Regional Transport Strategy

Revised June 2008

Serving Dumfries and Galloway
SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Regional Transport Strategy

June 2008

Developed by the South West of Scotland Transport Partnership in partnership with Dumfries and Galloway Council, Scottish Enterprise, NHS Dumfries and Galloway, Observers to the Board, the University of Glasgow, the University of Plymouth, Robert Gordon University and MVA Consultancy.
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  Document 2 Strategic Environmental Assessment (SEA) Environmental Report
  Document 3 Consultation and Engagement Report
  Document 4 Delivery Plan
  Document 5 Bus Action Plan
Foreword

The establishment of the South West of Scotland Transport Partnership, one of seven Statutory Partnerships in Scotland, has given our region the opportunity to influence and deliver its own transport destiny. The Partnership Board consists of five Councillor members and two external members, one from Scottish Enterprise and one from NHS Dumfries and Galloway. Key to our success is the development of a Regional Transport Strategy, a statutory requirement for each Regional Transport Partnership, which details the exciting challenges ahead for the next 15 years.

The purpose of this Strategy is to determine and deliver better transport solutions, both regionally and nationally, and to act as a catalyst for regeneration of the region’s economy.

The Strategy is about delivering genuine travel choices and improving connectivity internally between our key locations and communities, and externally to Glasgow, Edinburgh, England and Northern Ireland. It is about providing access to jobs and public services, enabling goods to reach their markets and providing the links that promote social inclusion and support quality of life.

In developing the Strategy we have been acutely aware of environmental considerations, especially the level of carbon emissions generated by transport. The South West of Scotland Transport Partnership supports Scotland’s Climate Change Programme, and will work towards delivering a genuinely sustainable transport system for our region.

The Strategy has been developed on a true Partnership basis through the Board Members, the Observers to the Board and the involvement of Key Stakeholders through two Key Stakeholder consultations and an eight week public consultation. We have been delighted with the response from individuals and groups both within and outwith the Partnership area. As expected we received many conflicting responses, and the Partnership has tried to balance these competing aspirations, whilst taking account of the Scottish Government’s new National Policy and Performance Framework.

The South West of Scotland Transport Partnership is committed to working with the Scottish Government and Dumfries and Galloway Council to realise the full potential of the Concordat reached between the Scottish Government and the Convention of Scottish Local Authorities (COSLA). We are also committed to working with our Community Planning Partners in Dumfries and Galloway to develop the Single Outcome Agreement and help to deliver the overarching National Purpose to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.

I would encourage you to consider the issues raised in this document, either as an individual or as part of an organisation, and to think about how you can help achieve the aims of this Strategy and what its delivery will mean for you.

Councillor Brian Collins
Chairman of the South West of Scotland Transport Partnership
The Transport (Scotland) Act 2005 placed a duty on the Scottish Ministers to create Regional Transport Partnerships covering the whole of Scotland. A statutory requirement of the Transport Scotland Act (2005) is that each Partnership produces a Regional Transport Strategy. The South West of Scotland Transport Partnership is one of seven Partnerships and covers an area contiguous within the boundaries of Dumfries and Galloway Council. The Partnership Board consists of five Councillor members and two external members, one from Scottish Enterprise Dumfries and Galloway and one from NHS Dumfries and Galloway.

The development of the Regional Transport Strategy has been considered at various stages by the Partnership Board, including:

- Issues and Objectives Report;
- Option Generation Report;
- Prioritised Options Report;
- Results of two Key Stakeholder consultations;
- Results of an 8 week public consultation;
- Prior to submission of the Strategy on 30 March 2007;
- Regional Transport Strategy Review following receipt of a letter from the Cabinet Secretary for Finance and Sustainable Growth on 7 January 2008.

Our vision is a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region's economy and communities whilst minimising the impact of transport on the environment.

In doing this, the Strategy should:

- facilitate access to jobs and public services;
- support key sectors, vibrant places and inclusive communities;
- enable goods to reach their markets;
- provide travel choices that promote equality, social inclusion and support quality of life;
- enhance the quality and integration of public transport;
- support walking and cycling, not only as a leisure pursuit but as a means of healthy, active travel;
- add value to the broader Scottish economy and assist the Scottish Government in attaining its national targets for increased sustainable economic growth, road traffic stabilisation, and reduced carbon emissions.

In accordance with the letter received from the Cabinet Secretary, proposed Interventions have been brought together in an Accompanying Delivery Plan.
The Delivery Plan sets out a series of priorities for transport investment in the region designed to support broader economic, social and environmental objectives. In doing so the Strategy seeks to:

- Improve transport links within Dumfries and Galloway and provide fast, safe and reliable journey opportunities to significant markets, including the national economic centres of Edinburgh and Glasgow, as well as England and Northern Ireland;
- Contribute to improved economic growth and social inclusion in the region whilst minimising the environmental impacts of transport;
- Support the national transport target of road traffic stabilisation;
- Add value to the broader Scottish economy and underpin increased sustainable national economic growth;
- Assist in getting visitors/tourists to the region from other parts of Scotland, England, Ireland and beyond;
- Making it possible for more people to do business in and from Dumfries and Galloway by providing sustainable connections to key business centres in the Central Belt and other locations such as Ayrshire and Cumbria;
- Support vibrant places that provide employment, healthcare, educational and other services that people need and want, so that their quality of life is maximised;
- Reduce the constraint of peripherality, both between the region’s main settlements and its outlying areas, and between the region and its external markets;
- Capitalise on improvements to critical long distance corridors to create new transport services, nodes and development opportunities for Dumfries and Galloway;
- Pursue certain transport schemes in the context of local and national economic development, while at the same time recognising wider context of economic, social and environmental imperatives.

The Regional Transport Strategy emphasises the need to support key locations and sectors in order to maximise economic prosperity and social inclusion. It focuses on the transport outcomes required for the region’s communities if they are to fulfil their potential, rather than individual transport projects in isolation.

The Regional Transport Strategy and Accompanying Delivery Plan have been developed in the context of the Scottish Government’s High Level Objectives:

- Wealthier and Fairer Scotland
- Healthier Scotland
- Safer and Stronger Scotland
- Smarter Scotland
- Greener Scotland
The vision for the South West of Scotland’s Transport Future recognises that whilst the nature and scale of issues facing Dumfries and Galloway are significantly different from those in Scotland’s large urban centres, the development of an overarching Regional Transport Strategy is no less important. The Strategy outlines an approach capable of achieving defined transport outcomes within a framework of broader economic, social and environmental objectives. It recognises the importance of economic development, the need to create vibrant places, the importance of key corridors and the South West’s contribution to Scotland’s National Purpose.

The Strategy promotes the South West of Scotland working in partnership with the Scottish Government, Dumfries and Galloway Council and other Community Planning Partners to underpin the Concordat between the Scottish Government and COSLA and to achieve the outcomes being developed in Dumfries and Galloway’s Single Outcome Agreement.

The trunk road and national railway networks managed by Transport Scotland are of critical importance to Dumfries and Galloway, since a large proportion of journeys within the region depend on these routes. These networks, and the Loch Ryan ferry ports (a key link to Northern Ireland for freight and passengers), are also critical to the wider pattern of long distance travel through the region.

Our vision of a safer, more reliable and efficient transport network for the South West is reflected in the selection of schemes recommended for priority implementation in the Delivery Plan (Accompanying Document 4).
Introduction

The Transport (Scotland) Act 2005 placed a duty on the Scottish Ministers to create Regional Transport Partnerships (RTPs) covering the whole of Scotland.

The South West of Scotland Transport Partnership (SWestrans) is one of 7 Partnerships as listed below:

- Tayside and Central Scotland Transport Partnership (Tactran) – Angus Council, Dundee City Council, Perth and Kinross Council and Stirling Council;
- Highlands and Islands Transport Partnership (HITRANS) – Argyll and Bute Council (except Helensburgh and Lomond), Highland Council, Moray Council, Comhairle nan Eilean Siar and Orkney Islands Council;
- North East of Scotland Transport Partnership (Nestrans) – Aberdeen City Council and Aberdeenshire Council;
- ZetTrans – Shetland Islands Council;
- South West of Scotland Transport Partnership (SWestrans) – Dumfries and Galloway Council;
- Strathclyde Partnership for Transport (SPT) – Argyll and Bute Council (Helensburgh and Lomond only), East Ayrshire Council, East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, North Ayrshire Council, North Lanarkshire Council, Renfrewshire Council, South Ayrshire Council, South Lanarkshire Council and West Dunbartonshire Council.

The development of Regional Transport Strategies for Scotland was one of the key aspirations of the Transport (Scotland) Act 2005. Ministers were determined to ensure that the creation of comprehensive Strategies set the new RTPs on a firm footing so that they can begin to deliver improved transport services for their regions, and Scotland as a whole, as soon as possible.

Ministers stressed that the RTS should be visionary in its outlook, yet firmly grounded in the reality of what is possible to deliver. The methodology for the development of the SWestrans RTS recognised this from the outset, combining a genuinely strategic approach to policy development with effective engagement with regional partners at all stages in the process. From the first gathering of key stakeholders in the region, through the extensive consultation processes that have taken place to determine and agree upon the critical policy outcomes that transport investment in the region should help facilitate, a wide range of people and...
organisations were involved. This approach is important in that it reflects real joined up working between regional partners, and clearly contextualises the RTS as an important tool with which to progress the wider economic regeneration, environmental and social inclusion policy goals of the region and Scotland.

The timescale set for the production of the Regional Transport Strategy (RTS) was challenging. The preparation of the RTS for the South West of Scotland commenced in January 2006, with submission of a final document to Scottish Ministers achieved on time on 31 March 2007.

In his official response to the SWestrans RTS dated 7 January 2008, the Cabinet Secretary for Finance and Sustainable Growth noted that:

- RTPs could play a valuable part in improving Scotland's transport infrastructure and services in co-operation with local government under the terms of the Concordat agreed between the Scottish Government and COSLA;
- RTPs should work closely with their constituent Councils as they develop plans for Single Outcome Agreements;
- The Regional Transport Strategy is owned by SWestrans and Dumfries and Galloway Council and as such, these partners are best placed, collectively, to deliver the outcomes at a local level;
- RTSs should be strategic, high level documents that focus on the transport strategies necessary to support Government's key objectives and the Single Outcome Agreements of the constituent local authorities;
- Interventions would be best addressed in Delivery Plans agreed with Dumfries and Galloway Council;
- A revised RTS should be re-submitted.

The RTS has been reviewed by SWestrans and takes account of the way forward set out by the Cabinet Secretary for Finance and Sustainable Growth.

This revised RTS combines a summary analysis of key transport trends in the region with a restatement of the strategic economic, environmental and social objectives of the regional partners’ existing policies.

It also explains how these objectives are aligned with the Scottish Government's National Purpose – to focus Government and Public Services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth - and other important policies such as the Scottish Government’s Economic Strategy.

From this basis, the RTS identifies the key desired transport outcomes necessary to improve the region’s competitiveness, economic regeneration, enhance social inclusion and protect the environment in keeping with the Scottish Government’s own five national priorities, namely:

- A wealthier and fairer Scotland;
- A smarter Scotland;
- A healthier Scotland;
- A safer and stronger Scotland;
- A greener Scotland.
These transport outcomes are expressed in terms of the possible enhancements in connectivity between specific centres and along defined corridors that will achieve real benefits to the region. The goal of the RTS is to achieve those outcomes that will best support the region's economy, environment and communities, rather than seeking the development of new transport infrastructure and services in isolation.

The RTS sets out a programme of targeted improvements to the transport network which can be delivered by SWestrans, supported by the region’s other key stakeholders. However, given the importance of trunk road and rail networks to the region’s transport, the Scottish Government and Transport Scotland also have a large part to play in securing the future for transport in the South West of Scotland.

A series of specific transport projects, which together will help deliver the agreed strategic objectives are set out in the Delivery Plan (Accompanying Document 4). These projects have been selected from a long list of possible schemes according to an analysis of their impact on connectivity and their contribution to wider economic, social and environmental objectives. They have also been tested against the Scottish Government’s Scottish Transport Appraisal Guidance (STAG) and Strategic Environmental Assessment (SEA) criteria. The prioritised set of interventions outlined in the Delivery Plan represents those transport improvements that the regional partners consider most important if the wider policy objectives identified as part of the vision for the future of transport in the South West of Scotland are to be achieved.

This first RTS, which will be reviewed and updated every four years, is an important milestone in the development of a new approach to transport in the South West of Scotland, in which all of the region's key stakeholders have been closely involved.
1. The South West of Scotland Transport Partnership Area

The SWestrans area is contiguous with the boundary of Dumfries and Galloway Council, situated in the southwest corner of Scotland. It is the country's third largest region by landmass, covering some 2,380 square miles, stretching in an east-west direction from Langholm to Stranraer. The SWestrans area borders the SPT and the SEStran partnership areas. The North West of England and Northern Ireland are also near neighbours.

The largest population centre is Dumfries, with some 37,000 of the region's 147,000 residents. The next main towns are Stranraer (11,000 population) and Annan (8,900) with a further 10 settlements ranging in size between 4,000 and 2,000 population. There are about 60 people for every square mile, which is significantly lower than the Scottish Average of 168, and this reflects the region's sparsely populated rural areas. The region faces many complex issues, of which transport is one.

There are some 2,900 miles of road which includes the A74(M) motorway and the A75 Euoroute. The important Irish Sea Ferry Ports in the west of the region link Scotland with Ireland and there are regular sailings between Stranraer/Cairnryan and Belfast/Larne. There are seven railway stations in Dumfries and Galloway with main stations at Dumfries and Stranraer and at Lockerbie (on the West Coast Main Line). There is an extensive bus network covering the region.

The National Planning Framework recognises that the local economy is dependent on livestock farming, forestry, tourism, manufacturing, engineering and food processing, with a growing strength in the renewable energy sector.

There are a number of key locations in the region including Dumfries, Stranraer, the Loch Ryan Ferry Ports, the Gretna/Lockerbie/Annan triangle and various remote rural communities.

The establishment of SWestrans enables better integration between transport policy and health. Health services are significant generators of transport demand, particularly in rural areas, and access to healthcare together with active travel are important issues for the region.
Transport has a significant impact on employment, particularly in a peripheral rural area such as Dumfries and Galloway where there are skills shortages, low average incomes, an aging and reducing labour pool and problems with mobility and travel to work.

Transport issues highlighted include:

- Transport infrastructure is relatively poor as not all settlements are served by the rail network and bus services only cover specific routes and can be infrequent;
- The costs associated with transport, especially public transport, can be prohibitive to those seeking employment;
- If the location of available jobs is such that access to a car is essential then this excludes many people;
- Job opportunities involving shift working make it difficult to rely on public transport.
During the parliamentary process for the Transport (Scotland) Act 2005, key partner organisations in Dumfries and Galloway successfully lobbied for the creation of a separate Regional Transport Partnership for the region. The creation of SWestrans therefore gives Dumfries and Galloway substantial powers over transport, and recognises the complex nature of the region’s external connections to the SPT and SEStran partnership areas, North of England, and Northern Ireland.

Under the provisions of the Act, the following transport functions have been transferred from Dumfries and Galloway Council to the new South West of Scotland Transport Partnership:

- Formulation, consultation and publishing of policies;
- Promotion of passenger transport services;
- Procurement, management and administration of service subsidy agreements;
- Management and administration of concessionary travel schemes;
- Quality Partnership schemes;
- Ticketing schemes;
- Provision of information.

