh STAG Appraisal Addendum

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Appendix B SEStran Stakeholder Engagement Event

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

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NEWBURGH TRANSPORT APPRAISAL

ADDENDUM NOTE

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TABLE OF CONTENTS

1.	**INTRODUCTION**	**2**
1.1	**BACKGROUND**	**2**
2.	**DEVELOPMENT OF TRANSPORT PLANNING OBJECTIVES (TPOS) UNDER CASE FOR CHANGE**	**2**
3.	**MODELLING APPROACH**	**6**
4.	**IMPACTS ON THE RAIL NETWORK**	**7**
5.	**FORECAST RAIL DEMAND**	**8**
6.	**TRANSPORT PANNING OBJECTIVES TPOS**	**10**
7.	**ECONOMIC APPRAISAL & COST TO GOVERNMENT**	**21**
8.	**OPTION DEVELOPMENT & SIFTING**	**23**
9.	**OPPORTUNITIES**	**28**

1. INTRODUCTION

1.1 Background

1.1.1 SYSTRA Limited (SYSTRA) was 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 To this end, as required by the Local Rail Development Fund (LRDF), the study was undertaken in accordance with the Scottish Transport Appraisal Guidance (STAG). Following the completion of the detailed options appraisal in May 2023, the appraisal report was submitted to Transport Scotland for review.

1.1.3 A discussion on the report was held on 16th January 2024 between representatives from Transport Scotland, Newburgh Train Station Campaign, SEStran, and SYSTRA. Following the meeting, a set of consolidated comments on the report was received from Transport Scotland.

1.1.4 This addendum note provides responses to the comments as well as further clarifications to support the narrative of the report.

2. DEVELOPMENT OF TRANSPORT PLANNING OBJECTIVES (TPOS) UNDER CASE FOR CHANGE

TS comment: Importance of the 'golden thread' running through the appraisal to link problems, issues, opportunities, and constraints to TPOs and options.

2.1.1 The Newburgh Transport Appraisal followed a comprehensive approach to establish the 'golden thread' between the identified problems, issues, opportunities, and constraints to TPOs and options. A simplified illustration of the process is below:

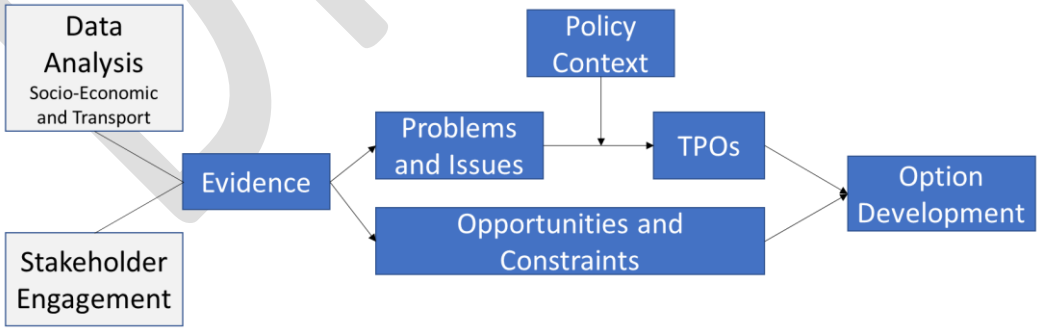


Figure 1. Overall approach for scheme option development

2.1.2 The Detailed Options Appraisal Report (Appendix E) includes a comprehensive review of the policies and strategies. This includes a review of the policy documents that were published following the completion of case for change, such as NTS2, STPR 2, NPF4, and SEStran RTS. In Figure 2 below, we present a simple illustration of how the policy

objectives that have been established to develop TPOs and scheme options align with the latest national and regional strategies.

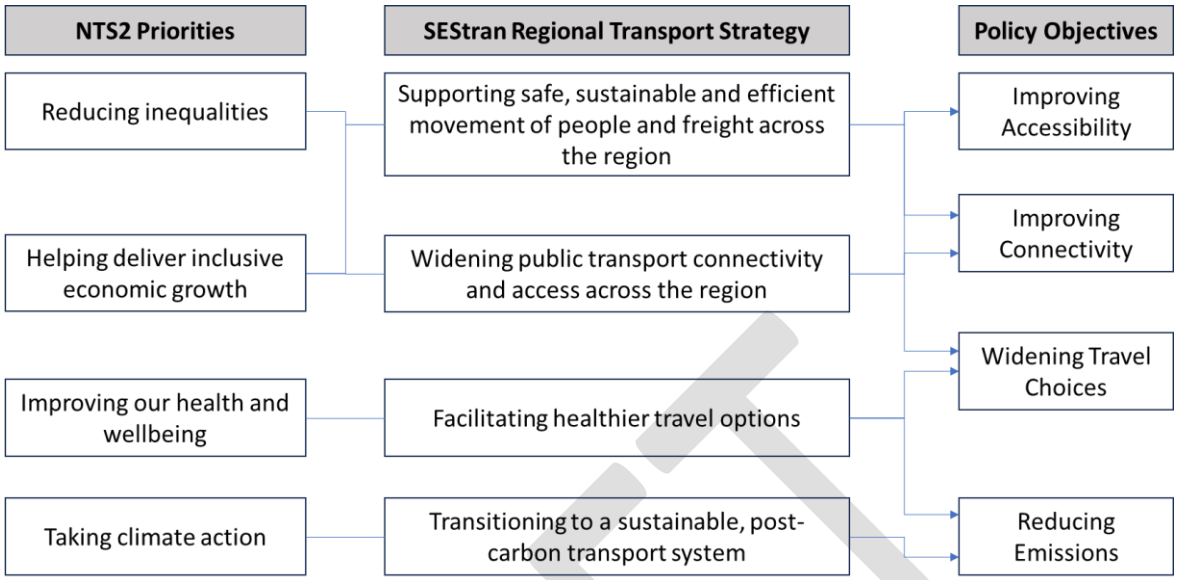


Figure 2. Policy objectives as per national and regional policies and strategies

2.1.3 This link between the problems and opportunities with TPOs and options are detailed in **Section 1.4** of the 'Detailed Options Appraisal Report'. Figure 3 below reproduces the summary of key problems, opportunities, issues, constraints, set TPOs and potential transport options.

2.1.4 A summary of the links between the problems and opportunities, and the TPOs is presented in Table 1. This is followed by a summary of the links between the TPOs, and the options presented in Table 2. Figure 3 in conjunction with Table 1 and Table 2 establishes the 'golden thread' between problems, opportunities and the subsequent TPOs and Options development.

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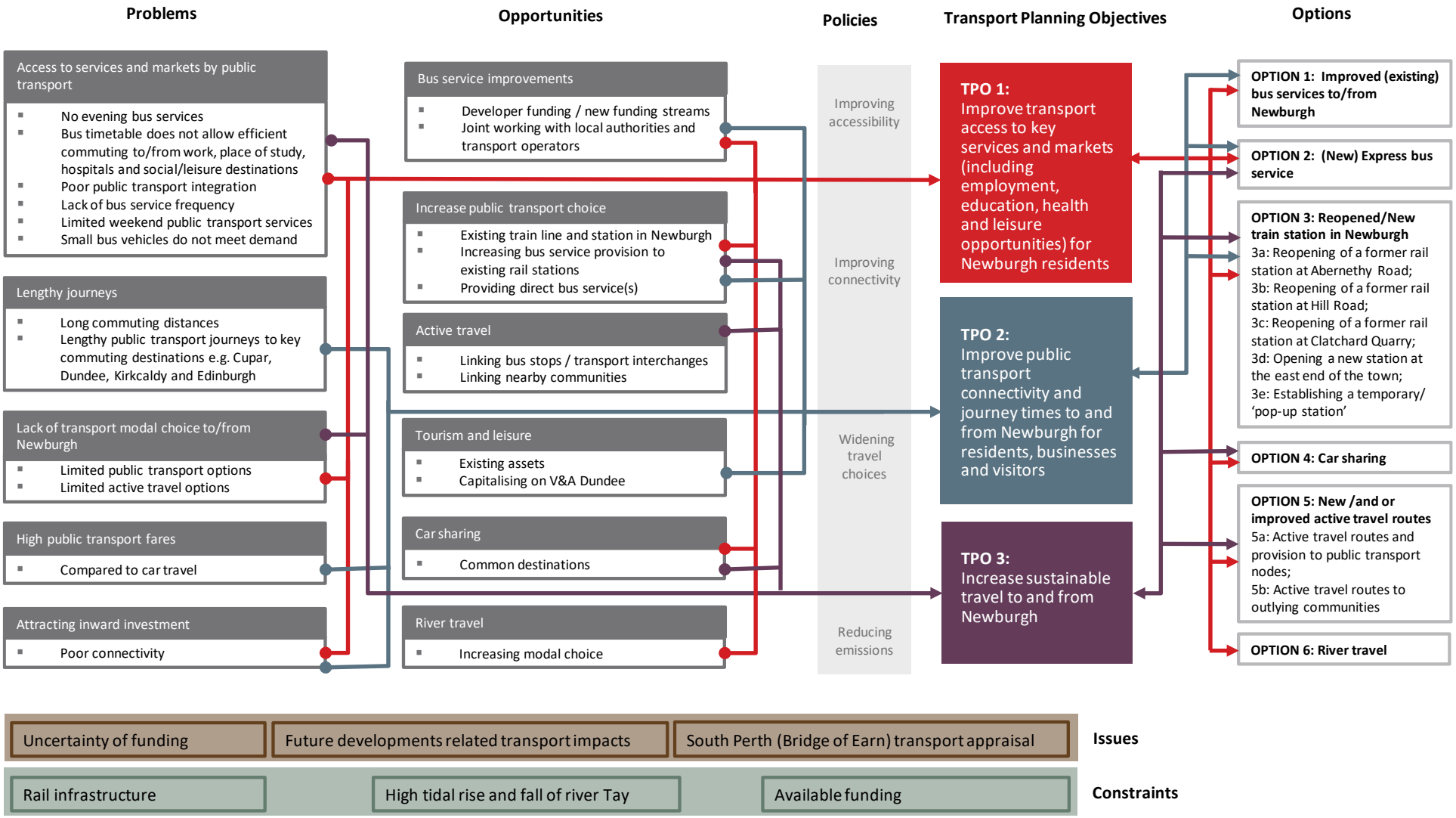


Figure 3. Mapping of Problems, Opportunities, Issues, Constraints, Policies and TPOs

Table 1. Summary of links between the Problem, and Opportunities, and TPOs

TPOS[1]	'GLODEN THREAD' LINKING THE PROBLEMS AND OPPORTUNITIES TO TPOS
TPO 1: Improve accessibility to key services by reducing journey times by 10% and improving accessibility for Newburgh residents using multi-occupancy transport so as to match accessibility from Ladybank.	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 particularly for households with no access to a car. This problem was disused under 'Lengthy Journeys', Case for Change Section 7.2. The objective also aims to alleviate problems with the existing public transport access which includes limited public transport options, limited bus service frequency, evening and weekend services, small bus vehicles, bus timetabling and poor transport integration. Additionally, it aims to realise opportunities for widening transport options to Newburgh residents.
TPO 2: Improve accessibility between Newburgh and key regional locations using multi-occupancy transport by reducing journey times by 15% when compared to the existing situation.	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[2]. This problem was disused under 'Access to Services and Markets', Case for Change Section 7.2. 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.
TPO 3: Reduce car mode share by 1% and increase PT journeys by 5% for journeys to/from Newburgh.	TPO 3 focuses on changing travel behaviour to encourage more sustainable trips to and from Newburgh, in order to help reduce the number of car 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 particularly for short trips to link neighbouring communities as well as public transport facilities), and the potential to increase public transport choice.

Table 2. Summary of links between the Options and TPOs

OPTIONS	'GLODEN THREAD' LINKING OPTIONS TO TPOS
Option 1: Improved (existing) Bus Services to/from Newburgh	This 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. This option involves enhancing bus service provision 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**. This option mainly targets TPO 1 and 3 and partly TPO 2 through improved connectivity.

[1] TPOs are updated following TS comments to reflect the scale of change being sought. Discussed in Section 6 of this Addendum Note.

[2] As per August 2024 timetables, Bus 65 from Newburgh is not coordinated with Edinburgh trains at Cupar, resulting in longer journey times for work and study.

OPTIONS	'GLODEN THREAD' LINKING OPTIONS TO TPOS
Option 2: (New) Express Bus Services	This option includes the potential for more **direct service** between Newburgh and Cupar, and Newburgh and Ladybank. This will help **improve journey times** by public transport, help facilitate **improved access to key services and markets**, **improve connectivity** and **increase public transport choice**, thus targets all three TPOs.
Option 3: Reopened/New Train Station in Newburgh	This option includes 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. The option would also allow **direct access to the rail network** and **help reduce public transport journey times** to key destinations. The option would also need to include facilities to assist integrated trips accessing the station. This option targets all three TPOs.
Option 4: Car Sharing	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. This option targets TPO 1.
Option 5: New /and or Improve Active Travel Routes	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 through improvements to walking and cycling routes and/or providing cycle parking provision at bus stops. The option would include improved active travel links **to connect outlying** settlements and communities. This option targets TPO 1 and 3.
Option 6: River Services	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. This option targets TPO 1.

3. MODELLING APPROACH

Comment: Rationale for using TRACC to undertake TPO appraisal rather than the assignment model (TCRTM).

