

Report to Partnership Meeting 26 April 2019

RESEARCH AND STRATEGY DELIVERY

Fastline Faslane

Purpose of Report

To update members on the Local Rail Development Fund project to improve connectivity at HMNB Faslane

Tender

HITRANS is seeking a suitably qualified consultant to undertake a study into the creation of rail connectivity to HMNB Faslane. The study must appraise all modes in line with STAG. HITRANS was awarded £50k in the first round of the Local Rail Development Fund.

The main objectives/anticipated outcomes of the Grant are:

To undertake a multi-modal transport appraisal in line with Scottish Transport Appraisal Guidance. The milestones against which progress in achieving expected outcomes shall be monitored are shown below:

1. There will be a decision point after the Initial Appraisal Case for Change Report and the Preliminary Options Appraisal Report to consider if there is sufficient evidence to proceed to the next stage of the transport appraisal.
2. Funding from the Local Rail Development Fund will be provided in stages and it will only be possible to proceed to the next stage of appraisal when it can be demonstrated that there is sufficient justification to do so.
3. If a rail option is not identified as a potential transport option to address the evidenced transport problem, funding will not be provided from the Local Rail Development Fund for the subsequent stages of appraisal.

The eligible costs for which the Grant can be claimed are the costs associated with completing a multi-modal transport appraisal in line with STAG, up to a maximum of £50,000, which will look at transport problems and opportunities in Helensburgh.

For full details on the process and expected outcomes please see:

<https://www.transport.gov.scot/public-transport/rail/rail-policy-and-strategy/local-rail-development-fund/>

<https://www.transport.gov.scot/media/44053/local-rail-development-fund-second-round-application-assessment-how-to-assess-guide.pdf>

(There is no material difference in approach between the first and second rounds, but guidance now comments on the assessment process).

Background and Project Overview

Fastlane Faslane- the Case for Change

1. The Royal Navy (RN) has designated HMNB Clyde its UK Submarine Centre of Specialisation. It currently provides the home base for six submarines and eight crews together with a range of military, engineering and logistical support. The base currently supports 3,400 military personnel and a similar number of civilian contract staff largely employed by their main contractors, including Babcock Maritime, Lockheed Martin, and Serco.
2. It will become the UK's sole submarine operations base over the next 10 years, with all operational submarines being base ported in Faslane by 2020. This £1.3bn investment will see an increase of naval personnel in the region of 1,500, resulting in a total of 8,200 personnel due to be directly employed by HMNB Clyde.
3. This forthcoming increase in activity at HMNB Clyde will require increased infrastructure capacity. Argyll and Bute Council is keen to ensure plans are in place to tackle vehicular congestion and provide safe and complete routes for movement throughout the area.
4. In support of this a Memorandum of Understanding (MoU) was signed between the Secretary of State for Scotland and the Chair of the Argyll and Bute Community Planning Partnership. This agreement formalises the Strategic Delivery and Development Framework (SDDF) which will support the development of the base which will include infrastructure improvements to accommodate the increase in personnel, which will see some additional 5,000 service personnel, many with families, and a further 1,000 construction jobs created.
5. As the largest single site employer in the area, the investment in HMNB Clyde represents significant opportunity for wider community benefit and economic growth potential, and as Helensburgh is located within 6 miles of the naval base it is well positioned to provide a range of services to support naval personnel and their families, as well as the RN and its contractors. Transport Infrastructure improvements are needed to accommodate the increase in personnel, which will see some additional 5,000 service personnel, many with families, and a further 1,000 construction jobs created.
6. The development offers significant potential for improved economic and social benefits to the wider local area of Helensburgh and Lomond and beyond in Argyll and Bute. This study will map out a baseline understanding across the required transport Infrastructure following STAG assessment. This study will consider transport issues such as impact of additional travel activity/mitigation, public transport requirements and minimise impact on local people. This study will focus on the potential impact of the increased population. (The development will see an increase of naval personnel in the region of 1,500, resulting in a total of 8,200 personnel due to be directly employed by HMNB Clyde).
7. The STAG compliant assessment will examine how MOD personnel and private sector contractors can access the HMNB Clyde with minimum disruption to both the base, in terms of security, and the local community reducing reliance on the private car. Possible interventions include creating a new railway station/halt serving the

base and the local community on the existing line, or the investigation of relaying the former line from Faslane Junction into the base and what the implication of this would be on the timetabling capacity of the current railway network.

