

Initial Appraisal		Intervention 80: New Tram Line from Edinburgh to Haddington						
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:								
Extension of Edinburgh Tram or alternative light rapid transit system from Edinburgh to Haddington via Portobello, Musselburgh and Tranent. This would require construction of light rail infrastructure, additional rolling stock and station enhancements.								
Summary: Rationale for Not Progressing								
The costs of this intervention would be excessive relative to the potential benefits. Other interventions in this corridor and in Edinburgh are therefore likely to contribute more significantly to meeting the objectives and provide greater value for money.								

Table C80.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To increase the attractiveness and capacity of public transport into Edinburgh to reduce crowding and forecast road congestion.</p> <p><u>STPR Objective 2:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p>	<p>1: Positive – This intervention will help to minimise delays and congestion on this route by increasing public transport capacity and reducing private car travel. This intervention will help to make travel by public transport easier and quicker for passengers travelling to and from Edinburgh City Centre.</p> <p>2: Neutral - This intervention would not have any significant effect on this objective. However, if more people use public transport (i.e. Tram) instead of their car this may help to reduce road accidents and severity rates.</p>

This intervention also addresses objectives in another 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
To enhance public transport interchange opportunities, where feasible to do so.	Edinburgh

Table C80.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Moderate Benefit	Extension of Edinburgh Tram or alternative light rapid transit system will help improve public transport journey times. Public transport connections between Edinburgh and Haddington, including settlements on the tram route such as Portobello, Musselburgh and Tranent to the east, will be improved significantly offering a real public transport alternative to the car.
Reduce Emissions:	Minor Benefit	Extension of Edinburgh Tram or alternative light rapid transit system will contribute towards modal transfer from private car and potentially from bus to tram. The intervention has the potential to contribute to an overall reduction in emissions.
Improve Quality, Accessibility and Affordability:	Moderate Benefit	Extension of Edinburgh Tram or alternative light rapid transit system will provide a brand new public transport hierarchy in the area with better journey quality and choice for existing and new users of public transport. Accessibility will be greatly improved for those travelling to/from Haddington or those travelling between the two areas. The cost of tram travel is normally akin to bus travel so this provides a more affordable alternative to say, heavy rail for some passengers.

Table C80.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	There are anticipated technical issues for the implementation stage of this intervention. This intervention will require considerable work to implement. Existing roadway and new land will be required to create the tram routes. Overhead wires will power the trams, which will require the construction of gantries and pylons in the street. Signposts and other measures must be put in place to segregate tramways from other traffic and pedestrians. New trams will be required.
Operational:	Implementation of the intervention may cause delays to road traffic if trams use existing roads. The construction period could also be lengthy, and would have a considerable impact on existing road and public transport users. Following construction it is unlikely that any factors will adversely affect the operation of the intervention during its projected life.
Public:	This is an important intervention to the economy of Edinburgh with significant public interest at both local and regional levels.

Table C80.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	The provision of an extension of the Edinburgh Tram or alternative light rapid transit system is classed as a Level 3 intervention as significant infrastructure changes are required to implement the intervention interventions.
Interaction:	Extension of Edinburgh Tram or alternative light rapid transit system between Edinburgh and Haddington and settlements on the tram route like Portobello, Musselburgh and Tranent would affect the Edinburgh Urban network as the measures detailed in the intervention would benefit trips into and out of Edinburgh City Centre and to and from corridor 20. This intervention could be combined with intervention 119 (New Light Rapid Transit from Edinburgh to Dalkeith and Penicuik).
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention.

Table C80.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	There are moderate positive benefits through the promotion of modal shift away from the car therefore improving emissions, with possible slight benefits also to CO ₂ e emissions. However there is a possibility of several cultural heritage sites being affected depending on the location of the new line, impacts are uncertain at this stage.