3.1.1 TRACC has been used for Options appraisal in conjunction with the Tay Cities Regional Transport Model (TCRTM). The TCRTM is a strategic multi-modal model which represents the road, bus and rail network of Dundee City, Perth and Kinross, Angus and North Fife. The model outputs were used to undertake to economic, environment and safety appraisals. On the other hand, TRACC has been used for accessibility analysis to inform the appraisal.

3.1.2 The TCRTM included 2017 data for public transport provision, therefore the model required to be updated with 2023 data which is an extensive exercise. On the other hand, the latest public transport data could be imported efficiently into TRACC to obtain the modelled results. Hence, TRACC was used to inform TPO 1 and TPO 2.

3.1.3 As discussed in Section 4.2 of the Detailed Options Appraisal Report, TRACC is designed to generate travel times using a multitude of public transport and road modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a full range of transport modes such as walking, cycling, driving and public transport, which can be used to ascertain issues within a network, or to assess the effectiveness of a new public transport route. The software allows for timetables to be amended to reflect changes to the network and travel times are calculated between origins and destinations using a number of parameters. Therefore, the use of TRACC to inform the relevant appraisals elements is deemed appropriate.

3.1.4 TCRTM helps understand the degree of modal shift that is likely to be generated by the options. It was therefore used to determine the change in mode share to inform performance of the options against TPO 3.

4. IMPACTS ON THE RAIL NETWORK

Comment: Anticipated impacts of introducing a new stopping service at Newburgh, noting the differing time penalty referenced from RailSys analysis and the appraisal assumptions.

4.1.1 The Railsys Analysis shows that the journey time penalty because of a new stopping service at Newburgh, including station dwell time, is:

- From Ladybank to Hilton Junction: 2 minutes
- From Hilton Junction to Ladybank: 3 minutes

4.1.2 The detailed options appraisal report refers to the penalty **two-to-three minutes journey time** increase to existing services or as an average of the journey time penalties in both directions, i.e., **2 minutes 30 seconds.** This increases journey times for existing rail passengers (by a small amount) and is factored into the overall cost benefit analysis set out in Chapter 6.

Comment: Anticipated impacts to wider network of a stopping service at this location.

4.1.3 A sensitivity analysis was planned to be undertaken to take account of the proposed ScotRail's' Fit for the Future' timetable changes that focus on improved punctuality and reliability of services (Discussed in 7.4.13-7.4.15 of the Detailed Options Appraisal Report). Initially published for public consultation in 2021, the new timetable proposed Edinburgh to Perth services would route via Dunfermline, instead of Kirkcaldy, and the Edinburgh to Inverness service would route via Stirling and therefore be removed from the line through Newburgh. These proposed changes to rail timetables were run in TCRTM and sensitivity testing was planned to be undertaken.

4.1.4 However, following public consultation, ScotRail's final proposals are to operate the Perth to Edinburgh service via Kirkcaldy, as a local service, and this is anticipated to reduce the average journey time between Perth, Ladybank, Markinch, and Edinburgh and will also maintain a direct service between Perth and Kirkcaldy. The Edinburgh to Inverness service is still proposed to operate via Stirling[3]. The removal of the inter-city service (Edinburgh to Inverness) from the line aligns with Scottish Government policy to not increase inter-

[3] https://www.scotrail.co.uk/timetable-routes/intercity

city journey times as a result of an additional stop[4]. Conflicts on the line from a timetabling perspective may also be reduced given this proposed change. This is a significant, potentially positive, change to this opportunity.

4.1.5 Discussions with ScotRail/Abellio would be required to understand the impact of this increase on wider timetabling.

5. FORECAST RAIL DEMAND

Comment: How and from where anticipated rail demand is forecast to come from and proportion made up from abstraction from other rail stations / bus? Further Clarification on what journeys forecasted trips serve, and how the forecast changes compare across options 2 and 3.

5.1.1 Section 3.2 of the Detailed Options Appraisal Report discusses the demand forecasting for the options. The demand model forecasts changes to the Road, Public Transport and Active Travel assignment matrices that arise through changes in forecast planning data (i.e. development/population changes) and/or changes in future transport costs (i.e. transport investments, policies and/or congestion). This process also represents changes associated with the price of parking, car park capacity and park and ride site / rail station accessibility.

5.1.2 In turn, the Road and PT assignment models inform the demand model of changes in travel costs, which iterates between mode, destination and parking choice responses to generate forecast year outputs.

5.1.3 The TELMoS14 economic model provides planning development data (changes in households, population, and jobs) and goods commodity matrices at TCRTM zonal level to inform the base and future year Trip Generation Modelling.

5.1.4 The TMfS14 model provides external movements to inform the level and movement of TCRTM long distance trip making, informing the Trip Generation modelling and assignment matrices.

Option 2 Forecast

5.1.5 This option introduces a new Express bus service between Newburgh, Cupar, Perth and Broxden Park and Ride. It is a fast and limited stop service; running hourly, to complement the existing services 36 and 94. In TCRTM, a new service was introduced based on the assumed modelled timetables shown in Appendix A within the Detailed Options Appraisal Report.

5.1.6 The public transport passenger flow differences in the network are shown in Figure 4 and this highlights the clear increase in public transport use through Newburgh. The passenger demand composes of an increase in bus passengers between Newburgh and Perth, and also a change in destination from Dundee to Perth which results in passengers moving from rail previously Dundee from Cupar, to travelling between Cupar and Perth by bus.

[4] https://www.transport.gov.scot/publication/national-transport-strategy-nts2-second-delivery-plan-2022-2023/our-actions-for-2022-2023/

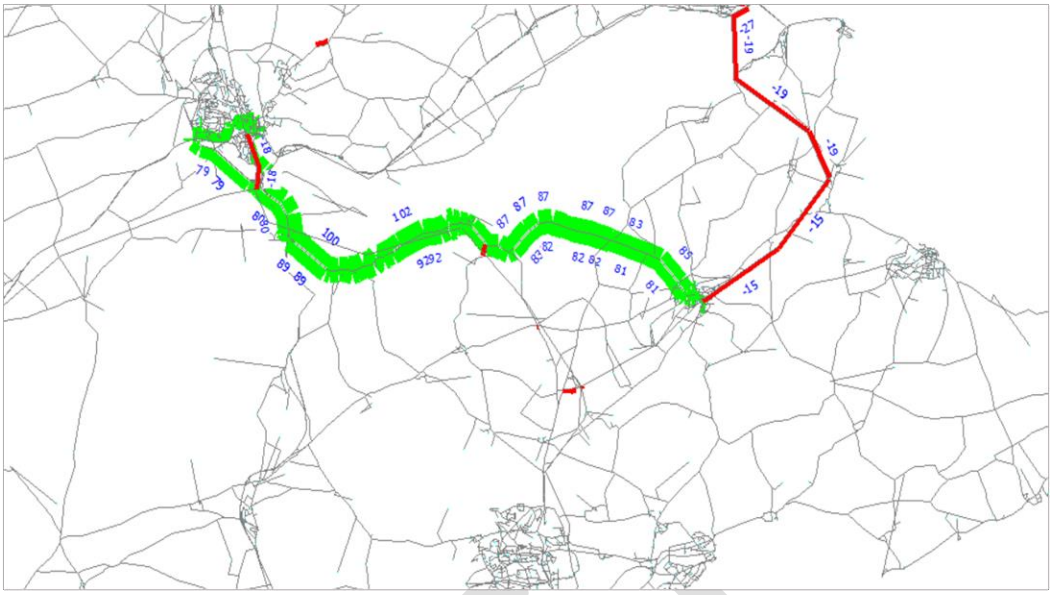


Figure 4. Option 2 – 12hr Public Transport Passenger Flow Differences (2027)

Option 3 Forecast

5.1.7 The boarding and alighting associated with the rail station show that a combined 46,733 are expected to use the station in 2027 with boarding and alighting levels anticipated to increase to over 50,000 in 2037.

5.1.8 When compared with the Office of Rail and Road (ORR) station entries and exits for 2019-20 (pre-COVID-19 year used as comparison), Option 3 is at a similar level of usage as Wester Hailes, Coatbridge Central, and Kirknewton stations[5], which are commuter stations outside Glasgow and Edinburgh and in the Fife area. This high-level sense check shows that the proposed patronage for the station is not out-of-step with observed data at locations which serve commuter communities with a similar level of service (1-2 tph). This is detailed in Section 3.2 of the Detailed Options Appraisal Report.

5.1.9 The demand associated with the new station is new trips generated by the increased opportunity to travel, mode shift (from road or bus) or abstraction from other stations. The 12-hour boarding and alighting across the TCRTM network in 2027 show that there has been small abstraction from buses travelling between Newburgh and Ladybank, and south of the Forth which is expected due to the location of the proposed new station on the Perth to Edinburgh line.

5.1.10 The public transport passenger flow differences in the network are shown in Figure 5 highlighting the increase in rail use through Newburgh. However, there is abstraction from Ladybank and Markinch railway stations to Newburgh.

5.1.11 There are also increases in passenger flows between Newburgh and the Glasgow and Edinburgh areas in the central belt and Dundee.

[5] See Table 3.3 of the Detailed Options Appraisal Report

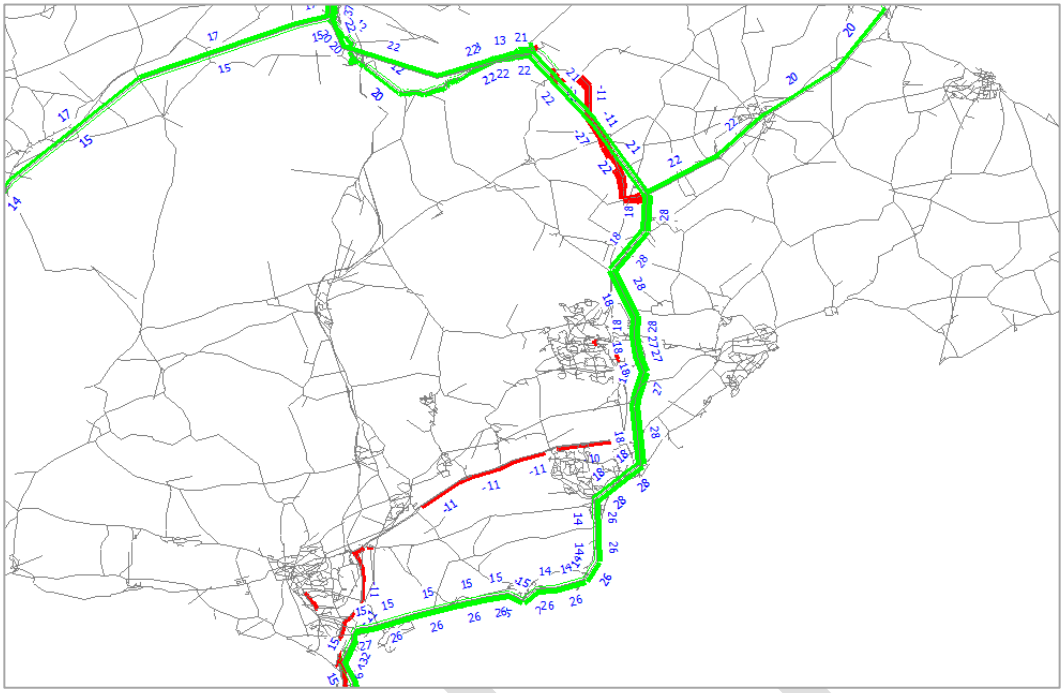


Figure 5. Option 3 – 12hr Public Transport Passenger Flow Differences (2027)

6. TRANSPORT PANNING OBJECTIVES TPOS

Comment: The TPOs could better reflect the change being sought e.g. reducing journey times from xhrs to yhrs. Clarification sought of what specifically is the target of matching accessibility of Ladybank and how would that be defined, measured / monitored & evaluated.

6.1.1 The TPOs have been reviewed and revised below to incorporate the scale changes being anticipated.

- TPO 1: Improve multi-occupancy transport accessibility for Newburgh residents to key services (e.g. health and Education) by reducing public transport journey times by 10% compared to 2021 Q3 public transport timetable[6].
- TPO 2: Improve accessibility between Newburgh and key regional locations using multi-occupancy transport by reducing journey times by 15% compared to the to 2021 Q3 public transport timetable[6].
- TPO 3: Reduce car mode share by 0.5% compared to the 2027 reference case for journeys to/from Newburgh.

6.1.2 Table 3 presents criteria for assessment of options performance against the TPOs.

[6] Source: National Public Transport Data Repository (NPTDR) database.

Table 3. Assessment criteria for performance against TPOs

TPOs	Metric	Type	Criteria
TPO1	Journey times savings	Quantitative	Minor benefits: <10% JT Savings Moderate benefits: 10%-30% JT Savings Major Benefits: >30% JT Savings
	Journey times	Quantitative	Are the JTs comparable with JTs from Ladybank?
	Accessibility	Qualitative	Offers access to destinations which is not possible to travel by public transport in the TRACC timeframe- 07:00-09:00 for education and 10:00-12:00 for health centres and retail destinations.
		Qualitative	Extended hours of operation
TPO2	Journey time savings	Quantitative	Minor benefits: <10% JT Savings Moderate benefits: 10%-30% JT Savings Major Benefits: >30% JT Savings
	Accessibility	Qualitative	Extended hours of operation
TPO3	Car mode share change	Quantitative and Qualitative	Minor benefits: <0.4% reduction Moderate benefits: 0.4%-0.7% reduction Major Benefits: >0.7% reduction

6.1.3 The comparison of journey times to key services from Newburgh and Ladybank is based on the proportion of distances to the key services from the respective villages and the proportion of journey times.

