

Scottish Stations Fund Bid

FROM EAST LOTHIAN AND
SCOTTISH BORDERS COUNCILS




East Lothian

 Scottish
Borders
COUNCIL

SCOTTISH STATIONS FUND BID FROM EAST LoTHIAN AND SCOTTISH BORDERS COUNCILS

CONTENTS

1. INTRODUCTION	3
2. ALIGNMENT WITH NATIONAL, REGIONAL AND LOCAL POLICIES	4
3. THE REPORT	10
4. BENEFIT COST RATIO	12
5. WIDER BENEFITS	13
6. FINANCIAL CONTRIBUTION	15
7. IMPACT	18
8. LAND AVAILABILITY	19

SCOTTISH STATIONS FUND BID FROM EAST LoTHIAN AND SCOTTISH BORDERS COUNCILS

1. INTRODUCTION

This Scottish Stations Fund Bid is a combined application from East Lothian and Scottish Borders Council, which includes the provision of two stations at East Linton and Reston respectively in relation to the delivery of a local rail service between Edinburgh and Berwick-upon-Tweed (and potentially Newcastle).

Since 1999, a number of studies analysing the potential for a local rail service have been completed, including a STAG 1 report in 2005. A further feasibility study was undertaken on behalf of Transport Scotland in 2011. Transport consultants (MVA) were appointed in 2012 to undertake further analysis in relation to the provision of a new local rail service. This work was finalised in November 2013 and concluded that there is a strong case for improved rail services to help facilitate growth and address rail capacity issues in East Lothian and to assist regeneration, long term sustainability and accessibility issues in Berwickshire.

It was also demonstrated that this proposal would help address concerns relating to climate change, promote sustainable transport initiatives and reduce the impact on the existing road network, with particular reference to reducing commuting by road to and from the capital city.

There is considerable evidence to suggest that the area to the east of Edinburgh provides real opportunities to increase modal shift from road to rail. Recent data provided by the Office of Rail Regulation (ORR) indicates that there has been a 7% increase in rail patronage for 2012/13 in this area, compared to a 3% increase for the rest of Scotland. Additional information has been provided in **Appendix A**.

The bid has been developed by SEStran, East Lothian Council and Scottish Borders Council and has the support of local community groups including the Community Council and rail action group RAGES.

SCOTTISH STATIONS FUND BID

FROM EAST LOTHIAN AND SCOTTISH BORDERS COUNCILS

2. ALIGNMENT WITH NATIONAL, REGIONAL AND LOCAL POLICIES

The following sets out the national, regional and local policy context for the proposed new rail service. The ways in which the service could contribute to the delivery of these policies are set out in the final report by MVA (attached as **Appendix B** to this bid statement.)



SCOTTISH STATIONS FUND BID FROM EAST LOTHIAN AND SCOTTISH BORDERS COUNCILS NATIONAL

1. NATIONAL TRANSPORT STRATEGY (NTS)

The three key issues promoted in the NTS as being instrumental in delivering a world class transport system are:

- Improved journey times and connections – making it quicker and easier to travel between our towns and cities;
- Reduced emissions – taking a lead in the promotion of sustainable transport and enhanced air quality;
- Improved quality, accessibility and affordability – ensuring that everyone in Scotland has high quality public transport choices.

The development of a new local rail service between Edinburgh and Berwick-upon-Tweed delivers on these key issues.

2. SCOTTISH PLANNING POLICY (SPP)

The SPP outlines the need for Scotland to be a connected place. The policy document suggests that the planning system should support patterns of development which:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Facilitate travel by public transport and freight movement by rail or water;
- Provide safe and convenient opportunities for walking and cycling; and
- Enable the integration of transport modes.

It is clear that the development of a local rail service will help meet these objectives.

3. NATIONAL PLANNING FRAMEWORK 3 (NPF3)

The National Planning Framework is a long term spatial strategy for the development of Scotland. The key linkages in NPF3 are:

- Decarbonising transport and reducing the need to travel;
- Links within and between cities and their regions;
- Links to support economic investment, recognising the role of good connectivity in supporting balanced and sustainable growth;
- Rural links, including lifeline routes; and
- International connections.

A local rail service between Edinburgh and Berwick-upon-Tweed will develop these key linkages.

4. STRATEGIC TRANSPORT PROJECT REVIEW (STPR)

From the STPR it can be noted that a safe, efficient and effective transport system is essential for Scotland and the Scottish economy. By connecting businesses and communities we provide better access to employment and education opportunities, improving the quality of life and securing future prosperity. Our economic success depends on good connections between our cities and towns as well as with the rest of the UK and global markets.

It is clear that the principles portrayed in the STPR noted above would be supported by the development of station facilities at East Linton and Reston.

SCOTTISH STATIONS FUND BID FROM EAST LoTHIAN AND SCOTTISH BORDERS COUNCILS REGIONAL

1. REGIONAL TRANSPORT STRATEGY (RTS)

The RTS is promoted by South East Scotland Transport Partnership (SEStran) and aims to ensure that all residents of the SEStran area can share in the economic success of the area by widening access to opportunities in health, employment, education, leisure and culture.

