

**REQUEST UNDER THE ENVIRONMENTAL INFORMATION (SCOTLAND)  
REGULATIONS 2004 (EIRs)**

**ANNEX iv**

**ANNEX LIST FOR CORRESPONDENCE**

**Annex A** – 07 June 2019 - Email chain: addressing comments on Draft Initial Appraisal Report

Attachment (i) - SWSTS Draft Report Comments Register

Attachment (ii) - South West Scotland Transport Study: Initial Appraisal Case for Change Executive Summary

**Annex B** – 06 June 2019 - Email chain: SW Scotland Transport Study: Query from ARA

**Annex C** – 31 May 2019 - Email chain: Confirmation of response to D&GC re. Press Inquiry

**Annex D** – 27 May 2019 - Email: Confirmation of response to D&GC re. Press Inquiry

**Annex E** – 23 May 2019 – Email chain: AECOM confirming TS comments on report received

**Annex F** – 14 May 2019 - Email chain: SWSTS meeting with Aecom to discuss feedback on Initial Appraisal

**Annex G** – 09 May 2019 - Email: SWSTS meeting with Aecom to discuss feedback on Initial Appraisal report sent to [Redacted]

**Annex H** – 02 May 2019 - Email: South West Scotland Transport Study: Minutes Attachment (i) - South West Scotland Transport Study Progress Meeting Minutes

**Annex I** – 02 May 2019 - Email: SW Scotland working group: Minutes

**Annex J** – 02 May 2019 - Email chain: SW Scotland working group: Minutes - email edits sent to [Redacted]

**Annex K** – 25 April 2019 - Email chain: South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to Scotland Transerv

**Annex L** – 25 April 2019 - Email chain: South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to Scotland Transerv

**Annex M** – 23 April 2019 - Email: South West Scotland Transport Study - Draft Report - Sifted Options Appendix C and Final Options list spreadsheet from Aecom

Attachment (i) - Appendix C: Option Sifting

Attachment (ii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex N** – 18 April 2019 - Email chain: South West Scotland Transport Study

Progress Meeting Minutes

Attachment (i) - South West Scotland Transport Study Progress Meeting Minutes

**Annex O** – 08 April 2019 - Email chain: Progress Call regarding Draft Report

**Annex P** – 02 April 2019 - Email chain: South West Scotland Transport Study

Progress Meeting Minutes and updated Consultation Report from Aecom

Attachment (i) - South West Scotland Transport Study Progress Meeting Minutes

Attachment (ii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex Q** – 29 March 2019 - Email: South West Scotland Transport Study - Initial

Appraisal draft report PDF and TPO info from Aecom

Attachment (i) - TPO and Options: Transport Scotland and AECOM Comments

**Annex R** – 27 March 2019 - Email: SW Scotland Transport Study - Updated PSS

**Annex S** – 27 March 2019 - Email Chain: Presentation to D&G

**Annex T** – 27 March 2019 - Email South West: Scotland Transport Study

Presentation Slides sent to [Redacted]

Attachment (i) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex U** – 27 March 2019 - Email: South West Scotland Transport Study request to share presentation with Dumfries and Galloway Council

**Annex V** – 26 March 2019 - Email: SW Scotland Progress Meeting

Attachment (i) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex W** – 25 March 2019 - Email Chain: A76 Data and Evidence

Attachment (i) - Summary of A76 Findings

Attachment (ii) - Appendix 1 - A76 Corridor Study Report\_Final\_v0.12

Attachment (iii) - Appendix 2 - A76 Action Plan Study STAG 1 Appraisal Report

**Annex X** – 21 March 2019 - Email: SWS Transport Study - Progress Note 15

Attachment (i) - Project Progress Note

**Annex Y** – 20 March 2019 - Email: Final Consultation Report

Attachment (i) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

Attachment (ii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex Z** – 20 March 2019 - Email chain: SWTS - Draft Consultation Report - TS Comments

Attachment (i) - South West Scotland Transport Study - Initial Appraisal: Case for Change Report Structure

Attachment (ii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex AA** – 13 March 2019 - Email Chain: South West Scotland Study - Progress Update

**Annex AB** – 12 March 2019 - Email RE: South West Scotland Progress Call

**Annex AC** – 08 March 2019 - Email Chain: South West Scotland Transport Study - Consultation Report - request for word version sent to Aecom 8 March 2019

Attachment (i) – Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex AD** – 08 March 2019 - Email chain: RE: re new Local rail development fund - draft response for review sent to [Redacted]

**Annex AE** – 06 March 2019 - Email chain: FW: Stakeholder Workshop attendee email

Attachment (i) – Stranraer Stakeholder Workshop - Summary (Minutes)

Attachment (ii) – Dumfries Stakeholder Workshop - Summary (Minutes)

Attachment (iii) – Maybole Stakeholder Workshop - Summary (Minutes)

**Annex AF** – 06 March 2019 - Email: SW Scotland Progress Note 14

Attachment (i) – Project Progress Note

**Annex AG** – 04 March 2019 - Email: South West Scotland - Consultation Report

Attachment (i) – Consultation Record – Dumfries Railway Action Group

Attachment (ii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex AH** – 28 February 2019 - Email: South West Scotland Study - Progress Update

**Annex AI** – 28 February 2019 - Email chain: RE: SWSTS Update sent to [Redacted]

27 Feb 2019

**Annex AJ** – 26 February 2019 - Email chain: South West Scotland Transport Study

**Annex AK** – 25 February 2019 - Email chain: SWSTS Update sent to [Redacted] or review 20 Feb 2019

**Annex AL** – 13 February 2019 - Email chain: SWSTS - info query

Attachment (i) – Consultation Record - P&O Ferries

**Annex AM** – 12 February 2019 - Email: Bi-Weekly Progress Calls

**Annex AN** – 12 February 2019 - Email chain: SWSTS - TPO note [Redacted] comments sent to [Redacted] and [Redacted] 5 Feb 2019

Attachment (i) –TPOs and Wider Policy Context Appendix v2

Attachment (ii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

Attachment (iii) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex AO** – 08 February 2019 - Email chain: RE: SWSTS - TPO note comments sent to [Redacted] and [Redacted] 5 Feb 2019

**Annex AP** – 01 February 2019 - Email: SWSTS - Progress Call - Actions - 30 January 2018

Attachment (i) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex AQ** – 31 January 2019 - Email chain: RE: Elected Members Briefing Follow-up

**Annex AR** – 30 January 2019 - Email chain: RE: South West Scotland Transport Study: Note of Discussion

**Annex AS** – 30 January 2019 - Email chain: RE: SW Transport Study - Progress Note 12

Attachment (i) – SW Transport Study - Progress Note 13

Attachment (ii) – Options Sifting – Approach

**Annex AT** – 30 January 2019 - Email chain: RE: SWSTS - Progress Call - Actions

**Annex AU** – 22 January 2019 - Email chain: Progress call

Attachment (i) Appendices 3 - Working group comments on Options Long List

**Annex AV** – 21 January 2019 - Email chain: RE: SW Scotland Transport Study: Long List of Options

**Annex AW** – 21 January 2019 - Email chain: RE: SW Scotland Study - Client Team Progress Discussion

**Annex AX** – 17 January 2019 - SW Scotland Transport Study: Long List of Options - Rail policy team comments

Attachment (i) – SW Scotland Transport Study: Long List of Options with comments

**Annex AY** – 16 January 2019 – Email chain: SW Scotland Transport Study: Minutes and Long List of Options

**Annex AZ** – 16 January 2019 - Email chain: SW Transport Study - Progress Note 12

**Annex AAA** – 15 January 2019 - Email chain: Email chain: SW Transport Study - Progress Note 12

Attachment (i) – Attached SW Transport Study - Progress Note 12

**Annex AAB** – 11 January 2019 - Email: SW Progress Meeting Minute

**Annex AAC** – 11 January 2019 - Email chain: SW Scotland Transport Study: Minutes and Long List of Options

Attachment (i) – SW Scotland Transport Minutes

Attachment (ii) – Long List of Options SW working group comment

**Annex AAD** – 10 January 2019 - Email chain: MSP regarding South West Scotland Transport Study

**Annex AAE** – 09 January 2019 - Email chain: South West Scotland Transport Study Progress Meeting: Agenda and Draft TPOs

Attachment (i) – South West Scotland Progress Meeting Agenda

**Annex AAF** – 09 January 2019 - Email: Elected Members Briefing Follow-up

**Annex AAG** – 08 January 2019 - Email: SW Progress Meeting

Attachment (i) - Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex AAH** – 04 January 2019 - Email chain: Elected Members presentation

**Annex A**

**From:** [Redacted]  
**Sent:** 07 June 2019 16:06  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study - Initial Appraisal: Case for Change draft report - comments sent to [Redacted] 17 May 2019

[Redacted], [Redacted],

Apologies for the delay, please find attached Executive Summary for the SW Study.

Regards, [Redacted]

**From:** [Redacted]  
**Sent:** 31 May 2019 17:33  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study - Initial Appraisal: Case for Change draft report - comments sent to RF 17 May 2019

[Redacted], [Redacted],

Please find attached updated Draft Initial Appraisal report for the South West taking on board the comments received. Please let me know if you would like a word version sent across too and I will send via our File Transfer system. I have also attached a comments register to outline how the comments have been addressed, alongside a record of other updates made.

As you will see, amongst the changes, we have undertaken some further option packaging to arrive at a list of 28 options – grateful for your views on these.

I'm currently finalising the Executive Summary and will get this across to you early next week. I've copied in [Redacted] as PD – unfortunately [Redacted] has been unable to undertake a final review of the updated report at this stage but I'll incorporate any updates as part of any final comments from Transport Scotland.

Regards,  
[Redacted]

**From:** [Redacted]; [Redacted]  
**Sent:** 17 May 2019 10:53  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study - Initial Appraisal: Case for Change draft report - comments sent to [Redacted], 17 May 2019

Hi [Redacted],

Thanks for the useful meeting on Wednesday. As discussed, grateful if you can revise the SWSTS Initial Appraisal: Case for Change draft report based on the comments below:

### **General comments**

- Please include an Executive Summary.
- Format the report to be justified.
- Check the balance between technical information in the report versus the appendices.
- Check balance between outputs from/points raised in the stakeholder engagement and technical data/evidence regarding justification of problems, opportunities and options, including less emphasis within the text on the former which implies that it has been given more consideration, this is likely to include re-ordering some sections to demonstrate what the evidence told us and that this was corroborated by outcomes from the engagement, rather than the current implication in parts that we have tried to find evidence to back up points we have been told.

### **3 Baseline Review**

- Assertions made throughout this section without supporting data. Appreciate data analysis annex is referenced but the key findings/evidence should be presented where problems / opportunities are referenced .
- Consider volume of information.

### **5 Problems and opportunities**

- Themes appear upfront with reference to a mapping exercise – re-order so that problems/opp's are presented followed by linkages to themes.
- There appears to be a bias towards Dumfries and Galloway in some areas – e.g. bus and active travel. May just be due to availability of data. Please double check available data and address/justify this accordingly within the text.
- Unbalanced information on route maintenance – the difference between unplanned incidents and planned maintenance needs to be drawn out.
- Diversionary route information – is it possible to get the planned diversionary information for the A75? Update to be included in the next version of the report.
- Need to balance use of consultation information / stakeholder engagement against evidence. In some places it feels like the stakeholder engagement is given more weight. Present evidence first then stakeholder feedback to back this up.

### **5.8 Economic and Social Impacts**

- Review for duplication of text from previous sections.

## **5.10 Summary**

- Figure 5-36 - Overarching problem headings to be re-worded to better understand what the problems are. What is the difference between RA1 rail network coverage and BR1 Network coverage for Bus/Rail for example?
- Figure 5-36 Why have only the problems been mapped against the objectives? Opportunities are usually considered too.
- Remove reference to TPOs in figure 5-36.

## **6.0 TPO**

- A section summarising the problems / opportunities prior to stating the TPOs would help demonstrate a clear transition from evidence-based problems to establishing the objectives
- On reviewing TPO1 again it feels solution-led. Re-word to, "*Reduce journey times across the study area to the ports at Cairnryan*"

## **7.0 Option Generation, Sifting and Development and 8.0 Summary and next steps**

- Options to be packaged.
- Conclusions and Recommendations sections to be inserted - provide a clearer list of options recommended to be taken forward to STPR2 as per the Borders Corridor Study.

We also reviewed Appendix C and the final options list master spreadsheet. Please see attached documents for track changes and comments outlined below.

### **Appendix C**

Can you please edit the wording in the 'Reason for Sifting' column so that the language is consistent in each case. The options have been sifted due to being out of scope - whether they are an issue for another body or for other reasons - as such:

"Option sifted due to being out of scope for this project as it is a XXXXXX issue/initiative"

### **Final options list master spreadsheet**

Ref 23 - see 39.

Ref 39 - suspect this is to do with instruction/advisory signage - but it's not clear and should be explained more clearly/more detail provided.

Ref 62 - think this refers to adding to the A75 trunk road to 'complete the circle' around Dumfries, so would be within scope - however this needs to be explained.

Ref 175 - (Note sp mistake "duel"). Note that this has been sifted out here, there may be scope for comments within the consultation report that there is a

feeling the route should have been dualled/future proofed, but these are subjective/qualitative opinions, and this as an option has been sifted out due to the reasons stated - the single carriageway Maybole bypass is a committed scheme and will be represented as so in the modelling for STPR2.

Ref 186 - The future of the hotel and/or the location of the station is not certain (including the option to re-locate the station negates the need for this option). Leave column 'L' as No.

Ref 192 - see 193.

Ref 193 - A751 is a trunk road. This seems to be the rationale between yes/no between 192 & 193 - further explanation required.

Ref 212 - see comment 62 - would the bypass be classified as trunk/part of the A75 - more explanation required.

Ref 267 – Strategic Road Safety colleagues advised if there is evidence demonstrating agricultural vehicles are causing problems on the trunk road then this option would be within the remit of TS. This could be part of a nationwide campaign or specific location on the TRN.

Ref 304 - appendix C seems to indicate that route action plans will not be considered, so why is this included as 'Yes' here, feel that this should be a 'No'. RAPs are done regardless as part of ongoing maintenance and monitoring of the network and are a requirement of OCs. The possible actions to be included within a plan, rather than production of a plan itself, should be included in here.

Ref 311 - Why is the focus only on the A75 and is this legally possible - surely a national speed limit is set for vehicles classifications on road network classifications, rather than specific routes?

Ref 328 - remove the word local in column 'M' - this is a franchise operator issue.

Ref 361 - it is very unclear what this option is and also highly doubtful that it would be a yes.

Ref 412 - as was commented on the report itself, this is an existing initiative and so therefore would be out with the remit of this study - should be a 'No'.

Ref 633 - as per the comment on 175, this should be sifted out.

Grateful if you can address these comments and send us the next version of the initial-appraisal report by **noon on Friday 31 May**.

Kind Regards,

[Redacted]

[Redacted]

Strategic Transport Planning  
Transport Strategy and Analysis Directorate

T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

(i)

General Comments	Format the report to be justified.	Transport Scotland	Report justified throughout (except tables)
General Comments	Check the balance between technical information in the report versus the appendices.	Transport Scotland	Report reviewed and appendices updated. Previous references to supporting 'Data Analysis Technical Annex" removed as report considered to contain most relevant technical information.
General Comments	Check balance between outputs from/points raised in the stakeholder engagement and technical data/evidence regarding justification of problems, opportunities and options, including less emphasis within the text on the former which implies that it has been given more consideration, this is likely to include re-ordering some sections to demonstrate what the evidence told us and that this was corroborated by outcomes from the engagement, rather than the current implication in parts that we have tried to find evidence to back up points we have been told.	Transport Scotland	Evidence' and 'What you told us' section switched in chapter 5.  Further work has been undertaken to group similar problems, which should also reduce any over-emphasis on consultation feedback.
3 Baseline Review	Assertions made throughout this section without supporting data. Appreciate data analysis annex is referenced but the key findings/evidence should be presented where problems / opportunities are referenced .	Transport Scotland	Report reviewed for assertions and a number of statements removed where data is presented elsewhere in the report e.g. Section 3.2.1.2, " <i>This level of commercial vehicle traffic, particularly in concentrated waves when ferries disembark inevitably has implications for the roads serving the ports.</i> "  As per earlier comment, references to Supporting Data Analysis Technical Annex have been removed, as key

			<p>data is provided where this was previously referenced. As such, in general terms, it is not considered that there is a need to provide further detail. There is the potential to provide additional evidence in support of a number of statements in the Socio-Economic Baseline section (NB, a full Socio-Economic data review has been prepared separately) but this section has sought to pull out key points, not necessarily to include supporting graphs etc. which would increase report volume</p>
3 Baseline Review	Consider volume of information.	Transport Scotland	<p>No major changes to Baseline Review specifically, although socio-economic baseline condensed due to potential repetition with text in Section 5.8 (as per TS comment below). Other sections of the report have been condensed through consolidation of problems etc.</p> <p>One section which could potentially be relocated as an Appendix is the section on South West Scotland ports, however reluctant to remove until discussion with TS given importance of this section in context of the study.</p>
5 Problems and Opportunities	Themes appear upfront with reference to a mapping exercise – re-order so that problems/opp's are presented followed by linkages to themes.	Transport Scotland	Themes removed from section 5.1.
5 Problems and Opportunities	There appears to be a bias towards Dumfries and Galloway in some areas – e.g. bus and active travel. May just be due to availability of data. Please double check available data and	Transport Scotland	<p>As suggested, potential bias is primarily due to availability of data, though a number of updates have been made:</p> <ul style="list-style-type: none"> <li>- Bus Service integration problems have now been combined, so any potential bias should be lessened.</li> <li>- A further review of open</li> </ul>

	address/justify this accordingly within the text.		<p>ended survey responses on rail/bus integration (for which we use the Thornhill, Beattock, Eastriggs examples) was undertaken to see if there were any specific connections mentioned which we reference. A number were identified, but these are picked up elsewhere in the report (the only example outside of D&amp;G is Barrhill where there are no direct bus connections, but again this is referenced elsewhere).</p> <ul style="list-style-type: none"> <li>- On the active travel front, reference has been added to the NCN7 and Maybole Station in AT1, while some detail on routes in East Ayrshire / South Ayrshire has been added.</li> </ul>
5 Problems and Opportunities	Unbalanced information on route maintenance – the difference between unplanned incidents and planned maintenance needs to be drawn out.	Transport Scotland	Comment added making distinction between planned and unplanned route maintenance (see page 52).
5 Problems and Opportunities	Diversionary route information – is it possible to get the planned diversionary information for the A75? Update to be included in the next version of the report.	Transport Scotland	A75 diversionary route map and associated information added (see pages 54 and 55).
5 Problems and Opportunities	Need to balance use of consultation information / stakeholder engagement against evidence. In some places it feels like the stakeholder engagement is given more weight. Present evidence first then stakeholder feedback to back this up.	Transport Scotland	Evidence presented before 'What you told us' throughout Chapter 5.
5.8 Economic and Social Impacts	Review for duplication of text from previous sections.	Transport Scotland	Section reviewed and duplication in Chapter 3 removed. Sections also cross-referenced.
5.10 Summary	Figure 5-36 - Overarching problem headings to be re-worded to better understand what the	Transport Scotland	Problem headings reviewed and some updates have been made. As discussed in previous correspondence the

	problems are. What is the difference between RA1 rail network coverage and BR1 Network coverage for Bus/Rail for example?		view was expressed to remove negative connotations from problem headings, e.g. limited, lack of.
5.10 Summary	Figure 5-36 Why have only the problems been mapped against the objectives? Opportunities are usually considered too.	Transport Scotland	Figure 5-36 has been removed from this section, and introduced in Chapter 6 (TPOs), including reference to how the identified TPOs relate to the Opportunities.
5.10 Summary	Remove reference to TPOs in figure 5-36.	Transport Scotland	Figure 5-36 removed in place of new Figure in Chapter 6. A second version of the Figure was produced for Section 5, but this was considered to duplicate with the new figure in Chapter 6.
6.0 TPO	A section summarising the problems / opportunities prior to stating the TPOs would help demonstrate a clear transition from evidence-based problems to establishing the objectives	Transport Scotland	Text updated to introduce TPOs including a diagram on the approach used, and reference to the new Figure which shows how problems have transitioned to TPOs.
6.0 TPO	On reviewing TPO1 again it feels solution-led. Reword to, " <i>Reduce journey times across the study area to the ports at Cairnryan</i> "	Transport Scotland	TPO1 reworded throughout.
7. Option Generation, Sifting and Development and 8.0 Summary and next steps	Options to be packaged.	Transport Scotland	Further option packaging work undertaken to group similar options. Updates also made to Options Spreadsheet.
7. Option Generation, Sifting and Development and 8.0 Summary and next steps	Conclusions and Recommendations sections to be inserted - provide a clearer list of options recommended to be taken forward to STPR2 as per the Borders Corridor Study.	Transport Scotland	Conclusions and Recommendations Section updated.
Appendix C	Can you please edit the wording in the 'Reason for Sifting' column so that the language is consistent in each case. The options have been sifted due to	Transport Scotland	Appendix C updated in line with comments.

	being out of scope - whether they are an issue for another body or for other reasons - as such: "Option sifted due to being out of scope for this project as it is a XXXXXX issue/initiative"		
<b>Options Spreadsheet</b>			
Final options list master spreadsheet	Ref 23 - see 39.	Transport Scotland	No change; Keep Distance signs on the A76 considered to be a trunk road operator issue, whereas enhanced signage for freight to the port (and in particular the A75/A751 junction from the A75) is considered a strategic issue.
Final options list master spreadsheet	Ref 39 - suspect this is to do with instruction/advisory signage - but it's not clear and should be explained more clearly/more detail provided.	Transport Scotland	Row 37; option definition amended to read "Advanced advisory signage on A75 for access to ports (A75/A751 junction)".
Final options list master spreadsheet	Ref 62 - think this refers to adding to the A75 trunk road to 'complete the circle' around Dumfries, so would be within scope - however this needs to be explained.	Transport Scotland	Noted, option forms part of A75 Capacity Enhancements package in final list of packaged options.
Final options list master spreadsheet	Ref 175 - (Note sp mistake "duel"). Note that this has been sifted out here, there may be scope for comments within the consultation report that there is a feeling the route should have been dualled/future proofed, but these are subjective/qualitative opinions, and this as an option has been sifted out due to the reasons stated - the single carriageway Maybole bypass is a committed scheme and will be represented as so in the modelling for STPR2.	Transport Scotland	Option changed to 'out of scope' given construction has started on single carriageway bypass, with previous study recommending this as the preferred option.

Final options list master spreadsheet	Ref 186 - The future of the hotel and/or the location of the station is not certain (including the option to relocate the station negates the need for this option). Leave column 'L' as No.	Transport Scotland	Text made clearer to reflect option as "Rail link between Stranraer and Maybole (whilst Ayr Station is closed)". Text updated to reflect option was only noted in reference to period when Ayr Station was closed. Any decision to operate services between Stranraer and Maybole only in future cases when Ayr could potentially be shut would require further dialogues between the rail operator and stakeholders.
Final options list master spreadsheet	Ref 192 - see 193.	Transport Scotland	Rationale for putting 'A75 / B7084 junction improvement' as out of scope is that it was that is was not as strategic as the A75/A751 junction. However, for consistency e.g. 'A77 / A713 Junction Improvements / Slip Lane', this option has been updated as 'in scope' and will be captured as part of broader Junction Improvements Package.
Final options list master spreadsheet	Ref 193 - A751 is a trunk road. This seems to be the rationale between yes/no between 192 & 193 - further explanation required.	Transport Scotland	See comment above.
Final options list master spreadsheet	Ref 212 - see comment 62 - would the bypass be classified as trunk/part of the A75 - more explanation required.	Transport Scotland	Yes - bypass as considered would be the A75. However, the A75 as is currently acts as northern bypass, so this option would be covered under any potential dualling option for the A75.
Final options list master spreadsheet	Ref 267 – Strategic Road Safety colleagues advised if there is evidence demonstrating agricultural vehicles are causing problems on the trunk road then this option would be within the remit of TS. This could be part of a nationwide campaign or specific location on the TRN.	Transport Scotland	No change. Suggest this would be an issue that would require implementation at national level. Alternatively option could be considered under respective A75/A76/A77 Safety Measures packages. Suggest this would be a national issue.

Final options list master spreadsheet	Ref 304 - appendix C seems to indicate that route action plans will not be considered, so why is this included as 'Yes' here, feel that this should be a 'No'. RAPs are done regardless as part of ongoing maintenance and monitoring of the network and are a requirement of OCs. The possible actions to be included within a plan, rather than production of a plan itself, should be included in here.	Transport Scotland	Agree. As stated, "Action Plans considered to be a means of capturing proposed improvements" and so this option (New A75 Route Action Plan) should be classified as out of scope. This has been updated.
Final options list master spreadsheet	Ref 311 - Why is the focus only on the A75 and is this legally possible - surely a national speed limit is set for vehicles classifications on road network classifications, rather than specific routes?	Transport Scotland	Rationale was that A75 was cited most often as a route which would benefit from a HGV speed limit increase. Also concern that number of settlements on the A77 would make enforcement / operation of HGV speed limit challenging. However, it is agreed that for taking forward at this stage, it may be better to retain within regional list. Option packaging updated accordingly.
Final options list master spreadsheet	Ref 328 - remove the word local in column 'M' - this is a franchise operator issue.	Transport Scotland	Row 228; 'local' removed.
Final options list master spreadsheet	Ref 361 - it is very unclear what this option is and also highly doubtful that it would be a yes.	Transport Scotland	Option title updated. Option forms part of regional option to upgrade timber transport network.
Final options list master spreadsheet	Ref 412 - as was commented on the report itself, this is an existing initiative and so therefore would be out with the remit of this study - should be a 'No'.	Transport Scotland	Noted - earlier comment re. removal of Maybole Bypass dualling option applies. Option changed to "Out of Scope".
Final options list master spreadsheet	Ref 633 - as per the comment on 175, this should be sifted out.	Transport Scotland	As above.
Other Updates			
Figure 1.1	Minor updates to improve legibility		

Section 2.3 and Section 5.9 (Opportunities )	Updated text included to reflect updated position of Growth Deals for Ayrshire & Borderlands.		
Section 3.2.1.4	Removed specific reference to specific hauliers.		
Section 3.2.1.5	Updated text to reflect latest status of Maybole Bypass		
Section RA2	Footnote added to reflect recent announcement (April 19) that Dumfries Station is being granted funding from the Access for All programme to deliver access improvements to the station.		
Additional Appendices	Appendices A (Policy Review) and Appendix B (TPO vs Policy Alignment) updated.		

# **South West Scotland Transport Study: Initial Appraisal Case for Change Executive Summary**

# Executive Summary

## 1. Background

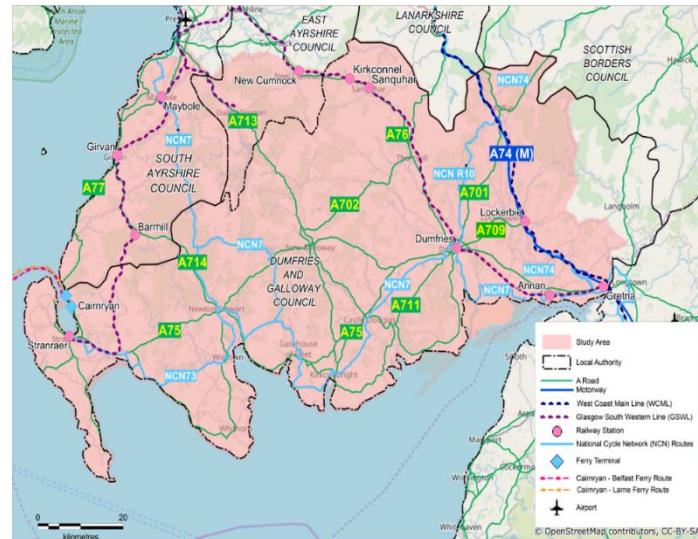
In the 2017/18 Programme for Government, the Scottish Government committed to commence work for the second Strategic Transport Projects Review (STPR2) in the Dumfries and Galloway area. Responding to this commitment, AECOM and Peter Brett Associates (PBA) were commissioned to carry out the first stage in the Scottish Transport Appraisal Guidance (STAG) process, researching the case for investment in transport interventions in the South West of Scotland through an **Initial Appraisal: Case for Change study**.

The key aim of the work is to consider the rationale for improvements to road, rail, public transport and active travel on key strategic corridors in the South West of Scotland, including those served by the A75 and A77, with a focus on access to the Ports at Cairnryan.

The study area includes Dumfries & Galloway and the southern extents of

South Ayrshire and East Ayrshire and has focused on the following strategic corridors:

- Gretna – Stranraer
  - South of Ayr – Stranraer
  - Dumfries – Cumnock
  - Dumfries – Lockerbie and Moffat



**Figure 1: South West Scotland Transport Study- Study Area**

## 2. Approach

The Initial Appraisal: Case for Change constitutes the first stage of STAG and involves the following core tasks:

- **Analysis of Problems and Opportunities:** Establish the evidence base for problems and issues linked to transport on key corridors across the South West of Scotland drawing on targeted data analysis and engagement with the public and key stakeholders;
  - **Objective Setting:** Develop initial Transport Planning Objectives to encapsulate the aims of any interventions and to guide the development of solutions; and
  - **Option Generation, Sifting and Development:** Develop a long list of multi-modal options to address the identified problems and opportunities, and undertake a process of option sifting and development leading to the identification of a short list of interventions recommended for progression towards Preliminary Appraisal.

Subsequent stages of the STAG process - the Preliminary and Detailed Appraisal phases - involve more detailed appraisal work, considering the feasibility and performance of options to tackle the identified transport-related problems and opportunities, and these will be developed as the STPR2 process moves forward.

In taking forward the study, work has been overseen by a project Steering Group comprising Transport Scotland, Dumfries and Galloway Council (D&GC), the Ayrshire Roads Alliance<sup>1</sup>, SWestrans and Strathclyde Partnership for Transport (SPT).

### 3. Policy Context

Key transport, planning and economic strategies and policies at the national, regional and local levels have been reviewed to provide background context against which this Case for Change study has been undertaken. This includes the National Transport Strategy, the Regional Transport Strategies of SWestrans and SPT, and Local Transport Strategies of Dumfries & Galloway Council, East Ayrshire Council and South Ayrshire Council.

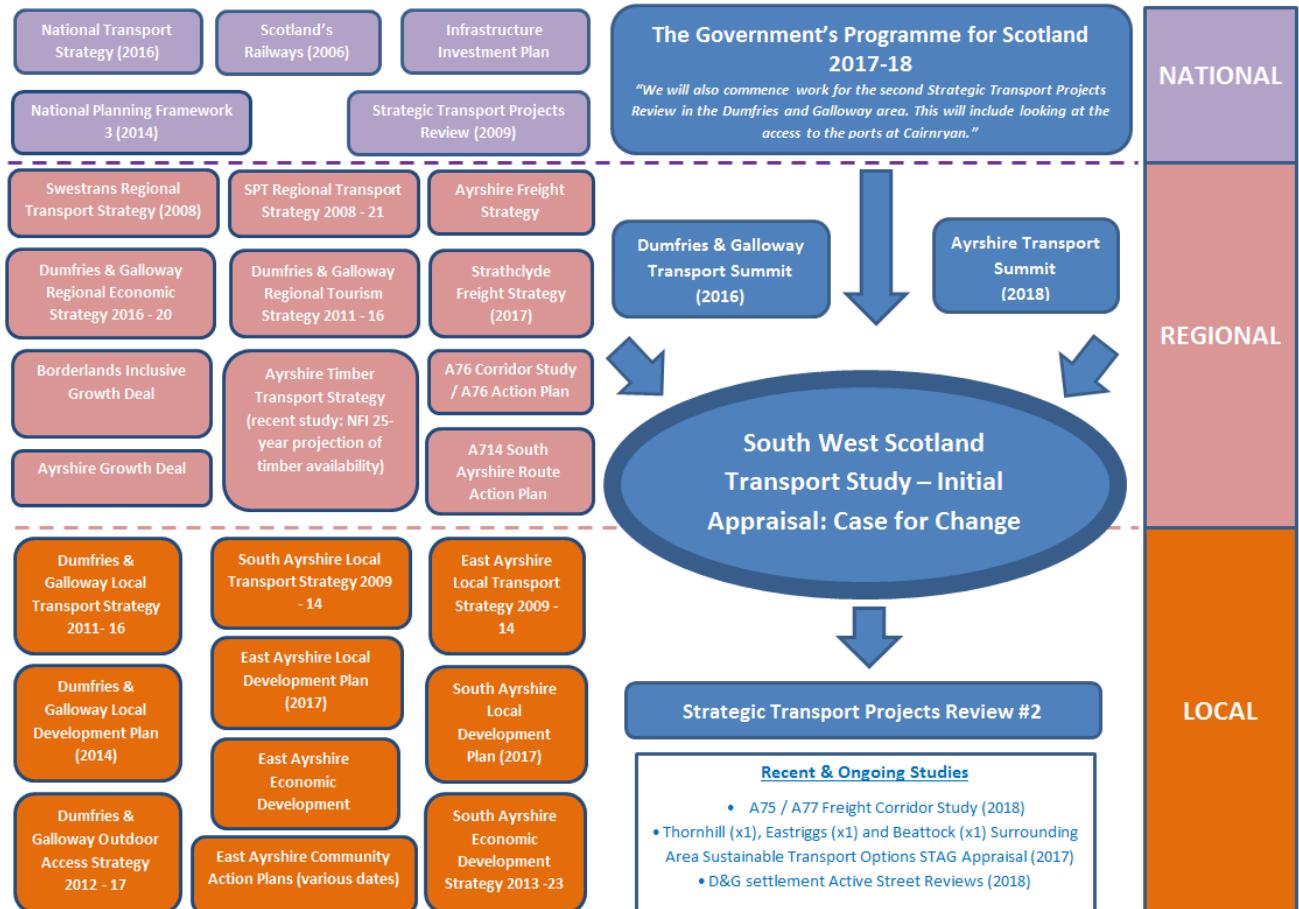
The role of transport improvements in addressing longstanding issues and supporting economic growth aspirations was the focus of discussion at **Transport Summits** held in Dumfries in 2016 and Ayr in 2018. The Summits brought together officials from across Scottish Government, local authorities, economic agencies and local stakeholders with an interest in transport, to discuss transport-related problems across the region. A key issue discussed related to connectivity, including to the Ports at Cairnryan, with poor road infrastructure and limited public transport integration highlighted by a number of stakeholders and interventions put forward across all modes to address the identified problems.

As part of the **Growth Deal initiative**, both Ayrshire and The Borderlands (Dumfries & Galloway, Scottish Borders, Northumberland, Carlisle and Cumbria) are involved in taking forward Growth Deals, supported by the UK and Scottish Governments, designed to provide investment that encourages economic growth. Proposals have also been set out by the Scottish Government for the creation of a South of Scotland Enterprise Agency, covering the Dumfries & Galloway and Scottish Borders local authorities, to drive forward economic development. The impetus being given to economic development opportunities in the region, both through the establishment of Growth Deals and the South of Scotland Enterprise Agency, provides further context to this study.

An overview of the strategies and policies reviewed is presented below.

---

<sup>1</sup> The Ayrshire Roads Alliance – comprising East and South Ayrshire Council – delivers shared Council roads and transportation services to communities across East and South Ayrshire.



**Figure 2: Strategy and Policy Overview**

To inform the identification of transport-related problems and opportunities in the South West of Scotland, a baseline review of transport, socio-economic and environmental conditions in the study area was undertaken. Given the focus of the study, particular attention has been given to the role of the Ports at Cairnryan.

## 4. South West Scotland Ports

The Ports at Cairnryan provide:

the only surface trade route between Scotland and Northern Ireland / Ireland;

the only ferry routes to enable personal travel directly between Scotland and Northern Ireland, two nations with historic and cultural ties;

a short sea crossing route to Northern Ireland for traffic from across England;

significant local employment on the ferries themselves and at the ports. During the engagement exercise for this study, it was noted by the ferry operators that over 300 people are employed at the ports and on the ships, with many of these living locally. In addition, many freight business ferry users employ HGV drivers (and other support staff) from the local area. Any reduction in port usage could therefore reduce locally available employment opportunities;

employment across Scotland in the freight and logistics sector involved in moving freight using the South West of Scotland ferry routes.

The future viability and success of these routes is therefore of key importance to Scotland as a society and an economy. The Irish Sea ferry market is highly competitive and any loss of major customers to other routes could lead to a diminution of the current service with associated negative impacts. The baseline review has therefore been undertaken to understand existing trends associated with traffic through the Ports at Cairnryan.

Data indicates that between the two operators (P&O and Stena Line), 1.75 million passengers, 413,000 cars, and over 400,000 goods vehicles were moved in 2017. These figures underline the freight-focussed nature of the Irish Sea routes with the total number of commercial vehicles carried almost matching the number of cars carried. Averaged across the year, around 1,100 commercial vehicles per day are therefore using the Ports at Cairnryan.

Analysis of **origin-destination surveys** shows that freight traffic travels from across the UK to access the ports, owing to the relatively shorter sailing time compared to competitor ports. As shown in Figure 3, while there is a concentration of freight movements in the Central Belt, traffic can also be seen originating from as far away as the south coast of England, clearly illustrating the national reach of the Ports at Cairnryan.

To support a greater understanding of goods vehicle movements on the A75 and A77 and the importance of these strategic routes in supporting the role and operation of the Ports at Cairnryan, a number of specific surveys were commissioned. **Port observations** confirmed the vehicle departure pattern from the port terminals was characterised by an initial spike of traffic in the first 15 minutes after the ship docked followed by a longer tail of intermittent freight vehicles which had been transported on the ferry as unaccompanied trailers. Observations also confirmed that the dominant flow of freight vehicles from the ports was towards the A75 rather than the A77. The percentage split across the survey was two thirds towards the A75 and one third to the A77.

**Specialised Goods Vehicles Counts** in Dumfries and Ayr also identified a significant volume of port related traffic (estimated to be around 35%), as well as other important freight flows directly supporting the economy of the South West of Scotland. Based on observations and valuations of the type of goods being transported, approximately £26 million worth of goods per day is estimated to use the A75 East of Dumfries, £20 million on the A75 West of Dumfries with approximately £10 million moving on the A77 south of Ayr.

The analysis confirmed the strategic importance of the A75 and A77 to the freight industry in terms of providing access to the short sea crossings from the Ports at Cairnryan. Despite this, journey time analysis suggests that travel times to the Ports at Cairnryan are considerably longer for the last 100 miles of their journey, relative to competitor ports at Heysham, Liverpool and Holyhead. Concerns have therefore been raised by stakeholders in the South West of Scotland about a potential loss of ferry market share to competitor ports owing to relatively poorer surface access arrangements.

## 5. Strategic Transport Network

In terms of the **active travel network**, there are several National Cycle Network (NCN) routes within the study area, including NCN Route 73 (South), NCN Route 7, NCN Route 74, and NCN Regional Route 10. Baseline active travel levels were unavailable for this study, though a number of active travel audits undertaken for communities in the Dumfries and Galloway region have been reviewed to consider the nature of barriers and constraints to increasing active travel levels.

The **rail network** in the South West of Scotland is served by the Glasgow South West Line (GSWL), which provides services between Glasgow to Stranraer and Glasgow to Carlisle/Newcastle via Dumfries, and the West Coast Mainline (WCML) between Glasgow and Birmingham/London. There is no rail access in the Stranraer to Gretna Corridor, meaning communities along the route have to travel up to 35 miles to access their nearest station.

Analysis of passenger numbers and rail user surveys has been undertaken to develop a better understanding of travel trends on the rail corridors in the South West of Scotland, including station catchments. As would be expected Dumfries has the highest number of inbound and outbound journeys of all the stations within the study area, while

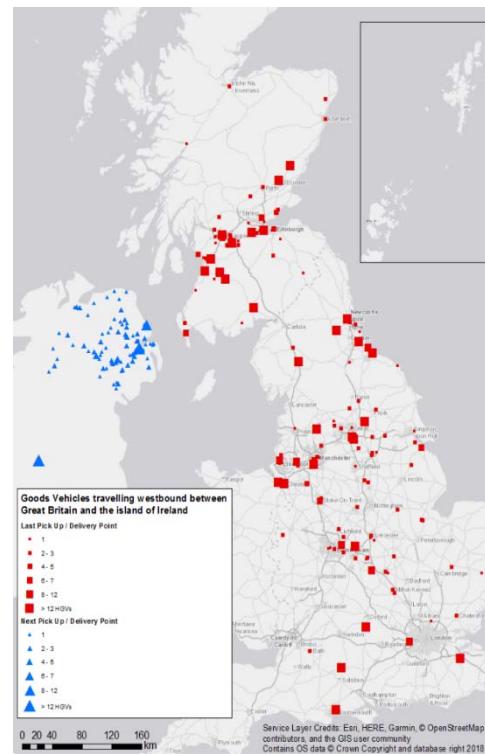


Figure 3: Origin-Destinations for Goods Vehicles between Great Britain and the Isle of Ireland

Lockerbie on the WCML attracts the second highest number of passengers. Both stations also draw on a large catchment.

Journey times from Lockerbie to Glasgow are significantly quicker than the equivalent journeys from Dumfries and, during the week, connections are more frequent. Similarly, journey times from Lockerbie to Edinburgh are significantly quicker than the equivalent journeys from Dumfries with only indirect connections available between Dumfries and Edinburgh. Due to high numbers of people driving to Lockerbie Station for onward travel by rail to the Central Belt, problems with both a lack of parking and indiscriminate parking at Lockerbie were frequently noted during consultation.

In terms of the **bus network** within the study area, this faces significant challenges with passenger journeys decreasing. Overall, two-thirds of buses operating in Dumfries and Galloway operate with partial or full subsidy, and this subsidy is reducing due to budgetary pressures. For commercially run services, the overall viability is in many cases only achievable due to high use in the mornings and afternoons by school children.

The most developed part of the network and the majority of commercial services are concentrated in and around Dumfries, while there is also relatively high bus frequency on key corridors into the town, including the A75 between Dumfries and Gretna, the A76 between Dumfries and Thornhill, and the A709 between Dumfries and Lockerbie. Bus service frequency is lower across the more rural parts, with particularly low frequency levels between Glenluce and Port William, across several routes into Castle Douglas and Kirkcudbright, between Moniaive and Thornhill, and between Bellsbank and Carsphairn in the centre of the study area.

Analysis of issues on the **road network** has focused on the trunk roads in the study area (A75, A77, A76, and the A701) as well as the A709 which, while not a trunk road, is one of the busiest routes in the network and the primary link between Dumfries and Lockerbie providing access to the A74(M).

An assessment of average speeds on the strategic road network compared to other routes in Scotland identified that the A77 between Ayr and Cairnryan had the lowest overall speeds (38mph) of all the routes assessed, which is likely to be a result of the large number of speed-limited settlements which the route passes through. While the speed on the A75 is higher (45mph), it is still below other strategic routes in the country.

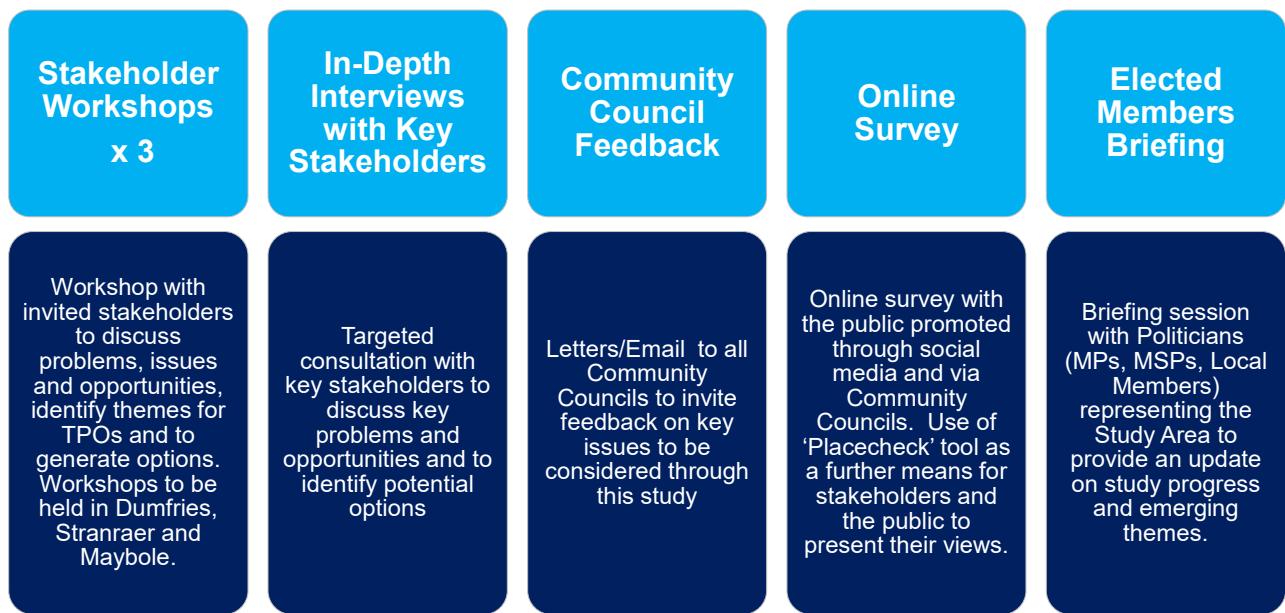
Vehicle platoon data for trunk roads in the study area confirms a high presence of platooning, including a considerable proportion of long platoons (24%) which were formed by five or more vehicles, making overtaking very difficult. While platoons tend to be led by light vehicles, it was also found that a consistently higher proportion of HGVs lead the longer platoons of 3 or more and 5 or more vehicles. Consultees noted that the presence of platoons leads to lower speeds and driver frustration leading to risky overtaking manoeuvres and potential accidents. In addition, it was noted that platoons of HGVs can be intimidating for drivers on the opposing carriageway, particularly in periods of adverse weather and at night.

In terms of safety, analysis of accident data across the study area showed while the overall number of accidents in the study area is lower than the national rate, the proportion of killed or seriously injured (KSI) accidents is higher than the equivalent national values across all routes. This suggests that when accidents do happen on the strategic roads of the South West of Scotland, they are more likely to be more serious.

## 6. Public & Stakeholder Engagement

An extensive engagement exercise with the public and stakeholders was undertaken between September and December 2018 following the approach below.

## Public & Stakeholder Engagement Programme



**Figure 4: Public and Stakeholder Engagement Programme**

The consultation exercises generated a strong level of feedback which has guided the analysis of problems as well as the identification of options. A snapshot of the scale and scope of responses to the Engagement Strategy is presented in Figure 5, with key findings from across the engagement approaches presented below.

**Stakeholder Workshops** held in Stranraer, Dumfries and Maybole were attended by over 50 stakeholders representing a range of organisations across the three locations. Key findings included:

- Concerns relating to road quality and their 'fitness for purpose' given their importance as strategic freight corridors;
- HGV platoons, coupled with frequent bends, result in limited overtaking opportunities on key routes including the A75 and A77 coinciding with ferry arrivals;
- Perception of safety issues;
- Concerns regarding a reluctance for individuals and business to invest in the region, particularly the ports, if connectivity with other parts of the UK is not improved;
- Long diversionary routes in the event of incidents and road closures reduce the resilience of the strategic transport network;
- Long journey times by rail, particularly to the Central Belt, deters commuters and visitors from using rail, as does long travel distances to the nearest rail station for some parts of the region.

**1.2.1 Interviews** undertaken with a wide range of key stakeholders provided an opportunity for detailed feedback to be collated. A recurring theme was the view that the South West of Scotland is the “forgotten part of Scotland”, in terms of transport infrastructure investment.

**Community Councils** were targeted as a further source of consultation. Although a limited response was received, Community Councils were asked to assist in promoting a public **Online Survey** designed to understand travel patterns and transport-related problems facing residents of the South West of Scotland and the improvements sought by those who regularly travel throughout the study area. In total, over 3,000 responses were received to the survey which was supported by the Placecheck tool, which invited stakeholders to record things they like, dislike and that need to be worked on using an interactive map of the study area. An additional 300 comments were recorded on Placecheck, further informing the identification of problems and opportunities.

**Elected Members briefings** were also held in Dumfries and Ayr as an update on study progress and emerging themes. These sessions revealed strong agreement over the need for increased transport infrastructure investment in the region. Views were also expressed that although STPR2 will deliver a 20-year plan for transport investment, it is important that the South West of Scotland does not have to wait the full 20 years to see projects implemented.



Figure 5: Consultation in Numbers

## 7. Problems & Opportunities

Problems and opportunities have been identified through a range of sources including previous studies, data analysis and public and stakeholder engagement. The key problems, presented by mode, are summarised below.

### Road-Based Problems

**RD1 – Road Standard and Usage:** There are a range of issues about the road network which impact upon network performance and hence how the network in the South West of Scotland is perceived locally and by those in other parts of Scotland and the UK. Traffic platoons can form, particularly on both the A75 and A77, due to the high volume of HGV traffic on the roads often leaving and arriving at the Ports at Cairnryan at similar times in line with ferry arrivals and departures. This reduces overtaking opportunities on these routes. The single carriageway nature of the roads, along with poor sight lines and road alignment further add to the inability to overtake. This leads to a slower overall road speed, driver frustration and a higher propensity for severe accidents.

**RD2 – Route Consistency:** Each of the trunk roads in the area as well as the A709 linking Dumfries to Lockerbie run directly through town and village centres. The A75 routes through two villages to the west of Dumfries, with the A77 between Ayr and Stranraer routeing through eight settlements. When passing through these communities, the speed limit on the trunk routes is reduced to 30 or 40mph. As well as causing driver frustration at the lower speed, the traffic through these communities causes local disruption in the form of noise, vibration, severance, poor air quality and safety issues.

**RD3 – Road Maintenance:** There is a perception that road condition is poor within the study area which can have implications for safety and can contribute to longer / unreliable journey times. In comparison to the Scottish average, a higher proportion of roads in the study area either have some deterioration and require investigation or are in poor overall condition and require planned maintenance soon. During consultation, concerns were expressed about the quality of road maintenance and it was highlighted that poorly maintained roads result in damage to vehicles and accidents.

**RD4 – Diversionary Routes:** When a diversionary route is required, often as a result of an incident and unplanned road closure, the alternative route is generally on poorer quality roads which route through rural communities and significantly increase journey distance and journey time, as well as increasing the maintenance costs on the local

routes used during the diversion. For businesses, the increased fuel and staff costs and wear and tear to vehicles impact on business operations and can lead to a 'loss of faith' in the reliability of port access.

**RD5 – HGV Parking / Rest Areas:** There are few formal HGV parking / rest areas with appropriate eating, toilet or rest facilities in the study area. During consultation, concerns were raised about HGVs stopping in inappropriate locations, particularly during incidents on the road network.

**RD6 – Traffic in and around Dumfries:** Dumfries is the regional and administrative centre in Dumfries and Galloway and the meeting point of the A75 and A76 trunk roads, with traffic delays in and around the town centre highlighted during engagement as having an impact on the ability of traffic to move around the town, impacting on journey times for traffic on the trunk routes, increasing carbon emissions and reducing air quality.

**RD7 – Electric Vehicle Infrastructure:** There are limited electric vehicle charging points in the study area. This is likely to constrain uptake in electric vehicle use, especially given the distances involved in making strategic trips in the region.

### **Rail-Based Problems**

**RA1 – Access to Rail Stations:** The limited rail coverage across the region constrains local people's ability to use rail as a means of transport. This can be a significant disadvantage for those without access to a car and leaves people reliant on the bus network.

**RA2 – Rail Station and Rolling Stock Quality:** Several stations across the study area have poor quality access and facilities, putting those with mobility needs, such as the elderly and young families with prams etc., at a disadvantage in accessing the rail network. There is also a perception of poor quality rolling stock on the rail network.

**RA3 – Parking at Stations:** There are problems with insufficient parking and a lack of disabled parking at some stations, including Barrhill and Lockerbie.

**RA4 – Rail Fares:** The cost of rail travel from the study area is high compared to equivalent trips by car, and those who are unable to access Lockerbie Station are unable to benefit from the lower fares (and shorter journey time) to both Edinburgh and Glasgow than the equivalent trips on the Glasgow South West Line.

**RA5 – Rail Service Frequency:** Large gaps in the rail timetable and between direct services on the Glasgow South West Line (for Stranraer) can constrain use of the rail network by those in the study area. There is a more consistent train service between Lockerbie and Glasgow compared to Dumfries and Glasgow during the day meaning those unable to access Lockerbie are disadvantaged.

**RA6 – Rail Operating Hours:** Short operating days at some stations, particularly at weekends, can limit the opportunities for travel for people in the study area. This can impact the ability to access both regular and out of office hours' employment as well as social and leisure opportunities.

**RA7 – Rail Journey Times:** Journey times to the Central Belt are much slower on the Glasgow South West Line compared to those from Lockerbie on the West Coast Main Line. Those who are unable to access Lockerbie Station are not able to benefit from the much shorter journey times to both Edinburgh and Glasgow, constraining their accessibility.

### **Bus-Based Problems**

**BU1 – Bus Quality and Accessibility:** Bus vehicle quality varies across the region, with ageing and inaccessible vehicles used on several routes. This reduces the journey quality and leads to accessibility problems for some elderly, disabled or mobility impaired users.

**BU2 – Bus Service Frequency:** Bus service frequencies across much of the South West of Scotland are low, with some areas having no service in the off-peak periods. This increases reliance on the car and impacts particularly on those unable to drive (or who would prefer not to drive), likely contributing to a range of socio-economic issues, including difficulty accessing suitable employment and healthcare, increasing social isolation, and 'forced car ownership'.

**BU3 – Bus Operating Hours:** The hours over which bus services operate constrain use of the network early and later in the day to access e.g. shift-based employment and evening social & leisure opportunities, which can be a particular issue for younger people.

**BU4 – Bus Service Reliability:** There is limited real time information on bus services in the area and feedback from the consultation exercise suggests that bus services can be unreliable. This can lead to a lack of confidence in the bus network which could be a contributing factor for declining bus patronage.

**BU5 – Bus Fares:** Bus fares across the network are high, sometimes higher than travel by rail, and noticeably higher than the cost of travel by private car in several instances. This leaves those without access to a car at a cost disadvantage in terms of their ability to access jobs and education opportunities.

**BU6 – Integrated Ticketing:** A lack of integrated ticketing in the area may be constraining the ability of residents to effectively and economically access employment. Improved ticketing integration may be particularly beneficial in supporting younger people's access opportunities, with data showing a decreasing trend for this demographic to own a car.

**BU7 – Service Integration:** There is a lack of integration between bus services, bus and rail services, and bus and ferry services. This can result in long wait times for passengers, resulting in long journey times and reducing access for those without access to a car. Physical integration of rail and bus services can also be problematic, particularly for those with mobility impairments.

### **Bus/Rail-Based Problems**

**BR1 – Public Transport Accessibility:** Public transport coverage across the area varies greatly by location. The more rural areas are less well connected and have significantly reduced access to employment opportunities, healthcare and further and higher education. This is likely to be impacting on feelings of community isolation and the ability of these areas to retain young economically active people within their communities, as well as placing a financial burden on families whose children are looking to take up further and higher education opportunities. With an ageing population, the ability to access healthcare is becoming increasingly important, and limited access to healthcare from rural locations will place a financial burden on the Health Service and the communities themselves to ensure suitable access.

