
Existing Proposals

National

Intervention	981	Transport planning and provision for the Commonwealth Games 2014, and Connections for Tourism and Major Events Plan and provide improved access for Commonwealth Games venues, other tourist sites and major events. Improved linkages to National Park, tourist sites and major events by all modes. Development and delivery of emerging Commonwealth Games transport projects.
<i>Sift assessment</i>		In general, the provision of transport improvements for the Commonwealth Games does not fall within the scope of this study. However, several of the interventions identified by the study are in line with the objectives of the Commonwealth Games transport improvement measures, notably, those which improve public transport access to Glasgow. The same is true in the wider context of major events and tourist attractions which are likely to benefit from other proposed improvements to tourist routes such as the A9 and A82 and the Highland Main line.
Intervention	1611	Reduced public transport fares for all Provide suitable incentive measures to public transport operators and/or the travelling public in an attempt to encourage more use of the public transport modes.
<i>Sift assessment</i>		Whilst fare levels do not fall within the scope of this study, the complementary influence that such measures may have is being considered by other parts of Scottish Government in addressing the delivery the National Transport Strategy's Key Strategic Outcomes.
Intervention	1612	Reduced public transport fares for students Provide suitable incentive measures to students in an attempt to encourage more use of the public transport modes.
<i>Sift assessment</i>		Whilst fare levels do not fall within the scope of this study, the complementary influence that such measures may have is being considered by other parts of Scottish Government in addressing the delivery the National Transport Strategy's Key Strategic Outcomes.
Intervention	1613	Reduced public transport fares for commuters Provide suitable incentive measures to encourage more commuters into using public transport.
<i>Sift assessment</i>		Whilst fare levels do not fall within the scope of this study, the complementary influence that such measures may have is being considered by other parts of Scottish Government in addressing the delivery the National Transport Strategy's Key Strategic Outcomes.
Intervention	1623	Link all major freight transfer centres to the rail network Link all major freight transfer centres, which are not currently connected, to the rail network.
<i>Sift assessment</i>		Potential improvements to the rail network to facilitate increased movement of freight are being considered on specific corridors, where objectives have been set to address concerns over forecasts of significant growth in heavy goods vehicles.
Intervention	1642	Public Transport Developments - Trial new or amended bus service patterns, including evening and late night services Develop and trial new or amended bus service patterns, including evening and late night services to encourage wider opportunities to travel by public transport.
<i>Sift assessment</i>		Whilst operation of bus services does not fall within the scope of this study, the complementary influence that such measures may have is explored in the context of other interventions proposed.
Intervention	1643	Public Transport Developments - Integrated provision for offshore islands Maintain and enhance linkage between ferry and land-based public transport (bus) modes to allow easy connections between modes.
<i>Sift assessment</i>		Whilst operation of bus services does not fall within the scope of this study, the complementary influence that such measures may have is explored in the context of other interventions proposed.

Intervention	2800	High speed rail connections from north east Scotland to London High speed rail connections from north east Scotland to London.
Sift assessment		Any intervention to provide a high speed connection to London from the north east would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2922	DDA and car parking improvements at stations close to airports and other major areas of economic activity (i.e. Dyce which allows access to Aberdeen Airport) Upgrade and improvements to stations in Aberdeen and Aberdeenshire close to the airport or major trip generators.
Sift assessment		This is a wide ranging intervention that does not specifically address national objectives. However, car park improvements have been included within a number of interventions being considered under the STPR to accompany other works. Access and DDA compliance at existing rail stations is generally considered at a local level as part of the continuing management of the facilities.

Existing Proposals

Regional

Intervention	138	Travel plans for all colleges and universities (public transport) The creation of travel plans for all colleges and universities, focusing on reducing the level of car journeys to/from the main campus sites.
<i>Sift assessment</i>		This intervention does not make a significant contribution to any specific national objectives. It may however address local and regional issues and could therefore be taken forward by relevant local authorities and Regional Transport Partnerships.
Intervention	273	Improved bus links to stations and parking at stations in the SEStran area Improvement to bus services such as: Bo'ness to Linlithgow, Grangemouth to Falkirk High and Polmont to result in improved access to rail services to Glasgow and Edinburgh.
<i>Sift assessment</i>		This intervention does not make a significant contribution to any specific national objectives. It may however address local and regional issues and could therefore be taken forward the by relevant local authorities and Regional Transport Partnerships.
Intervention	1441	Region-wide specialist provision for powered two wheelers The development of special provision for powered two-wheelers to offer them some degree of priority over the private car.
<i>Sift assessment</i>		This intervention does not make a significant contribution to a specific objective and powered two wheel vehicles are not considered priority vehicles. Future provision could be considered by local authorities and Regional Transport Partnerships.
Intervention	1467	Promote regional car sharing schemes Develop a region-wide car-share scheme.
<i>Sift assessment</i>		Car sharing initiatives in isolation are considered to impact at a local level. However, Park-&-Ride/Share interventions on the strategic network are being considered by other parts of Scottish Government who will be addressing these issues in delivering the National Transport Strategy's Key Strategic Outcomes.
Intervention	1481	Regional rail freight facilities Liaise with relevant stakeholders to investigate early delivery opportunities for regional rail freight facilities, building on existing proposals at Dundee, Montrose and Perth for inter-modal transfer between road, rail and sea-borne freight.
<i>Sift assessment</i>		Regional rail freight facilities at Perth, Dundee and Montrose would not contribute to the objectives for these corridors and the Dundee urban network.
Intervention	1631	Regional rail concessions scheme Provide a suitable regional concessionary fares scheme to encourage more use of the rail network, particularly during peak hours.
<i>Sift assessment</i>		There are no objectives which this intervention makes a significant contribution towards, however there are other interventions within the STPR that consider changes to the cost of public transport fares.
Intervention	1634	Alternative fuels Support the development and implementation of alternative fuels.
<i>Sift assessment</i>		Interventions aimed at considering alternative fuel technologies are not within the scope of the STPR.
Intervention	1719	Active Travel Clearer policy to promote land use planning and development control processes across the region, including Active Travel audits on all RTS and LTS measures.
<i>Sift assessment</i>		This is not considered to be within the scope of the STPR but other parts of Scottish Government will be addressing these issues in delivering the National Transport Strategy's Key Strategic Outcomes.

Existing Proposals

Aberdeen

Intervention	322	Aberdeen Harbour - Port access strategy Support continued rail freight access to the port and improve connections between the ferry passenger terminal and bus and rail stations and city centre.
<i>Sift assessment</i>		Improving access to Aberdeen Harbour would not contribute to the objectives for Aberdeen, which are focused on improving access to the areas of economic activity in the city centre, Dyce and the south east of the city. Any localised improvements to the port access could be taken forward by the local authority and Regional Transport Partnership.
Intervention	823	Third crossing of the River Don The provision of a third road crossing of the River Don.
<i>Sift assessment</i>		A third crossing of the River Don would not contribute to the objectives for Aberdeen, which are focused 'on improving access to the areas of economic activity in the city centre, Dyce and the south east of the city'. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	1078	Improve port access at Aberdeen and Fraserburgh Improve port access at Aberdeen and Fraserburgh.
<i>Sift assessment</i>		Improved port access at Aberdeen and Fraserburgh would not contribute to the objective for either Corridor 8 or the Aberdeen urban network. Any future improvements could be considered by the port operator, local authority and the Regional Transport Partnership.
Intervention	3028	A90 fully dualled north of Aberdeen Full dualling of the A90 between Tippetty and Peterhead.
<i>Sift assessment</i>		Analysis of this corridor did not identify any strategic performance issues that merit this level of improvement to the A90.