Comment: Are we correct in our understanding that none of the options are anticipated to result in a significant impact against the TPOs?

6.1.4 The option appraisal against the TPOs was presented in Section 4.3 of the Detailed Options Appraisal Report. The appraisal includes both quantified and qualitative impacts. The options offer **minor to moderate benefits** when assessed against the TPOs. Option 1 is considered to have minor benefits in terms of all TPOs. Option 2 and Option 3 (a & c) offer moderate benefits against TPO 1 and TPO2. The appraisal results are summarised for each TPO below.

Performance Against TPO1: Improve multi-occupancy transport accessibility for Newburgh residents to key services (e.g. health and Education) by reducing public transport journey times by 10% compared to 2021 Q3 public transport timetable.

6.1.5 The performance of the options against this TPO has been assessed in terms of accessibility and journey time savings. Table 4 presents journey time savings[7] offered by Options 1, 2 and 3. Option 4 has not been appraised for this TPO. A summary of the option performances is given below.

[7] Presented in Tables 4.2, 4.4, and 4.8 of the Detailed Options Appraisal report

Option 1

6.1.6 The option proposes to extend the service running times of the Stagecoach services 36 and 94. Therefore, Option 1 does not improve journey times. However, it improves accessibility to the locations listed in Table 4 before 09:00am (i.e. before most employment/education starts) and after 19:00pm (when shift work may begin/end). For example, the proposed timetable changes would provide two bus services to St. Andrews that arrive before 09:00am, opening up possible further education opportunities at the University of St. Andrews.

6.1.7 Option 1 does not offer journey time improvement from Newburgh to any of the destinations that are comparable to respective trips from Ladybank.

Option 2

6.1.8 The option proposes a new express bus service between Cupar and Perth, providing an hourly service in both directions from approximately 06:40am to 23:20pm. TRACC analysis concludes the Option 2 will help reduce journey times to key transport interchanges and services such as regional hospitals and retail centres.

6.1.9 Average journey times from the Newburgh area to specific regional health centres were extracted from TRACC (including 800m walk distance) for journeys made by public transport between 10:00am and 12:00 noon (two hours), as shown in Table 4. Journey times improve to all regional centres, in particular to the Adamson Hospital, Cupar and The Royal Infirmary, Perth with journey time savings of approximately 29 minutes and 23 minutes respectively.

6.1.10 Note, TRACC shows it is not possible to travel by public transport to hospitals in Dunfermline or Kirkcaldy (including walk time) in the 10:00-12:00 timeframe with existing public transport provision, while this option's proposals make this possible. The proposals in Option 2 therefore are shown not only to improve journey times but also accessibility and transport connectivity to critical health services in the region.

6.1.11 The public transport journey times under this option from Newburgh to the hospitals in Cupar, Kirkaldy and Dunfermline are comparable to those from Ladybank.

Option 3

6.1.12 Option 3 proposes a new train station in Newburgh in order to help increase public transport choice for trips to and from Newburgh, increase connectivity, and help facilitate access to key services and markets. The option considers three possible locations as follows:

- 3a: Reopening of a former rail station at Abernethy Road
- 3c: Opening a new station at the east end of the town
- 3d: Reopening of a former railway station at Clatchard Quarry
- 3e: Modular station (at any of the three locations above)[8]

6.1.13 Average public transport journey times to education (07:00 – 09:00am), health centres and retail destinations (10:00am – 12:00 noon) show there to be no journey time savings

[8] These options have not been appraised separately as it is different type of station at the same three locations for Options 3a, 3C and 3d

compared to the existing provision as a result of the introduction of a rail station in Newburgh, with a comparison of journey times shown in Table 4. These minor journey time differences to specific locations are to be expected. For example, there is an existing direct bus service to Perth Royal Infirmary (approximately 40 minutes), whereas by train this would require switching modes (rail to bus) in Perth. Similarly, the existing bus service provides direct access to central Perth retail areas, whereas the train would require some walking in Perth.

6.1.14 Note, TRACC shows it is not possible to travel by public transport to St Andrew's University and hospitals in Dunfermline or Kirkcaldy (including walk time) in the 10:00-12:00 timeframe with existing public transport provision, while this option's proposals make this possible. The proposals in Option 3 therefore improve accessibility and transport connectivity to critical health services in the region.

6.1.15 This option improves accessibility through extended hours of operation (before 09:00 and after 19:00) on weekdays and weekends compared with the existing situation (See Appendix A of the detailed options appraisal report for details). TRACC accessibility analysis show that about half of the Newburgh residents are captured inside 800m of the proposed station locations under Option 3a and 3c, as shown in Table 5.

6.1.16 Option 3a and 3c bring public transport journey times from Newburgh to St Andrew's University and the hospitals in Kirkcaldy and Dunfermline under 2 hours. The public transport journey times under these options from Newburgh to the hospitals in Kirkcaldy and Dunfermline are comparable to those from Ladybank.

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Table 4. Journey times to key services

Destinations From Newburgh		PT Journey time (hh:mm)						
		Base	JTs from Ladybank	Option1	Option 2	Option 3a	Option 3c	Option 3d
St Andrews's University	PT Journey time (hh:mm)	N/A	01:10	01:14	N/A	01:34	01:35	N/A
	Difference from Base	-	-	-	-	-	-	-
Adamson Hospital Cupar	PT Journey time (hh:mm)	01:07	00:33	01:07	00:37	01:07	01:07	01:07
	Difference from Base	-	-	00:00	-00:29	00:00	00:00	00:00
	% Difference from Base			0%	**43%**	0%	0%	0%
The Royal Infirmary Perth	PT Journey time (hh:mm)	00:51	N/A	00:51	00:27	00:51	00:51	00:51
	Difference from Base	-	-	00:00	-00:23	00:00	00:00	00:00
	% Difference from Base			0%	**45%**	0%	0%	0%
Victoria Hospital Kirkcaldy	PT Journey time (hh:mm)	N/A	01:14	N/A	01:25	01:07	01:02	N/A
	Difference from Base	-	-	-	-	-	-	-
St Andrews Community Hospital	PT Journey time (hh:mm)	01:31	01:12	01:31	01:16	01:31	01:31	01:31
	Difference from Base	-	-	00:00	-00:14	00:00	00:00	00:00
	% Difference from Base			0%	**15%**	0%	0%	0%
Ninewells Hospital Dundee	PT Journey time (hh:mm)	01:26	01:48	01:26	01:16	01:26	01:26	01:26
	Difference from Base	-	-	00:00	-00:09	00:00	00:00	00:00
	% Difference from Base			0%	**10%**	0%	0%	0%
Queen Margaret Dunfermline	PT Journey time (hh:mm)	N/A	01:26	N/A	01:18	01:23	01:24	N/A
	Difference from Base	-	-	-	-	-	-	-

Appraisal Scores	Journey time savings	Neutral	Moderate	Neutral	Neutral	Neutral
	Are the JTs comparable with JTs from Ladybank?	Minor	Major	Moderate	Moderate	Neutral
	Offers access to destinations that are unreachable in the TRACC timeframe	Neutral	Moderate	Major	Major	Neutral

N/A: Journeys not possible in assessed TRACC timeframe under Baseline.
Values in **Green**: Improved access with journey times under 2 hours.
Cells in Pink show journey times comparable to those from Ladybank. Based on the proportion of journey distance and journey times to each destination from Newburgh and Ladybank.

Table 5. Population Catchments for proposed station locations

Option	Location	Population Catchments (no. of People)			Appraisal Score
		400m	800m	1500m	
Option 3a	Abernethy Road	518	1292	2262	**Moderate**
Option 3c	East end of the town	308	1649	2322	**Moderate**
Option 3d	Clatchard Quarry	97	178	1511	**Minor**

Appraisal Scores for TPO 1

6.1.17 Based on the individual appraisal scores presented in Table 4 and Table 5, an overall appraisal score have been allocated in Table 6.

Table 6. Appraisal Scores for TPO1

Metrics	Option1	Option 2	Option 3a	Option 3c	Option 3d
Journey time savings	Neutral	Moderate	Neutral	Neutral	Neutral
Do the JTs match with JTs from Ladybank?	Minor	Major	Moderate	Moderate	Neutral
Offers access to destinations that are unreachable in the TRACC timeframe	Neutral	Moderate	Major	Major	Neutral
Extended hours of operation[9]	Minor	Neutral	Moderate	Moderate	Minor
Overall Score Against TPO1	**Minor**	**Moderate**	**Moderate**	**Moderate**	**Minor**

TPO 1 Summary:

Option 1 does not improve journey times to key services but improved access to services with extended hours of operation; hence, **minor benefits.**

Option 2 offers journey time savings to key locations, in particular to the Adamson Hospital, Cupar and The Royal Infirmary, Perth with journey time savings of approximately 29 minutes and 23 minutes respectively. The option also improves access with reduced journey times to Victoria Hospital (85mins) and Queen Margaret Hospital (78mins), compared with the baseline scenario (>2hours). Overall, this option is considered to offer **moderate benefits**.

Option 3 does not improve journey times to key services; however, it (3a & 3c) improves accessibility with majority of the population in Newburgh is captured inside 1500m of the proposed station locations. The option also improves access with reduced journey times to St Andrew's University (95mins), Victoria Hospital (67mins) and Queen Margaret Hospital (84mins), compared with the baseline scenario (>2hours). Overall, this option is considered to offer **moderate benefits**.

Overall, for TPO1, Option 1 offers **minor benefits**, and Options 2 and Options 3a & 3c) offer **moderate benefits** against TPO1. Option 3d offers **minor benefits.**

[9] Quantitative assessment for Option 1&2, and quantitative assessment for Option 3.

Performance Against TPO 2: Improve accessibility between Newburgh and key regional locations using multi-occupancy transport by reducing journey times by 15% compared to 2021 Q3 public transport timetable.

6.1.18 Journey times[10] from Newburgh to key locations – Perth, Edinburgh, Cupar and Dundee stations were examined using TRACC are presented in Table 7 below.

Table 7. Journey times to key locations- Perth, Edinburgh, Cupar and Dundee

Options	Journey Times	Perth	Edinburgh	Cupar	Dundee
Base	Journey time (hh:mm)	00:41	02:06	00:46	01:16
Option 1	Journey time (hh:mm)	00:41	02:06	00:46	01:16
	Diff. to Base	00:00	00:00	00:00	00:00
	% Diff. to Base	**0%**	**0%**	**0%**	**0%**
Option 2	Journey time (hh:mm)	00:22	02:04	00:32	01:06
	Diff. to Base	-00:18	-00:01	-00:14	-00:09
	% Diff. to Base	**-44%**	**-1%**	**-30%**	**-12%**
Option 3a	Journey time (hh:mm)	00:27	01:25	00:46	01:07
	Diff. to Base	-00:13	-00:41	-00:00	-00:08
	% Diff. to Base	**-32%**	**-33%**	**0%**	**-11%**
Option 3c	Journey time (hh:mm)	00:27	01:17	00:46	01:08
	Diff. to Base	-00:14	-00:49	00:00	-00:07
	% Diff. to Base	**-34%**	**-39%**	**0%**	**-9%**
Option 3d	Journey time (hh:mm)	00:26	01:59	00:46	01:16
	Diff. to Base	-00:14	-00:06	00:00	00:00
	% Diff. to Base	**-34%**	**-5%**	**0%**	**0%**

Option 1

6.1.19 Option 1 does not improve journey times to the key locations. However, it improves accessibility to these locations before 09:00am and after 19:00pm on weekdays and weekends.

Option 2

6.1.20 Option 2 proposals result in journey time savings to key regional train stations, providing improved access to national rail services and in turn opening up further viable opportunities to access employment and leisure by sustainable means. The proposals offer 18 minutes and 14 minutes journey time savings to Perth and Cupar respectively, however do not reduce public transport journey times to Edinburgh.

Option 3

6.1.21 Option 3 provides opportunities to access key regional locations and train stations and the TRACC analysis shows that being able to travel by train from Newburgh brings journey

[10] Presented in Tables 4.3, 4.5, and 4.9 of the Detailed Options Appraisal report

time savings compared to existing public transport provision. Of particular note are the significant journey time savings of between 40 minutes and 50 minutes for public transport journeys to Edinburgh, and subsequently to intermediate stations such as Kirkcaldy, **Inverkeithing and Edinburgh Gateway** (airport and tram) for Option 3a and Option 3c. The journey time savings to key regional train stations provide improved access to national rail and air services and open up further viable opportunities to access employment, retail and leisure by sustainable means. Option 3d (Clatchard Quarry) does not offer significant journey time savings, as it is located more than 1500m from the western extent of the town.

6.1.22 Option 3a/c offer journey time savings to Dundee (around 10%) but not to Cupar. This is because there is a direct bus to Cupar, but the train journey would require changing at Ladybank.

Appraisal Scores for TPO 2

6.1.23 Table 8 shows the appraisal scores for each option against TPO 2 based on the analysis presented in Table 7 and the criteria in Table 3.