The strategy document includes the provision of a local rail service between Edinburgh and Berwick-upon-Tweed, including the provision of new rail stations at East Linton and Reston and we believe that this project is an integral part of a sustainable and environmentally sound development policy for the south east of Scotland.

2. THE STRATEGIC DEVELOPMENT PLANNING AUTHORITY FOR EDINBURGH AND SOUTH EAST SCOTLAND (SESplan)

The Strategic Development Plan for SESplan sets out a spatial strategy which promotes a sustainable pattern of growth. The strategy includes the provision of a local rail service, including new stations at East Linton and Reston.

SCOTTISH STATIONS FUND BID FROM EAST LOTHIAN AND SCOTTISH BORDERS COUNCILS LOCAL

1. CORPORATE PLAN

East Lothian

As part of its 5 year Council Plan, East Lothian has identified a set of key sustainable, economic and community objectives:

- To reduce our dependency on fossil fuels, delivering on green house gas emissions targets;
- To be Scotland's leading coastal, leisure and food and drink destination;
- To build on our proximity to Edinburgh to encourage study, work and spend in East Lothian;
- To become Scotland's most sustainable local economy;
- To deliver a more attractive and safer environment for pedestrians and cyclists;
- To reduce the overall dependence on the car (where it is not the only reasonable transport choice available) and the environmental impact of traffic;

- To promote the availability and use of more sustainable means of travel;
- To locate new development to reduce the need to travel;
- To maximise accessibility for all and reduce social exclusion; and
- To promote integration and interchange between different means of travel.

The development of a new local rail service between Edinburgh and Berwick-upon-Tweed will help East Lothian meet all of these key objectives.

Scottish Borders

There are eight key priorities within the current Scottish Borders Council Corporate Plan.

These priorities have been provided below along with a brief outline of how a new local rail service will help deliver results for the Scottish Borders:

- To encourage sustainable economic growth;
- To improve attainment and achievement levels for all of our children and young people;

- To provide high quality support, care and protection for all;
- Build the capacity and resilience of our communities;
- Maintain and improve our high quality environment;
- Develop our workforce;
- Develop our assets and resources;
- Ensure excellent, adaptable, collaborative and accessible public services.

The provision of a new station at Reston delivers on the key principles outlined in the Scottish Borders Council Corporate Plan by offering opportunities for Eastern Berwickshire to grow in a sustainable manner by tackling the issues of accessibility and isolation that are prevalent in this area of the Scottish Borders.

The rail service will also offer opportunities to the younger members of the community, especially in relation to providing enhanced access to higher educational establishments as well as offering a more environmentally friendly mode of mass rapid transit, which will deliver great benefits to the Eastern Borders as well as the City of Edinburgh.

2. LOCAL DEVELOPMENT PLAN (LDP)

East Lothian

East Lothian Council has undertaken a series of pre-Main Issues Report consultations with communities and is due to publish its Main Issues Report for the East Lothian Local Development Plan later in the year. The document will be considering a number of potential allocations in the vicinity of East Linton which could enhance the walk-in catchment for the station.

Scottish Borders

The proposed LDP for Scottish Borders Council was published in 2013 and the local community are currently being asked to make final representations on its content. The proposed LDP allocates land in the wider East

Berwickshire area for a housing development and a new rail station and there is likely to be longer term demand for housing in Reston and the surrounding area particularly if a rail station is reinstated.

A plan showing the proposed development for the Scottish Borders and East Lothian is provided in **Appendix C**.

3. LOCAL TRANSPORT STRATEGY (LTS)

East Lothian

On the subject of a local rail market, the LTS document states that East Lothian Council will:

“Actively support improvements to rail services in East Lothian, including: a better service between Edinburgh and Dunbar/Berwick; the re-opening of East Linton station; a rail halt at Blindwells; and, better car parking at the county’s stations”.

Scottish Borders

The current LTS document for the Scottish Borders supports the restoration of a new local rail service to Berwickshire and states that:

“The Council will actively support the provision of a local rail service between Edinburgh and Berwick-upon-Tweed, including the re-opening of a rail station at Reston”.

SCOTTISH STATIONS FUND BID

FROM EAST LoTHIAN AND SCOTTISH BORDERS COUNCILS

3. THE STAG 2 REPORT

As previously noted the final report was completed in November 2013 and highlighted the fact that the provision of new station facilities would be extremely positive for both Local Authorities, although the underlying factors would be different for each area.

In East Lothian, projections indicate that this area will see the highest rate of growth in population of any Scottish Local Authority area between now and 2035, therefore a new local rail service will help to deliver new sustainable growth and reduce the impact on the road network that leads into the City of Edinburgh.

At the present time the Edinburgh to North Berwick rail service currently operates close to capacity in the vicinity of Edinburgh. This proposed new service will help alleviate capacity issues on this part of the network whilst developing the rail market.