Existing Proposals

Dundee

Intervention	894	Improved road links to Dundee port for freight transfer Improved road links to Dundee port for freight transfer.
<i>Sift assessment</i>		Whilst freight priority, access and journey times are an important consideration nationally, freight accessibility has not been highlighted as a specific constraint in this urban network. This intervention does not therefore make a significant contribution towards any of the objectives that have been set for this location. Further improvements could be considered by the port operator, local authority or the Regional Transport Partnership.
Intervention	1368	Improved rail connections to Dundee port for freight transfer Proposed provision of direct rail link to Dundee port for freight transfer.
<i>Sift assessment</i>		Whilst freight priority, access and journey times are an important consideration nationally, freight accessibility has not been highlighted as a specific constraint in this urban network. This intervention does not therefore make a significant contribution towards any of the objectives that have been set for this location. Further improvements could be considered by the port operator, local authority or the Regional Transport Partnership.
Intervention	2882	Additional freight facilities (building on existing proposals) at Dundee Inter-modal transfer facilities between road, rail, sea-borne freight.
<i>Sift assessment</i>		Access to freight facilities is within the scope of the STPR, but the facilities themselves are not.

Existing Proposals

Edinburgh

Intervention	241	Edinburgh Tram: Roseburn-Granton, Granton-Newhaven Links Edinburgh west and north via Roseburn or Haymarket.
<i>Sift assessment</i>		Construction of the Roseburn to Granton and Granton to Newhaven sections would make a small contribution to some of the objectives for Edinburgh. However, the impact of the intervention remains at a largely local level and therefore could be taken forward by the local authority and Regional Transport Partnership.
Intervention	260	Access Leith Docks Provision of improved road and rail links to Leith Docks.
<i>Sift assessment</i>		Improved access to Leith docks would not contribute to the objectives for Edinburgh. No specific problems of a strategic nature regarding access to Leith have been identified, therefore any issues are considered to be of a local nature. Strategic port access in the Forth area is focussed on Grangemouth and Rosyth, consistent with the draft NPF2. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	1255	A71 Upgrade Capacity improvements and upgrades to the existing A71.
<i>Sift assessment</i>		This intervention does not make a significant contribution to objectives which are focussed on the 'increasing public transport capacity and interchange' and 'maintaining the labour catchment area'. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	3014	Passenger Rail Services on the Powderhall Branch Use of Powderhall branch for passenger heavy or light rail services following the proposed relocation of the waste transfer station to Portobello.
<i>Sift assessment</i>		This intervention is unlikely to have a significant impact on contributing to the objectives 'to maintain the 60-minute commutable labour market area at the current level, with a particular focus on linking areas of economic activity' or 'to promote continuing reduction in accident rates and severity rates across the strategic transport network'. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

Glasgow

Intervention	496	Clyde Ferries - Services Improvements to existing services and investigation of potential new services on the River Clyde and the upgrading of port infrastructure to support these.
<i>Sift assessment</i>		It is outside the scope of STPR to consider enhancements to the infrastructure within the ports used by Clyde ferries or to the vessels using them. The focus of STPR in relation to ferry services is on the strategic land-based access to ports, however this intervention could be considered further by the port authority, local authority and the regional transport partnership.
Intervention	2767	Parkhead Forge rail station/interchange Construction Parkhead Forge rail station/interchange.
<i>Sift assessment</i>		The provision of a rail station at Parkhead Forge would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2768	Jordanhill West rail station Construct a new Jordanhill West rail station.
<i>Sift assessment</i>		The provision of a rail station at Jordanhill West would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2776	Dalmuir rail station interchange Construct a new Dalmuir multi-mode interchange, to replace the existing station.
<i>Sift assessment</i>		The provision of a new interchange at Dalmuir would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2781	Allander rail station Construct a new Allander rail station.
<i>Sift assessment</i>		The provision of a rail station at Allander would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2787	New station at Cambuslang Investment Park Construct a new rail station at Cambuslang Investment Park.
<i>Sift assessment</i>		The provision of a rail station at Cambuslang Investment Park would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are not considered to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2793	Clydebank Interchange improvements (rail station) Construct a new Clydebank Interchange improvements (rail station).
<i>Sift assessment</i>		This intervention would not contribute to the objectives identified for this corridor. Interventions aimed at improving individual stations are not considered to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Intervention	2796	Milton (West Dunbartonshire) rail station Construct a new Milton (West Dunbartonshire) rail station.
<i>Sift assessment</i>		The provision of a rail station at Milton (West Dunbartonshire) would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	3018	Glasgow Queen Street High Level Second Tunnel A second tunnel from Glasgow Queen Street High Level, surfacing by the railway works at Springburn and providing a link to Stepps and onwards to Cumbernauld.
<i>Sift assessment</i>		This intervention would be extremely challenging to construct due to the technical and operational constraints of building such a tunnel in a physically constrained location adjacent to a busy rail station. The anticipated steep gradient that the tunnel would have would also have an impact on the operation of trains using it. On balance this intervention would not provide an effective deliverable solution to the objectives.
Intervention	3022	Double Deck Trains in Strathclyde This involves the introduction of double deck trains across the Strathclyde rail network. This would see the loading gauge of the network increased to accept double deck trains and would require significant infrastructure works and new rolling stock.
<i>Sift assessment</i>		The scale of the works required to implement this intervention would not provide a cost effective solution to achieving objectives. There are more specific double-deck interventions proposed for the corridor between Glasgow and South West Scotland which would contribute to objectives more significantly.

Existing Proposals

Perth

Intervention	1088	New crossing of the Tay linking the A9 to the A94 north of Scone New crossing of the Tay, linking the A9 and the A94, including a intervention of associated bus priority, cycle and pedestrian measures locking in the benefits to Perth city centre.
<i>Sift assessment</i>		This intervention would not significantly contribute to the objectives for this strategic node which is focussed on 'reducing emissions' and 'improving journey times between Aberdeen/Inverness and the central belt. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2880	Improved road links to Perth Harbour This intervention includes a combination of access and road safety improvements, removal of restrictions on heavy goods vehicle access, including junctions and weight-restricted bridges, and improvements to links to the strategic road network.
<i>Sift assessment</i>		Whilst freight priority, access and journey times are an important consideration in this study, freight access into Perth Harbour has not been highlighted as a constraint and there are no objectives which this intervention contributes towards. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2883	Additional freight facilities (building on existing proposals) at Perth Inter-modal transfer facilities between road, rail, sea-borne freight.
<i>Sift assessment</i>		Access to freight facilities is considered to be within the scope of the STPR, but the facilities themselves are not. Enhancements to the freight facilities could therefore be taken forward by the port operator, local authority and Regional Transport Partnership.