Table 8. Appraisal Scores for TPO2

Metrics	Option1	Option 2	Option 3a	Option 3c	Option 3d
Perth	Neutral	Major	Major	Major	Major
Edinburgh	Neutral	Minor	Major	Major	Minor
Cupar	Neutral	Moderate	Neutral	Neutral	Neutral
Dundee	Neutral	Moderate	Moderate	Minor	Neutral
Score against journey time savings	Neutral	Moderate	Moderate	Moderate	Minor
Score against accessibility	Minor	Minor	Minor	Minor	Minor
Overall Score Against TPO2	**Minor**	**Moderate**	**Moderate**	**Moderate**	**Minor**

TPO 2 Summary:

Option 1 do not improve journey times to key locations but offers improved access to key locations with extended hours of operation, hence **minor benefits**.

Option 2 offers **moderate benefits** with journey time savings to key locations, in particular to Perth and Cupar stations (approximately 18 minutes and 14 minutes respectively).

Option 3a and 3c offer significant journey times improvements, in particular journey time savings of between 40 minutes and 50 minutes to Edinburgh and subsequently to intermediate stations such as Inverkeithing and Edinburgh Gateway (airport and tram); hence, considered as **moderate benefits**. Option 3d (Clatchard Quarry) does not offer significant journey time savings, as it is located more than 1500m from the western extent of the town.

Overall, for TPO 2, Option 1 offers **minor benefits**. Option 2 and Options 3a & 3c offer **moderate benefits** against TPO1. Option 3d offers **minor benefits.**

Performance Against TPO3: Reduce car mode share by 0.5% compared to the 2027 reference case for journeys to/from Newburgh.

6.1.24 Table 9 presents mode share[11] changes as a result of the proposed options.

Table 9. Mode share changes

Options	Options	Road	PT	Active
Do Min	Number of trips	29,900	1,692	2,781
	Mode share	87.00%	4.92%	8.08%
Option 1	It is not possible to quantify the changes using TCRTM, hence assessed qualitatively.			
Option 2	Number of trips	29,811	1,723	2,856
	Difference	-89	32	75
	Mode share	86.70%	5.00%	8.30%
	% Mode share change	**-0.30%**	**0.08%**	**0.21%**
Option 3a, 3d, 3c	Number of trips	29,828	1,733	2,874
	Difference	-71	42	93
	Mode share	86.62%	5.03%	8.35%
	% Mode share change	**-0.38%**	**0.11%**	**0.26%**
Option 4	Number of trips	28,963	1,690	2,778
	Difference	-937	-1	-3
	Mode share	86.64%	5.05%	8.31%
	% Mode share change	**-0.36%**	**0.13%**	**0.22%**

Option 1

6.1.25 The Tay Cities Regional Transport Model (TCRTM) simulates regional traffic on an average weekday between 07:00am and 19:00pm and therefore it is not possible to quantify the changes in public transport patronage and the effectiveness of the option against TPO3. However, with increased flexibility around travel times, it is reasonable to conclude that the option may positively impact sustainable travel to and from Newburgh and this results in a minor benefit against TPO3.

Option 2

6.1.26 The Tay Cities Regional Transport Model (TCRTM) shows there to be an increase in public transport and active travel usage as a direct result of introducing the proposed bus services changes of Option 2. The resultant 12-hour car mode share reduction is 0.30%.

Option 3

6.1.27 The TCRTM shows there to be an overall increase in public transport and active travel usage as well as a car mode share reduction of 0.38% as a direct result of the Option 3 proposals.

[11] Based on Tables 4.6, and 4.10 of the Detailed Options Appraisal report

Option 4

6.1.28 Option 4 was modelled in the TCRTM by adjusting current levels of car occupancy. The model outputs showed a decrease in the number of vehicles on the road network as a result of informal car sharing agreements in place. As expected from the option, Table 9 shows there is a significant reduction in number of car trips with no corresponding shift to public transport or active travel. However, the car mode share reduction is still limited under this option as a result of the decrease in total number of trips with no change in public transport or active mode trips.

6.1.29 Table 10 shows the appraisal scores for each option against TPO 3 based on the analysis presented in Table 9 and the criteria set out in Table 3.

Table 10. Appraisal Scores for TPO3

Metrics	Option1	Option 2	Option 3a, 3c & 3d	Option 4
Road	Minor	Minor	Minor	Minor
Overall Score Against TPO3	**Minor**	**Minor**	**Minor**	**Minor**

TPO3 Summary:

Option 1 would offer increased flexibility around travel times; hence expected to deliver **minor benefits**.

Option 2 offered a small increase in travel by sustainable modes and in turn **minor benefits** against TPO3.

Option 3 (all variations) offer a small increase in travel by sustainable modes and in turn **minor benefits** against TPO3.

Option 4, if implemented successfully, would be expected to increase sustainable travel through car sharing rather than increased public transport or active travel use, and will provide **minor benefit** against TPO3.

Overall, all options are expected to offer **minor benefits** for this TPO.

TPO Appraisal Summary

6.1.30 TPO Appraisal Summary was presented in Section 4.4 of the Detailed Options Appraisal Report. Table 11 below summarises the level of benefits offered by the options. The appraisal of the options against the TPOs conclude that the new train station options 3a (Abernethy Road), 3c (East end of town) and 3e (at locations a or c) are the best performing options.

Table 11. TPO appraisal summary

Option	Description	TPO 1	TPO 2	TPO 3
1	Improved (Existing) Bus Services	Minor	Minor	Minor
2	(New) Express Bus Service	Moderate	Moderate	Minor
3a & 3e	Train station Abernethy Rd	Moderate	Moderate	Minor
3c & 3e	Train station East of Town	Moderate	Moderate	Minor
3d & 3e	Train station Clatchard Quarry	Minor	Minor	Minor
4	Car Sharing	Neutral	Neutral	Minor

Comment: How has the TRACC analysis informed the appraisal of TPO1 and TPO2?

6.1.31 TRACC analysis informs TPO 1 and TPO 2 by providing journey times for baseline and the options, as presented in Table 4 and Table 7.

- TPO 1 focusses on journeys to **key services**, i.e. selected **health, education and employment** etc. locations.
- TPO 2 focuses on journeys to **key regional centres,** i.e. Perth, Edinburgh, Cupar and Dundee.

6.1.32 Table 12 shows how TRACC analysis informs TPO 1 and TPO 2.

Table 12. TRACC analysis to inform the appraisal process

TPOs	Metric		Based on
TPO1	Journey times	Journey time savings compared with baseline condition.	TRACC analysis
		Journey time comparisons with those from Ladybank.	TRACC analysis
	Accessibility	Access to destinations that are unreachable in the specified timeframe, i.e. 07:00-09:00 for education and 10:00-12:00 for health centres and retail destinations.	TRACC analysis
		Extended hours of operation	Qualitative assessment
TPO2	Journey times	Journey time savings compared with baseline condition	TRACC analysis
	Accessibility	Extended hours of operation	Qualitative assessment

6.1.33 It is correct that the way the information is shown in Detailed Options Appraisal Table 4.8 (replicated in Table 4 above) presents no/negligible journey time savings to key services offered by Option 3. However, as shown in Table 3, TPO1 is formed of other elements. These are discussed below.

6.1.34 TRACC shows that it is not possible to travel by public transport to St Andrew's University and hospitals in Dunfermline or Kirkcaldy (including walk time) in the 10:00-12:00 timeframe with existing public transport provision, i.e. greater than two hours. Hence,

TRACC does not output a journey time to these destinations (shown as 'N/A' in Table 4). This option's proposals make this possible, with a journey time of less than 2 hours noted for each destination, therefore, it can be inferred that Option 3 does give a journey time saving. The proposals in Option 3 therefore improve accessibility and transport connectivity to critical health services in the region.

6.1.35 Option 3 offers journey time improvement from Newburgh to the hospital at Dunfermline that are comparable to respective trips from Ladybank. Individual and overall appraisal scores for TPO 1 are presented in Table 6.

6.1.36 Additionally, it offers improved access to public transport by making public transport available early in the morning and late evenings.

6.1.37 TPO 2 measures journey time savings to regional centres, as presented in Table 4.9 of the Detailed Options Appraisal Report (replicated in Table 7 above). It shows that Option 3 offers significant journey time savings to Perth and Edinburgh and slight journey time savings to Dundee; hence, considered to offer overall '**moderate**' benefits against TPO 2. Individual and overall appraisal scores for TPO 2 are presented in Table 8.

Comment: Further detail which underpins the anticipated mode share change for each of the options.

6.1.38 The impact of the options on mode share has been modelled using the TCRTM, as presented in Sections 6.1.26 to 6.1.28. The TCRTM derives mode shift responses based on travel costs/times between origin and destination geographical areas. The model forecasts generalised travel costs for each transport mode (i.e. representing access/egress time, journey times and monetary costs (such as fares)). Travel costs are calculated for each test scenario and compared against a reference case scenario, with an elasticity of demand mechanism applied to derive modal shift based on travel time/costs changes.

6.1.39 The Tay Cities Regional Transport Model (TCRTM) simulates regional traffic on an average weekday between 07:00am and 19:00pm and therefore it is not possible to quantify the changes in public transport patronage and the effectiveness of Option 1 against TPO3. This option has been appraised qualitatively against TPO3.

6.1.40 Option 2 improves journey times as well as providing additional frequency to existing services. Option 3 will offer access to a new PT mode, with shorter journey times to key locations. These elements have an impact on travel costs/times between origin and destination, instigating modal share change. Detailed appraisal outcomes are set out in Section 4.3 of the Detailed Options Appraisal Report.

7. ECONOMIC APPRAISAL & COST TO GOVERNMENT

Comment: Other than their proximity to commuting destinations and level of service, we're keen to understand in what other ways the benchmarked rail stations are similar to Newburgh? For example, do they have similar demographics, populations or key industries?

A socio-demographic comparison of Newburgh with the benchmarked Royal Burgh of Ladybank is presented in Table 13. The data shows that Newburgh has slightly larger population compared with Ladybank; however, the proportion of male, female and older

adults are comparable. Notably Newburgh has slightly lower percentage of working age people and around 5% more households with no access to cars than those in Ladybank.

Table 13. Socio-demographic comparison of Newburgh and Royal Burgh of Ladybank and District Community

Comparison	Newburgh	Ladybank	Royal Burgh of Ladybank
Population	2188	1213	1543
Male	48.8%	49.5%	49.6%
Female	51.2%	50.5%	50.4%
Working age	58.7%	61.6%	61.2%
Older adults (65+ years)	26.1%	27.0%	26.8%
% No access to a car or van	22.2%	19.2%	17.4%
% of working age employment deprived	8.2%	8.6%	8.0%
% of total population income deprived	10.0%	9.3%	8.8%

7.1.1 Figure 6 shows a comparison of percentage of people travelling to work by mode between Newburgh and Ladybank. The data excludes people who work mainly from home and shows that Newburgh and Ladybank have quite similar mode share for travel to work, however, a greater proportion of people drive a car or van to work from Ladybank compared with Newburgh.

7.1.2 Figure 7 shows that Newburgh residents have to travel longer distances to get to work. Data shows that a total 1206 people travel to work from Newburgh which is about twice the amount from Ladybank (620). A total of 524 (43%) Newburgh resident travel 10-20km, which is significantly greater than that from Ladybank (111 people, 18%). For trips between 5km and 10km, Ladybank has a greater percentage of residents than Newburgh. This may be a result of the key locations that the residents travel from Newburgh and poor accessibility to public transport. Given the number of people travelling to work outside Newburgh, a better public transport provision is warranted.