8. There is also a need to ensure sufficient transport capacity to reduce vehicular congestion currently experienced and likely to be intensified due to the forthcoming increase in activity at HMNB Clyde, including the secure transport of munitions and reactor fuel. Movement and connectivity between the naval base and potential business sites would also be considered to ensure any increase in vehicular traffic could be safely and efficiently managed.
9. This study looks to identify the needed transport infrastructure to maximise the opportunity to grow the local economy, create a genuinely inclusive place, attract businesses and families to the area and to demonstrate the value of this investment as tangible outcomes visible to all, including local residents.
10. The project will enrich and make the area surrounding HMNB Clyde more welcoming and will be achieved through improved physical connectivity. The improved physical connectivity element of the project looks to provide safe, efficient and effective infrastructure routes to connect residential areas with essential services and to prevent exclusion and the creation of economically inactive places.
11. The forthcoming increase in activity at HMNB Clyde will require increased infrastructure capacity. Argyll and Bute Council is keen to ensure plans are in place to tackle vehicular congestion and provide safe and complete routes for movement throughout the area.
12. Transport Infrastructure improvements are needed to accommodate the increase in personnel, which will see some additional 5,000 service personnel, many with families, and a further 1,000 construction jobs created.
13. This project supports the three Key Strategic Outcomes for Scotland's Transport:-
 - improved journey times and connections, to tackle congestion and lack of integration and connections in transport;
 - reduced emissions, to tackle climate change, air quality, health improvement; and
 - improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternative to car.
14. The project supports the reversing of statistical data which has identified in the NTS refresh that all traffic (all vehicles) on our roads has increased by 2% whilst number of passengers on public transport services has seen a decrease by 6%. The project supports identifying how to tackle the three key challenges facing transport of tackling inequality while increasing sustainable economic growth; making the transition to a low carbon economy and making the most of scarce public resources.
15. This project supports tackling inequality between groups of people by removing barriers and improving access to transport so that disabled people of those with reduced mobility, people with children and older people all have full and equal access to transport services at every stage of the journey. The project supports Scotland in playing its part in the national effort to reduce air pollution and its impacts.

16. It supports the challenge of scarce public resources by means of partnership working to identify solutions. It fits the Rail Strategy approach to having efficient and affordable, targeted investment in rail infrastructure, in the right location and at the right time centred around whole industry measures to unlock additional capacity on the network. It reaffirms Scotland's Economic Strategy goals of prioritising and boosting investment and innovation, supporting inclusive growth and maintaining a focus on increasing internationalisation.
17. In preparation for the increase in operations at HMNB Clyde, Argyll and Bute Council and the Ministry of Defence signed a Memorandum of Understanding (MoU) to formalise a working partnership. The agreement was signed on 27 February 2017 between the UK Government, RN and Argyll and Bute Community Planning Partnership. This MoU will see the signatories work together in delivering infrastructure and opportunities for RN families and local people to live, work and prosper together. As part of this partnership working this transport appraisal is a unique opportunity to support what is currently not being addressed by other development works or through the rail industry/wider transport planning.

Key Objectives

The key objectives of the project are to:

1. Enhance the capacity for authorities to reduce CO2 from remote, rural and Island transport by embedding more zero emission vehicles in rural transport systems and improving, optimising and better integrating available passenger resources.
2. Identify green, innovative, integrated transport services and new organisational and ownership models to allow transport operators to deliver on the project aims of providing a sustainable rural public transport network.

Further information and research can be found in the attachment HMNB Faslane Initial Station Investigation Report.

Study

The outputs from the study will include:

1. Identification of key transport node
2. Details on enhanced transport services for the base
3. Indicative costings for the new link
4. Estimated ridership
5. Environmental benefits

RISK REGISTER

RTS Delivery

Impact – RTS compliant

Policy

Impact – Mode shift, connectivity, environmental benefits

Financial

Impact – Fully funded at this stage

Equality

Impact – Nil

Recommendations

1. Members and Advisors are asked to note the report.

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Date: 14 April 2019