The South West of Scotland Transport Partnership Board consists of the following Members:

- Councillor Brian Collins (Chair);
- Jeff Ace, NHS Dumfries and Galloway (Vice Chair);
- Councillor James Dempster;
- Councillor Roger Grant;
- Councillor Sandra McDowall;
- Councillor William Scobie;
- Representative from Scottish Enterprise.
The following representatives/individuals have been appointed as Observers to the Board:

- Gavin Scott, Freight Transport Association;
- John Dougan, Forestry Commission, Scotland;
- John Taylor, Cyclists Touring Club, Dumfries and Galloway Access Forum;
- Wendy McLeod, The Crichton Trust;
- George Connell, Stagecoach Scotland;
- John Lauder, Sustrans Scotland;
- Ron McAulay, Network Rail;
- June Hay, Accessible Transport Forum;
- Erl Wilkie MBE, Cycling Scotland;
- John Yellowlees, First Scotrail;
- Graham Nicol, Dumfries and Galloway Economic Forum;
- Graham Whiteley, Cumbria County Council;
- Alan Gordon, Stena Line;
- Inspector Gordon McKnight, Dumfries and Galloway Constabulary;
- Davie Clark, Dumfries and Galloway Fire and Rescue Service;
- Jim Godfrey, Dumfries and Galloway College;
- Martin Tilstone, UPF, Pinneys of Scotland;
- Jim McLean, P&O;
- Gordon Hill, Glenkens Transport Association;
- Ian McLatchie, Dumfries and Galloway Area Tourism Partnership;
- John Schofield, Living Streets (The Pedestrians Association);
- Hugh McCreadie, Lochside Community Council;
- William Rogerson;
- David Anderson;
- Simon Armstrong, Timber Transport Forum;
- Dr Morven Easton, The Crichton University Campus;
- Allan McLean, Virgin Trains.

The Scottish Government has made funding available to SWestrans for Travel Planning. The main aim is to encourage large public sector organisations to promote more sustainable transport choices.
The Act also allows SWestrans to share responsibilities with Dumfries and Galloway Council in what is known as a “concurrent powers” arrangement. Interventions that could be undertaken on this basis in future include those where the Council and SWestrans share responsibility, such as promotion of Traffic Regulation Orders to introduce bus priority measures on the Council’s roads. Other passenger transport functions, notably schools transport, will remain the responsibility of Dumfries and Galloway Council. All passenger transport will continue to be delivered in an integrated fashion to ensure economies of scale and value for money through close partnership working between the Council and SWestrans.

Dumfries and Galloway Council remains responsible for the management and maintenance of the local public road network in the region. Transport Scotland is responsible for the management and maintenance of the Trunk Road Network, and also for the management and development of the railway network in partnership with the infrastructure owner, Network Rail.

A review of the current Local Transport Strategy (LTS) has been carried out by Dumfries and Galloway Council. An updated draft LTS is programmed to go out to consultation by April 2009 with responses sought by the end of August 2009. It is intended that SWestrans will assist the Council with the development of its LTS.

The LTS will take its lead from the RTS, and from national policies on transport, planning and related areas. The LTS, which will focus on the implementation of specific schemes at the community level, will be developed after the RTS is in place. A number of responses received as part of the RTS Public Consultation relate to local issues and it is intended that these will be addressed through the LTS.
3. Transport Provision in the South West of Scotland

The RTS has been developed to enhance the existing level of transport provision and encourage more sustainable transport solutions in Dumfries and Galloway in order that the region can prosper whilst making real its vision of being “The Natural Place to Live”. This section summarises the level and quality of transport infrastructure and services in the SWestrans area.

3.1 Trunk Roads

Road transport in the region is a complex mixture of internal connections and major strategic through corridors; the A74(M) linking Scotland and England; the A77 and A75 linking Northern Ireland with the central belt and northern England respectively, and the A76 to Ayrshire and A7 to the Scottish Borders.

Good Trunk Road links are important to facilitate effective distribution of goods and services, and to maintain Dumfries and Galloway’s position as an attractive location for companies to invest and create jobs. At present, the region has a high proportion of all-purpose, single carriageway Trunk Roads. Although there has been significant investment in many routes over recent years, there remains significant room for improvement in the overall quality of service offered by the Trunk Road network, especially compared to competing locations. An examination of casualties by road reveals that during the three year period 2004 to 2006, 40% of all road traffic crash casualties within Dumfries and Galloway occurred on Trunk Roads. SWestrans will encourage the Scottish Executive to continue investment in the region’s Trunk Road network, through the provision of increased lengths of dual carriageway, dedicated overtaking opportunities and other improvements targeted at improved safety and reliability.
A74(M)

The A74(M) is the main Scotland to England trunk road, the Scottish section of which was upgraded to full motorway status by 1999. The Highways Agency scheme to complete the missing 'Cumberland Gap' from the border to Carlisle is currently under construction, with a programmed opening in winter 2008. A key strategic regional issue is the quality of the connection from Dumfries to the A74(M), which also forms part of a longer strategic national link to Edinburgh, Rosyth and the North East of Scotland. Alternative road-based possibilities for improving this link include upgrading the existing A701 or the A709 corridor from Dumfries to Lockerbie. An alternative is improvement to a section of the A75 Trunk Road between Dumfries and Gretna, although this route does not improve connections from Dumfries to the central belt.

More generally, the South West suffers from poor connections north east from the A74(M) towards Edinburgh and the Forth Road Bridge. Improving this connection will not only require investment in the road network in Dumfries and Galloway, but also in the SESTRAN partnership area, most probably along the route of the previously proposed M6 to M8 Fastlink, last assessed in the 1999 Strategic Roads Review. SWestrans is working with the Scottish Government and Transport Scotland to ensure that opportunities for upgrading of this corridor are fully explored as part of the Strategic Transport Projects Review.

A75

The A75 Euroroute is a highly strategic road not only in regional but also in Scottish, UK and European terms. It is the only Scottish Trunk Road to feature in the prestigious ESSEN 14 programme as part of the Ireland-UK-Benelux Road Upgrading Project. The A75 links the ports at Loch Ryan (and hence Northern Ireland and the Republic Of Ireland) with markets in Great Britain and continental Europe and is also used as a tourist route. Maintaining Stranraer / Cairnryan as a competitive port is critical for the local economy, since port activity supports a large number of jobs.

The former Scottish Executive published a Route Action Plan for the A75 in March 2000. Six schemes have been developed from the Route Action Plan, three of which have been constructed at Planting End (west of Dunragit), at Newton Stewart and at Barfih (east of
The other three schemes which are being progressed by Transport Scotland are a bypass for Dunragit, and overtaking improvements between Cairntop and Barlae (east of Glenluce) and at Hardgrove (east of Dumfries).

In recent years, Dumfries and Galloway Council and its partners in the North Channel Partnership (a grouping of transport and economic interests on both sides of the Irish Sea which now includes SWestrans and its neighbouring RTP, Strathclyde Partnership for Transport (SPT) as member organisations), has sought targeted improvements to the route, such as the Springholm / Crocketford bypasses, improved overtaking opportunities and other enhancements commensurate with the A75's strategic role. Tackling the conflict between strategic and local traffic around Dumfries is also an increasingly apparent operational issue.

Addressing the A75's constraints will be essential if its Trans European Network Status (ESSEN 14) is to be sustained with further upgrades to the route essential to secure the efficient distribution of goods across the region, and also to underpin Stena Line's consideration of a major harbour development at Cairnryan and the Stranraer Waterfront.

The need for improved landside links to Scottish Ports was a main theme to emerge from the former Scottish Executive's Ports Policy review consultation. It is therefore important that the needs of the Ports sector are addressed in prioritising road enhancements through the Scottish Government's investment programme.

A76
The Scottish Office published a Route Action Plan for the A76 in October 1996. Only one of the six major improvements outlined in this Plan, at Crossroads near Kilmarnock, has been implemented to date. An improvement scheme at Glenairlie (south of Sanquhar), has commenced and a further scheme is being developed by Transport Scotland.

The route is critical to several fragile communities in Upper Nithsdale, and provides the region's main link to central Ayrshire and Prestwick Airport. Although of similar function and traffic intensity to many trunk routes in rural Scotland, the A76 remains one of the least improved of these roads.

A77
The former Scottish Executive has not published the Route Action Plan prepared for the A77, although five individual improvement schemes are now being progressed. Whilst the A77 is a strategic trade route linking Scotland with Northern Ireland, it attracts little traffic travelling to or via England. At present the road is slow south of the dualled / motorway sections in Ayrshire.

The North Channel Partnership, which includes SWestrans, SPT and South Ayrshire Council has aspirations to improve the road (including a by-pass for Maybole and other settlements) and improved overtaking opportunities or full dualling.

In the all Scotland context the role of A77 in providing a strategic link between Loch Ryan and Rosyth should be fully recognised. Indeed, the government of the Republic of Ireland highlights this route's strategic importance given the increasing congestion noted on the English motorway network and ports. The concept of a land bridge corridor from south west to east central Scotland therefore becomes increasingly apparent in this context.
As for the A75, upgrades to the A77 trunk road are also essential for distribution of goods and also to underpin proposed developments at Cairnryan and Stranraer Waterfront. Two schemes are at the construction stage on A77 in South ayrshire, at Glen App, north of Cairnryan. Five other schemes are being developed by Transport Scotland. Four of these are in South ayrshire and one in Dumfries and Galloway (south of Cairnryan).

A7
Although only running through the region for a short distance, the A7 remains an important access route for communities in the east of Dumfries and Galloway. In light of current Scottish Government investment priorities, major improvements on the A7 appear unlikely; nevertheless, the route is of modest standard and could benefit in safety and efficiency terms from targeted improvements, including a bypass for Langholm. An improvement scheme at Auchenrivock (south of Langholm), is currently being progressed on site by Transport Scotland.

A701
The A701 links Dumfries and the A74(M) at Beattock, providing the shortest link between Dumfries and Central Scotland. It has experienced a similar growth in traffic to other trunk roads in the area, particularly involving lorry movements. The road has been improved where necessary in the recent past and its operation and safety record is satisfactory. However, there is still a case to be made for a more modern, high quality road link from Dumfries to the national motorway network, and so the future of the A701, as the A709, should be seen in this context.

3.2 Local Roads
As a large rural region, Dumfries and Galloway is dependent on an extensive network of local roads. The real value of Dumfries and Galloway Council’s network and associated infrastructure lies in its delivery of the essential services that provide the foundation upon which economically healthy, prosperous and safe communities are built. These routes act as local accesses and feeders to the trunk road network. They also sustain important economic activity, such as the timber sector.

There are sections of the local road network with constraints on the weight and height of vehicles and lengths where it is difficult to operate two-way movement. In some instances this causes difficulties for goods vehicles and buses. The network is spread thinly and on some occasions communities are served by only one road.

With such a diffuse road network, maintenance and incremental improvement of critical constraints such as restrictive width and weight standards are likely to form the core of a future investment programme for the network. Although modest in terms of the scope of individual schemes, a targeted programme of improvement for the local road network could bring significant economic and other benefits, facilitating improved short journeys on which many fragile communities depend, and facilitating better quality public transport links by bus.
The West Coast Main Line (WCML) links Scotland with northwest England, the Midlands and London. Dumfries and Galloway Council is a founder member of the West Coast 250 rail improvement lobby group. Whilst Dumfries and Galloway residents have benefited from WCML enhancements, particularly with reduced journey times between Carlisle and London, the Partnership would seek to achieve further benefits for local communities through improved access to the line.

As part of the Cross Country refranchising, First TransPennine Express (FTPE) were asked by the Department for Transport to bid to run the Manchester to Edinburgh/Glasgow portion of the franchise. FTPE were successful in their application to run these services and commenced operation on 9 December 2007. The effect of the changes in December 2008, means that FTPE will provide the majority of the services at Lockerbie.

In considering the 2008 West Coast timetable in respect of trains to and from Lockerbie, SWestrans highlighted the following in respect of the Department for Transport timetabling consultation:

- concern regarding the lack of early morning arrivals into Glasgow Central and Edinburgh Waverley before 9am;
- concern regarding the lack of evening trains to and from Glasgow and Edinburgh which meant that there was a lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments;
- concern that there are significant gaps in the timetable;
- there was a need for a developing service which met the needs of Lockerbie and the surrounding area.
Good connections between Dumfries via Lockerbie to Glasgow and Edinburgh are critical to allow commuters and others to travel regularly to Scotland’s economic core. This would place the region on a par with other areas of Scotland actively promoting this sort of long distance connectivity as a means to retain key workers in local communities.

Dumfries and Galloway would like to play its part in a number of future national events, including the Commonwealth Games (which is being progressed as a public transport games) and good rail and bus links will be vital in this.

The 48 mile stretch between Lockerbie and Carstairs is the longest section of railway line in Great Britain without an intermediate station and there would appear to be an opportunity to address this situation.

There is also considerable potential to develop the Glasgow and South Western route (GSW) from Carlisle to Kilmarnock and Glasgow. Constructed as a high quality passenger and freight main line, the GSW could potentially improve linkage between the region and key locations in England, central Scotland and Ayrshire, including Prestwick Airport. Significant investment is required, however; the line is single track in many places. The existing line is used by heavy freight (mainly coal) traffic, which is important economically, but which increases operating costs and places further constraints on the development of faster and more frequent passenger services. There is a need for improved access for all communities along the route. SWestrans welcomes Network Rail’s investment of £35million to reinstate double track on the Gretna to Annan section of the line (a project which is nearing completion) and will continue to work with rail industry partners to achieve further improvements in the future.

The line doubling works between Annan and Gretna and the revised 2008 West Coast timetable should allow better integration and connections at Carlisle Railway Station. SWestrans will work with its partners in the rail industry to ensure that the full potential of this is met.

Other smaller schemes, such as the recently completed new fully accessible footbridge at Lockerbie Railway Station, can also make a real difference to the ease of use of the network, and further improvements of this kind will be explored.

SWestrans also welcomes First Scotrail’s refurbishment of the Class 156 rolling stock currently used on the Dumfries and Stranraer Services and the provision of a car park extension at Dumfries Station, as well as 24 hour CCTV at Lockerbie, and Annan Stations.

The Stranraer line fulfils a dual role connecting the town and the far south west to the rest of Scotland and serving the rail-ferry connection between Scotland and Northern Ireland. Stena’s move to new port facilities at Cairnryan will break the rail-sea link, however, the potential reduction in patronage could be balanced by re-adjustment of the timetable to encourage better usage by local residents in Stranraer itself. There will however be a need to retain a linkage to new timetables associated with ferry times from the Cairnryan new port facility and the progression of the proposed Stranraer Public Transport Interchange which is being taken forward as part of the Rhins renewal programme.
A study developed in partnership by SWestrans SPT, Passenger Focus and Transform Scotland, into the Ayr to Stranraer highlights opportunities for the line.

In its work leading up to the publication of Scotland’s Railways, the new rail strategy for Scotland, the former Scottish Executive identified a number of important issues affecting the network in the South West. As well as promoting improvements in journey times, the quality of rolling stock and passenger information across the network as a whole, the Executive highlighted the importance of the Glasgow and South Western route as a strategic freight corridor, and also the importance of the West Coast Main Line for strategic connections to England. In the short term, the Executive identified the need to work closely with the Department for Transport to ensure that the restructured Cross Country and TransPennine franchises serve the needs of Scotland. SWestrans are keen to assist the Scottish Government on this. Although fast end to end journey times between Glasgow/Edinburgh and English cities is fundamental to the success of the line, there is a need for a balanced stopping pattern at intermediate stations such as Lockerbie (one of a limited number of Scottish stations on the line).