### **Active Travel-Based Problems**

**AT1 – Active Travel Links to Key Interchanges:** Active travel links to interchange points is limited and / or of a poor quality, with a review of infrastructure highlighting a lack of 'bus boarder' kerbs and 'drop kerb' crossing points. Within the public survey, around a third of respondents indicated they were dissatisfied with active travel links to railway stations and several comments were received regarding unsafe walking routes to bus stops.

**AT2 – Cycle Facilities at Rail Stations / on Trains:** There is a perception that cycling facilities at stations in the study area are poor and there is limited space for bikes on trains, with survey respondents noting that this contributes to people choosing to drive to rail stations instead of cycling.

**AT3 – Cycle Infrastructure and Facilities:** There is a lack of (safe) off-road cycle routes alongside the key trunk road routes, offering limited active travel accessibility across the area, and to bus and railway stations in key settlements. The majority of the National Cycle Network in the study area is classified as on-road, with survey respondents highlighting the lack of appeal of on-road cycling due to the high proportion of HGVs. Issues with path maintenance can also deter people from cycling and result in safety concerns.

### **Opportunities**

In addition to the identification of evidence-based problems, consideration has been given to key opportunities that transport improvements in the South West of Scotland can support and help to realise. Several opportunities relate to **encouraging inward investment** through delivering accessibility improvements that can help stimulate investment with associated positive impacts on the local economy. **Growth Deals** for both Ayrshire and the Borderlands alongside the development of the South of Scotland Enterprise Agency also present opportunities to drive economic development across the region and will require to be supported by appropriate consideration of transport infrastructure improvements. A number of high-profile **development opportunities** have also been

identified in the region, including the redevelopment of the marina and waterfront area in Stranraer, the former Ministry of Defence site at Eastriggs and the decommissioned nuclear power station at Chapelcross. Across the sites, development opportunities could be realised if easier and better transport accessibility is enabled. The strong **tourism** offer in the South West of Scotland was frequently raised during consultation, with it being noted that improved transport connectivity and reduced journey times could attract a greater number of tourists to the region, while development of the 'South West Coastal 300' was also identified as having the potential to increase tourist numbers as part of a scenic route initiative. The potential to move timber and other freight more sustainably as **rail freight** if suitable road to rail facilities were available, and the availability of increased **electric vehicle charging infrastructure** to encourage more sustainable travel were other opportunities identified.

### **Socio-Economic Impacts**

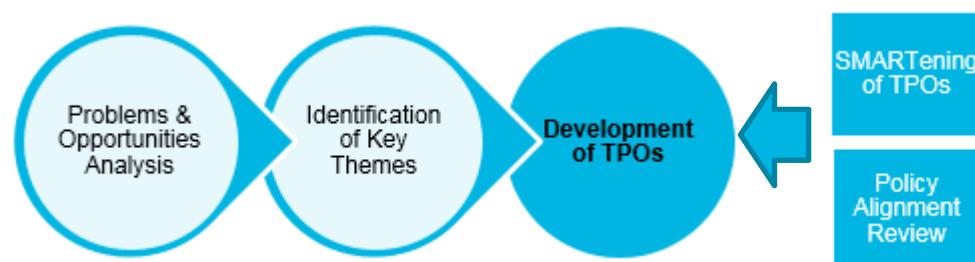
During a two-day study team workshop, the problems and opportunities identified were collated and reviewed and each problem was 'mapped' to one or more Transport 'Themes' (**Average Journey Times, Journey Time Reliability, Mobility, Connectivity, Environmental Impact, Safety and Cost**) with consideration given to the socio-economic impacts associated with each of the themes.

In terms of socio-economic impact, as supported by the stakeholder feedback, travel times by road and the level of connectivity provided by public transport impacts on the opportunities and life-chances for residents, the attractiveness of the area to in-migrants, and the prospect for encouraging investment in the area to realise opportunities, such as tourism. These issues will in turn be impacting on the local demographic profile and levels of prosperity in the area. Improved connections to major centres such as Carlisle, Edinburgh and Glasgow, and regional centres such as Ayr, Kilmarnock and Dumfries would widen the opportunities available to current or prospective residents, leading to, for example, a more sustainable demographic mix, greater prosperity, a less socially isolated population and potentially improved health outcomes.

From a national perspective, the erosion of the competitive position of the Ports at Cairnryan could lead to a cycle where investment is not forthcoming, service levels are reduced, and market share is lost leading to a cycle of decline. As raised during stakeholder consultation, there is a concern that this could represent a threat to local employment in the South West of Scotland and the operations which are based in the rest of Scotland as a result of the presence of the ports.

## **8. Transport Planning Objectives**

The development of the Transport Planning Objectives (TPOs) for this study has been driven by a detailed understanding of the evidence-based problems in the region (drawn from data analysis and the findings from public and stakeholder engagement) which in turn have informed the identification of the key transport themes. In addition, consideration has been given to wider local, regional and national policy to ensure the TPOs align with this, as well as the SMART criteria; that is the extent to which the TPOs are Specific, Measurable, Attainable, Relevant and Timed.



**Figure 6: TPO Development Process**

The TPOs for this study are as follows:

- **TPO1:** Reduce journey times across the study area to the ports at Cairnryan.
- **TPO2:** Reduce accident rates and the severity of accidents on the trunk road network in the South West of Scotland.
- **TPO3:** Improve the resilience of the Strategic Transport Network across the South West of Scotland.

- **TPO4:** Improve journey quality across the road, public transport and active travel networks in the South West of Scotland.
- **TPO5:** Improve connectivity (across all modes) for communities in the South West of Scotland to key economic, education, health and cultural centres including Glasgow, Edinburgh, Ayr, Kilmarnock and Carlisle.

A mapping exercise showing the linkage from the problems and opportunities to the TPOs is presented below.

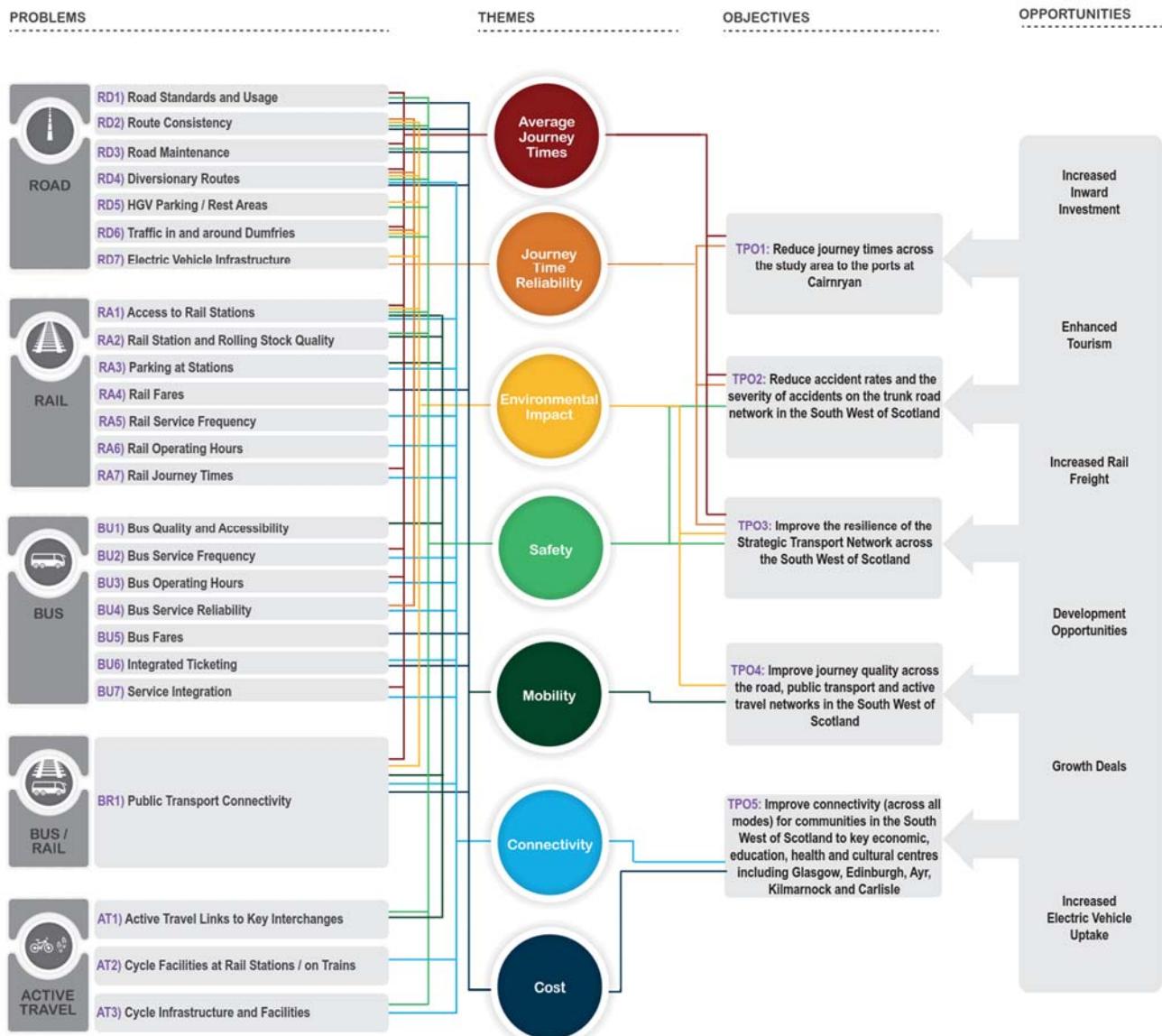


Figure 7: TPO Mapping Exercise

## 9. Option Generation, Sifting & Development Approach

An initial long list of options for improving transport was developed based on a range of sources including a review of options raised in previous studies, on-site observations and findings from the public and stakeholder engagement programme. In developing proposed improvements, interventions were generated across all transport modes and across the strategic corridors identified for the study area. In addition, several region-wide options were identified in recognition that some options do not exclusively apply to a single corridor. In total, across these sources, over **650** individual options were identified.

An initial sift of the long list of options was undertaken based on their geographic coverage whereby options considered to be local or which were located outside of the study area were removed. On completion of the Sift 1 stage, approximately **330** options remained.

A further sift was then undertaken based on 'scope', whereby options not considered to be within the scope of this strategic study were removed. On completion of the Sift 2 stage, approximately **210** options remained.

The remaining options were grouped by strategic corridor and packaged together where options were broadly similar. This resulted in the identification of **57** option packages which were subject to a high-level appraisal against the TPOs and 'Implementability' criteria to determine their suitability for taking forward to more detailed appraisal. The appraisal indicated that each option generally performed positively, and all options were therefore recommended for further consideration.

A final packaging exercise was then undertaken based on further consolidation of similar options. Through this exercise, the 57 appraised options have been grouped into **28** multi-modal option packages recommended for further assessment, as presented in Table 1.

Before presenting the final set of options recommended for further appraisal, it is important to note that options sifted at each stage of the process have not been discarded but rather shared with the relevant organisations for their consideration and implementation. This includes **local measures** which were considered to be out with the scope of this strategic study but merit investigation from partners at Dumfries and Galloway Council, the Ayrshire Roads Alliance, SWestrans and SPT; and, for example, specific roads issues for consideration by other teams within the Scottish Government and its partner agencies e.g. roads maintenance issues that require attention by the trunk road operating company.

## Recommended Options

**Table 1: Recommended Option Packaging for Further Appraisal**

Ref	Option Package
1	<b>Full Dualling of the A75:</b> Full dualling of the A75 between Gretna and Stranraer
2	<b>A75 Capacity Enhancements:</b> Development of capacity enhancement measures on the A75, such as partial dualling, town/village bypasses and improved overtaking opportunities.
3	<b>A75 Safety Measures:</b> Implementation of targeted measures, such as improvements to road geometry, bends, and junction improvements to improve safety on the A75. Package also potentially includes the implementation of Average Speed Cameras.
4	<b>Full Dualling of the A77:</b> Full dualling of the A77 between Ayr and Stranraer.
5	<b>A77 Capacity Enhancements:</b> Development of capacity enhancement measures on the A77, such as town / village bypasses and improved overtaking opportunities.
6	<b>A77 Safety Measures:</b> Implementation of targeted measures, such as improvements to road geometry, bends and localised junction improvements to improve safety on the A77. Package also potentially includes the extension of Average Speed Cameras.
7	<b>Full Dualling of the A76:</b> Dualling of the A76 between Dumfries and Cumnock.
8	<b>A76 Capacity Enhancements:</b> Development of capacity enhancement measures on the A76, such as town / village bypasses and improved overtaking opportunities.
9	<b>A76 Safety Measures:</b> Implementation of targeted measures, such as route improvements to enhance road geometry, bends and junction improvements to improve safety on the A76.
10	<b>New Road Link between Dumfries and the A74(M):</b> New road link between Dumfries and the A74(M).
11	<b>Road Capacity Enhancements between Dumfries and the A74(M):</b> Development of road capacity enhancements between Dumfries and the A74(M), such as dualling of existing roads, bypasses and improved overtaking opportunities.
12	<b>Road Safety Measures between Dumfries and the A74(M):</b> Implementation of targeted measures between Dumfries and A74(M), such as road geometry, bends, junction improvements and measures to address pinch points.

Ref	Option Package
13	<b>Re-classify existing Roads:</b> Re-classify the status of the A701 and A709 roads.
14	<b>Junction Improvements (M6):</b> Improvements to the M6 for North to West movements (i.e. coming off the A74(M) north to the A75).
15	<b>New Rail Stations on the Glasgow South Western Line:</b> New rail stations on the Glasgow South Western Line, such as at Cumnock, Thornhill, Eastriggs, Pinwherry, Dunragit and South of Ayr.
16	<b>Enhanced Rail Services on the Glasgow South Western Line:</b> Package of measures to enhance rail services on the Glasgow South Western Line, such as rail service, rolling stock and infrastructure improvements and Stranraer Station relocation.
17	<b>New Rail Stations on the West Coast Main Line:</b> New station at Beattock.
18	<b>Enhanced Rail Services on the West Coast Main Line:</b> Package of measures to enhance rail services on the West Coast Main Line, such as increased services operating from and improved access to rail services at Lockerbie, including increased car parking provision.
19	<b>New Rail Link between Dumfries and Stranraer:</b> Development of a rail link between Dumfries and Stranraer.
20	<b>New Rail Link between Stranraer and Cairnryan:</b> Development of a rail link between Stranraer and Cairnryan.
21	<b>New rail link between the GSWL and the WCML:</b> Development of a rail link between the Glasgow South Western Line and the West Coast Main Line.
22	<b>Enhanced Rail Freight Capacity:</b> Enhancement of rail freight capacity, such as freight hubs at Girvan and Barrhill.
23	<b>Development of the Timber Transport Network:</b> Package of measures to support the transport of timber freight by road, rail and sea in the South West of Scotland.
24	<b>Improved transport integration at main hubs:</b> Package of measures to improve integration of transport at main transport hubs and interchanges, including improved integration of bus and rail times, improved cycle connectivity to rail stations and ticket integration.
25	<b>Development of Enhanced Diversionary Routes and Route Planning:</b> Package of measures and improvements to the secondary road network which performs a strategic function when the trunk road network is closed to increase resilience of the transport network.
26	<b>Development of the National Cycle Network:</b> Package of measures to develop the National Cycle Network in the South West of Scotland, including cycle paths parallel to trunk roads and improvements to the NCN.
27	<b>Development of Enhanced Service, Rest Areas and Laybys:</b> Package of measures to deliver improved rest provision for all users in the South West of Scotland, such as truck/lorry stops and rest facilities on the A75 and A77 and enhanced laybys for buses on main routes.
28	<b>HGV Speed Limit Increase:</b> HGV speed limit increase to 50mph on the trunk road network in the South West of Scotland.

## 10. Next Steps

The Initial Appraisal: Case for Change report presents the context for the appraisal of interventions for the South West of Scotland and has considered the rationale for improvements to road, rail, public transport and active travel on the key strategic corridors in the region, with a focus on access to the Ports at Cairnryan. Evidence-based problems and opportunities in the study area have been identified and in turn a set of TPOs have been developed which have guided the generation, sifting and development of a wide range of interventions across all transport modes in the study area.

Following a process of options sifting, assessment and packaging, 28 multi-modal option packages across the study area have been recommended for further consideration through the STPR2 process.

In line with STAG, the next stage in developing the options will be to undertake a Preliminary Options Appraisal, which will entail a qualitative appraisal of the recommended options from the Initial Appraisal. This will include an assessment of the likely impacts of the options against the TPOs, the STAG criteria [i.e. Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion]; established policy directives; and an assessment of the feasibility, affordability and public acceptability of options. This will be considered through the STPR2 process.

## Annex B

**From:** [Redacted]  
**Sent:** 06 June 2019 08:26  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study: Query from ARA

Thanks [Redacted], I'll respond to [Redacted].

Regards  
[Redacted]

[Redacted] MA (Hons)

Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 05 June 2019 17:34  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study: Query from ARA

I have made a few tweaks to the response, which has shortened it overall.

[Redacted]

**From:** [Redacted]  
**Sent:** 05 June 2019 17:22  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study: Query from ARA

[Redacted]

As we've committed to the end of June in a recent PQ answer I'd be content to say that (as long [as [Redacted] doesn't have any reservations?]). I have edited the repose below to include this and other suggested changes:

*"AECOM is currently finalising the Draft Final Report for publication on the Transport Scotland website by the end of June. It is Transport Scotland's intent to circulate the report to the stakeholder working group in advance of the publication date. There will then be an opportunity (up to eight weeks) for stakeholders, the public and anyone with an interest in transport in South West Scotland to review and provide comments before the final report is published this autumn".*

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**

Strategic Transport Planning

Transport Scotland

T: [Redacted] M: [Redacted]

**From:** [Redacted]

**Sent:** 05 June 2019 17:11

**To:** [Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]

**Subject:** SW Scotland Transport Study: Query from ARA

[Redacted],

[Redacted] at Ayrshire Roads Alliance has been in touch, having received an enquiry (from a Councillor I think) relating to when copies of the SW Scotland Transport Study will be available.

Please see a suggested response below; this is based on the response sent to [Redacted] last week. Grateful if you could confirm you are content with this text before I respond to [Redacted].

*"Following a review by Transport Scotland, AECOM is currently finalising the Draft Final Report for publication on the Transport Scotland website this summer. There will then be an opportunity for stakeholders, the public and anyone with an interest in transport in South West Scotland to review and provide comments (up to eight weeks) before the final report is published this autumn".*

Kind regards

[Redacted]

[Redacted] **MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]



**Annex C**

**From:** [Redacted]  
**Sent:** 31 May 2019 12:07  
**To:** [Redacted]scot'  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport: Press Enquiry response sent to [Redacted], 31 May 2019

Thanks [Redacted], I have responded to [Redacted].

Kind regards

[Redacted]  
[Redacted]  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 31 May 2019 11:44  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport: Press Enquiry response sent to [Redacted] 31 May 2019

Hi [Redacted],

Please see edits below. [Redacted] is content.

Thanks,

[Redacted]

[Redacted]  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 30 May 2019 14:38

**To:** [Redacted]  
**Cc:** [Redacted]

**Subject:** FW: SW Scotland Study: Press Enquiry response sent to [Redacted] for clearance 30 May 2019

Hi [Redacted],

Please see suggested edits below. Grateful if you can review and confirm that you are content before I send to AECOM for issue. Note that the response will be used for a council press enquiry.

Thanks,

[Redacted]

[Redacted]  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 27 May 2019 09:31  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SW Scotland Study: Press Enquiry

[Redacted], [Redacted],

[Redacted] at Dumfries & Galloway Council has been in touch. He has noted that at the last Working Group meeting on 27<sup>th</sup> March the timescale for release of the study report to enable reporting to Council Committees and RTP Boards was discussed. Further to this, D&G has received a press enquiry concerning when the report will be released.

I have drafted a response to [Redacted], please see suggested text below.

[Redacted],

*Thank you for your e-mail. Following a review by Transport Scotland, AECOM is in the process of making edits to the draft report. Thereafter, following a final review of the draft report by Transport Scotland, this will be circulated to the Working Group,*

~~before being published online for public comment. We anticipate that the report will be publicly available in the next month or so.~~ AECOM is currently finalising the Draft Final Report for publication on the Transport Scotland website this summer. There will then be an opportunity for stakeholders, the public and anyone with an interest in transport in South West Scotland to review and provide comments (up to eight weeks) before the final report is published this autumn.

I would be grateful if you could please review prior to me responding to [Redacted].

Kind regards

[Redacted]

[Redacted]

Consultant

Consulting, Transportation

M: [Redacted]

[Redacted]

**AECOM**

1 Tanfield

Edinburgh, EH3 5DA

**From:** [Redacted]  
**Sent:** 27 May 2019 09:31  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SW Scotland Study: Press Enquiry

[Redacted], [Redacted],

[Redacted] at Dumfries & Galloway Council has been in touch. He has noted that at the last Working Group meeting on 27<sup>th</sup> March the timescale for release of the study report to enable reporting to Council Committees and RTP Boards was discussed. Further to this, D&G has received a press enquiry concerning when the report will be released.

I have drafted a response to [Redacted], please see suggested text below.

[Redacted],

*Thank you for your e-mail. Following a review by Transport Scotland, AECOM is in the process of making edits to the draft report. Thereafter, following a final review of the draft report by Transport Scotland, this will be circulated to the Working Group, before being published online for public comment. We anticipate that the report will be publicly available in the next month or so.*

I would be grateful if you could please review prior to me responding to [Redacted].

Kind regards

[Redacted]

[Redacted] Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

Sorry for not replying sooner [Redacted] – yes received and working towards updated version by next Friday.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 23 May 2019 12:56  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: South West Scotland Transport Study - Initial Appraisal: Case for Change draft report - comments sent to [Redacted] 17 May 2019

[Redacted]

Just confirming you received the below comments and can work to the 31 May requested deadline?

Thanks

[Redacted]  
**MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 17 May 2019 10:53  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study - Initial Appraisal: Case for Change draft report - comments sent to [Redacted], 17 May 2019

Hi [Redacted],

Thanks for the useful meeting on Wednesday. As discussed, grateful if you can revise the SWSTS Initial Appraisal: Case for Change draft report based on the comments below:

#### **General comments**

- Please include an Executive Summary.

- Format the report to be justified.
- Check the balance between technical information in the report versus the appendices.
- Check balance between outputs from/points raised in the stakeholder engagement and technical data/evidence regarding justification of problems, opportunities and options, including less emphasis within the text on the former which implies that it has been given more consideration, this is likely to include re-ordering some sections to demonstrate what the evidence told us and that this was corroborated by outcomes from the engagement, rather than the current implication in parts that we have tried to find evidence to back up points we have been told.

### **3 Baseline Review**

- Assertions made throughout this section without supporting data. Appreciate data analysis annex is referenced but the key findings/evidence should be presented where problems / opportunities are referenced .
- Consider volume of information.

### **6 Problems and opportunities**

- Themes appear upfront with reference to a mapping exercise – re-order so that problems/opp's are presented followed by linkages to themes.
- There appears to be a bias towards Dumfries and Galloway in some areas – e.g. bus and active travel. May just be due to availability of data. Please double check available data and address/justify this accordingly within the text.
- Unbalanced information on route maintenance – the difference between unplanned incidents and planned maintenance needs to be drawn out.
- Diversionary route information – is it possible to get the planned diversionary information for the A75? Update to be included in the next version of the report.
- Need to balance use of consultation information / stakeholder engagement against evidence. In some places it feels like the stakeholder engagement is given more weight. Present evidence first then stakeholder feedback to back this up.

### **6.8 Economic and Social Impacts**

- Review for duplication of text [from](#) previous sections.

### **5.11 Summary**

- Figure 5-36 - Overarching problem headings to be re-worded to better understand what the problems are. What is the difference between RA1 rail network coverage and BR1 Network coverage for Bus/Rail for example?
- Figure 5-36 Why have only the problems been mapped against the objectives? Opportunities are usually considered too.
- Remove reference to TPOs in figure 5-36.

## **6.0 TPO**

- A section summarising the problems / opportunities prior to stating the TPOs would help demonstrate a clear transition from evidence-based problems to establishing the objectives
- On reviewing TPO1 again it feels solution-led. Re-word to, "*Reduce journey times across the study area to the ports at Cairnryan*"

## **8.0 Option Generation, Sifting and Development and 8.0 Summary and next steps**

- Options to be packaged.
- Conclusions and Recommendations sections to be inserted - provide a clearer list of options recommended to be taken forward to STPR2 as per the Borders Corridor Study.

We also reviewed Appendix C and the final options list master spreadsheet. Please see attached documents for track changes and comments outlined below.

### **Appendix C**

Can you please edit the wording in the 'Reason for Sifting' column so that the language is consistent in each case. The options have been sifted due to being out of scope - whether they are an issue for another body or for other reasons - as such:

"Option sifted due to being out of scope for this project as it is a XXXXXX issue/initiative"

### **Final options list master spreadsheet**

Ref 23 - see 39.

Ref 39 - suspect this is to do with instruction/advisory signage - but it's not clear and should be explained more clearly/more detail provided.

Ref 62 - think this refers to adding to the A75 trunk road to 'complete the circle' around Dumfries, so would be within scope - however this needs to be explained.

Ref 175 - (Note sp mistake "duel"). Note that this has been sifted out here, there may be scope for comments within the consultation report that there is a feeling the route should have been dualled/future proofed, but these are subjective/qualitative opinions, and this as an option has been sifted out due to the reasons stated - the single carriageway Maybole bypass is a committed scheme and will be represented as so in the modelling for STPR2.

Ref 186 - The future of the hotel and/or the location of the station is not certain (including the option to re-locate the station negates the need for this option). Leave column 'L' as No.

Ref 192 - see 193.

Ref 193 - A751 is a trunk road. This seems to be the rationale between yes/no between 192 & 193 - further explanation required.

Ref 212 - see comment 62 - would the bypass be classified as trunk/part of the A75 - more explanation required.

Ref 267 – Strategic Road Safety colleagues advised if there is evidence demonstrating agricultural vehicles are causing problems on the trunk road then this option would be within the remit of TS. This could be part of a nationwide campaign or specific location on the TRN.

Ref 304 - appendix C seems to indicate that route action plans will not be considered, so why is this included as 'Yes' here, feel that this should be a 'No'. RAPs are done regardless as part of ongoing maintenance and monitoring of the network and are a requirement of OCs. The possible actions to be included within a plan, rather than production of a plan itself, should be included in here.

Ref 311 - Why is the focus only on the A75 and is this legally possible - surely a national speed limit is set for vehicles classifications on road network classifications, rather than specific routes?

Ref 328 - remove the word local in column 'M' - this is a franchise operator issue.

Ref 361 - it is very unclear what this option is and also highly doubtful that it would be a yes.

Ref 412 - as was commented on the report itself, this is an existing initiative and so therefore would be out with the remit of this study - should be a 'No'.

Ref 633 - as per the comment on 175, this should be sifted out.

Grateful if you can address these comments and send us the next version of the initial-appraisal report by **noon on Friday 31 May**.

Kind Regards,

[Redacted]

[Redacted]  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate

T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 14 May 2019 16:42  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SWSTS meeting with Aecom to discuss feedback on Initial Appraisal report sent to [Redacted], 9 May 2019

Thanks for confirming [Redacted].

See you tomorrow.  
[Redacted]

**From:** [Redacted]  
**Sent:** 14 May 2019 16:41  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SWSTS meeting with Aecom to discuss feedback on Initial Appraisal report sent to [Redacted], 9 May 2019

[Redacted]

The intention is to discuss our thoughts and comments at a general level tomorrow and then feedback more detail in writing as required after the meeting. Trust this is OK for you, apologies for any confusion.

Regards

**[Redacted]**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 14 May 2019 16:37  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SWSTS meeting with Aecom to discuss feedback on Initial Appraisal report sent to [Redacted], 9 May 2019

[Redacted]/[Redacted],

Can I just check if you had sent any comments on the Draft SW Report ahead of tomorrow's session, or if the plan was to run through them in person? It was only on reading the title of [Redacted] email this afternoon that it made me question whether comments had been sent – but I know neither [Redacted] or I have received anything. Just thought to check so we at least have a version to hand that we can discuss tomorrow.

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 09 May 2019 10:59  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** SWSTS meeting with Aecom to discuss feedback on Initial Appraisal report sent to [Redacted], 9 May 2019

Moring [Redacted],

As discussed, grateful if you and [Redacted] can meet next Wednesday morning to go through our collated comments on the draft Initial-Appraisal report. There does not appear to be a room available in Buchanan House in the morning, would it be possible for you to book a room down in Aecom's office between 10 and 11:30am? Grateful if you can confirm and send us a meeting request.

Thanks,

[Redacted]

[Redacted]  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

## Annex G

**From:** [Redacted]  
**Sent:** 09 May 2019 12:57  
**To:** [Redacted]  
**Subject:** Re: SWSTS meeting with Aecom to discuss feedback on Initial Appraisal report sent to [Redacted], 9 May 2019

Hi [Redacted],

Next Weds is fine with me. I'm locked away in another meeting but I've just spoken to [Redacted] who is checking on a room at our office and will look to send an invite later.

Thanks  
[Redacted]

Sent from my iPhone

On 9 May 2019, at 10:58, [Redacted] wrote:

Moring [Redacted],

As discussed, grateful if you and [Redacted] can meet next Wednesday morning to go through our collated comments on the draft Initial-Appraisal report. There does not appear to be a room available in Buchanan House in the morning, would it be possible for you to book a room down in Aecom's office between 10 and 11:30am? Grateful if you can confirm and send us a meeting request.

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 02 May 2019 15:32  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted];  
**Cc:** [Redacted]; [Redacted]; [Redacted];  
**Subject:** South West Scotland Transport Study: Minutes

Dear all,

Please find attached Minutes from the 27<sup>th</sup> March South West Scotland Transport Study Working Group meeting. Apologies for the delay in getting this to you.

As discussed at the last meeting a draft report has been prepared which is currently being reviewed by Transport Scotland and we hope to be in a position to forward this shortly.

Please do not hesitate to contact me should you have any queries.

Kind regards

[Redacted]

**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

(i)



# Minutes

<b>Meeting name</b>	<b>Subject</b>	<b>Attendees</b>	<b>Circulation</b>	<b>Apologies:</b>
SW Scotland Study Working Group	Progress Update Meeting	[Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Dumfries & Galloway	All	[Redacted], [Redacted], [Redacted], [Redacted], Transport Scotland [Redacted], SPT [Redacted],
<b>Meeting date</b>	<b>Time</b>			[Redacted], [Redacted], Ayrshire Roads Alliance, [Redacted], SWestrans
27 <sup>th</sup> March 2019	10:00 – 12:30			[Redacted], [Redacted], [Redacted]
<b>Location</b>	<b>Project name</b>			SPT [Redacted], [Redacted], Ayrshire Roads Alliance, [Redacted], [Redacted], SWestrans
AECOM, 120 Bothwell Street, Glasgow, G2 7JS	South West Scotland Transport Study - Initial Appraisal: Case for Change	Council [Redacted], SWestrans [Redacted], Ayrshire Roads Alliance [Redacted], SPT [Redacted], AECOM [Redacted] AECOM		[Redacted], PBA
<b>Project number</b>	<b>Prepared by</b>			
60587020	[Redacted]	[Redacted], PBA		

<b>Ref</b>	<b>Action</b>	<b>Initial</b>
01	<u>Introductions</u>  [Redacted] opened the meeting and provided an overview of work undertaken since the previous Working Group meeting held in January. The key purpose of the meeting was to collate any comments relating to the Consultation Report and to provide an overview of the report structure and contents of the Draft Initial Appraisal: Case for Change report, including problems and opportunities, Transport Planning Objectives and potential options.	AECOM

## Consultation Report

It was noted that the Consultation Report was sent to Working Group members on 22/03 for review and comment. The Group agreed that the report was a clear and strong account of the consultation findings and of an appropriate level of detail. A few minor amendments were requested, as noted below.

- A title should be added to the y-axis in Figure 3.2 (Weighted Future Investment Priorities).
- The summary under the Future Priorities section should make clear that road improvements to the A75 was the number one *cumulative* priority for respondents, i.e. when priorities from each of the corridors analysed (A75, A77, A76 and M74) are combined and considered cumulatively, road improvements to the A75 was identified as the number one priority. However, it was noted that the most popular individual priority when considering the weighted corridor level responses was for road improvements to the A77, noted by analysis of input from respondents located in the A77 South of Ayr – Stranraer corridor.

It was noted that some of the text in the Stagecoach summary was potentially too strong; [Redacted] confirmed that Stagecoach has signed off on the telephone interview summary note. [Redacted] also suggested that Elected Members should not be referenced by name in the Consultation Report. AECOM to check and edit as required. *Post meeting update; Consultation Report checked, Elected Members have not been individually named.*

[Redacted] stated that the intention is for the Consultation Report to be made available online in due course via the Transport Scotland website as a supporting document to the Final Initial Appraisal report. It was noted that there are a number of appendices underpinning the Consultation Report, including Online Survey Analysis and Stakeholder Interview Summary Notes, though the intention was not for these to form part of the published report at this stage.

**AECOM**

## Draft Initial Appraisal Report

RF introduced the Draft Initial Appraisal Report and provided an overview of the report structure, prior to discussing each section in further detail.

### ***Baseline Review***

It was queried whether the 'last 100 mile' average speeds were based on all vehicles, including HGVs. PBA to confirm. With regards to rail fares between Lockerbie and Dumfries to Glasgow / Edinburgh, it was noted that rail fares can be cheaper from Dumfries if a split ticket between Dumfries – Carlisle and Carlisle

**PBA**



---

Edinburgh / Glasgow is purchased. This should be noted in the report.

AECOM

### **Problems and Opportunities**

A summary of the key problems identified was presented.

The wording of option BR1 'Network Coverage' was queried; it was suggested that this could be modified to read 'Public Transport Connectivity'. AECOM will consider and liaise with Transport Scotland.

AECOM

There was general agreement with the approach taken to summarise problems, i.e. a summary of which themes a problem aligns with, a description, 'what people told us' and evidence. With regards to the diversionary routes, while no information was provided for the impacts of the A75 diversionary routes, the levels of impact in terms of increased journey time and mileage were of a scale similar to the exemplified examples given for the A76 and A77.

With regards to a timber freight hub at Barrhill rail station, it was noted by that there were discussions around ten years ago to see this option brought forward. However, various issues relating to rail gauges and route gradient meant this option has not progressed. [Redacted] queried whether the 2005 Ayrshire Timber Transport Strategy was the most current document regarding timber felling projections in the region.

[Redacted] will send the document to [Redacted] for confirmation.

AECOM

### **Opportunities**

[Redacted] outlined the opportunities identified; there was general agreement with these. It was suggested that the following opportunities should be added to the report:

AECOM

- Ayrshire Growth Deal: The UK and Scottish Governments have each committed £100 million of funding to the Ayrshire Growth Deal, with local authorities providing additional investment.
- South West Coastal 300: Promotion of the South West Coastal 300 route as a tourist route.

### **Transport Planning Objectives**

An overview was provided of the five TPOs, confirming that comments received at the previous Working Group meetings and subsequent Transport Scotland comments have been incorporated. The Group were in general agreement with the TPOs, though it was suggested that inclusion of the word *quality* in TPO4 (*Improve journey quality across the road, public transport and active travel networks in the South West of Scotland*) could be replaced with *experience* or *standard*, to better reflect the meaning of the objective. AECOM will consider this in liaison with Transport Scotland.

AECOM

[Redacted] queried whether a sixth TPO related to the environmental impact of the Strategic Transport Network on communities in the study area is being retained. [Redacted] confirmed that this TPO was dropped on the basis that it will be captured under the Environment STAG criteria.

### **STPR Process and Timescales**

SH enquired about STPR2 timescales and how the South West Scotland Transport Study will feed into the STPR2 process. [Redacted] confirmed that options recommended for further appraisal in the South West Scotland Transport Study Report (STAG Initial Appraisal: Case for Change) will be considered further as part of STPR2. As STPR2 progresses, options identified in the Initial Appraisal will be taken forward for further, more detailed appraisal in line with Preliminary Options Appraisal (formerly STAG 1) and Detailed Options Appraisal (formerly STAG 2) guidance. Other regions across Scotland will soon be starting on this process and it was noted that although the South West region (alongside the Borders and North East regions) have been regarded as pilot studies and are ahead of the others; these will continue through the STAG process and do not have to wait for the other studies to "catch up".

### **Options**

[Redacted] provided an overview of all options by strategic corridor, noting that options have not been finalised and that there are further opportunities to discuss these. [Redacted] also noted that although there is the potential for options to be packaged further, at this stage it has been considered appropriate to retain the detail. Further to this, [Redacted] noted that some options have been included for consistency across strategic corridors, e.g. A709 dualling. There was general agreement that the existing list is robust and includes all anticipated options; however, the Working Group will consider this further upon receipt of the draft report.

---

<b>Ref</b>	<b>Action</b>	<b>Initial</b>
<b><i>Report Distribution</i></b>		
	<p>AECOM anticipate sending a Draft Report to Transport Scotland by the end of March. Following a review by Transport Scotland, the report will be sent to Working Group members for review and comment.</p> <p>Following any edits to the Draft Report, [Redacted] confirmed that this would be published online for the public and interested stakeholders to comment upon for a period of time .[Redacted] and [Redacted] noted that they would like to present the Report to respective Committees, once it has been made available to the public. [Redacted] confirmed that he is content with this approach. [Redacted] and [Redacted] to provide Committee dates to Transport Scotland.</p>	[Redacted] / [Redacted]
03	<b>AOB</b>	
	<p>[Redacted] thanked everyone for attending and confirmed that the Report will be circulated to the Working Group for comments following a review by Transport Scotland.</p>	

---

**From:** [Redacted]  
**Sent:** 02 May 2019 08:22  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Scotland working group: Minutes

[Redacted],

Apologies to come back to you on this, but just wanted to run past you the draft e-mail to the SW Scotland Working Group for your approval, to be issued alongside the minutes. In particular, I would highlight the timescales around when the Working Group will have an opportunity to review the draft report. I'm conscious that we will require time to make any updates to the report following Transport Scotland's internal review.

*Dear all,*

*Please find attached Minutes from the 27<sup>th</sup> March South West Scotland Working Group meeting. Apologies for the delay in getting this to you. As discussed at the last meeting a draft report has been prepared which is currently being reviewed by Transport Scotland and we hope to be in a position to forward this onto you in the next few weeks for review.*

*Please do not hesitate to contact me should you have any queries.*

Kind regards

[Redacted]

[Redacted]  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

**Annex J**

**From:** [Redacted]  
**Sent:** 02 May 2019 13:57  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland working group: Minutes - email edits sent to [Redacted]  
2 May 2019

Thanks [Redacted], I'll issue the minutes alongside the agreed text this afternoon.  
Kind regards  
[Redacted]

[Redacted]  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 02 May 2019 13:54  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland working group: Minutes - email edits sent to [Redacted]  
2 May 2019

Hi [Redacted],

[Redacted] is on leave. Please see edits agreed by [Redacted] below.

Kind Regards,

[Redacted]

[Redacted]  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 02 May 2019 08:22

**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Scotland working group: Minutes

[Redacted],

Apologies to come back to you on this, but just wanted to run past you the draft e-mail to the SW Scotland Working Group for your approval, to be issued alongside the minutes. In particular, I would highlight the timescales around when the Working Group will have an opportunity to review the draft report. I'm conscious that we will require time to make any updates to the report following Transport Scotland's internal review.

*Dear all,*

*Please find attached Minutes from the 27<sup>th</sup> March South West Scotland Transport Study Working Group meeting. Apologies for the delay in getting this to you. As discussed at the last meeting a draft report has been prepared which is currently being reviewed by Transport Scotland and we hope to be in a position to forward this shortly. ~~onto you in the next few weeks for review.~~*

*Please do not hesitate to contact me should you have any queries.*

Kind regards

[Redacted]

[Redacted]  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600

## Annex K

**From:** [Redacted]  
**Sent:** 25 April 2019 15:58  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to ScotlandTranserv 24 April 2019

Thanks [Redacted], we'll take a look at this when it arrives.  
[Redacted]

**From:** [Redacted]  
**Sent:** 25 April 2019 15:57  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** FW: South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to ScotlandTranserv 24 April 2019

[Redacted], [Redacted]

Just to let you know we have received diversionary information from Scotland Transerv as referred to below – I have taken a copy of this data and asked [Redacted] (cc'd) to post the disk that this information was supplied on to [Redacted] at Tanfield.

Regards  
[Redacted]  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 23 April 2019 15:46  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to Scotland Transerv 23 April 2019

[Redacted]  
Can you please provide us with a list of the standard diversion routes for the A75?

Please also include subsequent increases in distance and journey times for each closure.

Regards

[Redacted]

**Area Manager (South West) | Roads Directorate**

Transport Scotland | Buchanan House | 58 Port Dundas Road | Glasgow | G4 0HF

T: [Redacted] M: [Redacted] E: [Redacted]

**From:** [Redacted]

**Sent:** 19 April 2019 11:12

**To:** [Redacted]; [Redacted]

**Cc:** [Redacted]; [Redacted]

**Subject:** South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to [Redacted] and [Redacted] 19 April 2019

Hi [Redacted], [Redacted],

As part of the South West Scotland Transport Study our consultants looked at incidents and diversionary routes. They were only able to obtain some information for the A77 and A76 and I was hoping you might have / be aware of information for the A75 e.g. agreed diversionary routes for planned maintenance and subsequent increases in distance and journey time. Grateful if you can let me know by Wednesday 24 April.

Thanks for your help.

[Redacted]

[Redacted]

Strategic Transport Planning

Transport Strategy and Analysis Directorate

T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**Annex L**

**From:** [Redacted]  
**Sent:** 25 April 2019 15:59  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to ScotlandTranserv 24 April 2019

Hi [Redacted] (and [Redacted]),

Thanks for this. Please note that if not already posted I am temporarily based at another office whilst refurbishments are taking place:

AECOM  
2nd Floor, Apex 2, 97 Haymarket Terrace, Edinburgh, EH12 5HD, United Kingdom

Kind regards

[Redacted]

[Redacted]  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 25 April 2019 15:57  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** FW: South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to ScotlandTranserv 24 April 2019

[Redacted], [Redacted]

Just to let you know we have received diversionary information from Scotland Transerv as referred to below – I have taken a copy of this data and asked [Redacted] (cc'd) to post the disk that this information was supplied on to [Redacted] at Tanfield.

Regards

[Redacted] MSc TPP MCIHT  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning

Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 23 April 2019 15:46  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to ScotlandTranserv 23 April 2019

[Redacted]

Can you please provide us with a list of the standard diversion routes for the A75?

Please also include subsequent increases in distance and journey times for each closure.

Regards

**[Redacted] CEng MCIHT**  
**Area Manager (South West) | Roads Directorate**  
Transport Scotland | Buchanan House | 58 Port Dundas Road | Glasgow | G4 0HF  
T: [Redacted] M: [Redacted]  
E: [Redacted]

**From:** [Redacted]  
**Sent:** 19 April 2019 11:12  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study Initial Appraisal - diversionary route information request sent to [Redacted], and [Redacted], 19 April 2019

Hi [Redacted], [Redacted]

As part of the South West Scotland Transport Study our consultants looked at incidents and diversionary routes. They were only able to obtain some information for the A77 and A76 and I was hoping you might have / be aware of information for the A75 e.g. agreed diversionary routes for planned maintenance and subsequent increases in distance and journey time. Grateful if you can let me know by Wednesday 24 April.

Thanks for your help.

[Redacted]

**[Redacted]**

Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 23 April 2019 13:29  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study - Draft Report - Sifted Options Appendix C and Final Options list spreadsheet from Aecom 23 April 2019

Hi [Redacted], hope things are well.

[Redacted, Out of Scope]

[Redacted] said that you had been in touch looking for a copy of the Appendix C to the draft South West Scotland report (Sifted Options List) – please find attached. As discussed in a previous progress call, given the number of options sifted, we have gone down the route of summarising examples of the types of options sifted and why.

I have also attached the Master Options spreadsheet for your information (I know this has been shown at previous meetings, but unsure that we have ever sent a copy across). This provides the audit trail of all options initially generated and how we have arrived at the current list at the end of the draft Initial Appraisal report. For the purposes of Appendix C, of most relevance will be the tab titled “List of Sifted Options (2)” where you can filter what has been sifted (column L).

Any questions, please give me a call.

Regards,  
[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300

## Appendix C: Option Sifting

As presented in Chapter 7, an extensive list of options was generated throughout the study and a process of option sifting has been undertaken. Examples of the types of options that were removed from the initial long options list as a result of the options sifting processes described in Chapter 7 is presented in the table below, alongside the most common reasons that options have been removed from further consideration at this stage.

Option Examples	Reason for Sifting
Real-time bus information at bus stops and rail stations; New bus stops along routes; Cycle parking at bus stops; Electric and Low-Emission buses; Establish Bus Service Improvement Partnerships; Development of Car Clubs and promotion of Car Sharing Schemes; Specific local road junction improvement and traffic management proposals.	Option considered to be a Local Authority or Regional Transport Partnership led initiative.
Increased route maintenance on the A76; Improve road condition of the routes serving the ports; Improved lane markings; Installation of “Keep your Distance” traffic signs; Deer fences on the A709 at St Ann's; Remove bollards from the A76 Thornhill; Improved street lighting; Better maintenance of overgrown vegetation; Relocation of speed limit signs; Improved signage (including naming of Roundabouts).	Option considered to be a Trunk Road Operator Maintenance issue
Install vehicle disembarkation order from ferries (motorcycles, cars then lorries).	Option considered to be a ferry operator issue.
Provision of bikes on buses services; Increased Sunday services; Improved integration of bus and train service (e.g. 500/X75 at Dumfries Rail Station).	Option considered to be a local bus operator issue.
Re-regulation of Bus Services; Longer term funding for the Smarter Choices Smarter Places Programme; Amending the bus pass qualifying age; Motorcycling Education Campaign; Development of Accident Reporting Apps; Free/Reduced Public Transport tickets for young people; Autonomous Vehicle and HGV Platooning Trials; MAAS; High Speed Rail Provision.; Improved Broadband connectivity to reduce the need to travel.	Option considered out of scope, with such options considered a Scottish Government issue for consideration at a national level.
Freight Consolidation Centre; Freight Delivery and Servicing Plans; Free electricity to electrify rail lines and Bikes on trains.	Option is not within the remit of Transport Scotland
Create a Kilmarnock - Dumfries Community Rail Partnership.	Partnership already exists as the South West Community Rail Partnership.
Support for a Strategic Transport Timber Fund.	Option already exists at a national level.
Modal freight shift from road to rail; Improved connectivity; Ensure sufficient capacity at all stations; Enhance reliability of bus and rail services; Improved safety on strategic roads;	Intervention is an outcome of options rather than option in itself.

Improved traffic flow on strategic roads; Retention of rural bus services; Faster routes leading to ports.	
Development of Route/Corridor Action Plans	Action Plans considered to be a means of capturing proposed improvements.

(ii)

**2019\_02\_13 Final Options list spreadsheet MASTER FINAL TS**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**Annex N**

**From:** [Redacted]  
**Sent:** 18 April 2019 12:12  
**To:** [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study Progress Meeting Minutes 27 March 2019

Hi [Redacted], [Redacted],

Hope all is well.

I just wanted to check if there were any comments / edits you would like to make to the Minutes from the progress meeting held on 27<sup>th</sup> March? Please find these re-attached.

Kind regards

[Redacted]

**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 02 April 2019 12:52  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** Progress Meeting Minutes and updated Consultation Report

[Redacted], [Redacted],

Please find attached Minutes from last week's SW Scotland Progress Meeting. Grateful if you could review and confirm you are content with the record prior to me circulating to the Working Group.

I have also attached the slightly edited Consultation Report, in line with comments made during last week's meeting:

- Title added to x and y-axis in Figure 3.2.
- Noted in the summary under the Future Priorities section that road improvements to the A75 was the number one *cumulative* priority.

Please do not hesitate to contact me should you have any queries.

Kind regards

[Redacted]  
**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

(i)



# Minutes

Meeting name	Subject	Attendees	Circulation	Apologies:
SW Scotland Study Working Group	Progress Update Meeting	[Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Dumfries & Galloway Council	All	[Redacted], [Redacted], [Redacted], [Redacted], Transport Scotland [Redacted], SPT [Redacted], [Redacted], Ayrshire Roads Alliance, [Redacted], SWestrans [Redacted], PBA
Meeting date	Time	[Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Dumfries & Galloway Council		[Redacted], [Redacted], [Redacted], Transport Scotland [Redacted], SPT [Redacted], [Redacted], Ayrshire Roads Alliance, [Redacted], SWestrans [Redacted], PBA
27 <sup>th</sup> March 2019	10:00 – 12:30			
Location	Project name	[Redacted], SWestrans [Redacted], Ayrshire Roads Alliance [Redacted], SPT [Redacted], AECOM [Redacted] AECOM		
AECOM, 120 Bothwell Street, Glasgow, G2 7JS	South West Scotland Transport Study - Initial Appraisal: Case for Change			
Project number	Prepared by	[Redacted]		
60587020				

Ref	Action	Initial
01	<u>Introductions</u>	
	[Redacted] opened the meeting and provided an overview of work undertaken since the previous Working Group meeting held in January. The key purpose of the meeting was to collate any comments relating to the Consultation Report and to provide an overview of the report structure and contents of the Draft Initial Appraisal: Case for Change report, including problems and opportunities, Transport Planning Objectives and potential options.	

02	<u>Consultation Report</u>
----	----------------------------

It was noted that the Consultation Report was sent to Working Group members on 22/03 for review and comment. The Group agreed that the report was a clear and strong account of the consultation findings and of an appropriate level of detail. A few minor amendments were requested, as noted below.

- A title should be added to the y-axis in Figure 3.2 (Weighted Future Investment Priorities).
- The summary under the Future Priorities section should make clear that road improvements to the A75 was the number one *cumulative* priority for respondents, i.e. when priorities from each of the corridors analysed (A75, A77, A76 and M74) are combined and considered cumulatively, road improvements to the A75 was identified as the number one priority. However, it was noted that the most popular individual priority when considering the weighted corridor level responses was for road improvements to the A77, noted by analysis of input from respondents located in the A77 South of Ayr – Stranraer corridor.

AECOM

It was noted that some of the text in the Stagecoach summary was potentially too strong; [Redacted] confirmed that Stagecoach has signed off on the telephone interview summary note. [Redacted] also suggested that Elected Members should not be referenced by name in the Consultation Report. AECOM to check and edit as required. *Post meeting update; Consultation Report checked, Elected Members have not been individually named.*

[Redacted] stated that the intention is for the Consultation Report to be made available online in due course via the Transport Scotland website as a supporting document to the Final Initial Appraisal report. It was noted that there are a number of appendices underpinning the Consultation Report, including Online Survey Analysis and Stakeholder Interview Summary Notes, though the intention was not for these to form part of the published report at this stage.

#### **Draft Initial Appraisal Report**

[Redacted], introduced the Draft Initial Appraisal Report and provided an overview of the report structure, prior to discussing each section in further detail.

PBA

#### **Baseline Review**

It was queried whether the 'last 100 mile' average speeds were based on all vehicles, including HGVs. PBA

---

Edinburgh / Glasgow is purchased. This should be noted in the report.

AECOM

### **Problems and Opportunities**

A summary of the key problems identified was presented.

The wording of option BR1 'Network Coverage' was queried; it was suggested that this could be modified to read 'Public Transport Connectivity'. AECOM will consider and liaise with Transport Scotland.

AECOM

There was general agreement with the approach taken to summarise problems, i.e. a summary of which themes a problem aligns with, a description, 'what people told us' and evidence. With regards to the diversionary routes, while no information was provided for the impacts of the A75 diversionary routes, the levels of impact in terms of increased journey time and mileage were of a scale similar to the exemplified examples given for the A76 and A77.

With regards to a timber freight hub at Barrhill rail station, it was noted by [Redacted], that there were discussions around ten years ago to see this option brought forward. However, various issues relating to rail gauges and route gradient meant this option has not progressed. [Redacted] queried whether the 2005 Ayrshire Timber Transport Strategy was the most current document regarding timber felling projections in the region. [Redacted], will send the document to [Redacted] for confirmation.

AECOM

### **Opportunities**

[Redacted] outlined the opportunities identified; there was general agreement with these. It was suggested that the following opportunities should be added to the report:

AECOM

- Ayrshire Growth Deal: The UK and Scottish Governments have each committed £100 million of funding to the Ayrshire Growth Deal, with local authorities providing additional investment.
- South West Coastal 300: Promotion of the South West Coastal 300 route as a tourist route.

### **Transport Planning Objectives**

An overview was provided of the five TPOs, confirming that comments received at the previous Working Group meetings and subsequent Transport Scotland comments have been incorporated. The Group were in general agreement with the TPOs, though it was suggested that inclusion of the word *quality* in TPO4 (*Improve journey quality across the road, public transport and active travel networks in the South West of Scotland*) could be replaced with *experience* or *standard*, to better reflect the meaning of the objective. AECOM will consider this in liaison with Transport Scotland.

AECOM

[Redacted] queried whether a sixth TPO related to the environmental impact of the Strategic Transport Network on communities in the study area is being retained. [Redacted] confirmed that this TPO was dropped on the basis that it will be captured under the Environment STAG criteria.

### **STPR Process and Timescales**

SH enquired about STPR2 timescales and how the South West Scotland Transport Study will feed into the STPR2 process. [Redacted] confirmed that options recommended for further appraisal in the South West Scotland Transport Study Report (STAG Initial Appraisal: Case for Change) will be considered further as part of STPR2. As STPR2 progresses, options identified in the Initial Appraisal will be taken forward for further, more detailed appraisal in line with Preliminary Options Appraisal (formerly STAG 1) and Detailed Options Appraisal (formerly STAG 2) guidance. Other regions across Scotland will soon be starting on this process and it was noted that although the South West region (alongside the Borders and North East regions) have been regarded as pilot studies and are ahead of the others; these will continue through the STAG process and do not have to wait for the other studies to "catch up".

### **Options**

[Redacted] provided an overview of all options by strategic corridor, noting that options have not been finalised and that there are further opportunities to discuss these. [Redacted] also noted that although there is the potential for options to be packaged further, at this stage it has been considered appropriate to retain the detail. Further to this, [Redacted] noted that some options have been included for consistency across strategic corridors, e.g. A709 dualling. There was general agreement that the existing list is robust and includes all anticipated options; however, the Working Group will consider this further upon receipt of the

---

<b>Ref</b>	<b>Action</b>	<b>Initial</b>
<b><i>Report Distribution</i></b>		
	AECOM anticipate sending a Draft Report to Transport Scotland by the end of March. Following a review by Transport Scotland, the report will be sent to Working Group members for review and comment.	
	Following any edits to the Draft Report, [Redacted] confirmed that this would be published online for the public and interested stakeholders to comment upon for a period of time. [Redacted] and [Redacted] noted that they would like to present the Report to respective Committees, once it has been made available to the public. [Redacted] confirmed that he is content with this approach. [Redacted] and [Redacted] to provide Committee dates to Transport Scotland.	[Redacted] / [Redacted]
03	<b>AOB</b>	
	[Redacted] thanked everyone for attending and confirmed that the Report will be circulated to the Working Group for comments following a review by Transport Scotland.	