The situation in Berwickshire is different to East Lothian, with accessibility and social exclusion being key issues. The present public transport links from this part of Scotland to Edinburgh are particularly poor and raises concerns regarding the long term social and economic sustainability of the area. This proposed new service will provide improved accessibility to work and education opportunities.

Overall there is a strong case for improved rail services in East Lothian to accommodate growth and in Eastern Berwickshire to assist in regeneration and the long term sustainability of the area.

The following objectives were used in the appraisal of the proposal:

- **OBJECTIVE 1 –**
Improve the generalised cost of travelling by public transport by a meaningful amount in the A1 transport corridor;
- **OBJECTIVE 2 –**
Improve accessibility and connectivity between Berwickshire and Edinburgh;
- **OBJECTIVE 3 –**
Address known or foreseen public transport capacity issues in the A1 transport corridor;
- Improve reliability of public transport journey travel times from Berwickshire to Edinburgh

The report confirmed that a local rail service would provide a step-change in public transport connectivity to Edinburgh and that bus or coach based options would be unable to provide the same level of benefits. The report also confirmed that there was a suitable population base which would deliver a sustainable local rail service and that a set of train paths between Edinburgh and Berwick-upon-Tweed were available to provide an hourly local service.

SCOTTISH STATIONS FUND BID

FROM EAST LOTHIAN AND SCOTTISH BORDERS COUNCILS

4. BENEFIT COST RATIO

The SEStran Regional Transport Model (SRM) was used to economically appraise the proposed rail service. The SRM accounts for a wide range of traveller behaviour and also takes the local planning context into account. The business case analysis was predicated on the assumption that three new train sets would be required for the new service.

2002 PRICES AND VALUES	EDINBURGH-BERWICK SERVICE
Present Value of Benefits (PVB) (£m)	76.3
Present Value of Costs (PVC) (£m)	57.1
Net Present Value (NPV) (£m)	19.2
Benefit Cost Ratio (BCR)	1.34

If fewer than three new train sets are required the BCR improves significantly.

NUMBER OF NEW TRAIN SETS REQUIRED	BCR
3	1.34
2	1.52
1	1.75
0	2.07

SCOTTISH STATIONS FUND BID FROM EAST LoTHIAN AND SCOTTISH BORDERS COUNCILS

5. WIDER BENEFITS

EAST LoTHIAN

1. SUSTAINABLE GROWTH

The provision of a new local rail service will help to reduce traffic levels on the A1 corridor and relieve the pressure on existing infrastructure such as the Old Craighall Junction. The promotion of mass rapid transit will also help to meet the aspirations of the City of Edinburgh in terms of long term sustainable, low carbon growth, based on the cornerstone of enhanced public transport provision.

2. TOURISM AND ECONOMIC BENEFITS

The East Lothian economy would benefit greatly from a new local rail service and present further opportunities to market a number of local attractions, including Tantallon and Hailes Castles, The John Muir Way and more contemporary attractions such as The Museum of Flight at East Fortune and the Foxlake Water Sport Facility.

SCOTTISH BORDERS

1. SOCIO-ECONOMIC

It can be noted that over a wide range of socio-economic indicators that the Scottish Borders tends to “lag” the national average and East Berwickshire in turn “lags” behind the Scottish Borders.

Eyemouth is one of the most deprived settlements in the Scottish Borders according to the Scottish Indices of Multiple Deprivation (SIMD) and has also been identified as a particularly vulnerable rural community, being ranked the 15th most vulnerable settlement from a total of 90 located throughout Scotland.

It is anticipated that a new rail service will help to provide enhanced access to the Edinburgh employment market for Berwickshire residents and help to address the issues of social deprivation.

2. EDUCATION

Key issues that emerged from the study were local concerns regarding access to further and higher education and it can be noted that the proportion of school leavers going on to further education from East Berwickshire is lower than the Scottish Borders and Scottish average. A new rail service will provide greater opportunities for younger people to access centres of further education.

3. TOURISM

Berwickshire has a number of tourist and heritage related attractions including St Abbs Head, Coldingham and Eyemouth which would benefit from improved public transport access. There are also a number of other key leisure attractions in the Berwickshire area, including the Southern Upland Way which is one of Scotland's Great Trails and coastal diving which attracts a large number of people from throughout the UK.



SCOTTISH STATIONS FUND BID

FROM EAST LOTHIAN AND SCOTTISH BORDERS COUNCILS

6. FINANCIAL CONTRIBUTION

The proposed financial contribution from both partner authorities in relation to the provision of two new rail stations has been based on the following factors:

- The current financial climate and the fact that both Local Authorities currently have relatively low population levels and therefore access to lower levels of capital funding in comparison with larger Scottish Local Authorities;
- The Regional Transport Partnership that serves the South East of Scotland (SEStran) is very supportive of this project, but has no capital funding to help contribute to the proposed delivery costs;
- A review of similar rail station projects in Scotland such as the re-opening of Laurencekirk Station in Aberdeenshire, with particular reference to the level of Local Authority contributions.

