

Initial Appraisal		Intervention 17: Lengthen Trains and Platforms Between Edinburgh and Dunblane						
Estimated total Public Sector Funding Requirement:		<i>Capital Costs/grant</i>					£10m - £50m	
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
Lengthen trains and platforms to provide more capacity per train between Edinburgh and Dunblane.								
Summary: Rationale for Not Progressing								
While this intervention would provide some improvements to public transport competitiveness in the corridor, more significant benefits would result through Intervention D8 (Enhancing Rail System Capacity through Targeted Improvements).								

Table C17.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To improve access to Grangemouth port and freight hub.</p>	<p>1: Neutral – This intervention concentrates on improving passenger trains and is not expected to improve freight accessibility to Grangemouth.</p>
<p><u>STPR Objective 2:</u></p> <p>To address shortfalls in the provision of public transport to and from Edinburgh and increase public transport modal share.</p>	<p>2: Positive – Longer trains (including replacement of existing two coach DMUs by three coach DMUs) and longer platforms would improve capacity between Edinburgh and Dunblane.</p>
<p><u>STPR Objective 3:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p>	<p>3: Slightly Positive – Improvements on the rail network between Edinburgh and Dunblane would encourage modal transfer. However the scale of the transfer would not result in any meaningful reduction in road safety rates on this corridor.</p>
<p><u>STPR Objective 4:</u></p> <p>To promote efficient and effective transport links to support the development and implementation of the proposed national developments at Grangemouth and Edinburgh Airport identified in the NPF2.</p>	<p>4: Slightly Positive – Increased capacity between Edinburgh and Dunblane would potentially increase public transport accessibility of Grangemouth and Edinburgh Airport, thereby supporting the development of Grangemouth and Edinburgh Airport area.</p>

This intervention also addresses an objective in an urban network

STPR Objective	Corridor, Urban Network or Strategic Node
To maintain the 60-minute commutable labour market area at the current level, with a particular focus on linking areas of economic activity.	Edinburgh

Table C17.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Neutral	Rail service capacity enhancement would not result in any significant impact on journey time and connections.
Reduce Emissions:	Minor Benefit	Provision of longer trains and longer platforms would improve capacity and quality of travel on the rail route, which could result in reduced emissions by encouraging potential modal transfer.
Improve Quality, Accessibility and Affordability:	Minor Benefit	Lengthened trains and platforms would improve quality of travel along the route and accessibility between Edinburgh and Dunblane.

Table C17.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	There are no significant technical issues.
Operational:	Construction impacts would be kept to a minimum. However, the lengthening of platforms would impact on the operation of particular stations during the construction period. Following construction it is unlikely that there will be any factors that will adversely affect the operation of the intervention during its projected life.
Public:	This intervention is likely to receive public support.

Table C17.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	The lengthening of trains between Edinburgh and Dunblane contains Level 1, 2 and 3 interventions.
Interaction:	Intervention 18 (Increased service frequency and reduced journey time between Edinburgh and Dunblane) combined with this intervention of train and platform lengthening would bring significant benefits to this corridor.
Mutually Exclusive:	It is likely that capacity enhancement through increased service frequency between Edinburgh and Dunblane would produce similar benefits to this intervention and therefore would remove the need for lengthening of trains.

Table C17.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	This intervention has potential to facilitate modal shift. Consequent reduction in car use has potential minor benefits to air quality and CO ₂ e emissions.