TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

14 DECEMBER 2021

LOCAL RAIL DEVELOPMENT FUND UPDATE

REPORT BY SENIOR STRATEGY OFFICER

This report updates the Partnership on progress on the Stirling Strategic Park & Ride Strategy, Bridge of Earn Transport Appraisal and Tay Cities Park and Choose Strategy being funded by Transport Scotland's Local Rail Development Fund.

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1 RECOMMENDATIONS

1.1 That the Partnership:

(i) notes progress against the three Local Rail Development Fund studies funded by Transport Scotland.

2 BACKGROUND

2.1 On 19 March 2018 Transport Scotland published information on a £2m Scottish Government fund to develop options to improve local rail connections. The LRDF aims to assist in funding appraisal work and to potentially bring forward proposals aimed at tackling specific rail connectivity issues.

2.2 At its meeting on 25 September 2018 the Partnership noted and welcomed the award of grants from Transport Scotland for two LRDF transport appraisal projects: Stirling Strategic Park & Ride Strategy and Bridge of Earn Transport Appraisal. Each of these applications had been submitted in partnership with the relevant Local Authority and both appraisal contracts were subsequently awarded to Systra.

2.3 On 28 February 2019 the Local Rail Development Fund (LRDF) re-opened for further applications and Tactran was successful in being awarded funding for the Tay Cities Park & Choose Strategy considering transport opportunities along the Montrose to Perth Transport Corridor. The application was submitted in partnership with Angus, Dundee City, Fife and Perth & Kinross Councils, with this contract being awarded to Stantec.

2.4 Depending on the outcome of the appraisal work, Transport Scotland will then consider whether any rail recommendations should be taken forward in their Rail Enhancements pipeline. Any projects considered in the Pipeline will be subject to detailed business cases undertaken by Network Rail prior to any final decision by Transport Scotland.

3   DISCUSSION

Stirling Strategic Park and Ride Study

3.1   The study arose from the transport appraisal undertaken to inform Stirling Local Transport Strategy and Local Development Plan. This work identified that approximately 40% of car trips in the City had either a destination or origin outside the City area. Accordingly, the LTS recommended investigation of strategic park and ride opportunities (i.e. for park and ride trips into and out of the City).

3.2   Transport Scotland endorsed both the Case for Change and the Preliminary Options Appraisal for this study, accepting that there was a problem that rail could provide a solution for. The detailed appraisal stage of the study is ongoing.

3.3   As part of this detailed appraisal stage, public opinion is being sought on strategic park and ride options around the City. This consultation exercise commenced on 15 November 2021 and will run until 9 January 2022.

3.4   It is intended that Stirling Council's Environment and Housing Committee will consider the technical report being prepared by the appointed consultants, as well as a report of consultation, before determining the recommendation to be presented to Transport Scotland.

Bridge of Earn Transport Appraisal

3.5   The Bridge of Earn Transport Appraisal is multi-modal considering public transport options and includes the new development proposed at Oudenarde, with existing provision to create a new Park & Ride station. Consideration has also been given to the impacts and benefits a new station in this location would have on the wider Perth to Edinburgh rail travel demands and connectivity.

3.6   Transport Scotland endorsed both the Case for Change and the Preliminary Options Appraisal for this study, accepting that there was a problem that rail could provide a solution for. The detailed appraisal stage of the study is ongoing and is appraising 4 main options:

- Option 1 – Improve local bus services from Bridge of Earn to destinations in Perth
- Option 2 – Improve strategic bus and coach services on the Perth to Edinburgh corridor
- Option 3 – New bus-based Park & Ride
- Option 4 – New railway station at Oudenarde

3.7   The aim is to complete the detailed appraisal and submit to Transport Scotland this financial year.

<u>Tay Cities Park and Choose Study</u>

3.8 The Tay Cities Park & Choose Strategy is a multimodal transport appraisal that is considering Park & Ride opportunities (both rail and bus) along the Montrose to Perth transport corridor.

3.9 Transport Scotland has endorsed the [Case for Change](#) and work has now commenced on the Preliminary Appraisal aiming for a draft Preliminary appraisal document to be completed by March 2022.

3.10 Appendix A provides details of the Transport Planning Objectives and Options being considered in the Preliminary Appraisal.

4 CONSULTATIONS

4.1 Officers from relevant Local Authorities, RTPs, Transport Scotland and the rail industry have been consulted on the various rail initiatives reported.

5 RESOURCE IMPLICATIONS

5.1 All the work is funded by Transport Scotland's Local Rail Development Fund. Tactran received an initial award of £125,000 and a further £3,800 for Stirling Strategic Park & Ride and an initial award of £97,000 and a further £20,7,900 for Bridge of Earn Transport Appraisal and £147,000, for Tay Cities Park & Choose Strategy.

6 EQUALITIES IMPLICATIONS

6.1 The three studies are being undertaken in line with the Scottish Transport Appraisal Guidance (STAG). Equalities impact work will be undertaken as part of the respective studies.

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<u>NOTE</u>

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.

Report to Executive Committee RTP/18/15, Local Rail Development Fund, 18 May 2018

TAY CITIES PARK & CHOOSE STRATEGY

Transport Planning Objectives

- **TPO 1:** Create a safer and more convenient environment that facilitates active travel.

- **TPO 2:** Address perceived and actual barriers to the use of Public Transport along the transport corridor.

- **TPO 3:** Improve public transport connectivity to employment, key services, and opportunities within Perth and Dundee and beyond.

- **TPO 4:** Improve integration with and between sustainable transport modes.

- **TPO 5:** Reduce journey times and improve reliability for road traffic.

- **TPO 6:** Reduce vehicle emissions in Perth and Dundee.

Options for Preliminary Appraisal

Option Ref.	Type	Description
1	Active Travel	Increase active travel links to nearest Public Transport Hub from hinterland settlements and to Perth and Dundee, including enhanced provision around key services and public transport interchanges
2	Bus	Improve direct bus services from hinterland settlements to Perth and Dundee, and rail stations along transport corridor
3	Demand Responsive Transport	Increase DRT public transport to serve hinterland settlements
4	Park & Ride / Choose	Implement new Park & Ride / Choose sites for all modes at key locations around Perth and Dundee, including associated bus priority measures, and at key strategic regional locations
5	Integration	Improve existing bus-to-bus and bus-to-rail interchanges along the transport corridor
6	Rail	New rail station north of Perth at Luncarty on the Highland Main Line, including construction of a Park & Ride / Choose site
7	Rail	Relocate Invergowrie rail station to Dundee West, including construction of bus-to-rail interchange
8	Rail	New rail station between Perth and Dundee at Errol, St Madoes or Walnut Grove, including construction of bus-to-rail interchange
9	Rail	Increase the number of calls and upgrade station facilities at existing, underused, rail stations at Balmossie, Barry Links and Golf Street
10	Rail	Increase rail station car parking capacity at intermediate stations along the transport corridor (outwith Perth and Dundee)