

Initial Appraisal		Intervention 77 – Edinburgh Waverley Public Transport Interchange						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				> £100m		
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:								
Creation of a rail / bus / coach interchange at Edinburgh Waverley Station, requiring significant station reconstruction works.								

Summary: Rationale for Not Progressing The significant costs associated with this proposal far outweigh the benefits and as such it is not recommended for progressing. Recent improvements at Waverley have increased the capacity and ability to accommodate cross city services. While further significant enhancements would contribute towards the objectives for Edinburgh, these would require rebuilding of the station building. Given the protected status of the station building and the costs associated with a major upgrade, this intervention has not been recommended for further analysis in favour of enhancing Haymarket Interchange.
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Table C77.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To maintain the 60-minute commutable labour market area at the current level, with a particular focus on linking areas of economic activity.</p> <p><u>STPR Objective 2:</u></p> <p>To enhance public transport interchange opportunities, where feasible to do so.</p> <p><u>STPR Objective 3:</u></p> <p>To increase public transport capacity and frequency between Fife and Edinburgh.</p> <p><u>STPR Objective 4:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p> <p><u>STPR Objective 5:</u></p> <p>To promote journey time reductions, particularly by public transport, between the Central Belt and Aberdeen/Inverness primarily to allow business to achieve an effective working day when travelling between these centres.</p> <p><u>STPR Objective 6:</u></p> <p>To promote efficient and effective transport links to support the development and implementation of the proposed national development at Edinburgh Airport identified in the NPF2.</p>	<p>1: Positive - This intervention is effectively a full station redevelopment, which is likely to adversely impact services to the commuter markets during construction phase. However, the accessibility and interchange improvements are likely to be of significant benefit in the longer term and may even facilitate the further reduction of journey times for services into and out of the city.</p> <p>2: Strongly Positive - This intervention would significantly enhance the interchange opportunities currently available at Waverley by separating the local and long distance rail services. It will better facilitate bus services and improve linkages for those that require mode change, including interchange with the tram network.</p> <p>3: Neutral – This intervention would help to improve public transport interchange opportunities at Edinburgh Waverley station. However, it is unlikely this intervention would increase public transport capacity and frequency between Fife and Edinburgh.</p> <p>4: Slightly Positive - This option improves personal safety and security by providing a multi-modal interchange at Waverley, which should contribute towards reduction of overall accident rates.</p> <p>5: Slightly Positive - This intervention does not include direct service improvements to Aberdeen/Inverness. However the improved interchange facility is likely to facilitate improved services to those areas.</p> <p>6: Neutral - This intervention has no impact upon the development and implementation aims of the emerging national development interventions.</p>

Table C77.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Moderate Benefit	The intervention would provide improved connections with resultant benefits to journey times.
Reduce Emissions:	Moderate Benefit	Integration of public transport promotes modal shift and the intervention has the potential to contribute to a reduction in road vehicle emissions.
Improve Quality, Accessibility and Affordability:	Moderate Benefit	The intervention would improve accessibility to and from Edinburgh Waverley and areas beyond.

Table C77.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	The scheme has some inherent implementability risks, and will require careful attention in the design stages to ensure easy fit and avoid complications regarding operations/construction. Through platforms will greatly benefit services and platform lengthening will require additional passenger circulation space to be made available.
Operational:	Care and consideration needs to be given to the operational use of the station before and after construction whilst any station concourse decking is being constructed.
Public:	Provided the effect on the station and overall disruption is kept to a minimum, the public are likely to support this intervention.

Table C77.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This is considered a Level 3 intervention as it would require major investment and infrastructure change.
Interaction:	This intervention does not specifically complement any other interventions however it would improve the transport hub significantly and would facilitate improved rail services. The intervention does not include the additional/improved rail or bus services at this stage.
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention in this urban network.

Table C77.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	There is the potential for an improvement in air quality and CO ₂ e emissions through a reduction in emissions due to the encouragement of modal shift. There is however the potential to effect noise and cultural heritage sites depending on the location of the new interchange, effects are uncertain at this stage.