---

**From:** [Redacted]  
**Sent:** 08 April 2019 12:39  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Progress Call

[Redacted], thanks for confirming.  
Kind regards  
[Redacted]

[Redacted]  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]; [Redacted]  
**Sent:** 08 April 2019 12:09  
**To:** [Redacted]; [Redacted]  
**Subject:** RE: Progress Call

[Redacted]  
Thanks for this – I think the time will be better spent reviewing the report this week,  
but if there are any issues I'll get in touch.  
Regards

**[Redacted] MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 05 April 2019 16:09  
**To:** [Redacted]; [Redacted]  
**Subject:** RE: Progress Call

Hi [Redacted],

Thanks for your email. I am on leave next week. [Redacted] can you confirm to [Redacted] whether you would like to have a progress call please.

[Redacted]

**[Redacted]**

Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 05 April 2019 14:57  
**To:** [Redacted]; [Redacted]  
**Subject:** Progress Call

Hi [Redacted], [Redacted],

I appreciate the Draft Report is currently with you for review. However, if you would like the usual catch up on Wednesday afternoon to discuss any comments or queries you may have, please just let me know.

Thanks

[Redacted]

**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

**From:** [Redacted]  
**Sent:** 02 April 2019 12:52  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** Progress Meeting Minutes and updated Consultation Report

[Redacted], [Redacted],

Please find attached Minutes from last week's SW Scotland Progress Meeting.  
Grateful if you could review and confirm you are content with the record prior to me circulating to the Working Group.

I have also attached the slightly edited Consultation Report, in line with comments made during last week's meeting:

- Title added to x and y-axis in Figure 3.2.
- Noted in the summary under the Future Priorities section that road improvements to the A75 was the number one *cumulative* priority.

Please do not hesitate to contact me should you have any queries.

Kind regards

[Redacted]  
**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

(i)

# Minutes

<b>Meeting name</b>	<b>Subject</b>	<b>Attendees</b>	<b>Circulation</b>	<b>Apologies:</b>
SW Scotland Study Working Group	Progress Update Meeting	[Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Transport Scotland	All	[Redacted], [Redacted], [Redacted],
<b>Meeting date</b>	<b>Time</b>	[Redacted], Transport Scotland [Redacted], Dumfries & Galloway		[Redacted], Transport
27 <sup>th</sup> March 2019	10:00 – 12:30	Council		Scotland [Redacted], SPT [Redacted],
<b>Location</b>	<b>Project name</b>	[Redacted], SWestrans [Redacted], Ayrshire Roads Alliance		[Redacted], Ayrshire
AECOM, 120 Bothwell Street, Glasgow, G2 7JS	South West Scotland Transport Study - Initial Appraisal: Case for Change	[Redacted], SPT [Redacted], AECOM		Roads Alliance, [Redacted], SWestrans
<b>Project number</b>	<b>Prepared by</b>	[Redacted] AECOM [Redacted], PBA		[Redacted], PBA
60587020	[Redacted]			

<b>Ref</b>	<b>Action</b>	<b>Initial</b>
01	<b><u>Introductions</u></b>	
	[Redacted]( opened the meeting and provided an overview of work undertaken since the previous Working Group meeting held in January. The key purpose of the meeting was to collate any comments relating to the Consultation Report and to provide an overview of the report structure and contents of the Draft Initial Appraisal: Case for Change report, including problems and opportunities, Transport Planning Objectives and potential options.	

---

02	<b><u>Consultation Report</u></b>
----	-----------------------------------

It was noted that the Consultation Report was sent to Working Group members on 22/03 for review and comment. The Group agreed that the report was a clear and strong account of the consultation findings and of an appropriate level of detail. A few minor amendments were requested, as noted below.

- A title should be added to the y-axis in Figure 3.2 (Weighted Future Investment Priorities).
- The summary under the Future Priorities section should make clear that road improvements to the A75 was the number one *cumulative* priority for respondents, i.e. when priorities from each of the corridors analysed (A75, A77, A76 and M74) are combined and considered cumulatively, road improvements to the A75 was identified as the number one priority. However, it was noted that the most popular individual priority when considering the weighted corridor level responses was for road improvements to the A77, noted by analysis of input from respondents located in the A77 South of Ayr – Stranraer corridor.

AECOM

It was noted that some of the text in the Stagecoach summary was potentially too strong; [Redacted] confirmed that Stagecoach has signed off on the telephone interview summary note. [Redacted] also suggested that Elected Members should not be referenced by name in the Consultation Report. AECOM to check and edit as required. *Post meeting update; Consultation Report checked, Elected Members have not been individually named.*

[Redacted] stated that the intention is for the Consultation Report to be made available online in due course via the Transport Scotland website as a supporting document to the Final Initial Appraisal report. It was noted that there are a number of appendices underpinning the Consultation Report, including Online Survey Analysis and Stakeholder Interview Summary Notes, though the intention was not for these to form part of the published report at this stage.

#### **Draft Initial Appraisal Report**

[Redacted], introduced the Draft Initial Appraisal Report and provided an overview of the report structure, prior to discussing each section in further detail.

PBA

#### **Baseline Review**

It was queried whether the 'last 100 mile' average speeds were based on all vehicles, including HGVs.

---

Edinburgh / Glasgow is purchased. This should be noted in the report.

AECOM

### **Problems and Opportunities**

A summary of the key problems identified was presented.

The wording of option BR1 'Network Coverage' was queried; it was suggested that this could be modified to read 'Public Transport Connectivity'. AECOM will consider and liaise with Transport Scotland.

AECOM

There was general agreement with the approach taken to summarise problems, i.e. a summary of which themes a problem aligns with, a description, 'what people told us' and evidence. With regards to the diversionary routes, while no information was provided for the impacts of the A75 diversionary routes, the levels of impact in terms of increased journey time and mileage were of a scale similar to the exemplified examples given for the A76 and A77.

With regards to a timber freight hub at Barrhill rail station, it was noted by SH that there were discussions around ten years ago to see this option brought forward. However, various issues relating to rail gauges and route gradient meant this option has not progressed. [Redacted], queried whether the 2005 Ayrshire Timber Transport Strategy was the most current document regarding timber felling projections in the region.

[Redacted], will send the document to [Redacted] for confirmation.

AECOM

### **Opportunities**

[Redacted], outlined the opportunities identified; there was general agreement with these. It was suggested that the following opportunities should be added to the report:

AECOM

- Ayrshire Growth Deal: The UK and Scottish Governments have each committed £100 million of funding to the Ayrshire Growth Deal, with local authorities providing additional investment.
- South West Coastal 300: Promotion of the South West Coastal 300 route as a tourist route.

### **Transport Planning Objectives**

An overview was provided of the five TPOs, confirming that comments received at the previous Working Group meetings and subsequent Transport Scotland comments have been incorporated. The Group were in general agreement with the TPOs, though it was suggested that inclusion of the word *quality* in TPO4 (*Improve journey quality across the road, public transport and active travel networks in the South West of Scotland*) could be replaced with *experience* or *standard*, to better reflect the meaning of the objective. AECOM will consider this in liaison with Transport Scotland.

AECOM

SH queried whether a sixth TPO related to the environmental impact of the Strategic Transport Network on communities in the study area is being retained. [Redacted], confirmed that this TPO was dropped on the basis that it will be captured under the Environment STAG criteria.

### **STPR Process and Timescales**

[Redacted], enquired about STPR2 timescales and how the South West Scotland Transport Study will feed into the STPR2 process. AP confirmed that options recommended for further appraisal in the South West Scotland Transport Study Report (STAG Initial Appraisal: Case for Change) will be considered further as part of STPR2. As STPR2 progresses, options identified in the Initial Appraisal will be taken forward for further, more detailed appraisal in line with Preliminary Options Appraisal (formerly STAG 1) and Detailed Options Appraisal (formerly STAG 2) guidance. Other regions across Scotland will soon be starting on this process and it was noted that although the South West region (alongside the Borders and North East regions) have been regarded as pilot studies and are ahead of the others; these will continue through the STAG process and do not have to wait for the other studies to "catch up".

### **Options**

[Redacted], provided an overview of all options by strategic corridor, noting that options have not been finalised and that there are further opportunities to discuss these. [Redacted], also noted that although there is the potential for options to be packaged further, at this stage it has been considered appropriate to retain the detail. Further to this, [Redacted] noted that some options have been included for consistency across strategic corridors, e.g. A709 dualling. There was general agreement that the existing list is robust and includes all anticipated options; however, the Working Group will consider this further upon receipt of the

---

<b>Ref</b>	<b>Action</b>	<b>Initial</b>
<b><i>Report Distribution</i></b>		
	AECOM anticipate sending a Draft Report to Transport Scotland by the end of March. Following a review by Transport Scotland, the report will be sent to Working Group members for review and comment.	
	Following any edits to the Draft Report, [Redacted], confirmed that this would be published online for the public and interested stakeholders to comment upon for a period of time. [Redacted], and [Redacted], noted that they would like to present the Report to respective Committees, once it has been made available to the public. [Redacted], confirmed that he is content with this approach. [Redacted], and [Redacted], to provide Committee dates to Transport Scotland.	[Redacted], / [Redacted],
03	<b>AOB</b>	
	[Redacted], thanked everyone for attending and confirmed that the Report will be circulated to the Working Group for comments following a review by Transport Scotland.	

---

(ii)

**South West Scotland Transport Study - Initial Appraisal: Case for Change  
Consultation Report – March 2019**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

\*Note - AECOM are finalising an updated version at the moment, the intention is to publish it on the Transport Scotland website alongside the main report in the near future

## Annex Q

**From:** [Redacted]  
**Sent:** 29 March 2019 18:55  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study - Initial Appraisal draft report PDF and TPO info from Aecom 29 March 2019

[Redacted], [Redacted],

Please find attached the PDF draft Initial Appraisal: Case for Change study for the SWS Transport Study. I have also attached a document outlining our response to the queries previously raised on the TPOs.

To assist with making comments, I will separately send you a word version of the report using our SendFiles function (given the size of the document).

As discussed, there remain a long list of options which could potentially be further packaged at the end of the process and before moving into the Initial Appraisal, but we were keen to retain the detail at this stage for audit trail purposes. Please for your feedback in due course. As discussed earlier in the week, please get in touch with [Redacted] for any queries while I am away.

Regards,  
[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

## TPO and Options: Transport Scotland and AECOM Comments

**Client name**  
Transport Scotland      **Project name**  
South West Scotland  
Transport Study      **Date**  
29 March 2019      **Prepared by**  
[Redacted]

**Approved by**  
[Redacted]

AECOM provided a TPO and Options Technical Note to Transport Scotland which presented an overview of problems and opportunities, outlined a set of draft Transport Planning Objectives and described the process for generating and sifting proposed options into a packaged list for initial appraisal. Transport Scotland provided comments on the draft TPOs and options. These comments are presented below, alongside AECOM comments summarising how they have been addressed.

	<b>Transport Scotland Comment</b>	<b>Response</b>
<b>TPO1</b>	Text referring to evidence for the needs to include this TPO could be strengthened. Could include reference to quantified examples where possible e.g. average speed compared to other parts of the trunk road network demonstrating slower speeds. Also specific reference to single lane locations, reduced speed through x number of villages [name examples], platooning and driver frustration.	Reference has been made in the SMART TPO table within the Draft Report to the following: <ul style="list-style-type: none"> <li>The number of settlements on the A75 and A77 where the speed limit reduces to 30 mph or 40 mph.</li> <li>Analysis which shows average speeds for the last 100 miles to UK Irish Sea Ports. The analysis shows that average speeds between Gretna and Cairnryan (44 mph) are lower than the final 100 miles to Heysham from M6 north (55 mph), Liverpool Stena Terminal from M6 north (51 mph) and Holyhead from M56/M6 (58 mph). Increasing competition from other UK ports for the Irish Sea ferry market, exacerbated by other ports being connected to the wider road network by dual carriageway, was a key concern raised by ferry operators; this evidence supports these findings.</li> </ul>
<b>TPO1</b>	The importance of the port needs to be demonstrated in the case for change to support having a related TPO. Clearly the remit of the study from the PfG is focussed on this, but the economic importance of the port to the area (and Scotland as a whole) could be underlined through evidence.	Reference has been made to the proportion of the Irish Sea freight market to/from Cairnryan Ports within the SMART TPO Table. Section of the strategic importance of the Ports at Cairnryan included in the report at Chapter 3.
<b>TPO3</b>	Measure needs to refer to the impact rather than the frequency. Evidence to support incidents? Did we get access to incident data? If no data, can case study examples be used to demonstrate the impact?	As discussed, incident data was reviewed but due to concerns about the quality of the data this has not been used. Case study examples for A76 at Enterkinefoot and A77 at Glen App have however been included. Using diversionary routes obtained from Scotland Transerv, these show significantly longer journey times in the event of route closure.
<b>TPO3</b>	TMfS – road closures impact on journey times and emissions modelling exercise was undertaken a couple of years ago to assess resilience of the network by closure of ‘fragile’	See above- case studies have been included using information from Transport Scotland’s ‘Impact of Potential Short Term Closures on the Trunk Road Network’ work.

	roads. [Redacted]/[Redacted] may have data for the A77.	
<b>TPO3</b>	Also need for this objective to be multi-modal - have options been considered that will build resilience into the strategic rail network? E.g. new track, dualling of track if Ayr station closed?	Options considered that will support increased resilience of the strategic rail network e.g. infrastructure improvements, Ayr South Station.
<b>TPO4</b>	Can evidence be provided from rail colleagues on quality of rolling stock?	Evidence provided from TS Rail team and incorporated in draft report.
<b>TPO5</b>	Draw out the evidence to support this.	It has been highlighted that almost 14% of those residing in the study area travel to England for work or study.
<b>TPO5</b>	Does this relate to business as well? Freight opportunities?	Objective considered to relate to all system users.
<b>Options</b>	R-1, AS-13, and DLM-11 – is there evidence in the case for change which supports these options? Felling projections and timber opportunity for R-1 for example?	<ul style="list-style-type: none"> <li>• This comment refers to Option R-1 (Development of the Timber Transport Network in the South West of Scotland), Option AS-13 (Freight Hubs (Girvan and Barrhill)) and Option DLM-11 (New Station (Beattock)). Options R-1 and AS-13 were identified through the engagement process.</li> <li>• With regards to Option DLM-11, the closest existing station to Beattock is Lockerbie, around 15 miles to the south. Anyone wishing to travel by train to the Central Belt therefore must travel 15 miles south or to Carstairs, the closest station north (around 37 miles north of Beattock).</li> </ul>

## Annex R

**From:** [Redacted]  
**Sent:** 27 March 2019 21:19  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study - Updated PSS

Thanks for confirming [Redacted]. I'll get an invoice raised tomorrow.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 27 March 2019 18:24  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study - Updated PSS

[Redacted]

As discussed I'm writing to confirm I'm content with the revised figures set out in the updated PSS. As such please raise an invoice to cover work undertaken in March as per the request for all work to end of financial year to be billed wherever possible to reduce the need for year-end accruals.

I will forward an updated Task Order in the near future for your records.

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 22 March 2019 10:00  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study - Updated PSS

[Redacted],

Further to discussion on yesterday's progress call, please find attached an updated PSS. This incorporates the additional tasks already undertaken and documented in the previous PSS I submitted early February, plus an allowance for report finalisation incorporating feedback from TS and then, ultimately, from the wider Working Group.

Following approval, I will raise an invoice covering as much March time as possible in line with [Redacted] recent email re. year-end billing.

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 08 February 2019 16:54  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Scotland Transport Study - Updated PSS

[Redacted],

Following up on previous discussions, please find attached an updated PSS to see the SW Study through to completion and handover to STPR2. As you'll see from the attached, given the strong response to the consultation activities and the high profile of the study locally and nationally, there has been a need for additional resource to respond to this and ensure effective stakeholder management.

On release of our latest invoice for January, this will take us up to [Redacted, Regulation 10(5)(e) Confidentiality of commercial or industrial information], provided for by law to protect legitimate economic interest (i.e.[Redacted, Regulation 10(5)(e) Confidentiality of commercial or industrial information] left against the agreed PO limit of [Redacted, Regulation 10(5)(e) Confidentiality of commercial or industrial information]). As previously mentioned, we had costed the job at [Redacted, Regulation 10(5)(e) Confidentiality of commercial or industrial information], but with the additional work undertaken to date (detailed in the attached), this will take us above our PO limit to around [Redacted, Regulation 10(5)(e) Confidentiality of commercial or industrial information]. I have therefore set out an allowance to cover for this.

Please note that the attached has been prepared as an update to PSS1 with the updates shown in red text (we never actually prepared a PSS2, with the Inception Report of 31<sup>st</sup> July 2018 covering this, and no fee updates since then). I would also note that the attached fee proposal assumes completion of the report and final Working Group meeting by the end of this month.

I trust there are no issues with this, but any queries please come back to me. Confirmation of your acceptance of the updated PSS at your earliest convenience would be appreciated.

Regards,

[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted]  
M: [Redacted]  
[Redacted]

**Annex S**

**From:** [Redacted]  
**Sent:** 27 March 2019 16:06  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Presentation to D&G?

Hi [Redacted],

Thanks for confirming. We have added in the following sentence on the slide preceding the list of options:

“Options not yet finalised and will be subject to further review through report finalisation”.

Thanks

[Redacted]

**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 27 March 2019 16:04  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Presentation to D&G?

Hi [Redacted],

As discussed, grateful if you can check the text around slides on options so that it is clear this is not the final list of options. Happy then for you to share the slides with [Redacted].

Thanks,

[Redacted]  
**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland

Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 27 March 2019 12:50  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** Presentation to D&G?

[Redacted], [Redacted],

Thanks for today, we thought it was a useful session.

[Redacted] asked at the end of the meeting whether I could send him the presentation shown today; I just want to check you have no issues with this? He said he will not be sharing it.

Thanks

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**Annex T**

**From:** [Redacted]  
**Sent:** 27 March 2019 17:02  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study Presentation Slides sent to [Redacted], 27 March 2019

[Redacted],

Please find attached a copy of slides from today's presentation. As discussed, grateful if these are not shared.

Kind regards

[Redacted]  
**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

(i)

**South West Scotland Transport Study – Initial Appraisal: Case for Change Progress Meeting**

Information withheld - Reg 10(4)(d) - Exception - Material in the course of completion, unfinished documents, or incomplete data

**From:** [Redacted]  
**Sent:** 27 March 2019 12:50  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** South West Scotland Transport Study request to share presentation with Dumfries and Galloway Council 27 March 2019

[Redacted], [Redacted],

Thanks for today, we thought it was a useful session.

[Redacted] asked at the end of the meeting whether I could send him the presentation shown today; I just want to check you have no issues with this? He said he will not be sharing it.

Thanks

[Redacted]  
**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

**From:** [Redacted]  
**Sent:** 26 March 2019 10:54  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** FW: SW Scotland Progress Meeting

Hi [Redacted],

Just to confirm, we have updated tomorrow's slides in line with comments discussed last week – attached is the updated version which we will take the Working Group through tomorrow.

Neil is finalising this review of our draft so apologies for the delay in getting this across to you but we're addressing these as soon as he is feeding them through chapter-by-chapter, and I will get the draft across to you asap.

On a final point, have you had a chance to consider my email of Friday re. the updated PSS? Your approval – even by email – would be appreciated to allow me to raise an invoice this week.

Many thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 22 March 2019 14:22  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** SW Scotland Progress Meeting

Dear all,

Ahead of next week's Progress Meeting, please find attached an agenda, alongside:

- Draft Consultation Report;
- The proposed structure of the main document.

Please note that the Draft Consultation Report should not be circulated at this stage.

We are in the process of finalising the draft report, and as you will see from the agenda, we will look to use Wednesday's meeting to take you through how this has been structured and what it contains, ahead of sending on the draft version in due course.

I look forward to meeting up on Wednesday.

Kind regards,

[Redacted]

**[Redacted] MA (Hons)**

[Redacted] Consultant  
Consulting, Transportation

M: [Redacted]

[Redacted]

**AECOM**

1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

(i)

**South West Scotland Transport Study – Initial Appraisal: Case for Change Progress Meeting**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**From:** [Redacted]  
**Sent:** 25 March 2019 09:35  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: A76 Data and Evidence

[Redacted],

Please find attached a copy of the A76 Corridor Study, alongside the A76 Action Plan Study STAG 1 Appraisal Report (both July 2015); these reports were produced alongside one another.

I have also attached the Summary Note; following further checks I noticed a slight update was required under the Diversionary Routes section.

Kind regards

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 22 March 2019 17:12  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: A76 Data and Evidence

[Redacted]

Thanks again for producing this note.

I've included [Redacted] and [Redacted] in the circulation list who are leading on Network's assessment work on the A76. It would be great if you could circulate the report of the A76 Corridor Study (2015) listed on page 1 of the note.

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning

Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 21 March 2019 17:16  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: A76 Data and Evidence

[Redacted],

As discussed, please find attached a note summarising A76 findings from the South West Scotland Transport Study.

Please do not hesitate to contact me should you have any queries.

Kind regards

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 20 March 2019 16:31  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: A76 Data and Evidence

[Redacted]

Thanks very much – appreciated

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 20 March 2019 15:18  
**To:** [Redacted] [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted];  
**Subject:** RE: A76 Data and Evidence

[Redacted],

We shall pull together the relevant data into a short note and will get over to you tomorrow.

Thanks

[Redacted]

[Redacted] MA (Hons)  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 20 March 2019 15:09  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** A76 Data and Evidence

[Redacted], [Redacted]

[Redacted] and I are meeting a colleague from TS Road Network Ops on Friday to discuss potential crossover between an A76 Route plan/investment strategy he has been asked to commence and STPR2.

We've informed him we have been undertaking extensive data collection and research including stakeholder engagement and have a significant amount of evidence for this route. To this end I'd be grateful if you could draw some key findings together in an email/bullet point list by COP tomorrow – this needn't be too detailed or extensive at this stage, just to give us an idea of what our understanding of that route is at present, and how this is viewed by stakeholders.

A very high level comparison with what we've seen on the A75 and A77 Re similar evidence categories would be useful too.

Happy to discuss

Thanks

[Redacted]

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

# Summary of A76 Findings

Client name	Project name	Date	Prepared by	Approved by
Transport Scotland	South West Scotland Transport Study	21 <sup>st</sup> March 2019	[Redacted]	[Redacted]

## Overview

This note provides an overview of key findings from the South West Scotland Transport Study relating to the A76 corridor. Where data is available, a comparison against other corridors in the study area (A75, A77, A701 and A709) has also been presented.

The A76 is a single carriageway road running between Dumfries and Kilmarnock. The section within the study area, between Dumfries and Cumnock, covers around 68km. It is mainly rural in nature; however it passes through the settlements of New Bridge, Holywood, Blackwood, Closeburn, Thornhill, Carronbridge, Mennock, Sanquhar, Kirkconnel and New Cumnock. At Enterkinfoot, the A76 has been limited to one-way traffic due to landslip works. A scheme has been proposed to construct a new section of trunk road to replace the current route between Thornhill and Enterkinfoot<sup>2</sup>.

## Policy / Recent Studies

There are several recent studies which are of relevance to the A76 corridor, including:

**Dumfries & Galloway Transport Summit (2016);** The summit discussed the role of transport and associated infrastructure to support the economy and communities in Dumfries and Galloway.

**Ayrshire Transport Summit (2018):** The summit was organised to outline the potential for Ayrshire and how investment in an improved transport network will help achieve this, with transport recognised as key to a "vibrant Ayrshire" in transforming the local economy.

**A76 Corridor Study (2015):** In 2010, the A76 Transport Partnership produced a 5 Point Action Plan which made a series of recommended infrastructure improvements based on analysis of the conditions and capacity of the A76 at that time. This A76 Corridor Study, which was carried out in line with STAG, provides a follow-up to this, based on a more current analysis and evaluation of the existing multi-modal transport links on the A76 Corridor between Kilmarnock and Dumfries.

<sup>2</sup> <https://www.transport.gov.scot/road-order/the-a76-trunk-road-enterkinfoot-to-thornhill-trunking-order-201/>

## 7 Road Traffic Data

This section provides an overview of relevant traffic data.

### 7.8 Traffic Volumes

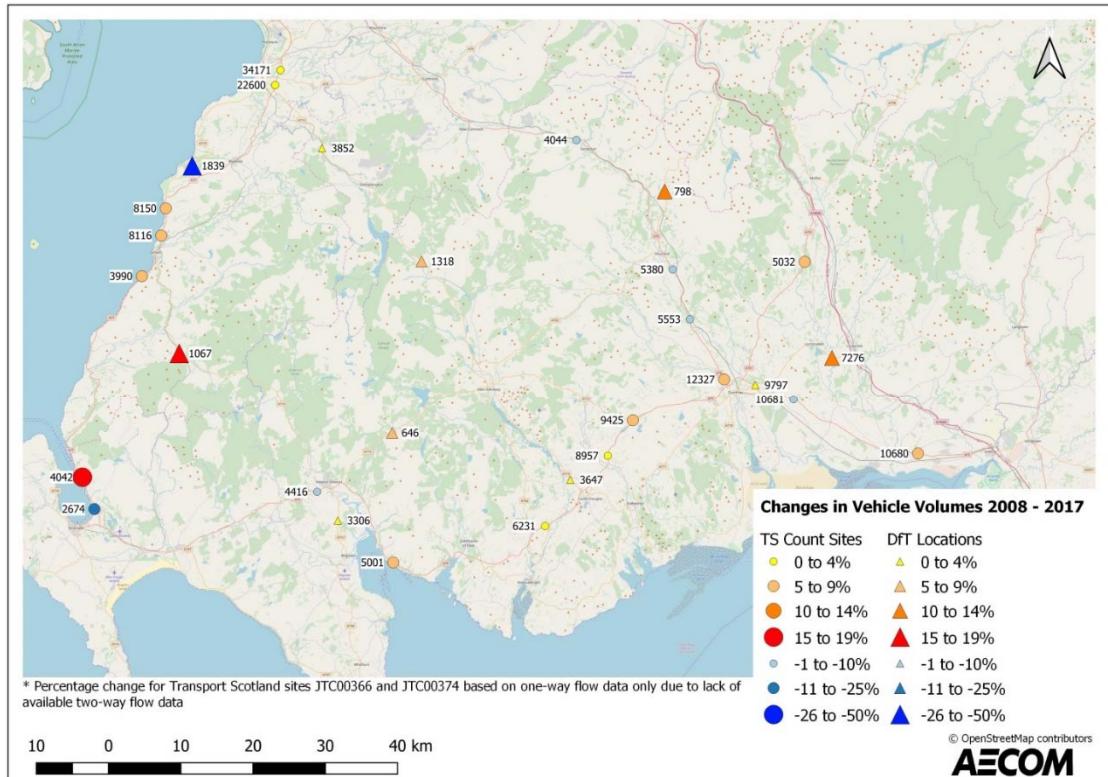


Figure 1: 2017 AADT figures and change in vehicle volume 2008-2017

Traffic levels on the section of the A76 within the study area are generally higher closer to Dumfries, with approximately 12,300 vehicles recorded on the A76 immediately north of Dumfries, compared to just 4,044 just north of Sanquhar.

### 7.9 Vehicle Composition

A series of 12hr Roadside Interviews (RSIs) were undertaken during October 2017, including on the A76 North of Dumfries (northbound). Results show that Cars constitute the highest proportion of vehicles on the A76 (75%), with LGVs and HGVs constituting 17% and 9% of traffic composition respectively. HGVs constitute a smaller proportion of traffic on the A76 compared to the A75 and A77.

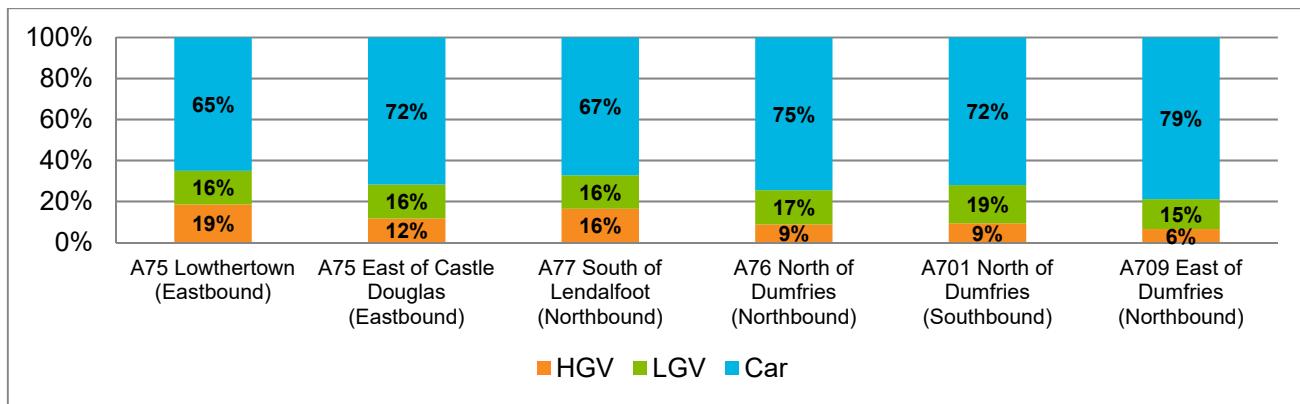


Figure 2: Vehicle composition at RSI sites

## 7.10 Platoons

Figure 3 shows the proportion of platoons led by HGVs, LGVs and buses/coaches for different platoon sizes. Whilst overall, platoons tend to be led by light vehicles, a consistently higher proportion of HGVs lead the longer platoons of 3 or more and 5 or more vehicles. The A76 follows the same pattern as other corridors, with the longest platoons (5+ vehicles) led by light vehicles (50%) and HGVs leading a platoon being highest for platoons of 5+ vehicles.

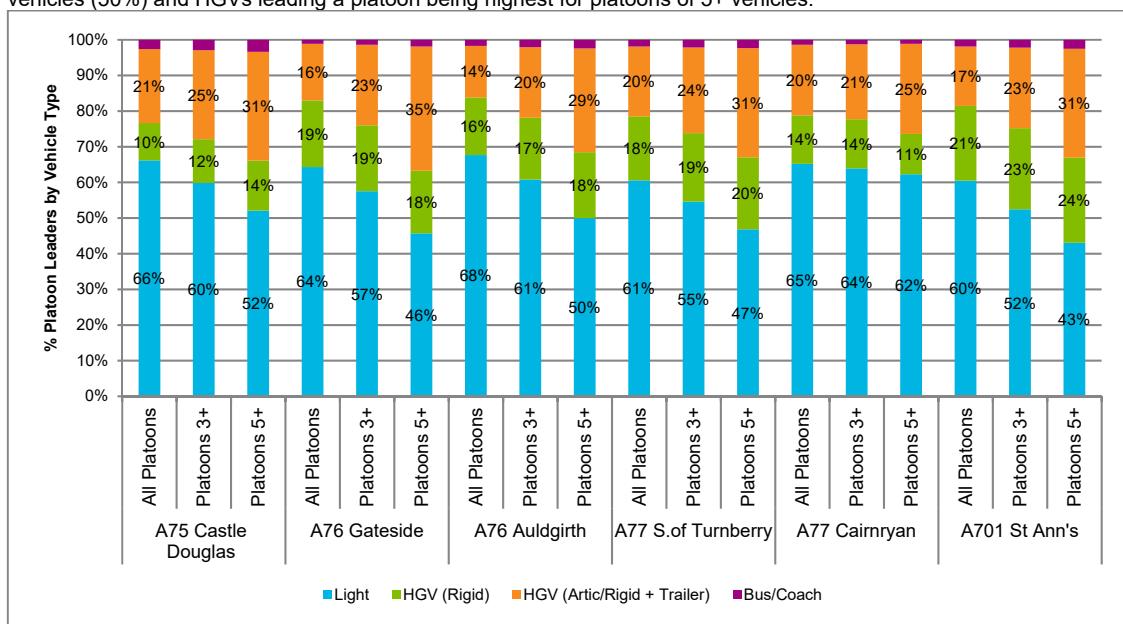


Figure 3: Proportion of platoon leaders by vehicle type

## 7.11 Accidents

In line with similar trends identified across the strategic roads in the South West of Scotland, while the overall accident rate on the A76 is below the equivalent national (NESI) rate, the proportion of killed or seriously injured (KSI) accidents is higher than the national rates (i.e. when accidents do occur, they tend to be more serious in nature).

Table 1: Observed and NESA accident rates

	Accident Rate (M Vkm)	% Accident by Severity			Casualty by Severity per Accident		
		% Fatal	% Serious	% Slight	Fatal	Serious	Slight
A75	0.101	5.4%	15.3%	79.3%	0.054	0.222	1.202
NESA	0.253	2.6%	14.4%	83.0%	0.036	0.211	1.356
A77	0.125	3.8%	14.1%	82.1%	0.043	0.190	1.207
NESA	0.304	2.3%	13.8%	83.9%	0.032	0.197	1.342
A76	0.165	5.3%	20.2%	74.5%	0.053	0.234	1.117
NESA	0.305	2.4%	14.1%	83.5%	0.034	0.205	1.342
A701	0.212	6.3%	29.2%	64.6%	0.063	0.354	1.125
NESA	0.696	2.5%	14.3%	83.2%	0.035	0.209	1.344

## Speeds

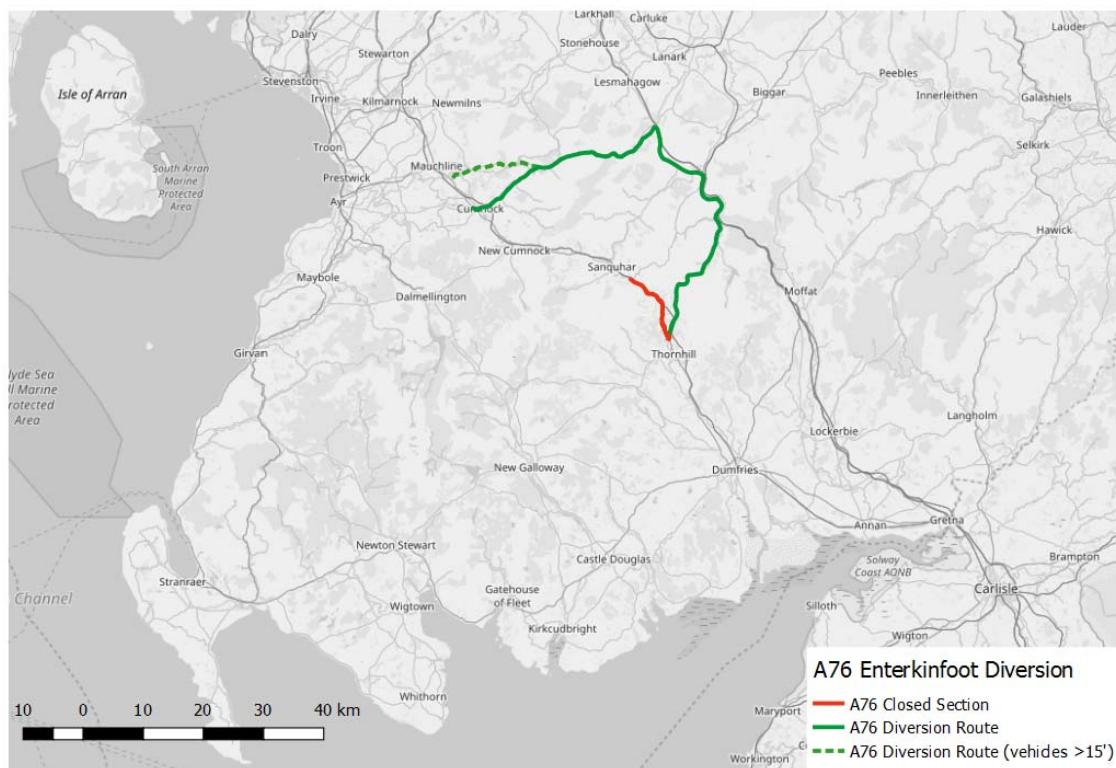
Results show that average speeds on the A76 are lower compared to the A75; though similar speeds are recorded compared to other routes.

Table 2: Average Journey Times and speeds on key road links within the study area during 2017 (Source: Inrix)

Corridor	Direction	0800-0900	1000-1600	1700-1800
South of Ayr to Stranraer (A77)	NB	38 (61)	39 (62)	40 (64)
	SB	38 (62)	38 (61)	40 (64)
Gretna to Stranraer (A75)	EB	47 (76)	47 (75)	49 (79)
	WB	46 (74)	47 (75)	49 (79)
Dumfries to Cumnock (A76)	NB	39 (63)	40 (64)	42 (67)
	SB	39 (63)	39 (63)	40 (65)
Dumfries to Moffat (A701)	NB	40 (64)	41 (66)	42 (68)
	SB	40 (64)	41 (65)	42 (68)
Dumfries to Lockerbie (A709)	EB	35 (56)	35 (56)	36 (58)
	WB	35 (57)	35 (57)	37 (60)

## Diversionary Routes

To assess the impact of diversionary routes, a review of the A76 diversionary route in the event of the road between Carronbridge and Mennock being closed was undertaken. Results show that journey times increase by around 1 hr 36 minutes in the event of route closure, with an extra distance of around 64 miles to travel<sup>3</sup>.



**Figure 4: A76 Diversionary Route<sup>4</sup>**

## Freight Values

Specialised Goods Vehicle Counts (SGVCs) were undertaken in 2017 to help understand freight movements at two sites (A70/A77 junction and A75/A76 roundabout); these counts enabled freight flow values to be estimated. As shown in **Table 3**, based on the SGVC observations and valuations of the type of goods being transported, approximately £6 million pounds worth of goods per day is estimated to use the A76 North of Dumfries. It is noted that this is a lower value compared to A75 and A77 estimates.

**Table 3: Summary of value of freight flows**

Road	Location of Valuation	Value
A70	East of Ayr	£4m
A75	East of Dumfries	£26m
A75	West of Dumfries	£20m
A76	North of Dumfries	£6m

<sup>3</sup> Journey time and distance obtained from Google Maps. These values are based on the length of the diversionary route as shown in Figure 4, plus the distance between Cumnock and Mennock via the A76.

<sup>4</sup> Diversionary route obtained via the Operating Company.

A77	North of Ayr	£11m
A77	South of Ayr	£10m

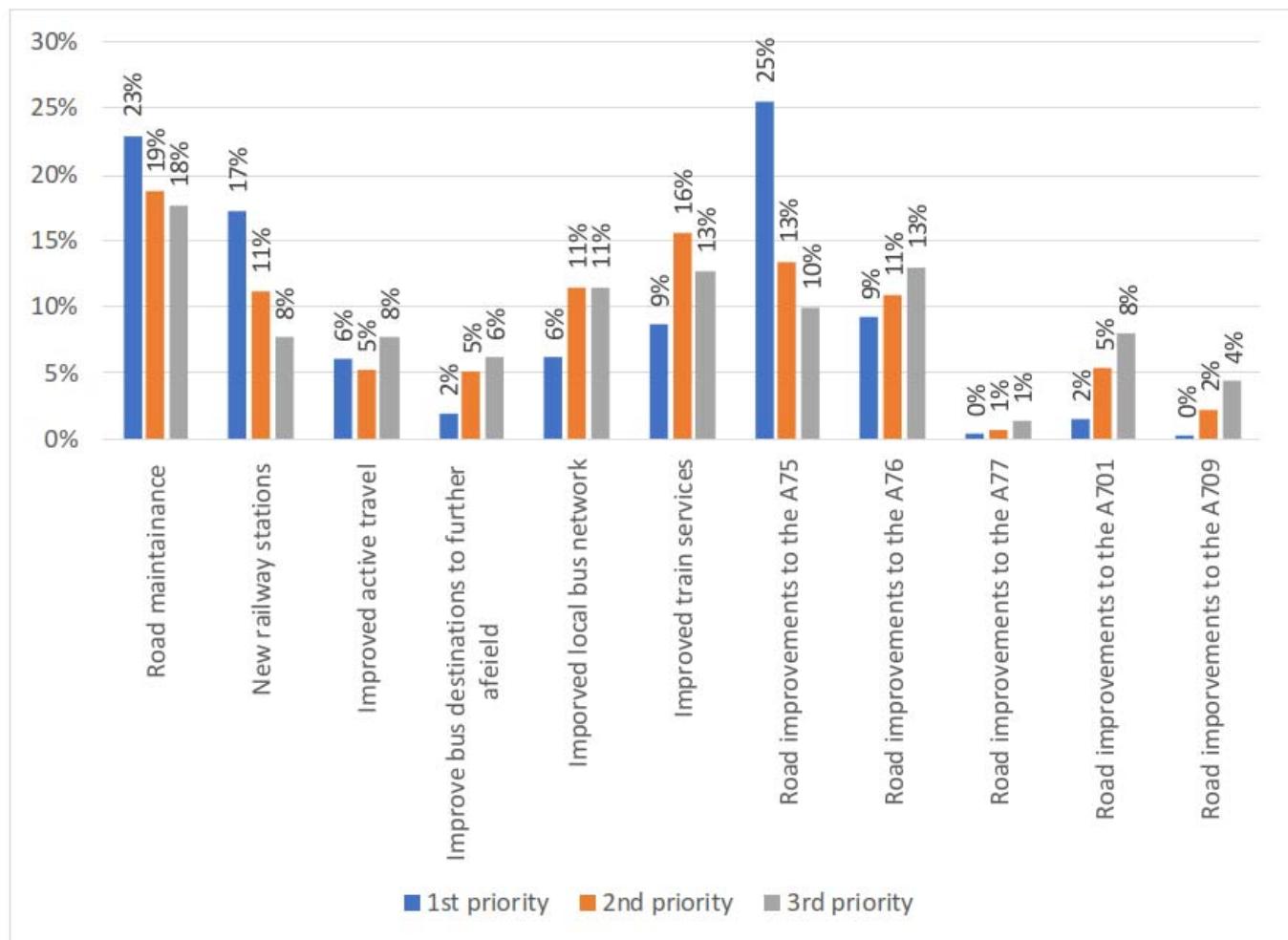
---

## Consultation Findings

Key findings related to the A76 from the consultation programme are summarised in the following section.

### Priorities for future transport investment

The following results are based on the online survey analysis focused on respondents based along the A76 Corridor (Dumfries to Cumnock). Respondents were asked to select their top three priorities for future investment in the study area. The Figure below shows the breakdown of responses to this question. Road improvements to the A75 attracted the largest number of top priority responses (25%) followed by better road maintenance (23%). Overall, road improvements to the A76 achieved 9% of 1st priority responses. Interestingly, along the A76, the third top priority relates to opening new railway stations. This is likely to be a reflection of the appetite for rail in the area and the ongoing campaign for a new station in Thornhill.



**Figure 5: Priorities for future transport investment (A76)**

By way of comparison, Figure 6 shows how the transport investment priorities of respondents along the A76 compares with the results obtained for other corridors in the South West of Scotland.

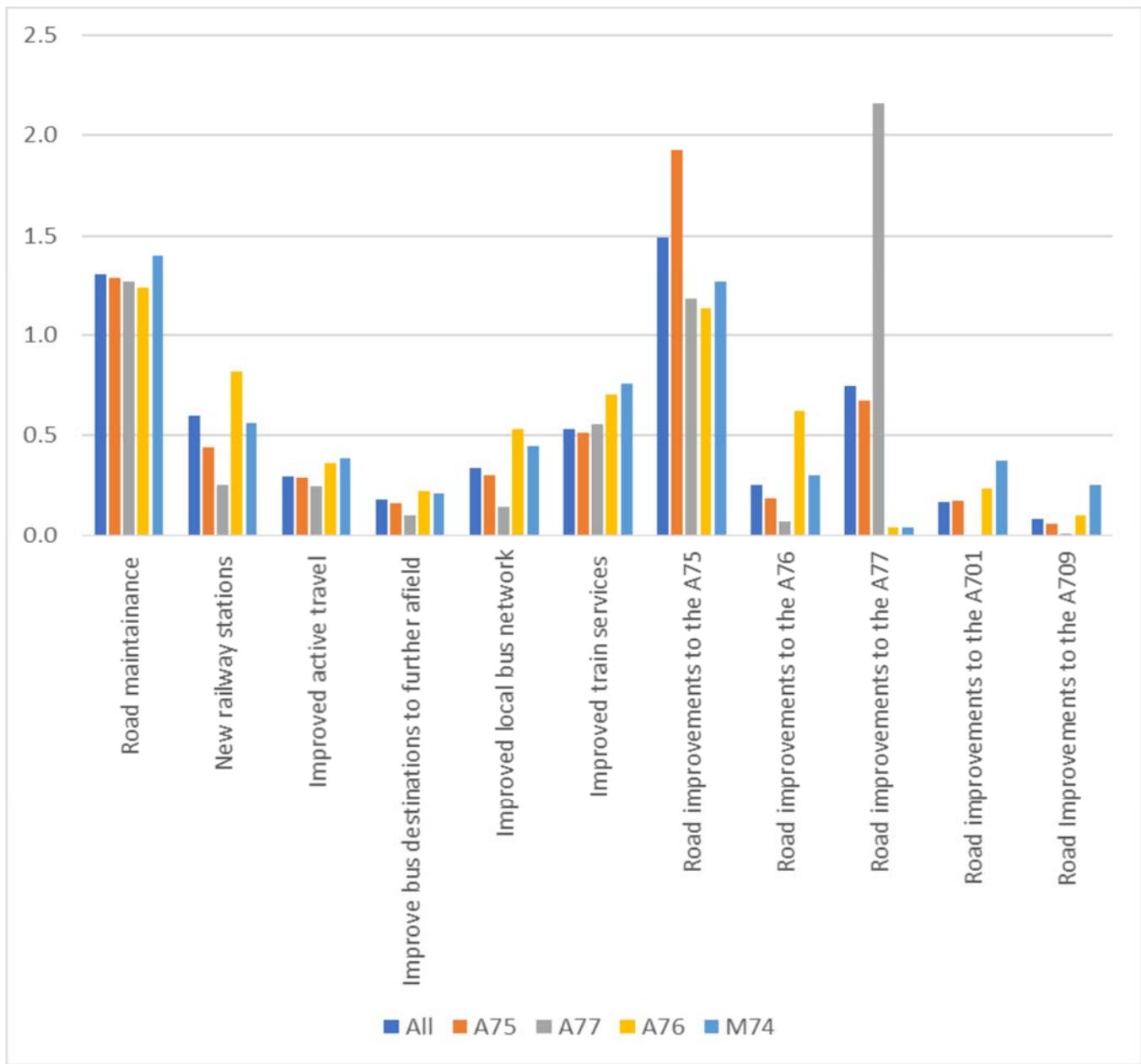


Figure 6: Priorities for future transport investment (All Responses)

## Satisfaction with quality of road surface

While there was not a specific question on road maintenance within the online survey, respondents were asked to state how satisfied they were with the quality of road surfaces. 72% of respondents were either very dissatisfied or dissatisfied with the quality of road surface on the A76. This is lower than the proportion of people very dissatisfied or dissatisfied with the quality of road surface on the A75 and A77.

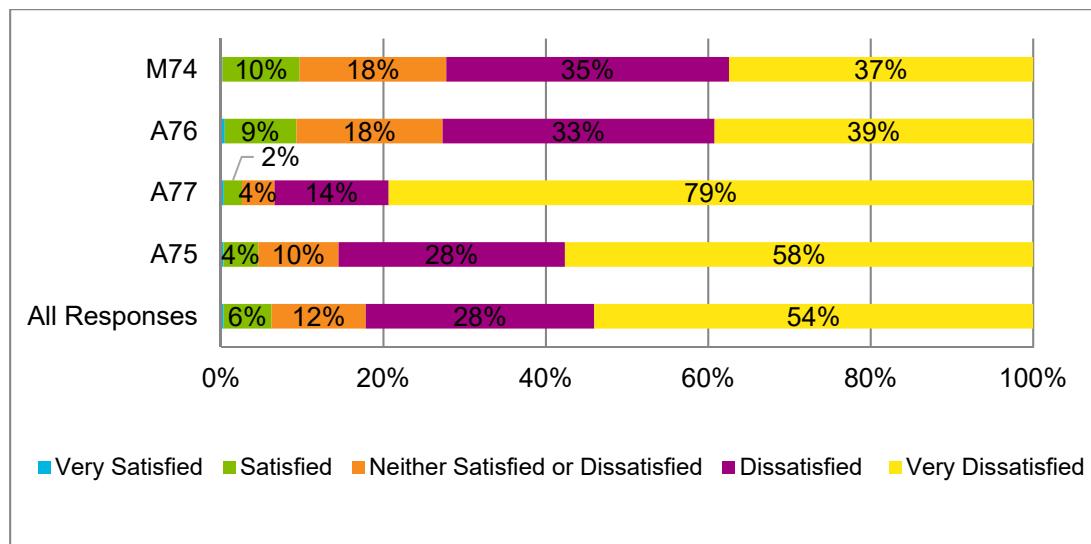


Figure 7: Satisfaction with quality of road surface by road corridor (Source: Public Survey)

## Satisfaction of road connections

With regards to satisfaction of road connections, a larger proportion of respondents were dissatisfied rather than satisfied with all aspects but one. Respondents were most dissatisfied with the quality of the road surfaces in the area with 70% either dissatisfied or very dissatisfied with this aspect. This was followed by overtaking opportunities, with 60.1% either dissatisfied or very dissatisfied with this aspect. Satisfaction levels were highest with journey times (34%, either satisfied or very satisfied), followed by level of congestion (29.6%, either satisfied or very satisfied).

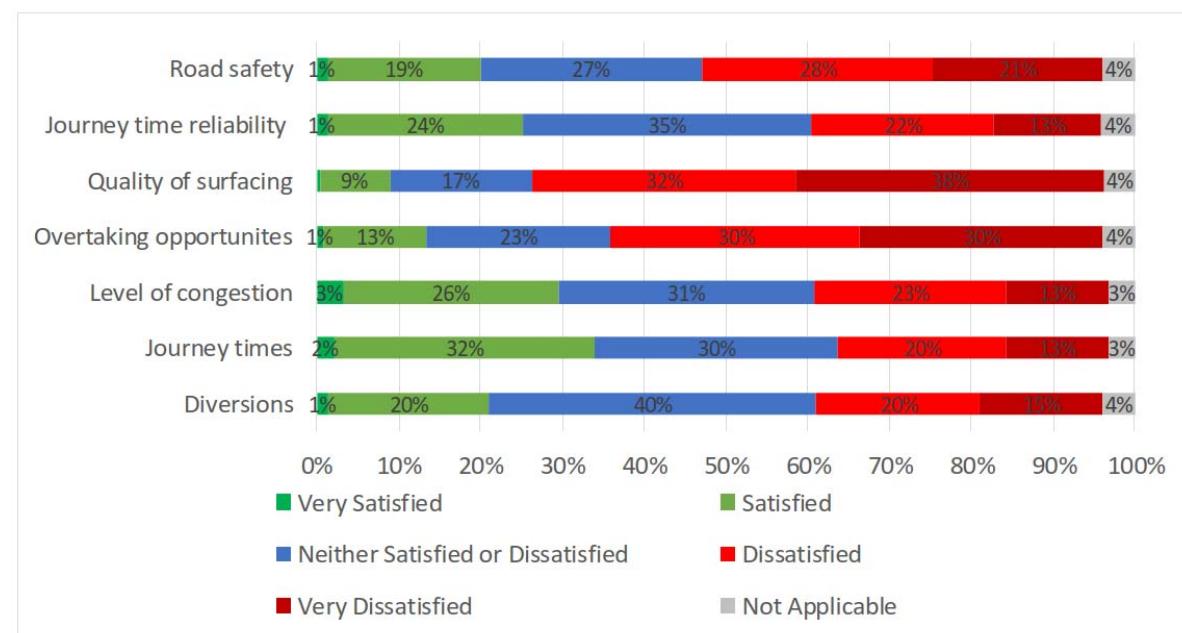


Figure 8: Satisfaction of road connections (A7)

## Traffic noise, vibration, pollution and severance

Figure 9 shows the extent to which respondents to the survey from each corridor stated they were affected by traffic noise, vibration, pollution and severance issues where they live. On the A76, 19% were impacted by traffic noise, 12% by traffic vibration, 9% by traffic pollution, and 1% by severance. This is broadly in line with A75 and A77 responses.

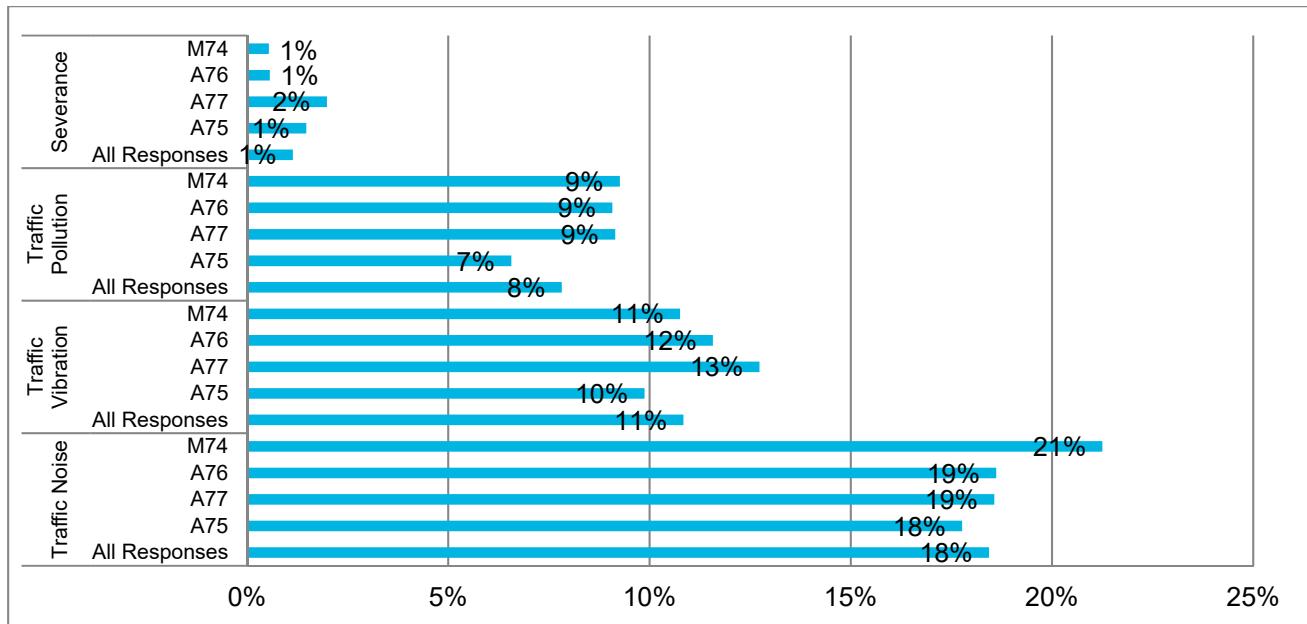


Figure 9: Proportion of respondents affected by traffic noise, vibration, pollution and severance by corridor

## Summary

This note provides a summary of findings in relation to the A76 corridor from the South West Scotland Transport Study, including road traffic data and consultation findings.

(ii)

**A76 Corridor Study Report\_Final\_v0.12**

Appendice 1 - See PDF Document Titled: Appendix W (ii)

(iii)

**A76 Action Plan Study STAG 1 Appraisal Report**

Appendice 2 - See PDF Document Titled: Appendix W (iii)

**Annex X**

**From:** [Redacted]  
**Sent:** 21 March 2019 13:07  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SWS Transport Study - Progress Note 15

[Redacted], [Redacted],

Attached is an updated Progress Note for the SW Transport Study.

