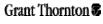
Transport Scotland
Strategic Transport Projects Review
Report 3 Generation, Sifting and Appraisal of Interventions
Annex 1



Initial Appraisal	Intervention 83: New Rail Line from the East C	oast Main	line betwee	n Longniddr	y and Ha	ddington		
Estimated total Public Sector Funding Requirement:		Capital Costs/grant £20m - £100m						
				-	0	+	++	+++
Summary Impact	Improve Journey Times and Connections							
on Key Strategic	Reduce Emissions							
Outcomes	Improve Quality, Accessibility and Affordability	(Judgeme	ent based or	available inf	ormation	against a 7pt.	scale.)	
Intervention Description:							,	
	ongniddry to Haddington, with a service to west Edinburgh (e.g., l city enhancements at the east end of Waverley. This intervention							

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.







Transport Scotland Strategic Transport Projects Review Report 3 Generation, Sifting and Appraisal of Interventions Annex 1



Table C83.1.1 STPR Objectives

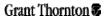
Table Court of it Cobjectives	
STPR Objectives	
STPR Objective 1:	1: Positive - This intervention would improve the frequency and journey time reliability of rail travel into Edinburgh, making rail travel a more attractive option, and thereby potentially reducing car use on the congested
To increase the attractiveness and capacity of public transport into Edinburgh to reduce crowding and forecast road congestion.	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.
and forest to reduce or or any and recoded read congestion.	on Europe graph and data cost fair supposity recession
STPR Objective 2:	2: Neutral - This intervention is unlikely to have any significant effect on this objective.
To promote continuing reduction in accident rates and severity rates across the strategic transport network.	

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 (K	(SO'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 is 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.







Transport Scotland Strategic Transport Projects Review Report 3 Generation, Sifting and Appraisal of Interventions Annex 1



Table C83.1.3 Implementability Appraisal

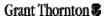
Implementability Appraisal		
Technical:	This intervention would make use of a reopened line, requiring considerable technical input but using existing rolling stock. This intervention may require modifications to the east end of Edinburgh Waverley.	
Operational:	There is likely to be some disruption 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 Ap	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

Table Cos.1.5 E	Table Cost 1.5 Environmental Appliaisal				
Environmental Appraisal					
Assessment	A potential modal shift away from the private car could result in improved air quality and CO₂e emissions. There is however the potential for impacts to cultural				
Summary	heritage sites and to noise depending on location details of the line; impacts are uncertain at this stage.				





TRIBAL