

Initial Appraisal		Intervention 108: New rail connections in Fife						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				£100m - £500m		
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability	---	--	-	0	+	++	+++
		(Judgement based on available information against a 7pt. scale.)						
Intervention Description:								
		New passenger (rail) lines to serve St Andrews, Levenmouth and Glenrothes town centre, connecting to the existing East Coast Mainline. This would require new track, signalling, rolling stock and construction of stations.						

<p>Summary: Rationale for Not Progressing</p> <p>Planned bus link improvements would provide a more cost effective and affordable alternative to a heavy rail line connection to St Andrews.</p> <p>Initial appraisal has indicated that benefits of the connections to Levenmouth are considered to be focused at the local and regional level. In light of further appraisal this intervention would not contribute significantly towards the strategic objectives</p> <p>Improvements to Markinch Station and associated bus services to Glenrothes would provide a more effective public transport connection between Glenrothes and the strategic rail network.</p> <p>In summary, other Public Transport interventions in this corridor are more likely to contribute towards the strategic objective of improving connections between and to Edinburgh/Dundee, such as D23 (Rail Enhancements in the East of Scotland), D30 (Light Rapid Transit connections between Edinburgh and Fife) and D11 ((Strategic) Park-&-Ride/Park-&-Choose Strategy).</p>
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Table C108.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To reduce public transport journey time between Edinburgh and Dundee.</p> <p><u>STPR Objective 2:</u></p> <p>To increase public transport capacity and frequency between Fife and Edinburgh.</p> <p><u>STPR Objective 3:</u></p> <p>To promote journey time reductions between the Central Belt and Aberdeen/Inverness primarily to allow business to achieve an effective working day when travelling between these centres.</p> <p><u>STPR Objective 4:</u></p> <p>To promote efficient and effective transport links to support the development and implementation of the proposed national developments at Rosyth, Forth Crossing and Edinburgh Airport identified in the NPF2.</p> <p><u>STPR Objective 5:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p> <p><u>STPR Objective 6:</u></p> <p>To improve the efficiency of the M90/A90 during periods of peak demand with a focus on reducing the conflict between longer distance and local traffic.</p>	<p>1: Neutral – The provision of new rail connections in Fife would not result in a reduction in public transport journey times between Edinburgh and Dundee. It would however reduce journey times between settlements in Fife and Edinburgh/Dundee.</p> <p>2: Positive - The provision of new rail connections in Fife would help to increase public transport capacity and frequency between Fife and Edinburgh by providing more services within Fife and freeing up more capacity on various rail lines traveling between Fife and Edinburgh. The schemes detailed within the intervention could also help to make public transport (i.e. rail) a more attractive alternative to the car.</p> <p>3. Neutral - This intervention is unlikely to have any significant effect on this objective. It may result in a minor negative impact due to the need to accommodate local and longer distance services over the most congested sections of the East Coast Mainline on the approaches to Edinburgh, however the scale of impact would depend upon the various service schedules.</p> <p>4 Slightly Positive - The proposals highlighted in this intervention would help to promote efficient and effective transport links to Rosyth and over the Forth Crossing.</p> <p>5: Neutral - This intervention is unlikely to have any significant effect on accident incidence and severity rates across the strategic transport network.</p> <p>6: Minor Positive – The provision of new rail connections in Fife would potentially result in a slight reduction in vehicles on the M90/A90 during the peak periods.</p>

This intervention could also address objectives in another urban network.

STPR Objective	Corridor, Urban Network or Strategic Node
To maintain the 60-minute commutable labour market area at the current level, with a particular focus on linking areas of economic activity.	Edinburgh
To increase public transport capacity and frequency between Fife and Edinburgh.	Edinburgh

Table C108.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	This intervention could provide improved journey times and connections to Edinburgh from St Andrews, Leven, Methil and Glenrothes.
Reduce Emissions:	Minor Benefit / Moderate Benefit	This intervention could encourage use of public transport due to new rail service provision, reducing car use and therefore has the potential to contribute to reduce emissions.
Improve Quality, Accessibility and Affordability:	Minor Benefit	This intervention could provide improved accessibility to Edinburgh and cities beyond. However, it is considered that the impact would be greater on a more local level within communities such as St Andrews, Levenmouth and Glenrothes.

Table C108.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	The Levenmouth and Methil branch remains as a freight line and would be relatively straight forward to upgrade for passenger use depending on the state of the existing infrastructure. Other options would require more significant investment in track and stations. Further research into disused formations should be undertaken before committing to a new greenfield build.
Operational:	The new line and services would need to be carefully coordinated during and after this intervention is implemented to optimise the limited number of paths available over the Forth Bridge. This could result in existing opportunities needing to be sacrificed for new ones. Improvements to Markinch Station and associated bus services to Glenrothes would provide a more effective public transport connection between Glenrothes and the strategic rail network. Planned bus link improvements would provide a more cost effective and affordable alternative to a heavy rail line connection to St Andrews.
Public:	The line should receive public support although no consultation has been undertaken. However the environmental impacts associated with the construction of the route could attract some negative public opinion.

Table C108.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This is a Level 3 (Targeted Infrastructure Investment) intervention.
Interaction:	This intervention would potentially interact with and complement intervention 97 (Rail Service Frequency Enhancements between Edinburgh and Fife) and provide an improved rail service throughout the Fife region.
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention.

Table C108.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	Environmental benefits are gained through improved public transport promoting modal shift and therefore potentially improving air and CO ₂ e emissions. The intervention may impact on landscape, geology and soils, noise, water quality, biodiversity and cultural heritage sites unless mitigated through the design process, however exact impacts on these are uncertain at this stage of the decision-making process.