In the longer term, there remains further potential to significantly enhance the quality of the rail network across the region. Scotland’s Railways notes how electrification might bring significant enhancement to journey times across the Scottish rail network, whilst also reducing carbon emissions especially as new technologies such as regenerative braking become commonplace. Whilst such investment will first be directed to the more intensively trafficked routes in central Scotland, SWestrans believes that electrification of the rail routes in Dumfries and Galloway could provide significant benefits to both freight and passenger services into and through the region.

The level of fares is a further issue affecting usage of the railway in the South West. As a rural network, operating a ‘lifeline’ service to several fragile communities, accessibility to education, jobs, healthcare and other services in many of Dumfries and Galloway’s communities (especially in the Nith Valley) is significantly affected by the cost of taking the train. SWestrans will work with Transport Scotland and First Scotrail the franchise holder to explore ways of making rail travel as financially accessible as possible. SWestrans is encouraged by the statement in Scotland’s Railways that the fares policy is currently being reviewed and that a new policy will be developed which encourages modal shift to rail.

3.4 Bus

As a largely rural region, the majority of local bus services in Dumfries and Galloway are not commercially viable and a high proportion of local bus services are currently procured by Dumfries and Galloway Council/SWestrans, at a cost of some £3.5 million per annum. There is a well developed network of bus services comprising both conventional and demand responsive operations, generating 6 million local passenger journeys per annum across the local network. 98% of these journeys are internal to the region, and around 2% are made outwith to locations such as Carlisle. At times there are seasonal variations in demand for bus usage particularly during the summer tourist season.
Despite limited funding for service enhancements and lower than Scottish average usage figures, Dumfries and Galloway has witnessed a 500% growth in bus patronage across parts of the rural network in recent times. This increase is due largely to the introduction of free concessionary travel for the region’s 41,000 over 60s and innovative young persons concessions scheme in Wigtownshire. A significant factor has also been the improvement and recasting of the network along a central spine.

In particular, the Council has introduced a number of popular Demand Responsive Transport (DRT) services to complement the key corridor routes. New, larger buses have been introduced on three of these DRT routes, many of which cover their costs, and there has been a dynamic and responsive approach to recasting services where they are not working. Community transport is also supported by Dumfries and Galloway Council and the Scottish Government, and services complement the existing bus / DRT network.

Around 70% of the Dumfries and Galloway bus network was recently re-tendered for contract commencement on 1 April 2007. This was the first major contract exercise carried out by SWestrans. Further promotion of the bus network through Green Travel Plans and Smart Choices style marketing could potentially increase revenue and go some way to offsetting these higher subsidies.

A Bus Action Plan has been developed and is included as Appendix 2.

3.5 Community Transport

Community Transport is an important piece of the transport jigsaw, particularly in such a sparsely populated rural region such as Dumfries and Galloway. Community transport can do much to complement conventional public transport services, bringing accessibility to the remoter areas of the region.

At present there are strong local operating groups in Annandale and Wigtownshire, as well as some fifteen other community or day centre organisations offering community transport services each with a single minibus. Initiatives such as “Ring and Ride” and voluntary car schemes providing demand responsive transport, can be effective in significantly improving the quality of life and access for people unable to use conventional forms of transport.

3.6 Maritime Transport

Loch Ryan ferry ports are vital gateways for Scotland with only Glasgow and Edinburgh airports handling more passengers from the rest of the UK. In 1999 34% of all passengers and 24% of all freight crossings entering Scotland used Loch Ryan. 1160 jobs in the Stranraer area (some 2540 jobs in Scotland as a whole), generating £21 million for the local economy, depend on ferry operations from Loch Ryan.

In addition, 541,000 tourist trips are made from Northern Ireland to Scotland every year, generating £114 million for the economy and supporting 3800 jobs.
The aim of Dumfries and Galloway Council and the North Channel Partnership is that Loch Ryan retains its competitive advantage over other UK ports (e.g. Heysham, Holyhead, Fishguard) based on a short crossing time, frequency of service and reliability. Yet Loch Ryan ports face growing competition from ports served by better road and rail connections and other regional transport infrastructure. Although facilities are being improved, freight shipped through Loch Ryan is proportionately declining. Limited investment in key trade routes, particularly the A75 and A77, compromises any potential benefits of investing in port improvements. The need to ensure the continued viability of the ports is clear; the loss of 1160 jobs in the Stranraer area would more than double unemployment in the local economy. Nonetheless, the concept of developing a land bridge from Loch Ryan to Rosyth could emerge as potentially important at the national scale if Scotland’s direct links east and west to Europe are to be improved further.

There is potential for freight handling at locations along the coastline of the region.

The Stranraer Waterfront development presents the opportunity to implement an integrated transportation strategy that will improve accessibility to Stranraer as a destination, and improve public service access to amenities and services. There is an opportunity to review existing parking and access provision for the Waterfront and Town Centre. This may release land currently used for parking for economic development and public realm improvements.

3.7 Aviation

Dumfries and Galloway is particularly poorly served in terms of access to short haul and long haul flights. The South West of Scotland does not have its own airport, and so is dependent on air services from locations outside the region. Good airport access is important to the regional economy not only for business travel to and from its key economic locations, but also for inbound tourist trips. Journey times to international airports are perceived as lengthy, although do not compare unfavourably with other, more densely populated areas of Great Britain such as Cornwall, Yorkshire and Dundee. Links north east to Edinburgh Airport are poor, whilst access to Glasgow Airport is limited by M8 congestion for trips to/from east of the city (including Dumfries), and the poor quality of the A77 corridor for trips to areas south/west.

The main airports ‘nearby’ the region are Prestwick (Dumfries and Galloway Council is represented on the Consultative Committee) and Carlisle (Dumfries and Galloway Council is represented on the Airport Forum). Prestwick is not however, particularly accessible and Carlisle currently has no commercial flights. There is a great deal of pressure locally to improve regional links with Prestwick, which currently hosts low cost carriers such as Ryanair, bmibaby, Aer Arann and Transavia. It is Scotland’s only rail connected airport, with some 30% of passengers arriving by ‘air train’. A planning application has been lodged in respect of Carlisle Airport, however no final outcome has yet been determined.

The desire to improve the accessibility of Prestwick must be balanced against a reasonable analysis of what that airport can realistically offer the region in the long term. Much of the development in air traffic in Scotland is expected in the Central Belt (Glasgow Airport and Edinburgh Airport), where there is already a much better range of destinations than from Prestwick, and where there is more likely to be stable provision and development of air transport services in the future. Air travellers to and from the South West may be equally well served by the improvement of strategic road and rail links to Edinburgh and Glasgow.
Other airports important to Dumfries and Galloway and its residents include Newcastle, Manchester and Liverpool. Travel to Manchester Airport benefits from Cross Country rail services from Lockerbie and Carlisle. The 2008 West Coast timetable proposes six northbound trains throughout the day between Manchester Airport and Lockerbie and seven southbound trains.

### 3.8 Walking and Cycling

High levels of walking and cycling are part of a balanced, integrated and sustainable transport strategy. In towns, walking and cycling can offer a real alternative to motorised journeys for the short trips that make up a large part of overall transport demand. Creating safe, comfortable walking and cycling opportunities to key transport nodes also maximises the attractiveness of public transport for longer trips.

Walking and cycling are also important leisure pursuits, and Dumfries and Galloway has a significant network of local cycle routes, local walks and forest paths.

Dumfries and Galloway Council is progressing a Core Paths Plan, a statutory duty under the Land Reform (Scotland) Act 2003. The Plan is being developed with the assistance of the Dumfries and Galloway Outdoor Access Forum with extensive consultation and input from local communities. It is proposed that the Plan will be put on formal deposit with Scottish Ministers by July 2009.
More widely, improved walking and cycling infrastructure is required, both to encourage modal share and to encourage tourism. Connecting the region’s communities to the National Cycle Network, of which two routes pass through the region, is important in this respect. The region’s partners have aspirations to add to the existing 500 miles of signed network with a further long distance route between Newton Stewart and Stranraer/Cairnryan to link the National Cycle Network in mainland UK to the National Cycle Network in Northern Ireland via the Loch Ryan ferry terminals, in addition to other shorter improvement schemes. A potential East/West Cycle Route along the corridor of the Southern Upland Way is also being developed.

SWestrans supports the development of the Core Path Network and strategic walking routes in Dumfries and Galloway including the Southern Upland Way and coastal paths.
4. Local and National Transport Context

This section provides summary information on how the infrastructure described above is used, and relates this to national data. Information is drawn from Scottish Government Statistics and the figures are for 2005/06 unless stated.

- Car ownership is higher in the South West of Scotland (75%) compared to Scotland as a whole (68%). There has been a slight increase over recent years and this would appear to reflect the characteristics of the South West of Scotland as a rural area;

- The percentage of households with access to two or more cars is also higher in the South West of Scotland (28%) than in Scotland as a whole (24%). This figure has increased both regionally and nationally from 18% in 1999/2000;

- 25% of residents in the South West of Scotland have no access to a car;

- Motorists in the South West (46% drive daily) tend to use their cars more frequently than the national average (41%), and this has remained relatively stable in recent years. Reliance on the car for the journey to work has increased in the South West from 66% in 1999/00 to 72% in 2005/2006, which is higher than the Scottish average (67%);

- Similarly, fewer pupils walk to school (42%) in the South West of Scotland than in Scotland as a whole (52%), and there is a slightly higher reliance on the car, 23% in the South West compared to a Scottish average of 21% for this journey. There is a higher proportion travelling to school by bus;

- The rural nature of the region with few urban centres, easy town centre parking and proximity to Carlisle means that in 2003/04, 78% of people in the South West use a car for town centre shopping compared to 62% in Scotland as a whole. Car use for supermarket shopping and visiting a General Practitioner is comparable with the national average;

- In terms of walking/cycling, those living in the South West of Scotland (44%) are less likely to make journeys on foot than the Scottish average (53%). In the South West journeys on foot have increased from 43% in 1999/2000 to 44% in 2005/2006. The frequency of cycling is also in line with the Scottish average but access to bicycles is 39% in the South West compared to 35% in Scotland overall;

- Notwithstanding recent improvements, by national standards there is relatively poor access to frequent bus services in the South West of Scotland. Only 8% of people living in the South West have access to more than three buses per hour, compared to the national average of 47%, and 55% have at least an hourly service compared to 71% across Scotland as a whole. Again, this appears to reflect the largely rural nature of the region;

- There are also very low levels of bus use in the South West Area with only 12% of people frequent users of the bus (people using bus services more than twice a week) compared to 24% nationally. 72% of residents in the South West Area never use a bus service compared to 56% nationally;

- Rail use is even lower, despite Dumfries, Lockerbie and Stranraer being served by rail lines connecting to key locations outside the region including Glasgow, Edinburgh and Carlisle. In Scotland as a whole, 6% use the train once or more per week in comparison to 1% of people in the South West area. In addition 91% never use the train, compared to a Scottish average of 81%;
• 12% of people in the South West perceive public transport to be inconvenient in comparison to 9% nationally, while 7% perceive the quality of public transport to be good, compared to 19% in Scotland as a whole. This is an improvement in perception from previous years, both regionally and nationally and may reflect recent improvements including investment in public transport, such as innovative Demand Responsive Services;

• Dumfries and Galloway has a good road safety record. Whilst the overall number of casualties has not reduced in comparison with the 1994 – 1998 average, the overall accident rate per 100 million vehicle km is still 30% lower than the national average. Despite 2005 and 2006 showing an increase in the number of people killed or seriously injured, the general trend has decreased by 20% from the 1994 – 1998 average. This however means that Dumfries and Galloway is not currently meeting the annual rate of reduction required to meet the 2010 Government targets. The overall casualty rate has remained at the same level during this period.

The current transport situation in Dumfries and Galloway is typical of a largely rural area. Car ownership and use is higher than the national average, whilst the modal share for public transport, walking and cycling is correspondingly low. Should car dependency in the region become any more entrenched, the viability of rural bus and train services could be threatened and localised problems of congestion and pollution, especially around and within the principal towns, will worsen.

People’s health might also decline if walking and cycling levels continue to fall. Thus whilst car transport will remain critical to the functioning of the regional economy, it is important to recognise that investment in alternatives such as public transport, walking and cycling will be necessary to help minimise the impact of the region’s transport network on the environment, and also to maintain accessibility for those people without access to a car.
5. Transport in Key Areas and Sectors of the South West

5.1 Supporting Key Locations in the Region

The RTS, in line with the principles set out in the Dumfries and Galloway Structure Plan, emphasises the need to support key locations in order to maximise economic prosperity and social inclusion. It focuses on the transport outcomes required for the region's communities if they are to fulfil their potential, rather than individual transport projects in isolation.

Ensuring that the Regional Transport Strategy is focussed on these outcomes is critical if the region to play its full part in promoting the Government's objectives to create a Wealthier and Fairer Scotland.

In addition, since the South West of Scotland is composed of a number of diverse local communities, which face a variety of opportunities and constraints, the RTS has to balance its focus on supporting the National Purpose (of increasing the rate of sustainable economic growth) with facilitating a fair share of this growth which the Scottish Government wishes to see across all of the country's communities. This means that in the same way that transport policies suitable for Edinburgh or Glasgow are unlikely to be easily applied to the South West, there will need to be appropriate variation in policy between the different geographical communities of the South West itself. The sections below examine a number of these in turn.

Dumfries –“regenerating the regional capital”

Dumfries and Galloway Council and its partners are working towards the comprehensive economic regeneration of Dumfries Town Centre in view of its importance as the largest economic hub within the region. Key issues for the RTS emerging from this include:

- Quality of access / penetration to key commercial and other service activities in the town centre by each transport mode;
- Role of town centre parking availability and charging as measures for managing traffic levels, modal split and environmental quality, especially in relation to the level of bus fares for journeys to/from Dumfries;
- Limited number of river crossings with implications for access to certain key locations, especially between the town centre and the Crichton Campus area in south Dumfries;
- Congestion in the Dumfries Town network, especially during morning and evening peaks, and the environmental impacts of traffic;
- Limited road space and the difficulty in implementing effective priority measures for buses;
- Lack of integrated public transport interchange facilities.

Each of these issues constrains the development potential of the town centre. If employment, retailing, leisure and “evening economy” activities are to be enhanced, these constraints will have to be addressed so that transport facilitates rather than limits high value economic growth.
In terms of wider regional economic development, there is a clear strategic need to recapture investment and expenditure from Carlisle, which has substantially increased its sphere of influence over recent years. It is envisaged that the priorities set out in the RTS will play an important role in maximising the level of investment, expenditure and revenue retained in the region.

Such a strategy for enhancement of Dumfries as the regional capital implies a more “urban role” than might have been the case previously. Although this presents opportunities for growth, many of the transport problems already faced by urban centres, such as congestion, poor air quality and impact on the public realm, will become more apparent in Dumfries, without appropriate transport management.

These problems are already apparent around the Crichton/Dumfries and Galloway Royal Infirmary (DGRI) site (a large development of university / medical / business facilities) in southern Dumfries, which is facing a rising congestion problem due to network constraints.

