



NSF3 – Q&A

How many stations will be funded?

It is too early to say how many stations will be funded. Up to £20 million is available to successful bidders. The number of stations this can pay for will depend on how many can be shown to represent good value for money as well as their cost.

How much will each station receive?

It will depend on the overall cost of the station. NSF funds up to 75% of the project capital cost of the construction of new or previously closed stations. NSF improves access to the rail network, creating new travel and employment opportunities with the potential for revenue growth

Can members of the public offer ideas for new stations?

We expect most bids for the fund to be from local authorities. But as part of any bid for funding, the bidder may want to demonstrate that it has public support. Bids will have to meet the programme's Minimum Qualifying Criteria and will be scored and ranked against defined Assessment Criteria. Bids will have to be sufficiently developed to NR's GRIP3 level (option selection).

Can you bid for funding in order to give a much needed facelift to a dilapidated station?

The New Stations Fund is for the construction of new stations only and cannot be used for work at existing stations.

Surely if there is a case for new stations, TOCs or Local Authorities would be building them already – why is this Fund needed?

NSF was established because the high cost of building new stations meant Local Authorities often faced funding gaps. NSF3 is to help kick-start new stations where there is a need for them. Any stations funded must be sustainable in the long term, but NSF3 should provide the boost necessary to get some from the drawing board into reality.

Will you pay for XXX station?

This is an open competition and bids will be assessed on their merits.

Please can you clarify the submission date for the NSF3?

The correct date is as per the Network Rail website, Friday 5 June 2020

Who will decide which schemes will receive funding?

Following evaluation by an external consultant bids will be validated by DfT. An awards panel, including DfT, ORR, Network Rail and Rail Delivery Group (as an advisory member) will then assess the bids.

When will we know which stations have been awarded funding?

We expect the assessment of bids to have been completed in August 2020, with the winning bids being announced in Autumn 2020.

When will the new stations be open?

As soon as possible. NSF3 is designed to support projects which are already well defined. Ideally, we would want projects to be delivered and stations opened to passengers by the end of March 2024.



Will trains stop at the new stations? Are you going to make them?

Every bid must be supported by the relevant train operator(s) to ensure that services will stop at them. Bids will need to confirm how this will happen and how any impacts on train performance will be mitigated.

In the Guidance Note at Table 1.4 under ‘Revenue’ bidders are asked to consider the revenue impact of longer journey times at 30 years. Would you like to see 3 calculations i.e. 1 at 20 years (as per the Business Case Summary Spreadsheet template), 1 at 30 years and 1 at 60 years?

Bidders should disregard the comment in Table 1.4 with regard to presentation at 30 years. For the avoidance of doubt, all revenues, costs and economic benefits should be calculated across a 60-year appraisal period in line with standard Department for Transport (DfT) guidance. Revenue, cost and benefits profiles should be clearly shown within Bidder models.

Section 8.2 on service planning and timetables – could I clarify whether this means “independently verified and (separately) validated by Network Rail” or “verified and validated by Network Rail” - in other words are we seeking 3 bodies OR 2 bodies?

Network Rail would have to validate any service planning/ timetabling, so it would be the 2 bodies, the first organisation that completes the work and then Network Rail as the single ‘independent verifier and validator’ of the outputs of the work done.

Can you please clarify whether we can apply for funding to progress the proposal to GRIP Stage 5, with delivery post 2024, or whether the project has to be physically completed within the competition timescales to qualify for any funding?

The funding is to build and open new stations within the timescales of the funding as there is no guarantee of funding availability in the future, from the DfT or other parties, to take the project from GRIP 5 through to completion.

With the Rail Franchise at the Bid Analysis stage, would this be seen as an issue/obstacle to gaining Train Operating Company (TOC) support, which is a pre-requisite for bidding?

Contact should be made with the TOC to confirm if they are happy to support the bid, the Guidance Note document contains some useful contacts including the DfT Commercial Manager for each TOC who may also be able to assist with any TOC based queries.

Our project is on an existing rail line which is used for freight at the moment but would be re-opened for passenger services. Would it be possible to apply and secure funding in principle, subject to funding being secured for the line by a certain date?

The NSF3 is not able to award funding with a subject to, this is due to the funding being limited to £20m with the station needing to be completed by the end of March 2024.

Please can you clarify exactly what level of detail is required within 6.8 Resource Plan? Are you looking for resources currently working on the project or resources required to complete the project or both?

Both the resources currently working on the project and resources required to complete the project should be included in this section of the Application Form.



The requirement is for GRIP 7 to be completed by end March 2024. Is there a requirement for when the station is entered into service? I assume the May 2024 TT would be acceptable?

The DfT have confirmed entering in to service for the May 2024 timetable change is acceptable.