

Initial Appraisal		Intervention 83: New Rail Line from the East Coast Mainline between Longniddry and Haddington						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				£20m - £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:								
Reopened branch line from Longniddry to Haddington, with a service to west Edinburgh (e.g., Edinburgh Park or South Gyle and beyond to Livingston, Glasgow, Stirling or Fife). This is likely to require some capacity enhancements at the east end of Waverley. This intervention may include an extension of services currently terminating at Waverley from the west.								
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, such as D23 (Rail Enhancements in the East of Scotland), are therefore expected to contribute more significantly to meeting the objectives and providing greater value for money.								

Table C83.1.1 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 would improve the frequency and journey time reliability of rail travel into Edinburgh, making rail travel a more attractive option, and thereby potentially reducing car use on the congested road network to and from Edinburgh. This intervention would also help to provide a frequent service to the west of Edinburgh, and address rail capacity issues.</p> <p>2: Neutral - This intervention is unlikely to have any significant effect on this objective.</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 C83.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	Reopening the branch line from Longniddry to Haddington, with a half-hourly service to the west of Edinburgh (e.g. Edinburgh Park or South Gyle and beyond to Livingston, Glasgow, Stirling or Fife) would improve journey times by public transport to Edinburgh and beyond.
Reduce Emissions:	Neutral	Reopening the branch line would provide a more competitive public transport service with the resulting impact being a reduction in the number of trips by private car on the corridor. This in turn could lead to a reduction in emissions, however the level of impact is expected to be minimal.
Improve Quality, Accessibility and Affordability:	Moderate Benefit	Previously unserved areas would have access to a frequent and reliable rail service into Edinburgh, and have a competitive alternative to car use. This intervention would also provide a more affordable and quality public transport option. This intervention would likely see a transfer of some people currently using the North Berwick services, thereby freeing up car parking at various stations along the route.

Table C83.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	This intervention would make use of a reopened line, requiring considerable technical input but using existing rolling stock. This intervention may require modifications to the east end of Edinburgh Waverley.
Operational:	There is likely to be some disruption to services in carrying out works at Waverley Station during and after the implementation of this intervention and consideration should be given to the access strategy to minimise this. New train crew and timetable amendments will also be required.
Public:	This intervention has a strong element of local support.

Table C83.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	The provision of a new branchline with service and capacity enhancements is classed as a Level 3 intervention as significant infrastructure changes are required to implement the intervention.
Interaction:	This intervention does not specifically complement any other interventions. However provision of a new branchline with service and capacity enhancements between Longniddry and Haddington, as well as to the west of Edinburgh (e.g. Edinburgh Park or South Gyle and beyond to Livingston, Glasgow, Stirling or Fife), would affect the Edinburgh Urban rail network. The measures detailed in this intervention would benefit rail trips into and out of Edinburgh City Centre and to and from Corridor 20.
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention specified for this corridor route.

Table C83.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	A potential modal shift away from the private car could result in improved air quality and CO ₂ e emissions. There is however the potential for impacts to cultural heritage sites and to noise depending on location details of the line; impacts are uncertain at this stage.