

Local Transport Strategy for Fife



2006 - 2026



DYNAMIC PLACE AWARDS 2002



Copies of the Plan are available in large print, in braille, on tape and in community languages on request.

Foreword



*Councillor Jim Philp,
Transportation Spokesperson*

Transportation has a major impact on our everyday life.

It has major implications for our economy, the environment and most importantly our communities and people's individual way of life. We need to get it right.

The way we live our lives has changed and over recent years, it seems to be getting faster and faster. We use our car more than ever and perhaps take less exercise than we ought to. There needs to be a re-alignment at times in how we live our lives and indeed its affect on others.

We need to think in a more sustainable way and consider our long-term actions. It is a myth that the problems are caused by others. It is you and I that need to make a change as well.

Global warming is no longer a question, it is definite. The planet is getting warmer and our natural resources will not last forever. We need to change, we need to make the best use of the resources we have to protect the long term future of our environment for us and for generations to come.

We need to consider and use more sustainable travel choices. We need to walk and cycle more and make greater use of public transport and car sharing. We will continue to make use of the car but only when there is no reasonable alternative. We need a balanced transport network that accommodates the efficient movement of people rather than vehicles.

The goal is to provide a transport system that provides people the necessary access to the goods, services and needs they desire to enable them to lead a rewarding everyday life.

So we have a big task ahead. We need to keep improving. We need to continue to have big aspirations for the future. Fife, in association with its various partners, is ambitious to continue the good progress to date.

Challenges will arise along the way and indeed the new National Transport Agency, Transport Scotland and the Regional Transport Partnerships will create great opportunities for Scotland. However, structures and organisations may alter but the fundamental needs of people will remain, that is - the need for people to access goods and services in a sustainable, affordable way.

And it is for this reason that this document is so essential to shape Fife's Transport Vision for the future.



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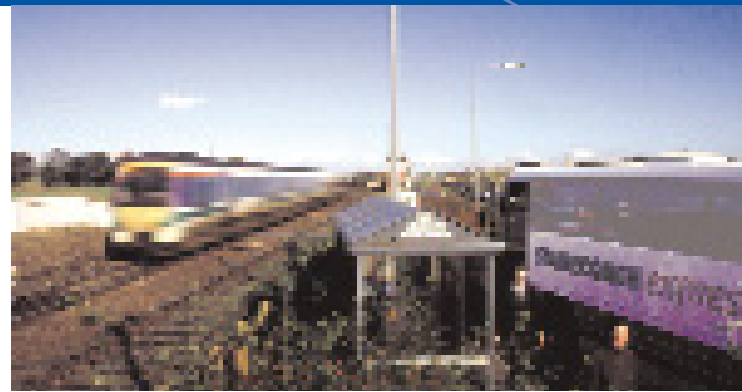
1.0 Introduction

This Local Transport Strategy 2006 (LTS) sets the 5 year short term programme, 10 year medium term plan and longer term 20 year vision and objectives for transport delivery in Fife. It is based on a review and update of the first Local Transport Strategy for Fife, produced in 2000. It looks to build on the principles of integration contained within that document and aspires to:

“develop an integrated and sustainable transport system, which is accessible to all”

The success of the original LTS was formally acknowledged by Fife Council being voted **Scottish Local Transport Authority of the year in 2004**. The award recognised the excellent work undertaken by Fife Council, Transportation Services, staff and partners in striving to develop a quality integrated transport network and contributing towards the regional transport network. Some of the achievements of the original document include:

- A series of **major rail station enhancements** funded by successful PTF bids including Markinch (£6.6m) and Inverkeithing (£1.2m), with additional car parking at Dalgety Bay (£0.5m) and Kirkcaldy (£1.3m).
- A £4m project to **upgrade 4 of Fife’s major Bus Stations**.



- The £5million Ferrytoll Bus Park and Ride and subsequent £8.7 million expansion, **winner of 4 National Transport awards**, is the first bus P&R in Scotland where parking is remote from City boundaries.
- **Rosyth Ferry** is another first for Fife - a first for Scotland. A £9m link to Rosyth Port from the A90/M90 will enhance the integration between road, rail and sea transport modes.
- Launch of a **‘hi-tech’ door to door accessible transport service** which uses computerised scheduling to optimise trips.
- Delivery of some £2 million of **improved and new bus services on key routes** with funding from successful Bus Route Development Grant bids.
- A unified system of **‘Minibus Management’** for community groups, maximising utilisation of minibuses.

Transport trends and needs are however always changing and so the Local Transport Strategy must be updated to stay ahead of these changes. Predictions for future population growth, travel demands, housing needs, economic and town centre development, and areas of congestion, which inhibit the long term economic, social and environmental prosperity of Fife and Scotland are key issues considered within this LTS.

The organisation of transport delivery is fundamentally changing with the introduction of a new National Transport Agency for Scotland and new statutory Regional Transport Partnerships. So, while the boundary of Fife remains unchanged, the interaction and relationship with these new transport authorities and strategies will to a degree change transport delivery in Fife.

Development of this document commenced in 2004 and was substantially completed in late 2005. The process of reviewing the strategy was undertaken in line with the Scottish Executive's Scottish Transport Appraisal Guidance (STAG). The appraisal methodology is based on being objective-led, open-minded, pragmatic and auditable. Consultation and stakeholder involvement was key to achieving this and fundamental in developing the strategy.

The core issues and structure of the strategy, as identified within the STAG methodology (including input from consultation), is the need to identify, develop and prioritise:

- What are **the transport issues for Fife**, now and in the future?
- The **vision** for transport in Fife.
- The practical **objectives** to improve transport provision.
- The relevant **priorities, policies and projects** for future transport provision.
- A range of **targets and indicators** to monitor delivery of the strategy.



Local delivery and outcomes are fundamental to the success of the transport strategy. To help achieve this Transportation Services has developed a decentralised approach to service delivery through teams in West, Central and East Areas of Fife. The teams have developed local Area Transport Plans (ATP), through consultation with local communities and stakeholders. The ATP's, which contain resourced local delivery plans and programmes, are available on request and should be viewed as a local level plan which supports the overarching goals of the LTS.

The LTS complements Fife Council's Community Plan and Development Plan and other supporting policies, particularly Fife's Environmental Strategy. It is focused on continuous improvement and consequently reflects Transportation Services own Service Improvement Plan.

2.0 Scottish Transport Provision

The delivery of transport throughout Scotland has now changed.

National Transport Agency

At the National Level, a new transport agency for Scotland, **Transport Scotland**, which is an Executive Agency accountable to Scottish Ministers came into being in January 2006. Its main purpose is in managing and developing Scotland's trunk road and railway networks and, establishing and running national concessionary travel schemes. The Scottish Executive is developing a National Transport Strategy for Scotland, which will be published later in 2006. The National Transport Strategy and Strategic Projects Review (2006-08) together with regional and local strategies will represent a hierarchy of interventions in transport services, infrastructure and travel behaviour that will set a detailed framework for the improvement of transport across the whole of Scotland.

Regional Transport Partnerships

Scotland is now divided into 7 statutory Regional Transport Partnerships (RTP), which will be responsible for bringing together local authorities and other stakeholders and working in partnership with Transport Scotland.

They will produce and deliver strategies to meet the transport needs of people living in their region.

Fife is a member of the South East Scotland Regional Transport Partnership (SESTRAN) which includes City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Midlothian, Scottish Borders and West Lothian Councils and various external members. The SESTRAN area is shaded green in Fig 2.1 below.

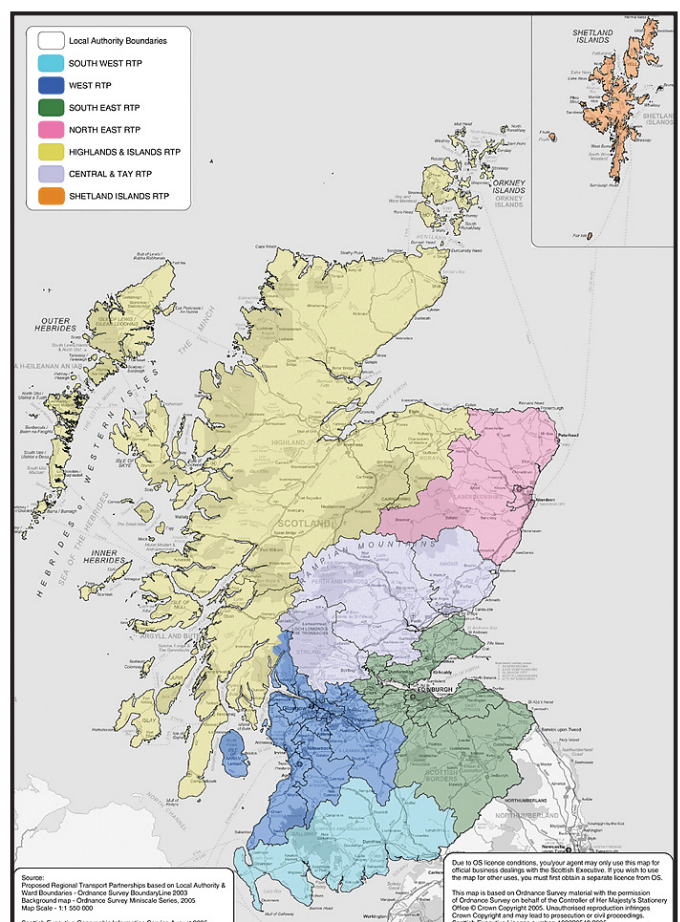


Fig 2.1

Fife is neighbouring the Tayside and Central Regional Transport Partnership (TACTRAN), which consists of Dundee, Perth and Kinross, Stirling and Angus Councils.

A new Regional Transport Strategy (RTS) will be produced in 2007, which will provide a key steer for and be informed by local transport strategies by setting regional transport objectives. The RTS will identify any local and or national functions that SESTRAN would need to acquire to ensure that the strategy is delivered.

Funding of the new RTS will be through a range of sources including prudential borrowing, Local Authorities and, where appropriate, the Scottish Executive. The extent of funding will be determined once the new RTS is fully developed, but it is likely to affect the budgets of Local Authorities. It is hoped that the funding will help improve the delivery of regional transport, for all constituent Councils.

Local Transport Strategy

The Local Transport Strategy sets out the 5 year short term programme, 10 year medium term plan and 20 year vision on what and how transport services should be developed and delivered. It is developed within the context of the Community Plan and in association with the Development Plan. It has an important role in ensuring national policies and initiatives are successfully delivered at the local level. It is instrumental in ensuring that the needs and expectations of local communities and businesses etc. are properly reflected within development of the local transport network and consequently fed up to the regional and national levels.

3.0 Fife's Transportation Services

Fife's Transportation Services work extends across the whole of Fife, an area of some 1300 square kilometres, affecting the lives of people who live, work, visit and travel in and through Fife. The Service is coordinated, via a central Headquarters in Glenrothes and Area Offices in West, Central and East Areas of Fife. The Area Offices have proven invaluable in providing a closer, more convenient, link with the local public and elected members to provide a more customer responsive service delivery.

The day-to-day responsibilities include:

- The management of revenue and capital budget expenditure, exceeding £44 million in the financial year 2004/05.
- The management and maintenance of:
 - 2,312 kilometres of roads
 - 4 principal bus stations
 - 2,616 kilometres of footways
 - 429 bridges
 - 480 kilometres of cycle ways
 - 241 retaining walls
 - 2,322 bus stops and 654 bus shelters
 - 55,512 street lighting columns
 - 158 car parks
 - 13 harbours and piers
 - 6 flood prevention schemes
 - 2 coast protection schemes

The management and co-ordination of:

- Provision of financially supported bus services that are socially necessary.
- Local concessionary travel schemes for more than 70,000 elderly and disabled people.
- Daily school transport for around 18,000 children.
- Special needs transport for some 1000 clients, including the services of 200 travel escorts.
- Administration of 10,000 Fife Mobility Cards for those less able to use public transport.
- Accessible Demand Responsive Transport services for those with reduced mobility.
- Travel information provision for the national Traveline service, 1000 bus stops, 4 bus stations, 150 bus routes and 70 distribution outlets.
- Demand-Responsive Transport services.
- Mini-bus management in West Fife Villages.

The provision of:

- 24-hour operational cover, 365 days a year in relation to roads & lighting emergencies; design, maintenance and construction services supporting new and existing infrastructure strategy; and planning services supporting the development of future transportation initiatives.

4.0 Transport Issues for Fife

The transport network in Fife is key in contributing to the transport network of Scotland and the East Coast in particular. On the east of Scotland, as shown in Fig 4.1, some 37% of the inter-regional trips undertaken between the areas highlighted, cross the Forth at Queensferry. The transport network in Fife therefore affects key issues for Scotland.

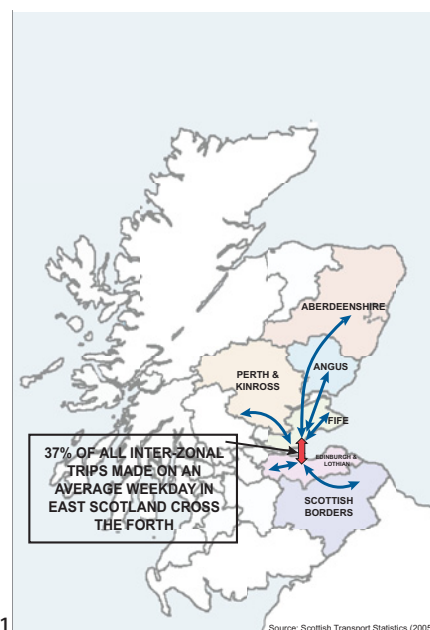


Fig 4.1

Over the last 40 years, the transport system has become too dependent on use of the private car, particularly by single occupant users. The growth in this can be seen particularly within the national trends in travel to work, as shown in Fig 4.2 below.

While use of the car is essential for many and convenient for most, its use is placing a significant strain on our Economy, Communities & Environment because of increased congestion, community severance and pollution. We need to better balance our choices to promote a more sustainable approach to travel.

In order to improve the transport network and service provision it is important to first assess existing travel demands and predicted future trends.

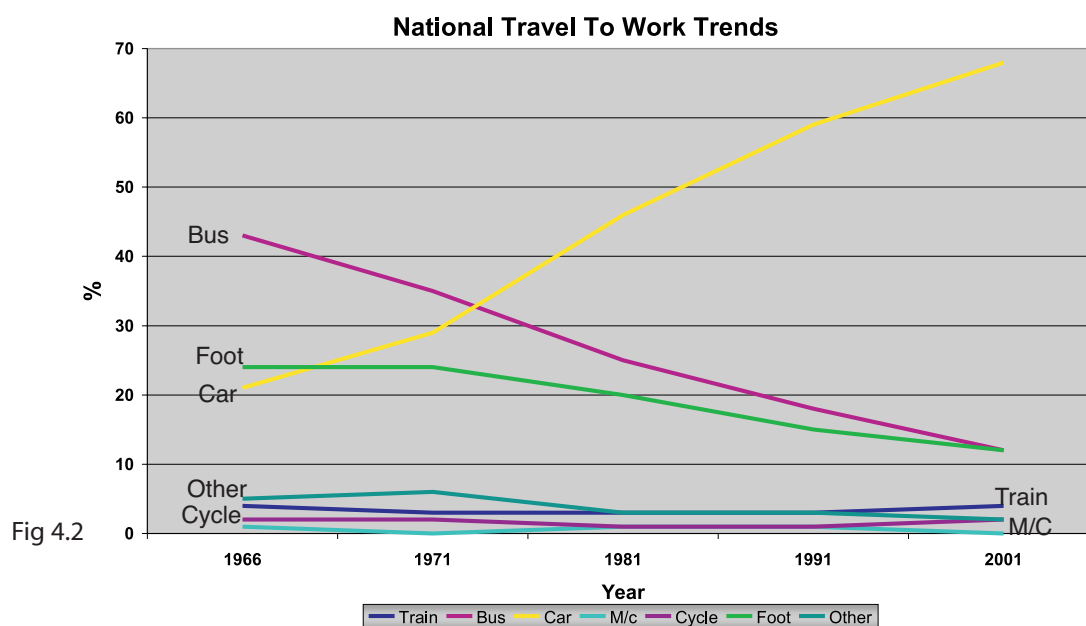


Fig 4.2

4.1 Fife Travel Trends

In Fife some 80% of all journeys start and finish in Fife. The remaining trips, as shown in Fig 4.3 below, are focused on demand to Edinburgh and the Lothians (8%); Dundee (3.5%); Perth and Kinross (3.2%), Central Area (2%), Glasgow and Strathclyde Area (1.5%), Aberdeen and the North (1.2%)

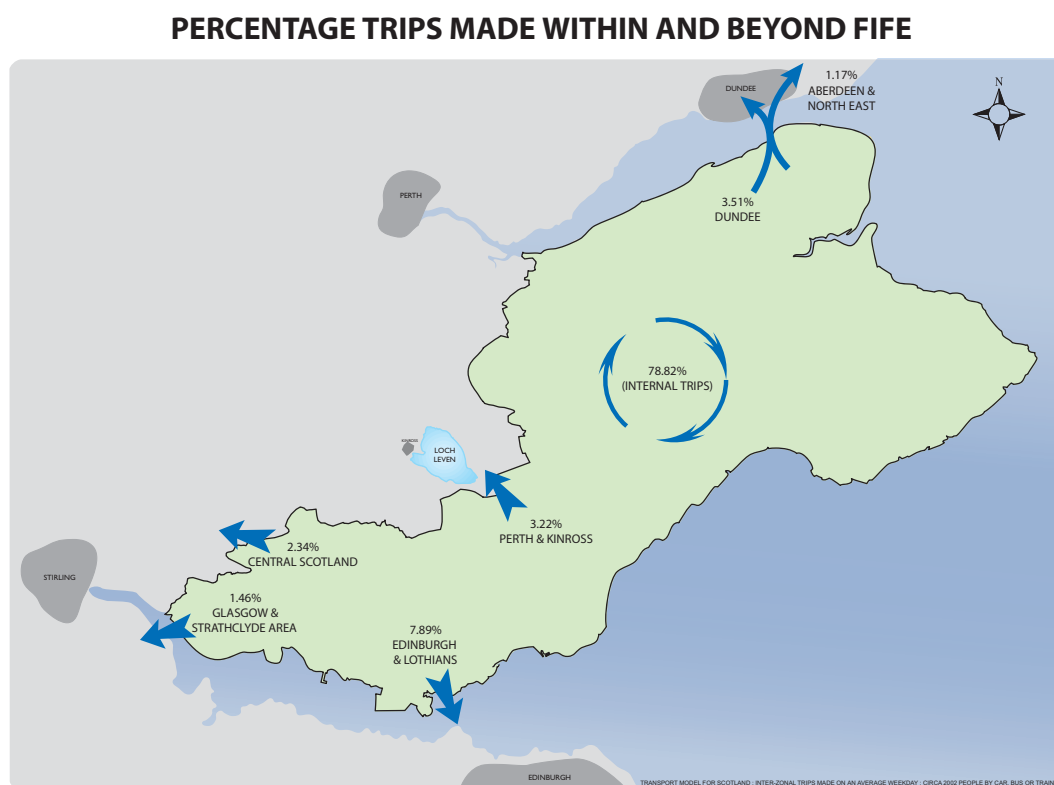


Fig 4.3

Of the 80% of trips which start and finish in Fife, the major movements are within and between the major towns. The maps shown over the page highlight the major destinations for All Journeys (Fig 4.4) and Commuter Journeys (Fig 4.5) which start and finish in Fife, (based on Fife's Travel Diary Survey 2004).