Existing Proposals

1 Inverness to Wick / Thurso and Northern Isles

Intervention	602	A9 Bypass settlements on route (Inverness to Thurso) The provision of bypasses at selected locations on the A9 between Inverness and Thurso.
<i>Sift assessment</i>		Bypassing settlements on the A9 between Inverness and Thurso would not contribute significantly to the objectives for this corridor, which are focussed on 'improving public transport journey time and accessibility' and 'reducing fatal and severe accident rates'. Due to the low traffic levels on this route there would be little benefit at a strategic level, however the intervention could be considered further by the local authority and Regional Transport Partnerships.
Intervention	605	A9 dualling from Inverness to Thurso The provision of a full dual carriageway standard road on the A9 between Inverness and Thurso.
<i>Sift assessment</i>		Dualling the A9 from Inverness to Thurso would not provide a cost effective solution to meeting the objective of 'reducing the accident rate', due to the scale of the works required and the relatively low traffic flows which use the A9 north of Inverness. Also this intervention would not contribute to the objective 'to enhance public transport accessibility'.
Intervention	635	Extend rail line from Thurso to Scrabster Extension of the existing Far North rail line from Thurso to Scrabster to allow better interchange with ferry services to the Orkneys.
<i>Sift assessment</i>		The cost of this intervention is likely to be high, especially when compared with the likely benefits of the intervention due to the low patronage levels on this rail line. This intervention could be considered further by the local authority or Regional Transport Partnership.
Intervention	2831	Far North Railway Line: Construction of a chord at Georgemas A new chord at Georgemas to save 3 minutes between Thurso and Inverness for passenger trains.
<i>Sift assessment</i>		The time saving anticipated from this intervention is unlikely to provide a cost effective solution to the corridor objective 'to reduce public transport journey time and enhance accessibility'. Other public transport interventions in this corridor are being taken forward in the STPR study which potentially offer a greater contribution towards objectives.
Intervention	3019	New Rail Line between Helmsdale and Wick Build a new railway line between Helmsdale and Wick with one intermediate station. Heavy rail to Wick (due to faster journey times and favourable gradients) with luxury coach services between Wick, Thurso and Scrabster. Existing line from Helmsdale to Wick and Thurso closed to services or converted to single carriageway road with passing places.
<i>Sift assessment</i>		The time saving anticipated from this intervention is unlikely to provide a cost effective solution to the corridor objective 'to reduce public transport journey time and enhance accessibility'. Other public transport focussed interventions in this corridor are being taken forward in the STPR study which potentially offers a greater contribution to objectives.
Intervention	3020	New Rail Crossing of the Dornoch Firth and Associated Improvements A new crossing over the Dornoch Firth to provide a shorter route between Tain and Golspie. Additional infrastructure improvements between Inverness and Wick/Thurso to improve line speeds reduce journey times and increase service frequencies.
<i>Sift assessment</i>		The time saving anticipated from this intervention is unlikely to provide a cost effective solution to the corridor objective 'to reduce public transport journey time and enhance accessibility'. Other public transport focussed interventions in this corridor are being taken forward in the STPR study which potentially offers a greater contribution to objectives.
Intervention	3023	Road Improvements in Shetland A variety of road improvement interventions in Shetland.
<i>Sift assessment</i>		The road network on Shetland has not been identified as part of the Strategic Transport Network, as defined in STPR - Report 1. However, this intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

3 Inverness to Fort William and Western Isles

Intervention	746	Kyle Rail Line Commuter service to Inverness Introduce a new timetable on the Kyle line to allow potential commuting to/from Inverness from the corridor.
<i>Sift assessment</i>		The introduction of a commuter service to Inverness on the Kyle Rail Line would not contribute to the objective for the corridor which is focussed on 'reducing accident rates and severity'. Public transport accessibility has not been highlighted as a strategic constraint for this corridor.
Intervention	747	Kyle Rail Line Commuter service to Inverness – timetable enhancements and work towards fourth daily train Introduce a new timetable on the Kyle line to allow potential commuting to/from Inverness from the corridor.
<i>Sift assessment</i>		The reconfiguration of the timetable for services to Inverness on the Kyle Rail Line would not contribute to the objective for the corridor which is focussed 'on reducing accident rates and severity'. Public transport accessibility has not been highlighted as a strategic constraint for this corridor, however it could be considered further outside of the STPR.
Intervention	749	Rolling stock upgrade on Kyle Line Upgrade the existing rolling stock using the Kyle line.
<i>Sift assessment</i>		A rolling stock upgrade on the Kyle Line would not contribute to the objective for this corridor which is focussed 'on reducing accident rates and severity'. Rolling stock on the Kyle Line has not been highlighted as a strategic constraint for this corridor.,
Intervention	751	Barra Airport and flights Barra fixed landing strip and surface access strategy to deliver better integration.
<i>Sift assessment</i>		No significant constraints have been identified in relation to the airport at Barra. Therefore improving access to the airport would not contribute towards the objective for this corridor. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	949	A82 Fort William Bypass Provision of a new bypass of Fort William.
<i>Sift assessment</i>		The A82 Fort William Bypass would be unlikely to contribute to the objective of 'reducing the accident rate and severity' in the corridor, as there are no identified accident clusters within Fort William.
Intervention	2816	Kyle Rail Link business days and commuting services Revised timetable on the Kyle Rail Link to allow a business day and commuting services.
<i>Sift assessment</i>		The reconfiguration of the timetable for services to Inverness on the Kyle Rail Line would not contribute to the objective for this corridor. Public transport accessibility has not been highlighted as a strategic constraint for this corridor.
Intervention	2835	Upgrading of routes on Dingwall to Kyle of Lochalsh to allow heavier locomotive access Upgrading of rail track and structures on the Dingwall to Kyle of Lochalsh line to allow heavier locomotive access.
<i>Sift assessment</i>		Upgrading of routes on the Dingwall to Kyle of Lochalsh line to allow heavier locomotives access would not contribute to the objective for this corridor, which is focussed 'on reducing accident rates and severity'. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2836	Reinstatement of former loops at Stromeferry to increase line capacity Reinstatement of former loops at Stromeferry to increase line capacity.
<i>Sift assessment</i>		The reinstatement of former loops at Stromeferry would not contribute to the objective for this corridor, which is focussed 'on reducing accident rates and severity'. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Intervention	2940	West Highland Line improvements Modern signalling, more loops (all loops to be dynamic), higher speed level crossings, 100 mph line speeds.
<i>Sift assessment</i>		Improved operational infrastructure would not contribute to the objective for this corridor, which is focussed 'on reducing accident rates and severity'. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