It should also be noted that the level of contribution from both Local Authorities will be dependant on Scottish Government providing capital consent to borrow.

1. ESTIMATED COSTS

The business case suggests that that the estimated costs of providing two new stations at East Linton and Reston will be approximately £7.1m (£3.9m for East Linton and £3.2m for Reston).

2. CONTRIBUTION TO PROJECT COSTS

Both Councils have identified significant resources from their capital and other budget plans to help reinforce their commitment to this project. The total resources proposed by each council represents a significant 40% contribution to estimated project costs at a time of significant financial constraint for both organisations. The commitments made by the Councils together total £2.84m as shown in table 1 and demonstrate a very significant level of support and hence the priority placed by both Councils on the bid.

- Within this total East Lothian Council has currently identified £905,000 in capital resources to support the project;
- Scottish Borders has also currently identified £835,000 in capital resources to support the project

With reference to the confirmed capital allocation noted above and to help ensure the delivery of this important project, both Councils are also willing to provide an enhanced level of contribution.

The estimated overall financial contribution that East Lothian Council and Scottish Borders Council are able to offer in relation to this project is detailed below:

EAST LOTHIAN COUNCIL

Capital Allocation

The capital allocation for the provision of East Linton Station in the East Lothian is **£905,000**.

Roads and Car Park Design

East Lothian Council offers to undertake the design of the roads, footpaths and car park associated with the new station at East Linton. The value of this contribution is capped at **£45,000**.

Roads and Car Park Construction

East Lothian Council offers to undertake construction of the roads, footpaths and car park associated with the new station at East Linton. The value of this contribution is capped at **£450,000** or 10% of the overall estimated cost of providing a station facility at East Linton (based on previous cost estimation) whichever is the lowest.

Construction Supervision Costs

East Lothian Council offers to undertake the supervision costs in relation to the construction of the roads, footpaths and car park associated with the new station at East Linton. The value of this contribution is capped at **£10,000**.

Land

East Lothian Council is able to offer the land at East Linton which will facilitate the construction of a new rail station and associated infrastructure such as car parking and access roads. The value of this contribution has been estimated to be **£150,000**.

SCOTTISH BORDERS COUNCIL

Capital Allocation

The capital allocation identified for the provision of Reston Station in the Scottish Borders is **£835,000**.

Roads and Car Park Design

Scottish Borders Council offers to undertake the design of the roads, footpaths and car park associated with the new station at Reston. The value of this contribution is capped at **£40,000**.

Roads and Car Park Construction

Scottish Borders Council offers to undertake construction of the roads, footpaths and car park associated with the new station at Reston. The value of this contribution is capped at **£350,000** or 10% of the overall estimated cost of providing a station facility at Reston (based on previous cost estimation) whichever is the lowest.

Construction Supervision Costs

Scottish Borders Council offers to undertake the supervision costs in relation to the construction of the roads, footpaths and car park associated with the new station at East Linton. The value of this contribution is capped at **£10,000**.

Land

Scottish Borders Council offers to contribute **£45,000** to the land delivery process for the station facilities at Reston.

TABLE 1 – LOCAL AUTHORITY CONTRIBUTION

FINANCIAL CONTRIBUTION	EAST LOTHIAN COUNCIL	SCOTTISH BORDERS COUNCIL
Capital Allocation	£905,000	£835,000
Roads, Footpath and Car Park Design	£45,000	£40,000
Roads, Footpath and Car Park Construction	£450,000	£350,000
Construction Supervision Costs	£10,000	£10,000
Land Contribution	£150,000	£45,000
Total	£1,560,000	£1,280,000
Total Contribution	£2,840,000*	

* The contribution from East Lothian Council is capped at a maximum value of £1,560,000 and the contribution from Scottish Borders Council is capped at a maximum value of £1,280,000. This provides a total maximum contribution of **£2,840,000** or approximately **40%** of the estimated project costs. Both Councils recognise that competition for resources from the Scottish Stations Fund is likely to be intense. A 40% contribution is very significant, particularly as resources in both organisations are severely constrained both by the availability of finance and by a range of other important infrastructure projects. Despite these constraints both Councils however place a very high priority on this project and it should be noted that there is a willingness to enter into further discussions on funding if necessary to understand what would be required to secure the investment in both stations.

OTHER POTENTIAL CONTRIBUTIONS

Further opportunities for potential contributions will be investigated and could include:

1. **DEVELOPER CONTRIBUTIONS** – potential future contributions to the project;
2. **EUROPEAN FUNDING** – and other relevant funding mechanisms.
3. **PUBLIC TRANSPORT CONNECTIONS** – Both Local Authorities are committed to encouraging local public transport companies to provide enhanced links to both proposed rail stations;
4. **SUSTAINABLE TRANSPORT LINKS** – Both Local Authorities are keen to encourage walking and cycling provision between the rail stations and the wider communities.

