

Initial Appraisal		Intervention 174: Roll-On Roll-Off Rail Freight Enhancements between Stranraer, Kilmarnock and the Border						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				>£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:								
A full upgrade of the route between Stranraer and the border via Kilmarnock to allow roll-on/roll-off freight trains to operate. This would allow standard lorries to drive on to a freight train at one end and drive off at the other, similar to the trains used in the Channel Tunnel.								
Summary: Rationale for Not Progressing								
This would require extensive works to increase the loading gauge, the route availability, the number of trains operating and signalling improvements to allow for full bi-directional running along the route. In light of further appraisal, it was found that this intervention would require similar improvements and operational enhancements south of the border to have a significant impact.								
Low floor wagons should be considered as a possible option, however this would require operation from the ScotRail Franchise.								
Intervention D29 (Enhancements to Rail freight between Glasgow and the Border via West Coast Main Line), aimed at providing more competitive rail freight opportunities in this corridor are considered to be more effective alternatives.								

Table C174.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To ensure efficient and effective freight access to the port facilities at Loch Ryan</p> <p><u>STPR Objective 2:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p>	<p>1: Positive - This intervention would provide efficient and effective freight access to the port facilities at Loch Ryan for freight from England or Glasgow by allowing freight to be transferred from road to rail and avoid the A77 south of Ayr and the A75. This would also help to reduce the conflict between strategic and local traffic by removing some strategic traffic from the single carriageway A77.</p> <p>2: Neutral – This intervention would not have any significant effect promoting continuing reduction in accident rates and severity rates across the strategic transport network.</p>

This intervention also addresses objectives in another corridor

STPR Objective	Corridor, Urban Network or Strategic Node
To reduce the conflict between longer distance and local traffic with a focus on identified key constraint points.	Corridor 15
To ensure efficient and effective freight access to the port facilities at Loch Ryan.	Corridor 15

Table C174.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Neutral	This intervention would not have a significant impact on improving journey times and connections in this corridor.
Reduce Emissions:	Minor Benefit	By making freight transfer by rail more attractive, there is the potential for modal shift from road to rail which could have an impact on reducing emissions.
Improve Quality, Accessibility and Affordability:	Neutral	This intervention would not have a significant impact on improving the quality, accessibility and affordability of transport in this corridor.

Table C174.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	There are a number of technical issues associated with this intervention. There would be infrastructure works needed for the extensive electrification and loading gauge enhancements. Clearance assessments would need to be undertaken to ensure that OHLE can be accommodated. Roll-on and roll-off facilities would need to be provided along the route. Signalling improvements would be required to ensure that the increase in services can be accommodated and make the most efficient use of available capacity. New rolling stock would be required to carry lorries along the route.
Operational:	During construction, the enhancement of the route is likely to affect current rail freight trains and may increase journey times, however in the future there could potentially be less disruption to passenger services. With potentially more trains operating on the network, there would be a need to restructure timetables to allow optimum performance.
Public:	There is some support for this intervention from rail freight campaigners.

Table C174.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This intervention includes Level 1, 2 and 3 interventions.
Interaction:	This intervention would potentially interact with and complement interventions 86 (Enhancements to Rail Freight between Glasgow and the Border via West Coast Main Line), 130 (Enhancements to Rail Freight Infrastructure between Glasgow and the Border via Dumfries) and 150 (Roll-On Roll-Off Rail Freight Enhancements between Glasgow and the Border via Lockerbie/Dumfries) by providing better freight transfer to the border.
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention.

Table C174.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	Benefits comprise of minor improvements to local air quality and a possible reduction in CO ₂ e emissions through modal shift of freight to rail. Impacts on biodiversity, water quality, soils / geology, noise, cultural heritage and the landscape depending on the location of the new infrastructure, however this is uncertain.