

Detailed Appraisal		D31 - Inverkeithing to Halbeath Rail Line						
Estimated total Public Sector Funding Requirement:					<i>Capital Costs/grant</i>		£100m - £250m	
					<i>Annual Revenue Support Present</i>		-	
					<i>Value of Cost to Gvt</i>		£50m - £100m	
					<i>BCR/PVB</i>		0.75 - 1.25 / £50m - £100m	
Summary Impact on STAG Criteria	Environment Safety Economy Integration Accessibility and Social Inclusion	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
This intervention supports the objective to maintain the 60-minute commutable labour market within Edinburgh at the current level and improve access to the port of Rosyth national development. It would also support the objective of promoting public transport journey time reductions between Aberdeen, Inverness, Perth and Edinburgh by reducing journey times between Inverkeithing and Ladybank.								
This intervention would consist of a direct double track rail link between Halbeath and Inverkeithing, including a new junction at Inverkeithing and Halbeath.								
Summary: Rationale for Selection								
This intervention would reduce journey times between Edinburgh and Perth, and Inverness, Aberdeen and the central belt, although the reduction is unlikely to be significant. The greater journey time saving would be for freight, by providing a more effective link to Rosyth Port from the south, helping to support future development there.								
This would provide the ability to run more direct services to Edinburgh in conjunction with a strategic Park-&-Ride facility at Halbeath. It would also enable the segregation of local and intercity services and provide more efficient freight access to the port of Rosyth.								

Table D31.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u> To reduce Edinburgh to Perth public transport journey times and increase opportunities to travel by public transport.</p> <p><u>STPR Objective 2:</u> To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p> <p><u>STPR Objective 3:</u> 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> 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> 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: Positive – The new rail line between Inverkeithing and Halbeath would provide a shorter distance between Perth and Edinburgh. In addition, the route via Halbeath would have higher line speeds than the route via Kirkcaldy, resulting in reduced journey times.</p> <p>2: Neutral – This intervention is unlikely to have any significant effect in promoting continuing reduction in accident rates and severity rates across the strategic transport network.</p> <p>3: Slightly Positive – The new rail line between Inverkeithing and Halbeath would provide a slightly shorter route between Aberdeen, Inverness and Edinburgh. In addition, the route via Halbeath would have higher speeds than the route via Kirkcaldy, resulting in reduced journey times. However, the benefit of this time saving on the longer journey is relatively less significant than for trips between Perth and Edinburgh.</p> <p>4: Positive – A new rail line between Inverkeithing and Halbeath would result in a more direct connection to Rosyth for freight trains. This would help to reduce journey times and promote more effective transport links.</p> <p>5: Neutral – Although this intervention would result in an increase in the number of passengers using Perth and Inverkeithing stations, the impact on traffic flows on the M90 and Forth Replacement Crossing is likely to be negligible. It is forecast that there will be less than a one per cent change in traffic flow on the M90 between Perth and Inverkeithing in the morning peak hour.</p>

Table D31.1.2 STAG Criteria

STAG Criteria		
Criteria:	Assessment Summary:	Supporting Information:
Environment:	Minor benefit/Major Negative Impact	There are potential adverse effects on the environment, particularly biodiversity, landscape and cultural heritage. Cultural Heritage is of the greatest concern, as the indicative route of the rail line could require land-take from Fordell Castle Historic Gardens and Designed Landscapes, with the potential to affect the integrity of this site. However, it is considered likely that many of the effects could be avoided or mitigated through sensitive design and best practice construction. A transfer of some trips from car to rail would result in a slight reduction in CO ₂ e emissions in this corridor.
Safety:	Neutral	Construction of this new railway line would result in a degree of modal shift from private car which could contribute to a reduction in accidents on the road network. However, this is expected to be marginal.
Economy:	Moderate benefit	<u>Transport Economic Efficiency (TEE):</u> This intervention would offer a reduced rail journey from Perth to Edinburgh for existing users. Modal shift would result in reductions in vehicle operating costs for private vehicle owners.

