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



Initial Appraisal	Intervention 126: Rail Infrastructure and Serv	/ice Enhan	cements on	the Far No	rth Line			
Estimated total Public Sect	or Funding Requirement:		C	apital Costs	s/grant	£20m - £100n	1	
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability			-	0	+	++	+++
Intervention Description:		(Judgeme	nt based on	available in	formation	against a 7pt.	scale.)	
Improvements on the existing	g railway line between Inverness and Wick/Thurso to improve line ick, dynamic loops and improved signalling.	speeds, red	duce journey	times and i	ncrease s	ervice frequen	cies. This w	ould involve nev

Summary: Rationale for Not Progressing

The costs of this intervention are excessive in comparison to the likely benefits. Although this intervention would contribute to the objectives of improving accessibility to public transport, it would not provide good value for money.

Selected improvements could be taken forward as part of Intervention D8 (Enhancing Rail System Capacity through Targeted Improvements).





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Table C126.1.1 STPR Objectives

STPR Objectives	
STPR Objective 1:	1: Positive - This intervention would reduce rail journey times between Inverness and Wick / Thurso and provide a better quality and more frequent service.
Fo enhance public transport accessibility and reduce public ransport journey times to and from Inverness.	provide a constitution of the constitution of
STPR Objective 2:	2: Neutral – Rail improvements within this intervention may result in a degree modal shift from private car to rail. However the scale of the transfer would not result in any meaningful reduction in severity rates on this corridor.
Fo reduce the fatal and severe accident rates to the national average or lower.	g

Table C126.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)				
Objective:	Assessment Summary:	Supporting Information:		
Improve Journey Times and Connections:	Moderate Benefit	This intervention would lead to a reduction in rail journey times across the corridor.		
Reduce Emissions:	Minor Benefit	Line improvements would result in a slight reduction in emissions due to the potential modal shift from road to rail.		
Improve Quality, Accessibility and Affordability:	Moderate Benefit	This intervention would improve quality and frequency of service. Residents north of Inverness would have access to a faster service and a competitive alternative to road use.		

Table C126.1.3 Implementability Appraisal

Implementability Appraisal			
Technical:	There are no major technical issues related to this intervention.		
Operational:	During the improvement works there would be operational issues relating to the existing sections of rail network in the corridor, as there are no rail diversion routes between Inverness and Thurso. It is unlikely that any factors will adversely affect the operation of this intervention during its projected life.		
Public:	Reduction in the rail journey times between Inverness and Wick/Thurso is likely to be acceptable to the public in the area. Friends of the Far North Line, the Highland Rail Partnership, and Hitrans are all supportive of this intervention.		

Table C126.1.4 Comparative Appraisal

Comparative Appraisal			
Intervention Hierarchy:	This intervention consists of Level 1, 2 and 3 interventions.		
Interaction:	This intervention would potentially interact with and complement intervention 126 (Rail Infrastructure and Service Enhancements on the Far North Line) and provide an improved public transport service along this route.		
Mutually Exclusive:	Rail improvements between Inverness and Wick/Thurso are considered mutually exclusive to other improvements on this section identified in the Far North Line Improvements, Helmsdale to Wick Rail Improvements, and the Dornoch Rail Bridge interventions.		

Grant Thornton



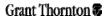


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Table C126.1.5 Environmental Appraisal

Table 0120.1.0 Environmental Appraisal				
Environmental Appraisal				
Assessment	The promotion of modal shift to rail would potentially improve air quality and mitigate against adverse climatic factors. The intervention has the potential to affect			
Summary	biodiversity, the water quality of several rivers, soils / geology and cultural heritage sites depending on the location of the additional loops and lengthening double track.			



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