SIGNIFICANT TRIPS WITHIN AND BETWEEN MAJOR TOWNS IN FIFE

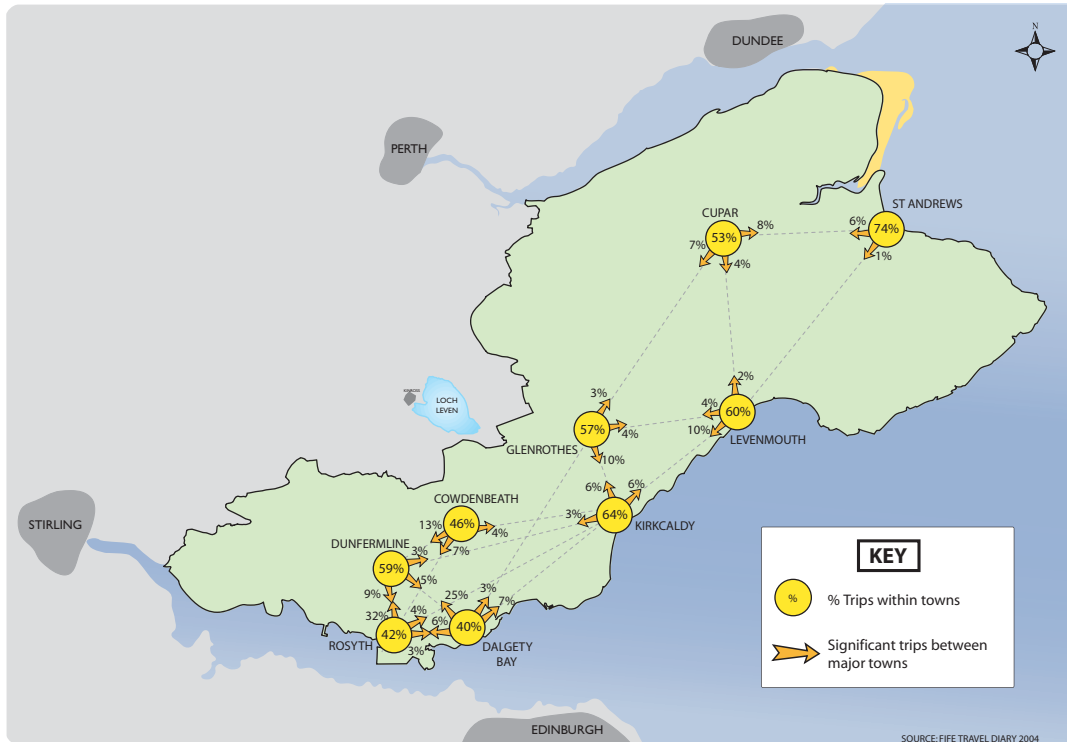


Fig 4.4

COMMUTER TRIPS WITHIN AND BETWEEN MAJOR TOWNS IN FIFE

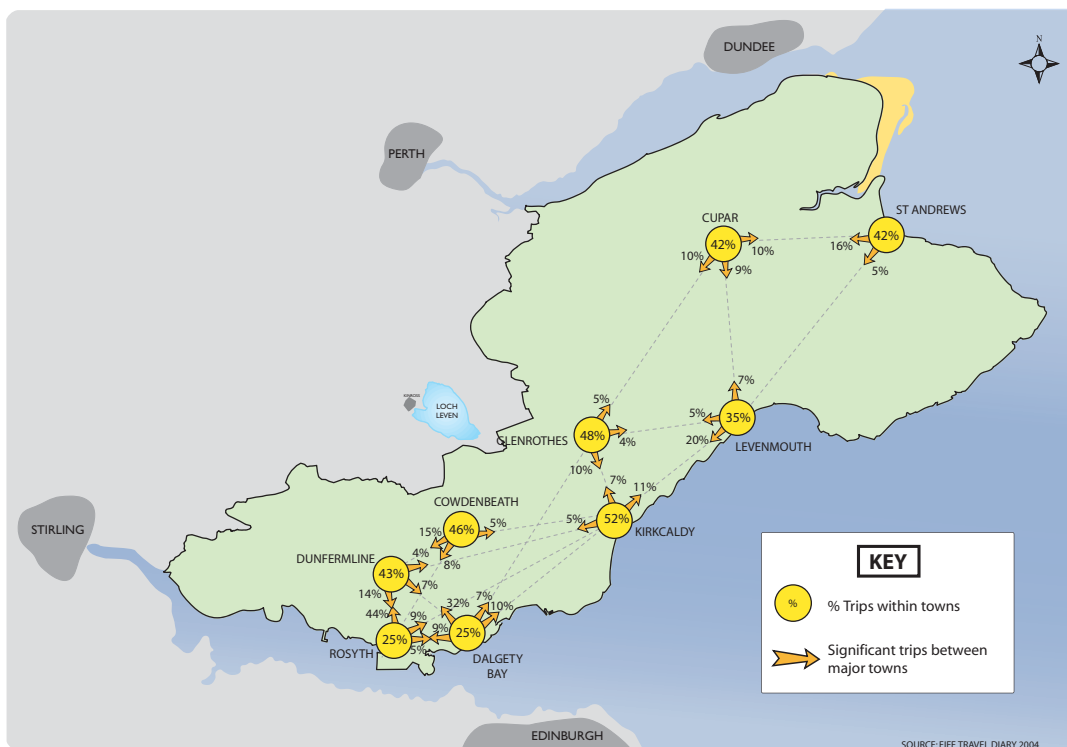


Fig 4.5

Access between these major towns and other areas of Fife is critically dependent on quality public transport and road networks. Increasing traffic growth and development will have a particular effect on the networks and improvements will be necessary to maintain access.

The maps below show:

- the relative access to the Public Transport Network. (Fig 4.6)
- the locations on the road network where significant congestion currently develops. (Fig 4.7)

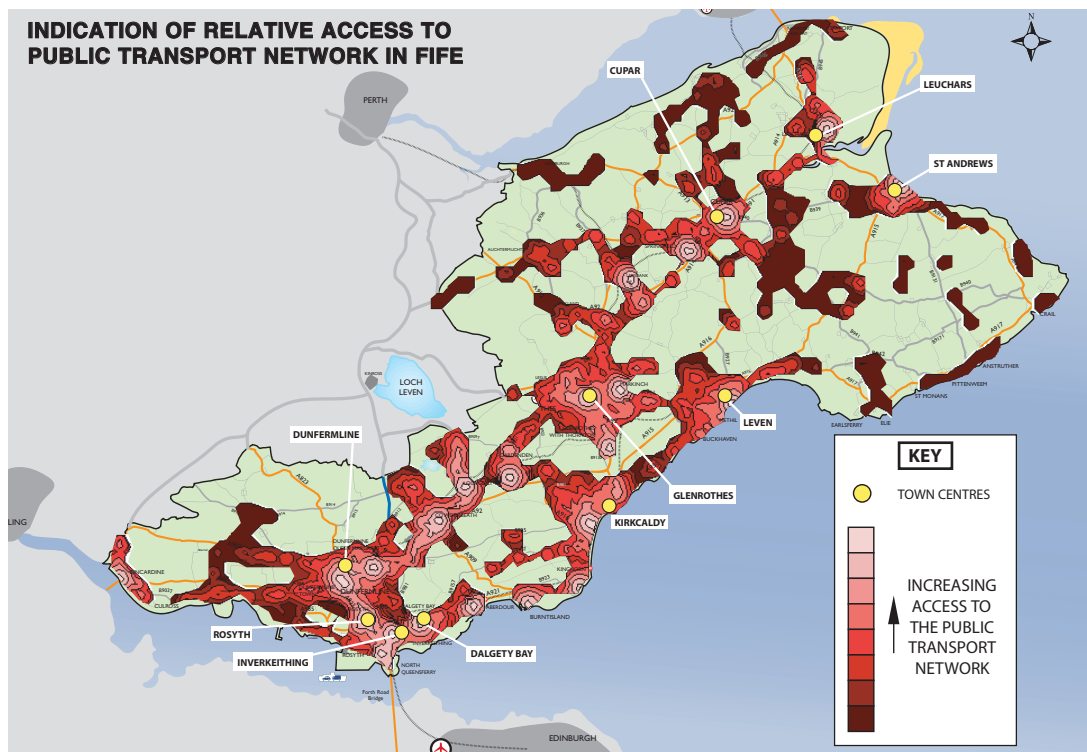


Fig 4.6

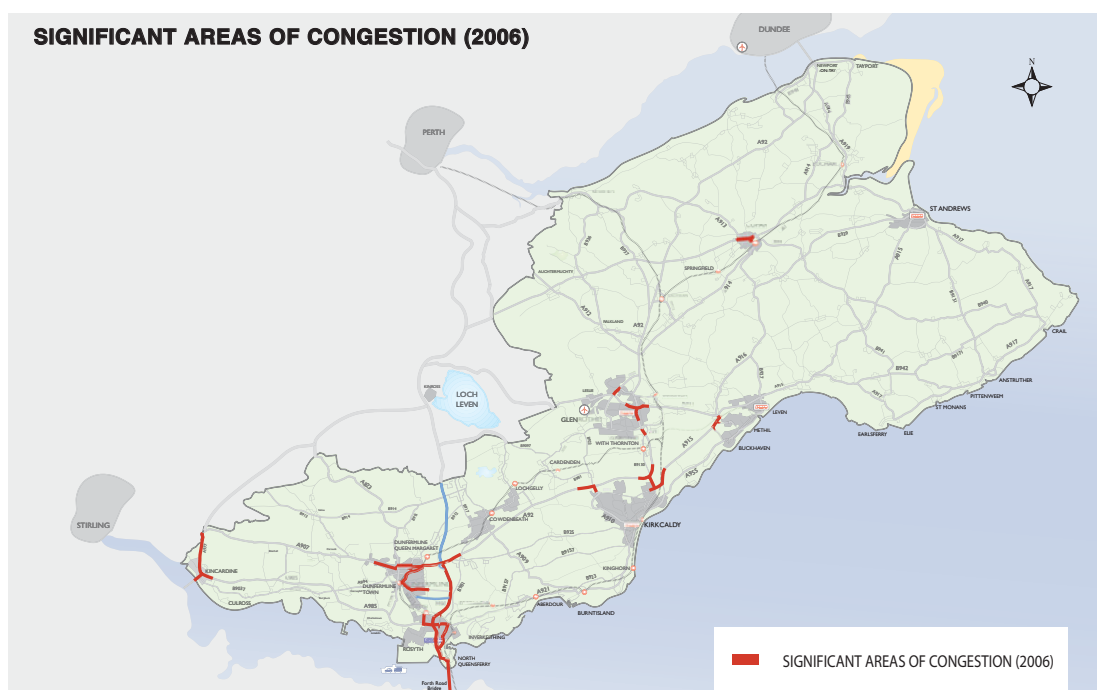


Fig 4.7



4.2 Fife Travel Diary Survey

In May 2004, Fife Council undertook a travel diary survey of residents in order to confirm the travel habits within Fife and how these compare with a previous survey undertaken in 1998 and the wider Scottish situation.

The key finding of the survey, from 1998 to 2004 there has been :

- a **10% increase in car journeys to work.**
(This increase correlates closely with national increase in car ownership of 9% for the same period.)
- a **3% reduction in people car sharing.**
- a **4% reduction in levels of walking.**
- a **1% reduction in Public Transport use.**

Journey Purpose - All Journeys

Some 30% of journeys recorded were commuting trips; and shopping accounted for 21% of responses.

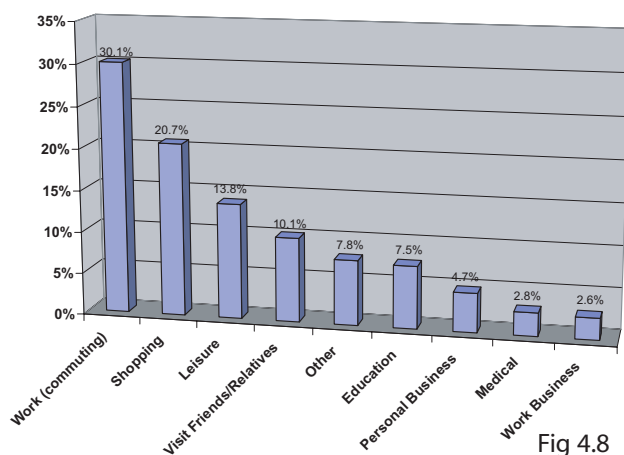


Fig 4.8

Travel by Mode

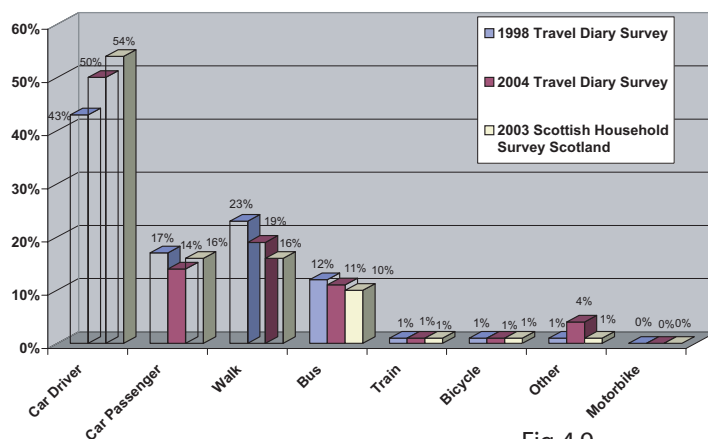


Fig 4.9

Travel to Work by Mode

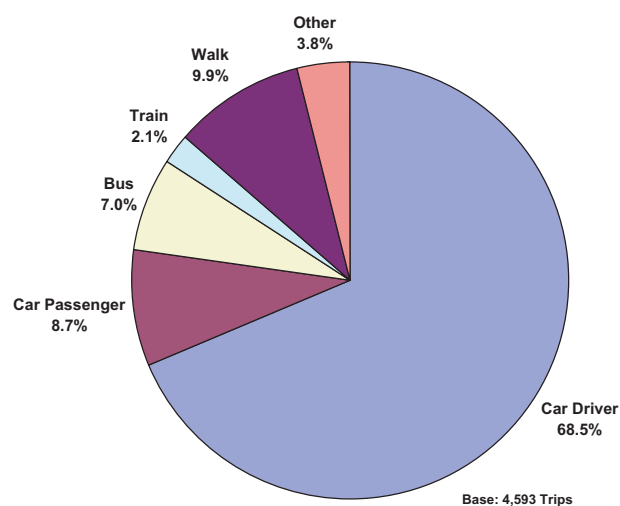


Fig 4.10

Time of Travel - All Journeys

Some 23% of journeys took place in the morning interpeak period, between 9:00am and 11:59am; and evening travel 7pm to 11:59pm accounted for only 8% of journeys.

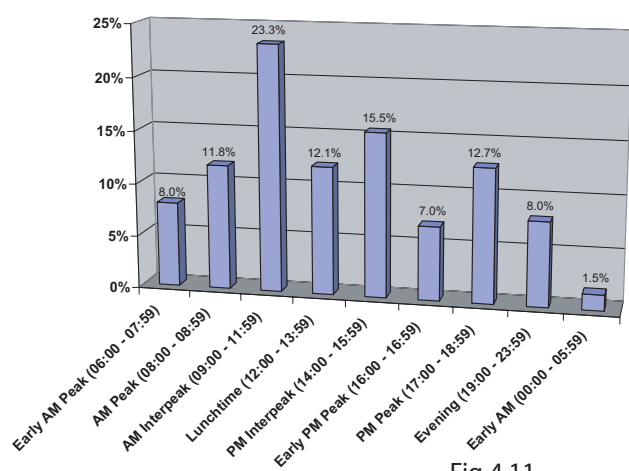


Fig 4.11

Journey Length - All Journeys

The average length for journeys was found to be 8.3 miles; Some 10% of journeys were twenty miles or more; and journeys of less than one mile accounted for 15% of responses.

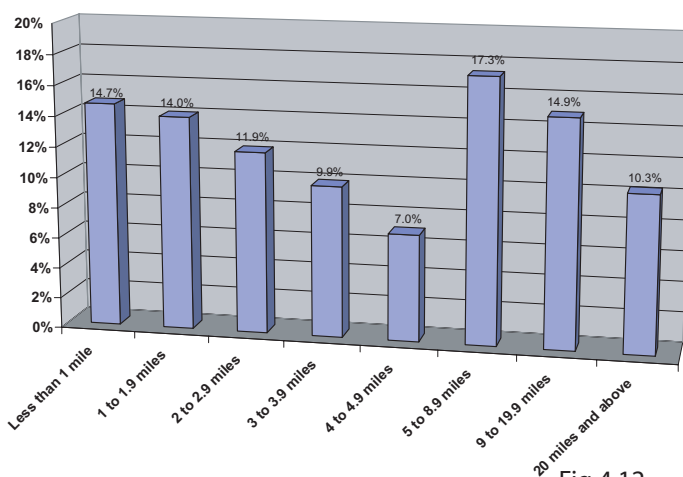


Fig 4.12

The largest proportion of trips are for travel to work consequently, greatest demand is placed on the transport network in the am and pm peak periods when commuting is at its greatest.



4.3 Population Trends

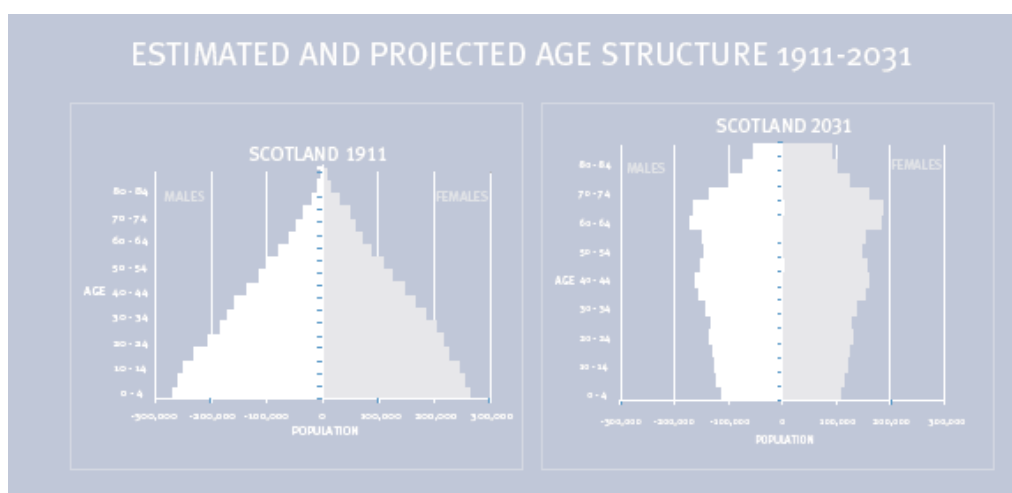


Fig 4.13

The age profile in Scotland has changed dramatically over the last 100 years (Fig 4.13). The tendency is for reduced numbers of younger adults and greater numbers of senior citizens, who are living longer and this trend is expected to continue. The size and nature of household structures too is predicted to change with the likelihood of more single occupants. In the long term, the trends when combined will lead to greater numbers of elderly single occupant householders.

There is a correlation between the elderly population and reduced mobility and an inability to access much of the transport networks. This trend will have a major influence on how and what public/passenger transport services should be delivered in the future, particularly the ability to access health care services.

[Access to Health Care](#)

Access to health care services is a major issue throughout Fife. The demand for improved access to hospitals has resulted in Fife's acute hospitals, in particular, being served by more local services.

To plan and integrate future transport needs and provision of health care services Fife Council and NHS Fife have formed a partnership with the objective of improving access to hospitals, clinics, surgeries and other places where a health service is provided. Scottish Ambulance Service is also part of the partnership and their role in transporting patients to health services will form a key consideration of any work. The overarching aim of the partnership is to develop a more integrated approach between travel to, and delivery of health care services.

