

Report to Partnership Meeting 4 February 2022

RESEARCH AND STRATEGY DELIVERY

Fastline Faslane

Purpose of Report

To inform the Board on progress in the Faslane project.

Background

HITRANS was recently successful in obtaining Local Rail Development Funding from government funding to explore transport issues in and around the Faslane Naval Base, and in particular, consider the case for provision of a rail link. To this end, the client group have commissioned Stantec to undertake a Sustainable Transport Options Study in line with the Scottish Governments appraisal guidance (STAG) focused on access options to the area.

Option Generation

In response to these TPOs, an initial long list of options has been generated and sifted. The following options are proposed to be taken forward to the Preliminary Options Appraisal:

- High quality cycle route between Helensburgh Central and Faslane
- Helensburgh Central Bespoke Shuttle Bus service
- Expansion of ATS: Geographical expansion of ATS
- Expansion of ATS: Intensification of ATS (frequency)
- Rail - new station providing direct access to the base with associated service options
- Rail - timetable adjustments: improved alignment with Helensburgh train arrivals and AM shift start times
- Rail - timetable adjustments: intensification of services during shift changeover times
- Ferry link from Gourock to the base
- Parking charges at Faslane
- Reduced parking provision on site
- Increased parking provision – off site bus P&R
- The following options have been sifted out based on their fit with policy.
- Increased parking provision – on site
- Increased parking provision – off site but in walk-in proximity
- Base operational options – these options are MoD matters and are beyond the scope of the STAG study

The remaining options will be assessed both individual options and as part of packages as there are potential synergies through combining options.

Summary

In summary there is a clear Case for Change based primarily on the fact HMNB Clyde is a major generator of car traffic and associated traffic and carbon impacts. In addition, there is very limited scope to increase parking supply at the base. Operations at the base will be expanding significantly in the coming years and this will exacerbate the existing transport problems associated with the base.

A survey of base workers undertaken as part of this study has confirmed an appetite for change with 42% of respondents indicating that they would change mode away from car if suitable alternatives were in place.

In addition, the lack of scheduled public transport connectivity for shift start times constrains the labour market and this has an impact on both labour market efficiency and equality of access to the employment opportunities at the base.

Feedback

The Case for Change was submitted to Transport Scotland in March 2021, and feedback has recently been received.

Feedback was received in January 2022. There are a number of issues highlighted in the feedback that are being resolved by our consultants in order to make a clear and comprehensive case for change in the study area.

Next Steps

Once the report is finalised, the next stage in the process will be the Options Appraisal, already funded by LRDF2.

RISK REGISTER

RTS Delivery

Impact – Mode shift, integration, decongestion

Policy

Impact – Decarbonisation, transport efficiency

Financial

Impact – The study work is fully funded

Equality

Impact – Nil

Recommendation

1. Members are asked to approve the report.

Report by: Frank Roach
Designation: Partnership Manager
Date: 25th January 2022