		<p>Wider Economic Benefits (WEBs): The improved links between Halbeath and Inverkeithing would provide enhanced links between a number of sites along the corridor, including Edinburgh, Perth and beyond. This enhanced connectivity may have wider economic benefits, as improved journey times would improve efficiency and productivity for business travellers using the route. At the same time, more efficient public transport links would be expected to help maintain labour catchment areas for businesses located along the route. Benefits for freight would also be expected, with rail freight from Rosyth, which heads towards Glasgow, Edinburgh and the south, benefiting from a journey time reduction, thus supporting future development of the port.</p> <p>Economic and Location Impacts (EALIs): The enhanced connectivity provided by this intervention would open up greater opportunities for economic development. Businesses at key areas of economic activity in Central and West Edinburgh, as well as other areas such as Rosyth and Perth, would be likely to benefit from improved connectivity and access to skilled staff.</p>
Integration:	Minor benefit	<p>Transport Integration: Transport integration would benefit through provision of a higher quality choice of rail service between Perth and Edinburgh. Integration with other modes would be unaffected.</p> <p>Land Use Transport Integration: Land use integration would depend on the final alignment of the route.</p> <p>Policy Integration: This intervention would integrate well with relevant policies by providing greater connectivity between Dundee, Perth and Edinburgh and improving rail journey times.</p>
Accessibility and Social Inclusion:	Minor benefit	<p>Community Accessibility: This intervention would provide a higher quality public transport rail link than currently exists thereby assisting accessibility. Localised severance issues may arise depending on final alignment of the route.</p> <p>Comparative Accessibility: This intervention would have no impact on Comparative Accessibility.</p>

Table D31.1.3 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Benefit	The new railway line will help to improve journey times for passenger journeys between Edinburgh, Perth and onwards to Inverness and between Edinburgh, Dundee and Aberdeen through a shorter route with higher line speeds. There would also be benefits for rail freight journey times into Rosyth from the south as the new link would avoid freight trains having to travel around the Fife Circle or run-round at Inverkeithing or Dunfermline, thus supporting future developments at the port.
Reduce Emissions:	Minor Benefit	The provision of a new rail line between Halbeath and Inverkeithing would encourage a modest modal shift from road to rail that could contribute to some reduction in to CO ₂ e emissions.
Improve Quality, Accessibility and Affordability:	Moderate Benefit	This intervention would improve accessibility if linked to the construction of new Park-&-Ride facilities at Halbeath, allowing people to access the rail network from further afield. Reducing the journey times for Dundee and Perth to Edinburgh would help to improve the overall quality of services. There is unlikely to be any change in affordability.

Table D31.1.4 Scottish Government's Strategic Objectives

Scottish Government's Strategic Objectives		
Objective:	Assessment Summary:	Supporting Information:
Safer and Stronger:	Minor benefit	This intervention would be likely to have a minor benefit for the objective of the Safer and Stronger Scotland by improving the quality and accessibility of public transport between Dundee, Perth and Edinburgh. It would not significantly impact on road safety.
Smarter:	Minor benefit	This intervention would benefit improved access to schools, colleges or universities along the route of the intervention.
Wealthier and Fairer:	Moderate benefit	This intervention provides greater choice for public transport travel thereby assisting with social inclusion and accessibility issues and providing greater choice to travellers. Improved journey times between Perth and Edinburgh would also provide a benefit helping make Scotland Wealthier and Fairer.
Greener:	Minor benefit	The new rail line is likely to promote a modal shift away from the car to rail with associated potential improvements to road-related emissions.
Healthier:	Minor benefit	This intervention, through encouraging modal shift, may help encourage greater amounts of walking or cycling to access improved and new services. It is unlikely to have a significant impact on access to health services and other community services.

Table D31.1.5 Implementability Appraisal

Implementability Appraisal	
Technical:	It is proposed that this intervention would follow the disused railway where possible and in general n general, no untried techniques would be required when implementing any aspects of this intervention. However, as the design stages progress, localised issues may arise which require increased technical capabilities to overcome. Construction of this line would also include a bridge over the M90 and there may be some disruption to road users.
Operational:	Running additional rail services places extra pressure on the rail network and can increase the risk of delays. However, it is expected that these issues would be mitigated by ensuring that the works included within the intervention have sufficient capacity for the proposed service levels. No significant operational impacts are anticipated from this intervention.
Public:	There has been no specific detailed consultation on this individual intervention. However, it is expected that any measure which promotes modal shift to more sustainable transport would achieve public support.