There are opportunities for promoting modal shift using the new Kirkpatrick Macmillan Cycle/Pedestrian Bridge for linking communities to the Crichton/DGRI. There is also a need to consider the transport implications of the North West Dumfries Area Regeneration Strategy which is being developed by Dumfries and Galloway Council and its partners.

In considering longer term trends, traffic growth in Dumfries was modest after the A75 bypass was opened in 1990, and more closely followed National Low Growth predictions. Since 2000, the rate of traffic growth has increased and is expected to grow steadily and a study into the implications of the Local Plan predicts an 8% increase in background traffic between 2004 and 2009.

A SCOOT traffic management and control system was introduced in 2000. A before-and-after survey found that the system had delivered a 10% reduction in queues and delays against a background of 5% increase in traffic between the survey periods. Nevertheless, including traffic that would be induced if the Nithsdale Local Plan were fully implemented the expected increase in traffic up to 2009 and beyond is to be between 34% and 42%. Traffic demand historically reflected the traditional commuting profile, but changing patterns of development around Dumfries have resulted in increased traffic across the network for longer periods. With traffic set to rise substantially within Dumfries, a balanced approach to the overall management of traffic demand is required, consistent with highlighting the role of Dumfries as the regional capital. This means that although some modest increases in traffic levels elsewhere in the region might need to be accommodated to sustain employment and accessibility to deep rural areas, this should be offset by road traffic reduction in Dumfries and the surrounding area where the potential to deliver high quality alternatives to car travel is most apparent.

**Stranraer and Loch Ryan**

Stena Line have advised that they have not abandoned plans to re-locate ferry services on Loch Ryan and are looking at various options for the future.

The potential planned relocation of the Stena Line ferry operations to Cairnryan presents a complex set of transport problems and opportunities for the wider Loch Ryan area and its communities. The existing Loch Ryan ferry links bring over 1100 local jobs and £21million a year into the local community. There is currently significant competition from other Great
Britain to Ireland routes, which is increasing given significant transport investment elsewhere such as the A5/A55 expressway to Holyhead and the current road building programme in the Republic of Ireland. Scottish Enterprise Dumfries and Galloway and Dumfries and Galloway Council have led a development framework for the Stranraer Waterfront, which seeks to grasp the opportunities for renewal presented by the shift in port activities to create a new future for Stranraer. A £2.35 million Scottish Executive award has been secured by Dumfries and Galloway Council for a new Public Transport Interchange to link rail and bus services with ferry operations and other local transport needs.

In its response to the Scottish Government on the National Planning Framework 2 Discussion Draft, Swestrans proposed that a Loch Ryan Ferry Ports Enhancement Project be considered for inclusion in NPF2 as a National Development. This proposal would primarily include enhancements to ferry ports but also include the need for upgrades to A75 and A77 Trunk roads and rail link enhancements.

The Stranraer Waterfront development concept, which covers a 26 acre site, consists of a series of development areas comprising of new business, residential, leisure and retail, anchored by the marina development.

The marina development plans to have 400 berths to meet anticipated future demand. It is important that the level of rail services to Stranraer is protected and enhanced following the possible relocation of Stena Line to Cairnryan.

**Gretna – Lockerbie – Annan Triangle**

The area was dealt a potentially significant blow in 2002 with the announcement of the cessation of power generation at the Chapelcross Nuclear Power Station, with the loss of up to 450 jobs directly and a total economic impact of up to £18 million per annum in lost wages to the locality.

A strategy has been taken forward to develop new economic opportunities and a broader vision for the area. Scottish Enterprise is committed to delivering the strategy, which has 6 themes including Connectivity. The strategy could generate £265 million in Gross Value Added over a 10 year period. The area has the potential to become a centre of decommissioning excellence.

Naturally, there are some transport issues related to developing the Gretna-Lockerbie-Annan triangle and Chapelcross, whatever form it takes, and investment in infrastructure is likely to be required.
The Gretna-Lockerbie-Annan Economic Regeneration Project is a project of national scale with the opportunity to exploit a £50 billion UK Nuclear Decommissioning Market. Twenty civil nuclear sites in the UK are scheduled for decommissioning over the next 50 years and Chapelcross will be one of the first of these sites.

Delivery of a strategic action plan over five years will support the restructuring of the Gretna-Lockerbie-Annan economy following the decision to cease power production at Chapelcross.

There may be a potential opportunity to re-instate a section of railway line between the site and the Glasgow and Southwestern Line at Annan to assist potential freight movements to and from the site.

The competitiveness of the Biomass Plant at Steven’s Croft adjacent to the A74(M) will require good connections, mainly on local roads to the major forest materials suppliers in the region; indeed the potential impact of this sector on the local road network in particular should not be underestimated. With its location on the key west coast motorway and railway routes, the area is within relatively good travelling time of many key locations, particularly the western part of the central belt; nevertheless, connections to key ports, to the east coast and to the Edinburgh area are weak and could constrain future business development.

The A74(M) motorway covers a distance of 40 miles in Dumfries and Galloway and forms part of a critical central UK corridor for transporting goods and services. Various settlements are located adjacent to the route; however of particular note are Lockerbie, Ecclefechan and Gretna, all of which have both North and Southbound access.

Economic opportunities identified in a review of commercial transport and logistics undertaken by Scottish Enterprise Dumfries and Galloway in 2004 included the creation of distribution centres to collect, assemble and distribute goods. This together with associated services for hauliers, creates a new Gateway development corridor. Initial developments such as Steven’s Croft at Lockerbie demonstrate the potential to co-locate processing and manufacturing facilities adjacent to the motorway and the West Coast Main Line.

Remote Rural Communities

Upper Nithsdale is a deep rural area identified in the Dumfries and Galloway Structure Plan as particularly fragile, and which is therefore an emerging economic and transport development priority for Dumfries and Galloway. In particular, development of the existing rail infrastructure could assist economic development, potentially by offering an alternative to the West Coast Main Line and/or taking advantage of enhanced infrastructure required to accommodate increased coal-related activity.

As for many former industrial areas, commuting provides one of the most realistic options for connecting local residents with new employment opportunities, and sustaining local communities. For Upper Nithsdale, links to Ayrshire and Clydeside are likely to be at least as important in this respect as intra-regional connections to Dumfries. Therefore, the scope for management of the key rail corridor through the valley to provide for more regular commuting opportunities is likely to be essential in order to tackle social exclusion.
Other remote rural communities in the region face similar problems, but without the potential advantages of rail access. Along with Upper Nithsdale, the Machars area is identified by the Dumfries and Galloway Structure Plan as being particularly vulnerable to economic decline, with its low employment rate and dispersed population. The delivery of flexible transport services, most likely based on some sort of Demand Responsive Transport, is likely to be crucial to enhance access to employment, health care and other essential services. Here, as elsewhere in the most rural parts of the region, increased (rather than reduced) car use might be an essential component of an effective, balanced transport strategy that seeks to maximize economic and social opportunity.

Dumfries and Galloway Council in partnership with various community and voluntary bodies, has encouraged the development of community transport initiatives. Much of the development work is co-ordinated through the Accessible Transport Forum, which brings together voluntary organisations, the Council and other public sector organisations.

5.2 Supporting Key Sectors

Timber

Dumfries and Galloway has the highest amount of forestry activity in Scotland, and 28% of the land mass of Dumfries and Galloway is covered in forests. Timber and timber harvesting, already worth £30 million to the local economy, is expected to double over the next 5 to 10 years, however, there is a need for issues relating to timber extraction to be given a higher national profile.

Annually, timber production generates around 100,000 lorry movements in the area, plus a further 30,000 through journeys from other areas (around 400 movements per day). Like most rural areas, the local road network in the South West was not designed to accommodate wide, heavy modern freight vehicles such as those used for timber transport.

In view of the projected substantial increase in timber harvesting in coming years, integrated transport solutions will have to be developed as well as local roads requiring substantial investment.

In an attempt to mitigate the impact of timber traffic, Dumfries and Galloway Council in partnership with industry stakeholders has defined an Agreed Routes Map for timber traffic, focusing movements on those routes best able to cope with large vehicles. However, this is not statutorily enforceable, and depends on the cooperation of the timber industry to work effectively, through a Partnership Charter.

Timber transport not only impacts on the physical state of the road network, it also affects quality of life in communities inconvenienced by vehicle movements. The doubling of production over the coming years will more than double road traffic as it is likely that brash will also be transported to the biofuels plant at Steven’s Croft, which became operational in early 2008.
There is also likely to be a potential impact from and increase in timber movements associated with a growing biomass energy sector, which will place increasing pressure on the transport infrastructure, whilst at the same time presenting economic opportunities.

**Tourism**

As for many areas of rural Scotland, tourism is an increasingly important industry in the South West. Tourism supports local jobs, provides income directly to fragile rural communities, and helps sustain local service provision by increasing the demand for goods and services beyond the purchasing power of local people alone. Growing and developing tourism, whilst minimising its impact on the local environment, is clearly an economic development priority for the region.

There are a number of tourist attractions that contribute significantly to the local economy. Dumfries and Galloway is home to a number of themed towns and popular outdoor attractions. Scottish Enterprise and Dumfries and Galloway Council are promoting the case for Dumfries and Galloway to host Scotland’s Marine National Park, which would be a significant tourist attractor to the area.

As a result of the possible developments in Stranraer and Loch Ryan additional opportunities will arise to attract visitors from Northern Ireland to existing and new tourist attractions.

The South West suffers from being a “transit” region; home to several key gateway corridors and ports, so that many journeys pass through the region rather than stop in it. This means that opportunities for easy diversion off main routes are essential if revenue is to be retained in the region rather than exported to adjoining areas.

The quality of transport infrastructure is of critical importance to tourists’ decisions over where and when to travel. Poor quality roads encourage people to complete their journey to its destination, rather than having the confidence to break their journey at an intermediate stop. Bus and rail timetables need to be flexible enough to permit stopovers en route, and the design of interchanges should make it simple for people to access nearby tourist facilities such as town centres or visitor attractions.

**Other Sectors/Freight**

In addition to Timber and Tourism, other sectors have a significant impact on freight movements and are important to the region’s economy. The value of the local Food and Drink sector is significant, particularly milk, meat and fish/shellfish for sale elsewhere in the UK and overseas. It has very time sensitive logistics chains dependent on road transport, and is exposed to significant risks of lost revenue if the transport network is significantly unreliable. The road haulage sector is also important in terms of both local employment and the distribution of raw materials and manufactured goods to and from the region. Road Freight movement between Dumfries and Galloway and points outwith Dumfries and Galloway in the UK.
were on average around 3.4 million tonnes exported and 3.8 million imported for the years between 1998 and 2002. There are a number of large road haulage distribution depots based in Dumfries.

There is an opportunity to develop a Freight Action Plan to include input from Partner Organisations, which would consider all aspects of freight movement and reflect the Scottish Government's expectations in the Freight Action Plan for Scotland.

**Improving Health**

A significant innovation of the Regional Transport Partnership is the level of integration between transport policy and health. For single local authority partnerships such as SWestrans, local health boards have a particular role as a statutory partner member reflecting the critical links between transport and health at the community level.

Funding from the Scottish Government for the SWestrans Workplace Travel Plan Coordinator was available in 2007/08 subject to specific deliverables including working with NHS Dumfries and Galloway to ensure that a travel plan was in place. A Travel Plan has been developed by NHS Dumfries and Galloway for Dumfries and Galloway Royal Infirmary and Crichton Royal Hospital. SWestrans, NHS Dumfries and Galloway, Dumfries and Galloway Council and Dumfries and Galloway College have also developed a travel sharing website to allow journeys to be matched up.

Health services are significant generators of transport demand, but there is also the role that more active, integrated transport can play in improving people’s sense of wellbeing, their health, and their quality of life. Enabling people to make more active transport choices through the actions of the Regional Transport Strategy is an important contribution to the Scottish Government’s priority of creating a Healthier Scotland.

More specifically, the transport problems of the region impact on the efficiency and effectiveness of the NHS in the South West in the following ways:

- NHS based trips are made largely by car (approaching 150,000 trips per annum);
- External trips are required for care in areas where there is no regional clinical capability (advanced cancer care, scanning etc.). This situation is likely to persist for the foreseeable future, with many patients continuing to receive treatment in the Central Belt or further afield, although some additional facilities (notably MRI) will be coming to the region as part of NHS Dumfries and Galloway’s ongoing investment strategy.

Although the local NHS in the South West has aspirations to deliver more services at the local level, overall demand for health services is rising, offsetting any reduction in journeys from localising service delivery. Acknowledging new priorities set out in the National Transport Strategy (NTS), stakeholders will be required to better integrate patient transport and other transport services, including scheduled and demand responsive bus services, and other quasipublic transport such as community transport.
Active travel also has an important role to play in promoting a Healthier Scotland. There are opportunities to increase physical activity levels through active travel. With two thirds of Scotland’s population currently not getting enough physical activity, promoting active travel is an excellent opportunity to positively influence the health and quality of life of people in the South West of Scotland area. Just 30 minutes of daily physical activity (which can easily be achieved by substituting short car journeys by walking and cycling) can significantly reduce the risk of many serious health conditions including obesity, heart disease, diabetes and mental health problems.

The importance of Scottish Planning Policy (SPP17) in promoting sustainable travel is welcome and SWestrans supports improvements to the built environment that encourage and facilitate active travel.
6. Land Use Planning


In replying to the National Planning Framework for Scotland 2 Discussion Draft, SWestrans response included a proposal that a Loch Ryan Ferry Ports Enhancement Project be considered by the Scottish Government for inclusion as a National Development. This proposal primarily includes enhancements to ferry ports but also includes the need for upgrades to A75 and A77 Trunk roads and rail links.

The final version of the revised NPF2, which is due towards the end of 2008, will be placed on a statutory footing. As such, it will be a central focus of the Scottish Government's vision of a Smarter Scotland, acting as a guide for high quality, locally sensitive and nationally appropriate development. Also important is Scottish Planning Policy 17, “Planning for Transport” (SPP17) which picks up from SPP1. The Planning System reinforces the Scottish Government's commitment to the development of integrated land use and planning. SPP17 sets out how development plans should allocate land for new development in the knowledge of the capacity of the transport network. In dealing with planning applications, a system is promoted whereby
each application contains details of the likely transport impacts and the proposed means of mitigating those impacts through design, investment or sustainable travel plans. SPP17 is therefore a key tool for delivering sustainable travel by reducing the need to travel and by encouraging sustainable modes.

The development plan system for Dumfries and Galloway consists of a Structure Plan and four Local Plans. The Guiding Principle of the Structure Plan is “to encourage the growth and development of sustainable communities in Dumfries and Galloway”, and is therefore closely aligned to the Scottish Government’s wider economic and social development targets. There is a transportation section in the Structure Plan which includes policy guidance on the Location of Development, Trunk Roads and Motorways, A74 Upgrading, A75 Upgrading, Implementation of Route Action Plans, Regional Strategic and Distributor Road Network, Stranraer Transport Strategy, Local Public Transport, Rail Services, The North Channel corridor and Loch Ryan Ferry Ports, Pedestrian and Cycle Facilities, National Cycle Route Network, Forestry Roads, Harbour Development and Roadside Facilities. The Local Plans also contain a transport section with specific General Policies covering Freight Transport, Safeguarding former Rail Transport Routes, Town Centre Accessibility, Traffic Management and Road Safety, Local Road Network, Cycling, Road Design, Passenger Transport, Access to Transport Facilities and Protection of established Harbours and Slipways. The Transportation Policies in the Structure and Local Plans have been prepared taking into account national planning guidance. There are also Policies in the Structure and Local plans which provide protection for the Natural and Built Environment.