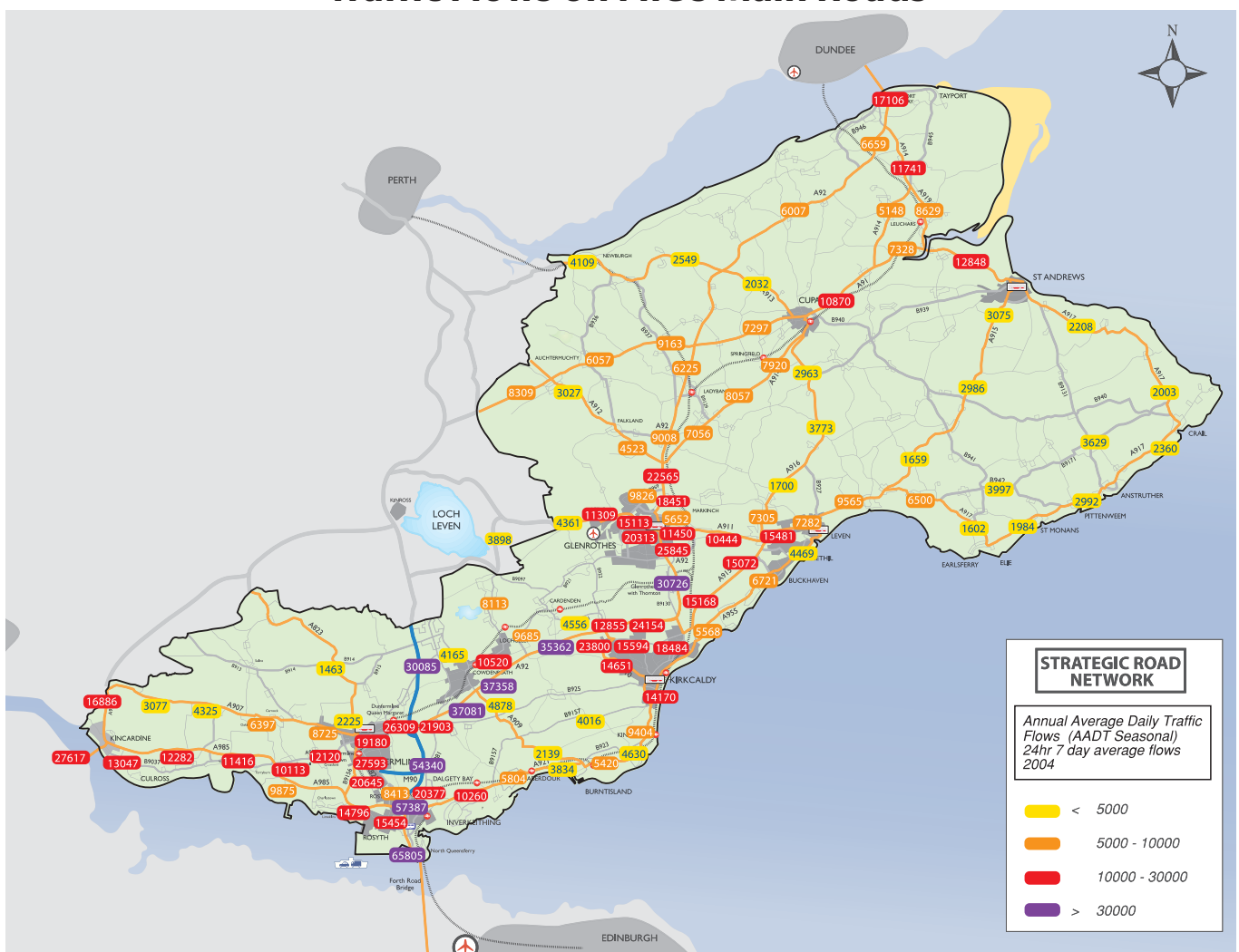
4.4 What Transport Networks are available in Fife?

The demand for longer distance travel within and beyond Fife is distributed among the main travel modes of Rail, Bus and Private Car. An indication of the distribution, demand and capacity of:

- the road network within Fife (Fig 4.14)
- the rail and bus networks across the Forth in the morning peak period (7am-9am) (Fig 4.15 and Fig 4.16)



Traffic Flows on Fife's Main Roads



Fife Rail Network - Morning Peak Rail Usage (Southbound Morning Peak Capacities 0700 - 0900)

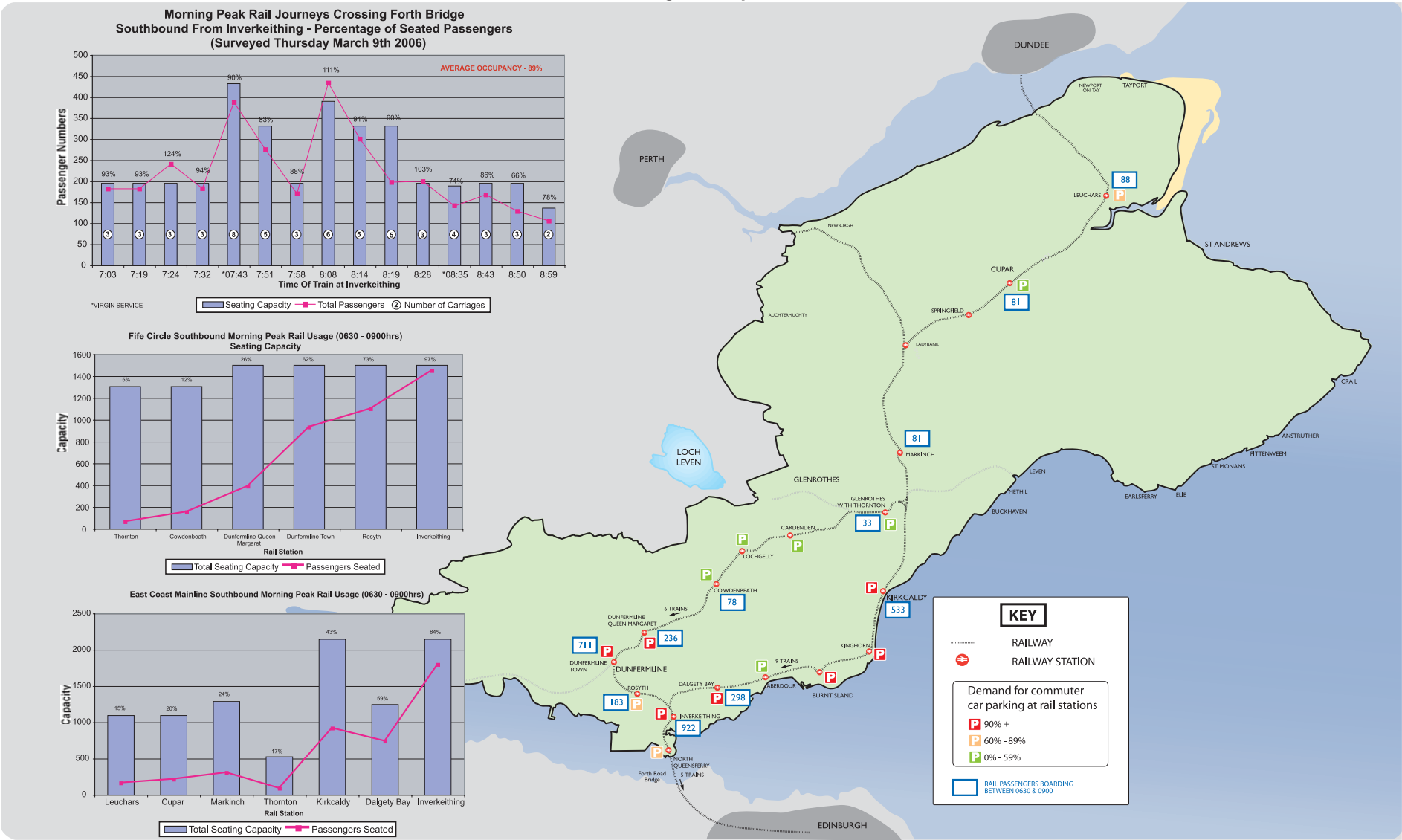


Fig 4.15

Bus Passengers Travelling Southbound Across the Forth in the morning Peak (0630 - 0915)

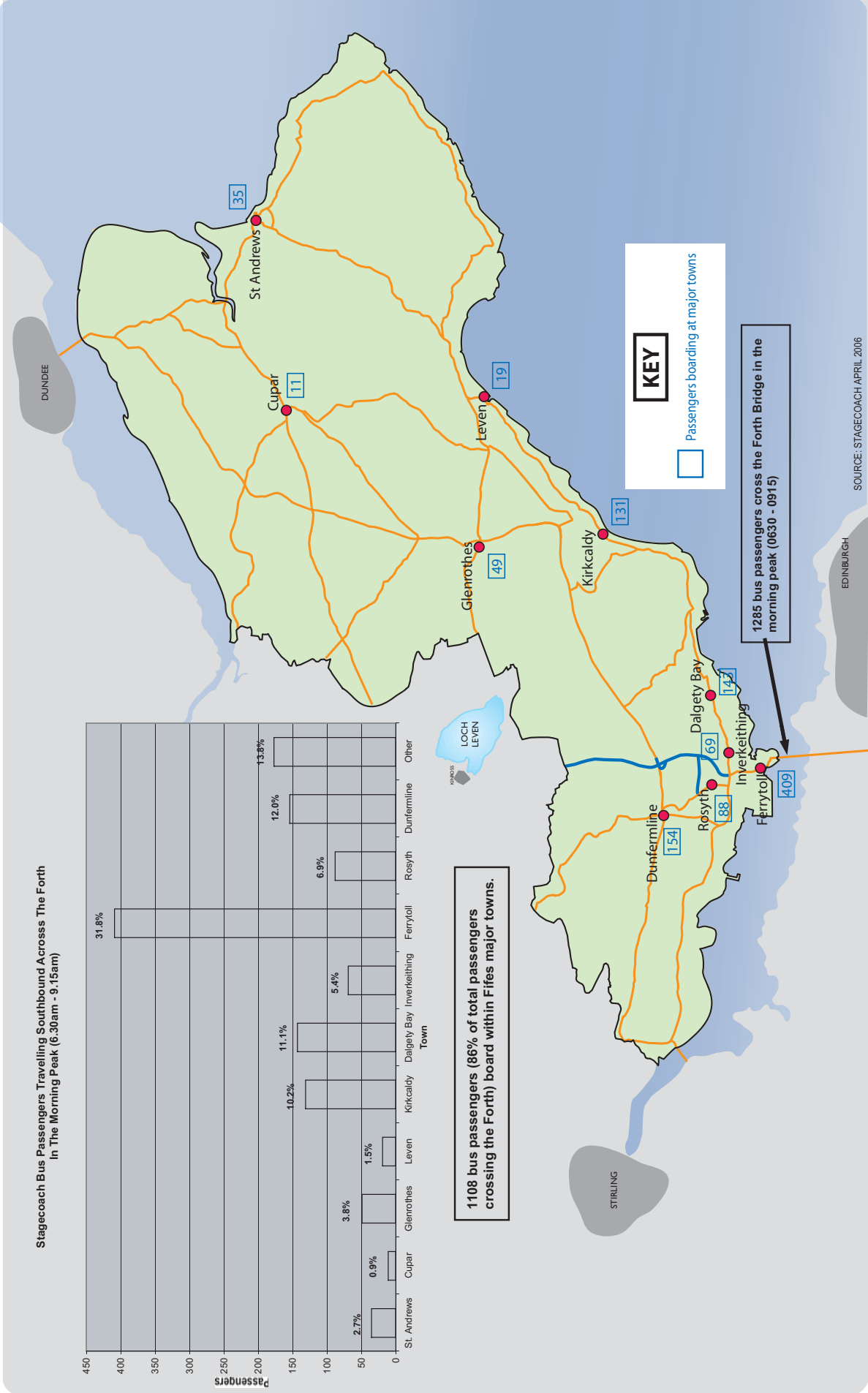


Fig 4.16

Accommodating demand for travel across the Forth and Tay estuaries is critical to maintain the external connections to Fife. Existing and predicted future demand across each of the Forth, Tay and Kincardine Road Bridges is shown below in Fig 4.17.

As can be seen, from the evidence above, the greatest demand for travel in and through Fife is in:

- Cross Forth Travel

Cross Forth Travel

The growth in passengers and traffic on the Forth Bridge and Forth Road Bridge, confirm the demand for Travel Cross Forth, which has been increasing at twice the national average rate. The road bridge is currently at practical capacity within the morning peak period, while the rail bridge is operating at close to current travel capacity.

Beyond Fife, there are a number of schemes which will help to improve capacity across the Forth through fundamental changes to the Scottish transport system. The key schemes include the Edinburgh Airport Rail Link (EARL); Improvements to Waverley Rail Station, which will provide greater capacity for train movements; and, a major road improvement between the Forth Road Bridge and the M9/M8 to replace the A8000, which will help to reduce road congestion across the Forth.

As well as impacting on access to and from the Airport, EARL will improve access between regions and certain parts of the SESTRAN region, particularly Fife (e.g. high frequency train services between Glasgow and Edinburgh Airport will connect with services from the Airport to Dunfermline and Kirkcaldy). This is likely to result in businesses becoming more likely to locate in Fife, as well as increased travel-to-work opportunities for residents. Fife is likely to gain as a result of EARL. The outline layout for the EARL project is shown in Fig 4.18

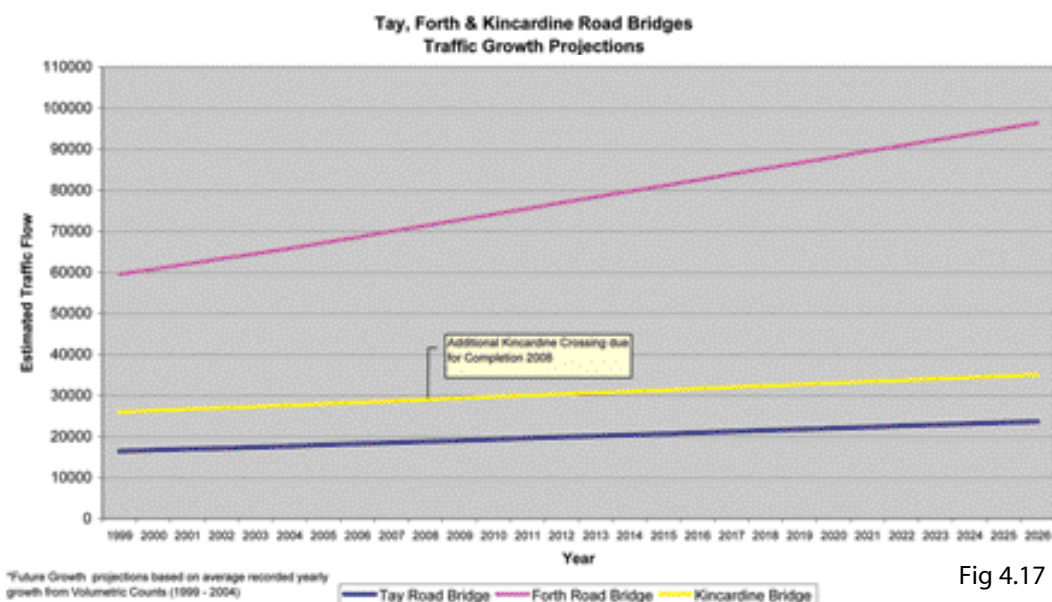


Fig 4.17

In Fife, work is ongoing to improve people carrying capacity across the Forth, particularly within the peak periods as commuter travel to work journeys dominate. Improvements such as the Ferrytoll Park and Ride interchange, the lengthening of platforms at rail stations and provision of longer trains have helped ease the strain on morning commuting by providing much needed additional capacity.

In association, there are a number of improvements planned to improve access to the rail network. These include provision of bus/rail interchanges at Inverkeithing and Leuchars Rail Stations, and additional car parking provision at stations. (Kirkcaldy + 315 spaces, Rosyth +112 spaces, Dunfermline Town +93 spaces and Dalgety Bay +107 spaces – now installed).

In 2005, Transport Modelling and analysis of problems and issues for Cross Forth Travel were undertaken as part of the SESTRAN Integrated Transport Corridors Study (SITCOS) investigating the Queensferry Corridor and development of the Local Transport Strategy for the Forth Estuary Transport Authority (FETA) .

The studies concluded that growth in demand for Cross Forth Travel is predicted to continue. In the morning peak period, the SITCOS study confirmed the origins of demand and the dispersed travel destinations south of the Forth. (refer Fig 4.19 and 4.20)



Fig 4.18

The key findings of SITCOS and recent studies by FETA are:

- Of the car traffic crossing the bridge, some 80% have only a single occupant which is extremely inefficient in terms of improving access.
- If current traffic growth continues unabated, as predicted, congestion will increase further and spread beyond the peak periods resulting in reduced access to Fife and the North East Coast of Scotland. This would have a significant effect on the prosperity of Fife and Scotland.
- The poor long term condition of the existing Forth Road Bridge underlines the need for work to start on the feasibility and design of a new crossing in order to safeguard access. Any new crossing should integrate with the principles of efficient movement of numbers of people and therefore should favour high occupancy vehicles.
- In the morning peak period, the southbound trips crossing the Forth have distinct, but dispersed destinations, which require consideration of a range of flexible, but direct, public transport services to accommodate demand for travel.

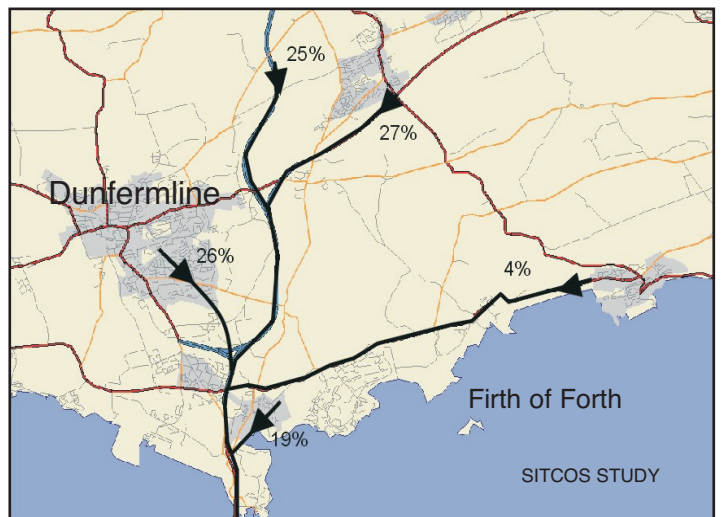


Fig 4.19

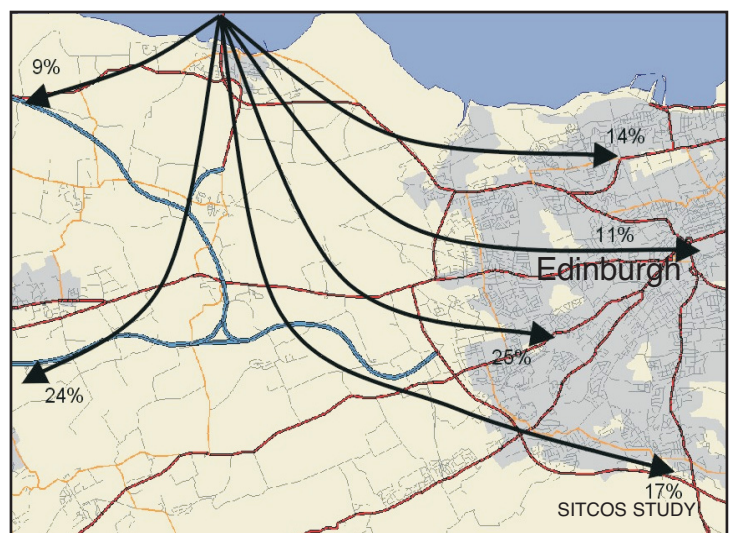


Fig 4.20



The studies have highlighted a range of time dependent and integrated recommendations to best manage demand for Cross Forth Travel. The key measures are:

Short Term (1 - 5 YEARS)

- Provide new Park & Choose sites at Halbeath and Rosyth
- Provide a HOV lane between Halbeath and the northern bridgehead
- Introduce bus priority measures on the approaches to the bridge
- Introduce feeder bus services to rail stations

Medium Term (5-10 YEARS)

- Revise rail patterns to maximise use of Cross Forth rail capacity
- Support Park & Choose at locations in Inverkeithing, Ferrytoll and Dalgety Bay
- Complete the Bus "Right-of-Way" network between Fife and Edinburgh

Long Term (10 YEARS +)

- Cap rail fares so that fares between south Fife and Edinburgh are capped at the level applied at Inverkeithing
- Promote the construction of a new multi modal crossing of the Forth, which gives priority to high occupancy vehicles

In March 2006, Scottish Ministers having considered the independent audit of the corrosion in the main suspension cable of the Forth Road Bridge agreed to:

"start planning now for a replacement Firth of Forth crossing given the findings of corrosion on the Forth Road Bridge"

The most optimistic timeframe for replacing the crossing is 2014, if planning work starts now. (Reference The Scottish Executive Website "Future For Road Bridges", 1st March 2006).