I wasn't intending on running through the attached in any great detail today, instead taking you through the updates to the Consultation Report and draft slides for next week's progress call.

I'm also reviewing [Redacted]'s A76 Note and this will be across to you shortly [Redacted].

Speak shortly,  
[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

## Project Progress Note

Project Name		South West Scotland Transport Study – Initial Appraisal: Case for Change		Project Number	60578850				
				Date	21-March-19				
<b>Progress Note</b>									
Task Manager		[Redacted]							
Task Director		[Redacted]							
No.	Item								
<b>1.</b>	<b>Introduction</b>								
	This note sets out progress against the tasks set out in the agreed Project Brief for the SW Scotland Transport Study.								
2.	Tasks / Deliverables Provided	Est. for Completion (w/c)	Est. % Complete	<b>Comments</b>					
1.	Inception	25/06/18	100%	<ul style="list-style-type: none"> <li>• Inception Meeting held 12/06 and all feedback received.</li> <li>• Final Inception Report circulated to Working Group 14/08, incorporating comments 20/07.</li> </ul>					
2.	Problems & Opportunities	01/10/18	100%	<ul style="list-style-type: none"> <li>• Policy Review complete</li> <li>• Socio-Economic Data Analysis complete</li> <li>• Traffic &amp; Transport Data processed.</li> <li>• Incident data received from TS 11/09; multiple attempts made to contact Scotland Transerv re. further queries, with no success.</li> <li>• Problems and Opportunities Register populated with all issues identified from previous studies and consultations (see Task 3).</li> <li>• Key Problems and Opportunities have been summarised and included in Draft Report. All data processed to be provided separately as part of Problems and Opportunities Technical Note / technical annexes.</li> </ul>					
3.	Stakeholder Engagement	29/10/18	100%	<ul style="list-style-type: none"> <li>• Formal consultation period (19/09 - 16/11) now closed.</li> <li>• Online Survey &amp; Placecheck <ul style="list-style-type: none"> <li>○ 3,016 responses to online survey once incomplete and duplicate surveys removed.</li> <li>○ 310 individual Placecheck comments.</li> </ul> </li> <li>○ Multiple hard copy surveys returned via libraries and TS input for analysis alongside online responses.</li> <li>○ Online Survey finalised and analysis sent to TS (Appendix D of Consultation Report sent 04/03).</li> <li>• Stakeholder Workshops: <ul style="list-style-type: none"> <li>○ Minutes finalised and sent to TS for review 11/2. <b>Awaiting TS approval prior to sending to stakeholders.</b></li> </ul> </li> </ul>					

				<ul style="list-style-type: none"> <li>• Community Council mailshot: three responses received.</li> <li>• 1-2-1 Consultation – 1-2-1 consultations completed, though unable to secure responses from Scotland Transerv, Scottish Enterprise, D&amp;G Chamber of Commerce and Scottish Business Resilience Centre. Contact also made with key stakeholders that were unable to attend Workshops, as approved by TS; limited response received.           <ul style="list-style-type: none"> <li>○ All records signed-off, with exception of the Dumfries Rail Action Group.</li> </ul> </li> <li>• Elected Members Briefing: Completed on Monday 26<sup>th</sup></li> </ul>
--	--	--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Project Progress Note (Q4EU(UKI-TP)-222-FM9)

Revision 0 April 2013

1 of 232

## Project Progress Note



				<p>November (Dumfries) and Monday 3 December (Ayr)</p> <ul style="list-style-type: none"> <li>○ Slightly modified presentation sent to [Redacted] and [Redacted] (ARA) for distribution to Elected Members on 08/02.</li> <li>○ Response sent to team of [Redacted] MSP (8/2).</li> </ul> <p><input type="checkbox"/> Draft Consultation Report sent to TS 04/03 and comments received. AECOM updated and sent Final Consultation Report to TS 20/3.</p>
4.	Transport Planning Objectives	12/11/18	100%	<p><input type="checkbox"/> TPOs developed based on themes identified through the data analysis and consultation process.</p>
5.	Option Generation, Sifting & Development	10/12/18	95%	<ul style="list-style-type: none"> <li>• Options identified through review of previous studies, workshop discussions and other correspondence.</li> <li>• Options have been documented in Problems &amp; Opportunities Register, duplicates removed and local / strategic options identified.</li> <li>• Options categorised by mode, corridor and type and subsequently packaged.</li> <li>• Following Working Group comments, further option refinement and packaging undertaken to arrive at final list of packaged options for appraisal.</li> <li>• High level appraisal of options against TPOs and Implementability Criteria (feasibility, affordability and public acceptability) being finalised w/c 18/03.</li> </ul>
6	Reporting	21/01/19	90%	<ul style="list-style-type: none"> <li>• Report in process of being drafted. Aiming for submission of draft report week commencing 18/03.</li> <li>• Summary of report structure to be sent to Working Group in advance of next meeting, alongside Consultation Report.</li> </ul>
7	PM & Progress Reporting	21/01/19	95%	<p><input type="checkbox"/> Next Working Group Progress Meeting to be held Wednesday 27<sup>th</sup> March 10am-12pm at AECOMs Glasgow Bothwell Street office.</p>
3.	Overall Progress against...	Value Ahead / Behind Target	Reasons for any difference between actual and target plus measures for bringing project back on schedule	
	Programme	Behind	Delays to consultation launch.	
	Budget	Behind	Current financial position, including tasks added to the scope documented as part of updated PSS provided to TS on 08/02 – awaiting approval.	
4.	<b>Requested or Required Changes to Original Scope</b> (including implication to <u>Time/Cost/Quality</u> )			Change Order Request Completed and Signed?
	Updated PSS prepared to cover list of additional scope items, submitted on 08/02 – awaiting TS approval.			No
5.	<b>Sub-Consultants</b>			
	Peter Brett Associates			

<b>6.</b>	<b>Update on identified risks and mitigation plans</b>
<b>7.</b>	<b>Other Issues to Note</b>
	[Redacted] and [Redacted] to be principal points of contact for any outstanding queries during impending team annual leave ([Redacted] from 01/04 to 19/04 and [Redacted] between April and June).
<b>Prepared By:</b>	<b>Checked / Approved By:</b>
[Redacted]	[Redacted]

Project Progress Note (Q4EU(UKI-TP)-222-FM9)

Revision 0 April 2013

2 of 232

**From:** [Redacted]  
**Sent:** 20 March 2019 11:24  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** Final Consultation Report

[Redacted], [Redacted],

Following your email re. the South West Consultation Report, please find attached Final condensed version addressing the comments received including removal of appendices.

I have also attached a word version which shows the tracks, including how the comments have been addressed.

I'll follow up separately with Draft Slides for next week's progress meeting, and report structure document.

Regards,  
[Redacted]

**[Redacted]MSc, CMILT, TPP**  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

(i)

**South West Scotland Transport Study - Initial Appraisal: Case for Change  
Consultation Report March 2019**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

\*Note - AECOM are finalising an updated version at the moment, the intention is to publish it on the Transport Scotland website alongside the main report in the near future

(ii)

**South West Scotland Transport Study - Initial Appraisal: Case for Change  
Consultation Report March 2019 – Comments Addressed**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

\*Note - AECOM are finalising an updated version at the moment, the intention is to publish it on the Transport Scotland website alongside the main report in the near future

**Annex Z**

From: [Redacted]  
Sent: 20 March 2019 15:48  
To: [Redacted]; [Redacted]  
Cc: [Redacted]; [Redacted]  
Subject: RE: SWTS- Draft Consultation Report - TS Comments

[Redacted] /[Redacted],

Attached for discussion during our progress catch up tomorrow are draft slides for next week's Progress Meeting, alongside TOC for the draft Initial Appraisal Report.

Regards,  
[Redacted]

-----Original Message-----

From: [Redacted]  
Sent: 18 March 2019 08:54  
To: [Redacted]; [Redacted]  
Cc: [Redacted]; [Redacted]  
Subject: RE: SWTS- Draft Consultation Report - TS Comments

Morning [Redacted], thanks for these comments. I've had a look at these and shall get the revised version back to you by cop this Wednesday alongside Report Structure & draft Presentation Slides.

My review of the draft report is taking slightly longer than I had hoped, but I am aiming to get a draft across to you by Friday (allowing for internal review). Apologies for the delay.

Thanks,  
[Redacted]

-----Original Message-----

From: [Redacted]  
Sent: 15 March 2019 18:31  
To: [Redacted]; [Redacted]  
Cc: [Redacted]; [Redacted]  
Subject: SWTS- Draft Consultation Report - TS Comments

[Redacted], [Redacted]

Thanks for providing the draft consultation report, we have reviewed and discussed internally and have a combination of particular comments (which are shown in track changes within the attached), and more high level requests regarding the formatting of the report.

The document provided is a detailed and thorough record providing an excellent audit trail and document of the engagement programme for internal purposes, and looking forward to STPR. As the annexes are records of engagement we have not commented on these, and you will note the tracks in the attached focus on the 'front end'. Due to the detailed nature and length of the document, and the fact that in the 'back end' it contains personal information, we are clearly not looking to publish this to the public domain. However we see merit in publishing a standalone consultation report, based on the 'front end' of the attached document in the near future on the website, and ultimately that this will be referred to as an annex/associated document within the initial appraisal report proper.

A general comment, expanding upon a point within the track changes, is that at 3.5 the implication of the text as is could be the strategic corridors are road based - something along the lines of "a large proportion of comments received via Placecheck referred to the 4 strategic corridors identified in the study, and, within this, many were road based" could work. Please check the wording in other related passages of the report and amend as necessary.

In reflection it is best not to name organisations we couldn't reach, rather say something along the lines of "it was the intention to engage with further stakeholders, but contact could not be made with some, including some emergency services and economic agencies" or similar.

I'm aware that to date we haven't commented on Annex D Online Survey analysis, which is clearly a fundamental component, however as we're not proposing that the annexes be published, and that the priority for us is on how these have been used within the main report, we are relaxed on this and would suggest holding off commenting on this content until we comment on the main report proper.

With regards to next stages in reporting, if you could provide a slimmed down version based on the attached with track changes and stripping out the detail in the annexes for COP Wednesday we could then circulate that to Working Group members the following day, giving nearly a week to review before the progress meeting. I am not sure what stage the overall draft report is at, but given timescales and the need for us to review and comment internally, I don't see it as realistic to circulate that prior to the meeting. As such if you could prepare a proposed report structure/outline/contents page/report map type document to send along with the draft consultation report next Thursday that would be ideal. Then a PowerPoint presentation at the meeting talking through the analysis, findings, recommendations in the report and we would aim to circulate the draft report around the group soon after the meeting. Note there will be a need to brief [Redacted] and possibly [Redacted] on the recommendations and finding before circulating for comment.

Happy to discuss - please indicate if you're able to provide a draft trimmed down draft consultation report, draft appraisal report structure/contents page and power point presentation by COP next Wed 20 March, and an indication on when the overall report in draft format is likely.

Thanks  
[Redacte

# South West Scotland Transport Study - Initial Appraisal: Case for Change Report Structure

**Client name**  
Transport Scotland

**Project name**  
South West Scotland Transport Study

**Date**  
20th March 2019

---

## 8 Report Structure Overview

---

This note provides an overview of the South West Scotland Transport Study Initial Appraisal: Case for Change Draft Report structure. Report chapters are as detailed below.

- **Section 1 – Introduction:** An overview of the study is provided, alongside the approach / core tasks and the report structure.
- **Section 2 – Background & Context:** An overview is provided of the background policy context against which the study has been taken forward.
- **Section 3 – Baseline Review:** This section presents the results from a data analysis review used to set out the baseline transport, socio-economic and environmental conditions in the study area, which has subsequently been used as the basis for problems and opportunities identification.
- **Section 4 – Public & Stakeholder Engagement:** This section provides a summary of the approaches used to involve the public and key stakeholders in the preparation of the study, including key consultation findings.
- **Section 5 – Problems & Opportunities Analysis:** Drawing on relevant data analysis and consultation findings; detail is provided on the identified problems that should be addressed in the South West of Scotland. Consideration is also given to wider Opportunities and Constraints in the study area. Each problem is mapped against key themes, a description of the problem has been provided alongside consultation findings (*'What people told us'*) and a summary of evidence identified.
- **Section 6 – Transport Planning Objectives:** Based on the key themes identified from the Problems and Opportunities analysis, this sections presents the Transport Planning Objectives developed for this study.

- **Section 7 – Option Generation, Sifting & Development:** This section details the process used to generate, sift, develop and appraise options identified to address the TPOs for this study, and presents the outcomes from the initial appraisal.
- **Section 8 – Summary & Next Steps:** Outcomes from the appraisal are used to guide the development of next steps.

A Table of Contents for the report is provided overleaf.

1/2

Report Structure

---

## 9 Table of Contents

---

<b>1</b>	<b>Introduction</b>
1.1	Overview
1.2	Approach
1.3	Structure of Report
<b>2</b>	<b>Background &amp; Context</b>
2.1	Introduction
2.2	Study Area
2.3	Policy Context
2.4	Summary
<b>3</b>	<b>Baseline Review</b>
3.1	Introduction
3.2	Transport Context
3.3	Socio-Economic Context
3.4	Environmental Context
3.5	Summary
<b>4</b>	<b>Public &amp; Stakeholder Engagement</b>
4.1	Introduction
4.2	Key Findings
<b>5</b>	<b>Problems &amp; Opportunities</b>
5.1	Overview
5.2	Road Network Problems

- 5.3 Rail Network Problems
- 5.4 Bus Network Problems
- 5.5 Bus / Rail Network Problems
- 5.6 Active Travel Problems
- 5.7 Summary Table (vs Themes)
- 5.8 Economic and Social Impacts
- 5.9 Opportunities
- 5.10 Summary

## **6 Transport Planning Objectives**

- 6.1 Introduction
- 6.2 TPO Development
- 6.3

## **7 Option Generation, Sifting & Development**

- 7.1 Introduction
- 7.2 Do Minimum
- 7.3 Overview of Approach
- 7.4 Option Generation
- 7.5 Option Sifting
- 7.6 Option Packaging
- 7.7 Option Appraisal
- 7.8 Summary **8 Summary**
- 8.1 Summary
- 8.2 Next Steps

(ii)

**South West Scotland Transport Study – Initial Appraisal: Case for Change**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

## **Annex AA**

**From:** [Redacted]  
**Sent:** 13 March 2019 11:55  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Study - Progress Update

Dear all,

Thank you for providing your availability for the next South West Scotland Transport Study Working Group Meeting. I can confirm that the next meeting will be held on Wednesday 27<sup>th</sup> March 10am-12pm at AECOMs Bothwell Street office in Glasgow.

I will circulate an agenda in advance of the meeting.

Kind regards

[Redacted]

[Redacted] MA (Hons)

## Consultant

## Consulting, Transportation

M: [Redacted]

[Redacted]

**From:** [Redacted]

**Sent:** 12 March 2019 10:27

**To:** [Redacted]; [Redacted];[Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted]; [Redacted]; [Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]

**Subject:** RE: South West Scotland Study - Progress Update

Dear all,

Thank you to everyone that has provided their availability for the next SW Scotland Transport Study Progress Meeting.

I would be grateful if availability could please be provided by the end of today and I shall then confirm the date of the next meeting. The Doodle poll can be found here: <https://doodle.com/poll/d2qfa39iqw8quvid>

Kind regards

[Redacted]

**[Redacted] MA (Hons)**

Consultant

Consulting, Transportation

M: [Redacted]

[Redacted]

**From:** [Redacted]

**Sent:** 28 February 2019 14:14

**To:** [Redacted]; [Redacted];[Redacted]; [Redacted]; [Redacted]; [Redacted];

[Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];

[Redacted]; [Redacted]; [Redacted]; [Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]

**Subject:** South West Scotland Study - Progress Update

Dear all

Conscious it has been some weeks since our last progress meeting, I wanted to update you on progress with development of the South West Scotland Transport Study. Since the last meeting, we have been drafting the Initial Appraisal report, taking on board further feedback from Transport Scotland on the TPOs and Options. We have also been finalising the supporting Consultation Report following completion of the Online Survey analysis, including corridor level analysis. Over the next two weeks we will be finalising the draft Initial Appraisal report, with the aim of circulating this to you ahead of a final Working Group meeting at the end of the March.

On this, please find attached a doodle poll

(<https://doodle.com/poll/d2qfa39iqw8guyid>). Grateful if you could confirm your availability.

Thanks,

[Redacted]: [Redacted]

**[Redacted]** MSc, CMILT, TPP

Associate Director, Transportation

D: [Redacted]

M: [Redacted]

[Redacted]

**Annex AB**

**From:** [Redacted]  
**Sent:** 12 March 2019 14:24  
**To:** [Redacted]  
**Subject:** RE: South West Scotland Progress Call

Hi [Redacted],

We are available next Thursday- however, I'll be able to confirm tomorrow once I have a date for the Working Group Progress Meeting (there's a chance this will be next Thursday).

Thanks

[Redacted]

**[Redacted]**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

-----Original Appointment-----

**From:** [Redacted]  
**Sent:** 12 March 2019 14:20  
**To:** [Redacted]  
**Subject:** New Time Proposed: South West Scotland Progress Call  
**When:** 20 March 2019 13:30-14:15 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.  
**Where:**

**Annex AC**

**From:** [Redacted]  
**Sent:** 08 March 2019 15:58  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study - Consultation Report - request for word version sent to Aecom 8 March 2019

Hi [Redacted],

As discussed please find attached word version of the main Consultation Report.

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 08 March 2019 15:34  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study - Consultation Report - request for word version sent to Aecom 8 March 2019

Hi [Redacted],

Grateful if you can send me a word version of the Consultation Report.

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 04 March 2019 08:08  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study - Consultation Report - from Aecom for review 4 March 2019

[Redacted], [Redacted],

Please find attached the draft Consultation Report for the South West of Scotland Transport Study.

The main body of the report summarises the approach undertaken and key findings across the various engagement sources, with full details included in the supporting appendices. This includes:

- Appendix A – Minutes from the Stakeholder Workshops
- Appendix B – All 1-2-1 stakeholder interview records, which have been signed off by the respective stakeholders (note, we have excluded the Dumfries Railway Action Group because, despite a number of attempts, they have not responded to our prompts to confirm their approval – discussion note from this interview attached separately).
- Appendix C – Community Council Mailshot
- Appendix D – Online Public Survey results, which includes analysis of results for the study area as a whole but also broken down according to strategic corridor following up from the request at the Members Briefing.
- Appendix E – Full comments from the Placecheck tool (cleansed).

Within the main Initial Appraisal Report itself we are providing a summary of key consultation findings and how these support the identified problems, but this report provides a full record of the Public and Stakeholder Engagement Strategy for the study.

Please let me know if you have any comments.

Regards,  
[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

(i)

## **APPENDICES - DOCUMENT 1 - South West Scotland Transport Study - Consultation Report**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

\*Note - AECOM are finalising an updated version at the moment, the intention is to publish it on the Transport Scotland website alongside the main report in the near future

**From:** [Redacted]  
**Sent:** 08 March 2019 12:36  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** [Redacted, out of scope],

Hi [Redacted] and [Redacted],

[Redacted, out of scope],

[Redacted, out of scope],

Thanks

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 08 March 2019 11:40  
**To:** Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** [Redacted, out of scope],

Hi [Redacted],

[Redacted, out of scope],

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 08 March 2019 11:18  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; Redacted]; [Redacted]; [Redacted]  
**Subject:** [Redacted, out of scope],

Hi [Redacted],

[Redacted, out of scope], – Similar to the reason why his application was rejected first time round, work was being done in this area as part of the SWSTS.

Feel free to call me about this if you need any more information.

Thanks,

[Redacted]

[Redacted]

Rail Policy Officer | Rail Directorate | Transport Scotland | Scottish Government.  
Ext [Redacted] Blackberry [Redacted]

[Redacted]

| Buchanan House, 7<sup>th</sup> Floor, 58 Port Dundas, Road, Glasgow, G4 0HF

**From:** [Redacted]  
**Sent:** 08 March 2019 11:06  
**To:** [Redacted], [Redacted]  
**Cc:** [Redacted], [Redacted]  
**Subject:** Redacted, out of scope],

Hi [Redacted], [Redacted],

[Redacted, out of scope],

[Redacted, out of scope],

Thanks

[Redacted]

---

Dear [Redacted],

Thank you for your e-mail. The South West Scotland Transport Study is progressing well and since the Engagement Programme at the end of last year we have developed Transport Planning Objectives and generated a long list of options. We are in the process of progressing on to the appraisal and reporting, ~~which will be undertaken this spring. Multi-modal options in all corridors will be examined within a long list of options, this will be analysed against the transport planning objectives to ensure projects recommended for further consideration address the issues identified in the area.~~

[Redacted, out of scope],

Regards

**[Redacted] MA (Hons)**

Consultant

Consulting, Transportation

M: [Redacted]

[Redacted]

**From:** [Redacted]

**Sent:** 03 March 2019 18:44

**To:** [Redacted]

**Subject:** [Redacted, out of scope],

[Redacted].

[Redacted, out of scope],

Regards

[Redacted]

[Redacted, out of scope],

**From:** [Redacted]  
**Sent:** 06 March 2019 13:22  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** FW: Stakeholder Workshop attendee e-mail

[Redacted],

As discussed, please find attached the Stakeholder Workshop Minutes and accompanying e-mail for your review prior to us circulating to workshop attendees.

Thanks

[Redacted]

[Redacted] (Hons)  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 11 February 2019 08:53  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** Stakeholder Workshop attendee e-mail

Hello [Redacted], [Redacted],

As discussed previously, please see below some text for circulation to stakeholder workshop attendees. Grateful if you could review and please let me know if you are content for this to be circulated.

I have also attached the three workshop minutes for your information. Following our last progress call, the notes have been checked for any attributed comments and we did not see anything to change.

Kind regards

[Redacted]

---

*Dear all,*

*Thank you again for attending the South West Scotland Transport Study Stakeholder Workshop in [insert location and date]. As discussed on the day, please find*

*attached Workshop Minutes for your records and the presentation; apologies for the delay in getting these to you.*

*The workshops were well attended and provided useful information which has fed into the study. We are currently finalising the analysis of consultation findings and we are progressing onto the appraisal of options and reporting.*

*Kind regards*

[Redacted] MA (Hons)  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

## Workshop Minutes

**Job Name:** South West Scotland Transport Study

**Job No:** 43012

**Date:** 9th October 2018

**Prepared By:** [Redacted] [Redacted]

**Reviewed By:** [Redacted], [Redacted], [Redacted]

**Subject:** Stranraer Stakeholder Workshop - Summary

---

### 1) Overview

This note provides a summary of the key issues highlighted by attendees at the South West Scotland Transport Study Stranraer Stakeholder Workshop.

The workshop was held on Tuesday 9th October 2018 in the North West Castle Hotel, Stranraer. Attendees included representatives from Dumfries and Galloway Council, SWestrans, Transport Scotland, Strathclyde Partnership for Transport, Ayrshire Roads Alliance, P&O Ferries Ltd, Wigtownshire Community Transport, , Ayrshire and South Lanarkshire Timber Transport Group, South West Scotland Community Rail Partnership and the 'Dual the A75' action group.

After a presentation by the Project Team, the workshop included two small group sessions in which individual groups were tasked with identifying transport problems, issues, opportunities and constraints (Session 1) and potential transport options (Session 2) as well as a workshop wide discussion on potential objective themes for the study. This note provides a summary of the key comments made during these discussions.

### 2) Problems

#### Economic

Several economic problems were identified which are seen to be at least partly derived from issues within the transport system.

It was noted that the Cairnryan Ports are poorly connected due to the substandard quality of the A75 and A77 which has implications for ferry operators and HGVs. It was pointed out that the issues associated with the routes may be deterring inward investment into the study area and undermining the credibility of the European route from Cairnryan to Carlisle (E18). This was seen to be a key problem in the transport

of timber to and from Ireland. Participants also highlighted that poor road infrastructure can lead to increased costs within the freight industry. It was explained that the A75 is a key route for freight and that poor reliability leads to a reduction in overall supply chain efficiency.

A representative from P&O Ferries Ltd. commented that the roads are substandard and ferry operators are competing with other routes between Ireland / Northern Ireland and the UK (e.g. Heysham and Holyhead) which have fully dualled roads to the ports. As a result, poor connectivity is holding back the ferry operators from developing the ports. It was felt that the roads have not changed much since the 1970's but traffic volumes, ferry sizes and HGV tonnage have all increased



## Workshop Minutes

over the same time period. As a result, it was pointed out that ports at Cairnryan are, and will, continue to lose business if roads are not improved. This would have a significant negative impact on the local economy as freight transportation operators are a major employer in the Stranraer area. It was also noted that several companies use the ports at Cairnryan from their distribution centres in the Scottish Central Belt. If use of Heysham or Holyhead were to increase at the expense of Cairnryan, it may be more likely over time that the distribution centres may relocate to be closer to these more southerly ports. The relocation of these distribution centres would also have an impact on employment opportunities in the Central Belt.

### Road

Several concerns were raised regarding the A75. These included:

- A lack of overtaking opportunities, platooning and driver frustration, and issues with the route passing through several villages, all of which were felt to negatively impact on safety along the route, as well as increasing journey times.
- Long diversionary routes during road closures, and poorly planned and/or a general lack of maintenance on the routes, felt to impact heavily on journey times and journey reliability.

It was noted that there are high volumes of freight on the A75 and, due to the single carriageway nature of the route, there are limited opportunities for overtaking. As a result, there are issues with platooning where drivers get stuck behind slower moving vehicles. This results in longer journey times, driver frustration and issues with safety. While it was recognised that improvements to the route have been made in recent years with the six schemes identified in the previous Route Action Plan having now been implemented, it was felt a further 'step-change' in improvement was required. The Dual the A75 Action Group identified several specific locations which were of particular concern, namely: Shennanton to Muil Farm near Kirkcowan; the dualled section between Barlae to Cairn Point where it was suggested that the westbound carriageway needs to be rebuilt; and Kirkdale to Carsluith.

It was also noted that the A75 passes through several villages, including, Springholm and Crocketford, and on these sections the speed limit on the route reduces to 30mph. This was felt to be unacceptable given the strategic nature of the A75 and its status as a European route. In addition, it was noted that drivers often do not adhere to the speed limits when passing through villages, which creates safety concerns. It was noted that a reverse speed discrimination traffic light system has recently been installed in Springholm in an effort to address safety concerns, whereby the traffic lights turn red when a vehicle is travelling above the speed limit. However, it was considered that the system had not resolved the problem with many drivers simply ignoring the traffic lights.

The lack of alternative routes and associated problems with transport resilience was also identified as a problem. It was noted that the A75 is the only east-west trunk road across the region and therefore when there are incidents on the route and/or

planned road closures, it is necessary to use more minor roads as diversionary routes. These minor roads are less direct and are often unsuitable for both the volume and type of traffic using the A75, leading to significantly longer journey times as well as increased maintenance issues on the diversionary routes themselves. The impact of such diversions on journey times was thought to have wider economic implications, particularly with respect to haulage companies who are operating with just in time (JIT) delivery systems.

A lack of adequate maintenance works being poorly planned was also identified as a problem. It was noted that there are several areas along the A75 where overgrown vegetation restricts sightlines

(i)These schemes consisted of four WS2+ I 's, one dualled section and one overtaking lane

---



## Workshop Minutes

causing safety concerns. In addition, group members noted that there are significant problems with potholes along both the A75 and the A77 with the section of the A77 near Glenapp highlighted as a particular area of concern. With respect to the timing of maintenance works, several participants noted that road closures for works such as resurfacing have often poorly planned with too many occurring at the same time.

The problems identified with the A77 were similar to those on the A75. As with the A75, the lack of overtaking opportunities; platooning and driver frustration; the route passing through several villages; long diversionary routes; and poorly planned and/or a general lack of maintenance were all identified as key issues. It was noted that the A77 is prone to landslips which frequently result in road closures on the route and there are concerns that the frequency of landslips could increase in the future as a result of the removal of trees, particularly close to Glenapp. It was also noted that the A714 is often used as a diversionary route for the A77 and is generally poor quality, particularly around the Pinwherry area where it can be difficult for two HGVs to pass because of the width of the road. The A77 passing through villages and associated impacts on both journey time and safety was also raised as a particular issue. In total, the A77 passes through eight villages/towns in the 42-mile stretch from Ayr to Cairnryan, including Maybole and Girvan.

The residents of Maybole have long campaigned for a bypass of the village and this scheme is currently being progressed by Transport Scotland. In contrast, it was noted that there has been little appetite amongst residents of Girvan for a bypass because the route is felt to bring trade to the town. With regard to the Maybole bypass, it was noted by some that the new link will be single carriageway and will therefore not adequately address the problems on the route.

In comparison to the A75 and A77, the A76 was considered a more local road with lower traffic levels. However, comments were made regarding road safety and road closures which cause significant delays and increase journey times. One attendee felt that there was a lack of investment in the route despite it being a key link for local traffic. It was noted that there were opportunities to capitalise on investment in Kelloholm (located just south of Kirkconnell and to attract further businesses to aid skills development and education, but that investment in the road network would be required to support such activities.

The A701 was identified as the primary route for people driving from Dumfries to Edinburgh/Glasgow, specifically as there are no villages to pass through making the route an easier drive. The A709 was felt to be more commonly affected by accidents and it was felt that improvements on this link were required ahead of any improvements on the A701.

## Bus

Due to the limited rail network, bus travel is the main public transport option for many within the study area. Several barriers to bus use were identified including long and unreliable journey times; poor integration between bus, rail and ferry timetables; high

ticket prices (which are generally not considered to be cost effective compared to private car use); and limited on-bus Wi-Fi availability.

It was noted that there are two bus markets in the study area, with the majority of the commercial services operating in the east of the study area where population density is higher and the more rural west dominated by subsidised services. The problems with transport access in rural locations in particular were highlighted, with people living in rural areas often finding it difficult to access employment and other key services due to a lack of bus services or services not running at the required times (e.g. evenings and weekends). These issues were felt to create a range of problems, including poor access to employment for young people and resultant issues with out-migration and



## Workshop Minutes

population retention; social isolation, particularly amongst the elderly; and poor access to health services and differential health outcomes.

The issue of vehicles running empty and the potential for smaller vehicles to be used in order to alleviate this issue was also raised. However, it was noted that individual vehicles are often heavily utilised throughout the day for several different routes to maximise commercial viability. As such, the vehicle must be of sufficient size for its busiest route/part of the day. This could lead to more rural routes/services operated during off-peak times being run with the larger vehicle.

Several attendees also suggested that some buses are not Disability Discriminatory Act (DDA) compliant and this results in difficulties for disabled users (although note the Act does not come into force until 2020).

### Rail

It was noted that journey times between Dumfries and Glasgow via the Glasgow South Western Line (GSWL) are very long compared to the equivalent journey on the West Coast Mainline (WCML) and increasing journey frequency on the GSWL would therefore do little to increase patronage. As a result of the differential, many people in Dumfries travel to Lockerbie to access the WCML and consequently, there are issues with both a lack of parking and indiscriminate parking in Lockerbie. In order to alleviate this, SWestrans is currently examining the potential of acquiring land to the south side of the Lockerbie Railway Station to provide additional parking. However, it was noted that while additional parking is one solution, there is a limit to how much parking can be provided given the impact of increasing car traffic and free parking provision in Lockerbie town centre.

Journey times on the GSWL to Stranraer were also described as slow, particularly when compared with journey times by car. One group also noted that there are large gaps in the timetable on this route, meaning that if a train is missed, there may be a long wait until the next one. This issue was felt to further undermine passenger numbers. The issues around Ayr Station and the recent closure of the line were also described as catastrophic, with many people reliant on the service. There was some discussion as to whether steam trains could be provided on the section of the GSWL between Girvan and Stranraer in an effort to bolster tourism and it was noted that Transport Scotland is exploring the potential for tourist routes on this section. However, there is a steep gradient on the line between Girvan and Stranraer and this may make it difficult for steam trains to operate.

There was a general discussion regarding rail access in Stranraer and the suitability of the current location of the rail station on the pier approximately a quarter of a mile from the town centre. It was noted that multi-modal connectivity in the town is poor. When people arrive by rail, there are no connecting services and no bus station or central point for people. This creates safety concerns when people are arriving at night and does not create a good impression of the town. It was also noted that connectivity between the rail station and the ferry terminals is far poorer since the latter moved to Cairnryan.

With regard to the proposals for new railway stations in the study area, it was noted that the proposed railway station at Thornhill (currently being explored as part of a separate study) is too far out of the village with the result that many people would likely have to drive to the station. Assuming people drive to the station, it was therefore questioned as to why they would not simply drive all the way to Dumfries or Glasgow rather than driving only part of the way and then taking the train from Thornhill.



## **Workshop Minutes**

The potential impact of new railway stations on the local bus market was also raised as an issue. It was noted that greater rail provision can adversely impact bus patronage figures which can in turn result in the removal of bus services and declines in access for some people. The impact of the Borders Railway on the X95 bus service between Edinburgh and Galashiels was exemplified in this regard. In this case, the frequency of the X95 bus service was reduced due to a decline in passenger numbers following the re-opening of the Borders Railway. This had an adverse impact on those people who were previously served by the bus but who were unable to access the Borders Railway.

### **Active Travel**

It was noted that roads in the study area are dangerous to cycle on and some people are forced to cycle on the A77 due to limited alternative cycle routes. It was also noted that there is no longer any cycle hire schemes in Dumfries.

### **3) Issues**

The difficulties associated with providing bus services in rural areas where population density is low was highlighted, particularly given the reduced budgets available for operating subsidised services. The competing commercial realities between bus and rail travel and the difficulties this presents in terms of providing more integrated services was also highlighted. It was noted that there is sometimes a lack of desire to improve connections / integration when routes are in competition with each other, for example bus operators would likely rather connect with their own onward bus connections rather than with rail services.

### **4) Opportunities**

There was felt to be an opportunity to transport more freight by rail. This would provide environmental benefits and would release capacity on the road network. However, it was recognised that rail will only be used where it is commercially competitive and may not be viable where the volumes to be transported are low. In addition, it was noted that some products are poorly suited to rail freight transport and that there is potential for increased handling costs where goods need to be transferred to road for onward distribution.

In terms of the ports, greater road investment, or simply a commitment to greater road investment, was seen as an opportunity for further investment in the ports at Cairnryan, to help combat lost freight business to ports further south. The potential opportunity for long term savings through investments in timber specific routes was also noted. In general, it was felt improved transport links to the area could act as a real catalyst for growth in the tourism sector. It was agreed that the region has much to offer in terms of tourism, including hill walking, cycling, bird watching, fishing, several market towns and specific tourist offerings such as the 'Dark Skies' experience. Several participants also commented that there is an opportunity to attract cruise liners to the port at Cairnryan. Improving accessibility was also seen

as a key opportunity for retaining skills and young people in the area through increased access to employment.

## **5) Constraints**

It was noted that sections of the A77 are physically constrained by the coast on one side and steep terrain on the other side, which as discussed above is prone to landslips. These physical constraints.



## **Workshop Minutes**

may restrict the options available for improvement on certain sections of the route. Similar issues were noted with respect to the A76 and the proximity of the route to the Nith Valley. As discussed above, it was also noted that there is a steep gradient on the railway line between Girvan and Stranraer and this could potentially make it difficult to run steam trains on this section.

### **6)Key Themes**

Following the first session, key themes informed by problems and opportunities were identified. The key themes identified were: Shorter Journey Times, Resilience, Safety, Economic Development and Road Quality. It was noted that these will be used to help inform the development of Transport Planning Objectives as the study progresses.

### **7)Potential Transport Options**

The two groups considered a range of transport options covering the various modes and routes. These are discussed below.

#### **Economic**

Suggested improvements included improving broadband connectivity and reducing the need to travel through the encouragement of flexible working/smarter working.

#### **Road Transport**

Both groups suggested making improvements to the roads in the study area in order to resolve the issues with journey time reliability and safety.

There was agreement that improvements to the A75 were required. One participant suggested that an updated Route Action Plan should be developed setting out potential schemes which could be implemented should suitable funding become available. Many participants felt that the Scottish Government should make a commitment to the full dualling of the route as they did with the A9. This, it was felt, would help increase business throughout the region; support the Ports at Cairnryan; and have a positive impact on tourism. Given potential constraints around funding, it was suggested that a rolling programme of work could be implemented with emphasis first on the section of the route east of Dumfries (the busiest section) before moving westwards. It was also suggested that the number of protected right hand turns on the A75 should be increased and that Transerv should have a list of right turns requiring improvement already identified.

In terms of the A77, some participants felt full dualling was again required whereas others felt that targeted WS2+1 stretches of carriageway along the route combined with bypasses at towns and villages, including Girvan and Ballantrae (in addition to that already in preparation for Maybole), was a more realistic option. The proximity of the route to both the sea and hillside and the potential impact of this on road

widening were noted. It was also noted that any new bypasses should be implemented to dual carriageway standard.

Trialling 20 mph speed limits in settlements along the route was also discussed, similar to that trialled in Langholm. It was also suggested that the speed limit for HGVs on the route should be increased to 50mph (as trialled on the A9) and that average speed cameras (already in place north of Girvan) should be introduced to manage traffic speeds and help reduce platooning and driver frustration. It was felt that there should be improvements on the slip roads for better access to both the A75 and A77, making it easier and safer to turn onto the main roads. It was also noted that improved road.

---



## Workshop Minutes

maintenance, particularly on the strategic routes (A75 and A77) is required and that roads which are used as diversionary routes when the trunk roads are closed should be brought up to a reasonable standard.

At Park & Ride (P&R) sites and car parks, participants also suggested providing more electric charging points.

### Bus

Several participants suggested that there needed to be better integration between bus and rail services, although it was recognised that this can be difficult where bus and rail routes are in competition with one another as noted above. It was suggested that a dedicated rail bus should be provided between Dumfries and Lockerbie to enhance access to Lockerbie Station and help reduce the problems in terms of limited parking provision at the station. It was also suggested that P&R facilities could be provided on the outskirts of Dumfries and at Lockerbie to further encourage bus use.

In Stranraer, it was suggested that a transport hub should be provided from which it would be possible to access both rail and bus services as well as information on travel and the wider area. This, it was felt, would create a better impression of the town and help encourage tourism. It was also suggested that bus services between the ports at Cairnryan and Stranraer should be increased.

To tackle the issue of young people accessing employment in the study area, and population retention, it was suggested that free or reduced price travel for young people under the age of 25 in deprived or rural areas should be provided. Improving access to healthcare was also identified as a key issue and it was suggested that a regular bus service should be provided between Maybole and Ayr Hospital to help alleviate this issue.

Both groups suggested that improvements could be made to bus information. SWestrans noted that it continually tries to improve bus information. It was noted that paper based timetables become obsolete very quickly due to changes in bus provision. However, while many people prefer internet based options like apps, there remains a need to produce paper based timetables as many people, including the elderly and those on lower incomes, are unable to access internet based services.

There was some discussion as to how bus resources could be better utilised and SWestrans noted that it has examined how community buses could be better managed so that they can be better utilised throughout the day and evening.

### Rail

All groups suggested making improvements to the rail system. On the GSWL to Dumfries, it was suggested that the frequency of rail services be increased as it was felt that there are currently large gaps in the timetable. This would assist those

commuting to Dumfries from stations on the line. It was also suggested that the proposed new rail station at Thornhill should be a new transport hub rather than simply a rail station given its location outside of the town.

On the WCML, it was suggested that more car parking spaces should be provided at Lockerbie Station and the frequency of trains between Lockerbie and the Central Belt should be increased.



## Workshop Minutes

On the GSWL to Stranraer several improvements were suggested. There was a general discussion about the suitability of the location of the existing rail station at Stranraer, with some participants suggesting that the station should be relocated to the town centre and others suggesting that the current location on the pier should be retained alongside a new station in the town.

As noted above, it was suggested that a transport hub be provided in Stranraer from which it would be possible to access both rail and bus services as well as information on travel and the wider area. This, it was felt, would create a better impression of the town and help encourage tourism. In addition, it was suggested that steam trains be introduced on the GSWL south of Girvan, alongside a marketing campaign highlighting visitor attractions in the area, such as Dark Skies, to further promote tourism in the area.

The provision of a dedicated cycle rail carriage on certain services within the study area more generally was also identified as an option. This would remove the current constraints on the number of cycles on trains and help encourage cycling in the area. It was noted, however, that there may be an issue with platform lengths at some locations should extra carriages be required.

To encourage the transfer of freight by rail, it was also suggested that a rail freight depot be provided at Cairnryan in conjunction with upgrades to the railway between Cairnryan and Stranraer. The groups also discussed electrification of the GSWL and it was suggested that the line should be electrified between Glasgow and Ayr or Girvan. It was noted that electrifying the route south of Girvan would only be feasible if services between Ayr and Girvan increased. As noted above some participants suggested improving bus access to Ayr Hospital.

However, others suggested that a fixed transport link in the form of a railway spur would provide a better solution as there is less potential for rail services to be changed, reduced or withdrawn. Finally, in terms of the GSWL, it was also suggested that more car parking spaces should be provided at Barrhill Rail Station in order to accommodate demand.

One group also suggested that the rail line between Dumfries and Stranraer should be re-opened and could be progressed in increments e.g. Dumfries to Castle Douglas initially, although it was recognised that this may not be realistic.

### Active Travel

The groups discussed improving integration between public transport and cycle routes to enable longer distance journeys by sustainable travel.

Options to encourage cycling included: improving cycle path connectivity to the rail network and improving the cycling facilities at P&R sites and in rail stations. To facilitate the current volume of people using rail, it was suggested that the number of bike lock facilities and bike storage spaces on trains should be increased. As noted

above, it was suggested that a dedicated bike carriage could be provided on some trains.



## Workshop Minutes

**Job Name:** South West Scotland Transport Study

**Date:** 30th October 2018

**Prepared By:** [Redacted]

**Reviewed By:** [Redacted], [Redacted]

**Subject:** Dumfries Stakeholder Workshop – Summary

---

### **1) Overview**

This note provides a summary of the key issues highlighted by attendees at the South West Scotland Transport Study Dumfries Stakeholder Workshop.

The workshop was held on Tuesday 30th October 2018 in the Cairndale Hotel, Dumfries. Attendees included representatives from Dumfries and Galloway Council, SWestrans, Scottish Borders Council, Transport Scotland, Thornhill Rail Action Group, Beattock Station Action Group, Dumfries Railway Action Group, Springholm A75 Road Safety Campaign, D&G Timber Transport Group, the Road Haulage Association, ScotRail, Thornhill and District Community Transport, Annandale Transport Initiative, Forestry Enterprise Scotland, SEPA, Mobility and Access Committee for Scotland, Bus Users Scotland and Network Rail.

After a presentation by the Project Team, the workshop included two small group sessions during which individual groups were tasked with identifying transport problems, issues, opportunities and constraints (Session 1) and potential transport options (Session 2). This note provides a summary of the key issues raised during these sessions.

### **2) Problems**

#### **Economic**

Several economic problems were identified which are seen to at least partially be derived from issues within the transport system. There were concerns raised over the sub-standard quality of roads in the study area, particularly in relation to the A75. As the main route between Northern Ireland and Europe, the current single carriageway is considered to be outdated and dangerous. It was noted that major companies such as Nestle have factories in the area and concerns were raised that if they are unable to deliver their goods efficiently and on time due to delays caused by the road network then they may consider leaving the area, resulting in job losses and knock-on negative effects on local dairy farmers.

The majority of attendees stated that they often chose to fly from Newcastle or Manchester Airport as it is easier to travel to than Prestwick, Glasgow or Edinburgh. It was suggested that this is the same for many people across the Dumfries and Galloway region, resulting in Scottish airports having fewer passengers due to poor transport links.

It was noted that the study area population is ageing significantly faster than the national average because older people are choosing to retire in the area and young people are choosing to move out of the region for better education and employment opportunities. Commuting to major employment hubs would become more viable with better transport options and it was suggested that more people would stay in the area if travelling to work was quicker and easier. As a consequence of the poor connectivity and out migration, companies are struggling to recruit, impacting the economy further. In addition, as recruitment is difficult, those employed may not be best suited to the job and as a consequence overall productivity is lower.

## Workshop Minutes

Attendees felt that the current rail network restricted the area and that improvements could have significant positive impacts on the local economy. The Borders railway was highlighted as a successful transport investment that has revitalised small towns and villages.

### Road

Several concerns were raised regarding the A75, all of which were felt to negatively impact on the safety of the route and increase both journey time and reliability.

These included:

- Platooning;
- A lack of overtaking opportunities;
- Few effective diversion routes;
- Issues with driver frustration.

It was noted that there is a high volume of freight travelling along the A75. Due to the road being primarily single carriageway, platooning often occurs, with drivers getting stuck behind slower moving vehicles. With limited overtaking opportunities, journey times can be long and unreliable. This can increase driver frustration leading to risk-taking manoeuvres and causing safety concerns. The dualled section east of Dumfries was not considered sufficient to alleviate traffic. Safety was a particular cause of concern when HGV drivers attempt to overtake one another, especially in adverse weather. A number of specific locations were identified as dangerous, namely; south of Collin at the right-hand turn, between Dumfries and Annan (A75/B724) due to a large volume of HGVs; near Castle Douglas; and at the Cuckoo Bridge roundabout (A75 / A76 junction).

The lack of alternative diversion routes and general route resilience was identified as a problem. Access to many villages can become restricted as a result of very long diversionary routes. Attendees felt that the A75 was highly fragile to incidents and road improvements were needed to make the route more resilient when incidents occurred. The importance of making sure the road is safe and well maintained to attract tourists to the area was also highlighted.

Problems noted in relation to the A76 concentrated on unreliable journey times caused by congestion. As a key arterial route to Ayrshire, a high proportion of HGVs travel along the A76. Environmental issues with emissions and noise pollution as a result of this were identified. It was commented that there was limited carriageway space, particularly between Thornhill and Sanquhar. Sanquhar High Street was also highlighted as a particular problem area where congestion, due to the single lane nature of the road, leads to local driver frustration.

It was noted that during commuter periods, some road in the area can become blocked due to a high volume of travelers, such as on the A701 between Locharbriggs and Dumfries. Attendees highlighted pinch-points on the road network which can impact journey time, such as the single carriageway bridge at St Ann's which is traffic signal controlled. The A709 was also identified as a busy road with

pinch points. Local residents along the route have problems with the large volume of HGVs travelling through their communities.

There was discussion in all of the groups regarding the road network in and around Dumfries town centre. The effectiveness of the Dumfries bypass was questioned by some attendees who felt that even slight disruptions on the bypass bring the town centre to a standstill. Journey times to the hospital in Dumfries are long and unreliable, impacting on both patients and staff. Lack of parking enforcement in the town centre was also noted as a problem.

## **Bus**

There were several barriers to bus travel identified, including: inconvenient schedules; a lack of connectivity / integration between services; high ticket prices; and in certain areas, no services at all.

It was noted that one of the major problems concerning bus travel was the lack of integration between bus services and other modes of transport, especially train. Many specific routes were discussed and highlighted to be problematic, including the lack of integration between the bus travelling from Stranraer to the ports at Cairnryan and the ferry services. A lack of integrated timetables were



## **Workshop Minutes**

common across the study area with services in Dumfries highlighted as being poor at the weekends and in the evenings. Thornhill was also noted to have limited services in the evening, leading to very busy buses due to high demand.

There are some routes in the area with high demand including the bus from Dumfries to Castle Douglas and between Castle Douglas and Stranraer. It was felt that running an end-to-end Dumfries to Stranraer service slowed the overall journey time for passengers and it was felt that two separate services would be more effective.

Problems concerning limited access to education by bus were highlighted. Specifically, this was an issue for those studying in Carlisle, although it was noted that the Dumfries school bus is very effective. The suitability of the Whitesands bus stop location in Dumfries was questioned as it frequently floods and is positioned at a pinch point in the road. A few attendees also felt that bus tickets were very expensive and are generally not cost effective compared to using their private car. The accessibility of the bus service and suitability of vehicles for vulnerable groups was discussed. Several attendees commented that the 'coach style' vehicle provided limited access for elderly passengers and those with disabilities, but it was acknowledged that this design of vehicle was necessary to ensure journey comfort.

## **Rail**

Numerous rail timetabling problems were discussed. The train between Dumfries and Glasgow was felt to be too infrequent and to run at inconvenient times. Services north, especially in the morning, were felt to benefit South Ayrshire commuters and not the Dumfries area. Again, attendees thought that more people would be encouraged to remain in the area if the commute to Glasgow was both faster and more convenient. Many people choose to drive to Lockerbie to travel to Glasgow on the West Coast Main Line (WCML) as it is significantly quicker. However, this had led to parking issues at Lockerbie station with people indiscriminately parking their car due to a lack of spaces. It was felt that the WCML is not resilient and easily disrupted, particularly due to landslides. The consequences often results in long, unreliable alternatives, causing further disruption.

There was general discussion regarding alternative rail stations, including the possibility of a station at Beattock. Additional stops on routes were also discussed. The distance between Dumfries and Sanquhar was felt to be too long, with additional stops bringing potential benefits to local communities e.g. at Thornhill. It was acknowledged however that this needs to be balanced against overall rail journey times. It was also noted that there are aspirations for a stations at Eastriggs.

Rail access at Stranraer and the suitability of the stations location was also discussed. The station is approximately a quarter of a mile from the town centre and is not well connected by bus services, which can deter people from using the train, particularly at night.

Several attendees felt that the old direct railway line between Stranraer and Dumfries should never have been removed. It was commented that the rail service in Dumfries and Galloway had not been improved in 170 years, with local and express services both being removed. It was highlighted that in the past there was grant funding for a timber hub at Beattock but had fallen through due to delays in moving the project forward and a potential operator subsequently withdrawing. There was said to be enthusiasm from the timber industry to move timber transport off the road onto the railway to improve the reliability of journeys and to reduce the impact of timber transport on the road network, both from a maintenance and congestion perspective. Currently, there are defined routes for timber which can cause problems when there are road closures. HVGs often have no option but to park in local villages and wait until roads reopen, causing problems for local communities. Recently, there has been investment north of Stevens Croft (close to the M74 north of Lockerbie) in storage facilities which is noted as a step forward, though with all timber still travelling on roads, journey times remain long and unreliable.

### **Active Travel**

It was noted that walking and cycling along the A75 are dangerous, however widening trunk roads to facilitate active travel is very difficult. Areas where it is possible to cycle are often fragmented, e.g.



## **Workshop Minutes**

between Dumfries and Stranraer.

Many attendees felt that a major reason for a lack of active travel was a modal hierarchy that prioritises the private car. To encourage modal shift, it was felt that infrastructure needed to be improved and that people needed to get into the habit of not using the car, especially for short journeys. Everyday walking was noted to be an undervalued way to keep the ageing population active. Wide pavements and drop kerbs are important to encourage people by making walking safer.

### **3) Issues**

It was noted that there are accessibility issues with forestry activities due to the historical placement of land. Although there has been a move to planting with extraction in mind, these more accessible locations will not be ready for extraction for another 25 years.

There was general discussion concerning community transport funding in the study area. Previous funding has come from the local authority, but it has been cut in recent years despite an increase in demand. The need to protect key services, such as those providing access to health care, was raised.

### **4) Opportunities**

The potential attractiveness of the region as a place to live, work and visit is considered to be huge but is restricted by limited investment. Many attendees felt that improved transport links to the region could act as a catalyst for growth in the tourism sector. The area has many services and attractions to offer including the 'Dark Skies' park, hill walking and cycling. In particular, cycle tourism was felt to be a significant opportunity not fully realised. It was noted that improvement of the WCML could bring many new opportunities in the area. An improved rail service could provide opportunities for higher education in Glasgow and Edinburgh and improve labour market accessibility.

### **5) Potential Transport Options**

All three groups considered a range of transport options covering the various modes and routes. These are discussed below.

#### **Road Transport**

There was much discussion concerning ways to improve congestion in Dumfries Town centre. It was felt that there should be less free parking to discourage people from driving. This would reduce road congestion, speed up journey times and lower emissions. Other suggestions included introducing a Park & Ride scheme with a bus link into the town and the possibility of upgrading the Dumfries bypass to allow traffic to travel around Dumfries with ease.

Attendees felt that the A75 needs significant improvements. Dualling the A75 was a priority with the aim to attract, retain and improve business opportunities throughout the region, allow for faster journey times to the ferries and to have a positive impact on tourism. The introduction of bypasses for villages (Springholm and Crocketford) along the A75 was also suggested. This would reduce the number of HGVs travelling through small villages, helping to relieve safety concerns. It was also felt that diversion routes need to be upgraded to enable quicker alternatives when incidents or roadworks occur.

Many of the suggested improvements on the A75 were to increase the safety of the road. Participants felt that dualling the road and introducing increased overtaking opportunities would reduce driver frustration and result in safer roads. At the most dangerous parts of the road, it was suggested that the alignment needs to be considered at and modification made. The introduction of average speed cameras was suggested as an option to manage the speed of vehicles.

Participants felt that when improving routes there needed to be an element of future



proofing. Suggestions included introducing more charging points for electric vehicles. With regards to the A7, reference was made to a previous scheme to introduce a bypass on the A76 between Sanquhar and Kirkconnel with some participants suggesting that this should be revisited. Trialling higher HGV speed limits to reduce platooning was also suggested across the strategic road network, and in particular on the A75 and A77 given their importance for HGVs travelling to the Ports at Cairnryan.

In terms of the A709, it was suggested that improvements could be made to create better connections to Dumfries, with the potential to dual the road to facilitate journey time reductions. This would be particularly beneficial for commuters travelling northbound from Dumfries and also for those travelling into Dumfries for employment purposes.

## Bus

All groups suggested improvements to bus services. There was discussion on the potential ways to encourage modal shift away from the private car. Several suggestions were made, including providing a free bus pass for young people (less than 21 or potentially 25) to help job seekers, young people in education, children and families. It was felt that this could ensure that from an early age people would become accustomed to travelling sustainably. Providing bus access to vital services including health and education centres was discussed by all the groups. It was felt

that there should be free shuttle buses available to key locations for vulnerable groups.

There was discussion about the integration of bus and rail services in the study area. Many participants felt that the timetables of both services needed to better align to enhance connectivity and to improve reliability. The journey from Annan to Edinburgh / Glasgow via Lockerbie was highlighted as one trip which could take significantly less time if the bus and rail timetables were aligned.

In some areas, it was felt that the bus service needs to be more reliable and better react to demand by increasing services during peak hours.

To promote and make the most of cycle routes in the area and to grow tourism, many participants felt that buses should have the ability to carry bikes. This would also allow for better integration between public and active transport and encourage people away from using the car.

The A709 between Lockerbie and Dumfries is often congested at commuter time. It was suggested that a reliable bus link could encourage people to use the bus, reducing congestion.

## Rail

Participants felt that access to Edinburgh and Glasgow could be improved. Introducing an express train to access the major cities could have a significant positive impact on the area. Firstly, it was noted that this could open education and employment opportunities to people living in the area. Secondly, it could encourage people to stay in the area or return to live in the area as improved connectivity would enable people to access their preferred employment site from a more rural location.

Several new stations and rail lines were discussed by each of the groups, including:

- A new station south of Ayr was discussed to serve the upcoming large housing development, with the joint opportunity to provide improved access to Ayr hospital.
- New railway stations at Thornhill and Beattock and generally greater support for local stations in the area. Smaller towns would benefit from rail access, allowing them to travel further for employment, education and leisure pursuits.
- Some raised the idea of re-laying the railway line from Dumfries to Stranraer to reduce congestion on the A75.
- A new rail link between Thornhill and Beattock was suggested as it can currently take up to 2 hours to travel via Dumfries
- A community line connecting Girvan and Stranraer was suggested.
- A light rail link between Dumfries and Lockerbie to significantly reduce congestion on the A709;



## **Workshop Minutes**

albeit it was noted that to be attractive and economically feasible, it would need to quicker than driving.