4 Aberdeen to Inverness

Intervention	24	Demand management in Elgin, Nairn and Keith The Regional Transport Strategy identifies demand management at Elgin, Nairn and Keith in the short term delivery plan. This involves soft measures to tackle congestion by travel planning in schools and workplaces, flexible working, car sharing, and improving the public transport and active travel offers.
<i>Sift assessment</i>		This intervention does not contribute in any significant way to the strategic objectives identified within this corridor to 'reduce accident rate and severity' or 'improve journey time and increase opportunities to travel'. This intervention could be considered further by local authorities and Regional Transport Partnerships.
Intervention	779	A95 Improvements Possible on / off line improvement on the A95.
<i>Sift assessment</i>		The A95 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for Corridors 4 or 6. Local improvements on this route should be considered further by Transport Scotland outside the scope of STPR.
Intervention	786	A941 Elgin to Craigellachie Upgrading the A941 to trunk road quality.
<i>Sift assessment</i>		The A941 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by local authorities and the Regional Transport Partnership.
Intervention	787	A941 Dufftown to A95 road improvements Addressing pinch points and providing overtaking opportunities.
<i>Sift assessment</i>		The A941 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by local authorities and the Regional Transport Partnership.
Intervention	841	Inverness to Elgin loading gauge enhancement Increase the rail loading gauge between Inverness and Elgin to permit larger containers to be carried by train.
<i>Sift assessment</i>		Increasing the rail loading gauge between Inverness and Elgin would not contribute to the objectives for this corridor, which include 'improving public transport journey times' between Inverness and Aberdeen.
Intervention	859	Enhanced travel initiatives through concessionary travel (Aberdeen to Inverness) Enhanced travel initiatives through concessionary travel to encourage more public transport journeys to be made between Aberdeen and Inverness.
<i>Sift assessment</i>		Whilst enhanced travel initiatives through concessionary travel does not fall within the scope of this study, the complementary influence that such measures may have is being considered.
Intervention	866	Environmental enhancement of town centres (Aberdeen to Inverness) Environmental enhancement of town centres (Aberdeen to Inverness).
<i>Sift assessment</i>		While improving the environment within town centres is supported by Transport Scotland, within the context of the STPR, this is being addressed by considering transport interventions that minimise the conflict between local and strategic trips at particular locations.
Intervention	927	A939 Nairn and Tomintoul to A95 Road improvements between Nairn and Tomintoul.
<i>Sift assessment</i>		The A939 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by local authorities and the Regional Transport Partnership.

Existing Proposals

5 Dundee to Aberdeen

Intervention	892	A90 Grade Separation of Laurencekirk/Marykirk junction Local grade separation of the Laurence/Marykirk junction.
<i>Sift assessment</i>		Accident rates along the corridor are already below the national average and therefore the grade separation of the Laurencekirk / Marykirk junction would not address or make a significant contribution to objectives. Local accident cluster issues have been identified and remedial works have been introduced at this location. In order to assess the impact of the remedial works the accident patterns will continue to be closely monitored.
Intervention	2878	Improved road links to the Port of Montrose This intervention includes a combination of access and road safety improvements, removal of restrictions on heavy goods vehicle access, including junctions and weight-restricted bridges and improvements to links to the strategic road network.
<i>Sift assessment</i>		Whilst freight priority, access and journey times are an important consideration in this study, freight access into the Port of Montrose has not been highlighted as a constraint. Therefore this intervention does not address any of the objectives set for this corridor. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2881	Additional freight facilities (building on existing proposals) at Montrose Inter-modal transfer facilities between road, rail, sea-borne freight.
<i>Sift assessment</i>		Access to freight facilities is within the scope of the STPR, but the facilities themselves are not.

Existing Proposals

6 Inverness to Perth

Intervention	779	A95 Improvements Possible on / off line improvement on the A95.
<i>Sift assessment</i>		The A95 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for Corridors 4 or 6. Local improvements on this route should be considered further by Transport Scotland outside the scope of STPR.
Intervention	2758	Additional Car Parking provision at Carrbridge and Aviemore rail stations Construction of additional car parking provision at Carrbridge and Aviemore rail stations.
<i>Sift assessment</i>		Construction of additional parking at Carrbridge and Aviemore stations would encourage more use of the rail network. However, the objectives for the corridor are focused on 'reducing end to end journey times' and 'improving safety' which this intervention would not contribute to in a significant manner. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2937	Highland Mainline: Improved car parking and DDA access along the route. Highland Mainline: Improved car parking and DDA access along the route.
<i>Sift assessment</i>		Improved car parking and DDA access on the Highland mainline would encourage more use of the rail network. However, the objectives for the corridor are focused on 'reducing end to end journey times' and 'improving safety' which this intervention would not contribute to in a significant manner. Access and DDA compliance at existing rail stations is generally considered at a local level as part of the continuing management of the facilities. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

7 Glasgow to Oban / Fort William and Western Isles

Intervention	496	Clyde Ferries - Services Improvements to existing services and investigation of potential new services on the River Clyde and the upgrading of port infrastructure to support these.
<i>Sift assessment</i>		It is outside the scope of STPR to consider enhancements to the infrastructure within the ports used by Clyde ferries or to the vessels using them. The focus of STPR in relation to ferry services is on the strategic land-based access to ports, however this intervention could be considered further by the port authority, local authority and the regional transport partnership.
Intervention	949	A82 Fort William Bypass Provision of a new bypass of Fort William.
<i>Sift assessment</i>		The A82 Fort William Bypass would be unlikely to contribute to the objective of 'reducing the accident rate and severity' in the corridor, as there are no identified accident clusters within Fort William.
Intervention	958	A848 and A849 route enhancements Road improvements on the A848 and A849 between Tobermory and Fionnphort.
<i>Sift assessment</i>		The A848 and A849 have not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by local authorities and the Regional Transport Partnership.
Intervention	979	Improve timetable connection between bus/ ferry services (Corridor 7) Improve timetable connection between bus/ ferry services on services operating between Glasgow - Oban/Fort William and Mallaig.
<i>Sift assessment</i>		Improving timetable connection between bus and ferry services would not contribute to the objectives for this corridor, which are focussed on 'reducing accident rates and severity'. This intervention could be considered further by bus operators, the local authority and the Regional Transport Partnership.
Intervention	2939	West Highland Line: Additional capacity for timber Improvements to infrastructure and timetabling to allow additional capacity for timber on the West Highland Line.
<i>Sift assessment</i>		This intervention does not make a significant contribution towards the corridor objective 'to reduce the accident rate and severity'. Additional capacity enhancements on the West Highland Line could be considered further by the local authority and Regional Transport Partnership.
Intervention	2940	West Highland Line improvements Modern signalling, more loops (all loops to be dynamic), higher speed level crossings, 100 mph line speeds.
<i>Sift assessment</i>		Improved operational infrastructure would not contribute to the objective for this corridor, which is focussed 'on reducing accident rates and severity'. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	3024	Clyde Ferries - Vessels and Infrastructure (including pier upgrades) Improvements, new vessels and infrastructure and pier upgrades. Ensure that ferries and piers meet standards and are DDA compliant at Helensburgh, Kilcreggan and Gourrock.
<i>Sift assessment</i>		It is outside the scope of STPR to consider enhancements to the infrastructure within the ports used by Clyde ferries or to the vessels using them. The focus of STPR in relation to ferry services is on the strategic land-based access to ports, however this intervention could be considered further by the port authority, local authority and the regional transport partnership.

Existing Proposals

8 Aberdeen to North East Scotland

Intervention	982	A90 2 + 1 Ellon to Peterhead Provision of new 2 + 1 sections of carriageway on the A90 between Ellon and Peterhead.
<i>Sift assessment</i>		Upgrading the A90 to 2 + 1 from Ellon to Peterhead would be unlikely to contribute significantly to the objective for this corridor 'to reduce accident rates and severity'. Journey time reliability and lack of overtaking opportunities have not been identified as constraints in this corridor.
Intervention	1073	Re-open rail to Peterhead Re-opening of a branch line from Dyce to Peterhead.
<i>Sift assessment</i>		Re-opening the rail line between Aberdeen and Peterhead would not contribute to the objective for this corridor 'to reduce accident rates and severity'. Public transport access to the north of Aberdeen has not been highlighted as a strategic issue and as such no specific public transport objectives have been identified for this corridor.
Intervention	1078	Improve port access at Aberdeen and Fraserburgh Improve port access at Aberdeen and Fraserburgh.
<i>Sift assessment</i>		Improved port access at Aberdeen and Fraserburgh would not contribute to the objective for either Corridor 8 or the Aberdeen urban network. Any future improvements could be considered by the port operator, local authority and the Regional Transport Partnership.
Intervention	2941	Reinstate railway to serve Peterhead and Fraserburgh, using some former and some new alignments Reinstate railway to serve Peterhead and Fraserburgh, using some former and some new alignments.
<i>Sift assessment</i>		Re-opening the rail line between Aberdeen, Peterhead and Fraserburgh would not contribute to the objective for this corridor 'to reduce accident rates and severity'. Public transport access to the north of Aberdeen has not been highlighted as a strategic issue and as such no specific public transport objectives have been identified for this corridor.
Intervention	3028	A90 fully dualled north of Aberdeen Full dualling of the A90 between Tippetty and Peterhead.
<i>Sift assessment</i>		Analysis of this corridor did not identify any strategic performance issues that merit this level of improvement to the A90.