Fife Council, in acknowledgement of the demand for Cross Forth travel and the need to promote more sustainable alternative travel choices, is currently progressing an engineering assessment and business case for a Cross Forth Ferry Service.

Tay Bridgehead

The demand for travel across the Tay has grown on average at 1.54% per annum over the last 5 years and while there is no significant congestion at present, if demand continues to increase, congestion will be a problem in the future. It is important therefore that measures are planned in order to manage demand in a more sustainable way to ensure access is maintained in the future, for example by the provision of a Park and Choose facility at the Tay Bridgehead and provision of High Occupancy Vehicle (HOV) lanes.

4.5 Future Development in Fife

The finalised Fife Structure Plan 2006 – 2026, proposes the release of 35,200 houses over the next 20 years. The published projections by the GRO, (2004) base show a projected growth for Fife of over 9% over the next 20 years, though the Structure Plan allows for a 5% projection in setting the housing land requirement.

The Structure Plan recognises that the higher level of growth may not be sustained for the 20 year plan period. (refer Fig 4.21)

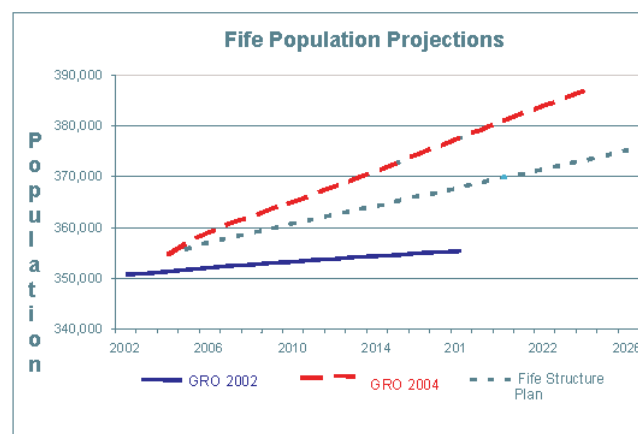


Fig 4.21

In the interests of sustainability, new development will be focused primarily in existing urban areas and at locations which are best able to encourage more sustainable travel. It will be delivered through Strategic Development Areas (>1,200 houses), other Strategic Land Allocations (>300 houses) and further Local Plan allocations and windfalls. The Strategic Development Areas are shown below: (Fig 4.22)

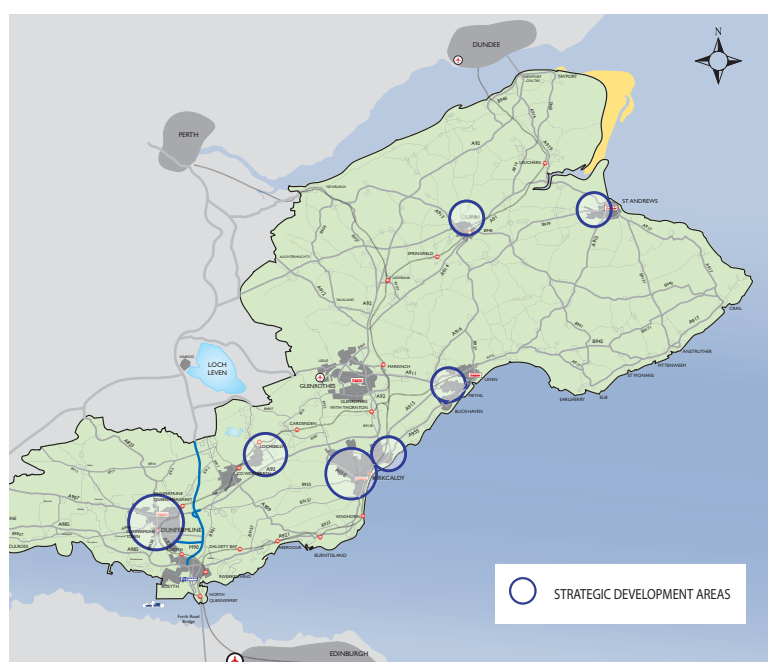


Fig 4.22

The Structure Plan strategy focuses a significant proportion of the house building within mid Fife, to support urban regeneration and to avoid exacerbating current levels of traffic congestion in the Forth Bridgehead area. Within West Fife, new housing development is programmed for later plan periods, when key infrastructure is expected to be in place.

The Strategic Development Areas in West, Mid and East areas of Fife require a range of transportation improvements to enable development to proceed. Some of the major issues within each of the areas include:

West Fife

- Significant improvements to the public transport corridors; a distributor ring road, improvements to major junctions and the town centre in Dunfermline; and, the potential for a “bus right of way” network with a view to promoting, in the long term, a light rail transit network to Edinburgh.

Mid Fife

- Improvements to the key linkages to town centres and the public transport network; improvements to the road network around the Redhouse Interchange (which is on the A92 trunk road and under the control of the Scottish Executive), including a road link to the Standing Stane road; a possible new rail halt to East Kirkcaldy; and, promote the possible reopening of the rail link to Levenmouth and a new station in Leven.

East Fife

- Promote a relief road for Cupar and a distributor road for St Andrews.

It has been shown that development associated with the Structure Plan can, in transportation terms, be accommodated if a range of specific infrastructure and services are implemented as part of the proposed development.

The key measures, in addition to those of the SITCOS study, include improvements to:

- Forth Bridgehead Area
- Halbeath Corridor
- Dunfermline City Centre
- Redhouse/Gallatown roundabouts

“Specific individual schemes relevant to Fife’s Structure Plan are included in Chapter 6(ii) Key Projects and studies”

4.6 Access to Needs and Services

The overarching goal of transport is to allow people the opportunity to access the key needs and services they require, be that of Employment, Health Care, Education or Leisure. To provide such access, for such a diverse range of needs is an extremely complex and demanding task. It requires a range of forms of transport to provide a sustainable, environmentally sound approach to accommodate need.

In Scotland over the past 40 years use of the private car has grown significantly while travel by foot and bus have reduced, an indication of this trend is shown within the national travel to work graph shown within (Fig 4.2). The single greatest challenge to a balanced approach to transport provision is the continuing rapid rise in ownership and use of the private car.

In Fife, while on average 70% of households have access to a car some 30% do not and rely on a quality public transport service to access every day needs and services. The need therefore for a quality, diverse public/passenger transport system is essential for the future to secure access for those without cars and as a means to encourage less use of the car generally.

To help promote access to the bus network, a range of schemes are planned to improve infrastructure and services, including significant upgrade to major bus stations and provision of quality bus corridors. This approach is focused on improving the journey experience for passengers by improving overall quality, safety and security, comfort and appropriate travel information etc.

Currently in Fife there is a pilot programme which has implemented demand responsive transport service (DRT), which has been set up in recognition that existing passenger transport systems and concessionary fares are not always able to meet the needs of people with reduced mobility. There is a long term need to develop and fund greater user specific transport services, such as DRT because of the predicted demographic trends.



While there is a continuing desire to improve bus passenger transport, the cost of supporting socially necessary bus services has grown substantially over recent years. For example, in West Fife alone the cost of supporting services has increased by some £724,000 (30%) for the latest 5 year contract award. This trend is prevalent throughout the United Kingdom, where over the past 6 years prices for bus services have doubled while the Retail Price Index (RPI) has only increased by 14.5%. If this continues, as expected, and with the ever increasing pressures on financial resources there will be a long term need to find alternative ways of resourcing and procuring services.

In light of the predicted changes to demographics, travel needs and cost of services it is estimated that an additional £20 million is required to maintain and improve public transport services over the next 10 years.



Road Traffic Reduction Act

The need to achieve a reduction in levels of road traffic is acknowledged in the Road Traffic Reduction Act (RTRA) 1997. Details of traffic growth forecasts and monitoring of road traffic were included within the technical appendix of the initial Fife LTS in 2000. However, it was acknowledged that the setting of targets is heavily dependent on the degree of funding and both regional and national traffic growth, which is not in the control of Local Authorities. These concerns have been confirmed within the report commissioned by the Scottish Executive, "The Evaluation and Review of Local Authority Road Traffic Reduction Targets", which states that:

"opportunities for delivery of road traffic reduction targets are not wholly in the control of local authorities, but require a much wider partnership and commitment, across most levels of government and also the private sector"

The Scottish Executive has acknowledged these difficulties and new RTRA guidance is awaited. Once this is available, the local Area Transport Plans for West, Central and East areas of Fife, and the LTS will be updated accordingly.

4.7 Travel Safety

Safety and the perception of safety is fundamental in ensuring people use the transport system in all its forms. Specific issues being addressed include improved safety, particularly for the young, women and vulnerable groups, for walking and cycling, and use of passenger transport.

A range of measures are being promoted to address concerns, including improved street lighting; segregated cycle ways, more pedestrian crossing facilities; low floor fully accessible buses with CCTV surveillance, seat belts and significant improvements to our bus stations and associated infrastructure.

To help address the issue of crime and antisocial behaviour within the public transport network, a Safer Transport Liaison Officer has been appointed, following the success of a similar initiative in Edinburgh. The post, which will initially be a 2 year pilot, is funded by Fife Council, Stagecoach and Fife Community Partnership. The appointment will help to tackle problem areas and issues, and will assist with the training of transport staff.

However, the over-riding safety issue to address within transport is the safety record on our roads.



In Fife, in 1981 50 people were killed and 513 seriously injured while in 2005, 15 people were killed and 171 seriously injured.

Although Fife roads are safer than they used to be, despite carrying greater volumes of traffic, it is vital to continue our efforts to reduce these figures.



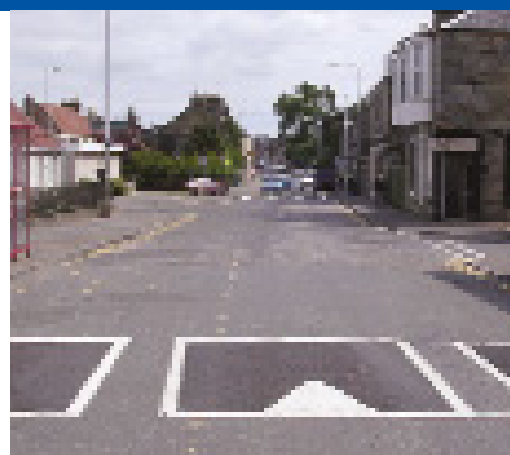
In March 2000, the UK Government, along with the Scottish Executive and the National Assembly for Wales, announced a new national road safety strategy and set casualty reduction targets for 2010, based on an average of levels between 1994 and 1998.

The key targets are:

- A 40% reduction in the number of people killed or seriously injured (KSI).
- A 50% reduction in the number of children killed or seriously injured.
- A 10% reduction in the slight injury casualty rate.

Fife has implemented a range of measures and initiatives to work towards achieving these targets, including implementation of

- traffic calming,
- 20 mph zones,
- improved walking and cycling facilities
- targeted measures at identified crash sites (including mobile speed cameras)
- Education initiatives in partnership with others, such as the award winning Safe Drive Stay Alive Roadshow



The measures, in combination with a range of initiatives by the Safer Travel Task Group, have resulted in the performance shown in the graphs below.

TARGET 1 - 40% REDUCTION IN KSI'S

Since 2002, despite a slight increase in 2004, we have continually reduced the level of KSI and are now on course to achieve the target of 160 KSI's by 2010.

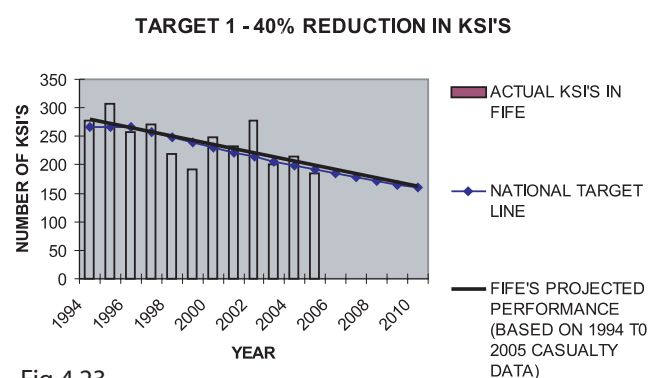


Fig 4.23



TARGET 2 - 50% REDUCTION IN CHILD KSI'S

In 2003, Fife achieved the target of 50% reduction in child KSI's. In 2004 and 2005, this increased slightly (2004 being an exceptionally bad year for child fatalities). However, Fife remains on course to achieve the target by 2010. (refer Fig 4.24)

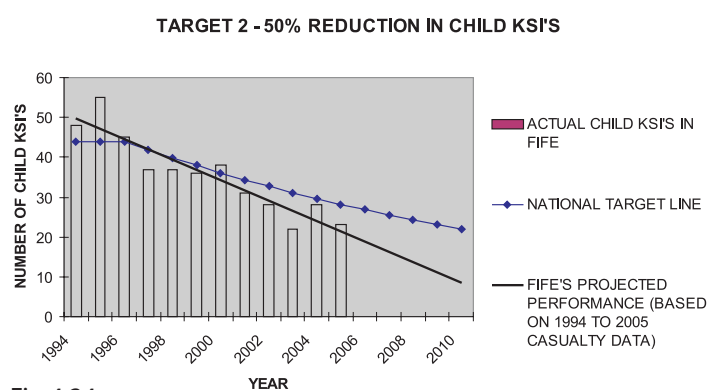


Fig 4.24

TARGET 3 - 10% REDUCTION IN SLIGHT CASUALTY RATE

In each of the past 3 years (2003-05), Fife has achieved the 2010 target of reducing the slight casualty rate (per million vehicle kilometres) by 10%.

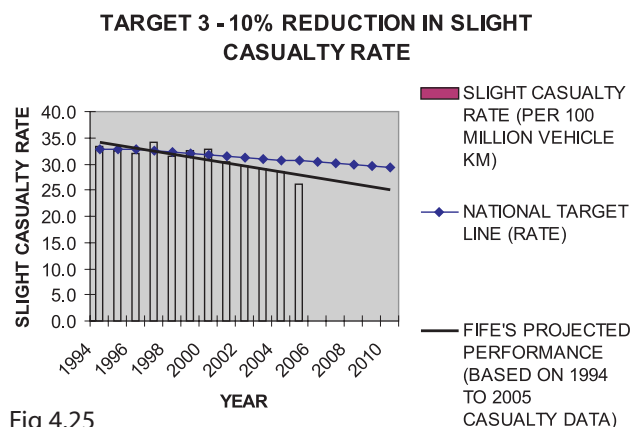


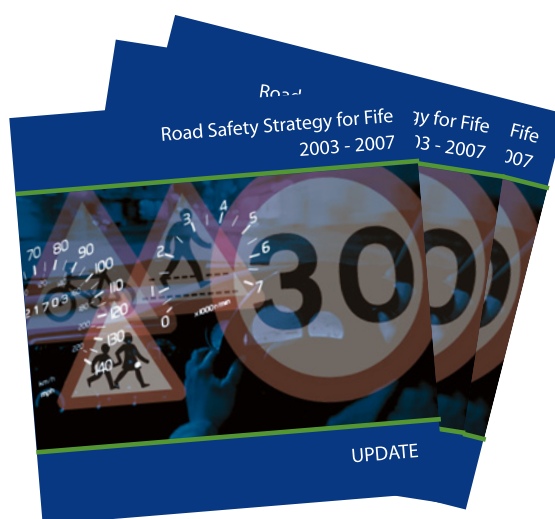
Fig 4.25

Other Road Safety Issues

While good progress has been made in terms of casualty reduction, there are still many areas of concern, which need to be addressed in collaboration with Fife's road safety partners. These include the particular problems of:

- Young Drivers
- Motorcyclists
- Drink Driving
- Inappropriate speed
- Rural Casualties
- Vulnerable Road Users

The background to these and other issues are fully discussed within the overarching Road Safety Strategy for Fife (2003 - 2007) and the subsequent update published in April 2006.





4.8 Maintenance of Existing Road Network

The need to maintain our roads network, including footways, cycleways, street lighting, bus infrastructure, carriageways, bridges and traffic signals etc. in a safe, sound condition is essential in order to provide a quality, balanced transport system.

The condition of the roads network is key to improving safety, minimising delays and congestion in order to promote a strong economy, safe community and healthy environment.

Access to Fife is critically dependent on the key bridges which link Fife to the rest of Scotland. Whilst most are of sound condition, it has recently been shown that there is long term deterioration of the Forth Road Bridge. This has major implications for Fife and is acknowledged by Scottish Ministers agreeing to start planning now for a replacement Firth of Forth crossing given the findings of corrosion on the Forth Road Bridge.

Currently in Fife, funding levels for road maintenance are lower than they were in 1994 as other priorities attract greater levels of funding. While the short term results of such under funding are not immediately obvious, because of the robust nature of infrastructure, the long term implications are significant and need for timely intervention is critical.

The principle of intervention is demonstrated in Fig 4.26 below.

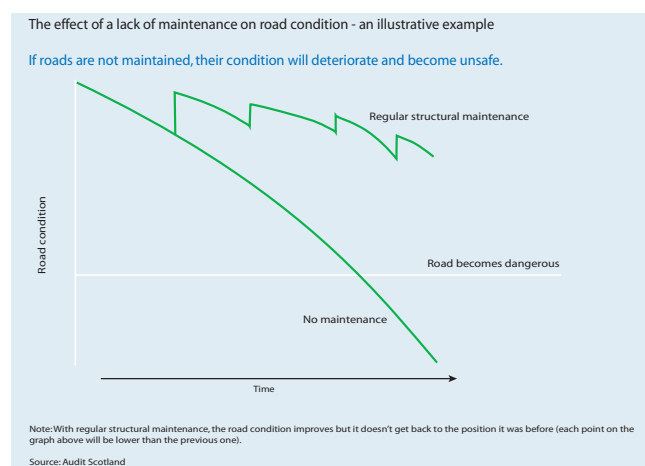


Fig 4.26

Individual infrastructure, be it a footway, cycle path, bus route or road all rely and operate, to a great extent, on a single network. If this is in a poor or unacceptable condition it has a major implication for a wide range of users. The condition is likely to have a more pronounced effect on more sustainable modes. It is often this group which is most acutely affected by the poorer conditions.



