Welcome and Introduction

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Agenda

• Welcome and Introduction
• Study Recap
• Presentation on Emerging Findings:
  ➢ Problems and Opportunities
  ➢ Transport Planning Objectives
  ➢ Option Generation
• Recommendations and Next Steps
• Q&A
• Concluding Remarks
Study Recap
Details of the Study

- 2016 study undertaken

- 2018 PBA brief is to build on what went before
  1. Improve evidence gathering
  2. Fill in gaps
  3. Align identified problems and opportunities with Transport Planning Objectives (TPOs)
  4. Progress the study to completion
Initial Appraisal: Case for Change Methodology

1. Data Collection and Collation
2. Stakeholder Engagement
3. Analysis of Problems and Opportunities
4. Objective Setting
5. Option Generation
6. Reporting
Stakeholder Engagement Summary

• **Stakeholder Engagement**
  - Workshops held in Leven during April 2018
  - Structured Telephone Interviews
  - Face-to-face meetings
  - Business survey
    - 44 (~20%) responses between July and August 2018

• **Wider Public Engagement**
  - Public Survey
    - 830 (~2-3%) responses during June 2018
Emerging Findings
Problems and Opportunities identified from several sources:

- Public Survey
- Stakeholder Workshops
- Structured Interviews
- Data and Model Analysis
- Business Survey

Problems & Opportunities

Transport Planning Objectives
Example Information relating to Problems and Opportunities provided through engagement

**Problems**

"Bus services are being cut"

"Public transport journey times"

"Integration – bus services do not connect well with rail"

"Access to employment, healthcare and education is poor"

**Opportunities**

"Promoting tourism"

"Deep water harbour at Methil Docks"

"Modal shift (HGV freight)"

"Bespoke cycle hire"
Wider Public Survey – Summary of Self-Reported Results

Do you believe the existing transport network (road, bus, rail, walking and cycling routes) fulfills your needs for the following purposes?

- Travel to access training opportunities
- Providing access to cultural activities
- Providing access to retail opportunities
- Providing access to leisure opportunities
- Visiting friends and relatives
- Taking holidays and short breaks
- Accessing health care (hospitals/surgeries)
- Travel to access education facilities
- Travel to access employment

[Bar chart showing percentages for each purpose]
Wider Public Survey – Summary of Self-Reported Results

Do you feel that any of the following have a negative impact on your ability to travel within the Levenmouth area? (Select all that apply)

- Other (please specify)
- Parking provision at destination
- Road congestion
- Emissions from cars and public transport
- Lack of direct public transport routes
- Lack of joined up cycle routes
- Lack of cycling infrastructure - cycle storage, cycle lanes
- Safety concerns while travelling
- Number of interchanges required when using public transport
- Times of operation of public transport services
- Frequency of public transport services
- Limited choice of travel modes
- Cost of travel
- Long travel times to get to destinations
Wider Public Survey – Summary of Self-Reported Results

Do you feel that any of the following have a negative impact on your ability to travel from the Levenmouth area to the rest of Fife and beyond? (Select all that apply)

- Other (please specify)
- Parking provision at destination
- Road congestion
- Emissions from cars and public transport
- Lack of direct public transport routes
- Lack of joined up cycle routes
- Lack of cycling infrastructure - cycle storage, cycle lanes
- Safety concerns while travelling
- Number of interchanges required when using public transport
- Times of operation of public transport services
- Frequency of public transport services
- Limited choice of travel modes
- Cost of travel
- Long travel times to get to destinations

0% 20% 40% 60% 80% 100%
# Top 3 Key Self-Reported Problems by Mode

<table>
<thead>
<tr>
<th>Rank</th>
<th>Road</th>
<th>Bus within Levenmouth</th>
<th>Bus to/from Levenmouth</th>
<th>Rail</th>
<th>Active Travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Poor quality surface</td>
<td>Service frequency</td>
<td>Long journey times</td>
<td>Nearest station too far away</td>
<td>Distances are too far to where I need to go</td>
</tr>
<tr>
<td>2</td>
<td>Congestion and delays</td>
<td>Lack of direct routes</td>
<td>Lack of direct routes</td>
<td>Overcrowded services</td>
<td>Weather</td>
</tr>
<tr>
<td>3</td>
<td>Poor driving by others</td>
<td>Number of interchanges</td>
<td>Service frequency</td>
<td>Lack of direct routes</td>
<td>Lack of available walking and cycling routes</td>
</tr>
</tbody>
</table>
Business Survey – Summary of Results

Transport problems impacting on attraction and retention of staff

- Road congestion
- Lack of direct public transport routes
- Safety concerns while travelling
- Number of interchanges required when using public transport
- Times of operation of public transport services
- Frequency of public transport services
- Limited choice of travel modes
- Cost of travel
- Long travel times to get to destinations

0% 20% 40% 60% 80% 100%
Business Survey – Summary of Results

Transport problems related to key weaknesses in business location

- Other (please specify)
- Poor walking and cycling links
- Emissions from cars and public transport
- Limited choice of travel modes
- Times of operation of public transport services
- Number of interchanges required when using public transport
- Frequency of public transport services
- Lack of direct public transport services
- Cost of travel
- Safety concerns on the road network
- Long travel times to get to destinations
- Congestion on the road network causing delays