A real impact of the Smarter Scotland objective can be seen in the promotion and management of development that protects our environment. Smart development builds in public transport services at the beginning of the design process, and makes it easy for people to improve their health by everyday walking and cycling. Alongside this are other types of efficient and sustainable transport investment, such as in the planning of roadworks and landscaping which minimise emissions, reduce the consumption of resources and energy, and take advantage of recycling opportunities as available.

Reducing emissions contributes to tackling the issue of Climate Change, for which the Scottish Government has the ambitious target of reducing carbon emissions by 80% by 2050. Road transport remains by far the biggest source of emissions from a selection of transport modes. There are opportunities to influence emission levels by encouraging walking and cycling and effective public transport options. There are also opportunities to minimise the environmental impact of roads through design, construction and maintenance, and in doing so to make them more resilient to future adverse weather events.

Legislation for reform of the planning system has now been passed, though not yet fully brought into effect. Draft Regulations on Development Planning were published for consultation at the end of October 2007 by the Scottish Government. The new Development Planning system will not come fully into effect until the final Regulations are published by the Scottish Government towards the end of 2008. In Dumfries and Galloway the new arrangements will mean the replacement of the current two tier Development Plan system by a single tier Local Development Plan.

The Regional Transport Strategy supports and underpins a number of local strategies including the emerging Local Development Plan, the South of Scotland Competitiveness Strategy and the Dumfries and Galloway Economic Development Strategy.
7. The South West Of Scotland’s Transport Future

Whilst the nature and scale of the issues facing Dumfries and Galloway are significantly different from those arising in Scotland’s large urban centres, the development of an overarching RTS is no less important. The identification of explicit transport outcomes linked to broader economic, social and environmental goals remains highly significant if the region is to benefit from sustained but responsible economic growth. Key to this responsibility is not only the achievement of stringent social inclusion and environmental objectives, but also the contribution the South West can make to the wellbeing of the Scottish economy as a whole.

These broad principles of course require enhancements to the region’s connectivity with the vibrant Central Belt economies and with other important markets, particularly the north of England and Northern Ireland. It is likely that some road enhancement will be both necessary and justified given the particular circumstances of the South West region. The key will be to pursue demand management and other measures (such as targeted public transport improvements) in the principal towns and along key corridors capable of offsetting as far as possible the impact of upgrading the road network in Dumfries and Galloway.

7.1 The Sustainability Triangle

The Dumfries and Galloway Structure Plan’s focus on the Brundtland Commission’s exploration of the concept of sustainable development was both bold and visionary. Creating the conditions for genuinely sustainable development is not easy; at once not compromising future generations’ resources whilst at the same time safeguarding the quality of life and economic and social opportunities of current residents and visitors is a particularly difficult challenge.

In order to address these concerns as far as possible, the concept of the sustainability “triangle” is useful, and summarises the approach taken in the RTS. The triangle recognises that economic, environmental and social development are mutually dependent, and that progress towards sustainability in each policy element is required if sustainable development overall is to be made real. This means that effective transport interventions are those that sustain the economy, facilitate community life through access to friends, family, neighbours and services, whilst at the same time minimising impacts on the natural environment, especially carbon emissions.
The RTS therefore advances an approach capable of achieving defined transport outcomes within a framework of broader economic, social and environmental objectives. As such, it does four things:

- Assists in underpinning regional economic growth, by setting out transport policies and projects which improve transport links within Dumfries and Galloway and provide fast and reliable journey times to significant markets including the national economic centres of Edinburgh and Glasgow;

- Strikes a balance between policies that maximise this economic growth whilst minimising social exclusion and environmental impacts;

- Assists the Scottish Government in delivering on the objectives set out in the National Transport Strategy. In particular the RTP must set out the Region’s position on and contribution to the Ministers’ key transport target of national traffic stabilisation;

- Demonstrates that major infrastructure schemes will add value to the broader Scottish economy and underpin national economic growth.

As a sparsely populated rural peripheral region of 147,000 people, the policies and initiatives brought forward in the RTS will have to be tailored to specific local characteristics. What is required in Edinburgh and Glasgow is not necessarily what is required in the South West. There is a high dependency on road transport and private car use, and it may be neither as practical nor desirable to discourage this across Dumfries and Galloway per se, the same way as government policy promotes in large urban areas. A fragile economy needs to be underpinned by investment in strategic transport links, balanced by effective sustainable transport measures in locales where these are appropriate.

### 7.2 Focusing on Economic Development

Central to the region’s sustainable future will be the support of a robust regional economy. With a projected decline in overall population and labour force levels, securing increased prosperity and improved quality of life for the region’s residents will require innovative interventions to stimulate the local economy, create jobs and position the region in growing market sectors.

One of the key priorities in the Dumfries and Galloway Corporate Plan is the development and implementation of the new Five Year Economic Development Strategy which makes specific links between a good transport system and economic development. Transport is critical in supporting jobs located in the region itself, including the growing service sectors in Dumfries, port and related activity in Loch Ryan, timber and biofuels production in deep rural areas or myriad other activities across the region. Without improved connections between the region’s communities, and between the region and its main external markets, the competitiveness of each of these components of the local economy could be undermined.
The Government Economic Strategy indicates that “An efficient transport system is one of the key enablers for enhancing productivity and delivering faster, more sustainable growth. Enhancing transport infrastructure and services can open up new markets, increase access to employment and help to build a critical mass of businesses that drive up competitiveness and deliver growth.”

7.3 Creating Vibrant Places

From the outset, the RTS has focused on the role of transport enhancement as a means to an end. With a balanced, sustainable approach which supports a robust local economy, the main role of transport investment in the South West as facilitated by the RTS needs to be the creation of vibrant places that provide the employment, healthcare, educational and other services that people need and want, so that their quality of life is maximised. Accessibility is crucial to this, as transport facilitates (or restricts) the consumption of each of these life opportunities.

We have focused on the specific requirements of particular locations in the region, but several key themes emerge across the South West of Scotland area. First is to reduce the constraint of peripherality, both between the region’s main settlements and its outlying areas, and between the region and its external markets. Second, the needs of often conflicting transport demands will need to be reconciled, whether these be local commuters and long distance freight flows around Dumfries, local passenger rail traffic and heavy load coal, or Loch Ryan ferry passengers and the demands of emerging new economic activities in the Stranraer waterfront.

Third is how the South West can play its role in safeguarding the wider environment. In fragile rural communities especially, it is often the case that more, not less, transport is required to sustain local economies and ways of life. Therefore any stimulus to increased transport use in these areas must be balanced by alternative approaches in those locations where different transport policies focused on minimising car use are both more appropriate and more effective. This is most likely to be the case in Dumfries, but potentially also in Stranraer, where improving the public realm and the quality of walking and cycling routes can both reduce motorised travel, and add vibrancy and a genuine sense of place to the town centre. To be genuinely “regional” in its outlook, the RTS will need to reconcile these competing needs to present a balanced overall approach.

Social inclusion cannot be tackled merely through a combination of conventional bus services and concessionary fares. Fostering social participation depends on innovative arrangements for access to and from small settlements; community transport and Demand Responsive Transport (DRT) are important, as is closer joint working between stakeholders to better integrate transport provided by the Ambulance Services, the Primary Health Care Trust, Social Services, the voluntary sector and the business sector.
7.4 Safeguarding the Environment

Whilst traffic levels in the South West contribute little to Scotland’s overall climate change inventory, the RTS cannot ignore the environmental impacts of transport. SWestrans supports the Scottish Government’s Sustainable Development Strategy and Climate Change Programme. At the same time, the need to reduce the carbon impact of transport should inform policies that target those journeys and locations where the potential benefits of intervention are greatest and can help contribute most directly to the sustainability triangle. In other words, a realistic and balanced analysis is required to determine whether or not the region justifies a (slightly) higher level of road vehicle kilometres travelled per person than might be the case elsewhere, given its rural character.

The NTS looks forward to the possible introduction of carbon ‘budgets’, which more clearly account for the carbon emissions produced across the Scottish economy. One possibility in the context of a broader transport and/or sustainability strategy is the introduction of a wider carbon balance sheet such as a ‘carbon credit’, which could ‘reward’ Dumfries and Galloway for the amount of forested land under its jurisdiction. These credits or rewards could take the form of higher acceptable levels of road traffic in those deep rural areas where this is genuinely valuable in promoting economic sustainability and community cohesion. There is the possibility that ‘carbon sinks’ such as newly-planted forestry could be used to offset the deleterious environmental effects of carbon dioxide production associated with some increased traffic growth in the area, as long as they are pursued alongside the promotion of other sustainable transport approaches such as improved parking management, the introduction of Green Travel Plans and a further enhancement in the quality of the bus services. However, the real benefits of ‘carbon sinks’ requires further detailed investigation.
In particular, the work being progressed by SWestrans on Workplace Travel Planning will act as a catalyst for the promotion and encouragement of sustainable travel choices. The initial targets for Green Travel Plans are public sector employers, with the possibility of extending the project to include other key employers in the region. SWestrans is also a partner in the “Transport 2 Employment” project which supplies transport to work where conventional public transport is not available.

Other initiatives which are being developed as a means of reducing the need to travel include Car Clubs, Wheels to Work and Car Sharing.

SWestrans and its partners NHS Dumfries and Galloway, Dumfries and Galloway Council and Dumfries and Galloway College have developed a travel sharing website to allow journeys to be matched up.

7.5 Developing Main Corridors

A key issue for the South West is the presence of critical long distance corridors in the region. As noted earlier, this can be a double edged sword; although some of these routes, most notably the A74(M) and the WCML have received substantial investment in recent years, this is mostly to the benefit of traffic transiting the region, rather than doing business inside its boundaries. Capitalising on these improvements to create new transport services, nodes and development opportunities will be critical to an effective RTS.

Of particular importance is the quality of links from the region to the Central Belt and the rest of Scotland, compared to those towards England. Improved long-distance connectivity could be encouraged and easier access to other Scottish markets could result from targeted investment in road and/or rail development.

A key strategic choice for the region will be how to focus priority on competing long distance corridors. Ministers have made it clear that the Regional Transport Strategies must be visionary in their outlook. Translated into practical planning terms this means that the Strategies must demonstrate how investment in improved transport links can benefit the economy at both regional and national levels. Thus it is critically important for the RTS to show how investment in transport in Dumfries and Galloway can benefit the performance of the Scottish economy as well as that of the region itself. Making a persuasive case for investment in the long distance corridors serving wider national needs will be central to this.

The RTS addresses several alternatives in this respect. At the broadest level, the region could be seen to house two alternative south west – north east strategic routes, along the A77 and A75/A709 corridors respectively. Equally, a good quality bus service from Dumfries Railway Station to the WCML at Lockerbie which integrates with WCML services would allow a quick and reliable link to Edinburgh and Glasgow.
8. Setting the Policy and Performance Context

The Regional Transport Strategy has been developed in the context of:

8.1 The Scottish Government’s High Level Objectives

These are:
- Wealthier and Fairer Scotland;
- Healthier Scotland;
- Safer and Stronger Scotland;
- Smarter Scotland;
- Greener Scotland.

8.2 The National Performance Framework

The National Performance Framework sets out the Government’s overall Purpose to focus government and public services on creating a more successful country with opportunities for all of Scotland to flourish through sustainable economic growth.

8.3 The Scottish Government’s Economic Strategy

The Scottish Government’s Economic Strategy sets out the context of economic development activity across Scotland and high level Purpose Targets.

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Target</th>
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</thead>
<tbody>
<tr>
<td>Economic Growth (GDP)</td>
<td>To raise the GDP growth rate to the UK level by 2011</td>
</tr>
<tr>
<td></td>
<td>To match the growth rate of small independent EU countries by 2017</td>
</tr>
<tr>
<td>Productivity</td>
<td>To rank in the top quartile for productivity amongst our key trading partners in the OECD by 2017</td>
</tr>
<tr>
<td>Participation</td>
<td>To maintain our position on labour market participation as the top performing country in the UK and to close the gap with the top five OECD economies by 2017</td>
</tr>
<tr>
<td>Population</td>
<td>To match average European (EU15) population growth over the period from 2007 to 2017, supported by increased healthy life expectancy in Scotland over this period</td>
</tr>
<tr>
<td>Solidarity</td>
<td>To increase overall income and the proportion of income earned by the three lowest income deciles as a group by 2017</td>
</tr>
<tr>
<td>Cohesion</td>
<td>To narrow the gap in participation between Scotland’s best and worst performing regions by 2017</td>
</tr>
<tr>
<td>Sustainability</td>
<td>To reduce emissions over the period to 2011</td>
</tr>
<tr>
<td></td>
<td>To reduce emissions by 80 per cent by 2050</td>
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</tbody>
</table>
8.4 National Outcomes

There are fifteen National Outcomes:

<table>
<thead>
<tr>
<th>National Outcomes</th>
<th>Strategic Objectives</th>
<th>National Performance Framework</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>We live in a Scotland that is the most attractive place for doing business in Europe</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>We realise our full economic potential with more and better employment opportunities for our people</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>We are better educated, more skilled and more successful, renowned for our research and innovation</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Our young people are successful learners, confident individuals, effective contributors and responsible citizens</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Our children have the best start in life and are ready to succeed</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>We live longer, healthier lives</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>We have tackled the significant inequalities in Scottish society</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>We have improved the life chances for children, young people and families at risk</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>We live our lives safe from crime, disorder and danger</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>We live in well-designed, sustainable places where we are able to access the amenities and services we need</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>We value and enjoy our built and natural environment and protect it and enhance it for future generations</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>We take pride in a strong, fair and inclusive national identity</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>We reduce the local and global environmental impact of our consumption and production</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Our public services are high quality, continually improving, efficient and responsive to local people’s needs</td>
<td></td>
</tr>
</tbody>
</table>

The Government’s Purpose
To focus government and Public Services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth

High Level Targets Relating to the Purpose
Growth  Productivity  Participation  Population  Solidarity  Cohesion  Sustainability

Wealthier and Fairer, Smarter, Healthier, Safer and Stronger, Greener
8.5 The Concordat between the Scottish Government and COSLA

The Concordat sets out the terms of a new relationship based on mutual respect and partnership. It underpins the funding to be provided to local government over the period 2008/09 to 2010/11. The package includes that there will be a move towards a Single Outcome Agreement for every Council, based on the agreed set of national outcomes underpinned by agreed national indicators.

RTPs are rightly recognised as part of the local government “family”.

8.6 The Single Outcome Agreement being developed by Dumfries and Galloway Council and its Community Planning Partners

The agreement identifies the key characteristics of the region, and sets out areas for improvement in delivering public services in Dumfries and Galloway that should make a real difference to people’s lives and make Dumfries and Galloway the best place in Scotland to live, learn, work, visit and grow.

The Single Outcome Agreement:

• Supports delivery of the shared Dumfries & Galloway 2020 vision, and the new Community Plan 2009-2012;

• Establishes shared outcomes to be achieved in Dumfries & Galloway and the indicators that will measure progress and achievement;

• Sets out how partners and national government will work with the local authority to deliver the shared outcomes;

• Supports the new relationship built on partnership and mutual respect established in the Concordat between Scottish Government and COSLA and underpins funding to be provided to local government over the period 2008-2011;

• Provides a clear link between the Scottish Government’s strategic objectives and national outcomes and the specific needs of the rural communities of Dumfries & Galloway, by translating national priorities into local outcomes.