From a Fife Council Customer Satisfaction Survey to establish the rated importance of council services between the 2002 and 2005, the issues of highest importance were cited as:

- Road maintenance
- Street lighting
- Public transport

Road maintenance, in particular, was rated as having the biggest difference between expectation and satisfaction. Groups were generally happy with the state of the roads but dissatisfied with the on-going road maintenance issues (for other councils in Scotland, the importance of road maintenance is often the lowest scoring).



Increased Loading

As traffic volumes increase significantly the integrity and long term durability of existing infrastructure is placed under ever increasing strain. In particular, the increase in weight limit of HGV's to 44 tonnes imposed on 1st January 1999, to meet EU requirements, and the general traffic growth are the main contributors to the heightened stress.

Road Network

In Fife, some 56% of the road network is in need of some form of consideration for repair/replacement. The condition of the A and B road network in Fife is shown in Fig 4.27.

Audit Scotland in their report, "Maintaining Scotland's roads", considers the condition of roads in Scotland and how councils and the Scottish Executive manage road maintenance. While they acknowledge that further work is still required to establish a definitive system to determine the percentage of the road network in need of repair, the report suggests that councils should aim to achieve a 'steady state' road maintenance condition where 8% of the road network requires maintenance each year. A 'steady state' condition is considered by roads engineers to be the threshold between having a well maintained network and having a maintenance backlog.

The condition of the road network in Fife requires significant investment to return it to a condition which can be managed efficiently on an ongoing basis even though the condition of Fife's roads are being better managed than most in Scotland, as detailed within Audit Scotland's report.

Funding options to address poor condition of Fife road network.

- 1 - **£103.7m over 10 Years**
(A & B roads require - £46.2m over 10 Years)
- 2 - **£138.0m extra over 15 Years**
(A & B roads require - £62.85m over 15 Years)
- 3 - **£172.0m extra over 20 Years**
(A & B roads require - £79.6m over 20 Years)

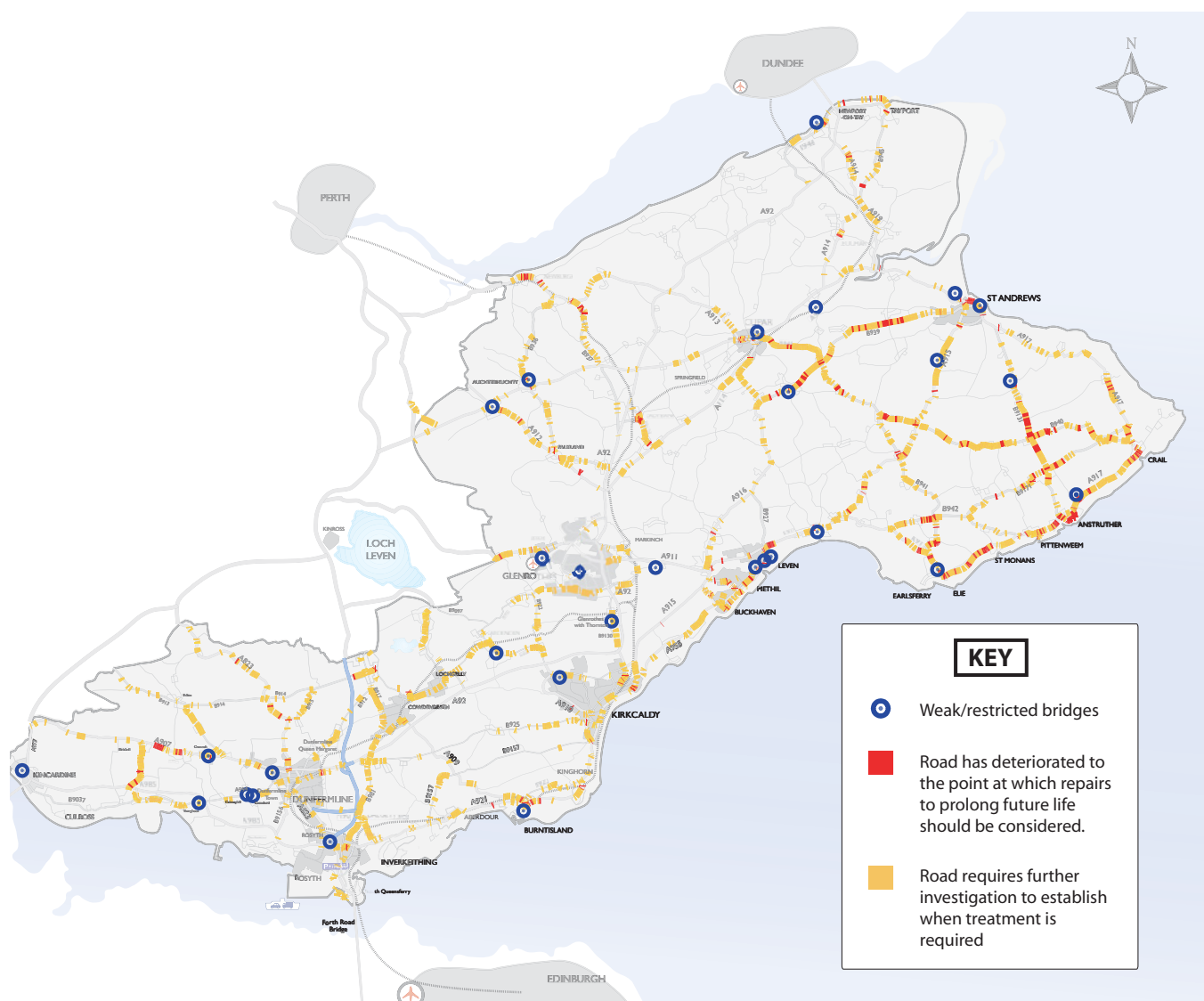


Fig 4.27

Bridge Network

The bridge network in particular is most acutely affected by the increase in the weight limit of Heavy Goods Vehicles to 44 tonnes.

From assessment of the rate of repairs to existing bridges and the available funding, it estimated that it would take some 60 years before the backlog of under strength bridges could be addressed, see graph below (Fig 4.28). (This assumes existing levels of funding continue and are sufficient to accommodate repairs for large individual bridges).

Such a 60 year timescale is impractical, because many of the existing bridges which are presently in an acceptable condition would advance beyond their original design life in the intervening period and add to the ongoing backlog. The backlog would therefore be maintained by such inaction and restrict access to the road network for businesses and communities in the long term.

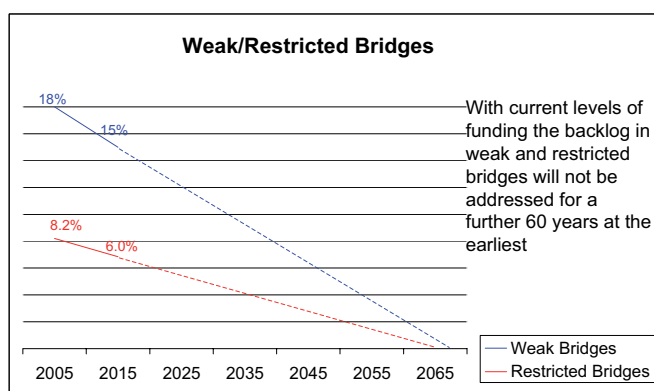


Fig 4.28

Analysis of the Fife bridge network has identified the level of funding required, as shown

Funding to strengthen/
replace Fife's weak bridges.

1

- £17.5 million is required over a 10 year period to remove the current backlog in bridge repairs and return the network to a condition which is maintainable in the long term.

Street Lighting

Street lighting plays a major part in improving road safety, reducing crime and fear of crime generally and when travelling. These benefits are lost if lights are not well maintained and working properly.

There are currently over 55,000 street lights across Fife. A study into the age of street lighting columns found that over 28,000 columns (51% of the network) are beyond their 30 year design life. Given this scale of backlog, funding of £40.25 million has now been secured to support a 10 year street lighting replacement programme.



4.9 Freight Issues

The efficient movement of freight is vital to the economies of Fife and Scotland.

In Scotland in 2004, an estimated 158 million tonnes of freight were lifted by UK HGV's and transported to destinations in Scotland. The amount of goods lifted has remained relatively steady over the past 10 years with levels in 1994 of 155.8 million tonnes. The weight and distance of freight journeys within Fife and the rest of Scotland in 2004 is shown below:

Key Freight Trends in 2004

Scotland

- 158 million tonnes of goods lifted and delivered within Scotland
- 14.3 million tonnes of goods delivered to elsewhere in UK
- 17.6 million tonnes brought into Scotland from elsewhere in UK

Fife

- 9.0 million tonnes of goods delivered within Scotland
- 5.167 million tonnes of which stayed in Fife
- 0.761 million tonnes delivered from Fife to elsewhere in UK

Average Distance of Road Freight Journeys

- 41% of goods carried a distance of no more than 25 km
- 19 % travelled between 25km and 50km
- Overall average road journey distance 84km

As can be seen, the vast majority of freight transported in Fife is over short distances by road. A sound road network is therefore key to ensuring economic prosperity. The condition and maintenance of our roads and bridges is critical in enabling businesses and customers to deliver and receive goods.



Long Haul Freight

Government policy promotes the transfer of freight from road to rail, sea and pipeline. This is desirable in that it reduces damage and congestion to the road network; reduces pollution; promotes more energy efficient transport; and is harmonious with the regulations to restrict HGV drivers hours. However, there are issues in achieving a transfer, which include:

- coordinating numbers of small hauliers ,
- coordinating rail operators,
- providing key infrastructure to remove capacity limitations on the rail network and the associated conflict between passenger traffic and freight - *rail network capacity limitation is shown on the map below(Fig 4.29).*
- the need for convenient, key rail and port interchanges and associated rail & sea freight services to promote transfer of freight between road and rail and between road, rail and sea.

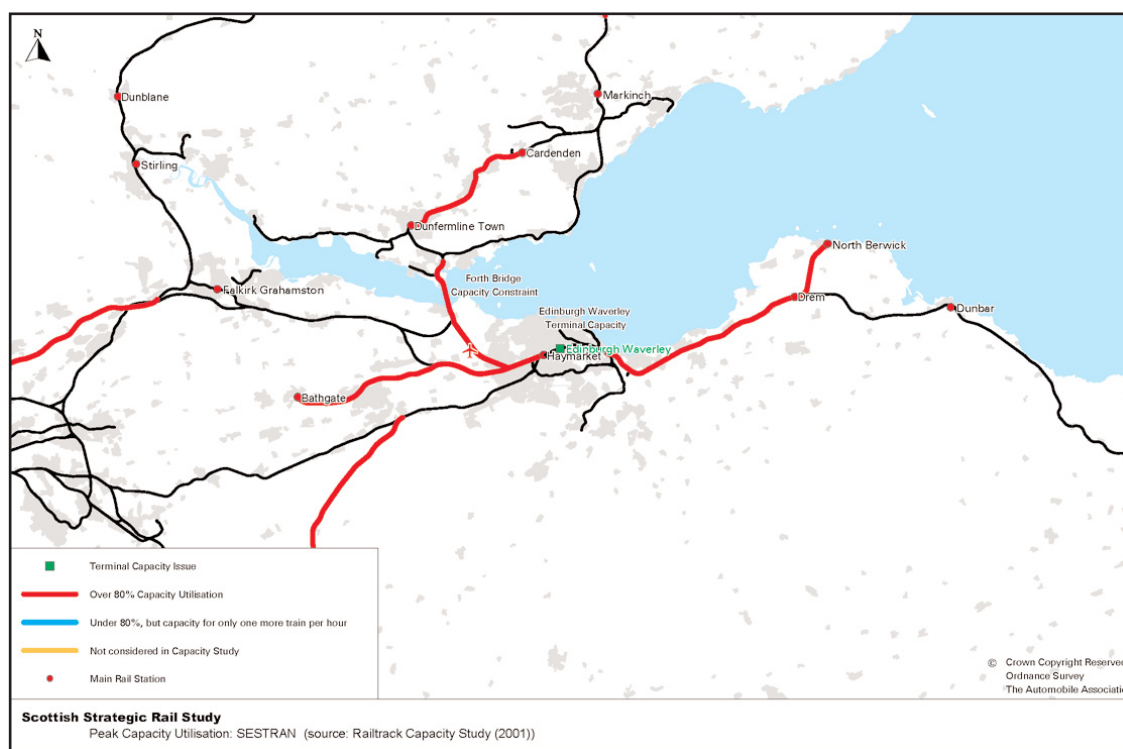


Fig 4.29

5.0 Vision and Objectives

Document Development

This document has been developed in line with the Scottish Transport Appraisal Guidance (STAG). It has been objective-led and developed in full consultation with key stakeholders. Problems and issues have been clearly established and agreed and an overall vision and objectives developed. Projects and policies have been reviewed and identified, and, where practical, 'SMART' (specific, measurable, achievable, realistic, timed) targets set, which are open-minded, pragmatic, auditable and inclusive.

VISION

"Fife's vision is of an integrated and sustainable transport system which is accessible to all and contributes towards a strong economy, strong community and healthy environment."

OBJECTIVES

The objectives of the strategy were confirmed through stakeholder consultations. From assessment they can be categorised into two groups;

TRANSPORT THEMES

AND

TRAVEL CHOICES

Transport themes are the key planning and management issues, which affect travel choices and development of the transport network.

TRANSPORT THEMES

Access for All

Objective: To improve access to all key needs and services for all. (including employment, education, health and leisure opportunities).

Travel Safety

Objective: To improve safety for all forms of transport.

Changing Travel Habits

Objective: To limit the growth in the use of driver only car trips, especially for commuting, by encouraging more use of public transport, and car sharing.

Management and Maintenance of Transport Infrastructure

Objective: To manage and maintain road networks in an acceptable, safe and sustainable condition.

Transport and Land Use Planning

Objective: To encourage more sustainable travel for new and existing developments.

Integrated Transport Networks

Objective: To widen travel choice through the provision of integrated transport networks.

TRAVEL CHOICES

Walking and Cycling

Objective: To encourage walking and cycling for short trips and as part of an integrated journey to promote a healthier lifestyle.

Passenger Transport

Objective: To work with passenger transport operators to develop an integrated public transport system.

Freight Transport

Objective: To promote efficient movement of freight and encourage transfer of goods from road to rail, sea and pipeline.

Cars, Motorcycles and Parking

Objective: To maintain access for essential private vehicle users, whilst restraining the capacity for driver only car commuting in congested locations.

The above objectives have been appraised against:

- the Scottish Executive's STAG objectives of Economy, Environment, Accessibility and Social Inclusion, Safety and Integration.
- the additional objectives of Fife's Community Plan
- the travel issues for disabled people, as identified within 'MACS Transport Strategies: Planning for Inclusion'

The appraisal helps demonstrate a balanced, objective led approach and examines the potential effects and resultant balanced priorities of the LTS. A summary of the appraisal is shown in Table 5.1:



APPRAISAL OF PLANNING OBJECTIVES

			LTS OBJECTIVES										
			TRANSPORT THEMES						TRAVEL CHOICES				
			Improve Access	Improve Safety	Changing Travel Habits	Maintain Quality, Safe Transport Networks	Promote Sustainable Development	Develop Integrated Transport Networks	Encourage Walking & Cycling	Develop Quality Public Transport	Promote Efficient Freight Movement	Maintain Access for Essential Car Trips	
STAG & COMMUNITY PLAN OBJECTIVES	STAG	ECONOMY		✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓	✓✓✓	✓✓
		ENVIRONMENT	Noise & Vibration	✓	✓	✓✓	✓✓	✓	✓✓	✓✓✓	✓✓	✓✓✓	✗
			Air Quality	✓	✓	✓✓✓	✓	✓✓	✓	✓✓✓	✓✓	✓✓✓	✗
			Water Quality, Drainage & Flood Defence	○	○	○	✓✓	✓	✓	✓	○	○	○
			Geology, Agriculture & Soils	○	○	○	✓	✓	✓	✓	○	○	○
			Biodiversity	○	○	○	✓	✓	✗	✓✓	○	○	○
			Visual Amenity	○	○	○	✓	✓	✓	✓✓	○	✓	✗
			Cultural Heritage	○	✓	○	✓	✓	✓	✓✓	○	○	✗
			Landscape	✓	✓	○	✓	✓	✓	✓	○	○	✗
		SAFETY		✓✓	✓✓✓	✓	✓✓✓	✓	✓✓	✓✓✓	✓✓✓	✓✓	✗
	INTEGRATION		✓✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓	
	ACCESSIBILITY & SOCIAL INCLUSION		✓✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	○	✓✓✓	
	COMMUNITY PLAN	HEALTH		✓✓✓	✓✓✓	✓	✓✓	✓✓	✓✓	✓✓✓	✓	○	✓
		WELL EDUCATED & SKILLED FIFE		✓✓✓	○	✓	✓	○	✓	✓	✓	○	✓
MACS *		TRAVEL ISSUES FOR DISABLED PEOPLE		✓✓✓	✓✓	○	✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓	○	✓✓✓
* MACS Transport Strategies: planning for inclusion													
				Major Benefit	✓✓✓								
				Moderate Benefit	✓✓								
				Minor Benefit	✓								
				Neutral	○								
				Minor Negative Impact	✗								
				Moderate Negative Impact	✗ ✗								
				Major Negative Impact	✗ ✗ ✗								

Table 5.1

Table 5.1

6.0 Priorities, Policies and Projects for Future Transportation Provision in Fife

The aspiration for the transport system is for everyone to be afforded suitable access to their key needs and services. However, to achieve this aspiration requires the concerted effort of a wide range of transport stakeholders, operators and partners. No single organisation can deliver such a high level goal on its own. Indeed, without the practical means of constraining growth in the use of the private car, many of the goals of this strategy may not be fully achievable. The control of such matters, however, does not lie solely within the remit of local authorities.

Fife's Local Transport Strategy is a practical means of contributing to achieving this goal. However, like all issues which require change, appropriate practical, operational and financial resources need to be in place to affect change. Local Authorities, like all organisations are bound by finite resources and the need to make best use of available scarce resources. We continue to lobby and seek additional funding and partners where possible to promote issues of common interest. However, the aspiration will always be greater than the resources available.

Consultation with communities and stakeholders has identified support for the delivery of a wide ranging **balanced strategy**.

This was the focus of the original LTS and will continue to be so within this document.

The **balanced strategy** embraces the need to:-

- **Best manage and maintain existing transport networks to ensure that they function efficiently to maintain the economic, social and environmental needs of Fife.**

And

- **Improve and develop the transport networks in order that they are able to accommodate and manage developing and future travel demands in a sustainable manner.**

A range of measures, targets and projects which contribute to achieving the objectives of the balanced strategy have been confirmed with stakeholders and are detailed within:

- **Key Policies and Priorities** of the strategy for the 5 year programme, 10 year plan period and longer term 20 year vision period.
- **Key Projects and Studies** for transport delivery in Fife, with appraisals and costings undertaken against the objectives of the strategy.

Key Policies and Priorities

TRANSPORT THEMES

6.1 Access for All

To safeguard access to jobs and key services, particularly for disadvantaged, disabled and vulnerable groups and areas, we need to develop an **Accessibility Strategy for Fife**. This not only involves improving transport, but working with partners and stakeholders to achieve our goal.

Acknowledging the particular issue with access to health care, work has begun with NHS Fife and Scottish Ambulance Service to agree common goals and target ways to best integrate services, travel information and marketing of services. The need to better manage hospital car parking and bus services to hospitals will also be a key consideration.

Key Target (s)

AT1 - To establish accessibility 'levels of service' indicators and targets for: access to schools, further education, employment, hospitals, healthcare, leisure and key services, which will help direct funding, particularly towards disadvantaged, vulnerable and remote groups.