### **Ferry**

It was suggested that investment in a new port from the South-West to Cumbria could have a positive impact on the area. A barge could carry timber, removing some of the current transportation issues on the road network. It was noted that the area had a huge sea ferrying history and it has been lost due to the industry becoming static in recent years. There is a desire to boost the industry again and allow growth to encourage tourists to visit and businesses to invest. Another suggestion was to provide a new link from the South-West to the Isle of Man to encourage further tourism.

### **Active Travel**

There was a desire among participants to promote active travel in the area. It was suggested there should be cycle paths parallel to trunk roads to allow people to travel safely and easily. It was felt that active travel infrastructure should be implemented as part of the design of any new roads. In general, it was noted that the cycle path network in Dumfries could also be improved.

It was suggested that people commuting from Locharbriggs to Dumfries could switch to active travel modes to alleviate congestion on the A701 if a safe and continuous active travel route were provided. The potential for an active travel route from Locharbriggs to the hospital was also noted.



## Workshop Minutes

**Job Name:** South West Scotland Transport Study

**Date:** 1st November 2018

**Prepared By:** [Redacted]

**Reviewed By:** [Redacted], [Redacted], [Redacted]

**Subject:** Maybole Stakeholder Workshop – Summary

---

### 1) Overview

This note provides a summary of the key issues highlighted by attendees at the South West Scotland Transport Study Maybole Stakeholder Workshop.

The workshop was held on Thursday 1st November 2018 in the Carrick Centre, Maybole. Attendees included representatives from, Transport Scotland, Ayrshire Roads Alliance, South Ayrshire Council, East Ayrshire Council, the A77 Action Group, NFU Scotland, Coalfield Community Transport, Stena Line, Maybole Bypass Committee, Stagecoach West Scotland, Ayrshire and South Lanarkshire Timber Transport Group, Pinwherry and Pinmore Community Development SCIO, South West Scotland Community Rail Partnership, South Ayrshire Community Transport and the Community Transport Association.

Following a presentation by the Project Team, the workshop included two small group sessions in which individual groups were tasked with identifying transport problems, issues, opportunities and constraints (Session 1) and potential transport options (Session 2). This note provides a summary of the key issues raised during these sessions.

### 2) Problems

#### Economy

There were concerns over the future of major businesses in the area and how these businesses manage the transportation of their goods on the local road network. If companies in the area are struggling to deliver their goods efficiently due to delays on the road network, it was noted that they may consider leaving the area. This would result in a loss of jobs. It was noted that large companies have warehouses in the Central Belt; however, due to the roads in South West Scotland becomingly increasingly unreliable to transport goods to Northern Ireland, some companies are relocating warehouses south. Poor journey time reliability within South West

Scotland was therefore noted as having the potential to impact on the economy of other parts of Scotland.

It was noted that there has been a reduction in ferry patronage at the Ports at Cairnryan which could potentially have further negative impacts on the local economy. Stena Line's passenger and HGV boarding's have reduced by 2% and 1% respectively in the last year. Currently, all Stena Line crews are UK & Irish nationals and Stena Line is the biggest employer in Stranraer, employing 230 people across Dumfries and Galloway. If patronage continues to decrease, Stena Line may have to consider a different employment model, similar to that of many other operators, and employ cheaper labour from elsewhere; the associated wage cost reduction was estimated to be approximately £1 million per ship, though this would result in local job losses and adversely impact the local economy of the area, particularly in and around Stranraer.

It was noted that tourism is one of the biggest industries in the area but it was felt that poor connectivity within and to the area was detrimental to encouraging visitors. It was considered that the current transport network cannot accommodate growth in the tourism industry and does not provide suitable links to some of the main attractions in the area.

## Workshop Minutes

### Road

The A77 was noted to be a problematic route by all groups, with lack of investment the primary issue. It was felt that the current road infrastructure constrains growth in the study area. Ayr is the 13th most populated town in Scotland and some attendees suggested that the region did not get a fair share of investment. A map of South West Scotland was presented, which highlighted a lack of transport investment in recent years. Multiple other projects across the country were noted as examples of where money has been spent elsewhere. It was noted that from Ayr it was possible to travel to the north of Scotland or Europe on the trunk road network without having to pass through any villages / towns with a 30mph speed restriction; yet between Ayr and Stranraer there are seven speed restrictions in place requiring vehicles to travel at 20 or 30mph. This also brings associated noise and vibration impacts to local communities.

A lack of overtaking lanes was highlighted as a major issue on the A77. Current sections of dual carriageway are not considered to alleviate traffic or to break up vehicle latoons. This can result in driver frustration and long delays. There are four overtaking lane sections on the A77 for northbound travel and only two for southbound travel. Some attendees felt that this was the 'wrong way around' as driver frustration is often greater for southbound travel as people are trying to reach ferry connections on time.

Congestion, road closures and delays were each noted as being problematic on the A77. The impact of road closures and diversionary routes on healthcare was seen as a major concern. It was highlighted that ambulances and doctors travelling on the route can be significantly delayed due to diversionary routing, which can have a major impact on patient outcomes, especially in emergency situations. Coastal erosion, landslides and flooding along the A77 were noted to be the main causes of road closures and delays. There is limited capital capacity to repair landslides across the study area which results in roads often being left in a damaged condition for an extended period of time. When diversionary routes are in place, especially for extended time periods, this can have a huge negative effect on people living in remote areas and those with limited transport options.

A lack of rest facilities for HGV along the A77 was also noted as a problem. This included insufficient resting and parking areas for drivers and their vehicles. This can result in HGVs parking in dangerous, prohibited places which can lead to congestion and safety related problems in local communities.

It was noted that investment is needed on the A714 to improve the quality of the road. It is the main diversionary route for the A77 but cannot accommodate additional traffic efficiently. The route also has restrictions due to bridges which are often hit by diverted HGVs. Several participants thought that the A714 was not fit to be a diversionary route, particularly for HGVs.

Road alignment issues close to Wigtown and on the A76 were noted to be problematic. On the A76 in particular poor route alignment, including bends in the road, was noted as the main factor contributing to the A76 being a dangerous route. It was also felt that the A76 was unsuitable for the volume of HGVs that travel along it. The lack of route resilience between New Cumnock and Kirkconnell was highlighted. The A713 was also felt to be inadequate for the volume of freight it carries.

Although the A75 was not noted by many attendees to be problematic (most likely due to the workshop location to the north of the A75) attendees did comment on dangerous single lane bends between Newton Stewart and Castle Douglas. It was also highlighted that the South West of Scotland is the only part of the road network between Europe and Ireland that is not a dual carriageway; which it was felt could result in a loss of business to the Ports as firms choose to utilise ports elsewhere in the UK which have better transport connections.

Other general problems with roads in the study area include: potholes, road surface quality, and an overall a lack of basic road maintenance. One attendee highlighted an example of errors in road signage on a bridge between Maybole and Ayr where a bridge is posted to be three different heights. This lack of maintenance and care is thought to apply to many roads in the study area.

## Workshop Minutes

### Bus

Some attendees felt that the bus services to Glasgow and Edinburgh are sufficient, whilst others felt that more regular buses, especially to Edinburgh, would be highly beneficial to people in the study area to allow access to employment and education.

There are some routes and destinations in the study area that are hard to access without a private car. These included travel to: the Ports at Cairnryan and travel between Dumfries and Moffat and Dumfries and Crosshouse Hospital. The dial-a-ride bus service for Crosshouse Hospital was noted to be complex to use and if not booked in advance, nearly impossible to access. It was noted that there used to be a commercial bus operating between Cumnock and Crosshouse Hospital, which was due to be withdrawn until a subsidy was provided to retain the service, which operates only during the morning period.

Safety was highlighted as a concern regarding bus operations in the study area. It was noted that in Maybole, buses are unable to stop safely on the main street due to the volume of traffic and type of vehicles passing through.

Problems concerning bus timetabling and reliability were also noted. Some attendees noted difficulties with buses failing to follow the timetables, resulting in long wait times and a lack of trust in the service, which deters patronage.

### Rail

There is a long-standing ambition from the timber industry to move timber transport off the road and onto the railway, which would improve the reliability of journeys and reduce the impact of timber transport on the road network. Moving timber that arrives into Girvan onto the railway would reduce congestion on the road network, improve journey times and reduce emissions. Barrhill was suggested as a possible location for a freight terminal with paper-mills in Girvan, Lockerbie and Troon. It was noted that the main issue with developing this further was developing the appropriate infrastructure to physically lift the timber onto the railway. Once the infrastructure was in place, it was felt that there would be sufficient mass to enable cost effective rail timber transport.

The suitability of Stranraer's railway station location was questioned by many attendees. The station is a 10-15 minute walk away from the town centre and is not well connected with bus services which can deter people from using the train, particularly at night. The location of the station means that Stena Line transfers passengers via Ayr station; despite Stranraer Rail Station being significantly closer to the Carinryan ports.

In general, accessibility to the ports was highlighted as a major problem due to inconvenient public transport.

Rail services were felt to be too expensive and not accessible to everyone. The discrepancy in the cost of rail fares beyond Barrhill, due to subsidisation of fares in the SPT area, was noted.

Limited car parking was noted to be a problem at many stations, including Dumfries, Lockerbie, Barrhill and Kilmarnock. This may deter people from choosing to use the train and encourage them to use the car instead.

It was noted that rail connectivity south of Ayr was a problem. This included access to Ayr and Crosshouse Hospital.

There is no rail link between Ayrshire and Edinburgh without routeing through Glasgow; this can be inconvenient and result in long journey times.

Access to employment and education by public transport was also felt to be problematic. It was noted that for those attending Ayr College from Newton Stewart, journeys must start at 7am by car before

---

## **Workshop Minutes**

connecting to rail services. The long and difficult commute was reported to be deterring people from attending college in Ayr and causing some to drop-out.

### **Active Travel**

There are very few cycle paths south of Kilmarnock, limiting possibilities for people to use active travel for commuting purposes. Within Maybole, attendees felt that many pavements are inadequate for safe active travel. Cyclist safety was also noted to be an issue on the A77 as a lack of overtaking areas can make it unsafe for cyclists.

### **Ferry**

Attendees felt that there had been a lack of investment in the ferries in the study area in recent years. New 'green' ferries are being developed in other areas across the United Kingdom but there has been no investment for these in Scotland. The ferry traffic in the study area has been static for many years, which deters people from investing in the area.

### **3) Issues**

It was noted that the South West of Scotland has had 0.04% of capital road investment in Scotland since 2008. This has resulted in the perception that the area is forgotten about due to the area's relatively low population and rural location. A major issue noted by some attendees related to regaining the trust of the public that the Government was committed to improving the region's transport network.

There were concerns raised with regards to the future of the ferry service post-Brexit negotiations. It was noted that the haulage industry is time critical and it may become more time and cost effective to transfer goods via alternative UK ports to bypass road border controls.

### **4) Opportunities**

It was noted that the Ayrshire Growth Deal is looking to develop the area around Prestwick Airport. With an increase in inward investment there is an opportunity to develop a hub for the aerospace industry. This has the potential to bring additional jobs into the area and enable Scotland to be promoted as an area of innovation. It was noted however that a transport assessment would need to be carried out to consider the impact this would have upon key routes such as the A77.

Attendees noted that the study area has huge potential for further growth in tourism. Specific sites such as the Dark Skies Park, 7stanes bike trails and general areas of scenic beauty were highlighted as important tourist attractions in the area. It was felt that growing tourism further is partly dependent on having a transport network that can accommodate visitors, making it straightforward for them to get to where they want to go. In addition, it was noted that up to 500 people per day could be ferried

over to Glasgow from Northern Ireland for day trips, but the slow road network limits this as a possibility and reduces the appeal due to longer journey times.

It was highlighted that when considering new transport options there was an opportunity to build infrastructure suitable for the future. This included preparing roads for the mass use of electric vehicles and train stations for the electrification of the line. Transport Scotland are looking into various options for sustainable trains in line with the Governments promise to reduce the carbon footprint of transport. Options include hybrid and electric trains.

The A74(M) was noted to offer a high level of opportunity for connecting to locations further afield, particularly for employment opportunities. However it was felt that connectivity improvements to the motorway are required to make full use of this connection.

# **Workshop Minutes**

## **5) Constraints**

Attendees acknowledged that there were physical constraints regarding the potential for improvements to the A77 due to the location of the road with the coast to one side and hills on the other, which would physically restrict options.

## **6) Potential Transport Options**

The groups considered a range of transport options covering the various modes and routes. These are discussed below.

### **Road Transport**

All three groups suggested making improvements to the roads in the study area in order to resolve issues with journey time reliability, driver frustration and safety.

All groups agreed that the A77 required major improvements. The most common improvement noted was widening and realignment of the road. Sections of the road highlighted as priorities include Whitletts roundabout to Ayr Hospital to increase the reliability of journey times for emergency vehicles. Many stakeholders felt that the A77 should be dualled from Ayr to Stranraer but understood that the roads proximity to both the sea and hillside resulted in potential constraints to road widening. Road widening and realignment were considered necessary to improve the resilience of the road due to landslides and floods. One participant suggested creating a new road, further inland, and maintaining the A77 as a tourist route similar to the Wild Atlantic Way in Ireland.

**Many of the attendees also outlined support for developing bypasses at settlements along the route, including at Ballantrae, Kirkoswald, Minishant and Girvan.**

It was felt that there needed to be better facilities for HGVs along the A77. This included the suggestion of a truck stop, with additional capacity for buses and coaches, at Flushes car park in Girvan. This could provide a suitable and safe place for drivers to park and rest. Additional benefits include bringing people into Girvan and reducing the number of HGVs parking at the Varyag Cruiser monument (south of Lendalfoot).

In terms of the A75, it was suggested that the priority should be to dual the road from Dumfries to the A74(M) as this would benefit people travelling on the A75 from the A76; and would also offer an alternative to the A701. It was noted that improvements to the A75 should reduce the journey time to the ports to enhance tourism and ease transportation issues for HGVs. Bypasses at Crocketford and Springholm were also suggested. The speed activated traffic lights recently installed at Springholm were noted to penalise all vehicles following behind the speeding vehicle which activated the red signal, instead of the vehicle that is speeding. One group felt that the traffic

lights should be removed with another group suggesting average speed cameras as a more appropriate solution.

On the A76, the section of road near Sanquhar was highlighted to be in need of improvement due to traffic delays, with a lack of overtaking opportunities.

It was felt that when new roads are built or current roads widened, there should be built-in technology to accommodate potential future travel habits. Scotland was said to be years behind other parts of Europe in terms of future proofing transport infrastructure. There is an electric car club in Ayr which some participants felt could be extended across the study area. It was noted that another electric car hub is to be implemented in Girvan, providing transfers to the hospital. Similar schemes would be effective in other areas to help people access key destinations.

## Rail

All groups suggested improvements to the rail network. It was suggested that the frequency and capacity of many routes in the study area need to be increased. The line between Ayr and Stranraer

---

## **Workshop Minutes**

was highlighted as a route that, with increased frequency, could result in additional benefits to businesses in Ayr as people may be able to travel to the town for retail purposes.

It was noted that the current rolling stock on the rail lines in the region are slow and dated. Participants felt that rail carriages were dated and improvements, such as additional capacity for bikes, would strengthen the tourism offering of the study area. There was discussion regarding the location of the existing rail station in Stranraer, with some participants suggesting that the station should be relocated to the town centre to allow for better integration with other services.

Generally, accessing the ports was considered a problem. A rail link to Carinryan was suggested as a way to solve this and alleviate road traffic.

Attendees made numerous comments concerning rail connectivity in the south of Ayr. A new 'South Ayr' station would provide both improved connectivity to Ayr Hospital as well as facilitate better sustainable accessibility for a large planned housing development in Alloway (south of Ayr). The station could open up opportunities for a Park and Ride facility, especially for those travelling from the south.

Some attendees felt that there should be rail links to key services such as Crosshouse Hospital. In addition, it was considered that there was potential for a freight service line between Ayr and Mauchline.

Access to Carlisle from the study area was also noted to need improvement, especially as there are as many employment and education opportunities available in Carlisle.

### **Bus**

All groups suggested improvements to bus services in the study area including new services, better integration between existing services and ways to encourage people to use services more. It was noted that, in general, bus services should be better connected to rail services in the area to reduce end-to-end journey times.

Integration between public transport was discussed by all groups. Some participants felt that integrated travel hubs should be developed with a spoke network covering the whole region to improve service connectivity. Ticket integration was also suggested to make travel easier for passengers, but it was acknowledged that ticket options would need to be available in multiple formats to meet the needs of all user groups.

There was discussion among groups regarding community transport services in the study area. It was noted that community transport services may be in jeopardy as rules dictate that services must operate on a non-profit basis. Community services are vital to address social isolation issues experienced in rural areas and to provide

transport services that people need. It was felt that these services needed to be better integrated with commercial services to serve the area in the most efficient and effective way.

Similar to rail services, several suggestions involved increasing the frequency of current services. Specific routes highlighted were buses from Dumfries to Edinburgh / Glasgow to allow improved access to employment and education opportunities. It was also noted that the Dumfries to Moffat bus link was not convenient and that altering the timetable may result in more people choosing to use the service.

There was also discussion regarding the implementation of technology into the bus network. Several participants suggested the introduction of real-time travel information across the study area and charging points on buses.

The location Ayr bus station and its suitability was discussed, with one participant suggesting that it should be moved to be nearer to the rail station.

---

## **Workshop Minutes**

### **Active Travel**

A number of stakeholders suggested that to promote cycling, the capacity for bikes on trains and buses needs to improve. In addition, it was felt that cycling in the area needed to be promoted more to attract tourists to the area.

---

**From:** [Redacted]  
**Sent:** 06 March 2019 08:43  
**To:** Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SW Scotland Progress Note 14

[Redacted], [Redacted],

In advance of this morning's call at 11:30, please find attached the latest SW Scotland Progress Note.

To confirm, the call in details are:

Phone number: [Redacted]  
Attendee access code: [Redacted]

Kind regards

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

(i)

## Project Progress Note



Project Name		South West Scotland Transport Study – Initial Appraisal: Case for Change		Project Number	60578850		
				Date	06-March-19		
<b>Progress Note</b>							
Task Manager	[Redacted]						
Task Director	[Redacted]						
No.	Item						
<b>1.</b>	<b>Introduction</b>						
	This note sets out progress against the tasks set out in the agreed Project Brief for the SW Scotland Transport Study.						
<b>2.</b>	<b>Tasks / Deliverables Provided</b>	<b>Est. for Completion (w/c)</b>	<b>Est. % Complete</b>	<b>Comments</b>			
1.	Inception	25/06/18	100%	<ul style="list-style-type: none"> <li>• Inception Meeting held 12/06 and all feedback received.</li> <li>• Final Inception Report circulated to Working Group 14/08, incorporating comments 20/07.</li> </ul>			
2.	Problems & Opportunities	01/10/18	100%	<ul style="list-style-type: none"> <li>• Policy Review complete</li> <li>• Socio-Economic Data Analysis complete <input type="checkbox"/> Traffic &amp; Transport Data processed.             <ul style="list-style-type: none"> <li>○ Incident data received from TS 11/09; multiple attempts made to contact Scotland Transerv re. further queries, with no success.</li> </ul> </li> <li>• Problems and Opportunities Register populated with all issues identified from previous studies and consultations (see Task 3).</li> <li>• Key Problems and Opportunities have been summarised and included in Draft Report. All data processed to be provided separately as part of Problems and Opportunities Technical Note / technical annexes.</li> </ul>			

				<ul style="list-style-type: none"> <li>• Formal consultation period (19/09 - 16/11) now closed.</li> <li>• Online Survey &amp; Placecheck <ul style="list-style-type: none"> <li>◦ 2,965 responses to online survey once incomplete and duplicate surveys removed.</li> <li>◦ 310 individual Placecheck comments.</li> <li>◦ Multiple hard copy surveys returned via libraries and TS input for analysis alongside online responses.</li> <li>◦ Online Survey finalised and analysis sent to TS (Appendix D of Consultation Report sent 04/03).</li> </ul> </li> <li>• Stakeholder Workshops: <ul style="list-style-type: none"> <li>◦ Minutes finalised and sent to TS for review 11/2. <a href="#">Awaiting TS approval prior to sending to stakeholders</a>.</li> </ul> </li> <li>• Community Council mailshot: three responses received.</li> <li>• 1-2-1 Consultation – 1-2-1 consultations completed, though unable to secure responses from Scotland Transerv, Scottish Enterprise, D&amp;G Chamber of Commerce and Scottish Business Resilience Centre. Contact also made with key stakeholders that were unable to attend Workshops, as approved by TS; limited response received. <ul style="list-style-type: none"> <li>◦ All records signed-off, with exception of the Dumfries Rail Action Group.</li> </ul> </li> <li>• Elected Members Briefing: Completed on Monday 26<sup>th</sup></li> </ul>
3.	Stakeholder Engagement	29/10/18	100%	

Project Progress Note (Q4EU(UKI-TP)-222-FM9)

Revision 0 April 2013

1 of 2

## Project Progress Note



				<p>November (Dumfries) and Monday 3 December (Ayr) o Slightly modified presentation sent to [Redacted] and [Redacted] (ARA) for distribution to Elected Members on 08/02.</p> <ul style="list-style-type: none"> <li>o Response sent to team of [Redacted] MSP (8/2).</li> </ul> <p><input type="checkbox"/> Consultation Report finalised and sent to TS 04/03.</p>
4.	Transport Planning Objectives	12/11/18	95%	<p><input type="checkbox"/> TPOs developed based on themes identified through the data analysis and consultation process.</p>
5.	Option Generation, Sifting & Development	10/12/18	95%	<ul style="list-style-type: none"> <li>• Options identified through review of previous studies, workshop discussions and other correspondence.</li> <li>• Options have been documented in Problems &amp; Opportunities Register, duplicates removed and local / strategic options identified.</li> <li>• Options categorised by mode, corridor and type and subsequently packaged.</li> <li>• Following Working Group comments, further option refinement and packaging undertaken to arrive at final list of packaged options for appraisal.</li> <li>• High level appraisal of options against TPOs and Implementability Criteria (feasibility, affordability and public acceptability) being finalised w/c 04/03.</li> </ul>
6	Reporting	21/01/19	90%	<ul style="list-style-type: none"> <li>• Report in process of being drafted. Aiming for submission of draft report week commencing 11/03.</li> <li>• Draft Report to be sent to Working Group in advance of next meeting.</li> </ul>
7	PM & Progress Reporting	21/01/19	95%	<p><input type="checkbox"/> Next Working Group Progress Meeting to be confirmed (Doodle indicates most popular date Thursday 21<sup>st</sup> (AM) or Wednesday 27<sup>th</sup> March (AM), awaiting availability from a number of Working Group members).</p>
<b>3.</b>	<b>Overall Progress against...</b>	<b>Value Ahead / Behind Target</b>	<b>Reasons for any difference between actual and target plus measures for bringing project back on schedule</b>	
	Programme	Behind	Delays to consultation launch.	
	Budget	Behind	Current financial position, including tasks added to the scope documented as part of updated PSS provided to TS on 08/02 – awaiting approval.	
<b>4.</b>	<b>Requested or Required Changes to Original Scope (including implication to Time/Cost/Quality)</b>			<b>Change Order Request Completed and Signed?</b>
	Updated PSS prepared to cover list of additional scope items, submitted on 08/02 – awaiting TS approval.			No
<b>5.</b>	<b>Sub-Consultants</b>			
	Peter Brett Associates			
<b>6.</b>	<b>Update on identified risks and mitigation plans</b>			

<b>7.</b>	<b>Other Issues to Note</b>
	[Redacted] and [Redacted] to be principal points of contact for any outstanding queries during impending team annual leave ([Redacted] from 01/04 to 19/04 and [Redacted] between April and June).
<b>Prepared By:</b>	<b>Checked / Approved By:</b>
[Redacted]	[Redacted]

Project Progress Note (Q4EU(UKI-TP)-222-FM9)

Revision 0 April 2013

2 of 2

**From:** [Redacted]  
**Sent:** 04 March 2019 08:08  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** South West Scotland - Consultation Report

[Redacted], [Redacted],

Please find attached the draft Consultation Report for the South West of Scotland Transport Study.

The main body of the report summarises the approach undertaken and key findings across the various engagement sources, with full details included in the supporting appendices. This includes:

- Appendix A – Minutes from the Stakeholder Workshops
- Appendix B – All 1-2-1 stakeholder interview records, which have been signed off by the respective stakeholders (note, we have excluded the Dumfries Railway Action Group because, despite a number of attempts, they have not responded to our prompts to confirm their approval – discussion note from this interview attached separately).
- Appendix C – Community Council Mailshot
- Appendix D – Online Public Survey results, which includes analysis of results for the study area as a whole but also broken down according to strategic corridor following up from the request at the Members Briefing.
- Appendix E – Full comments from the Placecheck tool (cleansed).

Within the main Initial Appraisal Report itself we are providing a summary of key consultation findings and how these support the identified problems, but this report provides a full record of the Public and Stakeholder Engagement Strategy for the study.

Please let me know if you have any comments.

Regards,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] JM: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

# Consultation Record – Dumfries Railway Action Group

<b>Project Name:</b> South West Scotland Transport Study – Initial Appraisal: Case for Change	<b>Client Name:</b> Transport Scotland	<b>Project number:</b> 60587020
<b>Attendees (Conference Call):</b> [Redacted], Dumfries Railway Action Group [Redacted] & [Redacted], AECOM	<b>Date:</b> 15 <sup>th</sup> November 2018	<b>Prepared by:</b> [Redacted]

## 10 Background

The Dumfries Railway Action Group (the “Group”) was founded at a public meeting and through social media and local media presence is promoting the development of a direct rail link between Dumfries and Edinburgh / Glasgow with a journey time of around one hour. A direct rail link between Dumfries and the Central Belt is the Group’s ultimate aim. It was noted that the only existing rail link between Dumfries and the Central Belt is on the Glasgow South Western Line (GSWL) via Kilmarnock; there is no direct rail link to Edinburgh.

## 11 Existing Problems and Opportunities

### 11.8 Outmigration of Young People and Poor Accessibility

It was strongly stated that a lack of connectivity between Dumfries and the Central Belt severely hinders opportunities for young people and as a result many are forced to leave Dumfries to seek employment. Young, educated individuals are moving away from the area, which is creating a “brain drain”. Though some jobs are available, e.g. in Hospitals, people are reluctant to move to the area even when employment is available as it is felt that opportunities are more limited compared to other, better connected, parts of the country. This is further underlined by the lack of accessibility to key services, including health, education and retail. The Group is aware of one example where a patient had to stay overnight in Edinburgh for two nights in order to attend a medical appointment; the appointment was early and poor public transport connectivity meant it was not possible to travel that day. Transport links to access tourist attractions such as Galloway Forest were also noted as being extremely poor. The lack of access to retail has been further exacerbated by recent shop closures in Dumfries town centre, reflecting the wider issues affecting high streets across the UK in recent years. However, it was noted that whereas in other locations this may result in opportunities for new businesses to flourish, unfortunately, there is a perception that there are insufficient people with the necessary skills in Dumfries to realise these opportunities. However, it was noted that there are regeneration opportunities in the wider area, with The Borders Railway cited as an example of a success story. Here, towns such as Galashiels with a population of 13,000 people are now connected to Edinburgh with journey times of less than an hour; it is therefore unjustifiable for a town such as Dumfries with a population of 30,000 not to be better connected. It was said that people are already moving out of the Dumfries area and this is contributing to an ageing population; which will result in an elderly population with a working age population too small to care for them. It was also noted that whilst connectivity to England is important, links are considered to be good; hence the focus of the Group’s efforts is on improving connectivity to the Central Belt.

### 11.9 Poor Existing Rail Service

The Group feels that the existing early morning trains between Dumfries and Glasgow are unsuitable and that existing services only benefit commuters travelling to Glasgow from stations at Kilmarnock northwards. The Group completed their own survey over five working days and found that the first morning train to Glasgow had no passengers boarding at Dumfries on any of the surveyed days; thus

underlining the perception that the service predominantly benefits commuters from Kilmarnock north. The Group spoke to train staff, who said that there were normally no passengers until after Kirkconnel. It was noted that the long journey times combined with high ticket prices make travelling to Glasgow via existing GSWL services unattractive. The Lockerbie to Edinburgh peak morning train was more than 45 minutes late on three of the five days surveyed. A key finding from the survey was that 74% of people surveyed had driven from Dumfries to Lockerbie, underlining one of the main issues; a high number of people driving between Dumfries and Lockerbie has resulted in over capacity at the station car park. This has resulted in drivers parking on surrounding residential streets. The Group is frustrated by the

#### Specification

#### Telephone Record

current situation, whereby the relatively large population at Dumfries has to drive to access a station which has quicker journey times to the Central Belt. The pressure on Lockerbie needs to be relieved and so direct commuter services between Dumfries and the Central Belt are required (further details below). The existing situation also has a negative impact on the local Lockerbie environment. It was also noted that existing rail services have declined in recent years; a recent example is that the direct service to/from Newcastle has been reduced.

### **11.10      *Lack of Public Transport Integration***

It was noted by the Group that local bus and train services are poorly integrated, making it unattractive for people to use public transport for their entire journey; seamless travel with minimal waiting time between buses and trains would increase public transport patronage. The Group feels that buses are required to connect to a train, though it was noted that frequent poor weather conditions can prohibit reliable bus services during the winter months. It was noted that some privately operated bus services are subsidised by the local authority, despite running services which are not integrated with rail services; it was suggested that these subsidies should be removed unless greater integration is provided.

### **11.11      *Lack of Funding***

It was noted that there is a perception that Dumfries, the largest town in South West Scotland, is largely ignored. With the exception of the Borders Railway, government funding tends to be focused on the Central Belt, contributing to the aforementioned perception.

#### Potential Options

### **11.12      *WCML Rail Link via Annan***

A direct link between Dumfries and the WCML is required to prevent Dumfries from becoming a retirement town. The most realistic option for this was thought to be to link Annan to the WCML; thus preventing the need to travel to Carlisle to join the WCML. It was noted that much of the infrastructure between Annan and the WCML already exists and so only around six miles of new track would be required to complete the link, thus limiting expenditure and reducing technical difficulties; though it was noted that a tunnel or bridge would be required to traverse the A75 and new rolling stock and station improvements would also be required. The new link would connect to the WCML at Kirtlebridge Junction, resulting in journey times of just over one hour between Dumfries and the Central Belt and would help to make Dumfries a desirable commuter town. Should Dumfries be connected to the WCML an extension to the existing Dumfries Station car park would be required, simultaneously benefiting Lockerbie Station by relieving pressure here.

The potential for a direct rail link between Dumfries and Lockerbie was discussed. However, it was felt that this may be unrealistic and that money would be better invested linking Annan to the WCML.

### **11.13      *Glasgow South Western Line***

An express service between Dumfries and Glasgow with a journey time of 1 hour and 20 minutes is highly desirable and could be achieved along the existing GSWL by only stopping at Kilmarnock en route to Glasgow. This would bring benefits to those residing in Dumfries, particularly compared to the existing timetable which only benefits those living immediately south of Glasgow. An express service from Dumfries to Glasgow which arrives just before 8am and a second service which arrives just before 9am would be a feasible option. However, it was noted that any improvements to the GSWL would be expensive and run the risk of only benefiting Glasgow residents; as such, the strong preference is for a new link to the WCML.

#### **11.14      *Integrated ticketing***

Ticket integration which facilitates passengers to use the same ticket for bus and rail travel was highlighted as something which would make it easier and more attractive to travel by bus/rail. As this technology is already available, this should therefore be an achievable and feasible option in Dumfries.

#### **11.15    *Other Options***

It was noted that although the A75 passes through Dumfries and Galloway, it does not directly serve the area; the primary purpose of the route is to serve Northern Ireland. Though the Group acknowledged that maintenance of the A75 is important, any upgrade would not accrue many benefits for local residents. Similarly, it was noted that although the

AECOM

Specification

Telephone Record

reopening of Thornhill Station may seem like a good idea, in reality, it would result in increased journey times between Dumfries and Glasgow.

### **12 Closing Comments**

It was strongly stated that the social and economic impact of not having a fast, direct rail link between Dumfries and the Central Belt has been and will continue to have a negative effect on the area. There are concerns that without improved connectivity Dumfries will not be able to thrive economically. Though reduced journey times and an increase in the number of services on the GSWL would be welcomed, the strong preference is to have a new link between Dumfries and the WCML.

AECOM

(ii)

**South West Scotland Transport Study – Initial Appraisal: Case for Change  
Consultation Report**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**From:** [Redacted]

**Sent:** 28 February 2019 14:14

**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted];  
[Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]

## **Subject:** South West Scotland Study - Progress Update

Dear all

Conscious it has been some weeks since our last progress meeting, I wanted to update you on progress with development of the South West Scotland Transport Study. Since the last meeting, we have been drafting the Initial Appraisal report, taking on board further feedback from Transport Scotland on the TPOs and Options. We have also been finalising the supporting Consultation Report following completion of the Online Survey analysis, including corridor level analysis. Over the next two weeks we will be finalising the draft Initial Appraisal report, with the aim of circulating this to you ahead of a final Working Group meeting at the end of the March.

On this, please find attached a doodle poll  
(<https://doodle.com/poll/d2qfa39iqw8guyid>). Grateful if you could confirm your availability.

Thanks,  
[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

## Annex A1

**From:** [Redacted]  
**Sent:** 28 February 2019 14:09  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS Update sent to [Redacted] 27 Feb 2019

Thanks [Redacted] – I'll get this out today and set up internal bi-weekly calls.

[Redacted]

**From:** [Redacted]  
**Sent:** 27 February 2019 15:51  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS Update sent to [Redacted] 27 Feb 2019

Hi [Redacted],

Thanks for your email. Please see minor edits below. Grateful if you can update and circulate. Note that we are also content for bi-weekly progress calls until the end of March.

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 25 February 2019 12:18  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS Update sent to [Redacted] for review 20 Feb 2019

Hi [Redacted], thanks for this.

Below is a proposed update email to the Working Group – any comments welcome.  
Following creation of the doodle and incorporation of comments, we will issue.

*"Dear all*

*Conscious it has been some weeks since our last progress meeting, I wanted to update you on progress with development of the South West Scotland Transport Study. Since the meeting, we have been drafting the Initial Appraisal report, taking on board further feedback from Transport Scotland on the TPOs and Options. We have also been finalising the supporting Consultation Report following completion of the Online Survey analysis, including corridor level analysis. Over the next two weeks we will be finalising the draft **Initial Appraisal** report ~~including high-level appraisal of the report~~, with the aim of circulating this to you ahead of a final Working Group meeting at the end of the March.*

*On this, please find attached a doodle poll (to be inserted). Grateful if you could confirm your availability.*

*Thanks,  
[Redacted]"*

Further to my previous email, if you would like me to set up bi-weekly progress calls again until the end of March, please let me know but just to update you on progress, I'm meeting PBA on Thursday to discuss finalisation of the draft report, aiming to have a final draft ready for internal review next week, following which we will send to you. With regards to the Consultation Report, I am currently reviewing the Online Survey report following completion of the corridor-level analysis – assuming there are no major changes to this, I will send this to you this week.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 22 February 2019 18:34  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** FW: SWSTS Update sent to [Redacted] for review 20 Feb 2019

[Redacted], [Redacted]

At a recent catch up meeting with TS Rail Policy (copying to [Redacted]), Swestrals asked what the latest position is on the SW Scotland study. Clearly they are on the steering group for this work and if they were looking for a formal update would have contacted us, but I think it was just a passing comment as they hadn't heard an update for a while and there isn't yet a steering group meeting in the diary. As such I was hoping you could circulate a short update email around the steering group with a couple of sentences on where we are in the programme and next steps, and ideally also start a doodle poll with regards to setting up the next group meeting (I'd suggest late march for this).

Happy to discuss/review a draft – thanks.

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**

Strategic Transport Planning

Transport Scotland

T: [Redacted]

M: [Redacted]

[Redacted, Out of Scope]

**[Redacted] IEng MIMechE**

Rolling Stock Programmes Sponsor  
Rail Franchise Management Team  
Transport Scotland  
7th Floor  
Buchanan House  
58 Port Dundas Road  
Glasgow G4 0HF

Tel [Redacted]

Mobile [Redacted]

Transport Scotland - the national transport agency / **Còmhdail Alba - buidheann naiseanta na còmhdhail**

*For more information on the work of Transport Scotland visit:  
[www.transportscotland.gov.uk](http://www.transportscotland.gov.uk)*

*An Agency of Scottish Government*

**From:** [Redacted]

**Sent:** 26 February 2019 12:17

**To:** Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]

**Subject:** RE: South West Scotland Transport Study

[Redacted],

**LINES:**

*The fleet of 43 class 156 diesel trains which serve Ayr, Girvan, Stranraer and Dumfries are undergoing a significant refurbishment programme worth around £16 million with 34 already completed.*

*This has seen Wi-Fi, wheelchair spaces, power sockets, accessible toilet plus new flooring, seating and lighting installed to deliver the modern facilities that passengers expect. The remainder of the fleet of class 156s will be completed over the coming months and good, high quality refurbishment can deliver a passenger experience comparable with new rolling stock.*

**BACKGROUND:**

- 43 Class 156s, leased by Abellio ScotRail from Angel Trains, are undergoing a significant refurb programme at Springburn to make the trains compliant with the PRM-TSI (Persons of Reduced Mobility) standards including fitting a replacement fully accessible toilet, two dedicated wheelchair spaces plus new door buttons and sounders.
- Modern passenger facilities such as new tables, carpets, energy efficient lighting, heating system overhauls, power sockets and Wi-Fi are being installed plus full internal/ external livery.
- New modern seats from Fainsa, the same type used in C385 EMUs are also being fitted across the fleet.
- 34 of 42 class 156 sets have already been done, with the £16 million refurbishment project due to be completed in summer 2019.
- 16 sets have been upgraded to PRM standards but retain the original tables with original 'Ashbourne' seats and these will be retrofitted later this year.

**[Redacted]**

**[Redacted]**

**TS - Rolling Stock Programmes Manager**

**office:** [Redacted]

**mobile:** [Redacted]

**From:** [Redacted]

**Sent:** 25 February 2019 12:03

**To:** [Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]

**Subject:** FW: South West Scotland Transport Study

[Redacted],

Grateful if you could take a look at the below and advise.

Thanks,

[Redacted]

[Redacted] Rail Policy Officer | Rail Directorate | Transport Scotland | Scottish Government.

Ext [Redacted] Blackberry [Redacted]

[Redacted]

| Buchanan House, 7<sup>th</sup> Floor, 58 Port Dundas, Road, Glasgow, G4 0HF

**From:** [Redacted]  
**Sent:** 25 February 2019 11:57  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** South West Scotland Transport Study

Hi [Redacted], [Redacted],

Just following up on some feedback from colleagues in the Transport Strategy and Analysis directorate, I was hoping you could provide some information regarding the quality of rolling stock in the South West, which will assist in supporting our Objective development.

Namely, TPO4 is to “Improve journey quality across the road, public transport and active travel networks in the South West of Scotland”.

With regards to the quality of rail rolling stock specifically, our understanding is as follows: “Ageing Rolling stock on the Glasgow South West Line is generally British Rail Class 156 *Super Sprinter* diesel multiple units. Whilst, the stock was refurbished by Transport Scotland in 2017, general public perception of the stock is that it is dated compared to more modern trains used to provide services in other parts of Scotland.” (The public perception comment relates to some of the feedback obtained through the various South West consultation work).

Can you confirm the above statement?

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

## Annex AK

**From:** [Redacted]  
**Sent:** 25 February 2019 12:18  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS Update sent to [Redacted] for review 20 Feb 2019

Hi [Redacted], thanks for this.

Below is a proposed update email to the Working Group – any comments welcome. Following creation of the doodle and incorporation of comments, we will issue.

*"Dear all*

*Conscious it has been some weeks since our last progress meeting, I wanted to update you on progress with development of the South West Scotland Transport Study. Since the meeting, we have been drafting the Initial Appraisal report, taking on board further feedback from Transport Scotland on the TPOs and Options. We have also been finalising the supporting Consultation Report following completion of the Online Survey analysis, including corridor level analysis. Over the next two weeks we will be finalising the draft report including high level appraisal of the report, with the aim of circulating this to you ahead of a final Working Group meeting at the end of the March.*

*On this, please find attached a doodle poll (to be inserted). Grateful if you could confirm your availability.*

*Thanks,  
[Redacted]"*

Further to my previous email, if you would like me to set up bi-weekly progress calls again until the end of March, please let me know but just to update you on progress, I'm meeting PBA on Thursday to discuss finalisation of the draft report, aiming to have a final draft ready for internal review next week, following which we will send to you. With regards to the Consultation Report, I am currently reviewing the Online Survey report following completion of the corridor-level analysis – assuming there are no major changes to this, I will send this to you this week.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 22 February 2019 18:34  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** FW: SWSTS Update sent to [Redacted] for review 20 Feb 2019

[Redacted], [Redacted]

At a recent catch up meeting with TS Rail Policy (copying to [Redacted]), Swestrals asked what the latest position is on the SW Scotland study. Clearly they are on the steering group for this work and if they were looking for a formal update would have contacted us, but I think it was just a passing comment as they hadn't heard an update for a while and there isn't yet a steering group meeting in the diary. As such I was hoping you could circulate a short update email around the steering group with a couple of sentences on where we are in the programme and next steps, and ideally also start a doodle poll with regards to setting up the next group meeting (I'd suggest late March for this).

Happy to discuss/review a draft – thanks.

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 13 February 2019 11:21  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - info query

Hi [Redacted],

Please see some P&O bullet points below; also attached is a copy of the note of discussion.

- A P&O Ferries Ltd. representative ([Redacted], Customer Operations Manager) attended the Stranraer workshop on 9th October.
- A 1-2-1 telephone interview was completed with [Redacted] and [Redacted] (Port Manager) on 20th November (note attached).

Thanks

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 13 February 2019 10:15  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - info query

Excellent thanks [Redacted]. Would it be possible to do the same thing for P&O please?

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland

Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 08 February 2019 11:16  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - info query

Hi [Redacted],

Please see a couple of bullet points below summarising Stena Line's involvement. I have also attached a copy of the note of discussion for your information.

- A Stena Line representative ([Redacted]) attended the Maybole workshop on 1st November.
- A 1-2-1 telephone interview was completed with Andy Kane on 23rd November (note attached).

If there is anything else required or any queries just let me know.

Thanks

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
M: [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 06 February 2019 15:24  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** SWSTS - info query

Hi [Redacted]

I am preparing lines and would appreciate your help. Can you please send me a summary of Stena Lines' involvement in the SWSTS. Bullets are fine and grateful if you can send me this by Wednesday 13 February.

Thanks

[Redacted]

**[Redacted]**

Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

## Consultation Record - P&O Ferries

**Project name:**

South West Scotland Transport Study - Initial Appraisal:  
Case for Change

**Client name:**

Transport Scotland

**Project number:**

60587020

**Attendees (Conference Call):**

[Redacted] and [Redacted], P&O  
[Redacted], [Redacted], PBA

**Date:**

20<sup>th</sup> November 2018

**Prepared by:**

[Redacted],

### Background

It was noted that there have been ferries running from the South West of Scotland to Ireland since the 1800's and P&O have been operating out of the port at Cairnryan since the early 1970s. Since then ship sizes have quadrupled, and correspondingly, the volume of traffic has increased and vehicle sizes for both passengers and freight have increased, with HGV sizes having changed from 32 to 42 tonnes and recently to 44 tonnes HGV vehicles. However, the surrounding road infrastructure has not developed alongside the increasing volume demand and vehicle sizes causing issues for those trying to access the ports, with negative impacts on the ferry operators themselves.

It was noted that there are various options when travelling from England / Scotland to Northern Ireland. Cairnryan benefits from short journey times due to being geographically closer to Northern Ireland than the southern ports at Holyhead, Liverpool and Heysham but the surrounding transport infrastructure is detrimental to its success.

Cairnryan is the only port with single carriageway access. Holyhead has the A55 which is a dual carriageway, the port at Liverpool is closely connected to the M6 by the M56 and M58 and Heysham has the A683 which is also now dual carriageway. In contrast, when customers are travelling north to Cairnryan when they get to Carlisle they have 100 miles of single carriageway to travel along. Heading south from the Scottish Central Belt, the roads are reasonable to Ayr but from there onward to the Ports at Cairnryan, the single carriageway A77 passes through eight small towns with 30mph speed limit zones.

The major problem is the substandard road infrastructure providing access to the ports, specifically the A75 and A77. On the Irish side the road network is much better equipped for the demand and people can travel from Larne to Dublin reasonably quickly. The A75 is the only part of the road network, for traffic heading to England or Europe, that is not dual carriageway.

There is a huge amount of retail business between Ireland and Scotland, and it was noted that customers would use the route more if the roads were better. Conversely, if the routes are unreliable businesses suffer. The Loch Ryan route is starting to lag behind other routes serving Northern Ireland. It was reported that from 2013-2017, Loch Ryan crossings grew 8.3% but the central corridor crossings (Liverpool and Holyhead) grew by 29.9%. This would suggest that there has been a drift of traffic to the southern ports.

For cars travelling from England to Ireland, the overall travel times are similar through ports at Holyhead and Carinryan. It is thought that the prospect of travelling the 100 miles on single carriageway roads from Carlisle to Stranraer puts people off using Cairnryan. There is a possibility that P&O could try to obtain further information regarding tourist market share to see how people are using Holyhead and Carinryan.

### Employment and the Economic Importance of the Ports

It was noted that P&O are members of the A77 Action Group and they are looking to commission a study into economic importance of the ports on the surrounding area.

There are 60 people employed at the Ports at Cairnryan with an additional 24 people working for security subcontractors, 10 maintenance contractors covering both ports, 4 cleaners and 4 catering staff. Most of these workers live in the local area. On-board the ferry, there are 15 people who live locally and around 20 who live within driving distance. In addition to this, there are a lot of local HGV drivers who work for companies who use the ferry service. Examples are tyre companies and breakdown/maintenance companies. One highlighted hauler, McBurney Transport, employ around 35 drivers who live locally. It was suggested that due to Stena being a larger employer even more people are dependent on the ports and that because they were traditionally based in Stranraer the majority of their workers are from the Stranraer area. Overall it was noted that the ports have a huge economic impact on the local area. It was also noted that the shift pattern of shore-based employees is mostly 12 hour shifts and ship's crew work on a rotation of two weeks on / one week off shift.

1/2

Specification  
Stakeholder Discussion Guide

### **Destination of people arriving at the ports**

P&O estimate that approximately 30% of freight traffic to / from the port utilises the A77 with 70% travelling on the A75. It was thought that this would be reversed for car traffic as there are more people coming from the central belt travelling along the A77. Foot passengers nearly all came from Scotland.

### **Traffic Management at the Port**

It was noted that if you look at both the A75 and A77 over a 24-hour period, the roads may not appear that busy but many problems occur when ferries arrive into the port or are leaving the ports due to a sudden increase of traffic volume. In general, the operators try to get all cars off the ferry first, but this depends on what is being transported and whether some vehicles have to be on the open deck due to their cargo (e.g. livestock). The priority for P&O is to unload the ship quickly in order to meet the timetable for the next departure, and it is not always possible to get all car traffic to exist first. It is essential to discharge the ships quickly and move the traffic out of the port to facilitate loading of the next sailing and this can mean high numbers of HGV's exiting the port in a short period of time.

### **Future**

P&O were unsure about passenger price differentials across different services, but noted that regular freight customers negotiate rates usually based on the size of customer and the volume of traffic they ship. In the future there will be increased competition for market share. Due to physical constraints at Carinryan, the port cannot accommodate much bigger vessels without major upgrades unlike the port at Holyhead. P&O are about to start building new ships for the Dover to Calais route but there would need to be better road infrastructure to help facilitate greater traffic volumes, and further investment in the port, if they were to potentially use greater capacity ships on the Loch Ryan crossing.

The price of fuel has a big impact on port use. If the fuel price increases, there is less desire to route further north. However, the way industries work in modern economies means that everything is delivered 'just in time' to stock shops for opening. HGVs want to arrive in Belfast at 6am to unload. This is where Cairnryan has an advantage as they can load boats at 4am and get to Northern Ireland for 6am whereas they would have to board a ferry at 10/11pm at the ports further south.

It was estimated that, historically, 60% of HGVs are accompanied by a driver with 40% unaccompanied. However, with an increasing shortage of drivers this has shifted slightly in favour of unaccompanied in the past year.

For HGVs travelling along the A75/A77 to Stranraer the speed limit is 40mph, but many are travelling faster. Dualling the road would increase this to 50mph which in theory could save up to 40 minutes. It

was uncertain whether raising the speed limit would make much of a difference or just legalise what is already happening.

Both the A77 and A75 suffer from roadworks and accidents. Customers lose more faith in using Cairnryan every time there is a disruption. Diversions can add an additional 60 or 80 miles on poor quality roads which are not designed for 44 tonne HGVs. Consistently customer's feedback is that the roads to the ports are in a terrible condition.

It was acknowledged that it would be a long-term commitment to dual both the A75 and A77, similar to the A9. In the shorter term, specific improvements suggested were:

- Improving road geometry from Stranraer to Ballantrae on the A77
- Improving road geometry from Glenluce to Newton Stewart on the A77
- Improving road geometry from Gatehouse of Fleet to Carsluith (5 miles west) on the A75
- Creating bypasses at Springholm and Crockford on the A75

There was brief discussion regarding the new traffic lights in Springholm and Crockford. It was felt that people know that there is no legal bearing for skipping the red light and therefore often drivers just go through the light. Therefore, it was noted that it may not be the most effective way to slow down traffic.

AECOM

2/2

**Annex AM**

**From:** [Redacted]  
**Sent:** 12 February 2019 18:28  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** Bi-Weekly Progress Calls

[Redacted], [Redacted],

I note our rolling bi-weekly catch ups have now concluded - please let me know if you want me to programme these in for the next few weeks as we move forward with draft reporting and finalisation, and I will send a calendar invite around.

I am currently free at our usual time tomorrow if you would like a brief catch up then, otherwise I can programme in from next week onwards.

Thanks,  
[Redacted]

**[Redacted]** MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

**From:** [Redacted]  
**Sent:** 12 February 2019 18:25  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - TPO note [Redacted] comments sent to [Redacted] and [Redacted]5 Feb 2019

[Redacted],

Please find attached updated TPO note. Two versions are attached; one which shows tracks including responses to comments raised, and a second 'clean' version with tracks removed. Separately, for information, I've also attached a proposed appendix to show the alignment of the draft TPOs with wider national, regional and local policy relevant to South West Scotland.

As you'll see we've sought to address the comments received, though following discussion amongst the team we would suggest that TPO3 and TPO4 should be kept distinct. I had a go at combining these (e.g. "*Improve the resilience and quality of journeys across the road, public transport and active travel networks in the South West of Scotland*") but we do feel these TPOs seek to address different TPOs – one network resilience, the other journey quality. When appraising a combined TPO against the themes, this ticked everything off, which might suggest that it would be difficult for such a wide-ranging TPO to provide value in appraising options. Happy to discuss further, but in line with guidance around SMART TPOs, we would be minded to retain TPO3 and TPO4 as separate objectives at this stage.

I would also highlight that, separately, a graphic is being prepared show the linkage between the Problems, the Themes and the TPOs, so if you can hold off we will send an updated version of this note as soon as possible.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 07 February 2019 17:40  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - TPO note [Redacted] comments sent to [Redacted] and [Redacted]PJ 5 Feb 2019

[Redacted]

Thanks for the note which is a very useful start to aide us in the process of getting internal sign off on the TPOs.

We have reviewed and discussed and have some comments/suggested edits to this document to ensure it can be a standalone note to be circulated to TS management (up to Director level) to facilitate sign off.

I've attached a version with comments/queries throughout, and track changes up to a certain point – it is intended that the track changes are used as a guide for edits to the text for the rest of the document to improve readability, ideally if this style could be taken forward to the rest of the reporting that would be ideal.

As well as the attached comments, some high level points are:

- Could more general background on the problems and opportunities identified and the data gathered be included at the front end of the note.
- It would be useful if an introduction to the note itself could set out how it will be structured – e.g. it is not immediately obvious that the themes identified in the spider diagram relate to the headings in the table over leaf.

On the actual objectives:

- We wish to explore whether it is feasible that what are currently TPO3 and TPO4 could be merged?
- In TPO5, can “across all modes” be included instead of listing the modes.
- While we realise the rationale and origins for TPO6 (bypassing key settlements, particularly on the A75) we feel that the STAG Environment criteria will cover this TPO. If reference was made in the rationale of TPO1 to potential improvements to key strategic roads (including bypasses) then the need for TPO6 is removed.

We're in agreement that the specific response to localised issues in this area has informed TPO1 and TPO2 should be reflected in the TPOs for this particular study, however the inclusion of TPO6 is effectively a secondary point raised during the consultation – there is a need to improve access (to the Ports at Cairnryan), principally by improving the A785 and A77, and there is a need to improve (perceived) safety by reducing the rate of severe accidents. Bypassing key settlements addresses each of these to some extent, but would fully achieve neither – therefore options that do this can be assessed under TPOs 1 and 2!?

Could you please send an updated version by Close of play **next Tuesday 12 Feb.**

Happy to discuss in the interim (I am off tomorrow but available on Monday and Tuesday).

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 01 February 2019 17:04  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted],

Further to our progress call on Wednesday, please find attached a note which provides further detail on the development of the TPOs and the process used to generate, sift and package options, with a proposed list of packaged options for appraisal presented at the end of the note.

While the Option Packages are draft and package titles/descriptions will be refined further, any comments to assist in finalising the packages before we progress with the option appraisal would be appreciated.

The text in the note should take you through the approach used to refine the 650+ options to the proposed packages, but I will also share the spreadsheet which contains every option early next week.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 12:56  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted]

Thanks for the helpful progress update today. As agreed, grateful if you can:

- Undertake final follow up telephone calls on the 1-2-1 consultation gaps e.g. Scottish Enterprise and NHS Dumfries and Galloway
- Using existing material produce a short note outlining the development of the TPOs and evidence which underpins them by Friday 1 February
- Send us a copy of the option sifting/ packing spreadsheet by Friday 1 February

[Redacted] is reviewing our actions and will be in touch as soon as possible.

Thanks,

[Redacted]

**[Redacted]**

Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

## 1.1 Appendix x – TPO alignment with Wider Policy

A review of relevant policy documents has been undertaken to ensure the alignment of the Transport Planning Objectives with relevant national, regional and local policy directives, plans and strategies. The relevant policy documents are shown in [Figure 6](#)



[Figure 6:](#)

### Hierarchical Policy Framework

The tables below demonstrate the alignment of the TPOs with the relevant objectives from each of the policy documents in Figure 6.