SCOTTISH STATIONS FUND BID

FROM EAST LoTHIAN AND SCOTTISH BORDERS COUNCILS

7. IMPACT

IMPACT ON THE RAIL NETWORK AND CURRENT SERVICES

The business case report produced by MVA confirmed that appropriate rail paths were available to facilitate this proposed new local rail service and the scheme was included as a priced option within the proposed ScotRail Franchise.

IMPACT ON REVENUE/FRANCHISE SUBSIDY

Annual operating subsidy is also heavily influenced by the number of new train sets required.

NUMBER OF NEW TRAIN SETS REQUIRED	PROPOSED ANNUAL SUBSIDY IN 2016 (OPENING YEAR)
3	£1.9m
2	£1.5m
1	£1.1m
0	£0.7m

NUMBER OF NEW TRAIN SETS REQUIRED	PROPOSED ANNUAL SUBSIDY IN 2024
3	£1.5m
2	£1.1m
1	£0.7m
0	£0.3m

SCOTTISH STATIONS FUND BID

FROM EAST LOTHIAN AND SCOTTISH BORDERS COUNCILS

8. LAND AVAILABILITY

EAST LOTHIAN

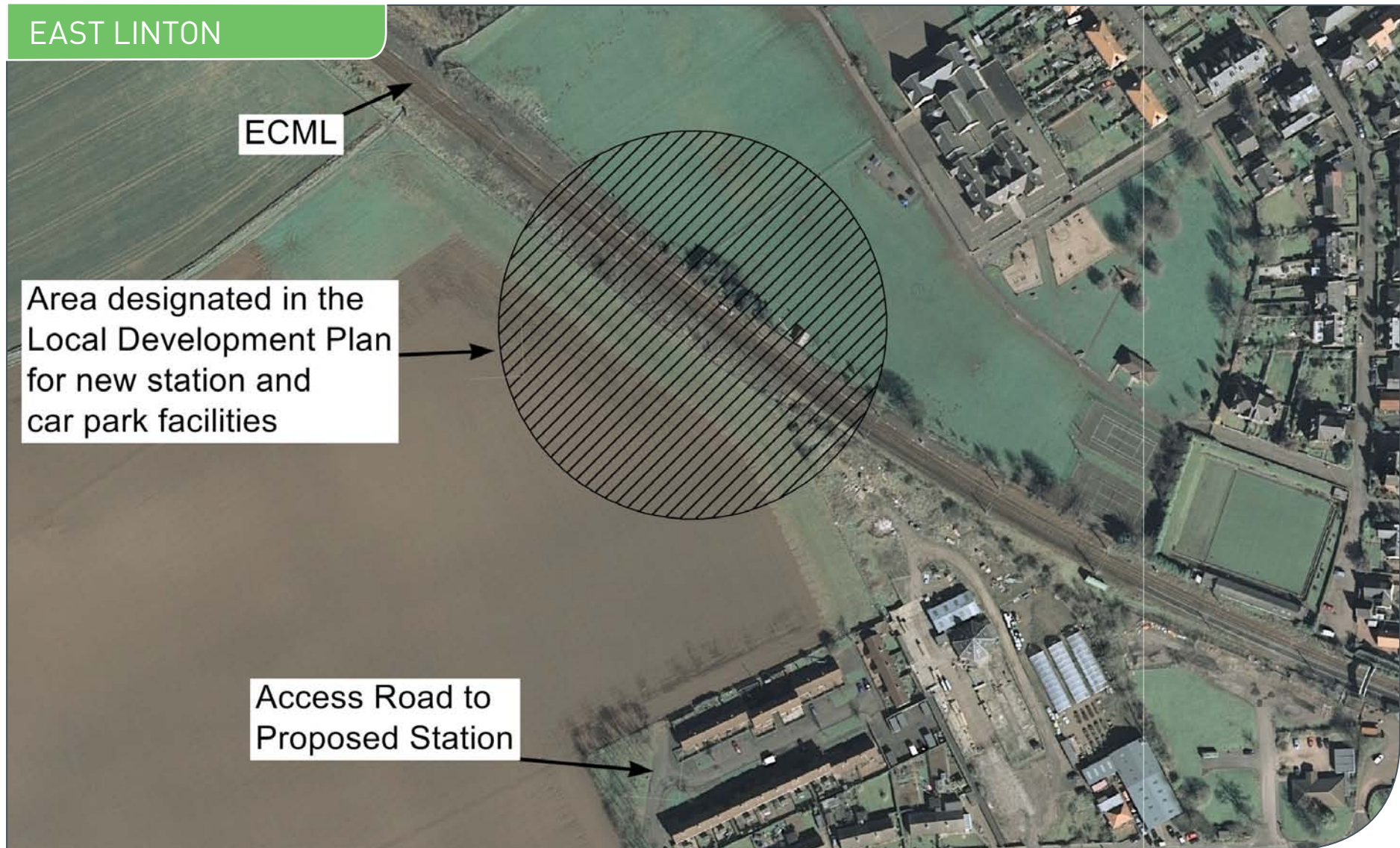
An allocation of land has been reserved for a station facility at East Linton which will include car parking and access routes. This allocation will be delivered by means of a section 75 agreement which has been promoted in association with a proposed housing development.