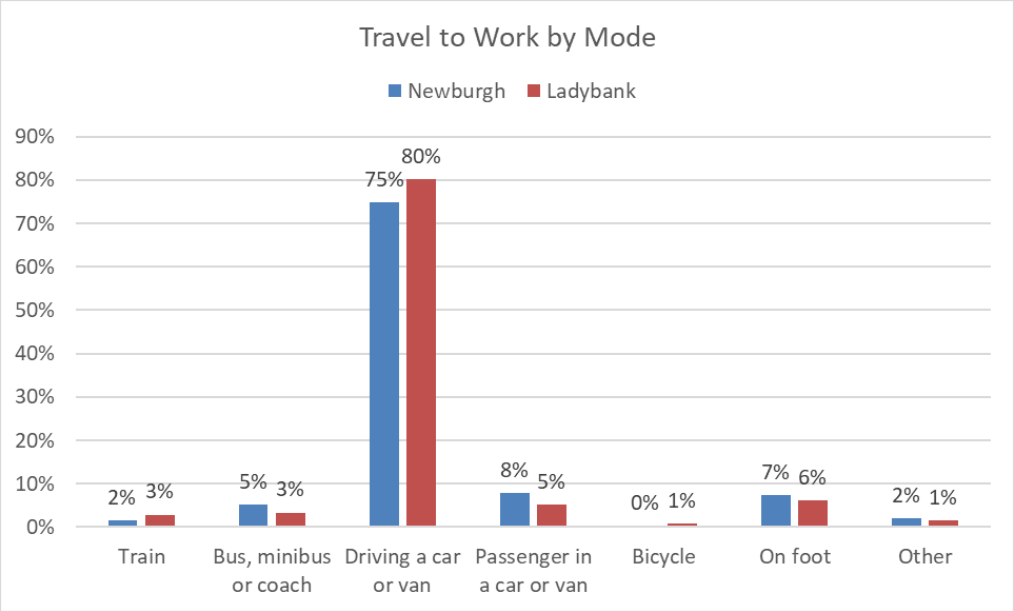


Figure 6. Travel to work[12] comparison by mode share (2011 Census)

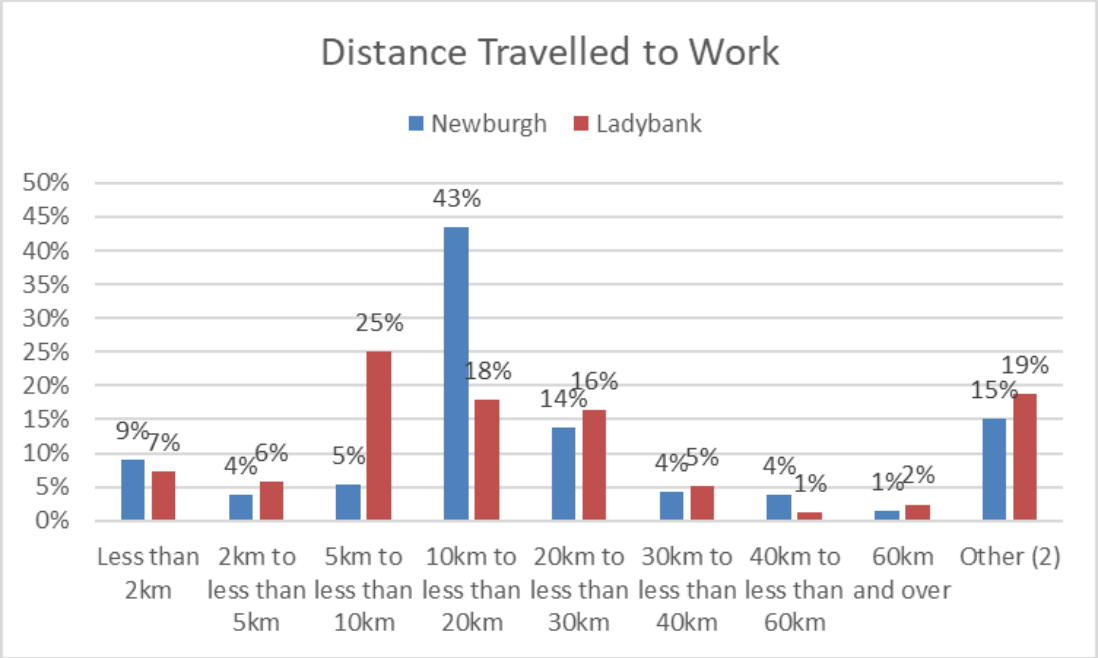


Figure 7. Comparison of distance travelled to work[13] (2011 Census)

8. OPTION DEVELOPMENT & SIFTING

Comment: What sort of impact to overall levels of accessibility with regards to bus abstraction is anticipated? For example, could this potentially reduce viability of any existing services and potentially see them reduced / withdrawn further?

8.1.1 The Detailed Options Appraisal report discusses (in Section 7.3) the impact on the viability of existing bus services resulting from a new station. The introduction of a new rail station or an express bus service sometimes leads to shift from existing bus as well as cars. Reduced demand on local bus services (as witnessed in the Borders following the opening of the Borders Rail line) has the potential to adversely impact on the commercial viability of existing local and regional bus routes / services. Thus, depending on the nature of the impact, there could be greater requirements for increased subsidy in order to keep services in operation.

8.1.2 However, it was highlighted that the existing bus fleet in Newburgh serves a different area/purpose than rail will offer and is likely to still be an attractive option for many. If Option 2, the express bus service, is introduced, this service would offer a direct route to Cupar and connecting locations, again different from existing bus and proposed rail provision and it may complement existing services. Additionally, in case of modal shifts from cars, some additional bus trips to access trains at the proposed Newburgh station might be generated.

[12] Source: National Records of Scotland
[13] Source: National Records of Scotland

Comment: What, if any, track infrastructure changes have been considered as part of the costs for the rail options?

8.1.3 The existing rail line is a single track, and the cost estimation assumes no changes to the track changes. This implies a cheaper and simpler station design. However, this station on a single track in conjunction with a station at Bridge of Earn (currently being considered) will lead to further timetabling considerations including conflicts on the single-track line, and increased disbenefits to existing passengers due to longer journey times. Further consultation with the Rail industry will be undertaken at the next stage of scheme development i.e. detailed design, to identify any opportunities associated with the introduction of a new station at Newburgh.

Comment: Have we understood correctly that there are no new costs for option 1?

8.1.4 This was discussed in Section 6.2 of the Detailed Options Appraisal Report. Option 1 assumes no requirement for any new buses to be purchased but instead existing provision will be utilised to extend the operating hours of current bus services. However, operation and maintenance costs will be required which include items such as driver costs, fuel, vehicle maintenance, insurance and general maintenance of vehicle fleet. The total operating and maintenance cost (per annum) is estimated to be £0.2m per annum. It is to be noted that any additional costs (i.e. subsidy) that might be required to run the services as a result of potentially low passenger numbers have not been included in the operational costs.

Comment: How robust do you feel cost estimates for option 3 are, having been based on existing stations?

8.1.5 The cost estimates for Option 3 were derived from a review of recent and planned station re-openings. Based on this analysis and uncertainty over the final location of the stations (which would impact on access, land acquisition, station car park and signalling costs), indicative costs have been derived for each option variant. As this is a strategic level study and the site-specific elements for new stations are not developed yet, this approach is deemed appropriate and robust.

8.1.6 For each option variant, the cost estimate took account of any challenges associated with particular locations. For example, Option 3c (East of town) and Option 3d (Clatchard Quarry) are situated on sloping ground with narrow or restricted access and it is anticipated that construction of a station at these locations would be more challenging and therefore the cost estimates are based on the maximum cost identified in the station cost review.

8.1.7 Where appropriate we have also applied case studies, current industry standards and SYSTRA's expertise for cost estimation. For example, the estimated costs for a modular short platform (Option 3e) are based on an example of a 10m station built in Scotland (Conon Bridge) and utilising current industry standards[14] and SYSTRA's inhouse knowledge of modular platform construction.

8.1.8 In line with STAG, all investment costs should be adjusted for "Optimism Bias". A 56% uplift applied to the proposed rail station options, in line with the latest WebTAG

[14] https://www.duracomposites.com/grp-products/rail-station-platforms/

guidance[15]. Detailed assumption of the cost estimation is outlined in Appendix D of the Detailed Options appraisal Report.

8.1.9 Following TS's review of the detailed options appraisal, a further review of the Option 3 cost has been undertaken by SYSTRA rail team. The review suggests that the costs for Option 3c/d are in line with a station of this size and quality. Benchmarking exercise (presented in Table 14) against stations which have opened in the previous year identifies that Option 3c/d cost for a single platform (155m) station at a capital cost of £8,000,000 is broadly in line cost per platform for recently opened stations at Portway Park and Ride, Thanet Parkway and East Linton. Cost per platform meter has been used to identify a comparator between the stations due to the differences in cost which would be encountered otherwise. While the Option 3c/d cost per platform meter is marginally higher than those at other stations (East Linton and Portway Park and Ride), this can be explained due to rising inflation, and, especially with East Linton, the economies of scale which were possible during the construction, which cannot be replicated on a single platform station. Costs comparison with benchmarking stations are presented in Table 14.

8.1.10 The cost for Option 3e-modular station has been based on case studies. The estimated cost, as set out in the detailed options appraisal report (Section 6.2), is £600,000 for a 10m platform excluding land and before risk. A 10m modular station platform deviates from standard platform design length, however the delivery of Conon Bridge Station (in 2013) with a 15m platform provides evidence that a shorter platform is feasible.

8.1.11 The proposed cost for Option 3e has been reviewed by a rail expert at SYSTRA. The estimated cost is deemed reasonable for the proposed site on Abernethy Road given that it is expected to present less challenging construction with some facilities already partly in place (e.g. site access, car parking). To capture any unforeseen site-specific risks, an appropriate optimism bias of 56% has been applied to the cost. The costs will be refined at the detailed design stage. Note that, a modular station, although a low-cost option, involves high deliverability and operational risks as it requires replacement at an interval depending on its lifespan. If a modular option is to progress, further feasibility discussion at the detailed design stage would be required with key stakeholders, including Network Rail.

[15] TAG Unit A1.2 – Scheme Costs. OB applied in line with Stage 1 (Table 7) Road and Rail Project Types (Table 8)

Table 14. Benchmarking costs

Station	Region	Opened	Cost	Cost Source	Platforms	Total Platform Length	Platform 1 Length	Platform 2 Length	Cost per Platform M	Cost per Platform	Notes
Horden	Northeast England	29/06/2020	10,550,000	Network Rail	2	200	100	100	£2,750.00	£5,275,000	A new two platform station with Customer Information Screens (CIS), waiting shelters, CCTV, seating, a footbridge with ramps and stairs, car park with taxi drop-off, bus route and cycle parking. £4.4m from DfT New Stations Fund, built in approx. 6 months
Reston	Southeast Scotland	23/05/2022	20,000,000	Network Rail	2	540	270	270	£37,037.04	£10,000,000	Includes footbridge (lifts)
Reading Green Park	Southwest England	27/05/2023	20,077,000	Network Rail	2	300	150	150	£66,923.33	£10,038,500	A new two platform station with a ticket office/ retail facility, Customer Information Screens (CIS), waiting shelters, CCTV, seating, a footbridge with lifts and stairs, car park with taxi drop-off, bus route and cycle parking. New Stations Fund (£2.3m)
Marsh Barton	Southwest England	04/07/2023	16,000,000	Devon County Council	2	248	124	124	£64,516.13	£8,000,000	Includes footbridge (ramps), no staffing facilities, ticket machine each platform, shelter each platform. Some funding from New Stations Fund
Thanet Parkway	Southeast England	31/07/2023	44,000,000	BBC	2	500	250	250	£88,000.00	£22,000,000	Funded by Councils, New Stations Fund, Getting Building Fund and Local Growth Fund, included signalling and level crossing costs
Portway Park and Ride	Southwest England	01/08/2023	£5,866,000	Bristol Council	1	126	126		£46,555.56	£5,866,000	Funded by WECA, New Stations Fund, BCC, NR and GWR
Headbolt Lane	Northwest England	05/10/2023	80,000,000	BBC	3	405	135	135	£197,530.86	£26,666,667	Estimated platform length, staffed station building, shelters, linear layout, ticket machine, park and ride
East Linton	Southeast Scotland	12/12/2023	15,000,000	Transport Scotland	2	316	158	158	£47,468.35	£7,500,000	Footbridge, lifts, stairs, large car park, bus stop, shelters
Newburgh-Option 3c&d	Southeast Scotland	-	£8,000,000	Based on SYSTRA review	1	155	155	-	£51,612.90	£8,000,000	Single permanent platform

Comment: What consideration has been given to an integrated option 3 with appropriate bus and active travel elements?

8.1.12 An integrated Option 3 including bus and active mode options has not been considered. However, active travel can play an important role in improving sustainable access to/from the wider transport network and offering active travel alternatives for short-to-medium distance journeys, and therefore it has been combined with Options 1, 2 and 3 to complement their enhancements to longer-distance travel. High-level assumptions have been assumed at this stage, in line with those developed at Preliminary Appraisal (presented in Appendix A of the Detailed Options Appraisal Report), namely:

- Improved facilities and information at the principal bus stop in Newburgh in terms of improved links to/from the bus stop and the provision of safe and secure cycle parking at the bus stops, to ensure that the experience of using the bus is suitably attractive; and
- Traffic free active travel route between Newburgh and Abernethy; and Newburgh and Lindores (Den, Grange).

Comment: How has the number of rail station car parking spaces been derived? How does this impact on TPO3?

8.1.13 Option 3 provides parking opportunities at the proposed station. The parking zone located within the station is modelled as a Park and Ride site. For modelling, it was assumed that there would not be a parking charge at the site and that the site will have up to a maximum of 37 spaces. The number of car parking spaces was estimated based upon the expected demand from both national model TMfS and the TCRTM model. This is an estimate based upon pre-covid behaviours and is based upon typical weekday demand for parking. The weekend demand for parking should be considered in the detailed design along with the provision of disabled and electric vehicle charging stations. Land availability and on-street parking availability may also feed into the formal parking provision associated with the station.

8.1.14 Table 15[16] below shows that, compared with Option 2, Option 3 offers greater increase in PT and active mode trips, but relatively smaller decrease in number of road trips. This is because the parking spaces at the station are expected to be used by people who will shift from 'drive only' to park and ride.

Table 15. Modelled Mode share change for Option 3

	12 Hour Trip Totals (TCRTM)					
	Do Min	Option 1	Option 2	Difference	Option 3	Difference
Road	29,900	N/A[17]	29,811	-89	29,828	-71
PT	1,692		1,723	32	1,733	42
Active	2,781		2,856	75	2,874	93
Total	34,372		34,390	18	34,436	63

[16] Based on Tables 4.6, and 4.10 of the Detailed Options Appraisal report

[17] Not possible to quantify the changes in public transport patronage and the effectiveness of the option against TPO3.

9. OPPORTUNITIES

Comment: Clarification sought on the key distinction between TPO1 and TPO2.