Table 4: TPOs vs NTS 2016

	National Transport Strategy 2016	TPO1	TPO2	TPO3	TPO4	TPO5
High Level Objectives	Promote economic growth by building, enhancing, managing & maintaining transport services, infrastructure and networks to maximise their efficiency	✓		✓		✓
Key Strategic Objectives	Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network			✓		✓
High Level Objectives	Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy				✓	
Key Strategic Objectives	Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff		✓			
High Level Objectives	Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport				✓	✓
Key Strategic Objectives	Improved journey times and connections, to tackle congestion and lack of integration and connections in transport	✓		✓		✓
High Level Objectives	Reduced emissions, to tackle climate change, air quality, health improvement					
Key Strategic Objectives	Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternative to car				✓	✓

Table 5: TPOs vs NTS Update (still draft so may not be able to share)

	National Transport Strategy Update	TPO1	TPO2	TPO3	TPO4	TPO5
	Promotes Equality <ul style="list-style-type: none"> <li>Provides fair access to services we need</li> <li>Is easy to use for all</li> <li>Is affordable for all</li> </ul>					✓
	Helps our Economy Prosper <ul style="list-style-type: none"> <li>Gets us where we want to go</li> <li>Is reliable, efficient and high quality</li> <li>Embraces innovation and useful technology</li> </ul>	✓		✓	✓	✓
	Improves our Health and Wellbeing <ul style="list-style-type: none"> <li>Is safe and secure for all</li> <li>Enables us to make healthier travel choices</li> <li>Helps make our communities great places to live</li> </ul>		✓		✓	✓
	Takes Climate Action <ul style="list-style-type: none"> <li>Adapts to the effects of climate change</li> <li>Takes steps to mitigate further climate change</li> <li>Promotes greener, cleaner choices</li> </ul>				✓	

Table 6: TPOs vs NPF3

National Planning Framework 3	TPO1	TPO2	TPO3	TPO4	TPO5	
	<b>A Sustainable, Successful Place:</b> Enterprise zones; City Investment Plans; Aligning planning and infrastructure investment'; Support housing developments; Investment in coastal and rural areas	✓				✓
	<b>A Low Carbon Place:</b> Renewable Sources; Energy Efficiency; Community and Locally Owned Renewable Energy; National Renewables Infrastructure Plan				✓	✓
	<b>A Natural, Resilient Place:</b> Cycling Action Plan; National Walking Strategy; Scottish Biodiversity Strategy; Tourism Development Framework; Climate Change Adaptation				✓	
	<b>A Connected Place:</b> Smart Cities; Infrastructure Investment Plan; Next Generation Broadband; Charging Points; Scotland's Scenic Routes	✓		✓		✓

Table 7: TPOs vs STPR

Strategic Transport Projects Review	TPO1	TPO2	TPO3	TPO4	TPO5	
	<b>Wealthier and Fairer Scotland:</b> improvements in transport provision will generate savings for businesses and individual travellers, leading to improvements in economic welfare	✓		✓	✓	✓
	<b>Smarter Scotland:</b> promoting innovation and encouraging implementation of new transport technologies				✓	
	<b>Healthier Scotland:</b> encouraging a shift from car to public transport and to healthier and physically active forms of transport, and by improving transport access to health and community services				✓	✓
	<b>Safer and Stronger Scotland:</b> improving the quality, accessibility and affordability of public transport to provide access to essential services and economic opportunities, reduction of accidents through improvement of the condition of roads infrastructure		✓		✓	✓
	<b>Greener Scotland:</b> promoting public transport as well as encouraging the adaptation of new low carbon technologies and promoting cleaner vehicles, provide attractive alternatives to the car.				✓	✓

Table 5: TPOs vs SWestrans RTS, 2008

SWestrans Regional Transport Strategy, 2008	TPO1	TPO2	TPO3	TPO4	TPO5	
	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	✓			✓	✓

**SWestrans Regional Transport Strategy, 2008**

TPO1 TPO2 TPO3 TPO4 TPO5

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	✓	✓	✓	✓	✓

Table 6: TPOs vs SPT RTS, 2008-21

**A Catalyst for Change – The Regional Transport Strategy for the West of Scotland 2008 – 21**

TPO1 TPO2 TPO3 TPO4 TPO5

	Safety and Security: To improve safety and personal security on the transport system		✓		
	Modal Shift: To increase the proportion of trips undertaken by walking, cycling and public transport			✓	✓
	Excellent Transport System: To enhance the attractiveness, reliability and integration of the transport network	✓		✓	✓
	Effectiveness and Efficiency: To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight	✓		✓	✓
	Access for All: To promote and facilitate access that recognises the transport requirements of all			✓	✓
	Environment and Health: To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system		✓	✓	✓

Table 7: TPOs vs Dumfries & Galloway Regional Economic Strategy, 2016-2020

**Dumfries & Galloway Regional Economic Strategy, 2016-2020**

TPO1 TPO2 TPO3 TPO4 TPO5

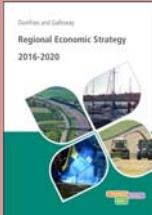
	Developing Places: Empower the region's communities to address their distinct economic challenges and opportunities	✓		✓	✓	✓
	Better Skills, Better Opportunities: Create a vibrant culture of opportunity in the region to retain and attract people of working age and improve the competitiveness of individual businesses	✓		✓	✓	✓
	Well Developed Infrastructure: Enhancing regional connectivity, removing barriers to business competitiveness and improving access to economic opportunities for individuals and businesses	✓		✓	✓	✓
	Investment Projects: Large investment projects that will make a significant impact on the regional economy	✓	✓	✓	✓	✓

Table 8: TPOs vs Dumfries & Galloway LTS

**Setting Local Direction: The Dumfries & Galloway Local Transport Strategy 2011-2016**

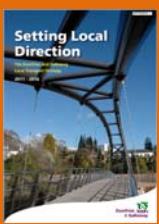
	TPO1	TPO2	TPO3	TPO4	TPO5
					
Assist Economic Growth through the provision of the best possible transport infrastructure and services	✓	✓	✓	✓	✓
Promote Social Inclusion through the provision of transport services suitable for all residents			✓	✓	✓
Protect our Environment by coordinating land use planning and transport and, where travel is necessary, encourage efficient and sustainable transport			✓	✓	✓
Improve Road Safety by reducing the likelihood of accidents through Engineering, Education and Enforcement initiatives		✓			
Improve Integration of Journeys through the encouragement of better transport.	✓		✓	✓	✓

Table 9: TPOs vs Dumfries & Galloway LDP

**Dumfries & Galloway Local Development Plan**

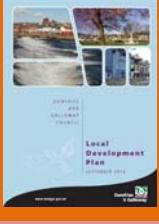
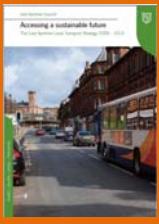
	TPO1	TPO2	TPO3	TPO4	TPO5
					
A viable rural economy and community characterised by: <ul style="list-style-type: none"><li>• Access to sustainable transport</li><li>• Ready access to higher education</li></ul>			✓		✓
Vibrant towns and villages that have: <ul style="list-style-type: none"><li>• Access to a wide range of sports, recreation and leisure activities</li></ul>			✓		✓

Table 80: TPOs vs East Ayrshire LTS

**Accessing a sustainable future. The East Ayrshire Local Transport Strategy 2009 - 2014**

	TPO1	TPO2	TPO3	TPO4	TPO5
					
<b>Economic Growth:</b> To promote the development of the local economy and enhance social and economic activity by being consistent with the principle of sustainable development and meet the need for efficient local, regional, national and international transport links into and out of East Ayrshire.	✓		✓	✓	✓
<b>Accessibility and Social Inclusion:</b> To promote social inclusion by improving accessibility to employment opportunities, education, retail and leisure facilities and to hospitals, clinics, surgeries and other places where a health service is provided.	✓		✓	✓	✓
<b>Environment:</b> To improve, conserve and enhance the natural, historic and built environment, and contribute to a healthier lifestyle by facilitating the provision and use of sustainable modes of transport and reduce emissions to air by reducing car dependency, particularly in urban areas.				✓	✓
<b>Safety and Personal Security:</b> To improve public safety, including road safety and the safety of users of the transport network within East Ayrshire		✓			
<b>Sustainability and Integration:</b>				✓	✓

**Accessing a sustainable future. The East Ayrshire Local Transport Strategy 2009 - 2014**

TPO1 TPO2 TPO3 TPO4 TPO5

	To encourage the integration of transport modes to promote greater use of public transport and other sustainable modes of transport.					
--	--------------------------------------------------------------------------------------------------------------------------------------	--	--	--	--	--

Table 11: TPOs vs East Ayrshire LDP

East Ayrshire Local Development Plan	TPO1	TPO2	TPO3	TPO4	TPO5
					✓
<b>PLACES</b>					
• Enabling New Housing • Successful Town Centres					
<b>ECONOMY</b>	✓		✓	✓	✓
• Revitalising Our Economy • Promoting Tourism					
<b>ENERGY &amp; INFRASTRUCTURE</b>	✓	✓	✓	✓	✓
• Delivering Renewable Energy • Promoting Sustainable Transport • Delivering Infrastructure • Sustainable Waste Management					
<b>ENVIRONMENT</b>				✓	
• Protecting and Enhancing the Natural and Built Environment					

Table 12: TPOs vs East Ayrshire Economic Development Strategy

East Ayrshire Economic Development Strategy 2014/2025	TPO1	TPO2	TPO3	TPO4	TPO5
	✓		✓	✓	✓
To integrate East Ayrshire with the regional economy	✓		✓	✓	✓
To facilitate economic restructuring			✓	✓	✓
To improve the vibrancy of our town centres				✓	✓
To improve the quality of tourism on offer	✓		✓	✓	✓
To increase economic participation in our communities	✓		✓	✓	✓
To accelerate the pace of infrastructure improvements	✓	✓	✓	✓	✓

Table 9: TPOs vs South Ayrshire LTS

South Ayrshire Council Local Transport Strategy 2009 - 2014	TPO1	TPO2	TPO3	TPO4	TPO5
				✓	✓
Encourage modal shift to walking and cycling to assist in the promotion of a healthier lifestyle and lessen environmental impact during the period of the LTS					
Prioritise the protection of human health in urban areas and flora and fauna in more rural areas, from the adverse effects of transport activities					
Achieve a year-on-year reduction in the number of road users killed and seriously injured and enhance the personal safety of those in South Ayrshire		✓			

**South Ayrshire Council Local Transport Strategy 2009 - 2014**

TPO1 TPO2 TPO3 TPO4 TPO5

	Identify locations of concern for the safety and security of the travelling public and work with partners to address these		✓			
	Support economic development by promoting interventions that reduce constraints such as congestion and parking, and enhance the efficiency of the transport network for both users and operators	✓		✓	✓	✓
	Better integrate transport and land-use planning in order to promote economic vitality and inform the Development Plan process				✓	
	Better integrate different modes of travel and contribute to the development of multimodal interchanges	✓			✓	✓
	Provide guidance to users, operators, developers and others on matters of local policy, priorities and potential schemes					
	Increase opportunities, for walking and cycling and improve the quality, affordability and accessibility of public transport for accessing key community facilities				✓	✓
	Provide a deliverable and measurable action plan covering all aspects of transportation over the short, medium and longer term as part of the LTS					

Table 14: TPOs vs South Ayrshire LDP

**South Ayrshire Local Development Plan** TPO1 TPO2 TPO3 TPO4 TPO5

	Provide the right conditions to help regenerate South Ayrshire's town centres and keep them vibrant, while conserving their historic character			✓	✓	✓
	Encourage renewable energy developments without damaging the landscape and countryside					
	Promote tourism while protecting the coastline and the other assets on which tourism is based	✓		✓	✓	✓
	Help the development of Glasgow Prestwick Airport and the area's seaports, as well as support the principles of sustainable development					✓

Table 15: TPOs vs South Ayrshire Economic Development Strategy

**South Ayrshire Economic Development Strategy 2013-2023** TPO1 TPO2 TPO3 TPO4 TPO5

	A MORE DIVERSE ECONOMY where local employment opportunities are increased by building on the area's existing strengths and attracting new emerging growth industries, connected with digital technologies and the media.	✓		✓	✓	✓
	AN AREA WITH AN ENTREPRENEURIAL CULTURE in which existing businesses thrive and expand and people are encouraged and supported to set up new businesses.	✓		✓		✓
	AN AREA OF EQUALITY OF ECONOMIC OPPORTUNITY by tackling the problems of poverty and unemployment through improving access to education, training and jobs.	✓		✓	✓	✓
	AN ATTRACTIVE PLACE IN WHICH TO LIVE, WORK, VISIT AND INVEST by ensuring that the area has a good transport system, affordable and available land for development, good quality	✓		✓	✓	✓

**South Ayrshire Economic Development Strategy 2013-2023**

**TPO1      TPO2      TPO3      TPO4      TPO5**

	<p>schools and leisure services and an attractive local environment.</p>				
	<p>AN AREA WITH VIBRANT AND DYNAMIC TOWN CENTRES by strengthening the role of the town centre as the economic hub of local communities.</p>		✓	✓	✓
	<p>A MORE DYNAMIC RURAL ECONOMY through improvements in employment opportunities, public transport and access to services.</p>	✓	✓	✓	✓

(ii)

## **TPO Options and Technical Note V2**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

(iii)

### **TPO Options and Technical Note V2 – Tracked changes**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

## Annex AO

**From:** [Redacted]  
**Sent:** 08 February 2019 16:24  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - TPO note JW comments sent to [Redacted] and [Redacted]  
5 Feb 2019

Hi [Redacted], thanks for the feedback. I can understand the rationale behind those suggestions and will discuss with the wider team – will come back to you with amended version of Note and give you a call if any queries.

I note there were not any comments on the Options at this stage – can you confirm if you've had a chance to review these and had any comments, or when you think you'll be in a position to provide comment? Appreciate we will need to wait on internal TPO sign-off before progressing the Preliminary Option Appraisal and finalise the draft report, but any comments on the option packaging would be appreciated such that we can proceed with this as soon as we have agreement on the TPOs.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 07 February 2019 17:40  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - TPO note [Redacted] comments sent to [Redacted] and PJ  
5 Feb 2019

[Redacted]

Thanks for the note which is a very useful start to aide us in the process of getting internal sign off on the TPOs.

We have reviewed and discussed and have some comments/suggested edits to this document to ensure it can be a standalone note to be circulated to TS management (up to Director level) to facilitate sign off.

I've attached a version with comments/queries throughout, and track changes up to a certain point – it is intended that the track changes are used as a guide for edits to the text for the rest of the document to improve readability, ideally if this style could be taken forward to the rest of the reporting that would be ideal.

As well as the attached comments, some high level points are:

- Could more general background on the problems and opportunities identified and the data gathered be included at the front end of the note.

- It would be useful if an introduction to the note itself could set out how it will be structured – e.g. it is not immediately obvious that the themes identified in the spider diagram relate to the headings in the table over leaf.
- On the actual objectives:
- We wish to explore whether it is feasible that what are currently TPO3 and TPO4 could be merged?
- In TPO5, can “across all modes” be included instead of listing the modes.
- While we realise the rationale and origins for TPO6 (bypassing key settlements, particularly on the A75) we feel that the STAG Environment criteria will cover this TPO. If reference was made in the rationale of TPO1 to potential improvements to key strategic roads (including bypasses) then the need for TPO6 is removed.

We're in agreement that the specific response to localised issues in this area has informed TPO1 and TPO2 should be reflected in the TPOs for this particular study, however the inclusion of TPO6 is effectively a secondary point raised during the consultation – there is a need to improve access (to the Ports at Cairnryan), principally by improving the A785 and A77, and there is a need to improve (perceived) safety by reducing the rate of severe accidents. Bypassing key settlements addresses each of these to some extent, but would fully achieve neither – therefore options that do this can be assessed under TPOs 1 and 2!?

Could you please send an updated version by Close of play **next Tuesday 12 Feb.**

Happy to discuss in the interim (I am off tomorrow but available on Monday and Tuesday).

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 01 February 2019 17:04  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted],

Further to our progress call on Wednesday, please find attached a note which provides further detail on the development of the TPOs and the process used to

generate, sift and package options, with a proposed list of packaged options for appraisal presented at the end of the note.

While the Option Packages are draft and package titles/descriptions will be refined further, any comments to assist in finalising the packages before we progress with the option appraisal would be appreciated.

The text in the note should take you through the approach used to refine the 650+ options to the proposed packages, but I will also share the spreadsheet which contains every option early next week.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 12:56  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted]

Thanks for the helpful progress update today. As agreed, grateful if you can:

- Undertake final follow up telephone calls on the 1-2-1 consultation gaps e.g. Scottish Enterprise and NHS Dumfries and Galloway
- Using existing material produce a short note outlining the development of the TPOs and evidence which underpins them by Friday 1 February
- Send us a copy of the option sifting/ packing spreadsheet by Friday 1 February

[Redacted] is reviewing our actions and will be in touch as soon as possible.

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 01 February 2019 17:04  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted],

Further to our progress call on Wednesday, please find attached a note which provides further detail on the development of the TPOs and the process used to generate, sift and package options, with a proposed list of packaged options for appraisal presented at the end of the note.

While the Option Packages are draft and package titles/descriptions will be refined further, any comments to assist in finalising the packages before we progress with the option appraisal would be appreciated.

The text in the note should take you through the approach used to refine the 650+ options to the proposed packages, but I will also share the spreadsheet which contains every option early next week.

Regards,  
[Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 12:56  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted]

Thanks for the helpful progress update today. As agreed, grateful if you can:

- Undertake final follow up telephone calls on the 1-2-1 consultation gaps e.g. Scottish Enterprise and NHS Dumfries and Galloway
- Using existing material produce a short note outlining the development of the TPOs and evidence which underpins them by Friday 1 February
- Send us a copy of the option sifting/ packing spreadsheet by Friday 1 February

[Redacted] is reviewing our actions and will be in touch as soon as possible.

Thanks,

[Redacted]

[Redacted]

Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

(i)

**TPO Option and Notes Draft**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**From:** [Redacted]  
**Sent:** 31 January 2019 09:57  
**To:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: Elected Members Briefing Follow-up

Thanks both for confirming.  
Kind regards  
[Redacted]

[Redacted] MA (Hons)  
Consultant  
Consulting, Transportation  
D [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 31 January 2019 09:55  
**To:** [Redacted]; [Redacted]  
**Subject:** RE: Elected Members Briefing Follow-up

Content thanks

[Redacted]

**From:** [Redacted]  
**Sent:** 31 January 2019 09:54  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Elected Members Briefing Follow-up

[Redacted]  
On reflection, yes we should be more committal, I'd suggest:

*“...and we progressing on to the appraisal and reporting which will be undertaken this spring”*

[Redacted] – are you content with this?  
[Redacted]

[Redacted] MA(Hons) MSc TPP MCIHT  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland

T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 31 January 2019 09:37  
**To:** [Redacted]  
**Subject:** RE: Elected Members Briefing Follow-up

Hi [Redacted],

Thanks for this. I just want to check the wording used in the second sentence “*...and we progressing on to the appraisal which will be undertaken this spring*”. Are you content for this text to be retained or should reference perhaps be made to reporting to be undertaken this spring?

Many thanks

[Redacted]

**[Redacted] MA (Hons)**  
Consultant  
Consulting, Transportation  
D [Redacted]  
[Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 13:21  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Elected Members Briefing Follow-up

[Redacted]  
Content for the slightly revised presentations to be issued to attendees.  
I've made some slight changes to the proposed cover email text below (suggest sending to attendees at each session):

“Dear all,

*Thank you again for your attendance and input at the Elected Members Briefing sessions for the South West Scotland Transport Study, held on [insert location and date]. For your information please find the presentation used at the meeting at the following link:*

*Following closure of the consultation phase, work is now progressing on option development, we are working to finalise the transport planning objectives, and we progressing on to the appraisal which will be undertaken this spring.*

*We will provide further updates at key milestones as we move towards publication – the final report will be available on the Transport Scotland website at [insert link to SW study page on STPR section of TS website].*

*Regards*

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner  
**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 09 January 2019 17:03  
**To:** [Redacted]; [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** Elected Members Briefing Follow-up

Hi [Redacted], [Redacted],

Just tidying up some loose ends, we committed to send the Elected Members that attended the Briefing Sessions in late Nov/early Dec the presentations.

We have amended these very slightly from the presentations given to reflect:

- For the Dumfries presentation, we have updated this to include some additional roads options;
- We've update the wordle of consultees to remove those stakeholders that we received no response from and have not engaged on the study;
- We've removed the detail behind the accident stats to provide a more general overview of findings;
- Minor typos highlighted at the Dumfries workshop have been addressed.

Updated presentations can be accessed here (key difference being the Placecheck comments):

- Dumfries:  
[http://prezi.com/yxq6ywxhwbc/?utm\\_campaign=share&utm\\_medium=copy](http://prezi.com/yxq6ywxhwbc/?utm_campaign=share&utm_medium=copy)
- Ayrshire:  
[http://prezi.com/547hyrbh5hca/?utm\\_campaign=share&utm\\_medium=copy](http://prezi.com/547hyrbh5hca/?utm_campaign=share&utm_medium=copy)

If you are content, [Redacted] will arrange for these to be issued to Members via our contacts at D&G and ARA who organised the sessions alongside the following message:

*“Dear all,*

*Thank you again for your attendance and input at the Elected Members Briefing session for the South West Scotland Transport Study, held on 26<sup>th</sup> November*

*(Dumfries) / 3<sup>rd</sup> December (Ayr). At the meeting, a number of Members requested for the presentation slides to be circulated – please see attached link (insert relevant Prezi link).*

*Following closure of the consultation, work is now progressing on the option development and appraisal, with a draft report anticipated in the early Spring.”*

Grateful if you could confirm your approval.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

**From:** [Redacted]  
**Sent:** 30 January 2019 13:07  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study: Note of Discussion

Thanks [Redacted] – we'll get back to the Action Group to confirm their note as final.

[Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 13:06  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: South West Scotland Transport Study: Note of Discussion

[Redacted]

As discussed this morning I have reviewed the note and am content for this to be issued as final. The language is certainly emotive and strong, but the note clearly states these are the views of the group, to which they are clearly entitled, rather than fact. Apologies for the delay in reviewing this.

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 10:23  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: SW Transport Study - Progress Note 12

[Redacted], [Redacted],

Ahead of our call at 11.30, find attached a slightly updated Progress Note. I've also attached a diagram which illustrates clearly the process we've followed to further sift the options. I can discuss on our call.

Catch up shortly.

[Redacted]

**From:** [Redacted]  
**Sent:** 15 January 2019 11:28  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Transport Study - Progress Note 12

Hi [Redacted], [Redacted],

I note we have a progress catch up in the diary for tomorrow. Given we met last week, can you let me know if you are still keen for a brief catch up? Alternatively, a catch up next week would allow us to discuss any comments we receive in relation to the TPOs and Options, given that the Working Group have been asked to provide any comments on the TPOs and Options by Friday this week.

If you are keen for a brief catch up, could we move this to later in the afternoon – after 3pm would be my preference - or [Redacted] could call in as usual at 1.30pm.

To keep our records in line, I've attached the latest Progress Note in any case and would highlight the following actions that I would appreciate your feedback on:

- Springholm A75 Road Safety Campaign note: [Redacted]/ [Redacted] sent modifications to our Note of Discussion; approval of updated note required. See e-mail sent on 16/11 (10:40) and from [Redacted] on 20/12 (18:06).
- Elected Members Briefing presentations: See e-mail sent 09/01 (16:41) with updates to presentations for your approval before [Redacted] distributing to Members via SWestrans/ARA.
- [Redacted] on behalf of [Redacted] MSP: See e-mail sent by David 20/12 (17:58) and forwarded 10/1 (13:32). We will only respond to [Redacted]'s e-mail once the Elected Members Briefing Presentation has been approved and sent to Elected Members within the study area.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

(i)

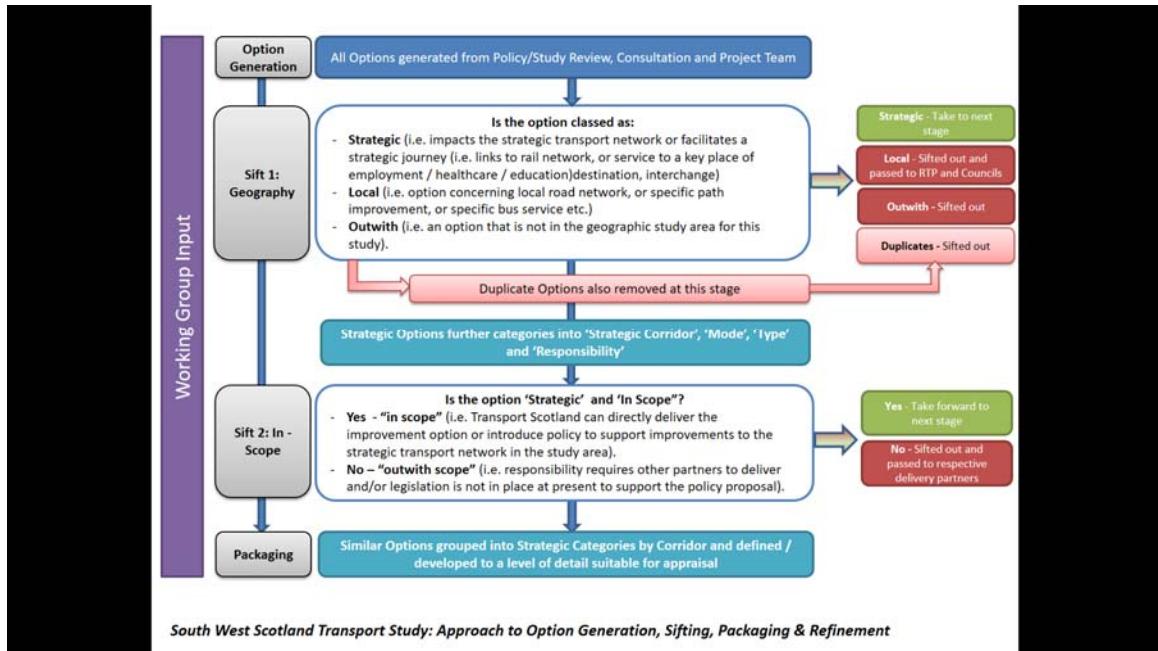
Project Name		South West Scotland Transport Study – Initial Appraisal: Case for Change		Project Number	60578850		
				Date	30-January-19		
Progress Note							
Task Manager	[Redacted]						
Task Director	[Redacted]						
No.	Item						
1.	<b>Introduction</b>						
	This note sets out progress against the tasks set out in the agreed Project Brief for the SW Scotland Transport Study.						
2.	Tasks / Deliverables Provided	Est. for Completion (w/c)	Est. % Complete	Comments			
1.	Inception	25/06/18	100%	<ul style="list-style-type: none"> <li>• Inception Meeting held 12/06 and all feedback received.</li> <li>• Final Inception Report circulated to Working Group 14/08, incorporating comments 20/07.</li> </ul>			
2.	Problems & Opportunities	01/10/18	90%	<ul style="list-style-type: none"> <li>• Policy Review complete</li> <li>• Socio-Economic Data Analysis complete</li> <li>• Traffic &amp; Transport Data processed.</li> <li>• Incident data received from TS 11/09; multiple attempts made to contact Scotland Transerv re, further queries, with no success.</li> <li>• Problems and Opportunities Register populated with all issues identified from previous studies and consultations (see Task 3). Findings / comments from Online Survey to be added to Register.</li> <li>• Key Problems and Opportunities to be summarised and included in Draft Report. All data processed to be provided separately as part of technical annex.</li> </ul>			

3.	Stakeholder Engagement	29/10/18	95%	<ul style="list-style-type: none"> <li>• Formal consultation period (19/09 - 16/11) now closed.</li> <li>• Online Survey &amp; Placecheck <ul style="list-style-type: none"> <li>◦ 3,200 responses to online survey (prechecking), 2,965 responses once incomplete and duplicate surveys removed.</li> <li>◦ 310 individual Placecheck comments.</li> <li>◦ Multiple hard copy surveys returned via libraries and TS input for analysis alongside online responses.</li> <li>◦ Analysis of Placecheck completed.</li> <li>◦ Work ongoing to finalise Online Survey analysis based on additional work to segment results by corridor</li> <li>□ Stakeholder Workshops: <ul style="list-style-type: none"> <li>◦ Minutes to be finalised and will be sent to TS for review prior to sending to stakeholders.</li> <li>◦ <a href="#">Awaiting TS approval for updated Presentation prior to sharing with workshop attendees.</a></li> </ul> </li> </ul> </li> <li>• Community Council mailshot: three responses received.</li> <li>• 1-2-1 Consultation – 1-2-1 consultations completed, though unable to secure responses from Scotland Transerv, Scottish Enterprise, D&amp;G Chamber of Commerce and Scottish Business Resilience Centre. Contact also made with key stakeholders that were unable to attend Workshops, as approved by TS; limited response received.</li> </ul>
4.	Transport Planning Objectives	12/11/18	95%	<ul style="list-style-type: none"> <li>◦ All records signed-off, with exception of the Dumfries Rail Action Group.</li> <li>◦ <a href="#">A75 Springholm Road Safety Campaign minute circulated to TS for agreement.</a></li> <li>• Elected Members Briefing: Completed on Monday 26<sup>th</sup> November (Dumfries) and Monday 3<sup>rd</sup> December (Ayr) <ul style="list-style-type: none"> <li>◦ <a href="#">Minor updates made to presentation and distributed to TS for approval prior to sending to attendees via Swestrans and ARA.</a></li> <li>◦ <a href="#">Awaiting TS approval for email to [Redacted] MSP.</a></li> </ul> </li> <li>• Consultation Report to be finalised following completion of Online Survey analysis.</li> </ul> <p>□ Draft TPOs developed based on themes identified through the data analysis and consultation process. TPOs discussed at Working Group meeting on 10/01 with updates agreed in principle; minor updates proposed for discussion on call.</p>

5.	Option Generation, Sifting & Development	10/12/18	85%	<ul style="list-style-type: none"> <li>Options identified through review of previous studies, workshop discussions and other correspondence.</li> <li>Options have been documented in Problems &amp; Opportunities Register, duplicates removed and local / strategic options identified.</li> <li>Options categorised by mode, corridor and type and subsequently packaged.</li> <li>Long list of options discussed at Working Group meeting on 10/01; additional comments received from various TS teams and Working Group.</li> <li>Further option refinement and packaging undertaken to arrive at final list of packaged options for appraisal.</li> </ul>
6	Reporting	21/01/19	30%	<ul style="list-style-type: none"> <li>Report in process of being drafted. Aiming for submission of draft report by 15/02.</li> <li>Draft Report to be sent to Working Group two weeks in advance of next (proposed final) meeting.</li> </ul>
7	PM & Progress Reporting	21/01/19	90%	<ul style="list-style-type: none"> <li>Progress Meeting minute of 10/01 issued to Working Group and comments received on TPOs and Options long list.</li> <li>Next Working Group Progress Meeting to be confirmed (anticipate end Feb/early March).</li> </ul>
<hr/>				
3.	<b>Overall Progress against...</b>	<b>Value Ahead / Behind Target</b>	<b>Reasons for any difference between actual and target plus measures for bringing project back on schedule</b>	
	Programme	Behind	Delays to consultation launch.	
	Budget	Behind	Current financial position, including tasks added to the scope will be documented as part of updated PSS currently being prepared.	
<hr/>				
4.	<b>Requested or Required Changes to Original Scope</b> (including implication to <u>Time/Cost/Quality</u> )			<b>Change Order Request Completed and Signed?</b>
	Updated PSS being prepared to cover list of additional scope items.			
<hr/>				
5.	<b>Sub-Consultants</b>			
	Peter Brett Associates			
6.	<b>Update on identified risks and mitigation plans</b>			
7.	<b>Other Issues to Note</b>			
	Programme behind owing to delays with approval to progress with engagement strategy pending internal TS processes. Updated Programme submitted – will aim to deliver earlier than currently scheduled. Update to be provided.			
<b>Prepared By:</b>		<b>Checked / Approved By:</b>		
[Redacted]		[Redacted]		

(ii)

## Options Sifting – Approach



**From:** [Redacted]  
**Sent:** 30 January 2019 13:08  
**To:** [Redacted] [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: SWSTS - Progress Call - Actions - 30 January 2018

Thanks [Redacted], that's fine.

Just for completeness, I would also note the suggested updates to TPOs as:

- TPO2: Reduce accidents rates and the severity of accidents on the trunk road network in the South West of Scotland.
- TPO5: Improve connectivity (road, rail, bus and active travel) for communities in the South West of Scotland to the key economic, health and cultural centres of including Glasgow, Edinburgh, Ayr, Kilmarnock and Carlisle. (*Kilmarnock requested to be included by Ayrshire Roads Alliance*).

I'll be in touch shortly with TPO note and proposed final packaged options for appraisal (with spreadsheet).

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 30 January 2019 12:56  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]  
**Subject:** SWSTS - Progress Call - Actions - 30 January 2018

Hi [Redacted], [Redacted]

Thanks for the helpful progress update today. As agreed, grateful if you can:

- Undertake final follow up telephone calls on the 1-2-1 consultation gaps e.g. Scottish Enterprise and NHS Dumfries and Galloway
- Using existing material produce a short note outlining the development of the TPOs and evidence which underpins them by Friday 1 February
- Send us a copy of the option sifting/ packing spreadsheet by Friday 1 February

[Redacted] is reviewing our actions and will be in touch as soon as possible.

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning

Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 22 January 2019 14:08  
**To:** [Redacted]  
**Cc:** [Redacted]: [Redacted]  
**Subject:** RE: Progress call

Hi [Redacted], apologies, my mistake. That's fine – I'll cancel tomorrow call and we can catch up as usual next week (at 11.30). This gives us a bit more time to consolidate the options ahead of our discussion.

In the meantime, for completeness the attached consolidates the comments received from the WG and respective teams within TS on the options long list.

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 22 January 2019 14:00  
**To:** [Redacted]  
**Cc:** [Redacted]: [Redacted]  
**Subject:** Progress call

[Redacted]

Just checking my calendar – think there may have been some confusion Re the 2 weekly calls I was in touch about yesterday. The one I asked to be moved to earlier was for 30<sup>th</sup> – seems there is also one in for tomorrow which is now for 1130 (I am in a meeting until 12 tomorrow), would suggest we cancel tomorrows and stick to the one on 30<sup>th</sup> Jan (at 1130) if that's ok with you?

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

(i)

**APPENDICES – DOCUMENT 3 - Working group comments on Options Long List**

See Excel Document Titled: Appendix AU (i) Document 1

**From:** [Redacted]  
**Sent:** 21 January 2019 17:40  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study: Long List of Options

Thanks [Redacted]. Separately we've received comments from SWestrans and SPT. I will consolidate and we can discuss on Wednesday's progress call.

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 21 January 2019 17:38  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** FW: SW Scotland Transport Study: Long List of Options

[Redacted], [Redacted]

I have attached comments on the Long List of options received to date from various departments within TS. These are shown in track changes in 3 word docs from:

- Rail policy
- Road operations
- Active and sustainable travel

I will chase up the remaining teams tomorrow and forward any additional comments.

Happy to discuss – please let me know if you need clarification/more information when you've reviewed the attached and below.

Active and Sustainable Travel comments (in addition to those in the attached word doc)

*Have asked Sustrans for information on any active travel routes they are working on in SW Scotland, funded by TS money, and added comments to the table above. The Team at Sustrans already work with TR colleagues where the National Cycle Network crosses or interacts with the TR Network. They also work with LAs a lot on delivering Community Links and Community Links PLUS projects, the later taking away road space in favour of segregations, but these two programme are mainly on local roads or within the National Parks.*

*One comment from Sustrans was “The A78 in North Ayrshire also falls within the SW trunk roads unit (but ignore if not). We are working with North Ayrshire and Inverclyde to develop NCN 753 which will run up the coast between Ardrossan and Gourock, broadly following the A78 corridor. Whilst we are looking to develop a route*

*away from the road if possible, given the topography of the area, it is likely that interface with the trunk road there will be unavoidable.”*

*I am assuming from the long list that this road is outwith the SW area?*

*Let me know if you need more info or perhaps a meeting with Sustrans would be useful. If so, let me know.*

Bus policy comments:

*On the bus side of things, given it's a completed deregulated market, I'm not sure many (if any) of the bus-related interventions (e.g. increasing services) are deliverable by Transport Scotland but bus has to figure strongly in strategic planning if we are going to make any inroads towards the NTS vision. It may be that at the end of all this by investing in X we require LAs/RTPs to invest in Y and bus operators to deliver Z (i.e. we use any major investment funding as leverage to do a deal). In terms of strategic investment in bus infrastructure you may be interested in work recently carried out by Greener Journeys and Arup (link below) if you've not already come across it.*

<https://greenerjourneys.com/wp-content/uploads/2018/07/Arup-Report-Final.pdf>

Regards

**[Redacted] MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**

Strategic Transport Planning

Transport Scotland

T: [Redacted]

M: [Redacted]

**From:** [Redacted]

**Sent:** 16 January 2019 16:51

**To:** [Redacted]; [Redacted]

**Cc:** [Redacted]; [Redacted]

**Subject:** SW Scotland Transport Study: Long List of Options

Dear colleague

The STP team are working with consultants AECOM and PBA to deliver the South West Scotland transport study which is an 'Initial Appraisal: Case for Change' study that will feed in to STPR2. We're seeking to identify key problems and opportunities on the strategic network in that part of the country, generate a set of multi-modal potential solutions, sift this in relation to transport planning objectives and ultimately

arrive at a list of recommendations for interventions which would merit more detailed consideration within STPR 2. Following public and stakeholder engagement we are now at the stage of considering a 'long list' of options and sifting out those which do not meet the remit of this study. We will then consider a shortened list in more detail against the objectives (which are currently being developed).

I'm eager to provide colleagues across TS with early information on this study to ensure the emerging recommendations fit with the corporate programme, I'd therefore welcome your views on the long list which is attached. **Comments/feedback by close of play this Friday 18 January would be appreciated.**

As inferred above, this is a high level, initial sift. As such a skim of the document and responses on any interventions within your policy area would be very much appreciated focussing on the below issues/questions;

Are options within your work area:

- Within the influence of and/or deliverable by Transport Scotland (if not they are likely to be sifted out and potentially taken forward by the regional or local authorities);
- Already under consideration/in the pipeline for delivery and/or committed/funded schemes (as such they would be sifted out and taken as committed and assumed to be being delivered out with the recommendations of this study) or;
- Not compatible with current or planned TS schemes/projects (as such they would be sifted out due to not meeting policy/deliverability criteria).

At the high level we are likely to sift out potential options in the long list which are:

- Maintenance issues which are covered on an ongoing basis;
- Regional or local issues or interventions which fall within the remit of these authorities; or
- Issues relating to legislation/law enforcement and/or issues more of a policy nature which would be best considered within the NTS. It would be helpful to highlight which department/ organisation these should be passed to for consideration.

To this end it would be helpful if you could identify any interventions on the long list which meet these criteria and you would therefore suggest are sifted out.

Happy to discuss and I look forward to your feedback.

Regards

[Redacted] ]MA(Hons) MSc TPP MCIHT  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland

T: [Redacted]

M: [Redacted]

**From:** [Redacted]  
**Sent:** 21 January 2019 15:49  
**To:** [Redacted]; Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Study - Client Team Progress Discussion

That's fine with me [Redacted], I'll update calendar entry.

**From:** [Redacted]  
**Sent:** 21 January 2019 15:47  
**To:** [Redacted]; Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Study - Client Team Progress Discussion

Dear all

I have a meeting at 2pm on Wed 30<sup>th</sup> which I will need to travel to – could we re-arrange this call for earlier in the day, maybe 1130?

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

**Annex AX**

**From:** [Redacted]  
**Sent:** 17 January 2019 16:44  
**To:** [Redacted]  
**Cc:** [Redacted] ; [Redacted] ; [Redacted]  
**Subject:** SW Scotland Transport Study: Long List of Options - Rail policy team comments

Dear [Redacted],

Further to your email below, please find attached the long list of options with rail policy team comments.

For ease of reference, these have been included as tracked changes.

Kind Regards,

[Redacted]

[Redacted]  
Policy Team  
Rail Directorate  
Tel: [Redacted]  
BlackBerry: [Redacted]  
[Redacted]

Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

**From:** [Redacted]  
**Sent:** 16 January 2019 16:51  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Scotland Transport Study: Long List of Options

Dear colleague

The STP team are working with consultants AECOM and PBA to deliver the South West Scotland transport study which is an 'Initial Appraisal: Case for Change' study that will feed in to STPR2. We're seeking to identify key problems and opportunities on the strategic network in that part of the country, generate a set of multi-modal potential solutions, sift this in relation to transport planning objectives and ultimately arrive at a list of recommendations for interventions which would merit more detailed consideration within STPR 2. Following public and stakeholder engagement we are now at the stage of considering a 'long list' of options and sifting out those which do not meet the remit of this study. We will then consider a shortened list in more detail against the objectives (which are currently being developed).

I'm eager to provide colleagues across TS with early information on this study to ensure the emerging recommendations fit with the corporate programme, I'd therefore welcome your views on the long list which is attached. **Comments/feedback by close of play this Friday 18 January would be appreciated.**

As inferred above, this is a high level, initial sift. As such a skim of the document and responses on any interventions within your policy area would be very much appreciated focussing on the below issues/questions;

Are options within your work area:

- Within the influence of and/or deliverable by Transport Scotland (if not they are likely to be sifted out and potentially taken forward by the regional or local authorities);
- Already under consideration/in the pipeline for delivery and/or committed/funded schemes (as such they would be sifted out and taken as committed and assumed to be being delivered out with the recommendations of this study) or;
- Not compatible with current or planned TS schemes/projects (as such they would be sifted out due to not meeting policy/deliverability criteria).

At the high level we are likely to sift out potential options in the long list which are:

- Maintenance issues which are covered on an ongoing basis;
- Regional or local issues or interventions which fall within the remit of these authorities; or
- Issues relating to legislation/law enforcement and/or issues more of a policy nature which would be best considered within the NTS. It would be helpful to highlight which department/ organisation these should be passed to for consideration.

To this end it would be helpful if you could identify any interventions on the long list which meet these criteria and you would therefore suggest are sifted out.

Happy to discuss and I look forward to your feedback.

Regards

[Redacted] **MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
Transport Scotland  
T: [Redacted]  
M: [Redacted]

## Gretna to Stranraer

<b>1</b>	<b>A75 Dualling</b>	<b>Comments</b>
a	<i>A75 Dualling Gretna to Stranraer (with full/partial grade separation?)</i>	
b	<i>A75 Dualling Gretna to Dumfries</i>	
<b>2</b>	<b>Bypass Settlements on A75</b>	
a	<i>Bypass Springholm</i>	
b	<i>Bypass Crocketford</i>	
c	<i>New Southern bypass in Dumfries</i>	
<b>3</b>	<b>A75 Realignment and Route Improvement</b>	
a	<i>Remove bends and provide an overtaking lane (as a minimum) Shennanton to Muil Farm</i>	
b	<i>Remove bends and provide an overtaking lane the A75 Kirkdale to Carsluih</i>	
c	<i>Flatten bumps and extend overtaking lane on the Barlae dual section of the A75</i>	
d	<i>Upgrade and realign Annan Road, East of Dumfries to Hetland</i>	
<b>4</b>	<b>A75 Route Maintenance</b>	
a	<i>Improve white line carriageway marking route wide</i>	Working Group suggestion that route maintenance issues constituted local issues that should be passed to Operating Companies.
b	<i>Improve lane markings on the A75/A76 roundabout</i>	
c	<i>Remove trees on the A75 at Carsluih</i>	
<b>5</b>	<b>A75 Junction Improvements</b>	
a	<i>Install traffic lights at the A75/A751 junction</i>	
b	<i>Install a roundabout at the A75/A751 junction</i>	
c	<i>Extended slipway for vehicles travelling east onto the A75 at the A75/A751 junction</i>	
d	<i>Improve right hand turns along the A75</i>	
e	<i>Create slip roads onto the A75</i>	
f	<i>Install traffic lights at the A75/A76 roundabout</i>	
g	<i>Widen the exit junction onto the A75/A76 Junction</i>	
h	<i>Improve safety at Annan and Eastriggs Junctions on the A75 (Currently T-junctions)</i>	
i	<i>Improve geometry of the A75/A780 roundabout</i>	
j	<i>Create a left turn deceleration lane for westbound traffic leaving the A75 onto the B7084</i>	
k	<i>New junction at M6 junction 45</i>	Note that the junction is <b>marginally</b> located across the English border - and therefore out with the study area.
l	<i>Junction improvements at A75/A751 with smart signalling</i>	Smart signalling refers to traffic lights timed to only operate to coincide with ferry arrival times.
m	<i>Better advanced road signage of right turn to port use A751</i>	
<b>6</b>	<b>Speed Limit Modifications</b>	

<i>a</i>	<i>20mph speed limit in Springholm</i>	
<i>b</i>	<i>Increase speed limit for HGVs</i>	Working Group suggestion that this option was outwith the study remit it as requires legislation.
<b>7</b>	<b>A75 Rest Area Review and Freight Park</b>	Potential for a private freight park facility west of Dumfries and a public sector led freight park facility to the east. Both are proof of concept only and no planning applications have been made. If progressed, the private sector led development may include facilities such as toilets, showers and eating facilities.
<b>8</b>	<b>New Rail Station at Eastriggs</b>	
<b>9</b>	<b>New Rail Station at Dunragit</b>	Noted that proposals for a new station at Dunragit did not progress previously as anticipated passenger numbers were considered too low.
<b>10</b>	<b>New rail link between Annan and WCML</b>	Suggested by DRAG; telephone interview noted that much of the infrastructure is already in place.
<b>11</b>	<b>New rail link between Gretna and WCML (for NB travel)</b>	Option may be an alternative to the above; significantly less new railway line is required for this option.
<b>12</b>	<b>Reopen rail link between Dumfries to Stranraer/Cairnryan</b>	
<b>13</b>	<b>Reconfiguration and Integration of Public Transport Timetables and Services</b>	
<i>a</i>	<i>Increase cross border services to/from SW Scotland</i>	Options broadly the same.
<i>b</i>	<i>Increase rail services between Dumfries to Carlisle via Annan</i>	
<i>c</i>	<i>Bus service between Eastriggs, Annan and Lockerbie Railway Station</i>	
<i>d</i>	<i>Direct bus services between Eastriggs and Central Belt</i>	
<i>e</i>	<i>Integrate bus services between Carlisle and Dumfries and Dumfries to Stranraer</i>	I.e. ensure that the Carlisle to Dumfries bus arrives shortly before the Dumfries to Stranraer bus departs.
<i>f</i>	<i>Integrate buses with train times at Dumfries Rail Station</i>	
<i>g</i>	<i>Integrate 500/X75 bus and trains at Dumfries Rail Station</i>	500 and X75 operate on the same route-timetable indicates this is essentially the same service.
<i>h</i>	<i>Increased Sunday bus services between Eastriggs, Carlisle and Dumfries</i>	Service 79 currently runs between Dumfries and Carlisle, via Eastriggs, every 2 hrs on Sunday's.
<i>i</i>	<i>Show bus connections from the Machars and the 500/X75 bus on timetables</i>	
<i>j</i>	<i>Increase number of services to Chapelcross (particularly if site is developed)</i>	Option identified by D&G Economic Development team.
<b>14</b>	<b>Improve Public Transport Infrastructure</b>	
<i>a</i>	<i>Add visible bus stop signs and shelter on the A75 Henderland</i>	
<i>b</i>	<i>Extend opening hours of Dumfries bus station (whitesands?)</i>	Whitesands consists of multiple bus stances; there is no bus station to extend the opening hours of.
<b>15</b>	<b>Improve Community Transport Provision</b>	

<i>a</i>	<i>Support community transport (Eastriggs)</i>	
<b>16</b>	<b>Active Travel Improvements</b>	
<i>a</i>	<i>Cycle lane parallel to the A75</i>	
<i>b</i>	<i>Cycle lanes on the A75 either to Creetown and beyond, or to local beaches</i>	
<i>c</i>	<i>Shared bike/walking route along the A75 between Gretna/Collin and the outskirts of Dumfries</i>	
<i>d</i>	<i>Improve off-road cycling infrastructure between Eastriggs and Annan and Gretna</i>	
<i>e</i>	<i>Create a pedestrian crossing to the hospital in Dumfries</i>	
<b>17</b>	<b>Policy and Law Enforcement Measures</b>	
<i>a</i>	<i>New A75 Route Action Plan</i>	A Route Action Plan was produced previously and a number of projects identified within it have been progressed, e.g. overtaking lanes. Therefore suggested a new Plan could be developed so that as funding becomes available, projects have already been identified.
<i>b</i>	<i>Encourage timber lorries and other HGVs to use the A711 instead of the A75</i>	A711 runs parallel (almost) to A75 between Dumfries and Kirkcudbright. Suggested this could alleviate pressure off the trunk road network.
<i>c</i>	<i>Introduce Speed Cameras (including Average Speed Cameras)</i>	

## South of Ayr to Stranraer

<b>1</b>	<b>A77 Dualling Ayr to Stranraer</b>	
<b>2</b>	<b>Bypass settlements on A77</b>	
<i>a</i>	<i>Bypass Maybole (dual carriageway)</i>	
<i>b</i>	<i>Bypass Turnberry</i>	
<i>c</i>	<i>Bypass Kirkoswald</i>	
<i>d</i>	<i>Bypass Minishant</i>	
<i>e</i>	<i>Bypass Girvan</i>	
<i>f</i>	<i>Bypass Ballantrae</i>	
<i>g</i>	<i>Bypass Lendalfoot</i>	
<b>3</b>	<b>A77 Realignment and Route Improvement</b>	
<i>a</i>	<i>A77 upgrade (Realign A77 to remove bends, additional overtaking lanes)</i>	
<i>b</i>	<i>Review and address the scrapping of the proposed and planned road re-alignment, cycle footpath between Cairnryan and the Beoch Farm roadend on the A77</i>	This <b>may</b> refer to the Burnside Improvement outlined below.
<i>c</i>	<i>Drummuckloch to Innermessan (SB Overtaking Lane)</i>	FOI request in 2018 stated the scheme would not be taken forward as it offered poor value for money.
<i>d</i>	<i>Ardwell to Slockenray (NB Overtaking Lane)</i>	FOI request in 2018 stated the scheme would not be taken forward as it offered poor value for money.
<i>e</i>	<i>Burnside Improvement (Realignment and Carriageway Improvement)</i>	FOI request in 2018 stated the scheme would not be taken forward as it offered poor value for money.

<b>4</b>	<b>A77 Route Maintenance</b>	
<b>5</b>	<b>A77 Junction Improvements</b>	
a	<i>Create slip roads to access main roads onto the A77</i>	
b	<i>Install "Traffic Turning Warning Systems" on all approaches to the A77/A751 junction</i>	
c	<i>Dual lane A77 onto/off roundabout or put in a slip lane to allow traffic to leave A77 onto A713</i>	A713 is located south of A70/A77 junction (Ayr).
d	<i>Junction improvements at A77/A751 with smart signalling</i>	Smart signalling refers to traffic lights timed to only operate to coincide with ferry arrival times.
E	<i>Junction improvements for P&amp;O port</i>	Junction improvements refer to smart signalling; traffic lights timed to only be operational to coincide with ferry arrival times. There are reported issues with traffic queuing back to the port area (though not thought to occur too often).
<b>6</b>	<b>Speed Limit Modifications</b>	
a	<i>Increase speed limit for HGVs</i>	Option to increase HGV speed to 50mph.
<b>7</b>	<b>Rail Halt in Pinwherry</b>	Application made to LRDF for the provision of a rail halt.
<b>8</b>	<b>Rail Station to serve Ayr Hospital (with P&amp;R)</b>	Although outwith the study area, Ayr is a key destination for communities in the study area and it is considered that this options could provide benefits for residents in the South West of Scotland.
<b>9</b>	<b>Rail Station at New Luce</b>	Option to be removed following discussion at Progress Meeting; option is the same as Dunragit Station.
<b>10</b>	<b>Rail link to Cairnryan</b>	
<b>11</b>	<b>Stranraer Rail Station Improvements / Relocation</b>	
a	<i>Relocate Stranraer Rail Station to the site of the old terminal</i>	Options 11a and 11c thought to be the same.
b	<i>Relocate Stranraer Rail Station to top of the East Pier site</i>	Option would relocate the station towards the front of the pier by Cairnryan Road
c	<i>Relocate Stranraer Rail Station to town centre</i>	Options 11a and 11c thought to be the same.
d	<i>Reinstate track at end of Pier at Stranraer Station</i>	
<b>12</b>	<b>Rail Infrastructure and Timetable Improvements South of Ayr</b>	
a	<i>Electrification of Ayr to Stranraer rail line</i>	
b	<i>Extension + electrification of the Glasgow to Ayr line to Girvan</i>	
c	<i>New signalling system between Ayr and Stranraer</i>	
d	<i>Update the viaducts on the Girvan to Stranraer rail line</i>	No specific locations have been highlighted.
e	<i>Modernise rail rolling stock (South of Ayr)</i>	
f	<i>Hourly rail service between Ayr and Girvan</i>	Hourly service already operates Mon – Sat.
g	<i>Decrease rail fares to Stranraer</i>	
h	<i>Increase frequency of rail services to Central Belt</i>	
<b>13</b>	<b>Barrhill Timber Hub</b>	LRDF application to carry out an Initial STAG appraisal. End outcome could be a proposal

		for a new rail freight terminal and associated train service at Barrhill.
14	<b>Girvan Rail Freight Terminal</b>	LRDF application to carry out an Initial STAG appraisal. The end outcome could be a proposal for a new rail freight terminal and associated train service.
15	<b>Barrhill Station Park &amp; Ride</b>	LRDF application. At present there are only two parking spaces and significant on road parking (original application also included timber freight opportunities, deleted as covered in the above Barrhill Timber Hub).
16	<b>Reconfiguration and Integration of Public Transport Timetables and Services</b>	
a	<i>Bus service between Maybole and Ayr hospital</i>	Service 361 already operates between Maybole and the hospital (Straiton-Ayr-Dunure route).
b	<i>Bus service from Colmonell to Ballantrae and Stranraer</i>	Unable to locate any services between Colmonell and Stranraer (website redirects to service 360 which operates between Ayr and Girvan; possible the route has recently changed).
c	<i>Integrated bus service between Stranraer and Cairnryan ferry port</i>	
d	<i>Joint terminal for bus/rail</i>	
e	<i>Integration of bus/rail services around Stranraer</i>	
f	<i>Integrated buses at Girvan combined with through-ticketing</i>	
g	<i>Implement reliable bus/train connections at Girvan</i>	
17	<b>Active Travel Improvements</b>	
a	<i>Construct Ayr to Girvan walking and cycling path</i>	
b	<i>Improve maintenance of path to Cairnryan</i>	Option presumably refers to a path between Stranraer and Cairnryan.
c	<i>Cycle carriage facilities on trains</i>	
18	<b>Extend Average Speed Cameras</b>	

## Dumfries to Cumnock

1	<b>A76 Route Re-alignment and Improvement</b>	
a	<i>Overtaking lanes near Sanquhar</i>	
b	<i>Three lanes at Enterkinfoot</i>	
c	<i>Targeted Route Realignment</i>	Option includes realignment of route at Courthill and by the Quarry (both in vicinity of Thornhill) and at top end of Kirkconnel.
2	<b>A76 Junction Improvements</b>	
a	<i>Make the section of B731 onto the A76 one way (westbound traffic only)</i>	
3	<b>A76 Route Maintenance</b>	
a	<i>Install "Keep your Distance" signage along the A76</i>	

<i>b</i>	<i>Move back 30mph sign to the last driveway in Thornhill</i>	Google Street View indicates that signs are already located past last driveways, NB and SB.
<i>c</i>	<i>Install bollards on mini roundabout on the A76 Thornhill</i>	
<i>d</i>	<i>Remove bollards from A76 Thornhill</i>	
<b>4</b>	<b>Speed limit modifications</b>	
<i>a</i>	<i>Increase speed limit for HGVs</i>	
<b>5</b>	<b>Rail Station at Thornhill</b>	
<b>6</b>	<b>Rail Station at Cumnock</b>	Added at Working Group Progress Meeting – should have been part of LRDF.
<b>7</b>	<b>New rail link between the Nith Valley and WCML</b>	
<b>8</b>	<b>Rail link between New Cumnock and Ayr South</b>	It is not clear what this option refers to.
<b>9</b>	<b>Glasgow South Western Line Improvements (including stations)</b>	
<i>a</i>	<i>Bi-mode trains between Glasgow, Nith Valley and Manchester Airport</i>	Refers to electric and diesel trains.
<i>b</i>	<i>Real-time rail information at Auchinleck, New Cumnock, Kirkconnel and Sanquhar rail stations</i>	
<i>c</i>	<i>Commuting rail service between Dumfries and Kilmarnock</i>	Refers to a train which does not stop north of Kilmarnock.
<i>d</i>	<i>Express rail service between Dumfries and Glasgow</i>	Similar to above.
<i>e</i>	<i>Increased frequency of rail services to/from Dumfries</i>	
<i>f</i>	<i>Create a Kilmarnock - Dumfries Community Rail Partnership</i>	Noted at Progress Meeting that this group exists as the South West Community Rail Partnership.
<i>g</i>	<i>Electrify Glasgow South Western Line</i>	
<b>10</b>	<b>Rail Freight Loop (Ayrshire)</b>	It is not clear what this option refers to.
<b>11</b>	<b>Increase Public Transport Provision and Real Time Information</b>	
<i>a</i>	<i>Direct bus services between Thornhill and Lockerbie Railway Station</i>	A distance of approximately 25 miles via Dumfries.
<i>b</i>	<i>More bus services between Thornhill, Moniaive &amp; Dumfries</i>	Moniaive is located on the A702 southwest of Thornhill.
<i>c</i>	<i>Increased range of destinations by bus from Thornhill</i>	
<i>d</i>	<i>Single cross-boundary bus service along the A76 or A713</i>	
<i>e</i>	<i>Real-time bus information at bus stops and rail stations (A76)</i>	
<b>12</b>	<b>Integrate bus and rail fares along A76 corridor</b>	
<b>13</b>	<b>Improve Community Transport Provision</b>	
<i>a</i>	<i>Support community transport (Thornhill)</i>	
<b>14</b>	<b>Active Travel Improvements</b>	
<i>a</i>	<i>Install path linking Thornhill to Burnhead beside the A702</i>	A distance of approximately ½ mile.
<i>b</i>	<i>Cycle parking at bus stops in larger A76 settlements and at bus stations in Dumfries</i>	
<i>c</i>	<i>Safe cycle path adjacent to the A76</i>	
<i>d</i>	<i>Install footpath linking Thornhill to the country road to Cample</i>	A distance of approximately 2 miles.