3 - 5 Year Plan Priorities

AP1 - Develop an Accessibility Strategy for Fife

AP2 - Appraise performance of existing and new public transport services in relation to new Accessibility criteria

AP3 - Include accessibility criteria within School Travel Plans

AP4 - Develop accessibility criteria which will help guide the location of new development and infrastructure

Longer Term Priorities

AP4 - Guide the location of new development and infrastructure within future City region and local plans through established accessibility criteria.

6.2 Travel Safety

Fife has been successful in meeting its interim targets towards achieving the national casualty reduction targets by 2010. The measures and initiatives utilised to achieve the reduction will continue with further implementation of:

- traffic calming
- 20 mph zones
- improved walking and cycling facilities
- targeted measures at identified accident sites (including mobile speed cameras)

Key Target (s)

TST1 - A 40% reduction in the number of people killed or seriously injured (KSI).

TST2 - A 50% reduction in the number of children killed or seriously injured.

TST3 - A 10% reduction in the slight injury casualty rate.

3 - 5 Year Plan Priorities

TSP1 - Other emerging issues, which have a growing influence on road safety and are acknowledged and targeted by the Safer Travel Task Group, include problems of:

- Young Drivers
- Motorcyclists
- Drink Driving
- Inappropriate speed
- Rural Casualties
- Vulnerable Road Users

TSP2 – To help address the issue of crime and antisocial behaviour within the public transport network, support the appointment and work of the Safer Transport Liaison Officer.

Specific details of the short term and longer term measures and interventions identified within the above issues are included within the **Road Safety Strategy for Fife (2003-2007)** and the subsequent update published in April 2006.



6.3 Changing Travel Habits

As acknowledged with the continuing rise in ownership and use of the private car, we need to change the culture and habits of individuals and encourage travel in a more sustainable manner.

We have to raise awareness of why a change is needed. This requires a long-term vision and may take time to achieve.

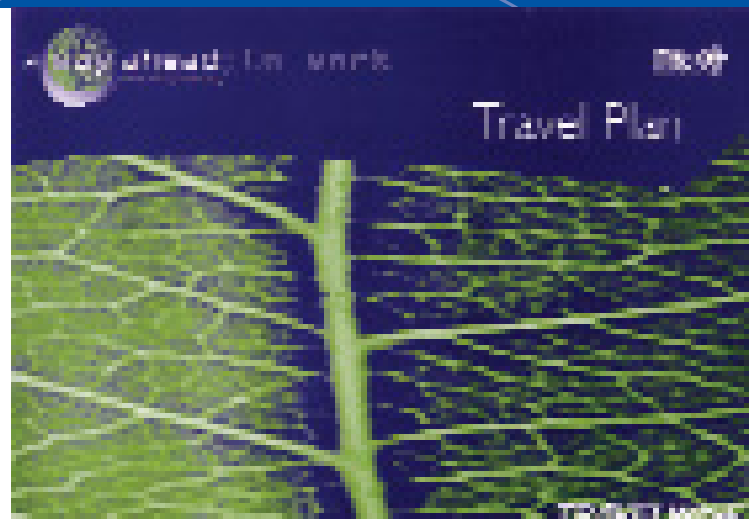
In Fife, we acknowledge the difficulties of increased car use and identify the need to develop Travel Plans, examining ways in which people can find alternative more sustainable travel choices that suit their needs.

Key Target (s)

CT1 - By 2011, reduce single occupancy commuter car trips to Fife Council premises in:

- Dunfermline by 4%
- Kirkcaldy by 4%
- Glenrothes by 4%
- Cupar by 4%

CT2 - By 2006 all schools to be in the process of developing Travel Plans and 50% of all schools to have Travel Plans in place.



3 - 5 Year Plan Priorities

CP1 - To raise awareness via Marketing and Media opportunities of the need for a change in travel patterns through National/local initiatives, and active participation within the National TravelWise Association.

CP2 - To develop and implement a Travel Plan Strategy that encourages major employers to develop travel plans for journeys to and at work.

CP3 - To assist NHS Fife to develop an overarching Travel Plan Strategy which will implement travel plans at individual hospitals and health centres.

CP4 - Support Fife schools in the development and implementation of Fife's School Travel Plan Strategy.

CP5 - In partnership with SESTRAN, implement a regional car share scheme for commuters, to reduce congestion on key corridors within the regional partnership area.

Longer Term

CP6 - Implement measures in Dunfermline, Kirkcaldy, Glenrothes and St. Andrews in line with the forthcoming revised Road Traffic Reduction Act Report guidance.

CP7 - Support the implementation of a traffic growth reduction strategy for the Forth Road Bridge in partnership with relevant organisations.

CP8 - Support the implementation of measures to achieve the traffic growth reduction strategy on the Tay Road Bridge in partnership with relevant organisations.



6.4 Management and Maintenance of Transport Infrastructure

To return the condition of road and bridge networks to sound, maintainable levels requires timely and significant investment over a concerted period to avoid the requirement for extreme financial and maintenance pressures in the long term.

Key Targets

MMT1 - Seek additional funding of between £104 and £172million (over a 10-20 year period) to return the road network back to the steady state maintenance condition;

MMT2 - Seek additional funding of approximately £17.5 million (over a 10 year period) to strengthen or replace the weak bridges in Fife and remove the restrictions from the road network;

MMT3 - Implement the street lighting replacement programme with secured funding of £40 million over a 10 year period.

3 - 5 Year Plan Priorities

MMP1 - work towards improving the condition of the Fife's roads network to a state where the extent of the network requiring immediate action is reduced from 56% to 8% over a 10- 20 year period;

MMP2 - Install effective and energy-efficient street lighting equipment to improve reliability and reduce maintenance costs, energy consumption and light pollution.

MMP3 - Promote sustainable road maintenance practices such as the recycling and re-use of road material to preserve scarce resources and protect the environment.

MMP4 - Complete the assessment of railway owned bridges.

MMP5 - Develop Asset Management Plans for key Transportation Services Infrastructure

Longer Term

MMP6 - Secure funding to return the road network to a steady state maintenance condition

6.5 Transport and Land Use Planning - Development Plan

Fife is planning significant development in housing and business over the next 20 years, which is critically dependent on an efficient transport network to maintain access. The implementation of development will require careful management and monitoring to ensure that it is undertaken in a balanced and sustainable way.

A key element of the process will be in ensuring master plans for the major towns in Fife are developed in accordance with the objectives of this Strategy and transportation policies. The main focus will be to ensure:

“that development in Fife enables good access to the public transport network and local facilities, to promote more sustainable travel”

Key Target (s)

TT1 - Produce Transportation Master Plans for Strategic Development Areas identified in the finalised Fife Structure Plan.

3 - 5 Year Plan Priorities

TP1 - Work with other partner local authorities in the new SESTRAN Partnership to develop coordinated transportation development guidelines for the region.



TP2 - Ensure developers provide good walking, cycling and bus infrastructure within their developments, and that these are satisfactorily integrated with existing infrastructure.

TP3 - Ensure that transport assessments and travel plans are submitted in support of planning applications.

P4 - Secure developer contributions to fund new transport infrastructure, services and schemes to serve new development.

TP5 - Review the location and form of the remaining development in Eastern Dunfermline, to support the potential extension of the future Edinburgh tram system into Fife in the longer term, and a bus priority /bus rapid transit network in the short/medium term.

Longer Term

TP6 - In line with the finalised Fife Structure Plan, establish and promote the role of “Transport Development Areas”, which encourage a combination of mixed use and higher density development in order to facilitate the provision of public transport services for the area.

6.6 Integrated Transport Networks

The priority issues for quality integrated transport for Fife, determined from the recent SESTRAN Integrated Transport Corridors Study (SITCoS) study are to:

- Enhance the use of “one ticket” for journeys; reduce travel times and cost of journeys
- Implement improvements to bus and rail interchange facilities and services
- Provide greater use of Park and Choose facilities to integrate bus, rail and car share to afford more flexible travel patterns
- Promote greater use of demand management in the longer term
- Promote the implementation of a multi-modal crossing of the Forth, in the long term. (Note: this work will be progressed by Transport Scotland)

Key Target (s)

ITT1 - Increase bus use for cross Forth travel in peak periods by 10% by 2011.

ITT2 - Increase rail use for cross Forth travel in peak periods by 10% by 2011.

ITT3 - Reduce ‘driver only’ car trips across the Forth Road Bridge in the peak period from 82% to 56% by 2026.

ITT4 - Increase the number of commuters using Park and Ride/Choose by 20% by 2011.



3 - 5 Year Plan Priorities

ITP1 - Improve passenger capacity across the Forth Rail Bridge through working with the rail industry and Transport Scotland to provide additional and longer trains to Edinburgh and Glasgow, in accordance with the SITCoS Study.

ITP2 - Reduce growth of single occupancy car travel across the Forth Road Bridge in partnership with FETA and the new SESTRAN RTP to promote:

- realigned fares to encourage greater use of travel by bus and rail.
- bus priority measures to allow additional services and shorter journey times.
- more flexible travel through the creation of park and choose interchanges (that is passenger interchanges which accommodate travel by car sharing, and public transport, particularly by bus and rail) together with High Occupancy Vehicle (HOV) priority on the congested strategic network.

ITP3 - Investigate the feasibility of a new passenger ferry service across the Forth and associated infrastructure.

ITP4 - Promote the implementation of a new multi-modal crossing of the Forth, with priority for public transport and high occupancy vehicles.

ITP5 - Develop bus priority routes in Dunfermline Bridgehead area including new park and choose sites, in accordance with the SITCoS study.

ITP6 - Implement new bus routes and improved services through the Bus Route Development Grant (BRDG) or similar type grant schemes awarded by the Scottish Executive

ITP7 - Continue to support the ferry service from Rosyth and investigate the potential for new services to Europe, in partnership with Scottish Enterprise, Forth Ports and Scottish Executive.

ITP8 - Promote better public transport links and high occupancy vehicle trips to Edinburgh Airport in partnership with stakeholders.

Longer Term

ITP9 - Continue to investigate the potential for new rail improvements to Levenmouth, Kirkcaldy East, Newburgh, Wormit and an improved public transport link to St Andrews.



TRAVEL CHOICES

6.7 Walking and Cycling

In line with the findings of travel survey information, a great many of the short car journeys we make could be undertaken by foot or bicycle. This would promote sustainable forms of travel and contribute to improving the environment and peoples health. There is a need therefore to encourage:

- More walking and cycling to encouraging improved health and to promote sustainable travel for short functional trips.



- Promote greater cycling provision and facilities in urban areas
- Support the promotion of Fife's Core Path Network to promote sustainable access to local services and leisure

Key Target (s)

WCT1 - Halt the decline in walking

WCT 2 - Maintain the percentage of walk trips to work at 15%.

WCT3 - Increase cycling to key Public Transport Interchanges by 10% by 2011

WCT4 - Increase cycle usage on key monitored routes:

Across the Forth by 10% by 2011

Across the Tay by 8% by 2011

In St Andrews by 6% by 2011

In Dunfermline, Glenrothes, Kirkcaldy by 4% by 2011



3 - 5 Year Plan Priorities

WCP1 - Promote the implementation of the Fife Outdoor Access Strategy to improve opportunities to access needs and services through sound walking and cycling networks.

WCP2 - Encourage an increase in the amount of walking and cycling through the promotion of school and workplace travel plans.

WCP3 - Provide more routes and encourage more walking and cycling, particularly in urban areas, for functional short trips.

WCP4 - Provide segregated routes where practicable, to give priority to cycling and walking, particularly within major towns.

WCP5 - Reallocate road space, where appropriate, and provide cycle routes on roads in low speed areas.

WCP6 - Promote secure cycle parking at bus and railway stations, schools, major employers, town centre car parks, leisure and tourist facilities.



Longer Term

WCP7 - Promote provision of segregated cycle networks, where appropriate throughout Fife .

WCP8 - Promote public transport measures and services which fully integrate with safe and direct walking and cycling routes.

6.8 Passenger Transport

Fife has a diverse range and density of population which places particular focus on the need for quality, safe passenger transport. The major issues which Fife needs to consider for the future are:

- The need to provide appropriate safe access to people, bearing in mind locational, physical and social capabilities.
- The need to provide, where appropriate, increased capacity; improved access to key services; quality, affordable and efficient services and travel information.
- The need to expand and better co-ordinate services which provide access for older people and people of all ages who have mobility problems.
- The need to promote the use of passenger transport as an attractive alternative to the private car for access to key services and opportunities, and at locations of traffic congestion in town centres and estuarial crossings etc.

Key Target (s)

PTT1 - Increase numbers of passengers using:

- Buses to cross the Forth at peak periods by 10% by 2011
- Increase Bus travel in Fife in line with National increases
- Rail at peak periods by 10% by 2011
- Increase passengers using User Specific Transport Services (such as DRT) by 50,000 passengers (100%) within the Glenrothes and Dunfermline Areas by 2011
- Increase use of DRT services by registered disabled people by (50%) by 2011

PTT2 - Increase modal shift from car to bus and rail for:

- Cross Forth Travel by 2% by 2011



3 - 5 Year Plan Priorities

PTP1 - Investigate the feasibility of Expanding Demand Responsive Transport services Fife-wide.

PTP2 - Develop a new Bus Passenger Transport Strategy, which will look to review the criteria for financially supporting local bus services, and investigate the level of fares, route coverage, quality of service, concessionary travel and related issues to encourage bus patronage

PTP3 - Seek additional funding of £20 million to maintain and improve public transport services over the next 10 years.

PTP4 - Pursue increased capacity for passenger transport services across the Forth.

PTP5 - Promote new rail facilities and services with funding secured from Regional Transport Partnership and Transport Scotland Funding.

PTP6 - Encourage and assist improvements to rail services and infrastructure, in partnership with rail industry stakeholders.



PTP7 - Seek funding with rail industry partners, where appropriate, to implement relevant recommendations from the SESTRAN Integrated Transport Corridor Study, which include:

- Improving the integration of bus and rail in Fife
- Making land reservations to support future plans (eg Dunfermline West Station)
- Maximise Cross Forth rail capacity by revising rail patterns, including “splitting the Fife Circle” - i.e. the implementation of bay platforms at Markinch Station to increase capacity for trains on the Fife Rail Network.

PT8 - Pursue the provision of a passenger rail service to Levenmouth, probably in conjunction with the reconfiguration of Fife local services and services through Fife, and the general increase in capacity of express and Fife local rail services.

PTP9 - Confirm feasibility of a passenger ferry service from Fife to Edinburgh and implement the preferred option, when funds become available.

PTP10 - Improve access to passenger transport information through the implementation of the Fife Bus Passenger Information Strategy.

PTP11 - Investigate more flexible and cost effective ways of providing variable demand passenger transport services e.g. financial support of taxis, voluntary car schemes, semi-flexible systems, Go-Flexi, semi-fixed routes.

PTP12 - Work with taxi operators on the implementation of the Disability Discrimination Act.

PTP13 - Work with the Scottish Citizen Account Smartcard Consortium to introduce an integrated bus ticketing system built upon concessionary travel.

Longer Term

PTP14 - Investigate new partnership agreements or quality contracts to improve service provision.

PTP15 - Investigate the introduction of passenger services on Dunfermline-Alloa-Stirling railway.



6.9 Freight Transport

In Scotland, some 60% of freight is carried by road over distances less than 50 km. In Fife, it is therefore critical that our network of roads and bridges, and external connections to surrounding areas, are maintained in a sound condition to maintain local access for freight.

For longer journeys, transfer of freight from road to rail, sea and pipeline must be pursued, where appropriate. In Fife our priorities to improve external connections and interchange include:

Rail

- by investigating the potential for improved freight interchange facilities to promote convenient transfer to rail.
- by promoting rail improvements which improve rail capacity and allow greater and more efficient freight and passenger movements.

Ports

- by promoting improvement of capacity and access of Rosyth Port to promote more efficient and convenient transfer of freight by sea to rail and road

Key Target (s)

FT1 - Maintain appropriate access for freight by road through Fife.

FT2 - Promote measures to minimise delays to freight, particularly on the Fife Circle line.



3 - 5 Year Plan Priorities

FP1 - Promote the expansion of Rosyth Port for freight, including investigating the feasibility of accommodating movement of rail freight by sea by 2008.

FP2 - Support the re-opening of Kincardine - Alloa - Stirling railway line for rail freight.

FP3 - Consider provision for Heavy Goods Vehicles (HGV) in the proposed High Occupancy vehicle priority system on the M90/A90 corridor approaching the Forth Road Bridge.

FP4 - Continue to meet with stakeholders through the Freight Forum to identify key needs, issues and areas for progress.

FP5 - Complete the upgrade to Rosyth Strategic Link Road by 2006/7.

FP6 - Work with SESTRAN, subject to an anticipated National Freight Strategy, to develop a new Regional Freight Strategy (RFS) and revise Fife's Freight Strategy to ensure consistency with the RFS by 2008.

Longer Term

FP7 - Improve access to and through Fife through the promotion of Second Kincardine Bridge -opening in 2008.

FP8 - Improve management of the Fife Circle line and promote rail freight access to Rosyth Port by pursuing the installation of a 'Charleston Chord' between the Fife Circle and the Stirling - Alloa - Kincardine rail line.

FP9 - Investigate the potential for expansion of the Thornton rail depot as an inter-modal hub.

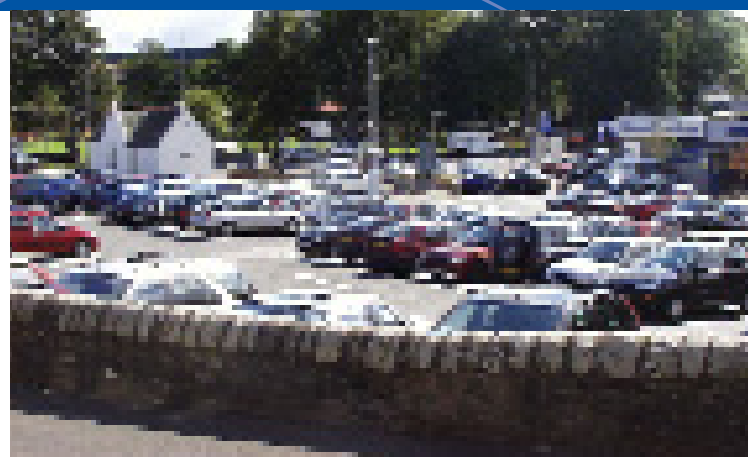


6.10 Cars, Motorcycles and Parking

Whilst encouraging travel by more sustainable modes we recognise the need for the appropriate use of the private car or motorcycle. However, their use needs to be carefully managed. We acknowledge the need to manage demand for parking in our town centres and key areas of congestion.

We need to:

- support the economic vitality of our town centres through the provision of short stay parking
- manage the degree of long stay parking, to afford greater parking provision for shoppers
- increase car sharing to optimise the movement of people rather than vehicles.
- improve the environment of our towns by minimising levels of congestion and pollution.



Key Target (s)

CMT1 - Increase the number of commuters using Park and Ride/Choose by 20% by 2011.

CMT2 - Maintain access to town centres by car by ensuring at least 10% of overall spare short stay parking capacity is available (based on a daily average)



3 - 5 Year Plan Priorities

CMP1 - Implement Area Parking plans in Dunfermline, Kirkcaldy and St Andrews to ensure appropriate and consistency parking controls in line with Fife's Parking Strategy.

CMP2 - Monitor parking charge levels to manage demand and assist the funding of sustainable transport projects which support the parking strategy.

CMP3 - Review the management of parking facilities at public transport interchanges with a view to improving the overall efficiency of provision.

CMP4 - Consider new and alteration to existing residential parking schemes where relevant.

CMP5 - Promote Park and Ride/Walk facilities and locations, particularly for long stay, commuter parking.

CMP6 - Provide suitable access for disabled people and service vehicles at appropriate times in town centres, in accordance with Fife's Parking Strategy.