9.1.1 This has been detailed in Section 6 above.

TPO1

9.1.2 Aimed at improving transport access to **key services and markets** (including employment, training, education, health and leisure opportunities) for Newburgh residents.

9.1.3 The performance of the options against this TPO 1 has been assessed for journeys to **key services**, i.e. selected **health, education and employment** etc. locations;

- Journey times- assessed using TRACC analysis.
  - Journey time savings compared with compared to 2021 Q3 public transport timetable.
  - Journey time comparisons with those from Ladybank.
- Accessibility- assessed qualitatively or using TRACC accessibility analysis where appropriate.
  - Access to destinations that are unreachable in the specified TRACC timeframe, i.e. 07:00-09:00 for education and 10:00-12:00 for health centres and retail destinations.
  - Extended hours of operation

TPO2

9.1.4 Aimed at improving public transport connectivity and journey times to key **regional centres** from Newburgh for residents, businesses and visitors.

9.1.5 The performance of the options against this TPO 2 has been assessed for journeys to **four regional centres, i.e..** Perth, Edinburgh, Cupar and Dundee:

- Journey time savings compared to 2021 Q3 public transport timetable - assessed using TRACC analysis.
- Accessibility assessed qualitatively for extended hours of operation.

Comment: Further noted that the scale and nature of change being sought by each TPO should be clearly articulated within the TPO itself.

9.1.6 This has been addressed under Section 6.

Comment: Clarification sought on the rationale for rejection of bus-based options within the recommendations, noting their apparent positive performance across the appraisal.

9.1.7 The appraisal recommendations are based on the performance of the options against TPOs, STAG criteria and Cost to Benefits Analysis. The bus-based options offer minor to moderate benefits against TPOs as discussed in Section 6 above. However, there are issues associated with the feasibility and affordability of the bus-based options that are discussed in Section 8.3 of the Detailed Options Appraisal Report.

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9.1.8 Option 1 is expected to offer some small positive benefits against the TPOs, STAG criteria and CBA. However, challenges identified through the assessment against risk, uncertainty and funding suggest **Option 1 is unlikely to be deliverable**. Discussions with Fife Council highlighted that there is no additional funding presently available from the Council to subsidise the enhancement of any existing services. While it may be desirable to further consider this option and explore other funding mechanism, the feasibility of realising this option for comparatively lower benefits means it is unlikely to merit further consideration.

9.1.9 Option 2 generally preforms well against the TPOs and STAG Criteria. However, issues highlighted the assessment of feasibility and affordability suggest the option would have difficulties in being delivered successfully. Option 2 is the highest cost option, with capital costs anticipated to be significantly higher than the other options under consideration in this appraisal due to the requirement for regular bus fleet renewal. In comparison, Option 3 has high capital costs of station construction but much lower ongoing revenue and maintenance costs due to use of existing rail infrastructure (rail line, train carriages etc.). In order to be successful, Option 2 will require close coordination with bus operators, Fife Council and potentially subsidies to support any services. Fife Council however have advised that any new service competing with existing supported services would be highly likely to mean existing funding resource was directed elsewhere, as the existing gap in service / service provision would no longer exist in Newburgh. There is also the possibility of abstraction from commercial services by the new, supported service. As in Option 1, discussions with Fife Council highlight that there is no additional funding presently available from the Council to subsidise any new service. The option is therefore only likely to be realised if alternative funding sources can be identified (e.g. the operator Stagecoach commercially funds the option). While it may be desirable to further consider this option and explore other funding mechanisms, particularly following high appraisal performance in this report, the **significant cost and associated risk** of the option ultimately **remove this option from further recommendation**.

Comment: The option to better integrate with existing rail station(s) appears to have been wrapped up in the new bus options (options 1 and 2). Clarification sought on whether an option to better integrate with existing rail stations had been considered as its own option.

9.1.10 Option 2 provides an express service between Cupar (train station), Newburg, Perth (train station) and also Perth P&R, aiming to offers faster journeys and better integration with trains. The option also offers extended hours of operation providing improved accessibility to nearby rail stations. Bus and rail integration could be further enhanced by coordinating timetables.

9.1.11 We could probably have considered this option as a separate option; however, we expect that it would score the same as Option 2, therefore a sperate option was not considered.

9.1.12 Option 1 can also be considered for integrated timetabling with trains with an extension in operating hours to a service that captures Cupar and Ladybank stations. However, the journey times to these locations are quite lengthy with local buses.

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	FI	Senior Consultant	08/05/2024	Draft
	Checked by	DM	Associate	09/05/2024	
	Approved by	MN	Director	20/05/2024	
2	Author	FI	Senior Consultant	05/06/2024	Following cost review for a 'modular' station
	Checked by	DM	Associate	05/06/2024	
	Approved by	MN	Director	05/06/2024	

Newburgh Stakeholder Engagement event
Detailed notes

Location: Lindores Abbey Distillery

Date: 11 Sept 2024

Attendees

The event was attended by a diverse group consisting of members of the community, business, transport, heritage, and nature sectors. The organisations represented included:

- **Newburgh Train Station Group (Project Sponsors)**
- **South East of Scotland Transport Partnership (SEStran)**
- **Fife Council**
- **Newburgh Community Council**
- **Newburgh Community Trust**
- **Scottish Wildlife Trust**
- **ScotRail**
- **Fife Coast and Countryside Trust**
- **Visit Scotland**
- **Perth and Kinross Countryside Trust**
- **Lindores Abbey Distillery**
- **Transportation, Fife Council**
- **Tay and Earn Countryside Trust**
- **Local Councillor and leader of Fife Council**
- **Local RSPB Group**
- **Newburgh Primary School**
- **Newburgh Primary School Parents' Council**
- **Abernethy Community Council**
- **Historic Environment Scotland (provided written comments, did not attend)**

Introduction

The focus of the workshop was to discuss the potential impact of establishing a rail station in Newburgh with key stakeholders from Newburgh and the surrounding area. This event brought together community members, local business representatives, and stakeholders to explore the benefits and challenges associated with this development. The workshop was part of the ongoing Newburgh Transport Appraisal, conducted in accordance with the Scottish Transport Appraisal Guidance (STAG).

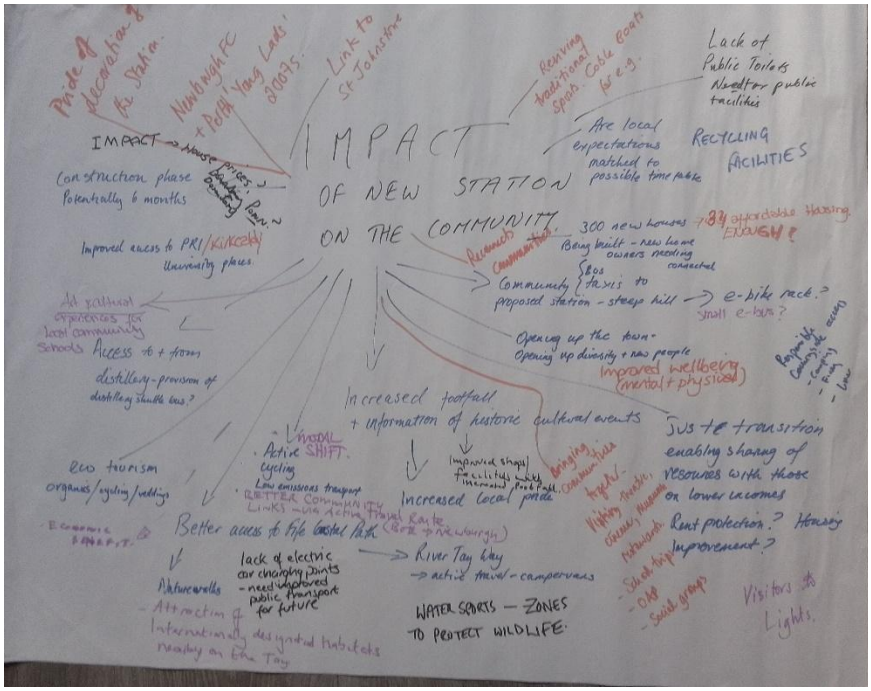
The primary objective of the workshop was to gather insights and feedback from participants on how a new rail station could influence the local community, economy, and visitor experience. The discussions and findings from this workshop will be incorporated into the final report to Transport Scotland, strengthening the case for the proposed train station by highlighting its potential positive impact. These notes have been used to inform the Executive Summary submitted to Transport Scotland.

Workshop outline:

Activity	Purpose
Group discussion on the impact of a station at Newburgh	Thematic groups representing Community, Business, Transport, Nature, and Heritage to explore potential benefits and drawbacks.
Quickfire idea generation: What would change for people if there was a station at Newburgh?	To delve deeper into the real-life changes a train station could bring.
Newburgh Station in 2035: Reflecting on several years of having a station	To encourage participants to envision the long-term impacts on usage, community feedback, and effects on business and tourism.

Themed Group Discussion Notes:

1. Community Group



Key Out Takes:

- A rail service would allow Newburgh residents to connect more easily and faster over longer distances to major urban centres, for work, training, education, and shopping.
- A station would also open opportunities to access cultural and leisure activities that do not currently exist such as easy access to visit the theatre, cinema, museums, restaurants and more - for school trips, OAP and social groups, as well as individuals.
- This would have a big impact on issues of social isolation and well-being.
- It would also open the area up to visitors and provide an opportunity to grow local activities and events.
- Increased footfall would attract investment into local amenities and could help to rejuvenate the high street.
- A station would be a source of civic pride and allow Newburgh residents to share information on the heritage of the area and the natural beauty that exists here.
- As a sustainable travel mode, it could be used to promote and generate eco-tourism to the area.

Full discussion:
Connectivity was a major theme in the community discussion, there was a feeling that a station would open residents to opportunities that currently do not exist – for example, the schools being able to take pupils to art and cultural experiences, people being able to go to Perth for an evening out, and not need to worry about driving home, young people being able to stay at home while at university elsewhere, reconnecting the community with the wider area. There was also an acknowledgement that this is particularly important with new developments being built, to reduce the potential new car traffic that comes along with this, as well as welcoming new people to the area.

Better connectivity also benefits local businesses for example, the distillery could run a shuttle bus to the station for visitors, meaning people can visit without driving reducing car traffic through the town,

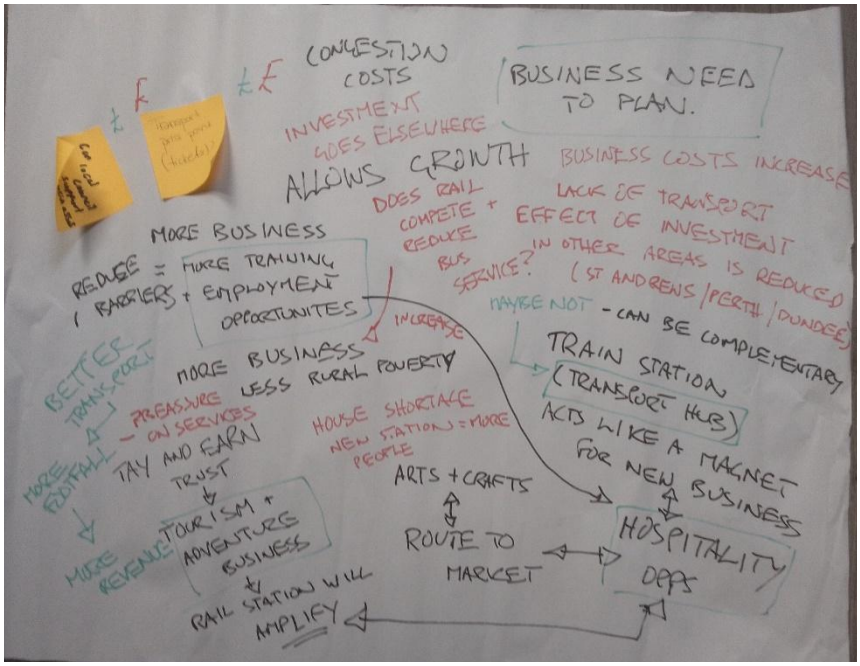
Well-being also came up in this conversation. Knowing that the station provides easy access to other areas would help people living in and around the area to feel more connected, and provide opportunities for socialising that are not currently available without a car journey – a station would open up access to visit the theatre, cinema, museums, restaurants and more, not just for school trips, but for OAPs and social groups, without the expense of hiring a minibus, or the need for people to drive. In addition, it was felt a station would contribute to the just transition agenda, providing opportunities for those on lower incomes to be less reliant on private vehicles.

It was also felt that a station would provide responsible access to campers and walkers, and that further environmentally friendly travel opportunities could follow such as e-bike hire at the station, a small community e-bus to transfer people locally to and from the station. And encouraging local people and visitors to consider travelling by public transport and mixing this with walking and cycling.

Other themes that came up under this discussion include civic pride – it was felt that people would be proud to have the station re opened, and that local groups would be interested in looking after plantings etc., as well as having the opportunity to introduce visitors to local traditions and heritage e.g. coble boat building. Alongside this, improvement of amenities came up - it was felt that a station could also provide public toilets, be a point for recycling facilities, and that increased footfall could lead to improved shopping facilities and provide a boost to the high street. In addition, further economic benefits could come from eco-tourism, cycling, weddings, and visitors to the annual light show, as well as access to the fife coastal path, and new Bridge of Earn to Newburgh path.