Existing Proposals

9 Glasgow to Perth

Intervention	1089	New link road between A84 Kildean and A9 University, and a new M9/A811 interchange, completing Stirling's outer ring road. Including a intervention of associated bus priority, cycle and pedestrian measures, locking in the benefits to Stirling city centre.
<i>Sift assessment</i>		The A84, A9 (Stirling University) and A811 were not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	1112	Upgrading of Stirling bus station to provide full integration with the rail station. Rail based Park and Ride, enhanced car parking and passenger facilities at key rail stations, integrated ticketing schemes.
<i>Sift assessment</i>		Providing full integration between Stirling bus and rail stations would not contribute to the objectives for this corridor. Public transport interchange in Stirling has not been identified as a strategic constraint, however this intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2739	Motherwell to Stirling rail service Introduction of direct rail services between Motherwell and Stirling.
<i>Sift assessment</i>		The provision of a Motherwell to Stirling rail service would not contribute to the objectives for this corridor. The objectives identified focus on the need to improve connections to and between the main urban areas and to reduce overcrowding on services to Glasgow.
Intervention	2947	New rail freight facility to serve Highland Spring at Blackford New rail freight facility to serve Highland Spring at Blackford.
<i>Sift assessment</i>		A new rail freight facility at Blackford would not make a significant contribution towards the objectives for this corridor. The facility would not improve public transport capacity or road safety, however this intervention could be taken forward by the freight operator, local authority and Regional Transport Partnership.

Existing Proposals

10 Edinburgh to Stirling

Intervention	1089	New link road between A84 Kildean and A9 University, and a new M9/A811 interchange, completing Stirling's outer ring road. Including a intervention of associated bus priority, cycle and pedestrian measures, locking in the benefits to Stirling city centre.
<i>Sift assessment</i>		The A84, A9 (Stirling University) and A811 were not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	1112	Upgrading of Stirling bus station to provide full integration with the rail station. Rail based Park and Ride, enhanced car parking and passenger facilities at key rail stations, integrated ticketing schemes.
<i>Sift assessment</i>		Providing full integration between Stirling bus and rail stations would not contribute to the objectives for this corridor. Public transport interchange in Stirling has not been identified as a strategic constraint, however this intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

11 Perth to Dundee

Intervention	2744	New rail stations at St Madoes, Errol, Newburgh and Bridge of Earn New rail stations at St Madoes, Errol, Newburgh and Bridge of Earn.
Sift assessment		The addition of these new rail stations would not contribute to the objectives for Corridors 11 and 12. There are no objectives to improve access to rail services east of Perth whilst to the south of Perth the objective is to reduce journey times to Edinburgh, which this intervention would conflict with.

Existing Proposals

12 Edinburgh to Perth

Intervention	2723	Wind deflection on Forth Road Bridge Install wind deflection system to reduce the likelihood of bridge closure to high sided vehicles during periods of high wind.
<i>Sift assessment</i>		The provision of wind deflection on the Forth Road Bridge is an ongoing operational issue and therefore outside the scope of the STPR study.
Intervention	2744	New rail stations at St Madoes, Errol, Newburgh and Bridge of Earn New rail stations at St Madoes, Errol, Newburgh and Bridge of Earn.
<i>Sift assessment</i>		The addition of these new rail stations would not contribute to the objectives for Corridors 11 and 12. There are no objectives to improve access to rail services east of Perth whilst to the south of Perth the objective is to reduce journey times to Edinburgh, which this intervention would conflict with.
Intervention	2959	Car parking and DDA improvements along the route between Edinburgh and Perth Improvements at stations between Edinburgh and Perth to comply with DDA regulations and increase current car parking capacity.
<i>Sift assessment</i>		Improvements to stations between Edinburgh and Perth would encourage more use of the rail network. However, the objectives for the corridor are focused on 'reducing end to end journey times' and 'improving safety' which this intervention would not contribute to in a significant manner. Access and DDA compliance at existing rail stations is generally considered at a local level as part of the continuing management of the facilities. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2961	Improved freight terminal provision between Edinburgh and Perth Improved freight terminal provision between Edinburgh and Perth.
<i>Sift assessment</i>		Access to freight facilities is within the scope of the STPR, but the facilities themselves are not. This intervention could be considered further by freight operators, the local authority and the Regional Transport Partnership.

Existing Proposals

13 Edinburgh to Glasgow

Intervention	2790	Lanark to Edinburgh railway link
<i>Sift assessment</i>		This intervention would increase public transport links between Edinburgh and Lanark but would not extend to Glasgow. This intervention would not contribute to the objectives identified for the corridor which are focussed on 'To make best use of the available road space and better manage peak demand' and also 'To promote continuing reduction in accident rates and severity rates across the strategic transport network.'
Intervention	2799	Wishaw Hospital rail station Construct a new Wishaw Hospital rail station.
<i>Sift assessment</i>		The provision of a rail station at Wishaw Hospital would not contribute to the objectives for this corridor. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

14 Edinburgh to Dundee

Intervention	2722	Wind deflection on Tay Road Bridge Install wind deflection system to reduce the likelihood of bridge closure to high sided vehicles during periods of high wind.
<i>Sift assessment</i>		The provision of wind deflection on the Tay Road Bridge is an ongoing operational issue and therefore outside the scope of the STPR study.
Intervention	2723	Wind deflection on Forth Road Bridge Install wind deflection system to reduce the likelihood of bridge closure to high sided vehicles during periods of high wind.
<i>Sift assessment</i>		The provision of wind deflection on the Forth Road Bridge is an ongoing operational issue and therefore outside the scope of the STPR study.