Longer Term

CMP7 - Investigate the feasibility of Decriminalised Parking Enforcement (DPE) to improve the management of parking in Fife.



Key Projects and Studies

6.11 Appraisal

The development and appraisal of identified key projects and studies has been undertaken in line with the Scottish Executive's Scottish Transport Appraisal Guidance (STAG) methodology.

The projects identified through the appraisal process have been designated as:

- Projects Underway/Committed (short term)
- Proposed Projects (medium term)
- Proposed Projects (long term)

The ability to fund projects will be heavily influenced by the category of scheme. In future, the Scottish Executive is likely to direct more capital funding towards Transport Scotland (the new National Transport Authority) and the Regional Transport Partnerships (RTP). There is likely to be less direct capital funding to Local Authorities. Local Authorities will present the schemes identified as Regional and National priorities to the new RTP's and Transport Scotland for consideration and inclusion within the forthcoming new Regional Transport Strategies and National Transport Strategy.



Each project/study has an outline estimate of cost identified, as far as practical, and has been assessed against the objective (s) of the strategy likely to be achieved.

The assessment includes a relative score against each objective, where appropriate.

The appraisal is shown in Tables 6.1, 6.2 and 6.3.

GOVERNMENT OBJECTIVES / STRATEGY OBJECTIVES											ADDITIONAL COMMUNITY PLAN OBJECTIVES				
PROJECTS/ PROPOSALS	OUTLINE COST ESTIMATE	DUE FOR COMPLETION	RELEVANT TO FIFE STRUCTURE PLAN	ENVIRONMENT ECONOMY INTEGRATION ACCESSIBILITY & SOCIAL INCLUSION SAFETY								HEALTH	WELL EDUCATED & SKILLED FIFE		
				IMPROVE ACCESS	IMPROVE SAFETY	CHANGING TRAVEL HABITS	MAINTAIN QUALITY SAFE TRANSPORT NETWORKS	PROMOTE SUSTAINABLE DEVELOPMENT	DEVELOP INTEGRATED TRANSPORT NETWORKS	ENCOURAGE WALKING & CYCLING	DEVELOP QUALITY PUBLIC TRANSPORT			PROMOTE EFFICIENT FREIGHT MOVEMENT	MAINTAIN ACCESS FOR ESSENTIAL CAR TRIPS
SHORT-TERM PROJECTS (0-5 YEARS)															
QUALITY BUS CORRIDOR ST ANDREWS – LEUCHARS – DUNDEE	£593k	2006		+2	+1	+1	+3	+1	+2	+2	+3	0	0	0	+1
QUALITY BUS CORRIDOR INVERKEITHING STATION - FERRYTOLL - EDINBURGH AIRPORT	£672k	2006		+2	+1	+2	+3	+1	+3	+2	+3	0	0	0	0
QUALITY BUS CORRIDOR DUNFERMLINE - HIGH VALLEYFIELD	£301k	2006		+2	+1	+1	+3	+1	+2	+2	+3	0	0	0	0
QUALITY BUS CORRIDOR DUNFERMLINE - LEVEN	£400k	2006		+2	+1	+1	+3	+1	+1	+2	+3	0	0	0	+1
LEVEN BUS STATION UPGRADE	£1m	2006		+1	+1	+1	+3	+1	+1	+2	+3	0	0	0	0
GLENROTHES BUS STATION UPGRADE	£567k	2006		+1	+1	+1	+3	+1	+1	+2	+3	0	0	0	0
KIRKCALDY BUS STATION UPGRADE	£1.6m	2006		+1	+1	+1	+3	+1	+1	+2	+3	0	0	0	0
KIRKCALDY RAIL STATION UPGRADE	£1.3m	2006		+1	+1	+1	+3	+1	+1	+2	+3	0	0	0	0
ST. ANDREWS BUS STATION UPGRADE	£758k	2006		+2	+1	+1	+3	+1	+1	+2	+3	0	0	0	0
A90 ANCILLARY LANE	£3m	2006		+2	+1	+2	+1	0	+1	+2	+2	+1	+2	0	0
INVERKEITHING RAIL STATION BUS TURNING CIRCLE	£1.1m	2006		+2	+1	+2	+1	+2	+2	+2	+3	0	+1	0	0
DALGETY BAY RAIL STATION CAR PARK EXTENSION	£350k	2006		+2	+1	+1	+1	0	+2	+2	+3	0	+2	+1	0
B916 MULTI USE PATH DUNFERMLINE -DALGETY BAY	£650k	2006		+2	+1	+2	+1	+2	+3	+3	0	0	0	+3	0
NATIONAL CYCLE NETWORK ROUTE 1 - DUNFERMLINE	£320k	2007		+2	+1	+2	+1	+2	+3	+3	0	0	0	+3	0
ROSYTH STRATEGIC LINK ROAD	£9.4m	2007		+2	+2	0	+2	0	+1	0	+1	+3	+1	0	0
KINCARDINE TRANSPORT INTERCHANGE	£80k	2007		+2	+1	+2	+1	+1	+2	+2	+2	0	0	0	0
ROSYTH RAIL STATION CAR PARK EXTENSION	£450k	2007		+2	+1	+1	+1	0	+2	+2	+3	0	+2	0	0
DUNFERMLINE TOWN RAIL STATION CAR PARK EXTENSION	£490k	2007		+2	+1	+1	+1	0	+2	+2	+3	0	+2	0	0
MARKINCH RAIL STATION CAR PARK EXTENSION	£6.6m	2007		+2	+1	+1	+1	+1	+2	+2	+3	0	+1	0	0
FEEDER BUSES TO KEY RAIL STATIONS	£1.3m	2007		+2	0	+2	+1	+3	+3	+1	+3	0	0	+1	0
STIRLING – ALLOA – KINCARDINE RAILWAY	£57.6m	2007		+2	0	+1	+1	0	+2	0	+1	+3	0	0	0
LAUDER LINK ROAD, DUNFERMLINE	£1.8m	2007		+2	0	0	+2	+1	+1	+1	0	+2	+2	0	0

*Detail of costs to be confirmed, outline estimates are indicative only and exclude optimism bias

Table 6.1.

GOVERNMENT OBJECTIVES / STRATEGY OBJECTIVES											ADDITIONAL COMMUNITY PLAN OBJECTIVES			
PROJECTS/ PROPOSALS	OUTLINE COST ESTIMATE	DUE FOR COMPLETION	RELEVANT TO FIFE STRUCTURE PLAN	ENVIRONMENT ECONOMY INTEGRATION ACCESSIBILITY & SOCIAL INCLUSION SAFETY								HEALTH	WELL EDUCATED & SKILLED FIFE	
				IMPROVE ACCESS	IMPROVE SAFETY	CHANGING TRAVEL HABITS	MAINTAIN QUALITY SAFE TRANSPORT NETWORKS	PROMOTE SUSTAINABLE DEVELOPMENT	DEVELOP INTEGRATED TRANSPORT NETWORKS	ENCOURAGE WALKING & CYCLING	DEVELOP QUALITY PUBLIC TRANSPORT			PROMOTE EFFICIENT FREIGHT MOVEMENT
SHORT-TERM PROJECTS (0-5 YEARS) - continued														
LEUCHARS RAIL STATION INTERCHANGE	£130k	2007		+2	+1	+1	+1	+1	+2	+1	+3	0	0	+1
QUALITY BUS CORRIDOR GLENROTHES – KIRKCALDY	£120k	2007		+2	+1	+2	+2	+1	+2	+2	+3	0	0	+1
STRATHMIGLO - FALKLAND CYCLE NETWORK	£100k	2007		+2	+1	+2	+1	+2	+3	+3	0	0	0	+3
NATIONAL CYCLE NETWORK ROUTE 75 CULROSS - KINCARDINE	£750k	2008		+2	+1	+2	+1	+2	+3	+3	0	0	0	+3
BUS PRIORITY MEASURES A907, A823 & ROSYTH	£1.4m	2008		+2	+1	+2	+1	+1	+2	+1	+3	0	0	0
ADDITIONAL CROSS FORTH BUS SERVICES	£5.3m	2008		+2	+1	+2	+1	+1	+2	+1	+3	0	0	0
SIGNALISATION OF SINCLAIR GARDENS ROUNDABOUT, DUNFERMLINE	£2.1m	2008	✓	+2	+2	0	+1	0	+1	+1	+2	+2	+3	0
UPPER FORTH CROSSING, KINCARDINE	£120m	2008		+2	+1	0	+1	0	+1	+1	0	+3	+3	0
CARNEGIE DRIVE WEST & TOWN SQUARE ROAD IMPROVEMENTS, DUNFERMLINE	£1.5m	2008	✓	+2	+1	0	+2	+1	+1	+1	+2	+2	+2	0
NEW DUNFERMLINE BUS STATION	£4m	2008		+2	+1	+2	+1	+1	+1	+2	+3	0	0	0
WEST KIRKCALDY CYCLE ROUTES	£50k	2011		+2	+1	+2	+1	+2	+3	+3	0	0	0	+3
LEVENMOUTH CYCLE ROUTES	£50k	2011		+2	+1	+2	+1	+2	+3	+3	0	0	0	+3
DEMAND RESPONSIVE TRANSPORT FIFE-WIDE	£529k	2011		+3	+1	0	+1	+1	+2	+2	+3	0	0	+2
HALBEATH PARK & CHOOSE	£4.3m	2011	✓	+2	+1	+3	+1	+2	+3	+3	+3	0	+1	0
ROSYTH PARK & CHOOSE	£1.1m	2011	✓	+2	+1	+3	+1	+2	+3	+3	+3	0	+1	0
M80 SOUTHBOUND HOV LANE BETWEEN HALBEATH & ADMIRALTY	£12.6m	2011	✓	+2	0	+3	+1	+2	+3	0	+3	+2	+3	0
CROSS-FORTH PASSENGER FERRY (KIRKCALDY OR BURNTISLAND)	£10m+	2011	✓	+2	+1	+2	+2	+1	+3	+3	+3	0	0	0
SIGNALISATION OF REDHOUSE AND GALLATOWN ROUNDABOUTS WITH ASSOCIATED ROAD WIDENING	£4.1m	2011	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+3	0
SIGNALISATION OF BOTHWELL GARDENS ROUNDABOUT WITH A RECONFIGURED LAYOUT, DUNFERMLINE	£1.6m	2011	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+3	0
DUNFERMLINE WESTERN DISTRIBUTOR ROAD	£12m	2011	✓	+2	+1	0	+1	+1	+1	+1	0	+2	+3	0
SIGNALISATION OF BANKHEAD ROUNDABOUT	£300k	2011	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+3	0
SIGNALISATION OF KINGS ROAD/A907, DUNFERMLINE	£300k	2011	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+3	0
FORTH STREET/ ELGIN STREET JUNCTION IMPROVEMENTS, DUNFERMLINE	£500k	2011	✓	+2	+1	0	+2	0	0	+1	+1	+2	+3	0

SUB TOTAL FOR SHORT TERM PROJECTS

*£282.95m+

*Detail of costs to be confirmed, outline estimates are indicative only and exclude optimism bias

Table 6.2

GOVERNMENT OBJECTIVES / STRATEGY OBJECTIVES										ADDITIONAL COMMUNITY PLAN OBJECTIVES				
PROJECTS/ PROPOSALS	OUTLINE ESTIMATE	DUE FOR COMPLETION	RELEVANT TO FIFE STRUCTURE PLAN	ENVIRONMENT ECONOMY INTEGRATION ACCESSIBILITY & SOCIAL INCLUSION SAFETY							HEALTH	WELL EDUCATED & SKILLED FIFE		
				IMPROVE ACCESS	IMPROVE SAFETY	CHANGING TRAVEL HABITS	MAINTAIN QUALITY TRANSPORT NETWORKS	PROMOTE SUSTAINABLE DEVELOPMENT	DEVELOP INTEGRATED TRANSPORT NETWORKS	ENCOURAGE WALKING & CYCLING			DEVELOP QUALITY PUBLIC TRANSPORT	PROMOTE EFFICIENT FREIGHT MOVEMENT
MEDIUM TERM PROJECTS (5-10 YEARS)														
QUALITY BUS CORRIDOR – SERVICE 19 (BALLINGRY TO ROSYTH)	£200k	2012		+2	+1	+2	+3	+1	+2	+2	+3	0	0	+1
COMPLETION OF THE BUS 'RIGHT OF WAY' NETWORK BETWEEN FIFE & EDINBURGH	£1.4m	2012		+2	+1	+2	+2	+2	+2	+2	+3	0	0	0
SPLITTING FIFE CIRCLE ADDITIONAL RAIL SERVICES	£4m	2012		+2	0	+2	+2	+2	+2	+1	+3	+2	0	0
LEVENMOUTH RAIL LINK (PASSENGER)	£13.9m	2015		+3	0	+2	+2	+2	+2	+1	+3	+2	0	0
DUNFERMLINE WESTERN APPROACH ROAD	£8m	2015	✓	+1	+1	0	+1	+1	+1	+1	0	+3	0	0
NEW RAIL STATION DUNFERMLINE WEST	£3.5m	2015		+3	0	+2	+2	+2	+2	+1	+3	0	0	0
NEW RAIL STATION KIRKCALDY EAST	£3m	2015		+3	0	+2	+2	+2	+2	+1	+3	0	0	0
PARK & CHOOSE INVERKEITHING MULTI-STOREY & ACCESS ROAD (750 ADDITIONAL SPACES)	£4.4m	2016		+2	0	+3	+2	+2	+3	+1	+3	0	+2	0
PARK & CHOOSE DALGETY BAY SURFACE CAR PARK (165 ADDITIONAL SPACES)	£500k	2016		+2	0	+3	+2	+2	+3	+1	+3	0	+2	0
CARNEGIE DRIVE EAST ROAD IMPROVEMENT, DUNFERMLINE	£1.6m	2016	✓	+2	+1	+1	+2	0	+2	+1	+1	+2	+3	0
GRADE SEPARATION OF REDHOUSE ROUNDABOUT	£20m	2016	✓	+2	+2	0	+1	+1	+1	0	+1	+3	+3	0
SUB TOTAL FOR MEDIUM TERM PROJECTS														
*£60.5m														
LONGER TERM PROPOSALS (10-20 YEARS)														
NEVBURGH RAIL STATION	£2.5m	LONG		+3	0	+2	+2	+2	+2	+1	+3	0	0	+1
WORMIT RAIL STATION	£2.5m	LONG		+3	0	+2	+2	+2	+2	+1	+3	0	0	+1
ST. ANDREWS TRANSPORT LINK	TBC	LONG		+3	0	+2	+2	+2	+2	+1	+3	0	0	0
ST. ANDREWS OUTER RELIEF ROAD	£30m	LONG	✓	+2	+2	0	+1	+1	+1	+1	0	+2	+3	0
REDHOUSE/ CENTRAL FIFE TRANSPORT INTERCHANGE	£20m	LONG	✓	+3	+1	+3	+1	+2	+3	+1	+3	0	+1	0
LEVENMOUTH LINK ROAD	£20m	LONG		+2	+1	0	+1	0	+1	+1	0	+3	+3	0
ROSYTH BYPASS	£23m	LONG	✓	+3	+2	0	+2	0	+1	+1	0	+3	+3	0
HALBEATH LINK ROAD, DUNFERMLINE	£4.2m	LONG	✓	+2	+1	0	+1	0	+1	+1	0	+3	+3	0
FORTH MULTI-MODAL CROSSING	£500m+	LONG	✓	+3	+1	+2	+3	+2	+3	+1	+3	+3	0	0
CUPAR NORTHERN RELIEF ROAD	£10m+	LONG	✓	+3	+1	0	+2	+2	+1	+1	+1	+3	+3	0
A82 IMPROVEMENTS	TBC	LONG	✓	+2	+2	0	+2	+1	+1	0	+1	+3	+3	+1
ROSYTH PORT RAIL LINK (FREIGHT)	TBC	LONG		+3	0	0	+1	+2	+3	0	+1	+3	0	0
CHARLESTON RAIL CHORD	£25m	LONG		+3	0	0	+2	+1	+2	+1	+2	+3	0	0
ST. ANDREWS LINK ROAD	£10m	LONG	✓	+2	+1	0	+1	+1	+1	+1	0	+3	+3	0
APPIN CRESCENT BYPASS, DUNFERMLINE	£3.9m	LONG	✓	+2	+2	0	+2	+1	+1	+1	+1	+3	+3	0
RAIL STATION AT HALBEATH PARK & CHOOSE SITE	£3m	LONG	✓	+3	0	+2	+2	+2	+3	+1	+3	0	0	0
SIGNALISATION OF PRESTON ROUNDABOUT	£300k	LONG	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+2	0
SIGNALISATION OF PITREAVIE ROUNDABOUT	£300k	LONG	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+2	0
STANDINGSTONE ROAD/WINDYGATES ROAD JUNCTION SIGNALISATION	£300k	LONG	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+2	0
A821 KINGHORN ROAD/INVERTIEL ROAD JUNCTION SIGNALISATION	£300k	LONG	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+2	0
SIGNALISATION & UPGRADING LESLIE ROAD CORRIDOR	£1.7m	LONG	✓	+2	+1	0	+1	+1	+1	+1	+1	+2	+2	0
TAY BRIDGEHEAD PARK & RIDE	TBC	LONG	✓	+3	+1	+3	+3	+1	+3	+1	+3	0	+1	+1
*Detail of costs to be confirmed, outline estimates are indicative only and exclude optimism bias														

Table 6.3. SUB TOTAL FOR LONGER TERM PROPOSALS

*£157m+ Not including Larger Schemes (Forth Crossing, A82 Improvements)

*Detail of costs to be confirmed, outline estimates are indicative only and exclude optimism bias

*Detail of costs to be confirmed, outline estimates are indicative only and exclude optimism bias

7.0 Resourcing of Strategy

Key Project and Studies

The resources required to implement the projects and studies of the strategy, in broad terms is £501 million. The overall funding requirement for the projects and studies within the Strategy, per time period (outwith exceptional individual infrastructure items) is:

- Short Term schemes £283 million
- Medium Term £61 million
- Long Term £157 million

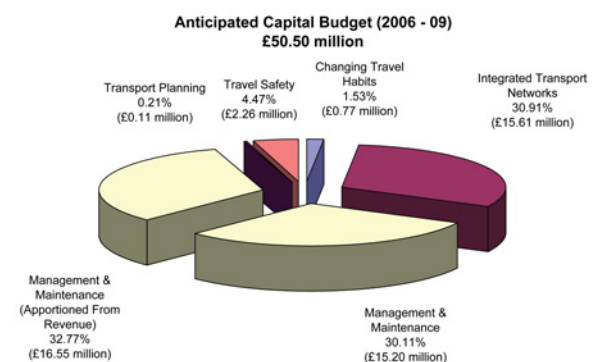
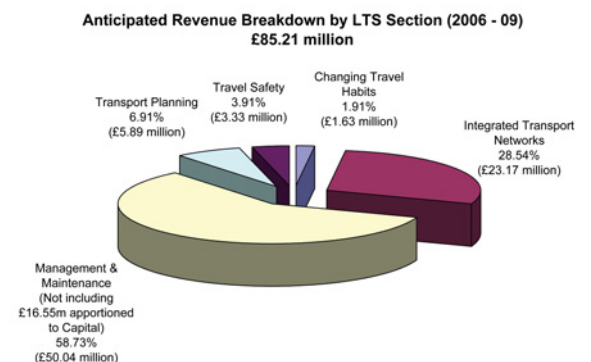
Due to the cross-cutting nature of the Strategy, a partnership approach will be required to deliver many of the projects and schemes. Partners are likely to include:

Scottish Executive
FETA
SESTRAN and TACTRAN
Scottish Enterprise Fife
The Lottery
Urban Regeneration Fund
Developers
European Regional Development Fund
Sustrans, etc

It is important to recognise that this does not include the budget requirements for the maintenance of the base transport network, i.e. roads, bridges, street lighting, passenger transport facilities and services etc.