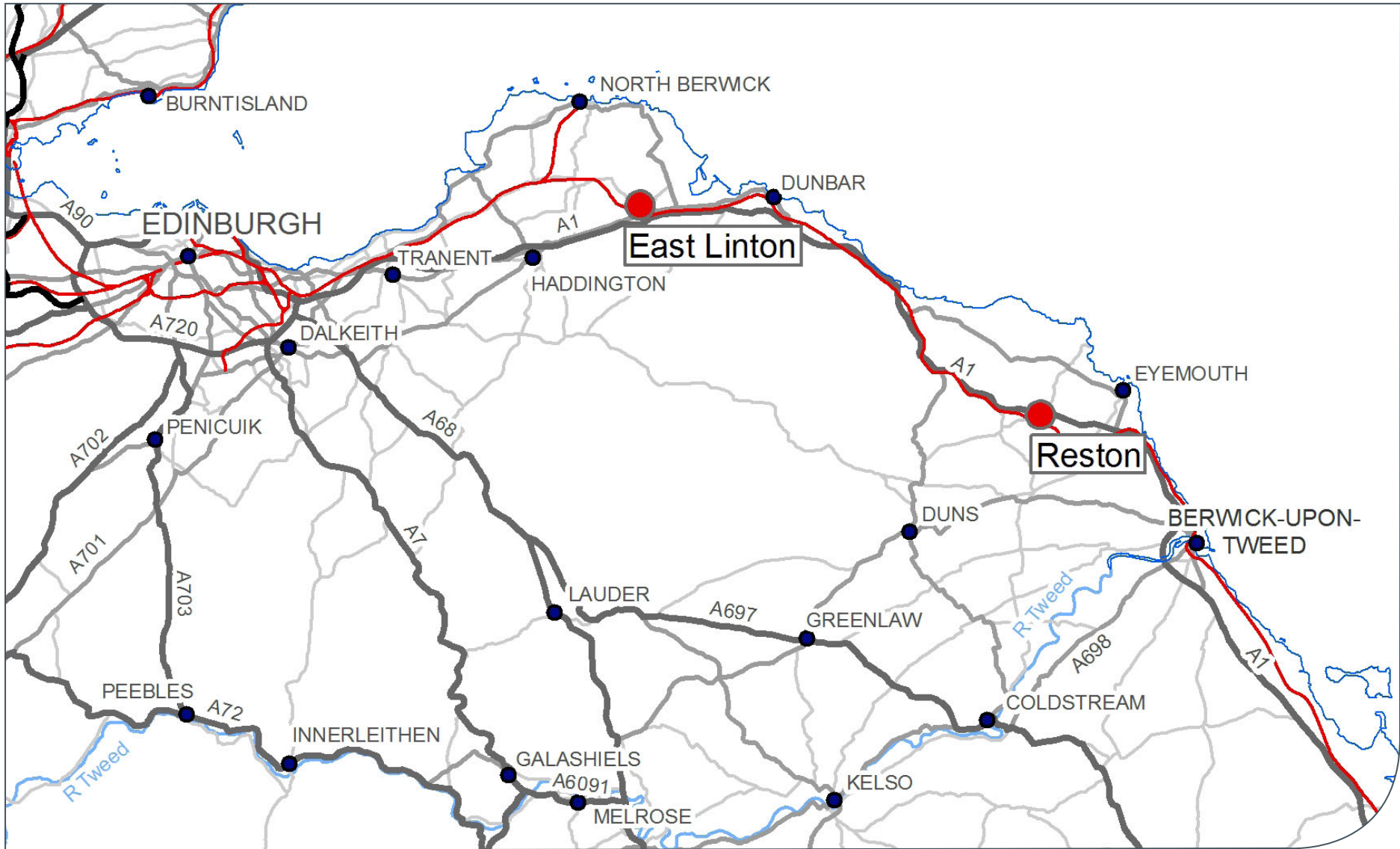
SCOTTISH BORDERS COUNCIL

An allocation of land for a new station facility, including car parking and access routes has been made within the Proposed Local Development Plan. There is also the possibility of developing land adjacent to the allocated site to offer opportunities for future expansion.

RESTON







APPENDIX A

RAIL USAGE INFORMATION

The Office of Rail Regulation (ORR) has recently published their annual statistics on rail station usage for the year 201/13 with comparisons given with 2011/12. The results for stations to the East of Edinburgh are shown in Table 2.