Existing Proposals

15 Glasgow to Stranraer and South West

Intervention	496	Clyde Ferries - Services Improvements to existing services and investigation of potential new services on the River Clyde and the upgrading of port infrastructure to support these.
<i>Sift assessment</i>		It is outside the scope of STPR to consider enhancements to the infrastructure within the ports used by Clyde ferries or to the vessels using them. The focus of STPR in relation to ferry services is on the strategic land-based access to ports, however this intervention could be considered further by the port authority, local authority and the regional transport partnership.
Intervention	543	A77 Extend dualling from Ayr to Stranraer Dual the existing section of the A77 between Ayr and Stranraer.
<i>Sift assessment</i>		Analysis of this corridor did not identify any strategic performance issues that merit this level of improvement to the A77 between Ayr and Stranraer.
Intervention	550	A79 Trunk Road Network Possible trunking and improvement of the A79.
<i>Sift assessment</i>		The A79 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by local authorities and the Regional Transport Partnership.
Intervention	558	Glasgow & South Western Railway: Re-open Caldwell and Uplawmoor stations (on Kilmarnock line) Re-opening of Caldwell and Uplawmoor stations to offer additional access to rail network.
<i>Sift assessment</i>		The re-opening of Caldwell and Uplawmoor rail stations would not contribute to the objectives for this corridor. Accessibility to public transport services within this corridor has not been highlighted as a strategic issue.
Intervention	570	Improved access to ports of Ayr and Troon Improved road/rail access to the ports of Ayr and Troon.
<i>Sift assessment</i>		Improved access to the ports of Ayr and Troon would not contribute to the objectives for the corridor, which are focussed on 'increasing rail passenger capacity' and to 'ensure efficient and effective access to the ports on Loch Ryan'. This intervention could be considered further by port operators, local authorities and Regional Transport Partnership.
Intervention	582	Extend A78 dual carriageway Extend the dualling of the A78 to locations such as Hunterston to improve links to freight generating locations.
<i>Sift assessment</i>		Analysis of this corridor did not identify any strategic performance issues that merit this level of improvement to the A78.
Intervention	2766	Heathfield rail station Construction of a new rail station at Heathfield in Ayrshire.
<i>Sift assessment</i>		The provision of a rail station at Heathfield would not contribute to the objectives for this corridor. Interventions aimed at opening individual stations are unlikely to impact at a national level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2779	Ayr Hospital rail station Construct a new Ayr Hospital rail station.
<i>Sift assessment</i>		The provision of a rail station at Ayr Hospital would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

16 Stranraer to North West England and beyond

Intervention	183	Crichton Access Roads Improved road access to the Crichton area in Dumfries.
<i>Sift assessment</i>		The access to Crichton has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. This intervention could be considered further by local authorities and the Regional Transport Partnership.
Intervention	439	A701 Moffat to Dumfries upgrading Improvements to the A701 between Moffat and Dumfries.
<i>Sift assessment</i>		The A701 has not been identified as part of the Strategic Transport Network, as defined in Report 1, and therefore this intervention does not contribute to the objectives for this corridor. Local improvements on this route should be considered further by Transport Scotland outside the scope of STPR.
Intervention	508	A75 Dumfries Southern Bypass Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the Crichton area.
<i>Sift assessment</i>		The Dumfries Southern Bypass would not contribute to the objectives for this corridor, which are focused on reducing accident rates on the strategic network and improving freight access to the Loch Ryan ports. Strategic traffic on the A75 currently has the option of avoiding Dumfries by travelling on the northern bypass and therefore the provision of a southern bypass would benefit local traffic only.
Intervention	515	A709 Corridor Fastlink Construction of a new road between Dumfries and Lockerbie to offer enhanced connectivity to central Scotland.
<i>Sift assessment</i>		While the A74 (M) and A75 were identified as a part of the Strategic Transport Network the lack of a link along the route of the A709 between the two was not identified in STPR Report 1 as a constraint. This intervention would be unlikely to make a significant, cost effective contribution to the corridor objective of 'continual reduction in accident rates and severity rates across the strategic transport network' and 'ensure efficient access to the ports at Loch Ryan'.
Intervention	516	A75 Bypasses Provision of bypasses at selected locations on the A75 between the M74 and Stranraer.
<i>Sift assessment</i>		The interventions currently programmed along the A75 will address the majority of the road based constraints identified in STPR Report 1. In addition, any outstanding route improvements on the A75 will be reviewed as part of a Targeted Programme of Measures, which is being considered as part of the STPR. Therefore, this intervention would be unlikely to make a significant, cost effective contribution to the corridor objective of 'continual reduction in accident rates and severity rates across the strategic transport network' and 'ensure efficient access to the ports at Loch Ryan'.
Intervention	519	New rail link from Stranraer to Dumfries Provision of a new rail link between Dumfries and Stranraer to allow passenger and freight movements.
<i>Sift assessment</i>		The addition of a new rail link from Dumfries to Stranraer would be unlikely to make a significant, cost effective contribution to the corridor objective of 'continual reduction in accident rates and severity rates across the strategic transport network' and 'ensure efficient access to the ports at Loch Ryan'. The lack of a rail link on this route has not been identified as a strategic issue in STPR Report 1. This intervention could be considered further by local authorities and Regional Transport Partnership.
Intervention	522	Glasgow & South Western Railway: Increase rail services from Dumfries to Carlisle Provision of an increased number of rail services between Dumfries and Carlisle.
<i>Sift assessment</i>		This intervention would not contribute to the objectives for this corridor. Rail accessibility and overcrowding have not been identified as a strategic constraint for this corridor.

Intervention	525	New rail line from Dumfries to Lockerbie Construction of a new railway between Dumfries and Lockerbie to offer enhanced connectivity to central Scotland, via the West Coast Mainline.
<i>Sift assessment</i>		The addition of a new rail link from Dumfries to Lockerbie would not contribute to the objectives for this corridor. The lack of a rail link on this route has not been identified as a strategic issue in STPR Report 1. However, this intervention could be considered further by local authorities and the Regional Transport Partnership.
Intervention	526	Glasgow & South Western Railway: Dumfries town centre – rail station access Improve access arrangements to Dumfries rail station.
<i>Sift assessment</i>		Improved access arrangements to Dumfries rail station would not contribute to the objectives for this corridor. Car parking and access arrangements at existing rail stations are a local issue. However, this intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	534	Dumfries Bus Priority Improvements to key bus routes in Dumfries.
<i>Sift assessment</i>		Improvements to key bus routes in Dumfries would not contribute to the objectives for this corridor. Any improvements to bus services and facilities in Dumfries would be best delivered through the local authority and bus operators.
Intervention	535	Dumfries town centre bus interchange/ compensatory parking Development of a new bus station in Dumfries town centre, possibly at the site of an existing car park with compensatory relocated parking.
<i>Sift assessment</i>		The development of a new bus station in Dumfries town centre would not contribute to the objectives for this corridor. Any improvements to bus services and facilities in Dumfries would best taken forward by bus operators, the local authority and Regional Transport Partnership.
Intervention	539	Dumfries Park-&-Ride Network Development of a series of Park-&-Ride sites on the periphery of Dumfries.
<i>Sift assessment</i>		The development of a series of Park-&-Ride sites on the periphery of Dumfries would not contribute to the objectives for the corridor. Any of the improvements to bus services in Dumfries would be best delivered through the local authority and bus operators and the Regional Transport Partnership.
Intervention	2825	Glasgow & South Western Railway: New rail stations at Thornhill, Eastriggs, Beattock, Dunragit and accessibility improvements at Lockerbie and Kirkconnel Stations Glasgow & South Western Railway: New rail stations at Thornhill, Eastriggs, Beattock, Dunragit and accessibility improvements at Lockerbie and Kirkconnel Stations.
<i>Sift assessment</i>		The provision of a rail stations at Thornhill, Eastriggs, Beattock, Dunragit and accessibility improvements at Lockerbie and Kirkconnel would not contribute to the objectives for this corridor. Interventions aimed at opening individual stations are not considered to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.