Base Transport Network

The budget allocation for the base transport network has been established in relation to the priorities and objectives of the LTS for the financial period 2006-2009. The allocations are:



Additional priority funding needs and associated cost estimates identified to return the base transport network to a condition which can be maintained in the long term, in line with the objectives of the Strategy, are:

- Road Maintenance £104-170 million (10 – 20 years)
- Bridges Repairs £17.5 million
- Public Transport £20 million over 10 years

8.0 Delivery Plan

Key Schemes

SHORT TERM 0 - 5 YRS

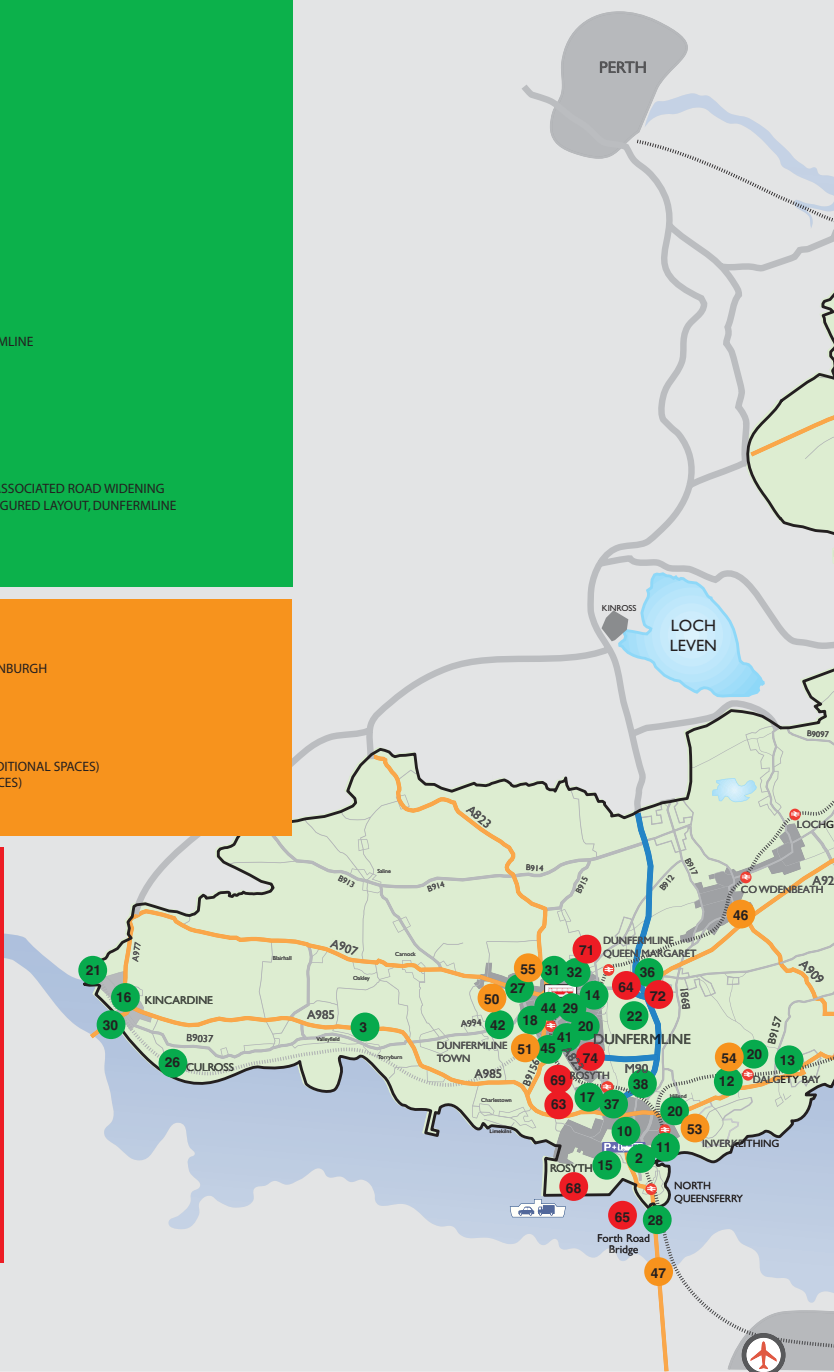
1. QUALITY BUS CORRIDOR ST.ANDREWS – LEUCHARS – DUNDEE
2. QUALITY BUS CORRIDOR INVERKEITHING STATION - FERRY TOLL - EDINBURGH AIRPORT
3. QUALITY BUS CORRIDOR DUNFERMLINE - HIGH VALLEYFIELD
4. QUALITY BUS CORRIDOR DUNFERMLINE - LEVEN
5. LEVEN BUS STATION UPGRADE
6. GLENROTHES BUS STATION UPGRADE
7. KIRKCALDY BUS STATION UPGRADE
8. KIRKCALDY RAIL STATION UPGRADE
9. ST.ANDREWS BUS STATION UPGRADE
10. A90 ANCILLARY LANE
11. INVERKEITHING RAIL STATION BUS TURNING CIRCLE
12. DALGETY BAY RAIL STATION CAR PARK EXTENSION
13. B916 MULTIUSE PATH DUNFERMLINE - DALGETY BAY
14. NATIONAL CYCLE NETWORK ROUTE 1 - DUNFERMLINE
15. ROSYTH STRATEGIC LINK ROAD
16. KINCARDINE TRANSPORT INTERCHANGE
17. ROSYTH RAIL STATION CAR PARK EXTENSION
18. DUNFERMLINE TOWN RAIL STATION CAR PARK EXTENSION
19. MARKINCH RAIL STATION UPGRADE
20. FEEDER BUSES TO KEY RAIL STATIONS
21. STIRLING – ALLOA – KINCARDINE RAILWAY
22. LAUDER LINK ROAD, DUNFERMLINE
23. LEUCHARS RAIL STATION INTERCHANGE
24. QUALITY BUS CORRIDOR GLENROTHES – KIRKCALDY
25. STRATHMIGLO - FALKLAND CYCLE NETWORK
26. NATIONAL CYCLE NETWORK ROUTE 75 CULROSS - KINCARDINE
27. BUS PRIORITY MEASURES A907, A823 & ROSYTH
28. ADDITIONAL CROSS FORTH BUS SERVICES
29. SIGNALISATION OF SINCLAIR GARDENS ROUNDABOUT, DUNFERMLINE
30. UPPER FORTH CROSSING, KINCARDINE
31. CARNEGIE DRIVE WEST & TOWN SQUARE ROAD IMPROVEMENTS, DUNFERMLINE
32. NEW DUNFERMLINE BUS STATION
33. WEST KIRKCALDY CYCLE ROUTES
34. LEVENMOUTH CYCLE ROUTES
35. DEMAND RESPONSIVE TRANSPORT FIFE-WIDE
36. HALBEATH PARK & CHOOSE
37. ROSYTH PARK & CHOOSE
38. M90 SOUTHBOUND HOV LANE BETWEEN HALBEATH & ADMIRALTY
39. CROSS-FORTH PASSENGER FERRY (KIRKCALDY OR BURNTISLAND)
40. SIGNALISATION OF REDHOUSE AND GALLATOWN ROUNDABOUTS WITH ASSOCIATED ROAD WIDENING
41. SIGNALISATION OF BOTHWELL GARDENS ROUNDABOUT WITH A RECONFIGURED LAYOUT, DUNFERMLINE
42. DUNFERMLINE WESTERN DISTRIBUTOR ROAD
43. SIGNALISATION OF BANKHEAD ROUNDABOUT
44. SIGNALISATION OF KINGS ROAD/A907, DUNFERMLINE
45. FORTH STREET/ELGIN STREET JUNCTION IMPROVEMENTS, DUNFERMLINE

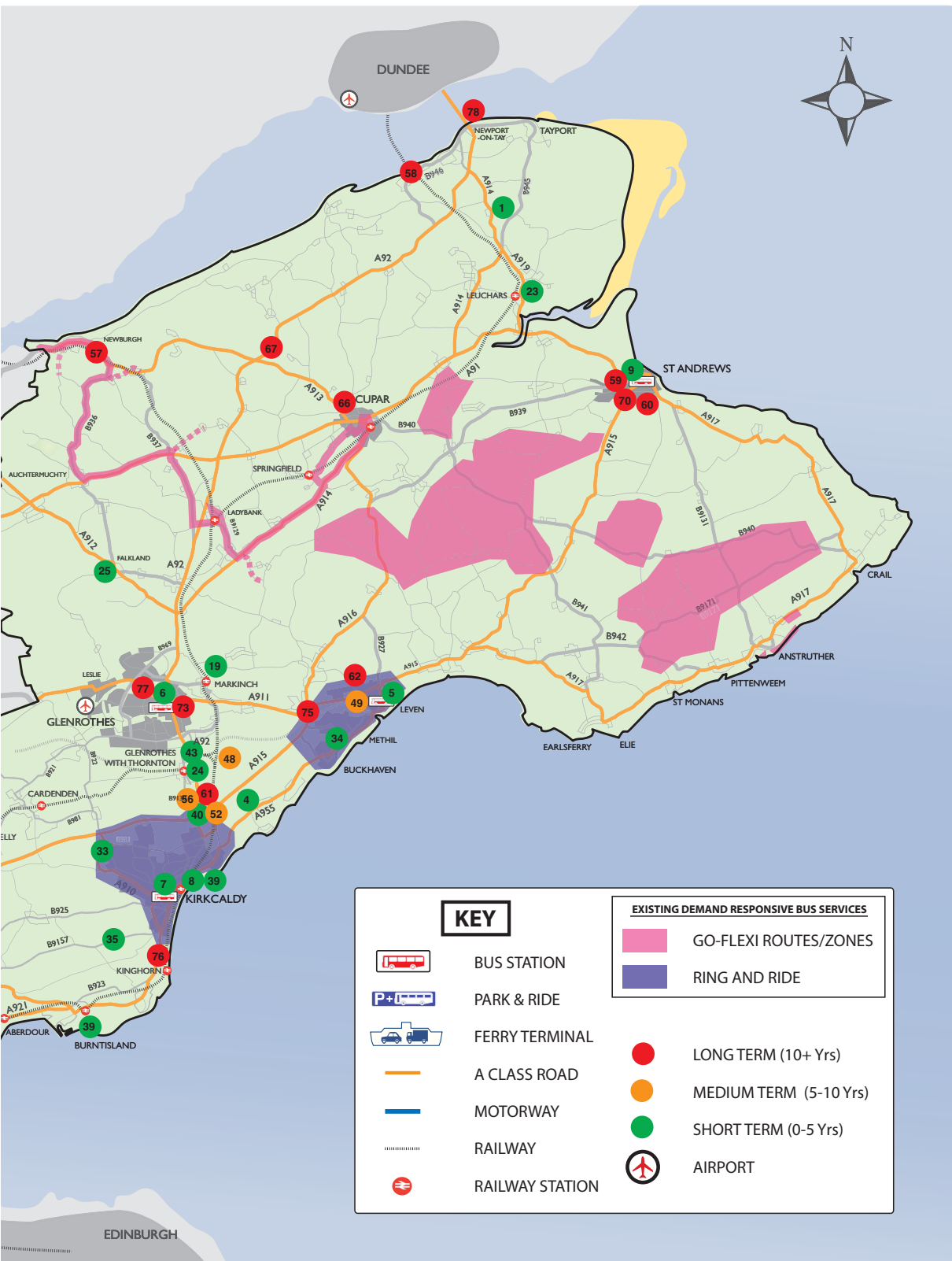
MEDIUM TERM 5 - 10 YRS

46. QUALITY BUS CORRIDOR – SERVICE 19 (BALLINGRY TO ROSYTH)
47. COMPLETION OF THE BUS 'RIGHT OF WAY' NETWORK BETWEEN FIFE & EDINBURGH
48. SPLITTING FIFE CIRCLE ADDITIONAL RAIL SERVICES
49. LEVENMOUTH RAIL LINK (PASSENGER)
50. DUNFERMLINE WESTERN APPROACH ROAD
51. NEW RAIL STATION DUNFERMLINE WEST
52. NEW RAIL STATION KIRKCALDY EAST
53. PARK & CHOOSE INVERKEITHING MULTI-STOREY & ACCESS ROAD (750 ADDITIONAL SPACES)
54. PARK & CHOOSE DALGETY BAY SURFACE CAR PARK (165 ADDITIONAL SPACES)
55. CARNEGIE DRIVE EAST ROAD IMPROVEMENT, DUNFERMLINE
56. GRADE SEPARATION OF REDHOUSE ROUNDABOUT

LONG TERM 10+ YRS

57. NEWBURGH RAIL STATION
58. WORMIT RAIL STATION
59. ST.ANDREWS TRANSPORT LINK
60. ST.ANDREWS OUTER RELIEF ROAD
61. REDHOUSE/ CENTRAL FIFE TRANSPORT INTERCHANGE
62. LEVENMOUTH LINK ROAD
63. ROSYTH BYPASS
64. HALBEATH LINK ROAD, DUNFERMLINE
65. FORTH MULTI-MODAL CROSSING
66. CUPAR NORTHERN RELIEF ROAD
67. A92 IMPROVEMENTS
68. ROSYTH PORT RAIL LINK (FREIGHT)
69. CHARLESTON RAIL CHORD
70. ST.ANDREWS LINK ROAD
71. APPIN CRESCENT BYPASS, DUNFERMLINE
72. RAIL STATION AT HALBEATH PARK & CHOOSE SITE
73. SIGNALISATION OF PRESTON ROUNDABOUT
74. SIGNALISATION OF PITREAVIE ROUNDABOUT JUNCTION
75. STANDING STANE ROAD/WINDYGATES ROAD JUNCTION SIGNALISATION
76. A921 KINGHORN ROAD/INVERTIEL ROAD JUNCTION SIGNALISATION
77. SIGNALISATION & UPGRADING LESLIE ROAD CORRIDOR
78. TAY BRIDGEHEAD PARK & RIDE





9.0 Monitoring and Evaluation

The success of the Strategy is dependent on achieving its vision and delivering its objectives. To measure success requires a framework for monitoring and evaluation. Transport provision and delivery has a range of modes and forms and it is very difficult at times to identify a single organisation which has complete control in delivering a particular outcome because of the deregulated nature of transport provision and the financial limitations of the 'real world'.

It is essential that we establish and maintain targets and indicators which reflect the goals for Fife. This allows us to appraise the effectiveness of transport investment and, where appropriate, reassess targets and indicators as situations change and travel trends alter.

The numbers of indicators and targets have been limited to those which most directly contribute to achieving the objectives of the strategy. (refer Tables 9.1 and 9.2)

The targets will be monitored annually and an update on progress will be produced every 3 years.

TRANSPORT THEMES

THEME	OBJECTIVE	'KEY' STRATEGIC TARGET	Measure/Monitor by	Frequency
Access for All	To improve access to all key needs and services (including employment, education, health and leisure opportunities)	Establish accessibility 'levels of service' indicators and targets for access: * Hospital and Healthcare by 2007;		
		* Employment by 2007; * Education by 2007;	Accessibility maps, travel time, distance, demographics information	Annually
		* Key Services by 2008; * Shopping by 2008; * Leisure by 2008		
Travel Safety	To improve safety for all forms of road based transport	Achieve National and local casualty reduction targets by 2010 i.e.:		
		*40% reduction in Killed and Seriously Injured (KSI)	Data from reported Road Accidents	Annually
		* 50% reduction in Child KSI		
		*10% reduction in slight casualty rate		
Changing Travel Habits	To limit the growth in the use of driver only car trips, especially for commuting, by encouraging more use of public transport and car sharing	* Increase the number of people crossing the Forth Road Bridge during the peak period by 20% by 2026.	Measure through surveys at bridge tolls	Annually
		* Reduce 'driver only' car trips to work by Fife Council employees in:	Travel Diary survey/Monitoring and National Surveys	Annually
		Dunfermline by 4% by 2011		
		Kirkcaldy by 4% by date 2011		
		Glenrothes by 4% by date 2011		
		Cupar by 4% by date 2011		
Maintenance and Management of Transport Infrastructure	To manage and maintain road networks in an acceptable, safe and sustainable condition	* Complete a £40 million Street Lighting replacement programme by 2015.	Transportation Monitoring	Annually
		* Seek funding (£104 million over 10 years or £172 million over 20 years) to return the road network to a steady state maintenance condition.	Budget Process	Annually
		* Seek funding of £17.5 million over 10 years to remove the current backlog in bridge repairs	Budget Process	Annually
Transport and Land Use Planning	To encourage more sustainable travel for new and existing developments	Based on Existing Levels of Funding:		
		* Reduce the percentage of weak bridges from 18% to 15% by 2015.	Structures Database	Annually
		* Reduce the percentage of restricted bridges from 8.2% to 6.0% by 2015	Structures Database	Annually
		* Ensure local plans and master plans emerging from the Structure Plan for Fife are developed in accordance with transportation policies	Planning Process	Ongoing
Integrated Transport Networks	To widen travel choice through the provision of integrated transport networks.	* Increase the number of commuters using Park and Ride by 20% by 2011	Transportation Monitoring	Annually
		* Reduce 'driver only' car trips across the Forth Road Bridge in the peak period from 82% to 56% by 2026.		

Table 9.1

TRAVEL CHOICES

THEME	OBJECTIVE	'KEY' STRATEGIC TARGET	Measure/Monitor by	Frequency of Monitoring
Walking and Cycling	To encourage walking and cycling for short trips and as part of an integrated journey to promote a healthier lifestyle.	<ul style="list-style-type: none"> * Halt the decline in walking. * Maintain the percentage of walk trips to work at 15%. * Increase cycling to key Public Transport Interchanges by 10% by 2011 * Increase cycle usage on key monitored routes: <ul style="list-style-type: none"> - Across the Forth by 10% by 2011 - Across the Tay by 8% by 2011 - In St Andrews by 6% by 2011 - In Dunfermline, Glenrothes, Kirkcaldy by 4% by 2011 	<ul style="list-style-type: none"> Travel Diary/National Surveys Travel Diary/National Surveys Stats from Monitoring Stats from Monitoring/ Surveys 	<ul style="list-style-type: none"> Annually Annually Annually Annually
Passenger Transport	To work with PT Operators to provide an integrated network of PT services.	<ul style="list-style-type: none"> * Increase passenger numbers using Cross Forth: <ul style="list-style-type: none"> - Bus services at peak periods by 10% by 2011. - Rail services at peak periods by 10% by 2011. * Increase passenger numbers using Demand Responsive Transport (DRT) in Fife by 100% (ie 50,000 passengers) by 2011 * Increase use of DRT services by registered disabled by 50% by 2011 * Increase bus passengers in Fife in line with National Trends * Increase modal shift from car to bus and rail at peak periods for Cross Forth Travel by 2% by 2011 	<ul style="list-style-type: none"> Operators stats Operators Stats User Figures User Figures User Figures 	<ul style="list-style-type: none"> Annually Annually Annually Annually Annually
Freight Transport	To promote efficient movement of freight and encourage transfer of goods from road to rail, sea and pipeline.	<ul style="list-style-type: none"> * As per "Targets of Maintenance and Management of Transport Systems" (improve road maintenance and strengthen weak bridges to avoid delays to freight) 		
Cars, Motorcycles and Parking	To maintain access for essential private vehicle users, whilst restraining the capacity for single occupancy car commuting in congested locations.	<ul style="list-style-type: none"> * Maintain access to town centres by car by ensuring at least 10 % of overall spare short stay parking capacity is available. 	Local Surveys/Changes	Annually

Table 9.2



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Email: transportation.services@fife.gov.uk
Website: www.fifedirect.org.uk