

# Community Rail Fund

## **We want more of Scotland's communities to have access to local rail services.**

As a part of the agreement to support the Scottish Government's 2018-19 budget, Green MSPs secured a new £2 million fund to support communities to investigate the potential for new rail projects in their area.

During the 1960s, hundreds of local railway stations across Scotland were closed as part of the Beeching cuts designed to increase the profitability of the railways. However, many rural and suburban areas were left stranded and forced to rely on buses or private cars.

With growing awareness of the impacts of climate change, it is widely recognised that we must take steps to reduce our transport emissions. Trains are a low carbon form of transport and greater investment could Greens have been leading the call for increased investment in railways and other forms of low carbon infrastructure.

We want to support the rollout of new stations across Scotland, whether that's reopening closed stations or building simple 'popup' stations so that more people can easily travel by train.

## **A new fund for rail campaigners**

As a result of calling for more rail investment in the Scottish Budget, the **Local Rail Development Fund** was launched in March 2018 and community groups along with local council and other stakeholders can apply for funding to help them complete the early stages of the new rail projects approval process.

**"By influencing the Government's strategy for rail investment, Green MSPs are ensuring communities can be well connected while accelerating Scotland's low-carbon transition so our infrastructure is fit for the future."**

**John Finnie MSP**

## **Benefits of local rail stations**

Popup stations could deliver several advantages for local communities:

- Convenient public transport
- Faster journey times
- Boost local economies
- Reduce Scotland's carbon footprint



## Case Studies

### *Allander Rail Halt, Milngavie*

Since single-tracking in 1990 a long running campaign has worked to re-dual the Westerton-Milngavie line and open a new station near the Allander Leisure Centre in Milngavie. The station would reduce congestion and car parking problems across the surrounding area and encourage more passengers to use the line.

### *Evanton Station, Easter Ross*

Reopening this station on the Far North Line has been discussed on several previous occasions. The Local Rail Development Fund could allow for the necessary project appraisals to be carried out. Local residents hope to benefit from a local link to Inverness, just as nearby villagers in Conon Bridge when their station reopened in 2013.

### *Newburgh Station, Fife*

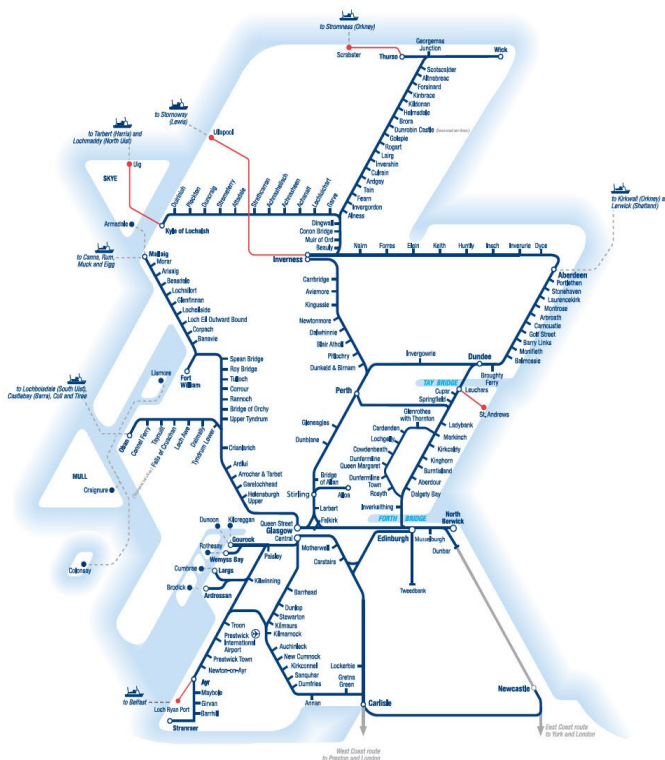
There is a longstanding community campaign to return rail services to this North Fife village. The group co-published a [report into rail re-openings](#) with Green MSP, Mark Ruskell, in October 2017. With additional funding the group will be able to carry out key studies into the viability of the proposal.

### *Rhu Station, Helensburgh*

Lying on the West Highland Mainline, Rhu Station provided a rail link to Helensburgh (and from there to Glasgow) until 1964. The community's views are currently being sought on opening a popup station, making use of the remaining platform and exploring issues around car parking and timetabling for a potential permanent reopening.

## Other potential sites

The campaign group, Railfuture Scotland has produced a list of 50 potential new stations across Scotland. Find out if there is an opportunity in your area [here](#).



## How to apply to the Fund

Applications to the Local Rail Development Fund can be made at: <https://tinyurl.com/ybealuqi>. The deadline to apply is **Friday 8th June 2018**.

Local community groups in partnership with councils, Regional Transport Partnerships or other stakeholders can apply to the Fund.

Applicants should provide a short outline of the transport problems in their area in line with Scottish Transport Appraisal Guidance (STAG). Information on the potential local economic and social benefits and how the proposal fits with national transport policy is also required.

For more information please visit:  
[www.greens.scot](http://www.greens.scot)