As a Community Planning partner SWestrans are working with Dumfries and Galloway Council and its other Community Planning partners in the development of the Single Outcome Agreement and this is set out in Chapter 13.

8.7 National Planning Framework

The National Planning Framework and the National Planning Framework 2 are discussed in Chapter 6.
8.8 The National Transport Strategy

The National Transport Strategy focuses on delivering the Key Strategic Outcomes endorsed by the Scottish Government of:

- Improved journey times and connections;
- Reduced emissions;
- Improved quality;
- Accessibility and affordability.

Throughout the preparation of the revised RTS, SWestrans has worked closely with the Scottish Government to ensure that the interventions proposed for the South West’s transport networks are aligned with national policies and objectives. In particular, the RTS has been designed to:

- prioritise the National Purpose of increasing the rate of sustainable economic growth;
- propose transport interventions in the context of national as well as regional boundaries, policies and priorities;
- outline project aspirations in the “visionary” manner encouraged by Scottish Ministers whilst being mindful of the likely future availability of funds and project resources;
- demonstrate clear linkages between chosen projects and the Scottish Governments five cross-cutting national priorities set by national policy;
- appraise and prioritise investment options according to the principles of Scottish Transport Appraisal Guidance (STAG) and Strategic Environmental Assessment (SEA).

As part of this process, the set of projects proposed in the RTS Delivery Plan has been closely aligned to specific objectives and strategic outcomes set out in the Scottish Government’s recent transport policy statements.

The five high level objectives for transport we have identified as central to the Region’s future are:

- Promoting economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency and reliability (Wealthier and Fairer Scotland);
- Promoting social inclusion by connecting remote and disadvantaged communities to jobs and services, and increasing the physical accessibility of the transport network (Wealthier and Fairer Scotland, Safer and Stronger Scotland);
- Protecting the environment and improving health by building and investing in public transport and other types of efficient and sustainable transport which minimise carbon emissions, local air pollution and the consumption of resources and energy and natural resources (Greener Scotland, Healthier Scotland);
• Improving the safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff (Safer and Stronger Scotland); and

• Improving journey quality by investing in modern vehicles and promoting integration by making journey planning and ticketing easier and working to ensure smooth connections between different forms of transport so as to achieve the “seamless journey” (Smarter Scotland).

In addition to these high level objectives, the National Transport Strategy of 2006 identifies three strategic outcomes that the RTS must focus on to achieve its vision for the South West of Scotland. These are to:

• Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;

• Reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and

• Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money for an alternative to the car.

8.9 Regional Transport Strategy Guidance

The former Scottish Executive published detailed Regional Transport Strategy Guidance to ensure the RTPs’ plans are aligned with the objectives and strategic outcomes outlined in the NTS and related policy statements.

8.10 Scottish Transport Appraisal Guidance (STAG)

STAG was used as a best practice template for the production of the RTS and focuses on objective led transport appraisal looking across the five criteria of:

• environment;
• economy;
• safety;
• integration;
• accessibility and social inclusion.
8.11 Key Links between Policy Themes

8.12 The South West’s Contribution to Scotland’s National Performance

Improved transport links can play an important role in the development of any region, but it should be remembered that transport improvements will only be one part of any successful strategy for economic, environmental and social improvement. In developing this RTS, we have been careful to recommend transport interventions that are explicitly derived from and linked to key regional and national economic, social and environmental objectives, articulated in documents such as the Scottish Government’s Economic Strategy, the current Dumfries and Galloway Structure Plan, the revised National Planning Framework, the Sustainable Development Strategy and the Scottish Climate Change Programme.

Sustainable development in the South West needs to balance each aspect of the sustainability triangle, but with a clear focus on sustaining the local economy. This approach closely reflects that of the Scottish Government for the country as a whole. It may be necessary to accommodate additional traffic generation where road improvements are allied to broader economic development objectives in the pursuit of economic sustainability, whilst at the same creating opportunities to minimise negative environmental and social impacts.

While improved road access will bring local economic benefits, any proposed transport enhancements should also be framed within the broader context of increasing the rate of sustainable economic growth across Scotland recognising the role of the A77 and A75 in protecting port activities, and new road or rail links north east from Dumfries to bind the regional capital more strongly to the centres of Scotland’s economic growth in Glasgow and Edinburgh.
Such an approach is also consistent with the Scottish Government’s targets to reduce traffic levels, and carbon emissions. The widespread introduction of SMART measures (measures which encourage sustainable travel) such as green travel plans should reduce commuting by car and general car use within the region’s towns, especially Dumfries, as it develops its more “urban” role as the regional capital. The great successes of the bus, DRT and community transport networks can be built upon to further improve social inclusion for those without cars within the region. Community rail partnerships and better integration and coordination of non-emergency health care travel provision can also help. In other words, such measures can be designed to offset any increase in traffic generated by trunk road / rail route improvements.

In promoting the RTS, SWestrans faces a delicate balancing act. There is a growing need to act at the local level to combat congestion. Local road improvement schemes may be justifiable for economic reasons, but some offsetting of the increase in traffic they will generate will need to be considered. However, with Dumfries and Galloway Council looking to attract economic activity at a time when the Scottish Government is committed to arresting a national increase in car use, it is inevitable that measures that could help ameliorate a projected rise in car use such as bus priority and increased parking management must be considered as part of the strategy. It will be important to consider the level of public transport fares and possible car parking charges as a coherent, joined-up response to these issues.
9. Regional Transport Vision, Objectives and Policies

9.1 Regional Transport Vision

SWestrans vision is a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region’s economy and communities whilst minimising the impact of transport on the environment.

In doing this, the RTS should:

- facilitate access to jobs and public services;
- support key sectors, vibrant places and inclusive communities;
- enable goods to reach their markets;
- provide travel choices that promote equality, social inclusion and support quality of life;
- enhance the quality and integration of public transport;
- support walking and cycling, not only as a leisure pursuit but as a means of healthy, active travel;
- add value to the broader Scottish economy and assist the Scottish Government in attaining its national targets for increased sustainable economic growth, road traffic stabilisation, and reduced carbon emissions.

In a large rural area such as Dumfries and Galloway, this is not easy: the long distances involved, and the fragile nature of many of the region’s isolated communities, makes it harder to provide alternatives to private transport than might be the case in many urban areas. Nonetheless, and with the obligation placed upon the region to assist the Scottish Government in attaining its national targets for road traffic stabilisation and reduction of carbon emissions, this means that where it is possible to provide significantly enhanced public transport and cycling and walking facilities, we will seek to do so.

A more committed approach to the environment does not, however, mean that key transport infrastructure, including roads, should be fossilised in its existing condition. In the preparation of the RTS, we have examined the approaches of similar regions across Europe, noting how the standard of their road and rail networks is higher than that currently achieved in Scotland. SWestrans will continue to press for improvements to these routes to enhance the safety, reliability and journey quality they offer, in line with the aspirations of the NTS published in 2006.

The RTS sets out a series of priorities for transport investment in the region designed to support broader economic, social and environmental objectives. The strategy takes account of the Scottish Government’s new Policy Framework as set out in Chapter 8. At the Regional level this strategy takes as its starting point a vast number of regional policy documents including the Dumfries and Galloway Structure Plan, the Dumfries and Galloway Community Plan and the 5 Year Economic Development Strategy. These documents have been reviewed by SWestrans, and the objectives below derived from analysis of the top-level objectives for improved economic, environmental and social performance of the region as a whole.
9.2 Regional Transport Objectives

In reflecting this overall Vision, the Strategy has a number of complementary objectives:

• Improve transport links within Dumfries and Galloway and provide fast, safe and reliable journey opportunities to significant markets, including the national economic centres of Edinburgh and Glasgow, as well as northern England and Ireland;

• Contribute to improved economic growth and social inclusion in the region whilst minimising the environmental impacts of transport;

• Support the national transport target of road traffic stabilisation;

• Add value to the broader Scottish economy and underpin increased sustainable national economic growth;

• Assist in getting visitors/tourists to the region from other parts of Scotland, England, Ireland and beyond;

• Making it possible for more people to do business in and from Dumfries and Galloway by providing sustainable connections to key business centres in the Central Belt and other locations such as Ayrshire and Cumbria;

• Support vibrant places that provide employment, healthcare, educational and other services that people need and want, so that their quality of life is maximised;

• Reduce the constraint of peripherality, both between the region’s main settlements and its outlying areas, and between the region and its external markets;

• Capitalise on improvements to critical long distance corridors to create new transport services, nodes and development opportunities for Dumfries and Galloway;

• Pursue certain transport schemes in the context of local and national economic development, while at the same time recognising wider context of economic, social and environmental imperatives.

9.3 Regional Transport Policies

Six policies have been developed to summarise SWestrans’ approach to transport in the South West of Scotland as promoted in this Strategy:

Policy 1

The Partnership will promote schemes which will not only benefit Dumfries and Galloway but will add value to the broader Scottish economy and underpin increased sustainable national economic growth, aligning to local and national policy objectives.

Policy 2

Transport interventions promoted through the Regional Transport Strategy will support the regional economy in relation to local jobs and also facilitate sustainable connectivity internally as well as externally to key business centres in the central belt and other locations such as Ayrshire and Cumbria.

Policy 3

The Regional Transport Strategy seeks to improve quality of life by promoting vibrant places which provide access for all to employment, healthcare, education and other services.
Policy 4
Transport interventions incorporated in the Regional Transport Strategy seek to address peripherality between the region’s main settlements and outlying areas, and between the region and its external markets.

Policy 5
The Partnership will adopt a balanced approach to competing needs, recognising the role transport plays in sustaining local economies while at the same time making use of alternative approaches in locations where different transport policies focused on minimising car use are more appropriate and more effective.

Policy 6
The Partnership will assist the Scottish Government in delivering on its five high level national objectives and the National Transport Strategy. A presumption will be given in favour of transport improvements linked to the strategic vision based on well defined economic, social and environmental objectives.
10. Developments since the RTS was submitted in March 2007

At a meeting between the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP and the SWestrans Board in Dumfries on 30 August 2007, the Minister advised the Board that if they were confident in the contents of the Regional Transport Strategy, Interventions should be taken forward.

The following projects have been progressed/implemented utilising SWestrans Capital and Revenue funding:

- A Scottish Transport Appraisal Guideline (STAG Part 2) Appraisal of a possible Southern Bypass for Dumfries. This continued the works undertaken on a STAG Part 1 Appraisal in 2006/07;
- A new Bus Interchange in Newton Stewart;
- Provision of Bus Stances and Cycle Facilities at the new DGOne Regional Leisure Centre at Dumfries;
- Provision of enhanced Bus Stop/Shelters across the region;
- Provision of cycling/walking infrastructure across the region;
- DGTripshare.com online journey sharing database;
- Establishment of the Dumfries South Travel Planning Group;
- Progression of Phase 3 of the Maxwelltown Cyclepath utilising SWestrans capital funding to match fund £230,000 from a successful Big Lottery award;
- Engagement with partners in Scotland and Northern Ireland to progress an Interreg project to complete National Cycle Route 73 which will link the National Cycle Network in Scotland with the National Cycle Network in Northern Ireland via the Loch Ryan Ferry ports;
- Development of a Bus Information Strategy;
The following projects have also been progressed by partner organisations:

- The provision of a fully accessible footbridge at Lockerbie Station by Transport Scotland and Network Rail;
- Progression of doubling of the railway line between Gretna and Annan by Network Rail;
- Provision by First Scotrail of additional car parking provision at Dumfries Railway Station, Class 156 refurbishment, customer information systems at Annan and Lockerbie Stations and CCTV at Annan, Gretna Green and Lockerbie Stations;
- Progression on site of three road schemes on A75, two on A77, one on A76 and one on A7 by Transport Scotland;
- The opening of a new ferry terminal in Belfast by Stena Line

In accordance with the letter received from the Cabinet Secretary for Finance and Sustainable Growth on 7 January 2008, further Interventions are set out in a Delivery Plan (Accompanying Document 4).

A Bus Action Plan has been developed (Accompanying Document 5). It is intended that this will be the first of a series of Action Plans which SWestrans will develop.
11. Consultation and Engagement

The SWestrans RTS has been developed in accordance with specific guidance and a programmed timetable from the Scottish Executive. The Scottish Executive Guidance states that “meaningful and effective engagement with regional stakeholders and the wider public should have a significant bearing on the overall direction of the RTS”. It is in addressing this vision that the consultation process has been carried out.

The process began with a review of the critical issues, constraints and objectives informing transport in Dumfries and Galloway. These were identified from the wide range of existing strategies implemented by the region’s existing policies, including the Dumfries and Galloway Structure Plan, various Local Area Plans, the Local Economic Strategy, and other specific policies for transport, health, economic development, and social inclusion. The issues were also tested for coherence with Scottish Executive policies in each relevant field.

A Workshop held in May 2006 provided the opportunity for the RTP board and representatives from the Council and other key partners (including NHS Dumfries and Galloway and Scottish Enterprise Dumfries and Galloway) to discuss how the new RTS should articulate these top level objectives. This whole day session was critical in reaching agreement over what the key issues, constraints and objectives for transport in the region should be.

Consultation on the RTS has involved three separate consultation exercises.

11.1 First Consultation

The first Key Stakeholder Consultation was a four week consultation period on the Option Generation Report, which ran from 9 June to 7 July 2006. This consultation presented the opportunity for key partners in the region to comment on the Issues and Objectives and Option Generation phases of the RTS development process.

Comments were received from 15 Key Stakeholders and these were presented to the SWestrans Board at its meeting on 30 August 2006. All comments received are included in the accompanying Consultation and Engagement Report (Accompanying Document 3).

It should be noted from the outset that there was a clear consensus from this consultation that the RTS should prioritise supporting and enhancing the regional economy, whilst minimising the environmental impact of new transport developments as much as possible, thus supporting the regional vision of the “natural place to live”.

Following this consultation, the options developed through the Option Generation Report and the first Key Stakeholder Consultation were sifted to identify those interventions which best meet local and national objectives. This involved a standard approach to project prioritisation across all RTPs through guidance issued by the Scottish Executive. Some 77 interventions were considered for assessment to produce a Prioritised Options Report.
11.2 Second Consultation

A second Key Stakeholder Consultation ran for five weeks from 8 September to 13 October 2006. During this period, respondents were asked to give their views on the contents of the Prioritised Options Report.

Specifically, Key Stakeholders were asked for their views in relation to the following questions:

- What are your overall views on the Prioritised Options Report?
- What are your views in relation to possible inter-relationships/conflicts within the Prioritised Options Report?
- Do you think any of the projects should be grouped for strategic reasons?
- Do you have any views on particular interventions in relation to their:
  - Feasibility and Deliverability?
  - Effectiveness?
  - Acceptability?
  - Policy Implications?

Comments were received from 18 Key Stakeholders and these were presented to the SWestrans Board at its meeting on 1 November 2006. Feedback was obtained from the Scottish Executive on progress with the RTS at this stage and a letter from the Executive is included in the accompanying Consultation Engagement Report (Accompanying Document 3).
11.3 Third Consultation

The final stage in the consultation process involved an 8 week Public Consultation on the draft RTS. A Public Consultation Strategy for the draft RTS was agreed by the SWestrans Board at its meeting on 1 November 2006, and is shown in the diagram below.