<b>15</b>	<b>Cycle carrying facilities on buses operating along the A76</b>	
-----------	-------------------------------------------------------------------	--

## Dumfries to Lockerbie / Moffat

<b>1</b>	<b>A701 Dualling</b>	
<b>2</b>	<b>New road link between Dumfries and Lockerbie / M74</b>	
<i>a</i>	<i>New road between Dumfries and South Lockerbie (A709)</i>	
<i>b</i>	<i>Direct road link from Dumfries to M74</i>	Different to above option as does not specify where on the M74 the road should link into.
<b>3</b>	<b>Bypass Lochmaben</b>	
<b>4</b>	<b>A701/A709 Realignment and Route Improvement</b>	
<i>a</i>	<i>A701 upgrade (Realign A701 to remove bends, overtaking lanes)</i>	
<i>b</i>	<i>A709 upgrade (Realign A709 to remove bends, overtaking lanes)</i>	
<b>5</b>	<b>A709 Speed Limit Modifications</b>	
<i>a</i>	<i>40mph speed limit on A709 at Halleaths</i>	Halleaths located east of Lochmaben.
<i>b</i>	<i>20mph speed limit on Lochmaben High Street</i>	
<b>6</b>	<b>A701/A709 Route Maintenance</b>	
<i>a</i>	<i>Re-align markings to increase lane space on the A701 heading towards Dumfries</i>	
<i>b</i>	<i>Install tall fences to keep deer off the roads at St Anns</i>	
<i>c</i>	<i>Ban resident parking on a blind bend in Locharbriggs</i>	It is not clear whether this option refers to parking on the A701 or within the Locharbriggs residential area.
<b>7</b>	<b>Trunk A709</b>	It was commented that route characteristics of the A709, particularly the volume of traffic it carries, merits it to be a trunk road.
<b>8</b>	<b>Rail Station at Beattock</b>	
<b>9</b>	<b>Improved link to Lockerbie Train Station (tram/light rail/bus)</b>	
<b>10</b>	<b>Reopen the Dumfries to Lockerbie Rail Line</b>	
<b>11</b>	<b>Create a new rail link between Dumfries and Beattock</b>	
<b>12</b>	<b>Increase Rail Service and Parking Provision at Lockerbie Station</b>	
<i>a</i>	<i>Increase rail services at Lockerbie Rail Station</i>	
<i>b</i>	<i>Increase rail services between Lockerbie and Central Belt</i>	
<i>c</i>	<i>Increase parking at Lockerbie Train Station</i>	
<b>13</b>	<b>Increase Public Transport Provision and Integrate Services</b>	
<i>a</i>	<i>Bus service between Moffat, Beattock and Lockerbie Rail Station</i>	
<i>b</i>	<i>Increased bus services between Moffat/Beattock and Edinburgh</i>	

<i>c</i>	<i>Coach services between Dumfries and Edinburgh</i>	Service 101 operates between Dumfries and Edinburgh; it is not clear whether these are coaches.
<i>d</i>	<i>Integrated transport hub in Lockerbie (Rail / Bus)</i>	
<b>14</b>	<b>Active Travel Improvements</b>	
<i>a</i>	<i>Improve crossing on Lochmaben High Street</i>	
<i>b</i>	<i>Segregate the NCN74</i>	Much of the route, which runs close to the A74(M), is on road.
<i>c</i>	<i>Improve NCN74 between Lockerbie and Johnstonebridge</i>	

## Regional

<b>1</b>	<b>Route Maintenance</b>	
<i>a</i>	<i>Change name signs on Dumfries &amp; Galloway roundabouts</i>	It was noted that roundabout names provided on the radio do not always match the names provided on signs.
<i>b</i>	<i>Increased maintenance of roadside vegetation</i>	
<b>2</b>	<b>Future Proof the Road Network</b>	
<i>a</i>	<i>Electric vehicle charging points</i>	
<b>3</b>	<b>Freight Transportation Improvements</b>	
<i>a</i>	<i>Freight Consolidation Centre (Ayrshire)</i>	
<i>b</i>	<i>Delivery and Servicing Plans (Freight)</i>	DSPs provide a framework for businesses/hauliers to make sure freight vehicle activity to and from a location works effectively.
<i>c</i>	<i>50mph speed limits for HGVs</i>	
<i>d</i>	<i>Timber specific road routes</i>	Option refers to new roads specifically for timber lorries; or timber lorries could use roads built for wind farm access (which are used infrequently).
<b>4</b>	<b>Increase and Integrate Public Transport Services</b>	
<i>a</i>	<i>Increase Sunday bus services</i>	
<i>b</i>	<i>Additional morning bus services for pupils studying at schools/colleges in Ayr and Kilmarnock to arrive in time for a 9am start</i>	
<i>c</i>	<i>Integrate the public transport system</i>	
<b>5</b>	<b>Encourage Use of Public Transport</b>	
<i>a</i>	<i>Real-time bus information app/website</i>	
<i>b</i>	<i>Revise counter-intuitive rail fares</i>	Possibly in relation to lower fares in SPT area.
<i>c</i>	<i>Expand parking capacity at stations</i>	
<i>d</i>	<i>Under 25s bll cards</i>	It is not clear what this refers to; possibly a type of concessionary card for young people.
<i>e</i>	<i>Free electricity to electrify rail lines</i>	In return for planning permission for wind farms, it was suggested that there could be a condition that free electricity should be provided to power rail lines.
<b>6</b>	<b>Freight Modal Shift</b>	
<i>a</i>	<i>Timber transport modal shift (rail to sea)</i>	
<i>b</i>	<i>Modal freight shift from road to rail</i>	
<b>7</b>	<b>Policy and Law Enforcement Measures (Public Transport)</b>	

<i>a</i>	<i>Inspectors on buses to ensure operators are complying with equality laws</i>	It has been highlighted that many operators do not adhere to legal requirements, i.e. that buses should be accessible to all. Coach style buses were highlighted as causing accessibility issues.
<i>b</i>	<i>Establish Bus Service Improvement Partnerships</i>	
<i>c</i>	<i>Reciprocal arrangements between holders of English and Scottish concessionary fare cards</i>	To allow free cross border travel.
<i>d</i>	<i>Reintroduce the regulation of buses in sparsely populated regions (with local authorities being direct providers of services)</i>	
<i>e</i>	<i>Amend bus pass qualifying age to that of female retirement age as it increases</i>	Free bus passes are available for those aged 60+. State pension age for women is due to increase to be in line with men. Option seems to suggest that bus pass qualifying age should also increase.
<i>f</i>	<i>Subsidise model change to encourage better integration of PT services</i>	
<b>8</b>	<b>Region Wide Car Sharing / Hire Scheme</b>	
<b>9</b>	<b>Increase awareness, education and enforcement of agricultural vehicle drivers</b>	
<b>10</b>	<b>Increase number of bike storage spaces on trains</b>	
<b>11</b>	<b>Install vehicle disembarkation order from ferries (motorcycles, cars then lorries)</b>	
<b>12</b>	<b>Signage Strategy/Marketing to Support South West Coastal 300</b>	
<i>a</i>	<i>Signage Strategy/Marketing to support South West Coastal 300</i>	Noted in consultation that a lack of funding has prevented this to date.
<i>b</i>	<i>Promote minor A roads and B roads as regional discovery routes</i>	

**From:** [Redacted]  
**Sent:** 16 January 2019 16:36  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study: Minutes and Long List of Options

That's ideal – thanks [Redacted].

[Redacted]

**From:** [Redacted]  
**Sent:** 16 January 2019 15:52  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** RE: SW Scotland Transport Study: Minutes and Long List of Options

[Redacted], [Redacted]

Thanks for this, I am about to circulate the long list around various departments in TS with an interest and ask for comments by COP Friday to enable sufficient time for colleagues to review. As such I will get a collated set of comments to you by COP Monday – I hope that is practicable from your perspective?

Regards

[Redacted]

[Redacted] **MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

**Transport Strategy and Analysis Directorate**  
Strategic Transport Planning  
**Transport Scotland**  
T: [Redacted]  
M: [Redacted]

**From:** [Redacted]  
**Sent:** 11 January 2019 16:45  
**To:** [Redacted];  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** SW Scotland Transport Study: Minutes and Long List of Options

Dear all,

Thank you again for attending the South West Scotland Transport Study progress meeting yesterday. Please find attached Minutes of the discussion; should you have any comments relating to the Minutes could these please be passed on by Friday 18<sup>th</sup> January.

As discussed during the meeting, I have also attached the long list of options; which includes additional comments for some options with the aim to explain their origin / meaning. Should you have any comments relating to the options (e.g. whether an option should be classified as local or any details we should be aware of etc.) or if you wish to add further options to the list, I would be grateful if these could also be provided by Friday 18<sup>th</sup> January. I am on annual leave between 17<sup>th</sup> – 29<sup>th</sup> January; as such, please copy [Redacted] into any responses.

Should you have any queries please do not hesitate to contact me.

Kind regards

[Redacted]

[Redacted] **MA (Hons)**  
Consultant  
Consulting, Transportation  
D [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T [Redacted]  
[www.aecom.com](http://www.aecom.com)

**From:** [Redacted]  
**Sent:** 16 January 2019 11:33  
**To:** [Redacted]  
**Subject:** RE: SW Transport Study - Progress Note 12

Thanks [Redacted], I'll update the calendar invite for next week.

**From:** [Redacted]  
**Sent:** 16 January 2019 11:25  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: SW Transport Study - Progress Note 12

Hi [Redacted],

Good idea to push back our catch up till next week. Thanks for highlighting the actions you need feedback on. We will be in touch as soon as possible.

Thanks,

[Redacted]

**[Redacted]**  
Strategic Transport Planning  
Transport Strategy and Analysis Directorate  
T: [Redacted]

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

**From:** [Redacted]  
**Sent:** 15 January 2019 11:28  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Transport Study - Progress Note 12

Hi [Redacted], [Redacted],

I note we have a progress catch up in the diary for tomorrow. Given we met last week, can you let me know if you are still keen for a brief catch up? Alternatively, a catch up next week would allow us to discuss any comments we receive in relation to the TPOs and Options, given that the Working Group have been asked to provide any comments on the TPOs and Options by Friday this week.

If you are keen for a brief catch up, could we move this to later in the afternoon – after 3pm would be my preference - or [Redacted] could call in as usual at 1.30pm.

To keep our records in line, I've attached the latest Progress Note in any case and would highlight the following actions that I would appreciate your feedback on:

- Springholm A75 Road Safety Campaign note: [Redacted]/[Redacted] sent modifications to our Note of Discussion; approval of updated note required. See e-mail sent on 16/11 (10:40) and from [Redacted] on 20/12 (18:06).
- Elected Members Briefing presentations: See e-mail sent 09/01 (16:41) with updates to presentations for your approval before distributing to Members via SWestrans/ARA.
- [Redacted] on behalf of [Redacted] MSP: See e-mail sent by [Redacted] 20/12 (17:58) and forwarded 10/1 (13:32). We will only respond to [Redacted]'s e-mail once the Elected Members Briefing Presentation has been approved and sent to Elected Members within the study area.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

**From:** [Redacted]  
**Sent:** 15 January 2019 11:28  
**To:** [Redacted]; [Redacted]  
**Cc:** [Redacted]; [Redacted]  
**Subject:** SW Transport Study - Progress Note 12

Hi [Redacted], [Redacted],

I note we have a progress catch up in the diary for tomorrow. Given we met last week, can you let me know if you are still keen for a brief catch up? Alternatively, a catch up next week would allow us to discuss any comments we receive in relation to the TPOs and Options, given that the Working Group have been asked to provide any comments on the TPOs and Options by Friday this week.

If you are keen for a brief catch up, could we move this to later in the afternoon – after 3pm would be my preference - or [Redacted] could call in as usual at 1.30pm.

To keep our records in line, I've attached the latest Progress Note in any case and would highlight the following actions that I would appreciate your feedback on:

- Springholm A75 Road Safety Campaign note: [Redacted]/[Redacted] sent modifications to our Note of Discussion; approval of updated note required. See e-mail sent on 16/11 (10:40) and from [Redacted] on 20/12 (18:06).
- Elected Members Briefing presentations: See e-mail sent 09/01 (16:41) with updates to presentations for your approval before distributing to Members via SWestrans/ARA.
- [Redacted] on behalf of [Redacted] MSP: See e-mail sent by [Redacted] 20/12 (17:58) and forwarded 10/1 (13:32). We will only respond to [Redacted]'s e-mail once the Elected Members Briefing Presentation has been approved and sent to Elected Members within the study area.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

(i)

Project Name		South West Scotland Transport Study – Initial Appraisal: Case for Change		Project Number	60578850		
				Date	16-January-19		
<b>Progress Note</b>							
Task Manager	[Redacted]						
Task Director	[Redacted]						
No.	Item						
<b>1.</b>	<b>Introduction</b>						
	This note sets out progress against the tasks set out in the agreed Project Brief for the SW Scotland Transport Study.						
<b>2.</b>	<b>Tasks / Deliverables Provided</b>	<b>Est. for Completion (w/c)</b>	<b>Est. % Complete</b>	<b>Comments</b>			
1.	Inception	25/06/18	100%	<ul style="list-style-type: none"> <li>• Inception Meeting held 12/06 and all feedback received.</li> <li>• Final Inception Report circulated to Working Group 14/08, incorporating comments 20/07.</li> </ul>			
2.	Problems & Opportunities	01/10/18	90%	<ul style="list-style-type: none"> <li>• Policy Review complete</li> <li>• Socio-Economic Data Analysis complete</li> <li>• Traffic &amp; Transport Data processed.</li> <li>• Incident data received from TS 11/09; multiple attempts made to contact Scotland Transerv re, further queries, with no success.</li> <li>• Problems and Opportunities Register populated with all issues identified from previous studies and consultations (see Task 3). Findings / comments from Online Survey to be added to Register.</li> <li>• Key Problems and Opportunities to be summarised and included in Draft Report. All data processed to be provided separately as part of technical annex.</li> </ul>			

3.	Stakeholder Engagement	29/10/18	90%	<ul style="list-style-type: none"> <li>• Formal consultation period (19/09 - 16/11) now closed.</li> <li>• Online Survey &amp; Placecheck <ul style="list-style-type: none"> <li>○ 3,200 responses to online survey (prechecking), 2,965 responses once incomplete and duplicate surveys removed.</li> <li>○ 310 individual Placecheck comments.</li> <li>○ Multiple hard copy surveys returned via libraries and TS input for analysis alongside online responses.</li> <li>○ Analysis of Placecheck completed.</li> <li>○ Work ongoing to finalise Online Survey analysis based on additional work to segment results by corridor</li> <li>□ Stakeholder Workshops: <ul style="list-style-type: none"> <li>○ Minutes to be finalised and will be sent to TS for review prior to sending to stakeholders.</li> <li>○ <a href="#">Awaiting TS approval for updated Presentation prior to sharing with workshop attendees.</a></li> </ul> </li> </ul> </li> <li>• Community Council mailshot: three responses received.</li> <li>• 1-2-1 Consultation – 1-2-1 consultations completed, though unable to secure responses from Scotland Transerv, Scottish Enterprise, D&amp;G Chamber of Commerce and Scottish Business Resilience Centre. Contact also made with key stakeholders that were unable to attend Workshops, as approved by TS; limited response received.</li> </ul>
4.	Transport Planning Objectives	12/11/18	80%	<ul style="list-style-type: none"> <li>○ All records signed-off, with exception of the Dumfries Rail Action Group.</li> <li>○ <a href="#">A75 Springholm Road Safety Campaign minute circulated to TS for agreement.</a></li> <li>• Elected Members Briefing: Completed on Monday 26<sup>th</sup> November (Dumfries) and Monday 3<sup>rd</sup> December (Ayr) <ul style="list-style-type: none"> <li>○ <a href="#">Minor updates made to presentation and distributed to TS for approval prior to sending to attendees via Swestrans and ARA.</a></li> <li>○ <a href="#">Awaiting TS approval for email to Willie Coffey MSP.</a></li> </ul> </li> <li>• Consultation Report to be finalised following completion of Online Survey analysis.</li> </ul> <p>□ Draft TPOs developed based on themes identified through the data analysis and consultation process. TPOs discussed at Working Group meeting on 10/01 with updates agreed in principle; any additional comments from Working Group on TPOs to be sent to AECOM by 18/01.</p>

5.	Option Generation, Sifting & Development	10/12/18	75%	<ul style="list-style-type: none"> <li>Options identified through review of previous studies, workshop discussions and other correspondence.</li> <li>Options have been documented in Problems &amp; Opportunities Register, duplicates removed and local / strategic options identified.</li> <li>Options categorised by mode, corridor and type and subsequently packaged.</li> <li>Long list of options discussed at Working Group meeting on 10/01; additional comments to be sent to AECOM by 18/01.</li> <li>AECOM to further refine options following receipt of Working Group comments.</li> </ul>
6	Reporting	21/01/19	30%	<ul style="list-style-type: none"> <li>Report in process of being drafted. Aiming for submission of draft report by 15/02.</li> <li>Draft Report to be sent to Working Group two weeks in advance of next (proposed final) meeting.</li> </ul>
7	PM & Progress Reporting	21/01/19	80%	<ul style="list-style-type: none"> <li>Progress Meeting minute of 10/01 issued to Working Group; comments to be sent to AECOM by 18/01.</li> <li>Next Working Group Progress Meeting to be confirmed (anticipate end Feb/early March).</li> </ul>

3.	Overall Progress against...	Value Ahead / Behind Target	Reasons for any difference between actual and target plus measures for bringing project back on schedule
	Programme	Behind	Delays to consultation launch.
	Budget	Behind	Current financial position, including tasks added to the scope will be documented as part of updated PSS currently being prepared.
4.	Requested or Required Changes to Original Scope (including implication to Time/Cost/Quality)		Change Order Request Completed and Signed?
	Updated PSS being prepared to cover list of additional scope items.		
5.	Sub-Consultants		
	Peter Brett Associates		
6.	Update on identified risks and mitigation plans		
7.	Other Issues to Note		
	Programme behind owing to delays with approval to progress with engagement strategy pending internal TS processes. Updated Programme submitted – will aim to deliver earlier than currently scheduled. Update to be provided.		
Prepared By:		Checked / Approved By:	
[Redacted]		[Redacted]	

**From:** [Redacted]  
**Sent:** 09 January 2019 18:18  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** RE: SW Progress Meeting  
**Importance:** High

[Redacted], [Redacted]

Thanks very much for sight of the TPOs which are a good basis to work from. We have a few initial comments and look forward to discussing these in more detailed tomorrow – I thought it would be useful to give you a heads up on our thoughts before the meeting (although I appreciate this is now late in the day!).

### **General comments**

- I agree with your point below; 9 is too many TPOs – between 4 and 6 seems more appropriate (the Borders study had 4).
- We feel the discussion may usefully be focussed on the below issues;
  - o Striking the balance between technical and accessible terminology and language;
  - o Addressing links between strategic and local issues in the objectives, noting that this is a strategic study; and
  - o Ensuring all 5 STAG criteria are explicitly covered by the objectives
- We'd look to discuss the process of mapping the objectives to issues/themes – this is touched upon in the presentation, but for reporting it may be useful to represent this in graphic format.

### **TPO 1**

Simplify wording and remove the double negative – essentially this is about improving accessibility and journey time to Cairnryan?

### **TPO 2 and 3**

These could be combined.

### **TPO 4**

“Journey quality” is taken here to mean a number of things – the wording could be tightened up without being made too technical, the objective should set out exactly what we are looking at.

### **TPO 5**

I am not at all clear what “meaningful” means, and concerned that this TPO currently refers to (connecting with) services which are not directly under TS remit. It seems to be getting at connectivity between the strategic network and local services/communities and widening accessibility to the strategic network – and could be more clearly based on this wording.

### **TPO 7**

Happy to discuss this as I can see the merit of including it, but it clearly links very heavily with bypass schemes and is solely focussed on road, which is a concern for a multi modal study and may lead to criticism – there are no other ‘single mode’ objectives.

### **TPO 8**

More could be made of the link between this objective and the ‘environment’ STAG criteria, as well as reference to health benefits in the key rationale

### **TPO 9**

Not clear why this is included and minded to suggest it is removed.

Regards

**[Redacted] MA(Hons) MSc TPP MCIHT**

Senior Transport Planner

**Transport Strategy and Analysis Directorate**

Strategic Transport Planning

Transport Scotland

T: [Redacted]

M: [Redacted]

**From:** [Redacted]

**Sent:** 08 January 2019 12:34

**To:** [Redacted]

**Cc:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]

**Subject:** SW Progress Meeting

Hi [Redacted]

Ahead of Thursday’s Progress Meeting with the Working Group, please find attached draft presentation slides. Agenda also reattached.

As discussed at the last meeting, the purpose of Thursday’s session will be to discuss the draft TPOs and Options list. With the TPOs, as previously mentioned, we appreciate there are perhaps too many at this stage, but were keen to refine these through discussion with the Working Group. With regards to the Options, we would like to use the meeting to challenge the Working Group that there is nothing clearly missing and provide a steer on the level of detail anticipated in terms of packaging options into Strategic Packages. Post-meeting, we will be able to refine the Option packages further.

I would be keen to send out the slide deck, or at least the slides covering TPOs and Options, by close of play today if possible, allowing the Working Group a sight of these ahead of Thursday’s meeting when we can discuss this in more detail. Please let me know if you are okay for me to send these slides as draft to the Working

Group ahead of our meeting – either way we'll get the agenda out, but if you can let us know about the slides, that would be great.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted]  
M: [Redacted]  
[Redacted]

**Annex AAC**

**From:** [Redacted]  
**Sent:** 11 January 2019 16:45  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted];  
[Redacted]; [Redacted] **Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** SW Scotland Transport Study: Minutes and Long List of Options

Dear all,

Thank you again for attending the South West Scotland Transport Study progress meeting yesterday. Please find attached Minutes of the discussion; should you have any comments relating to the Minutes could these please be passed on by Friday 18<sup>th</sup> January.

As discussed during the meeting, I have also attached the long list of options; which includes additional comments for some options with the aim to explain their origin / meaning. Should you have any comments relating to the options (e.g. whether an option should be classified as local or any details we should be aware of etc.) or if you wish to add further options to the list, I would be grateful if these could also be provided by Friday 18<sup>th</sup> January. I am on annual leave between 17<sup>th</sup> – 29<sup>th</sup> January; as such, please copy [Redacted] into any responses.

Should you have any queries please do not hesitate to contact me.

Kind regards

[Redacted]

[Redacted] **MA (Hons)**  
Consultant  
Consulting, Transportation  
D [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

# Minutes

Meeting name	Subject	Attendees	Circulation:	Apologies:
SW Scotland Study Working Group	Progress Update Meeting	[Redacted], Transport Scotland [Redacted], Transport Scotland [Redacted], Transport Scotland	All	[Redacted], [Redacted], [Redacted],
Meeting date	Time	[Redacted], Transport Scotland [Redacted], SWestrans		Transport Scotland
10 <sup>th</sup> January 2019	09:30 - 12:30	[Redacted], SWestrans		[Redacted], SPT, [Redacted], Ayrshire
Location	Project name	[Redacted], SWestrans [Redacted], Ayrshire Roads Alliance		Roads Alliance,
AECOM, 120 Bothwell Street, Glasgow, G2 7JS	South West Scotland Transport Study - Initial Appraisal: Case for Change	[Redacted], SPT [Redacted], AECOM [Redacted], AECOM [Redacted], PBA		[Redacted], Dumfries & Galloway Council
Project number	Prepared by	[Redacted], PBA		
60587020	[Redacted]	[Redacted], PBA		

Ref	Action	Initial				
<b>Introductions</b>						
	[Redacted] (opened the meeting and provided an overview of work undertaken since the previous Working Group meeting held on 15 <sup>th</sup> November. The key purpose of the meeting was to discuss the draft Transport Planning Objectives and the Option Generation, Sifting and Appraisal process.					
<b>Consultation Update</b>						
	[Redacted] confirmed that the engagement process had now been completed. In terms of the 1-2-1 interviews, [Redacted] [Redacted] confirmed that multiple emails had been sent to contacts at Scotland Transerv, as well as attempts to make contact by telephone, but no feedback has been received. Further to this, no comments have been provided by Dumfries and Galloway Chamber of Commerce, Scottish Enterprise and Transport for the North. [Redacted] to make one final attempt to check whether Dumfries and Galloway Chamber of Commerce and Scottish Enterprise have any comments they would like to submit.	Redacted] Redacted] <b>AECOM</b>				
	[Redacted] will make contact with [Redacted] at Transport for the North to check whether TfN would like to provide any comments. With regards to the response from the South of Scotland Alliance, it was agreed that AECOM will confirm with the Alliance their approval to include this response as part of the Consultation Report.					
	[Redacted] noted that the Elected Members Briefing Sessions held in Dumfries (26 <sup>th</sup> November) and Ayr (3 <sup>rd</sup> December) were well received by attendees. There was brief discussion regarding the A76 and the relatively limited level of consultation feedback that had been received on the Corridor, as noted during the Dumfries briefing session.	<b>AECOM</b>				
	[Redacted] and [Redacted] agreed that the previous A76 Route Study should be referred to in supporting any additional options for the route, while [Redacted] suggested it would be worthwhile reviewing the transcript from the recent parliamentary debate regarding any comments on the A76.	<b>AECOM/PB</b> <b>A</b>				
	[Redacted] confirmed that the Consultation Report is near completion and will be sent to Transport Scotland for comment following finalisation of the Online Survey analysis.					
<b>Problems and Opportunities Analysis</b>						
	It was noted that all data has now been processed and AECOM/PBA are in the process of collating information to feed into the Reporting. [Redacted] then provided a brief overview of the systematic approach applied in analysing problems and opportunities in order to develop themes which, in turn, have informed the preparation of the draft Transport Planning Objectives (TPOs) for discussion at the meeting.					
	Before discussing the TPOs, [Redacted] / [Redacted] asked if consideration could be given to how TPOs related to the identified problems could be presented. AECOM/PBA to consider.					
<b>Transport Planning Objectives</b>						
	[Redacted] provided an overview of the nine draft TPOs to the Group. [Redacted] outlined the approach to the draft TPO development process, i.e. to make sure that TPOs are directly informed by identified problems and opportunities. The nine draft TPOs are presented below, alongside comments made by the Working Group.					
<table border="1"> <thead> <tr> <th>Draft TPO</th> <th>Comments</th> </tr> </thead> <tbody> <tr> <td>1) Reduce the 'last 100 mile' average speed differential between South</td> <td> <ul style="list-style-type: none"> <li>There was agreement on the principle of having a TPO directly improving connectivity to the Ports at Cairnryan, given the re</li> </ul> </td> </tr> </tbody> </table>			Draft TPO	Comments	1) Reduce the 'last 100 mile' average speed differential between South	<ul style="list-style-type: none"> <li>There was agreement on the principle of having a TPO directly improving connectivity to the Ports at Cairnryan, given the re</li> </ul>
Draft TPO	Comments					
1) Reduce the 'last 100 mile' average speed differential between South	<ul style="list-style-type: none"> <li>There was agreement on the principle of having a TPO directly improving connectivity to the Ports at Cairnryan, given the re</li> </ul>					

Ref	Action	Initial
	West Scotland's ports and their Irish Sea competitors	<p>study. However, this TPO should focus on improving journey times to the Cairnryan ports rather than reducing speed differentials.</p> <ul style="list-style-type: none"> <li>Concerns were raised that comparing the last 100 miles to Cairnryan ports with "Irish sea competitors" may cause issues. It was noted that Transport Scotland has no remit in England and Wales and so cannot determine improvements made to ports elsewhere in the UK.</li> <li>It was agreed that the TPO should be reworded to read "<i>Reduce journey times from Scotland's motorway network to the Ports at Cairnryan</i>".</li> </ul>
2)	Reduce the severity of accidents on the trunk road network	<ul style="list-style-type: none"> <li>Concerns were raised that the TPO only addresses the severity of accidents and not the accident rate. ES noted that the term 'severity' was used rather than 'rate' because analysis of accident data indicated that although the accident rate in the study area is below the national average, when accidents do occur, they tend to be more serious in nature. The importance of linking problems to TPOs was noted.</li> <li>There was discussion on whether '<i>minimise</i>' is more appropriate than '<i>reduce</i>'. It was noted that any improvements to roads may lead to an increase in vehicles and potentially more accidents; but that an increase in accidents does not necessarily result in an increase in accident rates.</li> <li>It was agreed that TPO should be reworded to read "<i>Reduce the rate of severe accidents on the trunk road network in the South West of Scotland</i>".</li> </ul>
3)	Reduce the impact of incidents on the road network in the study area	<ul style="list-style-type: none"> <li>ES noted that the term incidents not only refers to accidents (although accidents are a factor); it refers to all incidents, including scheduled maintenance and road closures as a result of landslips. As such, TPO3 differs from TPO2.</li> <li>The TPO should also be broadened to reflect not just roads issues but issues that impact other aspects of the strategic transport network e.g. Ayr Station.</li> <li>Improving route resilience is a major element of this objective. It was agreed that the TPO should read "<i>Improve the resilience of the Strategic Transport Network across the South West of Scotland</i>".</li> </ul>
4)	Improve journey quality and the perception of journey quality across the road (including bus) and rail networks	<ul style="list-style-type: none"> <li>The appropriateness of including the word '<i>perception</i>' was raised as it is difficult to measure. It was agreed that this should be moved removed, though retained in the key rationale for the development of the TPO.</li> <li>As noted under TPO8, this TPO should include a reference to active travel.</li> <li>It was agreed that the TPO should be reworded to read "<i>Improve journey quality across the road, public transport and active travel networks</i>".</li> </ul>
5)	Provide meaningful, sustainable and accessible public transport connectivity to key services in D&G and Ayrshire, particularly for areas with low levels of car ownership	<ul style="list-style-type: none"> <li>It was generally agreed that issues considered under the proposed TPO primarily related to local issues. It was therefore suggested that this TPO should be removed.</li> <li>For local access improvements to facilitate strategic trips, this could be captured under a broadened TPO6 (see below).</li> </ul>
6)	Improve connectivity (road, rail, bus and active travel) to the key economic, health and	<ul style="list-style-type: none"> <li>There was agreement that connectivity to centres to access key services is important and should be included as a TPO. Ayr was noted as a key</li> </ul>

Ref	Action	Initial
	cultural centres of Glasgow, Edinburgh and Carlisle	<p>centre for health and education services and should be included within the text of the TPO.</p> <ul style="list-style-type: none"> <li>As discussed under TPO8, this TPO should include a reference to active travel.</li> <li>It was agreed that the TPO should be modified to read "<i>Improve connectivity (road, rail, bus and active travel) for communities in the South West of Scotland to the key economic, health and cultural centres of Glasgow, Edinburgh, Ayr and Carlisle</i>".</li> </ul>
7)	Reduce the impact of the strategic transport network on local residents	<ul style="list-style-type: none"> <li>Concerns were raised that this is the only TPO to relate to a specific option, i.e. bypasses.</li> <li>It was noted that reducing the impact of the strategic road network could be difficult to measure.</li> <li>There is an opportunity to generalise the objective and link it to the environment STAG criteria. <span style="float: right;">Redacted]</span></li> <li>It was suggested that residents should be changed to communities to be more inclusive.</li> <li>It was agreed that the TPO should be reworded to read "<i>Minimise the environmental impact of the Strategic Transport Network on communities in the South West of Scotland</i>".</li> </ul>
8)	Encourage the use of active travel as part of an integrated network	<ul style="list-style-type: none"> <li>It was noted that TPOs should be informed by evidence; it was questioned whether there is any evidence to support inclusion of this objective. Conversely, it was noted that as this is a multi-modal study, it is important to have an objective related to active travel.</li> <li>It was suggested that as improving connectivity to strategic hubs by active travel modes is an important element of the objective, there is merit in including a reference to active travel in TPO4 and TPO6.</li> <li>It was agreed that TPO8 should therefore be removed as a standalone objective.</li> </ul>
9)	Futureproof South West Scotland's transport networks against the emerging transport technologies	<p>As above, it was noted that TPOs should be informed by evidence; it was questioned whether there is any evidence to support inclusion of this objective. It was also noted that all objectives should consider future proofing the transport network, thus removing the need for this objective.</p> <ul style="list-style-type: none"> <li>It was agreed that the objective should therefore be removed.</li> </ul>

In summary, the following suggestions have been made:

- Edits made to TPO1, TPO2, TPO3, TPO4, TPO6 and TPO7.
- TPO5 and TPO9 removed.
- TPO8 incorporated into TPO4 and TPO6.

The list below provides a summary of the proposed TPOs.

- TPO1:** Reduce journey times from Scotland's motorway network to the Ports at Cairnryan.
- TPO2:** Reduce the rate of severe accidents on the trunk road network in the South West of Scotland.
- TPO3:** Improve the resilience of the Strategic Transport Network across the South West of Scotland.

Ref	Action	Initial
	<ul style="list-style-type: none"> <li>• <b>TPO4:</b> Improve journey quality across the road, public transport and active travel networks.</li> <li>• <b>TPO5:</b> Improve connectivity (road, rail, bus and active travel) for communities in the South West of Scotland to the key economic, health and cultural centres of Glasgow, Edinburgh, Ayr and Carlisle.</li> <li>• <b>TPO6:</b> Minimise the environmental impact of the Strategic Transport Network on communities in the South West of Scotland.</li> </ul>	
<b>Option Generation, Sifting and Appraisal</b>		
[Redacted] provided an overview of the approach to option generation, i.e. generation of a long list of options followed by a cleaning and initial sifting exercise and an initial packaging of similar options. The purpose of the discussion was to understand if there were any options that were missing, and to gather advice/thoughts from the Working Group regarding what level the options should be defined and packaged. [Redacted] then presented options to the Group by corridor (and regional options), focused on the packaged options.		
In terms of principles to be adopted for the option definition, [Redacted] suggested that at this stage options should be conceptual. It was suggested that in the packaging of options, there is a need to take a step back; and it was highlighted that the initial appraisal stage is designed to provide the evidence-based foundation for more detailed work down the line. There is no requirement, for example, for different design packages to be considered in the appraisal, e.g. a 'Bypass' option is sufficient and there is no need to have sub-options e.g. single or dual carriageway bypass. However, it will be important that it is clear and auditable how options proposed by consultees fit within respective packages/strategic options.		
It was agreed that given the size of the study area and the strategic importance of access to the ports, options should be grouped by corridor, though it was accepted that there will be some region-wide options. With regards to local options, it was noted that improvements to some local routes should be captured within the study if they form part of diversionary routes in the event of trunk road closure, e.g. A714.		
There was general agreement that the packaged options presented were appropriate, though further work is required to further refine these. AECOM will refine the list further and will send to Transport Scotland for approval before progressing with the appraisal. In addition to options highlighted via consultation, it is appropriate to include options identified from professional judgement for completion. [Redacted] requested that a new rail halt at Cumnock be included in the long options list. While further packaging will be undertaken, there was broad agreement that the existing long list of options should be retained and included as an appendix for audit trail purposes.		
There was discussion about the extent to which some of the options listed should be included given they were either out with the jurisdiction of Transport Scotland, or were being considered through other means e.g. being considered at the national level through the NTS. It was suggested that as part of the sifting, an exercise is undertaken to categorise/identify whether an option is classified as capital, revenue or policy/legislative and which organisation would most likely take an option forward; AECOM/PBA to complete.		
Going forward, a high level appraisal of options against TPOs and Implementability Criteria will be undertaken. [Redacted] queried whether options will be appraised against the affordability criteria. [Redacted] confirmed that although affordability should not be considered in the sifting process, it should be considered when appraising the final list of packaged options; this should be mentioned in reporting.		
Rather than going through each of the options in detail, it was agreed that [Redacted] will send the long list of options to the Working Group in their current form. The Working Group was requested to provide any comments on the long options list, including any comments on additional options to be included, by Friday 18 <sup>th</sup> January.		
<b>AOB</b> Redacted] thanked everyone for attending. It was requested that any comments relating to options are provided to AECOM by Friday 18 <sup>th</sup> January. AECOM/PBA confirmed that the Draft Report will be distributed to the Working Group two weeks prior to the next Progress Meeting; date is to be confirmed.		
<b>Working Group</b>		

## Gretna to Stranraer

<b>1</b>	<b>A75 Dualling</b>	<b>Comments</b>
a	<i>A75 Dualling Gretna to Stranraer (with full/partial grade separation?)</i>	
b	<i>A75 Dualling Gretna to Dumfries</i>	
<b>2</b>	<b>Bypass Settlements on A75</b>	
a	<i>Bypass Springholm</i>	
b	<i>Bypass Crocketford</i>	
c	<i>New Southern bypass in Dumfries</i>	
<b>3</b>	<b>A75 Realignment and Route Improvement</b>	
a	<i>Remove bends and provide an overtaking lane (as a minimum) Shennanton to Muil Farm</i>	
b	<i>Remove bends and provide an overtaking lane the A75 Kirkdale to Carsluih</i>	
c	<i>Flatten bumps and extend overtaking lane on the Barlae dual section of the A75</i>	
d	<i>Upgrade and realign Annan Road, East of Dumfries to Hetland</i>	
<b>4</b>	<b>A75 Route Maintenance</b>	
a	<i>Improve white line carriageway marking route wide</i>	Working Group suggestion that route maintenance issues constituted local issues that should be passed to Operating Companies.
b	<i>Improve lane markings on the A75/A76 roundabout</i>	
c	<i>Remove trees on the A75 at Carsluih</i>	
<b>5</b>	<b>A75 Junction Improvements</b>	
a	<i>Install traffic lights at the A75/A751 junction</i>	
b	<i>Install a roundabout at the A75/A751 junction</i>	
c	<i>Extended slipway for vehicles travelling east onto the A75 at the A75/A751 junction</i>	
d	<i>Improve right hand turns along the A75</i>	
e	<i>Create slip roads onto the A75</i>	
f	<i>Install traffic lights at the A75/A76 roundabout</i>	
g	<i>Widen the exit junction onto the A75/A76 Junction</i>	
h	<i>Improve safety at Annan and Eastriggs Junctions on the A75 (Currently T-junctions)</i>	
i	<i>Improve geometry of the A75/A780 roundabout</i>	
j	<i>Create a left turn deceleration lane for westbound traffic leaving the A75 onto the B7084</i>	
k	<i>New junction at M6 junction 45</i>	Note that the junction is <b>marginally</b> located across the English border - and therefore out with the study area.
l	<i>Junction improvements at A75/A751 with smart signalling</i>	Smart signalling refers to traffic lights timed to only operate to coincide with ferry arrival times.
m	<i>Better advanced road signage of right turn to port use A751</i>	

<b>6</b>	<b>Speed Limit Modifications</b>	
<i>a</i>	<i>20mph speed limit in Springholm</i>	
<i>b</i>	<i>Increase speed limit for HGVs</i>	Working Group suggestion that this option was outwith the study remit it as requires legislation.
<b>7</b>	<b>A75 Rest Area Review and Freight Park</b>	Potential for a private freight park facility west of Dumfries and a public sector led freight park facility to the east. Both are proof of concept only and no planning applications have been made. If progressed, the private sector led development may include facilities such as toilets, showers and eating facilities.
<b>8</b>	<b>New Rail Station at Eastriggs</b>	
<b>9</b>	<b>New Rail Station at Dunragit</b>	Noted that proposals for a new station at Dunragit did not progress previously as anticipated passenger numbers were considered too low.
<b>10</b>	<b>New rail link between Annan and WCML</b>	Suggested by DRAG; telephone interview noted that much of the infrastructure is already in place.
<b>11</b>	<b>New rail link between Gretna and WCML (for NB travel)</b>	Option may be an alternative to the above; significantly less new railway line is required for this option.
<b>12</b>	<b>Reopen rail link between Dumfries to Stranraer/Cairnryan</b>	
<b>13</b>	<b>Reconfiguration and Integration of Public Transport Timetables and Services</b>	
<i>a</i>	<i>Increase cross border services to/from SW Scotland</i>	Options broadly the same.
<i>b</i>	<i>Increase rail services between Dumfries to Carlisle via Annan</i>	
<i>c</i>	<i>Bus service between Eastriggs, Annan and Lockerbie Railway Station</i>	
<i>d</i>	<i>Direct bus services between Eastriggs and Central Belt</i>	
<i>e</i>	<i>Integrate bus services between Carlisle and Dumfries and Dumfries to Stranraer</i>	I.e. ensure that the Carlisle to Dumfries bus arrives shortly before the Dumfries to Stranraer bus departs.
<i>f</i>	<i>Integrate buses with train times at Dumfries Rail Station</i>	
<i>g</i>	<i>Integrate 500/X75 bus and trains at Dumfries Rail Station</i>	500 and X75 operate on the same route-timetable indicates this is essentially the same service.
<i>h</i>	<i>Increased Sunday bus services between Eastriggs, Carlisle and Dumfries</i>	Service 79 currently runs between Dumfries and Carlisle, via Eastriggs, every 2 hrs on Sunday's.
<i>i</i>	<i>Show bus connections from the Machars and the 500/X75 bus on timetables</i>	
<i>j</i>	<i>Increase number of services to Chapelcross (particularly if site is developed)</i>	Option identified by D&G Economic Development team.
<b>14</b>	<b>Improve Public Transport Infrastructure</b>	
<i>a</i>	<i>Add visible bus stop signs and shelter on the A75 Henderland</i>	
<i>b</i>	<i>Extend opening hours of Dumfries bus station (whitesands?)</i>	Whitesands consists of multiple bus stances; there is no bus station to extend the opening hours of.

<b>15</b>	<b>Improve Community Transport Provision</b>	
a	<i>Support community transport (Eastriggs)</i>	
<b>16</b>	<b>Active Travel Improvements</b>	
a	<i>Cycle lane parallel to the A75</i>	
b	<i>Cycle lanes on the A75 either to Creetown and beyond, or to local beaches</i>	
c	<i>Shared bike/walking route along the A75 between Gretna/Collin and the outskirts of Dumfries</i>	
d	<i>Improve off-road cycling infrastructure between Eastriggs and Annan and Gretna</i>	
e	<i>Create a pedestrian crossing to the hospital in Dumfries</i>	
<b>17</b>	<b>Policy and Law Enforcement Measures</b>	
a	<i>New A75 Route Action Plan</i>	A Route Action Plan was produced previously and a number of projects identified within it have been progressed, e.g. overtaking lanes. Therefore suggested a new Plan could be developed so that as funding becomes available, projects have already been identified.
b	<i>Encourage timber lorries and other HGVs to use the A711 instead of the A75</i>	A711 runs parallel (almost) to A75 between Dumfries and Kirkcudbright. Suggested this could alleviate pressure off the trunk road network.
c	<i>Introduce Speed Cameras (including Average Speed Cameras)</i>	

## **South of Ayr to Stranraer**

<b>1</b>	<b>A77 Dualling Ayr to Stranraer</b>	
<b>2</b>	<b>Bypass settlements on A77</b>	
a	<i>Bypass Maybole (dual carriageway)</i>	
b	<i>Bypass Turnberry</i>	
c	<i>Bypass Kirkoswald</i>	
d	<i>Bypass Minishant</i>	
e	<i>Bypass Girvan</i>	
f	<i>Bypass Ballantrae</i>	
g	<i>Bypass Lendalfoot</i>	
<b>3</b>	<b>A77 Realignment and Route Improvement</b>	
a	<i>A77 upgrade (Realign A77 to remove bends, additional overtaking lanes)</i>	
b	<i>Review and address the scrapping of the proposed and planned road re-alignment, cycle footpath between Cairnryan and the Beoch Farm roadend on the A77</i>	This <b>may</b> refer to the Burnside Improvement outlined below.
c	<i>Drummuckloch to Innermessan (SB Overtaking Lane)</i>	FOI request in 2018 stated the scheme would not be taken forward as it offered poor value for money.
d	<i>Ardwell to Slockenray (NB Overtaking Lane)</i>	FOI request in 2018 stated the scheme would not be taken forward as it offered poor value for money.

<i>e</i>	<i>Burnside Improvement (Realignment and Carriageway Improvement)</i>	FOI request in 2018 stated the scheme would not be taken forward as it offered poor value for money.
<b>4</b>	<b>A77 Route Maintenance</b>	
<b>5</b>	<b>A77 Junction Improvements</b>	
<i>a</i>	<i>Create slip roads to access main roads onto the A77</i>	
<i>b</i>	<i>Install "Traffic Turning Warning Systems" on all approaches to the A77/A751 junction</i>	
<i>c</i>	<i>Dual lane A77 onto/off roundabout or put in a slip lane to allow traffic to leave A77 onto A713</i>	A713 is located south of A70/A77 junction (Ayr).
<i>d</i>	<i>Junction improvements at A77/A751 with smart signalling</i>	Smart signalling refers to traffic lights timed to only operate to coincide with ferry arrival times.
<i>E</i>	<i>Junction improvements for P&amp;O port</i>	Junction improvements refer to smart signalling; traffic lights timed to only be operational to coincide with ferry arrival times. There are reported issues with traffic queuing back to the port area (though not thought to occur too often).
<b>6</b>	<b>Speed Limit Modifications</b>	
<i>a</i>	<i>Increase speed limit for HGVs</i>	Option to increase HGV speed to 50mph.
<b>7</b>	<b>Rail Halt in Pinwherry</b>	Application made to LRDF for the provision of a rail halt.
<b>8</b>	<b>Rail Station to serve Ayr Hospital (with P&amp;R)</b>	Although outwith the study area, Ayr is a key destination for communities in the study area and it is considered that this options could provide benefits for residents in the South West of Scotland.
<b>9</b>	<b>Rail Station at New Luce</b>	Option to be removed following discussion at Progress Meeting; option is the same as Dunragit Station.
<b>10</b>	<b>Rail link to Cairnryan</b>	
<b>11</b>	<b>Stranraer Rail Station Improvements / Relocation</b>	
<i>a</i>	<i>Relocate Stranraer Rail Station to the site of the old terminal</i>	Options 11a and 11c thought to be the same.
<i>b</i>	<i>Relocate Stranraer Rail Station to top of the East Pier site</i>	Option would relocate the station towards the front of the pier by Cairnryan Road
<i>c</i>	<i>Relocate Stranraer Rail Station to town centre</i>	Options 11a and 11c thought to be the same.
<i>d</i>	<i>Reinstate track at end of Pier at Stranraer Station</i>	
<b>12</b>	<b>Rail Infrastructure and Timetable Improvements South of Ayr</b>	
<i>a</i>	<i>Electrification of Ayr to Stranraer rail line</i>	
<i>b</i>	<i>Extension + electrification of the Glasgow to Ayr line to Girvan</i>	
<i>c</i>	<i>New signalling system between Ayr and Stranraer</i>	
<i>d</i>	<i>Update the viaducts on the Girvan to Stranraer rail line</i>	No specific locations have been highlighted.
<i>e</i>	<i>Modernise rail rolling stock (South of Ayr)</i>	
<i>f</i>	<i>Hourly rail service between Ayr and Girvan</i>	Hourly service already operates Mon – Sat.
<i>g</i>	<i>Decrease rail fares to Stranraer</i>	
<i>h</i>	<i>Increase frequency of rail services to Central Belt</i>	

<b>13</b>	<b>Barrhill Timber Hub</b>	LRDF application to carry out an Initial STAG appraisal. End outcome could be a proposal for a new rail freight terminal and associated train service at Barrhill.
<b>14</b>	<b>Girvan Rail Freight Terminal</b>	LRDF application to carry out an Initial STAG appraisal. The end outcome could be a proposal for a new rail freight terminal and associated train service.
<b>15</b>	<b>Barrhill Station Park &amp; Ride</b>	LRDF application. At present there are only two parking spaces and significant on road parking (original application also included timber freight opportunities, deleted as covered in the above Barrhill Timber Hub).
<b>16</b>	<b>Reconfiguration and Integration of Public Transport Timetables and Services</b>	
a	<i>Bus service between Maybole and Ayr hospital</i>	Service 361 already operates between Maybole and the hospital (Straiton-Ayr-Dunure route).
b	<i>Bus service from Colmonell to Ballantrae and Stranraer</i>	Unable to locate any services between Colmonell and Stranraer (website redirects to service 360 which operates between Ayr and Girvan; possible the route has recently changed).
c	<i>Integrated bus service between Stranraer and Cairnryan ferry port</i>	
d	<i>Joint terminal for bus/rail</i>	
e	<i>Integration of bus/rail services around Stranraer</i>	
f	<i>Integrated buses at Girvan combined with through-ticketing</i>	
g	<i>Implement reliable bus/train connections at Girvan</i>	
<b>17</b>	<b>Active Travel Improvements</b>	
a	<i>Construct Ayr to Girvan walking and cycling path</i>	
b	<i>Improve maintenance of path to Cairnryan</i>	Option presumably refers to a path between Stranraer and Cairnryan.
c	<i>Cycle carriage facilities on trains</i>	
<b>18</b>	<b>Extend Average Speed Cameras</b>	

## Dumfries to Cumnock

<b>1</b>	<b>A76 Route Re-alignment and Improvement</b>	
a	<i>Overtaking lanes near Sanquhar</i>	
b	<i>Three lanes at Enterkinfoot</i>	
c	<i>Targeted Route Realignment</i>	Option includes realignment of route at Courthill and by the Quarry (both in vicinity of Thornhill) and at top end of Kirkconnel.
<b>2</b>	<b>A76 Junction Improvements</b>	
a	<i>Make the section of B731 onto the A76 one way (westbound traffic only)</i>	
<b>3</b>	<b>A76 Route Maintenance</b>	
a	<i>Install "Keep your Distance" signage along the A76</i>	

<i>b</i>	<i>Move back 30mph sign to the last driveway in Thornhill</i>	Google Street View indicates that signs are already located past last driveways, NB and SB.
<i>c</i>	<i>Install bollards on mini roundabout on the A76 Thornhill</i>	
<i>d</i>	<i>Remove bollards from A76 Thornhill</i>	
<b>4</b>	<b>Speed limit modifications</b>	
<i>a</i>	<i>Increase speed limit for HGVs</i>	
<b>5</b>	<b>Rail Station at Thornhill</b>	
<b>6</b>	<b>Rail Station at Cumnock</b>	Added at Working Group Progress Meeting – should have been part of LRDF.
<b>7</b>	<b>New rail link between the Nith Valley and WCML</b>	
<b>8</b>	<b>Rail link between New Cumnock and Ayr South</b>	It is not clear what this option refers to.
<b>9</b>	<b>Glasgow South Western Line Improvements (including stations)</b>	
<i>a</i>	<i>Bi-mode trains between Glasgow, Nith Valley and Manchester Airport</i>	Refers to electric and diesel trains.
<i>b</i>	<i>Real-time rail information at Auchinleck, New Cumnock, Kirkconnel and Sanquhar rail stations</i>	
<i>c</i>	<i>Commuting rail service between Dumfries and Kilmarnock</i>	Refers to a train which does not stop north of Kilmarnock.
<i>d</i>	<i>Express rail service between Dumfries and Glasgow</i>	Similar to above.
<i>e</i>	<i>Increased frequency of rail services to/from Dumfries</i>	
<i>f</i>	<i>Create a Kilmarnock - Dumfries Community Rail Partnership</i>	Noted at Progress Meeting that this group exists as the South West Community Rail Partnership.
<i>g</i>	<i>Electrify Glasgow South Western Line</i>	
<b>10</b>	<b>Rail Freight Loop (Ayrshire)</b>	It is not clear what this option refers to.
<b>11</b>	<b>Increase Public Transport Provision and Real Time Information</b>	
<i>a</i>	<i>Direct bus services between Thornhill and Lockerbie Railway Station</i>	A distance of approximately 25 miles via Dumfries.
<i>b</i>	<i>More bus services between Thornhill, Moniaive &amp; Dumfries</i>	Moniaive is located on the A702 southwest of Thornhill.
<i>c</i>	<i>Increased range of destinations by bus from Thornhill</i>	
<i>d</i>	<i>Single cross-boundary bus service along the A76 or A713</i>	
<i>e</i>	<i>Real-time bus information at bus stops and rail stations (A76)</i>	
<b>12</b>	<b>Integrate bus and rail fares along A76 corridor</b>	
<b>13</b>	<b>Improve Community Transport Provision</b>	
<i>a</i>	<i>Support community transport (Thornhill)</i>	
<b>14</b>	<b>Active Travel Improvements</b>	
<i>a</i>	<i>Install path linking Thornhill to Burnhead beside the A702</i>	A distance of approximately ½ mile.
<i>b</i>	<i>Cycle parking at bus stops in larger A76 settlements and at bus stations in Dumfries</i>	
<i>c</i>	<i>Safe cycle path adjacent to the A76</i>	
<i>d</i>	<i>Install footpath linking Thornhill to the country road to Cample</i>	A distance of approximately 2 miles.

