

Detailed Appraisal D4: Implement Targeted Programme of Measures to improve links to the Loch Ryan port facilities from the Trans European Network								
Estimated total Public Sector Funding Requirement:				<i>Capital Costs/grant</i>	£10m - £50m			
				<i>Annual Revenue Support Present</i>	-			
				<i>Value of Cost to Govt</i>	£10m - £50m			
				<i>BCR/PVB</i>	N/A			
Summary Impact on STAG Criteria	Environment Safety Economy Integration Accessibility and Social Inclusion	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
This intervention supports the objective to have efficient and effective linkage to the port facilities at Loch Ryan. This intervention would include measures such as:								
<ul style="list-style-type: none">Physical works aimed at providing safer overtaking opportunities such as 2+1 sections, climbing lanes, overtaking lay-bys and improvements to the operation of junctions around Dumfries;Improvements to the strategic access around Stranraer (A751); andDriver information System								
It is envisaged that individual elements would be delivered in a targeted programme to improve journey time reliability for travel to the port facilities at Loch Ryan.								
Summary: Rationale for Selection								
The physical aspects of this intervention would improve journey time reliability, by addressing additional constraints along the route. This would result in efficiency gains for freight traffic travelling to and from the Loch Ryan ports. In addition the physical aspects would be complemented by the introduction of intelligent transport systems on the A75, to provide driver information, which would therefore provide a significant contribution towards the objective of providing efficient and effective links to the ports.								

Table D4.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 16.1:</u> To ensure efficient and effective freight access to the port facilities at Loch Ryan.</p> <p><u>STPR Objective 16.2:</u> To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p>	<p>16.1: Strongly Positive - The proposed junction improvements, realignment interventions and 2+1 provisions would increase the road standards within the corridor resulting in improved journey time reliability and efficiency gains for freight traffic. The introduction of Intelligent Transport Systems (ITS) would improve information for drivers on the route.</p> <p>16.2: Positive - The A75 is single carriageway with a number of sections containing poor road alignment and limited overtaking opportunities. Vehicle 'bunching' behind slow moving HGVs and coaches can increase driver frustration, and in turn the likelihood that drivers may make dangerous overtaking manoeuvres. This intervention would increase the safety within the corridor. Improved junction access to the trunk road network could reduce the likelihood of accidents occurring, thus reducing the accident rate on the route. Realignment and 2+1 sections would also allow safer overtaking opportunities thus reducing the likelihood of severe accidents occurring at these locations. Speed enforcement cameras would reduce the number of accidents where speeding is identified as a causation factor. This would reduce accident rates and severe accident rates on the A75.</p>