Public Consultation Strategy For Draft RTS

The draft RTS was agreed by the SWestrans Board at its meeting on 6 December 2006, and was issued for consultation on 15 December 2006 for a period of 8 weeks until 9 February 2007.
As part of the public consultation SWestrans issued some 300 letters to a variety of identified individuals, groups and organisations, inviting comments on the draft Strategy. The letter indicated details of a document website and also advised that should hard copies of the document be required these were available on request.

Presentations were also made to Dumfries and Galloway Council’s Planning and Environment Services Committee, to the Council’s Area Committees and to the Wigtown West Federation of Community Councils. Meetings were also held with the Accessible Transport Forum and the Glenkens Transport Association.

77 responses were received and these are included in the accompanying Consultation Engagement Report. Responses were received from:

- The Scottish Executive;
- Transport Scotland;
- Five MSPs;
- An MP;
- An MEP;
- Dumfries and Galloway Council Planning and Environment Services Committee;
- Dumfries and Galloway Council Area Committees;
- A Dumfries and Galloway Council Member;
- Two Officers from Dumfries and Galloway Council;
- Ten Community Councils;
- Two neighbouring RTPs;
- Two neighbouring Local Authorities;
- Twenty-nine Organisations/Groups;
- Fourteen Members of the Public.

A Workshop was held on 16 February 2007 involving Members of the SWestrans Board and Officers. The workshop considered the many and varied representations received to the public consultation.

The draft RTS was generally well received and has been further strengthened by the incorporation of insightful comments elicited by the consultation. In a consultation process of this nature, which inevitably highlights conflicting views, it has not been possible to incorporate all perspectives in the final RTS.

Main themes highlighted and actions taken from the Public Consultation are included in Appendix 1. A full Consultation and Engagement Report is included as Accompanying Document 3.
11.4 Engaging With Adjoining RTPs and Other External Agencies

Comments were submitted to both Strathclyde Partnership for Transport and the South East of Scotland Transport Partnership on their draft Strategies.

Comments were submitted to Strathclyde Partnership for Transport on the following:

- Opportunities for improved rail services for Dumfries and Galloway residents interchanging at Carstairs;
- A77, which is an important corridor for access to Loch Ryan;
- A76 improvements;
- Glasgow-Kilmarnock-Dumfries-Carlisle rail line improvements with opportunities for frequency and journey time improvements and also freight movements;
- Access to Loch Ryan and commitment to work in Partnership to examine all possible multimodal solutions;
- Rail Access to Prestwick Airport;
- Local Services on the West Coast Main Line.

Comments were submitted to South East of Scotland Transport Partnership on the following:

- Possible Waverley Line extension between Tweedbank and Carlisle
- Improved rail, road and public transport connectivity to Edinburgh, including the West Coast Main Line and the A74(M) Motorway.

In addition to these formal comments, officers from SWestrans have also attended meetings of the Strathclyde Partnership for Transport Regional Transport Partnership Officer Group to highlight cross-boundary issues and areas of joint interest.

Comments were received from Strathclyde Partnership for Transport, the South East of Scotland Transport Partnership, Scottish Borders Council and Cumbria County Council on the South West of Scotland Transport Partnership draft Strategy. Agencies in Northern Ireland were also advised of the progression of the RTS.

These matters are also included in the Conservation and Engagement Report (Accompanying Document 3).
12. Equality Impact Assessment

The Transport (Scotland) Act 2005 requires that Regional Transport Partnerships include provision about how transport will be provided, developed, improved and operated so as to encourage equal opportunities and the observance of equal opportunities requirements.

The former Scottish Executive’s Guidance on Regional Transport Strategies recognises that one of the unifying objectives of a RTS is to promote economic and social well being, both for the regional population at large and for particular groups within it. This is in line with the Scottish Government’s Equality Strategy that highlights “restricted access to employment, goods, services and other material resources that are considered essential to the economic well being of people in contemporary Scottish society” as a common feature of inequality. It is also an essential part of the Scottish Government’s vision for a Wealthier and Fairer Scotland, which recognises the importance of ensuring improved equity across different social groups as a critical element of national policy.

In order to be consistent with national policy and guidance SWestrans recognises the need for an Equality Impact Assessment to ensure that the strategy does not have an adverse impact on equality groups.

In developing its RTS, SWestrans has taken a number of steps to ensure that the diversity of the South West areas residents and communities are taken into account, particularly those who experience most difficulty in accessing and utilising the transport network.

12.1 Equality in Policy

In the development of its policies and objectives this strategy recognises the need for the identification of explicit transport outcomes linked to broader economic, social and environmental goals and this has been well reflected in the scheme selection, appraisal and prioritisation process. The policy statements contained in the strategy highlight that recognition has been given to the needs of equality groups, forming an integral part of strategy development. Most notably:

“The Regional Transport Strategy seeks to improve quality of life by promoting vibrant places which provide access for all to employment, healthcare, education and other services.”

“Transport interventions incorporated in the Regional Transport Strategy seek to address peripherality between the region’s main settlements and outlying areas, and between the region and its external markets.”

“The Partnership will seek to present a balanced approach to competing needs, recognising the role transport plays in sustaining local economies while at the same time making use of alternative approaches in locations where different transport policies focused on minimising car use are more appropriate and more effective”

“The Partnership will seek to assist the Scottish Government in delivering on its five high level national objectives and the National Transport Strategy. A presumption will be given in favour of transport improvements linked to the strategic vision based on well defined economic, social and environmental objectives”

These explicit statements form part of an overall vision for the future of Transport in the South West area, recognising the diversity of residents and the unique characteristics of communities.
12.2 The Importance of Consultation

The former Scottish Executive Guidance on Regional Transport Strategies states that “meaningful and effective engagement with regional stakeholders and the wider public should have a significant bearing on the overall direction of the RTS”.

In developing its RTS, SWestrans has recognised the importance of consultation with equality groups in the form of two Key Stakeholder consultations and an eight week public consultation. Among the many identified Key Stakeholders was the “Accessible Transport Forum” which brings together a number of equality groups such as the Coalition of Disabled People, Transport to Employment, The Elderly Forum, Mental Health NHS, Education and Community Services, the WRVS and Community Transport schemes throughout Dumfries and Galloway.

For the eight week public consultation, letters were sent to a wide-range of local and national organisations representing a variety of equality groups. These included groups representing people with disabilities; older people; young people; women, people from black and minority ethnic communities, and asylum seekers; people who are lesbian, gay, bisexual or transgender; people whose first language is not English; people with religious or political beliefs; parents, guardians and carers. All members of the Dumfries and Galloway Access Panel were also advised of the public consultation.

In addition to this SWestrans has a number of observers to the Board who were either nominated by groups and organisations or are members of the public with a strong interest in transport issues. Observers represent a wide range of interests and backgrounds and have had the opportunity to contribute to discussion of the Strategy at meetings of the Partnership Board. Such meaningful and effective engagement has informed the development of the RTS.

12.3 Equality in Delivery

In identifying Priority Intervention Packages, SWestrans has achieved the aim to promote economic and social well being, both for the regional population at large and for particular groups within it. The aspirations of Equality Groups have been articulated in this process, with the issue of access well reflected in the Priority Intervention Packages.

These schemes (as identified in the Delivery Plan – Accompanying Document 4) provide excellent fit with local and national policy objectives, provide a mix of public and private transport related projects and reflect the balance of opinions as articulated through the consultation process.

The Strategy also recognises the need for continued support to innovative arrangements for transport in order to foster social participation in the form of Community Transport and Demand Responsive Transport.

Delivery of the Equality Impact Assessment requires that consideration be given to the needs and issues of equality groups prior to and at all stages of the implementation process. SWestrans intends that the implementation of the RTS will have a positive impact on equality groups, improving quality of life and promoting access for all.
12.4 Public Sector Equalities Duties

As a Public Sector body SWestrans is under a statutory obligation to publish an Equalities Scheme as required by equalities legislation:

- The Race Relations (Amendment) Act 2000
- The Disability Discrimination Act 2005
- The Equality Act 2006

SWestrans has addressed the three statutory areas of race, gender and disability equality under a single scheme, as well as discrimination related to age, religion/belief, and sexuality on the same basis.

It is intended through this scheme to identify measures that will make a real difference to the travel experience of diversity groups, and in so doing reflects our commitment to the objectives of the Scottish Government's Safer and Stronger high level policy priority.

An Equalities Scheme has been approved by the SWestrans Board and submitted to the Equalities and Human Rights Commission, and published on the SWestrans website.
13. Single Outcome Agreement and Monitoring

13.1 Single Outcome Agreement

Single Outcome Agreements are being established between the Scottish Government and each of Scotland’s 32 local authorities to help deliver the overarching purpose of focussing government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, by increasing economic sustainable growth.

As indicated in Chapter 8, the Scottish Government has set out 5 High Level Objectives:

- Wealthier and Fairer;
- Healthier;
- Safer and Stronger;
- Smarter;
- Greener.

A set of 15 National Outcomes have been established to help deliver the High Level Objectives. These National Outcomes are set out in Section 8.4 of this Strategy.

Transport can make a contribution to all 15 of these National Outcomes but has particular relevance to the following:

<table>
<thead>
<tr>
<th></th>
<th>National Outcome</th>
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<tbody>
<tr>
<td>1</td>
<td>We live in a Scotland that is the most attractive place for doing business in Europe;</td>
</tr>
<tr>
<td>2</td>
<td>We realise our full economic potential with more and better employment opportunities for our people;</td>
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<tr>
<td>6</td>
<td>We live longer, healthier lives;</td>
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<tr>
<td>7</td>
<td>We have tackled the significant inequalities in Scottish society;</td>
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<tr>
<td>8</td>
<td>We have improved the life chances for children, young people and families at risk;</td>
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<tr>
<td>9</td>
<td>We live our lives safe from crime, disorder and danger;</td>
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<tr>
<td>10</td>
<td>We live in well-designed, sustainable places where we are able to access the amenities and services we need;</td>
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<tr>
<td>11</td>
<td>We value and enjoy our built and natural environment and protect it and enhance it for future generations;</td>
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<tr>
<td>14</td>
<td>We reduce the local and global environmental impact of our consumption and production;</td>
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<tr>
<td>15</td>
<td>Our public services are high quality, continually improving, efficient and responsive to local needs.</td>
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</table>

Dumfries and Galloway Council along with its Community Planning Partners (including SWestrans) has developed a joint Single Outcome Agreement, which is the first step on the journey towards agreeing and delivering a Dumfries and Galloway shared vision for 2020.
We shall work together to bring about a Dumfries & Galloway in which people, making the most of the region’s natural and cultural assets, are listened to, treated equally and respected; earn more, from a wider range of activities; live more active and healthy lives; are better equipped for a changing world; tread more lightly on the planet and feel better connected, secure and at home making it the natural place to live, work, learn and visit.

To deliver this vision, 5 Local Outcomes have been developed:

1. An innovative and sustainable rural economy;
2. A region where people live more active and healthy lives;
3. A place where people feel better connected, secure and at home;
4. People are better equipped for a changing world;
5. The region’s natural and cultural assets are enhanced in a sustainable and environmentally friendly way.

The Regional Transport Strategy will be a key document in assisting with the delivery of National and Local Outcomes in Dumfries and Galloway. The objectives set out in the Strategy are closely aligned with both the National and Local Outcomes.

At a scheme specific level the RTS Delivery Plan (Accompanying Document 4) maintains the close correlation with the National and Local Outcomes.
13.2 National and Local Indicators

There are a number of National and Local Indicators which are being developed through the Single Outcome Agreement procedures which have a particular relevance to the RTS. Some of these are directly related to transport and others are indirectly linked.

There are 45 National Indicators which have been developed by the Scottish Government in partnership with COSLA to allow progress made towards achieving the 5 High Level Objectives and 15 National Outcomes to be measured.

<table>
<thead>
<tr>
<th>National Indicators and Targets</th>
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<tbody>
<tr>
<td>1. At least halve the gap in total research and development spending compared with EU average by 2011</td>
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<tr>
<td>2. Increase the business start-up rate</td>
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<tr>
<td>3. Grow exports at a faster average rate than GDP</td>
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<td>4. Improve public sector efficiency through the generation of 2% cash releasing efficiency savings per annum</td>
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<tr>
<td>5. Improve people’s perceptions of the quality of public services delivered</td>
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<tr>
<td>6. Reduce the number of Scottish public bodies by 25% by 2011</td>
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<tr>
<td>7. Reduce the proportion of driver journeys delayed due to traffic congestion</td>
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<tr>
<td>8. Increase the percentage of Scottish domiciled graduates from Scottish Higher Education Institutions in positive destinations</td>
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<tr>
<td>9. Improve knowledge transfer from research activity in universities</td>
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<tr>
<td>10. Increase the proportion of school leavers (from Scottish publicly funded schools) in positive and sustained destinations (FE, HE, employment or training)</td>
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<tr>
<td>11. Increase the proportion of schools receiving positive inspection reports</td>
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<td>12. Reduce number of working age people with severe literacy and numeracy problems</td>
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<td>13. Increase the overall proportion of area child protection committees receiving positive inspection reports</td>
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<td>14. Decrease the proportion of individuals living in poverty</td>
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<tr>
<td>15. 60% of school children in primary 1 will have no signs of dental disease by 2010</td>
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<tr>
<td>16. Improve the quality of healthcare experience</td>
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<td>17. Increase the proportion of pre-school centres receiving positive inspection reports</td>
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<td>18. Increase the social economy turnover</td>
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<td>19. Reduce the rate of increase in the proportion of children with their Body Mass Index outwith a healthy range by 2018</td>
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<tr>
<td>20. Increase the average score of adults on the Warwick-Edinburgh Mental Wellbeing Scale by 2011</td>
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<tr>
<td>21. Increase healthy life expectancy at birth in the most deprived areas</td>
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<tr>
<td>22. Reduce the percentage of the adult population who smoke to 22% by 2010</td>
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<td>23. Reduce alcohol related hospital admissions by 2011</td>
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<tr>
<td>24. Achieve annual milestones for reducing inpatient or day case waiting times culminating in delivery of an 18 week referral to treatment time from December 2011</td>
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<tr>
<td>25. Reduce the proportion of people aged 65 and over admitted as emergency inpatients two or more times in a single year</td>
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### National Indicators and Targets

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<tr>
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<th><strong>National Indicators and Targets</strong></th>
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<tbody>
<tr>
<td>26</td>
<td>Reduce mortality from <em>coronary heart disease</em> among the under 75s in deprived areas</td>
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<tr>
<td>27</td>
<td>Increase the percentage of people aged 65 and over with high levels of care needs who are <strong>cared for at home</strong></td>
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<tr>
<td>28</td>
<td>All unintentionally <strong>homeless households</strong> will be entitled to settled accommodation by 2012</td>
</tr>
<tr>
<td>29</td>
<td>Reduce overall <strong>reconviction rates</strong> by 2 percentage points by 2011</td>
</tr>
<tr>
<td>30</td>
<td>Reduce overall <strong>crime victimisation rates</strong> by 2 percentage points by 2011</td>
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<tr>
<td>31</td>
<td>Increase the percentage of <strong>criminal cases</strong> dealt with within 26 weeks by 3 percentage points by 2011</td>
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<tr>
<td>32</td>
<td>Increase the rate of <strong>new house building</strong></td>
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<tr>
<td>33</td>
<td>Increase the percentage of adults who rate their <strong>neighbourhood</strong> as a good place to live</td>
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<tr>
<td>34</td>
<td>Decrease the estimated number of problem <strong>drug users</strong> in Scotland by 2011</td>
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<tr>
<td>35</td>
<td>Increase positive public perception of the general <strong>crime rate</strong> in the local area</td>
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<tr>
<td>36</td>
<td>Reduce overall <strong>ecological footprint</strong></td>
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<tr>
<td>37</td>
<td>Increase to 95% the proportion of <strong>protected nature sites</strong> in favourable condition</td>
</tr>
<tr>
<td>38</td>
<td>Improve the state of Scotland’s <strong>Historic Buildings</strong>, monuments and environment</td>
</tr>
<tr>
<td>39</td>
<td><strong>Biodiversity</strong>: increase the index of abundance of terrestrial breeding birds</td>
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<tr>
<td>40</td>
<td>Increase the proportion of <strong>journeys to work</strong> made by public or active transport</td>
</tr>
<tr>
<td>41</td>
<td>Increase the proportion of adults making one or more <strong>visits to the outdoors</strong> per week</td>
</tr>
<tr>
<td>42</td>
<td>50% of electricity generated in Scotland to come from <strong>renewable sources</strong> by 2020 (interim target of 31% by 2011)</td>
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<tr>
<td>43</td>
<td>Reduce to 1.32 million tonnes of <strong>waste</strong> sent to landfill by 2010</td>
</tr>
<tr>
<td>44</td>
<td>Increase to 70% key <strong>commercial fish stocks</strong> at full reproductive capacity and harvested sustainably by 2015</td>
</tr>
<tr>
<td>45</td>
<td>Improve people’s perceptions, attitudes and awareness of <strong>Scotland’s reputation</strong></td>
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Of these two relate directly to transport:

- National Indicator 7: Reduce the proportion of driver journeys delayed due to traffic congestion;
- National Indicator 40: Increase the proportion of journeys to work made by public or active transport.