Some concerns did come up in this theme in terms of the impact on house prices, and whether rent protection may be required in the future (again tying into issues of a just transition). Another concern raised was the construction itself, and the potential disruption this may cause, although it was acknowledged that this would be temporary. And finally a question was raised about whether local expectations were matched to a possible timetable – and what does this look like? This is something to be considered as the project progresses to ensure that the community is regularly updated with progress and involved in ongoing discussions.

2. Business Group



Key Out Takes:

- There was a sense that the station could lead to increased footfall meaning more revenue for business.
- A station would open up employment opportunities, both from new businesses coming in and employing local people, and from improved access to employment opportunities in other areas.
- A station could act as a magnet for new businesses
- Increased footfall and housing could increase pressure on services
- Timetabling of trains and buses should be managed to provide complementary services, rather than competing ones.
- Will the ticket price point be affordable and provide a real incentive to use public transport rather than drive?
- How can the council support local business as the project progresses?

Full discussion:

The business discussion focussed on the potential economic benefits a station could bring to the area – particularly in relation to a potential increase in visitor numbers. Growth and investment opportunities featured highly, with one example being given of a Tay and Earn Tourism and Adventure business, and another of the station providing an alternative route to take goods to other markets for local artists and makers. Currently it is felt that investment goes elsewhere, and that a station would help to mitigate this and reduce the impact of investment in other nearby locations that are more accessible in terms of transport opportunities.

A new station could mean Newburgh begins to act as a magnet for new businesses, particularly for the new housing developments, with the potential for new people coming into Newburgh due to the rural setting and easier commuting. This would potentially mean increased pressure on services.

This potential increase in business would also bring greater hospitality opportunities across the area, as well as potential for training and employment opportunities for young people in the area and reduce rural poverty.

Some concerns were raised about the affordability of tickets, and the incentive to use a new train service. This is balanced against the costs of congestion, with an increased population, and more private vehicles needed due to the current lack of transport options.

There was some discussion around whether the train station would compete with local bus services, although it was acknowledged that these could be complementary if the timetabling is done well.

And finally, there was a question raised around what support the council might be able to offer to support businesses in and around the area as the project progresses.

3. Transport Group

Key Out Takes:

- A station would greatly increase connectivity for Newburgh residents and visitors.
- The impact on bus services needs to be considered and timetables coordinated to maximise use of both services.
- Pedestrian and cycle access, and accessibility in the station design to ensure it is accessible to all users is highly important.
- Costs of operating an additional stop both to the operator and existing service users needs to be balanced against the benefits.
- Provision of a station would be a long-term investment in sustainable transport.
- The station could be a beacon for employment and economic activity in Newburgh and the surrounding area.

Full discussion:

The discussion around transport focused on connectivity, linking Newburgh to the wider region and population centres would open up many more opportunities for residents, as well as provide better opportunities for people visiting the area, for example, the link to the Fife coastal path, the new Bridge of Earn path, access to Pitmedden and the bike trails there were all mentioned. It was also acknowledged that there is currently a lack of travel options to onward destinations, other than on foot, by bike, or infrequent bus services. The connection with bus services was also discussed, with a need to coordinate timetables for maximum use, and the potential for a demand-responsive or community-led bus service. This is something that should be considered going forward.

Given the proximity of the station to the surrounding area and the range of walking and cycling opportunities, ensuring pedestrian and cycle access to the station was deemed to be important, as was ensuring that the station is accessible to all users. This is particularly important for those who do not own a car and could contribute to both physical and mental wellbeing of residents.

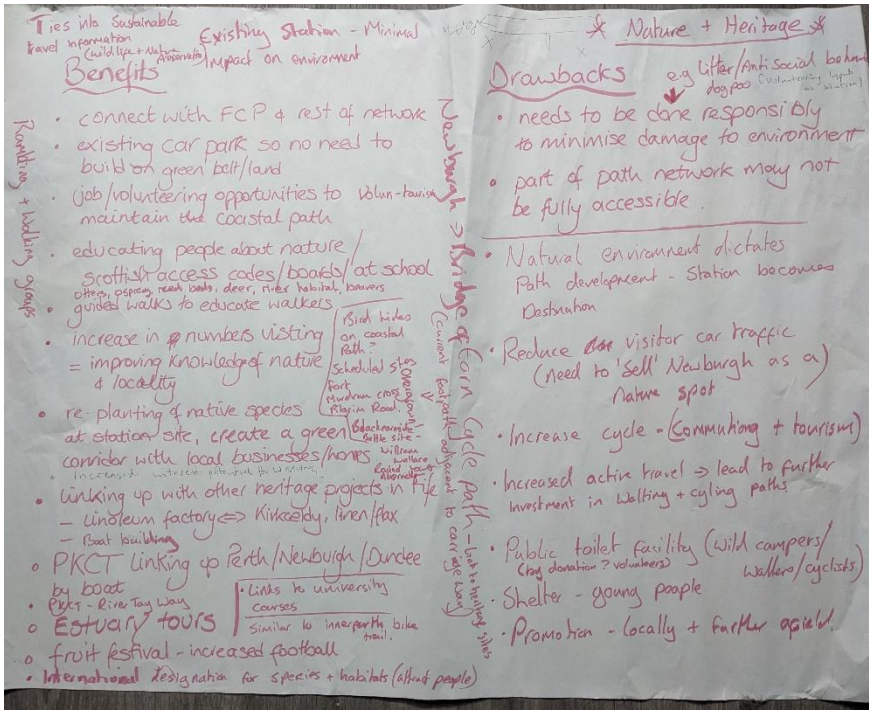
There was also some discussion around affordability. Partly in terms of affordable ticket price points, but also in terms of the operational costs of adding a station to this line, and what this

would mean for existing services, and service users as the additional stop will add a couple of minutes to each journey, for existing train users on this route. This needs to be balanced against the faster and more seamless travel it would give people using Newburgh station – especially those who currently drive to Cupar or Ladybank to catch the train.

The sustainable nature of train services was also raised, with a focus on promoting sustainable journeys, and reducing use of and reliance on private vehicles. The train station could well be a long-term investment in sustainable transport. In addition to this, it was felt that if train and cycling are to be promoted, then there may need to be upgrades to cycle provision on train services.

Improving transport links was seen to come with a host of economic opportunities that would benefit the community. These include potential for employment and work opportunities, improved hospitality services, visitor attractions and more. Examples include – accommodation provision, eateries, bike shop/bike hire, guided walks, cycle tourism, the distillery, the orchard to name a few. Attracting inward investment and generating income through the town was seen as a positive impact.

4. Nature and Heritage Group



Key Out Takes:

- There is a rich mix of natural and built heritage in and around the area, which is largely unknown.
- A train station could be extremely beneficial in making this part of Fife not only accessible, but a destination, particularly linking in with other nearby locations to create a networked visitor experience.
- There would be hugely increased potential for sustainable nature tourism, and ‘voluntourism’ with a station.
- As the plan is to build on a previous station site, which is now closed, the impact on the environment would be less than if being built on a greenbelt site and could be mitigated by native planting in and around the station once built.
- The construction should still be managed responsibly to minimise environmental damage.
- Visitors could increase litter/anti-social behaviour/increased harm to the natural environment, but this could be managed through campaigns and volunteer schemes to maintain and look after routes and nature sites.
- Increased visitor numbers could also lead to further inward investment, employment, and business opportunities.
- It would be important to have a well-developed promotional campaign to highlight the natural and heritage assets if the station is to have the hoped for impact on visitor numbers.

Full discussion:
The discussion in the nature and heritage theme focused on the range and variety of nature and heritage opportunities across the area, and opening these up to visitors, (and raising awareness with locals) as well as the potential for increased visitor numbers to result in improved amenities, and development of further infrastructure allowing even more people to access this area of Fife.

It was strongly felt that as the beginning/end of the Fife coastal path a station would be extremely beneficial for people walking a part, or the full route, as there is currently very limited transport options for people who want to start or end the route in Newburgh – currently people need to arrange to be collected, or work out transport options back to a location they have left a car, or face an extended trip back to where they are staying by public transport. It is felt that this puts people off doing this section of the path or is detrimental to the experience.

There was an acknowledgement that increased visitor numbers could have some negative consequences, such as an increase in litter or anti-social behaviour, but it was felt there are ways these can be mitigated.

Natural assets mentioned include: The reedbeds, and river life including otters, birdlife such as Ospreys and the international designation for habitats and species in the area.

Heritage assets mentioned include: the fort, Mugdrum Cross (Pictish) and Pilgrim roads, black Arnside battle site (William Wallace) round tower at Abernethy, as well as a history of boat building, flax/linoleum factory.

It was felt there was potential to make more of these sites, through the existing path networks, and also by linking up with nature and heritage assets in nearby towns to make the region as a whole more attractive to visitors.

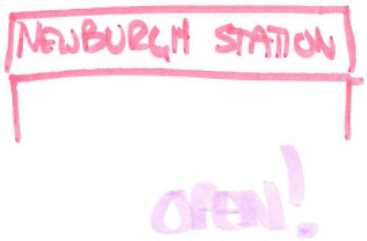
There was some discussion about the potential environmental impact of building the station, but as the proposed site is on a pre-existing station site, and is not greenbelt land, it was felt if the construction is carried out responsibly this would be minimal and could be mitigated by native planting in and around the station site, as well as the potential carbon savings by train journeys rather than cars.

In terms of environmental education, the station also provides an opportunity for local wildlife and nature preservation talks/workshops to include discussion around sustainable travel, as well as encouraging sustainable ‘Voluntourism’ with groups of volunteers potentially arriving by train – e.g. it would open up the possibility of local nature groups working with universities to bring students studying relevant courses to complete projects in the area.

Increased footfall could also increase inward investment opportunities – e.g. further developing the path network, making as much of it as possible accessible (it was recognised that there are some sections of the coastal path where this may not be possible). Increased activities celebrating the natural heritage of the town – e.g. a fruit festival to celebrate the orchards, Estuary tours exploring the reed beds and birdlife, development of the ‘River Tay Way’, and improvements to amenities, such as public toilets, a sheltered space for visitors and young people to use, development of an equivalent to the inner forth bike route,

Another major point of discussion was connectivity – connecting to the fife coastal path, existing path network and potential new routes, connecting to the new Bridge of Earn cycle path, as well as to other transport interchanges in Perth, Dundee, Edinburgh, making Newburgh and surrounding area more accessible to a wide range of people coming from different directions.

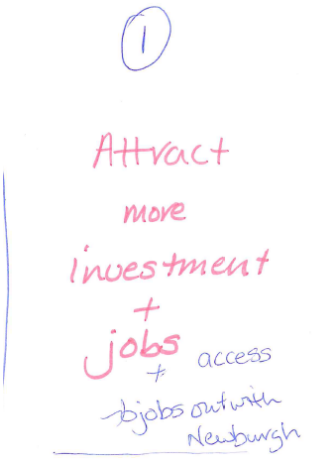
What would change for people if there was a station in Newburgh?



The second exercise asked how people's lives would change if there was a station at Newburgh. The purpose of this was to probe deeper and consider real life impacts rather than generalities.

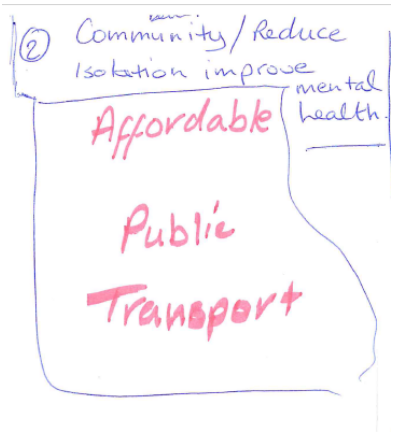
Each participant was given an A3 sheet folded into 8 squares, and 8 minutes to express 8 changes to life in and around Newburgh with a new station.

Following this the ideas were discussed in small groups. Each group was asked to pick their top 2-3 changes to share back with the room and this selection is shared below. The full list of changes suggested is available as a separate document.

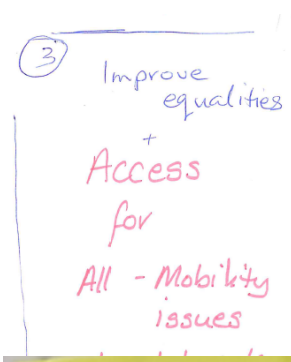


Attracting investment into the area leading to local employment opportunities as well as better access to employment opportunities out with Newburgh.

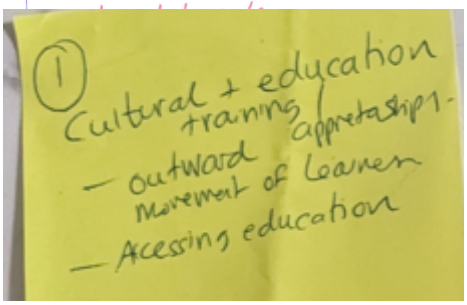
Job opportunities in Newburgh and the immediate area are few, and current public transport options do not allow for commuting any distance. A station could bring in more local business and open up other job markets for people living here.

