

## EXECUTIVE SUMMARY

### E.1 Background

- E.1.1 SEStran (South East Scotland Transport Partnership) appointed Scott Wilson to carry out a high-level evaluation of potential options for a Bus Rapid Transport (BRT) system in the first instance, which could be upgraded in the longer term to Light Rail Transport (LRT) system, linking into the new crossing of the Forth Estuary in the Queensferry Area. The study area for this appraisal is the Dunfermline area, which includes Dunfermline and the surrounding Bridgehead, Inverkeithing, Rosyth including Rosyth Port and links across the Forth. This area falls within the "Queensferry" corridor, characterised by high volumes of commuter tidal flow between the Dunfermline area (and its hinterland) and Edinburgh. This report sets out the results obtained on the relative merits of both a new BRT and a new LRT system linking the area.

### E.2 New Land Use Developments & Potential Financial Contributions

- E.2.1 Before any analysis could be carried out, it was necessary to identify any proposed transport and land-use developments in the area which could influence any routes and cost estimates.
- E.2.2 Various development data was collated from relevant extracts of the Structure / Local Plans for the area supplied by officials in Fife Council (including the new Fife Structure Plan and the forthcoming Dunfermline & West Fife Local Plan). These helped to highlight the scale of proposed industrial, retail, business, residential and other developments that will be expected to generate additional transport demand in the future, which could enhance the demand for a new BRT / LRT system and also identify potential stops and interchanges for the new public transport services. The results of this work identified 61 plots for committed new housing sites, 20 plots for new industrial/commercial employment sites and 6 plots for new schools & colleges.
- E.2.3 Using the identified potential amounts and type of land available for development, along with historic information of developer contributions to transport infrastructure in the area, it was possible to estimate possible financial contributions from developers which can be used to offset the costs of implementing any BRT / LRT system. This gave a total value of developer contributions on developments adjacent or bordering the routes of the proposed BRT/LRT amounting to £65.2 million (at 2008 prices), depending on market conditions at the time of any agreements set with the private developers.

### E.3 BRT & LRT Options and their Capital Infrastructure Costs

- E.3.1 4 No. LRT sections and 7 No. BRT sections were identified, which can be connected together to make up a network of BRT and LRT systems. They are all technically feasible and hence, for the purposes of safeguarding land in Fife Council's Local Plan, their alignments can all be safeguarded for future development until a detailed evaluation is carried out to identify a preferred solution.
- E.3.2 Based on the LRT and BRT sections identified, a number of Land-Take Envelopes have been prepared to highlight the routes and land areas required. There are 55 plans in total

which are shown in Appendix B, along with a reference guide map showing the relevant plan to the corresponding section.

E.3.3 Tables E.1 and E.2 summarise the estimates of the infrastructure capital costs for each identified section, for current prices and assumed opening year outturn values.

**Table E.1: Summary of LRT Section Costs**

LRT Sections	Cost Estimates	
	2008 Prices	2026 Prices
Section 1 – Dumferline West	£104.1m	£296.8m
Section 2 – A 823 Corridor	£41.7m	£118.9m
Section 3 – Disused Railway	£46.4m	£132.2m
Section 4a – Rosyth North	£35.5m	£101.2m
Section 4b – Rosyth Centre	£40.1m	£114.4m

**Table E.2: Summary of BRT Section Costs**

BRT Sections	Cost Estimates	
	2008 Prices	2016 Prices
Section 1 – Dumferline West	£47.8m	£76.1m
Section 2 – A 823 Corridor	£4.2m	£6.7m
Section 3 – Disused Railway	£18.6m	£29.6m
Section 4a – Rosyth North	£25m	£39.7m
Section 4b – Rosyth Centre	£18.5m	£29.5m
Section 5 – B980 / B981 Corridor	£31.7m	£50.4m
Section 6a – Sandpiper New Link	£9m	£14.3m
Section 6b – Aberdour Road Corridor	£2.1m	£3.4m
Section 7a – Halbeath East	£8.1m	£12.9m
Section 7b – Pylon Line New Link	£6.2m	£9.9m

E.3.4 The total costs of the LRT network range between £649.1m to £662.3m (at 2026 prices), depending on whether Sections 1 to 4a or 1 to 4b are used. The total costs of the BRT network range between £205.6m to £229.7m (at 2016 prices), depending on whether Sections 4a, 6a and 7a are used or whether Sections 4b, 6b and 7b are used instead.

E.3.5 In addition to the capital costs, an estimate due to risks and uncertainty was undertaken. A number of high-level risks were identified which are likely to apply to both the BRT and the LRT systems as they are common to both schemes. The analysis suggests the capital cost estimates should be increased by circa £20m (at 2008 prices) to allow for these key risks.