Graph showing percentage of respondents who reported each issue.
Selected Identified Problems from Evidence

Access to Employment and Services

Public Transport Journey Time from Levenmouth, Glenrothes and Kirkcaldy to Edinburgh City Centre (2-way travel times)

Source: TRACC
Selected Identified Problems from Evidence

**Rail Fares**

- Markinch to Edinburgh, standard day return £20.70. This is much higher than would be predicted by other £/mile fares to Edinburgh or Glasgow

- Approximately £5 more expensive

- Accessing from Leven would mean additional bus fare (£5.40), meaning total day return cost of £26.10

- Rail fare from Kirkcaldy is lower (£14.80). However, bus trip required (£6.80) meaning total cost is £21.60

*Source: Previous STAG study, 2016*
List of all Identified Problems

Problem Theme: Access to Local and Regional Services by Public Transport Leading to Unsustainable Travel Choices

- Access to Employment and Services
- Lengthy Public Transport Journeys
- Limited Public Transport Options
- Rail Fares
- Public Transport Services to Edinburgh
- Bus-Rail Interchange
- Perception of Car Park Capacity Issues at Markinch and Kirkcaldy Rail Stations
- Perception of Unreliable Bus Services
- Attracting Investment
- Access to Skilled Workforce
- Bus Information Services
- Bawbee Bridge and Leven Railway Line
List of all Identified Opportunity Themes

- Increasing Public Transport Choice
- Rail Freight
- Proximity to Methil Docks
- Bus Service Enhancements
- Levenmouth Business Park
- Active Travel
- Leisure Tourism
Transport Planning Objectives
Setting Transport Planning Objectives

**Purpose:** to develop a set of Transport Planning Objectives that reflect the transport problems and opportunities, and express the outcomes sought for the study
Transport Planning Objectives (TPOs)

Improve transport access and connectivity to and from the Levenmouth area for businesses, visitors and the resident population

Improve transport access to employment and key services, including education, health and leisure facilities, within the Levenmouth area

Increase the sustainable mode share for the residents and workforce in the Levenmouth area
Transport Planning Objectives (TPOs)

Purpose of the TPOs:
To reflect the outcomes sought for the study and will describe how problems will be alleviated and opportunities realised. They play an integral role in the appraisal process.

How they are used in appraisal:
• As a performance measure of the multi-modal transport options developed to address the problems and realise the opportunities.
• Choice of option, or options, founded upon the TPOs.
• Must be made SMART to facilitate Monitoring and Evaluation of option.

Other assessment criteria:
• STAG criteria [i.e. Economy, Safety, Integration, Accessibility & Social Inclusion, Environment].
• Feasibility, Affordability and Public Acceptability.
• Established Policy Directives.
Option Generation
Option Generation

**Purpose:** To generate the widest possible set of options which could alleviate the identified or perceived problems and address the potential opportunities across the Levenmouth area transport network.
**Recommended Multi-Modal Transport Options for Preliminary Options Appraisal**

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>Maintain existing bus services while improving local public transport facilities and information services</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Improve local bus services connecting towns in the Levenmouth area to Leven</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Improve bus services to rail stations at Markinch, Kirkcaldy and Glenrothes</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Improve regional bus services linking Leven with Kirkcaldy, Glenrothes, Dunfermline, St Andrews, Dundee, Edinburgh and Glasgow</td>
</tr>
<tr>
<td>Freight</td>
<td>Provision of a rail freight link to Cameron Bridge and Methil Docks along the alignment of the existing, but currently out of use, line between Thornton North Junction and Methil Docks</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Provision of a rail line along the alignment of the existing, but out of use, rail line between Thornton North Junction and Methil Docks</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Provision of a new passenger only rail alignment from Leven and Methil Docks to Kirkcaldy</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Provision of a new rail alignment from Leven and Methil Docks to Markinch</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Provision of a new Bus Rapid Transit alignment from Leven to Markinch</td>
</tr>
<tr>
<td>Active Travel</td>
<td>Provision of new and / or improved active travel routes linking the towns in Levenmouth as well as to the East Neuk</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Hovercraft triangle between Levenmouth, Kirkcaldy, and Edinburgh, including a hovercraft terminal at Methil Docks</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Reduction in rail fares from Markinch to Edinburgh (together with an increase in car parking capacity)</td>
</tr>
</tbody>
</table>

*New options in orange*
Reporting and Next Steps

• **STAGE 1, Initial Appraisal: Case for Change Report** (now published on Transport Scotland website)

• **STAGE 2, Preliminary Options Appraisal**. Initial qualitative appraisal of the recommended options taken forward from STAGE 1 (now underway with report planned to be published in early 2019)

• **STAGE 3, Detailed Options Appraisal** – a more detailed appraisal of options taken forward from STAGE 2

• **END OF STAGE 3, Final Report** to be published in spring 2019, subject to routine technical risks

• **Feedback to Stakeholders** as the study progresses, including updates during STAGES 2 AND 3 (anticipated to be in February and March 2019)
Concluding Remarks

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Thank you for participating!

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