Table D4.1.2 STAG Criteria

STAG Criteria		
Criteria:	Assessment Summary:	Supporting Information:
Environment:	Minor/Moderate Negative Impact	This intervention has the potential to impact on biodiversity as several Special Protection Areas, Special Areas of Conservation, Sites of Specific Scientific Interest and Ramsar sites are in close proximity to the road. Further potential impacts are possible on water, geology / soils, landscape and cultural heritage, particularly where any widening of the carriageway is undertaken. These detailed impacts are uncertain at this stage and any identified will need to be mitigated for at the project design stage.
Safety:	Minor Benefit	The existing accident and severity rates on the A75 are in line with the national rate expected on this type of road however clusters were identified at junctions and straight sections. National statistics indicate that the difference between the UK national rate for rural single carriageway roads and rural single carriageway roads with climbing lanes is a reduction by up to 50 per cent. Therefore route improvements and a reduction in the number of speeding vehicles, by introducing speed enforcement measures, would lead to a reduction in accidents.
Economy:	Moderate Benefit	<p>Transport Economic Efficiency: The proposed improvements in this intervention would result in a degree of travel time savings, which would benefit all road users including the trips which remain within the corridor, which make up 60 per cent of the total trips. Trips made by public transport services and freight vehicles would also benefit. The provision of ITS systems would improve information to drivers and improve access to the ports. Introduction of speed enforcement measures, at targeted safety locations, would result in economic savings in terms of accident benefits.</p> <p>Wider Economic Benefits (WEBs): Physical Improvements would result in more consistent and reliable journey times. This corridor is part of the Trans European Network, which was created to assist economic growth and improve the movement of goods, persons and services through the various regions of Europe. Improvements along the A75 would therefore have wider benefits outwith the immediate vicinity of the corridor.</p> <p>Economic Activity and Location Impacts (EALIs): This route is important for the continuing development of the Loch Ryan ports at Stranraer and Cairnryan and therefore improvements to journey time reliability and road safety on the main access route to the ports could encourage further investment.</p>
Integration:	Moderate Benefit	<p>Transport Integration: Increased journey time reliability would improve integration with the ferry services from the Loch Ryan ports.</p> <p>Transport and Land Use Integration: This intervention would support the aspirations to further develop the Loch Ryan ports and regenerate Stranraer.</p> <p>Policy Integration: This intervention would support the regional economic strategy of Dumfries and Galloway which aims to develop Stranraer and Loch Ryan as a national and European Gateway.</p>
Accessibility and Social Inclusion:	Minor Benefit	<p>Community Accessibility: This intervention would improve accessibility on the route as it would include junction improvements that would provide easier access to the A75. Improved end to end trips between the Loch Ryan port facilities and the M74 would result in improved links to north west England and beyond.</p> <p>Comparative Accessibility: This intervention would not impact on comparative accessibility.</p>

Table D4.1.3 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Moderate Benefit	Construction of climbing lane sections, providing safer overtaking opportunities of slower moving vehicles, and other improvements to the A75 would result in journey time reductions. Connections with other modes of travel would be improved as a result of the improved road standards and reduced journey times.
Reduce Emissions:	Neutral	This intervention would not have a significant impact on emissions.
Improve Quality, Accessibility and Affordability:	Moderate Benefit	This intervention would increase the quality of road standard at a number of locations along the route. Proposed 2+1 sections would allow more safe overtaking opportunities, which would lead to a reduction in driver frustration. Accessibility would be improved as rural communities within the corridor would have improved access to the trunk road network. This intervention would not impact on affordability.

Table D4.1.4 Scottish Government's Strategic Objectives

Scottish Government's Strategic Objectives		
Objective:	Assessment Summary:	Supporting Information:
Safer and Stronger:	Moderate Benefit	The widened, realigned and 2+1 sections of road would lead to improvements in road safety as the default accident rates for these types of road are generally lower than for a rural single carriageway road. A reduction in speeding vehicles would also reduce the severity of accidents on the sections involved. This intervention would not affect the quality, accessibility and affordability of public transport.
Smarter:	Neutral	This intervention would have no significant impact on access to schools, colleges and universities for those living along the corridor.
Wealthier and Fairer:	Minor Benefit	This intervention would improve journey times over the upgraded sections and delays caused by accidents on the route may be reduced, leading to a more efficient transfer of goods on the network.
Greener:	Neutral	This intervention would have a minor impact on emissions as vehicle speeds would be more stable. However, the improvements are forecast to be marginal. This intervention would not result in a shift to public transport.
Healthier:	Neutral	This intervention would not have any impact on promoting healthier forms of transport or access to healthcare.

Table D4.1.5 Implementability Appraisal

Implementability Appraisal	
Technical:	There are a number of technical issues associated with improvements along the A75. Due to the rural nature of much of the corridor, design work would have to take account of the local terrain. Issues such as isolated working would also have to be considered during the construction period. Minimising disruption to the port facilities would be important as they provide important tourist and freight links between Northern Ireland and Scotland.
Operational:	The responsibility for operational issues on the proposed measures in this intervention would remain with Transport Scotland and its maintenance contractors. No factors are anticipated to adversely affect the operation of the intervention during its projected life.
Public:	It is considered that the improvements would be welcomed by regular road users.