

Initial Appraisal		Intervention 69: Cross Forth Ferry Facilities						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				<£20 m		
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:								
Provision of facilities at Newhaven (for Leith) and at Burntisland and Kirkcaldy in Fife for a fast ferry or hovercraft service across the Firth of Forth.								
Summary: Rationale for Not Progressing								
This intervention is unlikely to provide a significant impact at a strategic level in encouraging modal shift, particularly when compared to other potential interventions. These other interventions include D11 ((Strategic) Park-&-Ride/Park-&-Choose Strategy), D18 (Rail Enhancements between Aberdeen and the Central Belt), D23 (Rail Service Enhancements in the East of Scotland) and D30 (Light Rapid Transit connections between Fife and Edinburgh). It may however address local and regional objectives.								

Table C69.1.1 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: Slightly Positive – Provision of fast ferry service would provide an effective alternative to road travel. Provision of bus services at each terminal would also improve journey time and travel quality between Edinburgh and Dundee.</p> <p>2: Slightly Positive – The Forth Road Bridge currently suffers from congestion in peak periods. This congestion is forecast to increase. Introduction of a fast ferry or hovercraft service would increase capacity and frequency of public transport services between Fife and Edinburgh and encourage further modal shift to public transport. However, previous studies have shown that there would not be any significant reduction in traffic on the Forth Road Bridge as a result of this intervention.</p> <p>3: Neutral - This intervention would not have any significant effect on promoting journey time reductions between the Central Belt and Aberdeen/Inverness to allow business to achieve an effective working day when travelling between these centres.</p> <p>4: Slightly Positive – Provision of fast ferry or hovercraft services would provide an alternative efficient and effective transport link to support the development and implementation of the proposed national developments at Rosyth, Forth Crossing and Edinburgh Airport. The services would increase capacity and frequency of public transport and encourage further modal shift to public transport.</p> <p>5: Neutral - This intervention would not have any significant effect on this objective.</p> <p>6: Neutral - This Intervention would not have a significant effect on this objective.</p>

This intervention also addresses 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 enhance public transport interchange opportunities, where feasible to do so.	Edinburgh
To increase public transport capacity and frequency between Fife and Edinburgh.	Edinburgh

Table C69.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	The new cross-Forth ferry service would provide a competitive journey time against private vehicles. A journey time of approximately 26 minutes is assumed (Edinburgh City Council) including loading, unloading and manoeuvring in harbour. This intervention provides an attractive alternative form of public transport and would improve connections between Edinburgh and Dundee.
Reduce Emissions:	Moderate Benefit	Introduction of a cross-Forth ferry service would provide an effective alternative to road travel between Fife and Edinburgh, helping to ease congestion and potentially resulting in a moderate reduction in emissions as a result of a significant modal shift.
Improve Quality, Accessibility and Affordability:	Minor Benefit	The cross-Forth ferry service would provide an attractive means of public transport which would improve travel quality and accessibility within this corridor. The assumed cost of a single fare is <£5 (Edinburgh City Council), which is competitive with bus travel and affordable for users.

Table C69.1.3 Implementability Appraisal

Summary	
Technical:	The main technical issues associated with this intervention are related to the need to construct ferry terminals and shuttle bus stops at Burntisland and Kirkcaldy on the shores of the Firth of Forth. It would be expected that the supply of vessels and operation of these would be undertaken by a commercial operator.
Operational:	There are no major operational issues anticipated during or after construction except that Kirkcaldy terminal will be located near the A921 and construction activities may cause delays for current road users.
Public:	This intervention has been made public, with significant public interest at local level.

Table C69.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	The cross-Forth ferry facilities intervention contains a Level 3 intervention.
Interaction:	This intervention does not specifically compliment any other interventions.
Mutually Exclusive:	There are other interventions, such as Fife bus priority and Edinburgh to Fife tram that will also improve the capacity of public transport and reduce journey times, and are therefore mutually exclusive with this intervention.

Table C69.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	There would be the promotion of modal shift away from the car that could improve air quality and climatic factors. However, there are potential effects regarding biodiversity and water quality depending on the form of works required.