TABLE 2

STATION NAME	LOCAL AUTHORITY	1213 ENTRIES & EXITS	1112 ENTRIES & EXITS	% CHANGE
Newcraighall	Edinburgh City of	206,903	191,032	8.32%
Brunstane	Edinburgh City of	144,182	132,806	8.57%
Musselburgh	Edinburgh Lothian	420,834	386,738	8.82%
Wallyford	Edinburgh Lothian	255,810	240,842	6.21%
Prestonpans	Edinburgh Lothian	237,070	210,638	12.55%
Longniddry	Edinburgh Lothian	177,840	163,410	8.83%
Drem	Edinburgh Lothian	113,556	105,650	7.48%
North Berwick	Edinburgh Lothian	489,680	470,082	4.17%
Dunbar	Edinburgh Lothian	374,216	362,852	3.13%

From the information provided it can be noted that there has been an average increase in passenger numbers of approximately 7% for stations located to the east of Edinburgh. These figures compare favourably with overall Scottish figures which saw an overall increase of approximately 2.9%.

These figures suggest that the increasing population within East Lothian is using the existing and improved rail services that serve the area. The figures also demonstrate that overcrowding on the North Berwick Line is a key issue that needs to be resolved in the near future.

These figures provide the proof that the market for a new local rail service serving East Lothian and Eastern Berwickshire is already there and would significantly benefit from the provision of a new local rail service between Edinburgh and Berwick-upon-Tweed.

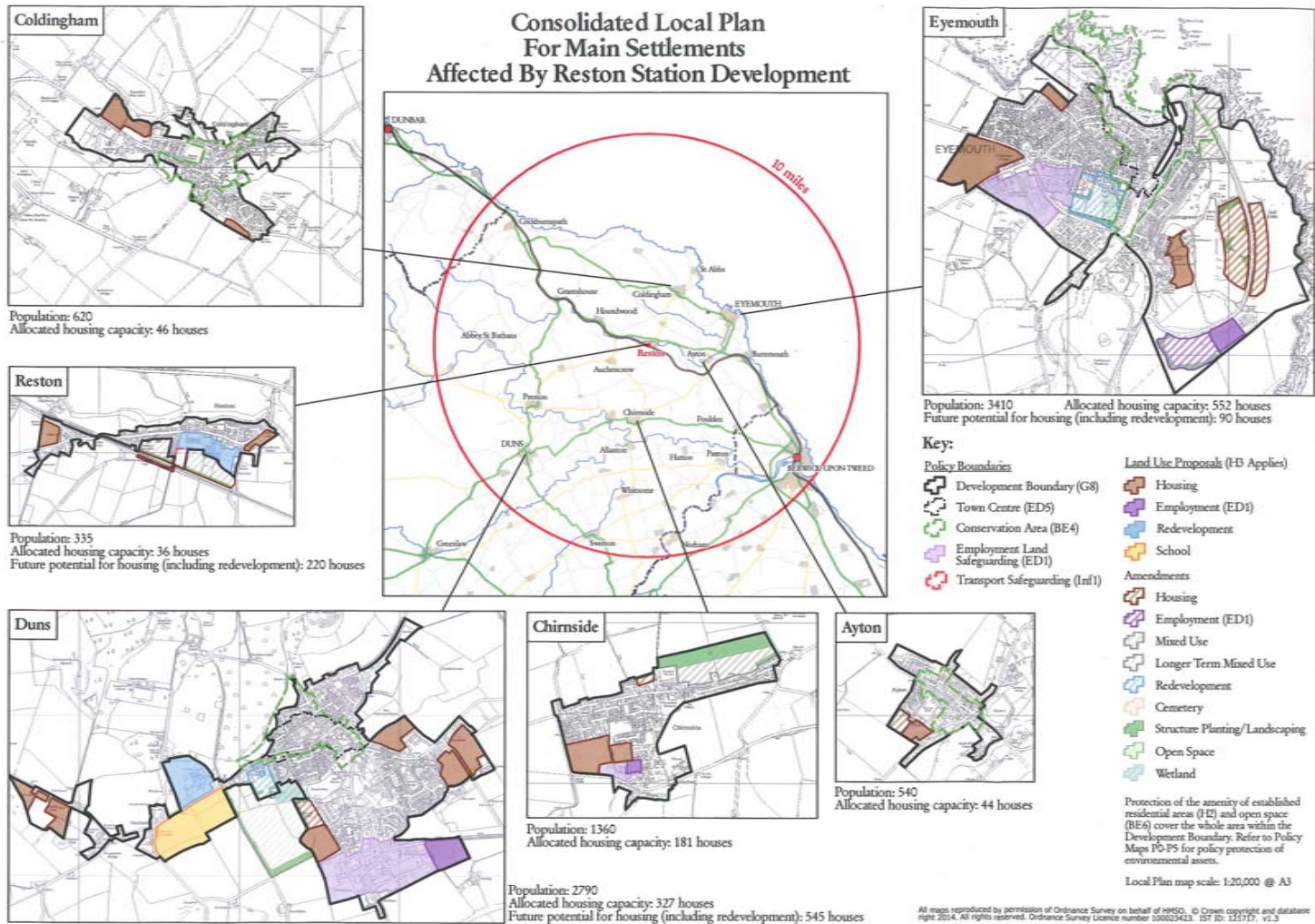
APPENDIX B

MVA REPORT

Please see separate report.