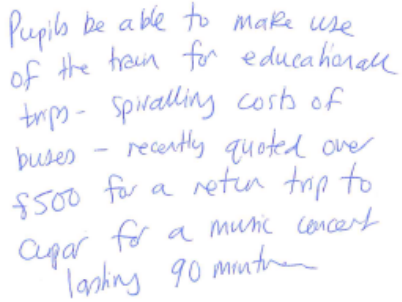


A station would provide affordable and convenient access to amenities outside of Newburgh. This would allow for more social activities and reduce social isolation. People without their own transport can feel trapped or cut off from the world which has a big impact on mental health, knowing that there was an easy way to get to other places, could have a big impact on mental health for people in the area.

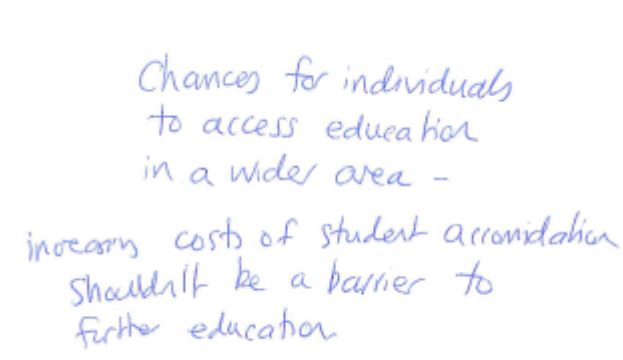


Independent travel can be particularly difficult for people who have mobility issues. A single, reasonable timed train journey, rather than having to change transport modes, or take an extensive bus trip would make this much easier and more accessible, and reduce reliance on outside support.

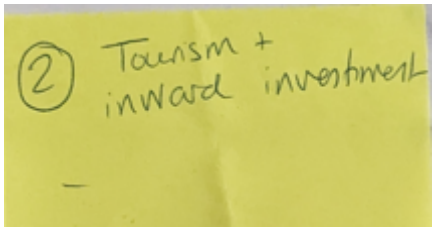




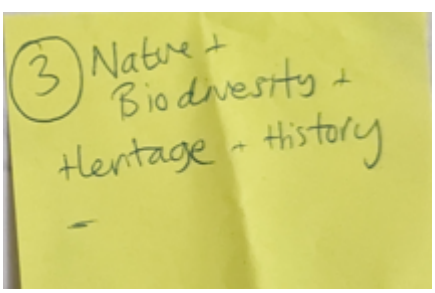
Accessing cultural opportunities, and further education came up for a couple of groups. Costs of hiring a vehicle to transport pupils to nearby cultural and educational experiences are prohibitive. Being able to take them by train would reduce costs to schools, and also show pupils they have access to these opportunities.

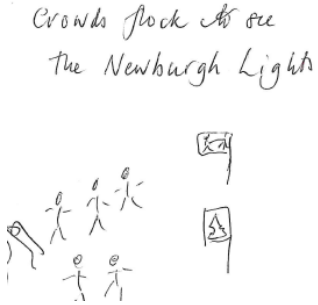


In terms of accessing higher education, accommodation costs for students is increasing, meaning lower income students need to choose between an extreme length of commute, or taking out further loans to be able to stay at/near universities. A train station would reduce travel time considerably, and allow students to stay at home while they study.



Bringing tourists into the area, and the potential income this could bring was also mentioned. Ideally, this would mean increased amenities for both locals and visitors – meaning people could eat out in Newburgh rather than having to travel elsewhere.





Raised awareness of the natural landscape and heritage of the area also came up in these discussions. People have a real sense of pride in the area, and feel it is important that this is celebrated and shared. For Newburgh to be well connected to the surrounding area, to become a transport hub and gateway to nature for this part of Fife, and for Newburgh to be ‘on the map’.

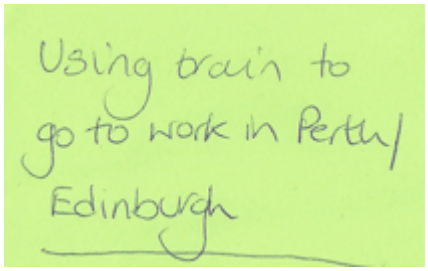


Future Vision – Newburgh 2035

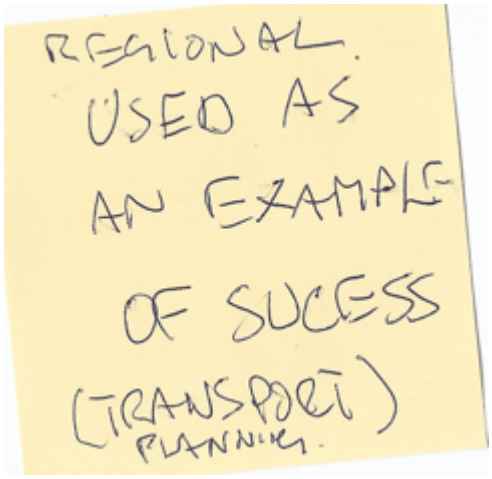
The final exercise asked participants to imagine they were in the year 2035, and that they station had been open for some years. They were then asked to respond to the following three questions:

How are you/your community using the station?
What do people say about the station?
And What does the station mean for business/tourism/community?

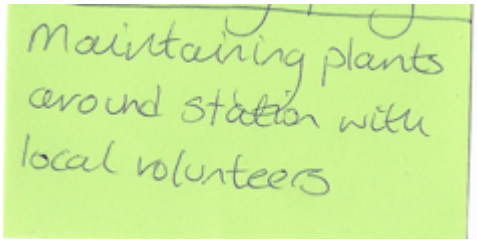
The full list of responses is available as a separate document, but a demonstrative selection are shared here:



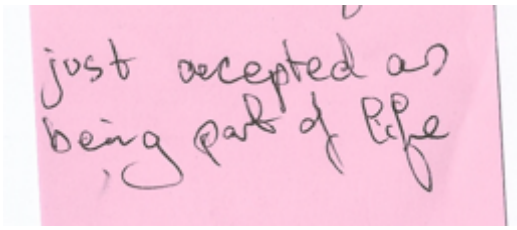
Local people - Using train to go to work in Perth/Edinburgh



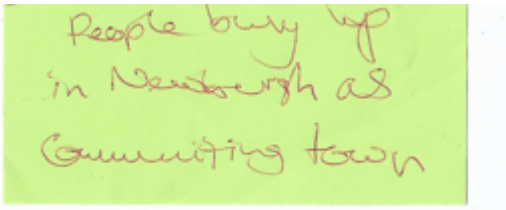
Transport planners - Using Newburgh Station as an example of success, and a model for other small stations across the country



Local wildlife group – maintaining plants around station with local volunteers

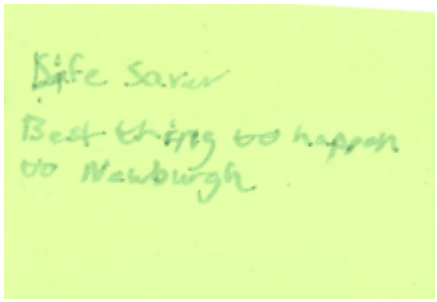


Local people – just accepted as being part of life

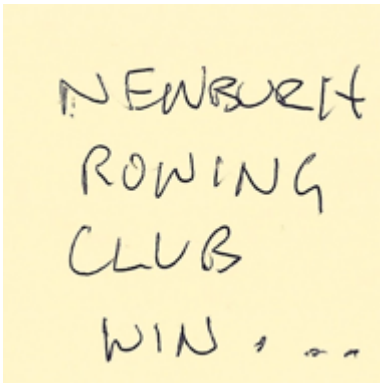


Development – People buy up in Newburgh as a commuting town

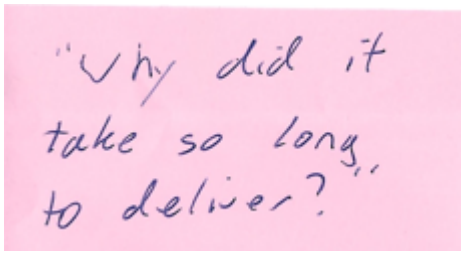
What do people say about the station?



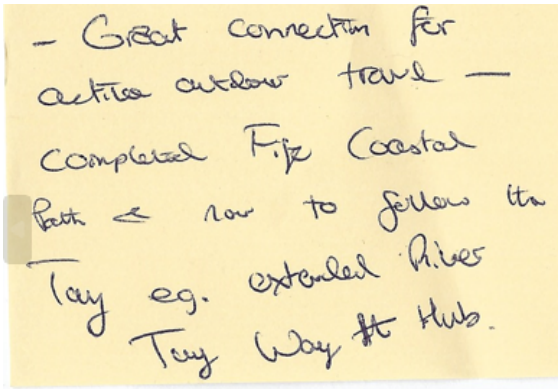
“Lifesaver – Best thing to ever happen to Newburgh”



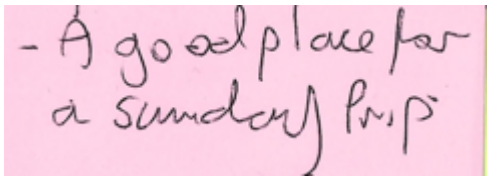
“Newburgh Rowing Club win…..”



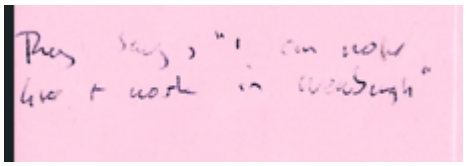
“Why did it take so long to deliver?”



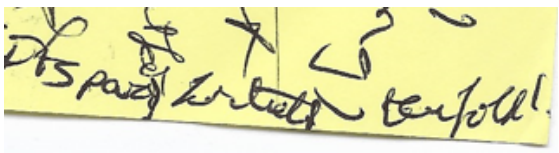
“Great connection for active outdoor travel – completed the fife coastal path, now to follow the Tay” e.g. extended River Tay Way and hub



“A good place for a Sunday trip”

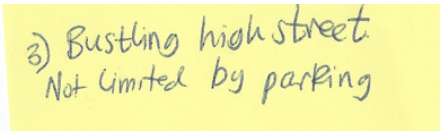


“I can now live and work in Newburgh”

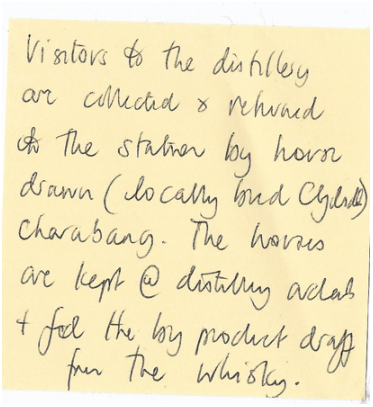


“It’s paid its way tenfold”

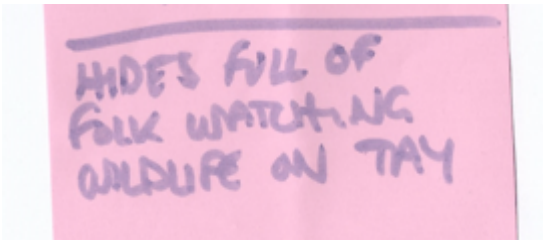
What does the station mean for business/tourism/community?



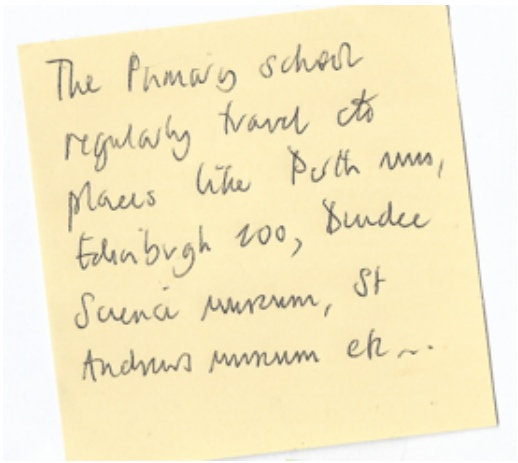
Bustling high street not limited by parking



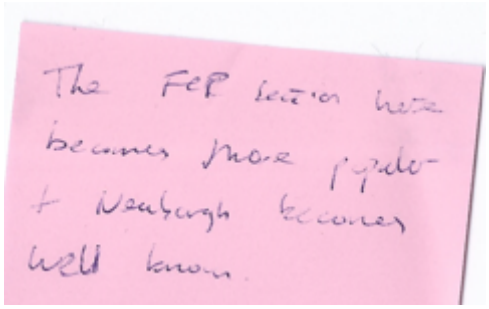
Visitors to the distillery are collected and returned to the station by horse drawn (locally bred Clydesdale) *charabang* [a type of carriage]. The horses are kept at the distillery orchard and fed the by-product draft from the whisky.



Hides full of folk watching wildlife on the Tay



The primary school regularly travel to places like the Perth museum, Edinburgh Zoo, Dundee Science Museum, St Andrews Museum etc.



The Fife Coastal Path section here becomes more popular, and Newburgh becomes well known.

While it is recognised that the station in itself will not make all of these things happen, the range and ambition of the ideas and changes shared shows the appetite for connectivity to the wider region and onward connections, and the possibilities that come with better transport options.

The discussion also shows the potential for change that could be accomplished by people in Newburgh and the surrounding communities, as well as attracting investment by people from elsewhere that a station could help to generate. Some thought should be given to how this could develop over time should funding be forthcoming, and a plan put in place to engage and develop community ambitions for development of activities and business opportunities that a station could generate, as well as a promotional campaign for this undiscovered area of Fife to be activated when the station opens.