There are also a number of National Indicators which are indirectly related to transport including Indicators 2, 3, 10, 14, 18, 19, 21, 26, 32, 33, 36, 41 and 45.

The Dumfries and Galloway Single Outcome Agreement outlines a number of Indicators in relation to each of the 5 Local Outcomes.

It is intended that outcomes and indicators will be developed with Community Planning Partners as the Dumfries and Galloway Single Outcome Agreement develops.
13.3 Monitoring

Monitoring of the RTS is very important in order to assess the extent to which the aims and objectives of the strategy are being achieved and to decide whether any amendments are required.

It is intended that once the Single Outcome Agreement procedure has been fully established, the success of the RTS will be measured against relevant National and Local Indicators on an annual basis.

A range of other indicators will be identified which have specific relevance to the RTS and transport in general. This would allow a full monitoring framework which would include National and Local Indicators to be established. Thereafter SWestrans will publish an annual monitoring report, and will refine and quantify timescales in partnership with the Scottish Government and Community Planning Partners.

Environmental monitoring is also a requirement of RTS implementation and the proposals for the monitoring framework are detailed in Section 11 of the Environmental Report (Accompanying Document 2)

It is intended that the RTS will be the subject of ongoing monitoring and will be reviewed every four years.
<table>
<thead>
<tr>
<th>Main Themes Highlighted</th>
<th>Action Taken in Final RTS</th>
<th>No. of Similar Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Structure and Content</td>
<td>Chapter 10 (Scheme Selection, Appraisal and Prioritisation) of the draft RTS requires further clarity. Chapter re-drafted to improve clarity and more detailed work included in accompanying Scheme Selection, Appraisal and Prioritisation and Scottish Transport Appraisal Guidance (STAG) Report.</td>
<td>4</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>The RTS objectives are not SMART and there should be better linkage to proposed interventions. Delivery Agents, Costings and Implementation Timetable should be included.</td>
<td>1</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>RTS objectives are not SMART and there should be better linkage to proposed interventions. RTS requires monitoring, evaluation and performance indicators.</td>
<td>1</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>Need for Policies</td>
<td>2</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>RTS requires monitoring, evaluation and performance indicators.</td>
<td>2</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>Need to take account of emerging national issues. Not enough emphasis is placed upon issues of Climate Change, Air Quality, Water environment, Emissions Reduction, Global Warming.</td>
<td>9</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>Need further information on how the environment is protected or enhanced during specific projects. Need to explore car share, car clubs, wheels to work, Travel Plans and incentives.</td>
<td>1</td>
</tr>
<tr>
<td>Environmental/Travel Planning Issues</td>
<td>Need to develop proposals to reduce need to travel. Need to consider the benefits of flexible working</td>
<td>1</td>
</tr>
<tr>
<td>Main Themes Highlighted</td>
<td>Action Taken in Final RTS</td>
<td>No. of Similar Theme Responses</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Walking and Cycling</td>
<td>Need for more on healthy and active travel including walking and cycling, and access to health care.</td>
<td>Incorporated in Strategy</td>
</tr>
<tr>
<td></td>
<td>Importance of the National Cycle Network is underestimated, particularly the linkage to the National Cycle Network in Northern Ireland.</td>
<td>Completion of the National Cycle Network included as a Priority Intervention Package in Strategy</td>
</tr>
<tr>
<td></td>
<td>Need to consider a policy on the need for cycling and walking audit for transport interventions</td>
<td>Commitment to consider all modes as interventions are developed and implemented - no need for separate policy</td>
</tr>
<tr>
<td></td>
<td>More additional cycle interventions needed</td>
<td>Cycle Interventions form part of the Priority Intervention Package in Strategy. Other cycle interventions will be considered during the lifetime of the Strategy</td>
</tr>
<tr>
<td>Walking and Cycling (Contd.)</td>
<td>Core Path Plan needs to be fully recognised in the Strategy and will be suitable for commuting, shopping and getting to school and for community links</td>
<td>Core Path Plan aspects reflected in the Strategy</td>
</tr>
<tr>
<td></td>
<td>Increased cycle usage is not sustainable because of weather conditions</td>
<td>No action required</td>
</tr>
<tr>
<td>Main Themes Highlighted</td>
<td>Action Taken in Final RTS</td>
<td>No.of Similar Theme Responses</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------</td>
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</tr>
<tr>
<td><strong>Roads Issues</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Strategy is unbalanced towards roads and road infrastructure</td>
<td>No action taken</td>
<td>4</td>
</tr>
<tr>
<td>Support for Dumfries Southern Bypass</td>
<td>No action required</td>
<td>4</td>
</tr>
<tr>
<td>Dumfries does not need a Southern Bypass, access should be presented through Southern Access Strategy</td>
<td>No action taken</td>
<td>1</td>
</tr>
<tr>
<td>Support for Dumfries to A74(M) road link</td>
<td>No action required</td>
<td>6</td>
</tr>
<tr>
<td>No mention of Road Traffic Reduction Act in draft RTS</td>
<td>RTS aims to assist Scottish Executive in meeting targets to stabilise road traffic levels - no action taken</td>
<td>1</td>
</tr>
<tr>
<td>Contradiction between assisting with traffic stabilisation and traffic growth</td>
<td>No action required</td>
<td>1</td>
</tr>
<tr>
<td>A75 dualling in total is unrealistic</td>
<td>No action taken</td>
<td>1</td>
</tr>
<tr>
<td>Support for dualling A75 and A77</td>
<td>No action required</td>
<td>1</td>
</tr>
<tr>
<td>Need for improvement to trunk roads, particularly A75, A77 and A76</td>
<td>Included in Strategy</td>
<td>1</td>
</tr>
<tr>
<td>More emphasis required on road safety and casualty reduction required.</td>
<td>Road Safety issues highlighted in Strategy</td>
<td>2</td>
</tr>
<tr>
<td><strong>Rail Issues</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Need to progress a feasibility study into re-opening of railway line between Stranraer and Cairnryan</td>
<td>Considered in Strategy</td>
<td>5</td>
</tr>
<tr>
<td>Need for improvements to Rail Frequency and Journey Times</td>
<td>Included in Strategy</td>
<td>2</td>
</tr>
<tr>
<td>Need for better integration between trains and buses</td>
<td>Included in Bus Action Plan</td>
<td>3</td>
</tr>
<tr>
<td>Should consider re-introduction of Dumfries to Stranraer Railway Line</td>
<td>To be considered during the lifetime of the Strategy</td>
<td>2</td>
</tr>
<tr>
<td>Need to include interventions currently being progressed by First Scotrail</td>
<td>Included in Strategy</td>
<td>1</td>
</tr>
<tr>
<td>Current Network Rail schemes should be included</td>
<td>Included in the Strategy</td>
<td>1</td>
</tr>
<tr>
<td>There are capacity issues on the West Coast Main Line</td>
<td>Will be considered further as interventions are developed</td>
<td>1</td>
</tr>
<tr>
<td><strong>Main Themes Highlighted</strong></td>
<td><strong>Action Taken in Final RTS</strong></td>
<td><strong>No.of Similar Theme Responses</strong></td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td><strong>Rail Issues (Contd.)</strong></td>
<td>There is conflict between additional station stops and journey times on rail</td>
<td>Will be considered further as interventions are developed</td>
</tr>
<tr>
<td>Support to re-balance Stranraer Rail Timetable</td>
<td>No action required</td>
<td>1</td>
</tr>
<tr>
<td>Need to highlight differing costs in Public Transport between Dumfries and Galloway and SPT boundaries</td>
<td>Included in Strategy</td>
<td>1</td>
</tr>
<tr>
<td><strong>Bus Issues</strong></td>
<td>Importance of Bus Transport and the need for a Bus Action Plan</td>
<td>Bus Action Plan included in Strategy</td>
</tr>
<tr>
<td>Improvements needed to bus services, publicity and information</td>
<td>Issue addressed by Bus Network Quality Strategy and Bus Action Plan</td>
<td>2</td>
</tr>
<tr>
<td>Need to explore additional bus priority measures</td>
<td>Included in Bus Action Plan</td>
<td>1</td>
</tr>
<tr>
<td>Need to explore Statutory Bus Quality Partnership</td>
<td>Included in Bus Action Plan</td>
<td>1</td>
</tr>
<tr>
<td>Consider Bikes on Buses</td>
<td>Included in Bus Action Plan</td>
<td>1</td>
</tr>
<tr>
<td>No mention of integrated ticketing</td>
<td>Included in Bus Action Plan</td>
<td>1</td>
</tr>
<tr>
<td>Need for interchanges at key towns</td>
<td>Included in Bus Action Plan</td>
<td>1</td>
</tr>
<tr>
<td><strong>Community Transport</strong></td>
<td>Need more rural and accessibly transport</td>
<td>Included in Strategy</td>
</tr>
<tr>
<td>Need to develop community transport/voluntary sector and social inclusion</td>
<td>Included in Strategy</td>
<td>2</td>
</tr>
<tr>
<td><strong>Freight /Timber Issues</strong></td>
<td>Need more emphasis on movement of manufactured goods and business needs</td>
<td>Commitment to develop a Freight Action Plan</td>
</tr>
<tr>
<td>Local communities have commercial vehicle road use as an essential aspecti of local businesses</td>
<td>Commitment to develop a Freight Action Plan</td>
<td>1</td>
</tr>
<tr>
<td>Need more details on freight (road and rail) and consideration of Freight Quality Partnership</td>
<td>Commitment to develop a Freight Action Plan</td>
<td>2</td>
</tr>
<tr>
<td>Need to move freight from road to rail</td>
<td>Commitment to develop a Freight Action Plan</td>
<td>1</td>
</tr>
<tr>
<td>Main Themes Highlighted</td>
<td>Action Taken in Final RTS</td>
<td>No. of Similar Theme Responses</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Need to highlight limited national awareness of problems associated with the timber sector and likely increase in timber on Regions roads</td>
<td>Timber Section enhanced to reflect comments</td>
<td>1</td>
</tr>
<tr>
<td><strong>Dumfries Town/The Crichton</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to Crichton needs sorted out urgently</td>
<td>Included in Strategy</td>
<td>1</td>
</tr>
<tr>
<td>Need improved access to Dumfries and Galloway Royal Infirmary</td>
<td>Included in Strategy</td>
<td>1</td>
</tr>
<tr>
<td>Should consider Dumfries as a demonstration town for Sustainable Travel</td>
<td>To be considered as the Strategy develops</td>
<td>1</td>
</tr>
<tr>
<td><strong>Other Issues</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Strategy too readily accepts connectivity is related to economic health</td>
<td>No action taken</td>
<td>1</td>
</tr>
<tr>
<td>Need mention of increased use of the Internet for shopping</td>
<td>No action taken</td>
<td>1</td>
</tr>
<tr>
<td>More emphasis needed on Modal Shift</td>
<td>Included in Strategy</td>
<td>3</td>
</tr>
<tr>
<td>Less emphasis should be placed on long distance commuting</td>
<td>Objective reconsidered and revised</td>
<td>5</td>
</tr>
<tr>
<td>There is no mention of the Sustainable Development Strategy or National Planning Framework</td>
<td>Land Use Planning Chapter enhanced</td>
<td>2</td>
</tr>
<tr>
<td>Cross-Border issues and schemes should be included</td>
<td>Importance of cross-boundary issues highlighted and evidence included</td>
<td>9</td>
</tr>
<tr>
<td>More initiatives required to assist motor-cyclists</td>
<td>Commitment to address needs of all modes in implementation stage</td>
<td>1</td>
</tr>
<tr>
<td>A number of local issues were highlighted</td>
<td>These will be addressed through Dumfries and Galloway Council's Local Transport Strategy</td>
<td>1</td>
</tr>
</tbody>
</table>
## Appendix 2 Glossary Of Terms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>DGRI</td>
<td>Dumfries and Galloway Royal Infirmary</td>
</tr>
<tr>
<td>DRT</td>
<td>Demand Responsive Transport</td>
</tr>
<tr>
<td>GSW</td>
<td>Glasgow and South Western Railway Line</td>
</tr>
<tr>
<td>NHS</td>
<td>National Health Service</td>
</tr>
<tr>
<td>NTS</td>
<td>National Transport Strategy</td>
</tr>
<tr>
<td>RTPs</td>
<td>Regional Transport Partnerships</td>
</tr>
<tr>
<td>RTS</td>
<td>Regional Transport Strategy</td>
</tr>
<tr>
<td>SEA</td>
<td>Strategic Environmental Assessment</td>
</tr>
<tr>
<td>SEStran</td>
<td>South East of Scotland Transport Partnership</td>
</tr>
<tr>
<td>SPP17</td>
<td>Scottish Planning Policy 17 “Planning for Transport”</td>
</tr>
<tr>
<td>SPT</td>
<td>Strathclyde Partnership for Transport</td>
</tr>
<tr>
<td>SMART Measures</td>
<td>Measures which encourage sustainable travel, typically travel plans, public transport information, travel awareness campaigns, travel to school campaigns, car clubs, car sharing schemes, car free housing zones and teleworking.</td>
</tr>
<tr>
<td>STAG</td>
<td>Scottish Transport Appraisal Guidance</td>
</tr>
<tr>
<td>SWestrans</td>
<td>The South West of Scotland Transport Partnership</td>
</tr>
<tr>
<td>WCML</td>
<td>West Coast Main Line</td>
</tr>
</tbody>
</table>