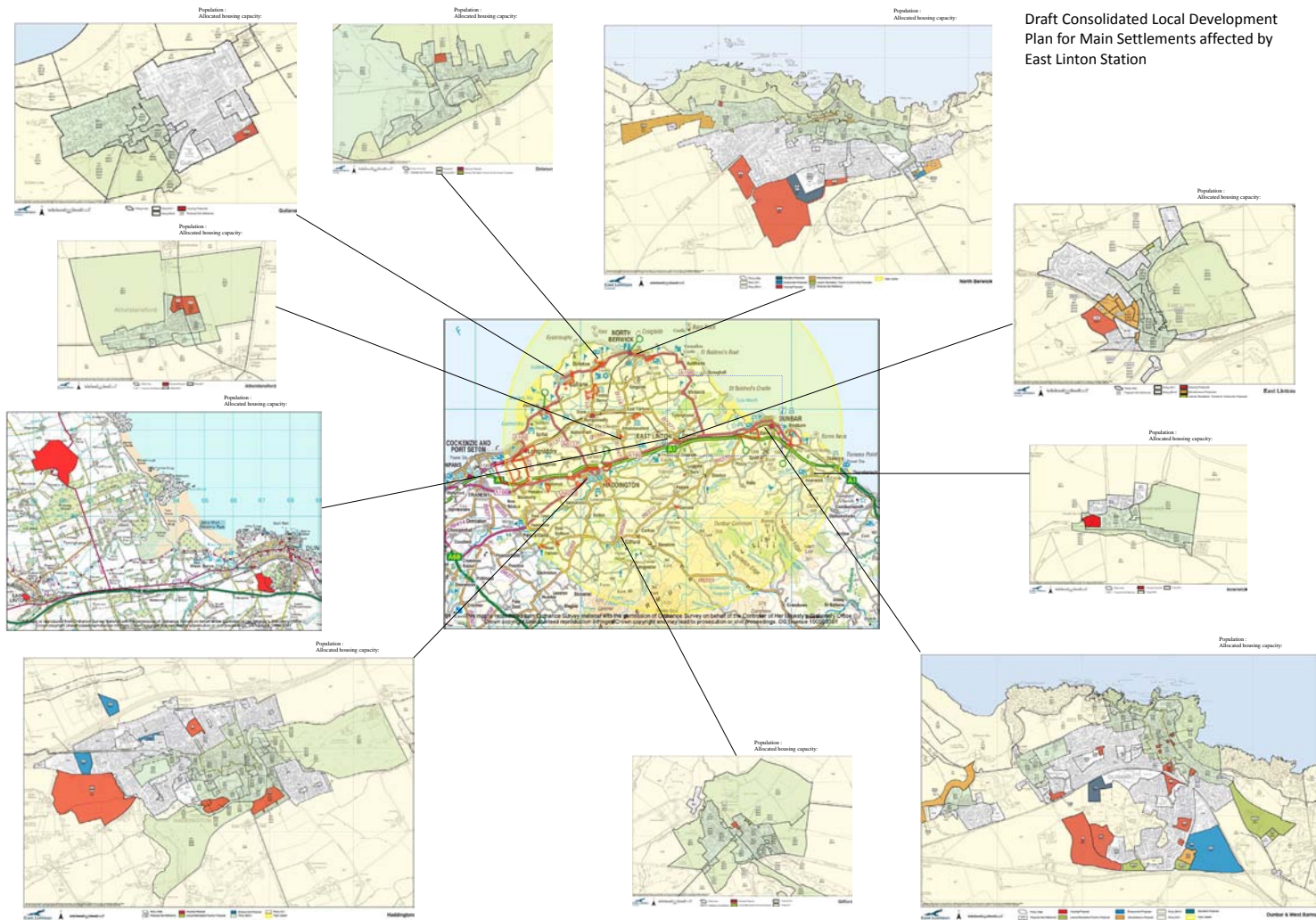
APPENDIX C

DEVELOPMENT PLAN PROPOSALS FOR RESTON AND SURROUNDING AREA



APPENDIX C

DEVELOPMENT PLAN PROPOSALS FOR EAST LINTON AND SURROUNDING AREA



Draft Consolidated Local Development Plan for Main Settlements affected by East Linton Station

You can get this document on audio CD, in large print, and various other formats by contacting us at the address below. In addition, contact the address below for information on language translations, additional copies, or to arrange for an officer to meet with you to explain any areas of the publication that you would like clarified.

ENVIRONMENT & INFRASTRUCTURE

Council Headquarters | Newtown St Boswells | MELROSE | TD6 0SA

tel: 01835 825138 | email: gjohnstone@scotborders.gov.uk | www.scotborders.gov.uk

