

Initial Appraisal		Intervention 135: New Rail Line between Wemyss Bay and Largs						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				£100m - £500m		
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
Construction of a new direct rail link between Wemyss Bay and Largs.								

Summary: Rationale for Not Progressing
<p>The benefits of this intervention, at a strategic level, are considered to be relatively small as this only provides a small increase in capacity. Alternative rail-based interventions are more likely to contribute to the objective of increasing capacity and reducing journey times between Glasgow and Inverclyde/Ayrshire and would represent a better solution in terms of value for money.</p>

Table C135.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To Increase capacity and reduce journey times by public transport between Glasgow and Inverclyde.</p> <p><u>STPR Objective 2:</u></p> <p>To facilitate freight access to Greenock port.</p> <p><u>STPR Objective 3:</u></p> <p>To improve the efficiency of the A8/M8 during periods of peak demand with a focus on reducing the conflict between longer distance and local traffic.</p> <p><u>STPR Objective 4</u></p> <p>To reduce the accident rate to the national road type average on the M8 and A8.</p> <p><u>STPR Objective 5</u></p> <p>To promote efficient and effective transport links to support the development and implementation of the proposed national development at Glasgow Airport identified in the NPF2.</p>	<p><b>1: Positive</b> - The construction of new direct rail link between Wemyss Bay and Largs would facilitate more efficient use of the railway network through Inverclyde and Ayrshire, by permitting two trains per hour to run from Glasgow to Largs and Ardrossan via Wemyss Bay. This would help to increase capacity and reduce journey times by public transport.</p> <p><b>2: Neutral</b> – A direct rail link between Wemyss Bay and Largs would not have any significant impact on facilitating freight access to Greenock port.</p> <p><b>3: Neutral</b> – The construction of new direct rail link between Wemyss Bay and Largs may encourage modal transfer and lessen congestion on M8/A8; however this would not make a significant impact on this objective.</p> <p><b>4: Slightly Positive</b> – Provision of a direct rail link with frequent rail services between Wemyss Bay and Largs would make public transport more attractive, which would encourage modal transfer and potentially reduce the accident rate on the M8 and A8.</p> <p><b>5. Neutral</b> – This intervention would potentially reduce journey times and increase capacity between Largs and Glasgow. Commuters would still have to interchange at Paisley Gilmour Street in order to reach Glasgow Airport by rail which means this intervention would have limited impact on supporting the national development at this airport.</p>

This intervention also addresses an objective in another corridor.

STPR Objective	Corridor, Urban Network or Strategic Node
To increase rail capacity between Ayrshire and Glasgow including the Kilmarnock line.	Corridor 15

Table C135.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	Constructing a new railway line between Wemyss Bay and Largs would provide a shorter route for services between Largs and Glasgow, which is expected to improve journey times between these two locations.
Reduce Emissions:	Minor Benefit	Provision of a direct rail service between Wemyss Bay and Largs would make rail services more efficient and effective, thereby attracting more people to use public transport and potentially reducing emissions from road vehicles.
Improve Quality, Accessibility and Affordability:	Minor Benefit	An enhanced rail service between Wemyss Bay and Largs is likely to improve quality of travel throughout the corridor and increase accessibility of the rail service between Glasgow to Largs.

Table C135.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	This intervention would require the laying of new track, the building of new stations and signal upgrades as well as the procurement of additional electric rolling stock. Station locations will depend upon availability of land. Sufficient car parking will be required, as would DDA compliance.
Operational:	The new line would effectively merge with the existing infrastructure. This may cause disruption to existing services. It is unlikely that any adverse factors will result in operational issues during its projected life. The provision of additional services along the new line may impact on the timetabling of other services in the area, requiring careful consideration of timetable conflicts.
Public:	An increased number of services from Wemyss Bay and Largs would likely be well received by current commuters as this would give them more choice of trains, and trains would also be less crowded.

Table C135.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This is a Level 3 intervention as its implementation would require major infrastructure changes.
Interaction:	This intervention would interact with interventions 87 (Lengthen Trains and Platforms and Reduce Journey Times between Glasgow and Inverclyde) and 88 (Rail Service Frequency Enhancements and Reduce Journey Times between Glasgow and Inverclyde) in helping to increase capacity and reduce journey times on rail services between Glasgow and Inverclyde.
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention.

Table 135.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	Benefits of this intervention include improvements to air and CO <sub>2</sub> e emissions as a result of the promotion of modal shift. Adverse impacts to noise as the result of a new rail line. Impacts on biodiversity, water, soils/geology, cultural heritage and landscape are uncertain at this stage of the decision making process.