Existing Proposals

17 Glasgow to Inverclyde and Islands

Intervention	474	M8 White Cart Viaduct widening Widening of the White Cart viaduct to provide additional road capacity along this section of the M8.
<i>Sift assessment</i>		The addition of extra capacity at the Whitecart viaduct would not provide a significant contribution or cost effective solution to the strategic objectives to 'improve the efficiency of the A8/M8 during periods of peak demand' or 'promote efficient and effective transport links to Glasgow Airport'. Other road based focussed interventions in this corridor which potentially offers a greater contribution to objectives are being taken forward in the STPR study.
Intervention	496	Clyde Ferries - Services Improvements to existing services and investigation of potential new services on the River Clyde and the upgrading of port infrastructure to support these.
<i>Sift assessment</i>		It is outside the scope of STPR to consider enhancements to the infrastructure within the ports used by Clyde ferries or to the vessels using them. The focus of STPR in relation to ferry services is on the strategic land-based access to ports, however this intervention could be considered further by the port authority, local authority and the regional transport partnership.
Intervention	2782	Ibrox rail station Construct a new Ibrox rail station.
<i>Sift assessment</i>		The provision of a rail station at Ibrox would not contribute to the objectives for this urban network. Interventions aimed at opening individual stations are not considered to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	3024	Clyde Ferries - Vessels and Infrastructure (including pier upgrades) Improvements, new vessels and infrastructure and pier upgrades. Ensure that ferries and piers meet standards and are DDA compliant at Helensburgh, Kilcreggan and Gourrock.
<i>Sift assessment</i>		It is outside the scope of STPR to consider enhancements to the infrastructure within the ports used by Clyde ferries or to the vessels using them. The focus of STPR in relation to ferry services is on the strategic land-based access to ports, however this intervention could be considered further by the port authority, local authority and the regional transport partnership.

Existing Proposals

18 Glasgow to North West England and beyond

Intervention	435	A74(M) Guardsmill full diamond Reconfiguration of the intersection between the A74(M) and A6071 to allow direct connections in all directions.
<i>Sift assessment</i>		This intervention would not make a significant contribution to the corridor objectives of making 'best use of the available road space' or contributing to an 'emission reduction by facilitating an increase in the proportion of freight passing through the corridor that is carried by rail'.
Intervention	445	Faster rail routes from Glasgow to England Faster rail based connections between Glasgow and London using the West Coast Main Line. Glasgow to London in 4 hours by 2014, with the aspiration of under 4 hours by 2021.
<i>Sift assessment</i>		Any intervention to provide a high speed connection to London from Glasgow would make a significant contribution towards wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	450	West Coast Mainline: Local rail service Carlisle to Glasgow Introduction of a local rail service from Carlisle to Glasgow with stops at Lockerbie and Beattock.
<i>Sift assessment</i>		An improved rail service between Carlisle and Glasgow via Lockerbie would not contribute to the objectives for this corridor, which for rail are focussed on providing opportunities to shift freight from road to rail. From a strategic perspective, the intervention is unlikely to make any significant contribution to modal shift and is focussed at local/regional level.
Intervention	453	Glasgow & South Western Railway: Rail Services to Prestwick Airport via GSW Introduction of a direct service between stations in Dumfries and Galloway and Prestwick airport.
<i>Sift assessment</i>		Analysis has not identified a strategically significant demand for this movement or subsequent constraint issues that would require the setting of corridor objectives. The introduction of a direct rail service from Dumfries and Galloway to Prestwick Airport would not contribute to the objectives for this corridor.
Intervention	522	Glasgow & South Western Railway: Increase rail services from Dumfries to Carlisle Provision of an increased number of rail services between Dumfries and Carlisle.
<i>Sift assessment</i>		This intervention would not contribute to the objectives for this corridor. Rail accessibility and overcrowding have not been identified as a strategic constraint for this corridor.
Intervention	554	Glasgow & South Western Railway: Dumfries to Ayr rail link Improved rail access between Dumfries and Ayr.
<i>Sift assessment</i>		Rail journey times and accessibility between Ayr and Dumfries have not been identified as strategic constraints within this corridor and therefore this intervention does not address any of the STPR objectives.
Intervention	558	Glasgow & South Western Railway: Re-open Caldwell and Uplawmoor stations (on Kilmarnock line) Re-opening of Caldwell and Uplawmoor stations to offer additional access to rail network.
<i>Sift assessment</i>		The re-opening of Caldwell and Uplawmoor rail stations would not contribute to the objectives for this corridor. Accessibility to public transport services within this corridor has not been highlighted as a strategic issue.

Intervention	566	Glasgow & South Western Railway: Kirkconnel Station Accessibility improvements Improved access to Kirkconnel station, particularly for wheelchair users for the southbound platform.
<i>Sift assessment</i>		Accessibility improvements at Kirkconnel Station would not contribute to the objectives for this corridor which are focussed on 'making best use of existing roadspace to help reduce emissions; increase the amount of freight carried by rail and reduce accident rates and severity'. Access and DDA compliance at existing rail stations is generally considered at a local level as part of the continuing management of the facilities.
Intervention	2799	Wishaw Hospital rail station Construct a new Wishaw Hospital rail station.
<i>Sift assessment</i>		The provision of a rail station at Wishaw Hospital would not contribute to the objectives for this corridor. Interventions aimed at opening individual stations are unlikely to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2801	High speed rail link from Edinburgh and Glasgow to London, including consideration of Maglev High speed rail link from Edinburgh and Glasgow to London, including consideration of Maglev.
<i>Sift assessment</i>		An intervention to provide a high speed connection to London from Edinburgh and Glasgow would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2822	Ecclefechan – Annan railway line Construction of a Ecclefechan – Annan railway line (link between West Coast Main line and Glasgow South West route).
<i>Sift assessment</i>		This intervention would not contribute to the objectives identified for this corridor which are focussed on 'making best use of existing roadspace to help reduce emissions; increase the amount of freight carried by rail and reduce accident rates and severity'. Additionally, there are no significant issues identified with regard to public transport connectivity within this corridor.
Intervention	2825	Glasgow & South Western Railway: New rail stations at Thornhill, Eastriggs, Beattock, Dunragit and accessibility improvements at Lockerbie and Kirkconnel Stations Glasgow & South Western Railway: New rail stations at Thornhill, Eastriggs, Beattock, Dunragit and accessibility improvements at Lockerbie and Kirkconnel Stations.
<i>Sift assessment</i>		The provision of a rail stations at Thornhill, Eastriggs, Beattock, Dunragit and accessibility improvements at Lockerbie and Kirkconnel would not contribute to the objectives for this corridor. Interventions aimed at opening individual stations are not considered to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2993	Remove single line sections Motherwell - Hamilton and Larkhall branch Removal of the single line sections between Motherwell - Hamilton and on the Larkhall branch line.
<i>Sift assessment</i>		Constraints relating to the operation of the rail network at this location have not been identified as being of strategic significance. Therefore this intervention would not contribute to the objectives identified for this corridor which are focussed on 'making best use of existing roadspace to help reduce emissions' and also 'to increase the amount of freight carried by rail and reduce accident rates and severity'.

Intervention	2994	Extend Larkhall branch to Strathaven Extend the existing Larkhall branch line to Strathaven.
<i>Sift assessment</i>		Constraints relating to the operation of the rail network at this location have not been identified as being of strategic significance. Therefore this intervention would not contribute to the objectives identified for this corridor which are focussed on 'making best use of existing roadspace to help reduce emissions' and also 'to increase the amount of freight carried by rail and reduce accident rates and severity'.
Intervention	2995	Platform on Coatbridge line north of Motherwell station Construction of a new platform on Coatbridge line north of Motherwell station.
<i>Sift assessment</i>		The provision of a new platform at Motherwell station would not contribute to the objectives for this corridor. Interventions aimed at improving individual stations are not considered to impact at a strategic level and would be more appropriately considered at a local level. This intervention could be considered further by the local authority and the Regional Transport Partnership.
Intervention	2996	West Coast Mainline: Alignment improvements Realign sections of West Coast Mainline to allow trains to run at 125 mph, especially in Law Junction area.
<i>Sift assessment</i>		An intervention to the West Coast Mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2999	West Coast Mainline: Local service Local service serving local stations, existing and new and reduce stopping by long distance trains.
<i>Sift assessment</i>		Introduction of a local rail service would not contribute to the objectives for this corridor which are focussed on 'making best use of existing roadspace to help reduce emissions; increase the amount of freight carried by rail and reduce accident rates and severity'. This intervention could be further considered by the local authority and the Regional Transport Partnership.
Intervention	3001	West Coast Mainline: Line speed improvements Increase line speeds to 125mph for long distance trips between Edinburgh and Carlisle.
<i>Sift assessment</i>		An intervention to the West Coast Mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	3025	West Coast Mainline: Improved Lockerbie to Glasgow Service Improved rail services between Lockerbie and Glasgow.
<i>Sift assessment</i>		An improved rail service between Lockerbie and Glasgow would not contribute to the objectives for this corridor, which for rail are focussed 'on providing opportunities to shift freight from road to rail'.

Existing Proposals

19 Edinburgh to North West England and beyond

Intervention	386	A7 Selkirk Bypass A trunk road bypass to the east of the town, aimed at removing long distance trips from the town centre.
<i>Sift assessment</i>		The A7 Selkirk bypass would not have a significant impact on the objective of 'continuing reduction in accident rates and severity rates across the strategic transport network'. The need for safety and operational improvements on the A7 will be kept under on-going review as part of Transport Scotland's maintenance and asset management processes for the trunk road network.
Intervention	2801	High speed rail link from Edinburgh and Glasgow to London, including consideration of Maglev High speed rail link from Edinburgh and Glasgow to London, including consideration of Maglev.
<i>Sift assessment</i>		An intervention to the provide a high speed connection to London from Edinburgh and Glasgow would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2804	West Coast Mainline: Four hour and three hour (fastest) journey time from Edinburgh to London and Manchester respectively West Coast Mainline: Four hour and three hour (fastest) journey time from Edinburgh to London and Manchester respectively.
<i>Sift assessment</i>		An intervention to the West coast mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2811	Improved rail services between Edinburgh and Dumfries including new rail chord allowing direct train connections Improved rail services between Edinburgh and Dumfries including new rail chord allowing direct train connections.
<i>Sift assessment</i>		This intervention would not contribute to the objective identified for this corridor which is focussed on 'reducing the accident rate and severity across the strategic network'.
Intervention	2824	Borders railway line extension from Tweedbank to Carlisle Construction of Borders railway line extension from Tweedbank to Carlisle.
<i>Sift assessment</i>		This intervention would not contribute to the objectives identified for this corridor which is focussed on 'reducing the accident rate and severity across the strategic network'.
Intervention	3005	West Coast Mainline: Improve journey times from Edinburgh to Lancashire/Manchester
<i>Sift assessment</i>		An intervention to the West Coast Mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	3007	West Coast Mainline: Increase freight gauge clearance between Edinburgh and Carlisle
<i>Sift assessment</i>		This intervention does not make a significant contribution towards any specific objective identified for the corridor which is focussed on 'reducing the accident rate and severity across the strategic network'. Interventions detailing rail freight improvements between Carlisle and the central belt have been included elsewhere within the STPR.

Intervention	3026	West Coast Mainline: Local rail service Carlisle to Edinburgh Introduction of a local rail service from Carlisle to Edinburgh with stops at Lockerbie and Beattock.
<i>Sift assessment</i>		The introduction of a local rail service from Carlisle to Edinburgh via Lockerbie and Beattock would not contribute to the objective for this corridor which is focussed on 'reducing the accident rate and severity on the strategic transport network'.
Intervention	3027	West Coast Mainline: Improved Lockerbie to Edinburgh rail service Improved rail services between Lockerbie and Edinburgh.
<i>Sift assessment</i>		An improved rail service between Lockerbie and Edinburgh would not make any significant contribution to the objective for this corridor 'to promote a continuing reduction in accident rates and severity rates on the strategic transport network'.

Existing Proposals

20 Edinburgh to North East England and beyond

Intervention	351	Project on East Coast Mainline to reduce Edinburgh (and the north) to Newcastle rail journey times Several opportunities including Dunbar bypass, Dunbar to Berwick and Morpeth bypass. Argument for considering interventions in North East England because north of Newcastle benefits accrue almost entirely to Scotland, even for projects located in England.
<i>Sift assessment</i>		An intervention to the East coast mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	352	East Coast Mainline: Semi-fast Edinburgh to Newcastle service Semi-fast rail services between Edinburgh to Newcastle calling at intermediate stations.
<i>Sift assessment</i>		An intervention to the East coast mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	383	A68 Lauder Bypass A trunk road bypass on the A68 around Lauder aimed at removing long distance trips from the centre of the build up area.
<i>Sift assessment</i>		The A68 Lauder bypass would not have a significant impact on the objective of 'continual reduction in accident rates and severity rates across the strategic transport network'. The need for safety and operational improvements on the A68 will be kept under on-going review as part of Transport Scotland's maintenance and asset management processes for the trunk road network.
Intervention	2801	High speed rail link from Edinburgh and Glasgow to London, including consideration of Maglev High speed rail link from Edinburgh and Glasgow to London, including consideration of Maglev.
<i>Sift assessment</i>		An intervention to the provide a high speed connection to London from Edinburgh and Glasgow would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2807	East Coast Mainline: Earlier and later departures on East Coast Mainline together with faster end to end travel for business East Coast Mainline: Earlier and later departures on East Coast Mainline together with faster end to end travel for business.
<i>Sift assessment</i>		An intervention to the East coast mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.
Intervention	2808	East Coast Mainline: Better co-ordination of East Coast Mainline services with cross country services at key stations in England East Coast Mainline: Better co-ordination of East Coast Mainline services with cross country services at key stations in England.
<i>Sift assessment</i>		An intervention to the East coast mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.

Intervention	3009	Extend Borders Railway to Hawick
<i>Sift assessment</i>		This intervention would not significantly contribute to the objectives to 'reduce crowding and forecast road congestion' or 'reducing the accident rate and severity across the strategic network', however this intervention could be further considered by the local authority and the Regional Transport Partnership..
Intervention	3013	East Coast Mainline: Increase loading gauge
<i>Sift assessment</i>		Increase to the East Coast Mainline to W10 gauge clearance to improve cross border rail freight provision. An intervention to the East coast mainline within Scotland would make a significant contribution towards the wider STPR objectives. However, to achieve these benefits it would also be essential for substantial improvements to the routes within England at the same time and these are outwith the scope of STPR. Therefore, promotion of improvements to either of the mainline routes should be taken forward in partnership with the Department of Transport. This is consistent with the medium to long term aims of the 'Scotland's Railways' document to reduce cross border rail journey times.