<b>15</b>	<b>Cycle carrying facilities on buses operating along the A76</b>	
-----------	-------------------------------------------------------------------	--

## Dumfries to Lockerbie / Moffat

<b>1</b>	<b>A701 Dualling</b>	
<b>2</b>	<b>New road link between Dumfries and Lockerbie / M74</b>	
<i>a</i>	<i>New road between Dumfries and South Lockerbie (A709)</i>	
<i>b</i>	<i>Direct road link from Dumfries to M74</i>	Different to above option as does not specify where on the M74 the road should link into.
<b>3</b>	<b>Bypass Lochmaben</b>	
<b>4</b>	<b>A701/A709 Realignment and Route Improvement</b>	
<i>a</i>	<i>A701 upgrade (Realign A701 to remove bends, overtaking lanes)</i>	
<i>b</i>	<i>A709 upgrade (Realign A709 to remove bends, overtaking lanes)</i>	
<b>5</b>	<b>A709 Speed Limit Modifications</b>	
<i>a</i>	<i>40mph speed limit on A709 at Halleaths</i>	Halleaths located east of Lochmaben.
<i>b</i>	<i>20mph speed limit on Lochmaben High Street</i>	
<b>6</b>	<b>A701/A709 Route Maintenance</b>	
<i>a</i>	<i>Re-align markings to increase lane space on the A701 heading towards Dumfries</i>	
<i>b</i>	<i>Install tall fences to keep deer off the roads at St Anns</i>	
<i>c</i>	<i>Ban resident parking on a blind bend in Locharbriggs</i>	It is not clear whether this option refers to parking on the A701 or within the Locharbriggs residential area.
<b>7</b>	<b>Trunk A709</b>	It was commented that route characteristics of the A709, particularly the volume of traffic it carries, merits it to be a trunk road.
<b>8</b>	<b>Rail Station at Beattock</b>	
<b>9</b>	<b>Improved link to Lockerbie Train Station (tram/light rail/bus)</b>	
<b>10</b>	<b>Reopen the Dumfries to Lockerbie Rail Line</b>	
<b>11</b>	<b>Create a new rail link between Dumfries and Beattock</b>	
<b>12</b>	<b>Increase Rail Service and Parking Provision at Lockerbie Station</b>	
<i>a</i>	<i>Increase rail services at Lockerbie Rail Station</i>	
<i>b</i>	<i>Increase rail services between Lockerbie and Central Belt</i>	
<i>c</i>	<i>Increase parking at Lockerbie Train Station</i>	
<b>13</b>	<b>Increase Public Transport Provision and Integrate Services</b>	
<i>a</i>	<i>Bus service between Moffat, Beattock and Lockerbie Rail Station</i>	
<i>b</i>	<i>Increased bus services between Moffat/Beattock and Edinburgh</i>	

<i>c</i>	<i>Coach services between Dumfries and Edinburgh</i>	Service 101 operates between Dumfries and Edinburgh; it is not clear whether these are coaches.
<i>d</i>	<i>Integrated transport hub in Lockerbie (Rail / Bus)</i>	
<b>14</b>	<b>Active Travel Improvements</b>	
<i>a</i>	<i>Improve crossing on Lochmaben High Street</i>	
<i>b</i>	<i>Segregate the NCN74</i>	Much of the route, which runs close to the A74(M), is on road.
<i>c</i>	<i>Improve NCN74 between Lockerbie and Johnstonebridge</i>	

## Regional

<b>1</b>	<b>Route Maintenance</b>	
<i>a</i>	<i>Change name signs on Dumfries &amp; Galloway roundabouts</i>	It was noted that roundabout names provided on the radio do not always match the names provided on signs.
<i>b</i>	<i>Increased maintenance of roadside vegetation</i>	
<b>2</b>	<b>Future Proof the Road Network</b>	
<i>a</i>	<i>Electric vehicle charging points</i>	
<b>3</b>	<b>Freight Transportation Improvements</b>	
<i>a</i>	<i>Freight Consolidation Centre (Ayrshire)</i>	
<i>b</i>	<i>Delivery and Servicing Plans (Freight)</i>	DSPs provide a framework for businesses/hauliers to make sure freight vehicle activity to and from a location works effectively.
<i>c</i>	<i>50mph speed limits for HGVs</i>	
<i>d</i>	<i>Timber specific road routes</i>	Option refers to new roads specifically for timber lorries; or timber lorries could use roads built for wind farm access (which are used infrequently).
<b>4</b>	<b>Increase and Integrate Public Transport Services</b>	
<i>a</i>	<i>Increase Sunday bus services</i>	
<i>b</i>	<i>Additional morning bus services for pupils studying at schools/colleges in Ayr and Kilmarnock to arrive in time for a 9am start</i>	
<i>c</i>	<i>Integrate the public transport system</i>	
<b>5</b>	<b>Encourage Use of Public Transport</b>	
<i>a</i>	<i>Real-time bus information app/website</i>	
<i>b</i>	<i>Revise counter-intuitive rail fares</i>	Possibly in relation to lower fares in SPT area.
<i>c</i>	<i>Expand parking capacity at stations</i>	
<i>d</i>	<i>Under 25s bll cards</i>	It is not clear what this refers to; possibly a type of concessionary card for young people.
<i>e</i>	<i>Free electricity to electrify rail lines</i>	In return for planning permission for wind farms, it was suggested that there could be a condition that free electricity should be provided to power rail lines.
<b>6</b>	<b>Freight Modal Shift</b>	
<i>a</i>	<i>Timber transport modal shift (rail to sea)</i>	
<i>b</i>	<i>Modal freight shift from road to rail</i>	
<b>7</b>	<b>Policy and Law Enforcement Measures (Public Transport)</b>	

<i>a</i>	<i>Inspectors on buses to ensure operators are complying with equality laws</i>	It has been highlighted that many operators do not adhere to legal requirements, i.e. that buses should be accessible to all. Coach style buses were highlighted as causing accessibility issues.
<i>b</i>	<i>Establish Bus Service Improvement Partnerships</i>	
<i>c</i>	<i>Reciprocal arrangements between holders of English and Scottish concessionary fare cards</i>	To allow free cross border travel.
<i>d</i>	<i>Reintroduce the regulation of buses in sparsely populated regions (with local authorities being direct providers of services)</i>	
<i>e</i>	<i>Amend bus pass qualifying age to that of female retirement age as it increases</i>	Free bus passes are available for those aged 60+. State pension age for women is due to increase to be in line with men. Option seems to suggest that bus pass qualifying age should also increase.
<i>f</i>	<i>Subsidise model change to encourage better integration of PT services</i>	
<b>8</b>	<b>Region Wide Car Sharing / Hire Scheme</b>	
<b>9</b>	<b>Increase awareness, education and enforcement of agricultural vehicle drivers</b>	
<b>10</b>	<b>Increase number of bike storage spaces on trains</b>	
<b>11</b>	<b>Install vehicle disembarkation order from ferries (motorcycles, cars then lorries)</b>	
<b>12</b>	<b>Signage Strategy/Marketing to Support South West Coastal 300</b>	
<i>a</i>	<i>Signage Strategy/Marketing to support South West Coastal 300</i>	Noted in consultation that a lack of funding has prevented this to date.
<i>b</i>	<i>Promote minor A roads and B roads as regional discovery routes</i>	

**From:** [Redacted]  
**Sent:** 10 January 2019 13:32  
**To:** [Redacted]  
**Cc:** [Redacted]; [Redacted]; [Redacted]  
**Subject:** FW: MSP [Redacted] regarding South West Scotland Transport Study

Hi [Redacted],

[Redacted – Out of Scope]

Thanks

[Redacted]

**[Redacted]**  
Consultant  
Consulting, Transportation  
D [Redacted]  
[Redacted]

Dear all,

Ahead of tomorrow's progress meeting, please find attached an agenda, alongside draft Transport Planning Objectives.

At tomorrow's meeting, we are keen to take you through the working draft objectives, and to review the long options lists that have emerged thus far. We will use tomorrow's session to take you through this, but if you get a chance to glance over the objectives ahead of the session, that would be ideal.

Kind regards

[Redacted]

[Redacted] MA (Hons)  
Consultant  
Consulting, Transportation  
D [Redacted]  
[Redacted]

**AECOM**  
1 Tanfield  
Edinburgh, EH3 5DA  
T +44 (0)131 301 8600  
[www.aecom.com](http://www.aecom.com)

(i)

South West Scotland Transport Study – Initial Appraisal: Case for Change

## 13 Agenda

Meeting name	Meeting Date	Project Name
Progress Meeting	10 <sup>th</sup> January 2019	South West Scotland Transport Study – Initial Appraisal: Case for Change
Time	Location	
09.30 - 12:30	AECOM, Aurora 120 Bothwell Street Glasgow G2 7JS	
Invitees		
[Redacted], Transport Scotland		
[Redacted], Dumfries & Galloway Council		
[Redacted], SWestrans		
[Redacted], SWestrans		
[Redacted], Ayrshire Roads Alliance		
[Redacted], Ayrshire Roads Alliance		
[Redacted], Ayrshire Roads Alliance		
[Redacted], SPT		
[Redacted], SPT		
[Redacted], AECOM		
[Redacted], AECOM		
[Redacted], PBA		
[Redacted], PBA		

## South West Scotland Transport Study – Progress Meeting

### 1. Introductions & Progress Update

- Progress since last meeting

### 2. Consultation Update

### 3. Problems & Opportunities Analysis

### 4. Transport Planning Objectives

- Draft TPOs - See overleaf
- Discussion

### 5. Option Development

- Option Long List Generation, Sifting and Packaging
- Discussion

### 6. Next Steps

- Option Appraisal & Reporting

- Next Meeting – time/venue

## 7. A.O.B

Draft Transport Planning Objectives for Discussion

Transport Planning Objectives	Key Rationale
1) Reduce the ' <b>last 100 mile</b> ' average speed differential between South West Scotland's ports and their Irish Sea competitors	<ul style="list-style-type: none"> <li>Maintain / enhance the competitive advantage of the Ports at Cairnryan</li> <li>Sustain local employment</li> </ul>
2) Reduce the <b>severity of accidents</b> on the trunk road network	<ul style="list-style-type: none"> <li>Evidence suggests severity of accidents rather than the number of accidents is a key problem</li> </ul>
3) Reduce the <b>impact of incidents</b> on the road network in the study area	<ul style="list-style-type: none"> <li>Incidents (including accidents and closures) necessitate the use of long diversionary routes which lead to longer journey times and a range of impacts: higher costs for haulage companies, reductions in the competitive advantage of ports; noise, vibration and safety impacts for local communities; higher maintenance costs for local authorities; higher emissions; poor perceptions of transport access (impacting the attractiveness of the</li> </ul>
4) Improve <b>journey quality</b> and the <b>perception of journey quality</b> across the road (including bus) and rail networks	<ul style="list-style-type: none"> <li>Journey quality perceived as poor because of a range of issues:</li> <li>Road - long journey times, platooning (limited overtaking opportunities leading to driver stress), mix of local and strategic traffic, presence of agricultural vehicles, poor road geometry / presence of right hand turns; poor levels of road maintenance</li> </ul>
5) Provide meaningful, sustainable and accessible public transport connectivity to key services in <b>D&amp;G</b> and <b>Ayrshire</b> , particularly for areas with low levels of car	<ul style="list-style-type: none"> <li>Connections to key services poor, particularly outside of normal office hours</li> <li>Cost of public transport high</li> <li>Fragility of bus network</li> <li>Public transport services / environments inaccessible</li> </ul>
6) Improve connectivity (road, rail and bus) to the key economic, health and cultural centres of <b>Glasgow</b> ,	<ul style="list-style-type: none"> <li>Longer distance and cross-boundary transport connections poor</li> <li>Improved connectivity highlighted as key to retain local people, and increase the attractiveness of the region as</li> </ul>
7) Reduce the <b>impact</b> of the strategic transport network on <b>local residents</b>	<ul style="list-style-type: none"> <li>Noise, vibration, safety and social impacts for local communities</li> </ul>
8) Encourage the use of <b>active travel</b> as part of an integrated network	<ul style="list-style-type: none"> <li>Active travel connections to strategic hubs limited</li> </ul>
9) Futureproof South West Scotland's transport networks against the emerging transport technologies	<ul style="list-style-type: none"> <li>Opportunity to capitalise on future developments to provide an enhanced transport network</li> </ul>

**From:** [Redacted]  
**Sent:** 09 January 2019 17:03  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** Elected Members Briefing Follow-up

Hi [Redacted] [Redacted]

Just tidying up some loose ends, we committed to send the Elected Members that attended the Briefing Sessions in late Nov/early Dec the presentations.

We have amended these very slightly from the presentations given to reflect:

- For the Dumfries presentation, we have updated this to include some additional roads options;
- We've update the wordle of consultees to remove those stakeholders that we received no response from and have not engaged on the study;
- We've removed the detail behind the accident stats to provide a more general overview of findings;
- Minor typos highlighted at the Dumfries workshop have been addressed.

Updated presentations can be accessed here (key difference being the Placecheck comments):

- Dumfries:  
[http://prezi.com/yxq6ywxbcp/?utm\\_campaign=share&utm\\_medium=copy](http://prezi.com/yxq6ywxbcp/?utm_campaign=share&utm_medium=copy)
- Ayrshire:  
[http://prezi.com/547hyrbh5hca/?utm\\_campaign=share&utm\\_medium=copy](http://prezi.com/547hyrbh5hca/?utm_campaign=share&utm_medium=copy)

If you are content, [Redacted] will arrange for these to be issued to Members via our contacts at D&G and ARA who organised the sessions alongside the following message:

*“Dear all,*

*Thank you again for your attendance and input at the Elected Members Briefing session for the South West Scotland Transport Study, held on 26<sup>th</sup> November (Dumfries) / 3<sup>rd</sup> December (Ayr). At the meeting, a number of Members requested for the presentation slides to be circulated – please see attached link (insert relevant Prezi link).*

*Following closure of the consultation, work is now progressing on the option development and appraisal, with a draft report anticipated in the early Spring.”*

Grateful if you could confirm your approval.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted]  
M: [Redacted]  
[Redacted]

**Annex AAG**

**From:** [Redacted]  
**Sent:** 08 January 2019 12:34  
**To:** [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]; [Redacted]  
**Subject:** SW Progress Meeting

Hi [Redacted],

Ahead of Thursday's Progress Meeting with the Working Group, please find attached draft presentation slides. Agenda also reattached.

As discussed at the last meeting, the purpose of Thursday's session will be to discuss the draft TPOs and Options list. With the TPOs, as previously mentioned, we appreciate there are perhaps too many at this stage, but were keen to refine these through discussion with the Working Group. With regards to the Options, we would like to use the meeting to challenge the Working Group that there is nothing clearly missing and provide a steer on the level of detail anticipated in terms of packaging options into Strategic Packages. Post-meeting, we will be able to refine the Option packages further.

I would be keen to send out the slide deck, or at least the slides covering TPOs and Options, by close of play today if possible, allowing the Working Group a sight of these ahead of Thursday's meeting when we can discuss this in more detail. Please let me know if you are okay for me to send these slides as draft to the Working Group ahead of our meeting – either way we'll get the agenda out, but if you can let us know about the slides, that would be great.

Thanks,  
[Redacted]

[Redacted] MSc, CMILT, TPP  
Associate Director, Transportation  
D: [Redacted] M: [Redacted]  
[Redacted]

**AECOM**  
Aurora, 120 Bothwell Street, Glasgow G2 7JS  
T +44 (0)141 248 0300  
[www.aecom.com](http://www.aecom.com)

(i)

**South West Scotland Transport Study – Initial Appraisal: Case for Change – Progress Meeting**

Information withheld - Reg 10(4)(d) – Exception - Material in the course of completion, unfinished documents, or incomplete data

**From:** [Redacted]  
**Sent:** 04 January 2019 12:14  
**To:** [Redacted]: [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: Elected Members presentation

[Redacted] – Happy New Year.

Apologies, we're in a workshop just now but attached is the link to the latest Elected Member's Briefing given at Ayr -  
[http://prezi.com/vzqtpwosyrna/?utm\\_campaign=share&utm\\_medium=copy](http://prezi.com/vzqtpwosyrna/?utm_campaign=share&utm_medium=copy)

We have developed a stripped down version removing some data that we still need to send around the Members but hopefully this suffices for your purposes.

Thanks,  
[Redacted]

**From:** [Redacted]  
**Sent:** 04 January 2019 11:47  
**To:** [Redacted]  
**Subject:** Elected Members presentation  
**Importance:** High

Happy new year both!

I was hoping you could send the most up to date version of the presentation used at the elected members sessions – ASAP please as I need some info for a briefing I'm producing for this afternoon.

Thanks  
[Redacted]

**[Redacted] MA(Hons) MSc TPP MCIHT**  
Senior Transport Planner

## **APPENDICES – ATTACHED AS SEPERATE DOCUMENTS**

### **Document 1 - A76 Corridor Study Report\_Final\_v0.12**



Appendice 1 - A76  
Corridor Study Repc

#### **Relating to - Annex W (ii)**

---

### **Document 2 - A76 Action Plan Study STAG 1 Appraisal Report**



Appendice 2 - A76  
Corridor Study Stag

#### **Relating to - Annex W (iii)**

---

### **Document 3 - Working group comments on Options Long List**



2019\_01\_22\_Workin  
g Group comments

#### **Relating to - Annex AU (i)**

---

## A76 CORRIDOR STUDY



# A76 TRANSPORT CORRIDOR PARTNERSHIP STUDY

## A76 CORRIDOR STUDY

### IDENTIFICATION TABLE

<b>Client/Project owner</b>	A76 Transport Partnership
<b>Project</b>	A76 Transport Corridor Partnership Study
<b>Study</b>	A76 Corridor Study
<b>Type of document</b>	Final Report
<b>Date</b>	17/07/2015
<b>File name</b>	20150713 A76 Corridor Study Report_Final_v0.12
<b>Framework</b>	Ayrshire Framework
<b>Reference number</b>	10298512
<b>Confidentiality</b>	Client confidential
<b>Language</b>	English
<b>Number of pages</b>	53

### APPROVAL

Version	Name	Position	Date	Modifications
DRAFT	Author	Meadhbh Maguire	Analyst 30/01/2015	
	Checked by	Ingrid Petrie	Senior Consultant 30/01/2015	
	Approved by	Neill Birch	Director 30/01/2015	
1	Author	Meadhbh Maguire	Analyst 14/07/2014	
	Checked by	Ingrid Petrie	Principal Consultant 15/07/2015	
	Approved by	Ingrid Petrie	Project Manager 17/07/2015	Document revised and updated to reflect client comments

## TABLE OF CONTENTS

<b>1.</b>	<b>EXECUTIVE SUMMARY</b>	<b>7</b>
<b>1.1</b>	<b>OVERVIEW</b>	<b>7</b>
<b>1.2</b>	<b>BACKGROUND AND DATA ANALYSIS</b>	<b>7</b>
<b>1.3</b>	<b>STAG APPRAISAL</b>	<b>8</b>
<b>2.</b>	<b>INTRODUCTION</b>	<b>9</b>
<b>2.1</b>	<b>A76 TRANSPORT CORRIDOR PARTNERSHIP</b>	<b>9</b>
<b>2.2</b>	<b>A76 CORRIDOR STUDY</b>	<b>9</b>
<b>3.</b>	<b>ROAD TRAFFIC DATA</b>	<b>10</b>
<b>3.1</b>	<b>METHODOLOGY</b>	<b>10</b>
<b>3.2</b>	<b>VOLUMES</b>	<b>11</b>
<b>3.3</b>	<b>PROPOSALS</b>	<b>14</b>
<b>4.</b>	<b>FREIGHT</b>	<b>14</b>
<b>4.1</b>	<b>ROAD FREIGHT</b>	<b>14</b>
<b>4.2</b>	<b>VOLUMES</b>	<b>15</b>
<b>4.3</b>	<b>PROPOSALS</b>	<b>18</b>
<b>5.</b>	<b>RAIL DATA</b>	<b>19</b>
<b>5.1</b>	<b>METHODOLOGY</b>	<b>19</b>
<b>5.2</b>	<b>PASSENGER NUMBERS</b>	<b>20</b>
<b>5.3</b>	<b>PASSENGER OCCUPANCY</b>	<b>21</b>
<b>5.4</b>	<b>WEEKEND RAIL TRAVEL</b>	<b>22</b>
<b>5.5</b>	<b>FARES</b>	<b>23</b>
<b>5.6</b>	<b>STATION FACILITIES</b>	<b>25</b>
<b>5.7</b>	<b>CONCLUSIONS</b>	<b>26</b>
<b>5.8</b>	<b>PROPOSALS</b>	<b>26</b>
<b>6.</b>	<b>BUS DATA</b>	<b>29</b>
<b>6.1</b>	<b>STAGECOACH</b>	<b>29</b>
<b>6.2</b>	<b>FARES</b>	<b>31</b>
<b>6.3</b>	<b>PROPOSALS</b>	<b>31</b>
<b>7.</b>	<b>BUS AND RAIL LINKS</b>	<b>33</b>
<b>7.1</b>	<b>INTRODUCTION</b>	<b>33</b>
<b>7.2</b>	<b>KILMARNOCK – THORNHILL CROSS</b>	<b>33</b>
<b>7.3</b>	<b>KILMARNOCK – CUMNOCK</b>	<b>34</b>

<b>7.4</b>	<b>DUMFRIES – CUMNOCK</b>	<b>34</b>
<b>7.5</b>	<b>DUMFRIES – MAUCHLINE</b>	<b>35</b>
<b>7.6</b>	<b>MAUCHLINE – CUMNOCK</b>	<b>35</b>
<b>7.7</b>	<b>KILMARNOCK – MAUCHLINE</b>	<b>35</b>
<b>7.8</b>	<b>CONCLUSIONS</b>	<b>36</b>
<b>7.9</b>	<b>PROPOSALS</b>	<b>36</b>
<b>8.</b>	<b>ACCIDENT STATISTICS</b>	<b>37</b>
<hr/>		
<b>8.1</b>	<b>LOCAL AUTHORITY STATISTICS</b>	<b>37</b>
<b>8.2</b>	<b>DUMFRIES AND GALLOWAY</b>	<b>37</b>
<b>8.3</b>	<b>EAST AYRSHIRE</b>	<b>38</b>
<b>8.4</b>	<b>PROPOSALS</b>	<b>41</b>
<b>9.</b>	<b>DEVELOPMENT PLAN REVIEW</b>	<b>42</b>
<hr/>		
<b>9.1</b>	<b>PLANS REVIEWED FOR THE STUDY</b>	<b>42</b>
<b>10.</b>	<b>REVIEW OF THE 5-POINT ACTION PLAN</b>	<b>43</b>
<hr/>		
<b>10.1</b>	<b>TRAFFIC PATTERNS AND GROWTH</b>	<b>43</b>
<b>10.2</b>	<b>ROAD ACCIDENT STATISTICS</b>	<b>43</b>
<b>10.3</b>	<b>SITE SPECIFIC MEASURES</b>	<b>44</b>
<b>11.</b>	<b>PRE-APPRAISAL CONCLUSIONS</b>	<b>45</b>
<hr/>		
<b>11.1</b>	<b>TRAVEL DEMAND</b>	<b>45</b>
<b>11.2</b>	<b>ROAD SAFETY</b>	<b>45</b>
<b>11.3</b>	<b>SUMMARY OF PROPOSALS</b>	<b>46</b>
<b>12.</b>	<b>POST-APPRAISAL CONCLUSIONS</b>	<b>47</b>
<hr/>		
<b>12.1</b>	<b>STAG 1 APPRAISAL SUMMARY</b>	<b>47</b>
<b>12.2</b>	<b>STAG 1 APPRAISAL OUTCOMES</b>	<b>52</b>
<b>12.3</b>	<b>RECOMMENDATIONS AND NEXT STEPS</b>	<b>53</b>

## LIST OF FIGURES

Figure 1.	ATC Count Sites along the A76	10
Figure 2.	Average daily Northbound and Southbound vehicle counts at all count sites in 2014	11
Figure 3.	Average no. of vehicles counted per day in each month of years 2010-2014	13
Figure 4.	Annual Average Daily Flows for 1994, 2008, 2010, 2012 and 2014	14
Figure 5.	Categorised Vehicle ATC Count sites along the A76	15
Figure 6.	Average daily LGVs and HGVs counted in 2014	16
Figure 7.	Percentage of daily general traffic comprised of LGVs and HGVs in 2014	16
Figure 8.	Percentage of general traffic comprised of HGVs during AM, Inter peak and PM periods in 2014	17
Figure 9.	Average daily no. of HGVs counted at New Cumnock, Mennock and Auldgirth in each month 2010-2014	18
Figure 10.	Rail Stations located adjacent to the A76	19
Figure 11.	Total daily boarding and alighting occurrences per weekday	21
Figure 12.	Average Occupancy upon departure at each station in 2006-2013	21
Figure 13.	Total boarding and alighting occurrences at each rail station in 2006-2013	23
Figure 14.	Stagecoach route maps for X50 and X76 routes	29
Figure 15.	Serious and Fatal road accidents on the A76, January 2010- November 2014	38
Figure 16.	Number of A76 fatal and serious accidents by month of year 2010-2014	39
Figure 17.	Number of A76 slight accidents in East Ayrshire by month of year 2010-2014	40
Figure 18.	Annual Average Daily Flows for 1994, 2008, 2010, 2012 and 2014	43
Figure 19.	Combined road accidents for East Ayrshire and Dumfries and Galloway (No combined data for 2010)	44

## LIST OF TABLES

Table 1.	Peak flows at Newbridge Diversion ATC site	12
Table 2.	No. of weekday daily services and passenger numbers in 2013	20
Table 3.	No. of weekend passenger numbers in 2013	22
Table 4.	Any time return ticket fares	24
Table 5.	Off-Peak return tickets	24
Table 6.	Stagecoach passenger numbers for the entire A76 route	30
Table 7.	Direct Bus Return Fares	31
Table 8.	A76 Trunk Road accidents in Dumfries and Galloway Region 2011-2014	37
Table 9.	A76 Trunk Road crashes in East Ayrshire Region 2010-2014	38
Table 10.	Summary of Appraisal 1/3	49
Table 11.	Summary of Appraisal 2/3	50
Table 12.	Summary of Appraisal 3/3	51

## 1. EXECUTIVE SUMMARY

### 1.1 Overview

- 1.1.1 This report provides an analysis and evaluation of the current existing multi-modal transport links on the A76 Corridor between Kilmarnock and Dumfries.
- 1.1.2 East Ayrshire and Dumfries and Galloway Councils have recognised that the geographical proximity of the two council areas provides an opportunity to develop cross-council partnership working activity across a number of areas. Both councils have a common interest in securing a range of improvements on the A76 trunk road and this needs to be considered in the context of economic opportunities and local communities' needs.
- 1.1.3 Among the desired outcomes are the gradual improvement of transport infrastructure (road and rail) integration and coordination in planning and investment, improvement of cross-boundary collaboration and regional policy alignment and sustainable transport for all commuters along the A76 corridor and promotion of opportunities for efficient freight transport into and out of the region.
- 1.1.4 This report gives a summary of the data analysis and STAG 1 Appraisal process that was carried out as part of the A76 Corridor Study.

### 1.2 Background and data analysis

- 1.2.1 The A76 trunk road between Kilmarnock and Dumfries is 60 miles long single carriageway and it provides a strategic link to the motorway network via the A76 to the M74 and M77.
- 1.2.2 In order to provide a basis for option generation, the following information was analysed for the A76 region:
  - Rail and bus timetables
  - Station facilities
  - Automatic traffic counts
  - Rail passenger counts
  - Stagecoach passenger volumes
  - Accident statistics
- 1.2.3 Road traffic data were requested and received from Transport for Scotland for the 2010-2014 period. From the analysis undertaken, it seems that the Northbound flows are more volatile, decreasing more significantly in 2013 than the Southbound equivalents. Northbound flows could be particularly sensitive to factors impacting travel, whereas Southbound flows seem not to be. In both councils (Dumfries and Galloway and East Ayrshire) the total number of accidents appears to be decreasing each year.
- 1.2.4 Road freight analysis showed that HGV flows are particularly high on the A76 road, with HGVs making up an average of 13-17% of traffic over the last few years but as high as 24% of the Northbound road traffic in 2011 at one particular site.

- 1.2.5 The rail passenger data indicated that the average occupancy upon departure was higher in 2006 for each of the stations than it was in 2013. Some stations experienced a slow gradual decline in occupancy (such as Kirkconnel) whereas others experienced a substantial drop between 2006 and 2008 (Kilmarnock, Auchinleck, New Cumnock and Dumfries). The six rail stations that serve the Glasgow-Carlisle route were also examined as for their current passenger rail facilities, park and ride opportunities, barriers, cycle and walking links and any other improvements considering station accessibility.
- 1.2.6 The main bus operator in the area is Stagecoach and according to high-level data received from them, there has been an increase in passenger numbers between 2009 and 2010, which fell in 2011 and 2012 before increasing again in 2013. The fall in passenger numbers between 2011 and 2012 was quite substantial, approximately 10%.
- 1.2.7 The existing bus and rail linkages on the A76 differ between areas; the linkage between Sanquhar and Dumfries appears to be very poor with infrequent bus services, lack of evening services to Thornhill Cross and insufficient services on Sundays. However, it has been noticed that there is effective connectivity of the bus network between Mauchline - Cumnock and Kilmarnock - Mauchline.
- 1.2.8 Finally, all Local Development Plans along the A76 corridor were considerably reviewed as they may affect the usage of transport provision in the area. Some residential development has been anticipated following the allocation of sites in Mauchline, Cumnock and Auchinleck.

### **1.3 STAG appraisal**

- 1.3.1 STAG Appraisal involves the appraisal of generated options which could potentially address identified problems and opportunities against a range of criteria in relation to the Transport Planning Objectives and STAG Criteria of Environment, Safety, Accessibility and Social Inclusion, Economy and Integration. The STAG Report which accompanies this report provides the in-depth details of the appraisal.
- 1.3.2 Following the recommendations of the Part 1 Appraisal and taking forward the packages of options identified as Substantial Proposals with more detailed appraisal (i.e. STAG Part 2), could successfully fulfil the A76 Partnership's objectives.
- 1.3.3 Some of the less substantial proposals would have a lesser impact but could be implemented relatively easily, such as ticket machines at stations, and Community Rail Partnerships, which could increase local perception of the attractiveness of rail travel.
- 1.3.4 None of the proposals appraised received extremely negative scores, which would imply that none should be discounted at this stage. It should be noted however that some of the proposals would require substantial investment (for example the proposals for new stations) and this would need to be taken into account when conducting any further appraisal or feasibility study.

## 2. INTRODUCTION

### 2.1 A76 Transport Corridor Partnership

- 2.1.1 The A76 Transport Corridor Partnership is comprised of representatives from both East Ayrshire and Dumfries and Galloway Councils, and other stakeholders from the region. The close proximity of these council authorities and their continued reliance on the A76 as an arterial passenger and freight route is recognised and both councils have demonstrated a commitment to work together and oversee the A76 through joint efforts.
- 2.1.2 The 5 Point Action Plan released in 2010 by the A76 Transport Corridor Partnership made a series of recommended infrastructure improvements based on analysis of the conditions and capacity of the A76 at that time.

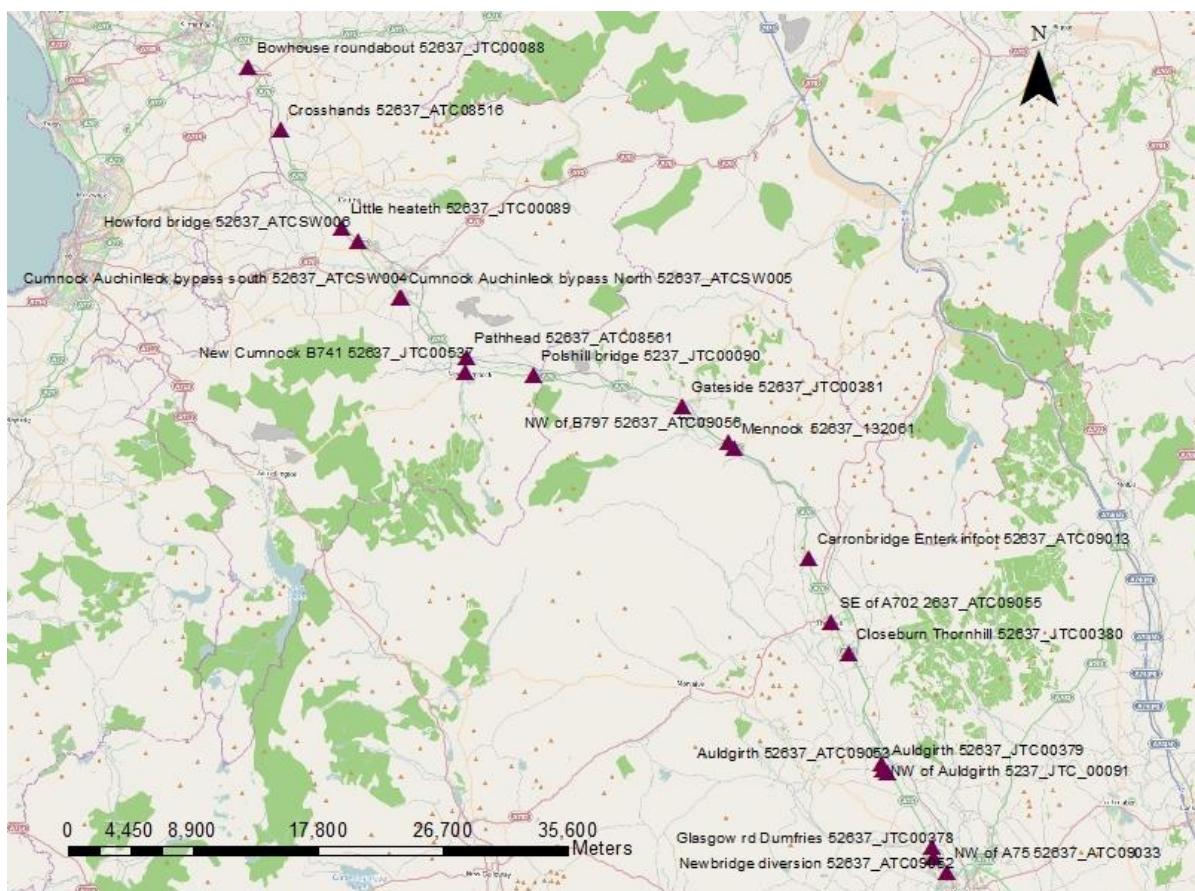
### 2.2 A76 Corridor Study

- 2.2.1 The A76 Corridor Study undertaken by SYSTRA provides a follow-up to the Five Point Action Plan based on more recent analysis of the current conditions and capacity. An updated evidence base enables more reliable conclusions to be drawn and will be useful in revising the initial recommendations from the Five Point Action Plan.
- 2.2.2 There was an agreed consensus from all relevant stakeholders in the A76 Transport Corridor Partnership that this study was to be multi-modal in scope. This enables a wide ranging analysis with substantial input as to how improvements along the A76 can contribute to economic regeneration and opportunities for tourism.
- 2.2.3 Demand for movement along the A76 and adjacent rail services which follow the direction of the road was analysed, taking into account passenger and freight travel. Infrastructure that supports public transport along the A76 was also evaluated, such as disabled access and the provision of parking facilities at rail stations.
- 2.2.4 Safety concerns on the A76 have been raised and the road accident statistics was therefore included to identify key points which are accident-prone.

## 3. ROAD TRAFFIC DATA

### 3.1 Methodology

- 3.1.1 ATC data was requested and received from Transport Scotland. There were 21 count sites along the A76. Eight count sites were located within East Ayrshire council area and 13 were located within Dumfries and Galloway Council area. Six count sites have a breakdown of the numbers by vehicle classification and 15 give a total number of vehicles only, without classification. The locations of the count sites are demonstrated in Figure 1.



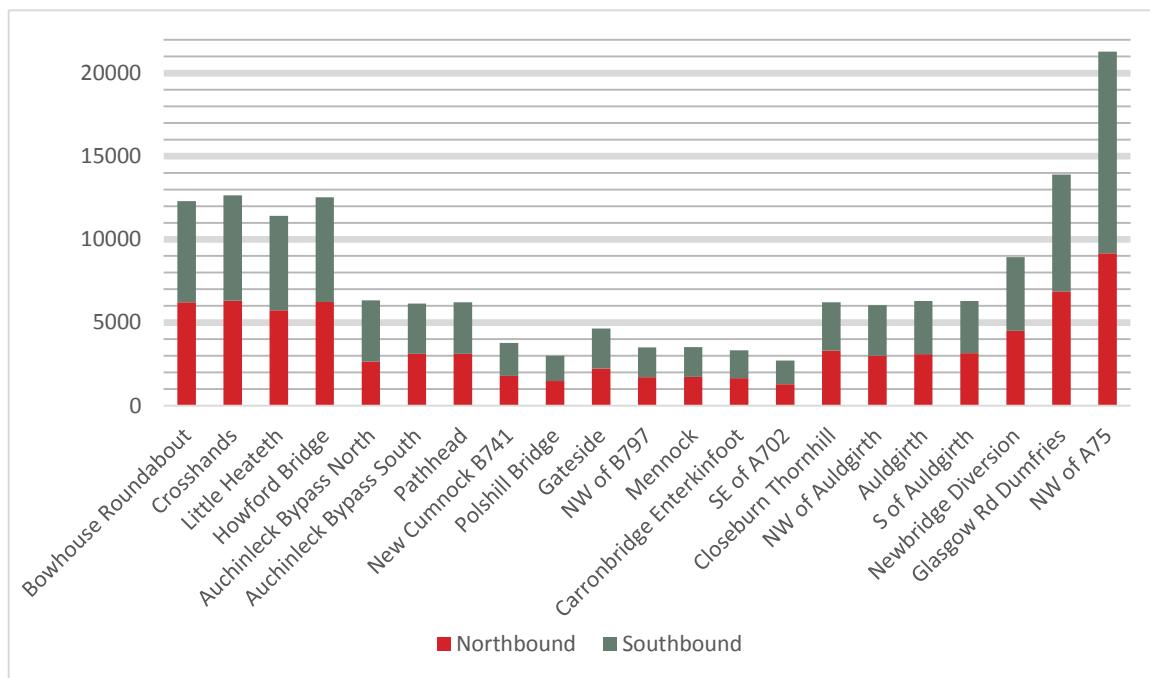
**Figure 1. ATC Count Sites along the A76**

- 3.1.2 ATC data requested included counts from years 2010, 2011, 2012, 2013 and 2014, with the exception of Site 52637\_JTC00090, where data was not available for 2010, and Site 52637\_JTC00090, where data was not available for 2012. Data was used from months April, May, June, September, October and November as these months are best indicators of demand for travel due to the fact that they mostly exclude holiday periods. Only numbers for weekdays (excluding bank and public holidays) were included. All count sites recorded data in both Northbound and Southbound directions.
- 3.1.3 Morning and Afternoon peak periods identify the times where the largest traffic is generated along the A76 with the time in between referred to as the inter-peak period. The

AM peak was between 07:00 and 09:59. The PM peak was between 16:00 and 18:59. The inter-peak period was between 10:00am and 15:59.

### 3.2 Volumes

- 3.2.1 The numbers of vehicles counted varied considerably depending on the location of the count site along the A76. Figure 2 below demonstrates the numbers of total vehicles per day (averaged across the total number of valid days) in both Northbound and Southbound directions at all count sites. The count sites are arranged left to right in North to South order.



**Figure 2. Average daily Northbound and Southbound vehicle counts at all count sites in 2014**

- 3.2.2 Southbound daily flows appear to be slightly higher than Northbound daily flows at most count sites, particularly those located within the Dumfries and Galloway section of the corridor. This however, varies depending on the time of day.
- 3.2.3 For example, at Glasgow Road, Dumfries, the total number of vehicles per day is higher heading Southbound than Northbound. However, the PM Peak Hour (17:00-18:00) and the PM Peak Period (16:00-19:00), demonstrate that during the evening periods, the Northbound flows are actually higher. In contrast, this mirrors what is observed at Bowhouse Roundabout where the Northbound daily vehicle total, AM flows and Inter peak flows are higher than the Southbound equivalents, yet the PM data demonstrates higher flows Southbound.
- 3.2.4 The full breakdown of vehicle flows for all count sites is provided in the Appendix. There are some trends identifiable within the ATC data. Lower counts were observed in 2013 than in other years at almost all sites. This reduction in flows for 2013 was often a continuation of a small decrease in vehicle counts over the previous years (as was the case for A76 at Lime Rd, New Cumnock B741) but was sometimes a substantial reduction (as was seen at the A76

NW of A75 junction, Dumfries). The Bowhouse Roundabout count did not observe this trend, but instead experienced lower vehicle counts in 2012.

- 3.2.5 Vehicle counts recovered in 2014 across all but 3 sites. This recovery was particularly strong at the A76 Glasgow Road, Dumfries count site where despite a decrease in 2013, the vehicle counts for both directions recovered to higher than they'd been in any of the preceding years sampled. This was also observed at Howford Bridge, Bowhouse roundabout and Little Heateth. This may be an early indication of future increases in vehicle flows along the A76.
- 3.2.6 The count sites recording the highest counts were as follows:
- A76 NW of A75 junction, Dumfries
  - A76 Glasgow Road, Dumfries
  - A76 Bowhouse Roundabout
- 3.2.7 From analysis of the data, it seems apparent that the Northbound flows, decreased more significantly in 2013 than the Southbound equivalents. Northbound flows could be particularly sensitive to factors impacting travel, where Southbound flows seem not to be.
- 3.2.8 Vehicle counts recovered in 2014 across all but 3 sites. This recovery was particularly strong at the A76 Glasgow Road, Dumfries count site where despite a decrease in 2013, the vehicle counts for both directions recovered to a higher level than they'd been in any of the preceding years sampled. This was mirrored at the A76 Howford Bridge, Bowhouse roundabout and Little Heateth. This may be an early indication of future increases in vehicle flows along the A76.
- 3.2.9 There appear to be no specific trends observed within the peak data across the years, with the exception of the Newbridge Diversion site. As shown in Table 1 below, this site observed a dramatic reversal in peak flow direction; in 2010 the majority of the morning flow was Southbound, whereas in 2014 the majority of the morning flow was Northbound.

	NORTHBOUND		SOUTHBOUND	
	2010	2014	2010	2014
AM Peak (8)	275	488	518	288
PM Peak (17)	476	275	263	456
Total (24h)	4382	4507	4509	4430

Table 1. Peak flows at Newbridge Diversion ATC site

- 3.2.10 The average number of vehicles per day between 2010 to 2014 at Cumnock Auchinleck Bypass North, Glasgow Road, Dumfries, and Auldgirth is demonstrated below in Figure 3 on

a monthly basis. Each of the count sites appears to portray some unique trends, but common to all is the fall in vehicle numbers on the roads in July followed by this fall recovering in August and also an increase between January and February in the number of vehicles counted per day. As would be expected, there are fewer vehicles counted on the roads during the months which contain holiday periods.

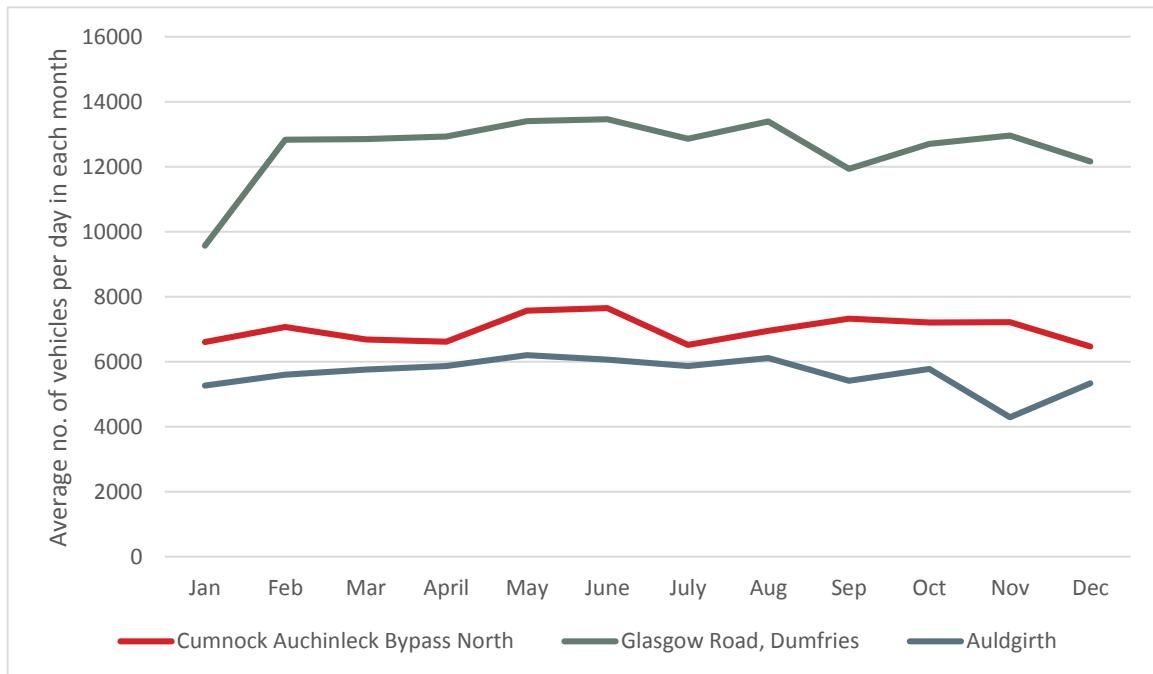


Figure 3. Average no. of vehicles counted per day in each month of years 2010-2014

- 3.2.11 The traffic flows along the A76 were reported in the 5 Point Action Plan for 5 specific sites in 1994 and 2008, using vehicle per day data. Figure 4 below demonstrates these figures in combination with subsequent vpd data for 2010, 2012 and 2014. The annual average daily flows figures are for vehicles in both directions.

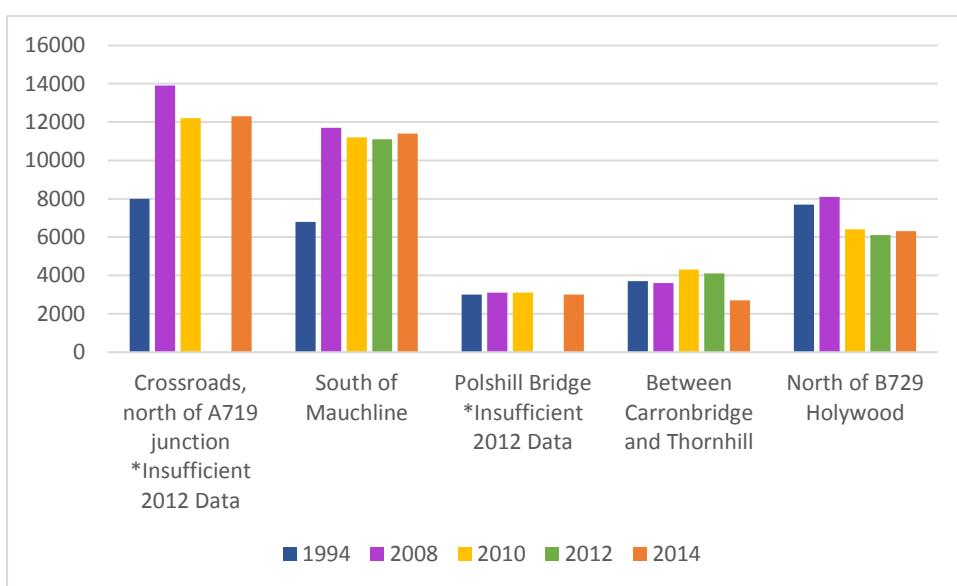


Figure 4. Annual Average Daily Flows for 1994, 2008, 2010, 2012 and 2014

- 3.2.12 There has been some variation in vehicles per day across almost all the sites, with the exception of Polshill bridge, where there has been little change.

### 3.3 Proposals

- 3.3.1 In light of the vehicle count data analysed, and the two recommended improvements from the initial Five Point Action Plan which have not yet been implemented, the three following proposals have been suggested.

#### **3.3.1.1 *Improve capacity of Bellfield interchange***

The high numbers of traffic at the end points of the A76 puts pressure on the Bellfield interchange, which does not seem apparent at other points along the route. Improving the capacity of this interchange and ensuring that it serves as an effective and efficient means of accessing the wider region is of longstanding importance to the A76 partnership.

#### **3.3.1.2 *Encourage car-sharing among inhabitants along the A76***

Points where higher vehicle numbers are observed during peak periods are likely to be due to substantial numbers of commuters along the corridor and reducing pressure at points such as the Bellfield interchange would be optimised by promoting alternative forms of travel such as car sharing and public transport, which would in turn make the roads less congested for freight travel. The proposal would advocate an awareness of car sharing and encourage inhabitants along the route to sign up to car share with family, friends and colleagues.

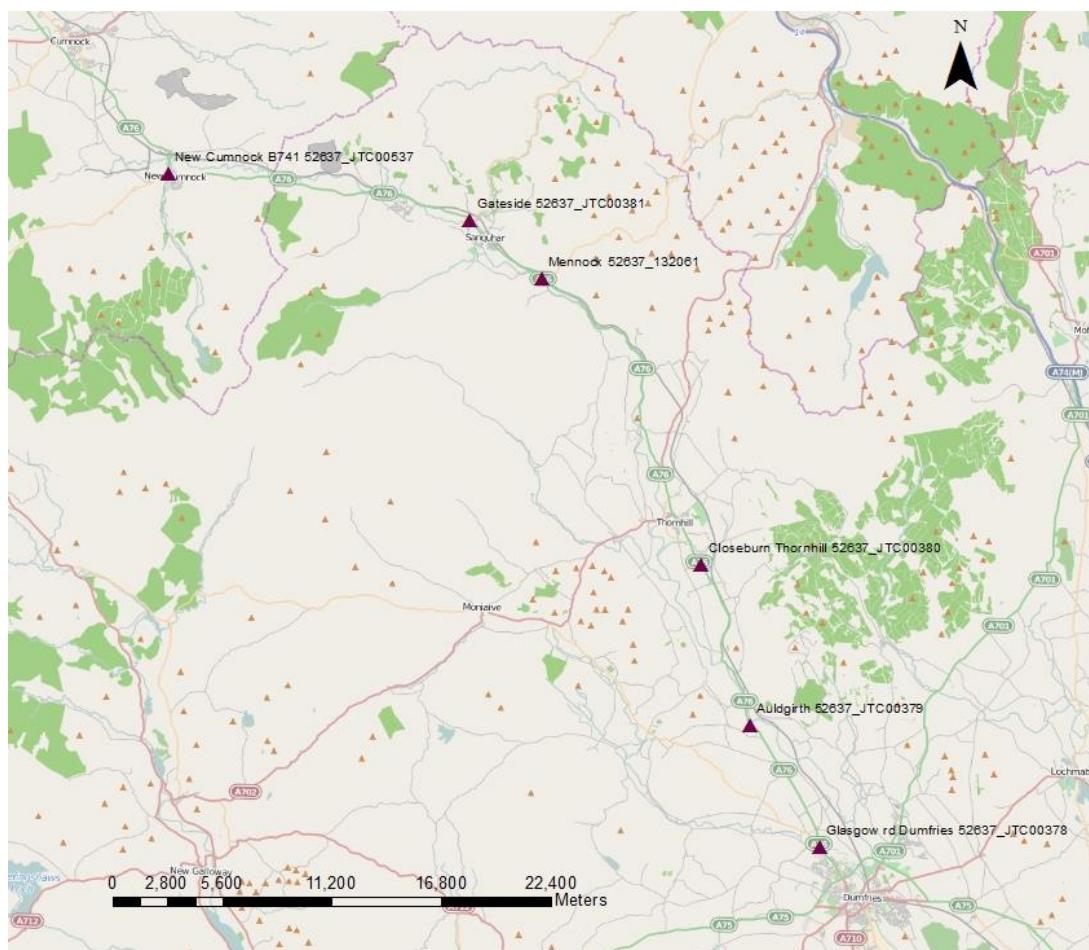
#### **3.3.1.3 *Mauchline Bypass***

Mauchline has been identified as a point along the route where traffic can become held up due to limited opportunities for overtaking slower-moving vehicles. The bypass has been raised as a potentially worthwhile project by the A76 Partnership previously.

## 4. FREIGHT

### 4.1 Road Freight

- 4.1.1 Of the 21 road traffic count sites along the A76, six provided a breakdown of data by vehicle classification. This is particularly helpful in trying to ascertain the scale of both Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) using the A76 as a strategic freight corridor. The locations of the count sites which are capable of differentiating LGVs and HGVs from other vehicles are demonstrated in Figure 5.

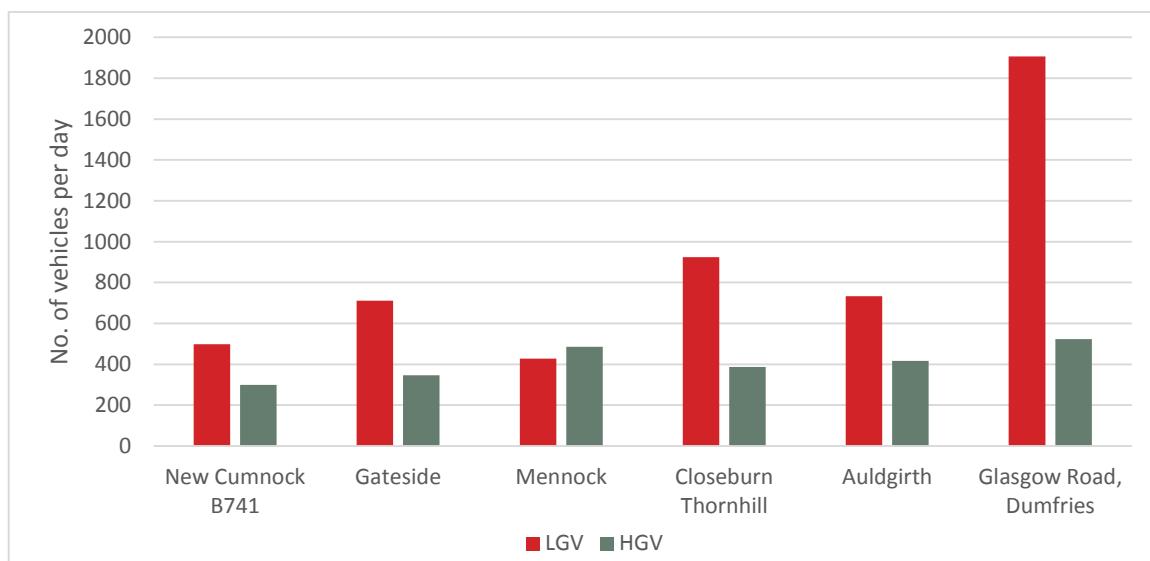


**Figure 5. Categorised Vehicle ATC Count sites along the A76**

- 4.1.2 Of the six count sites, five of them are located within the Dumfries and Galloway sector of the A76 and one is located within East Ayrshire at New Cumnock, not far from the council boundary with Dumfries and Galloway. The peak hours and peak periods used were the same as those used for the general traffic counts.

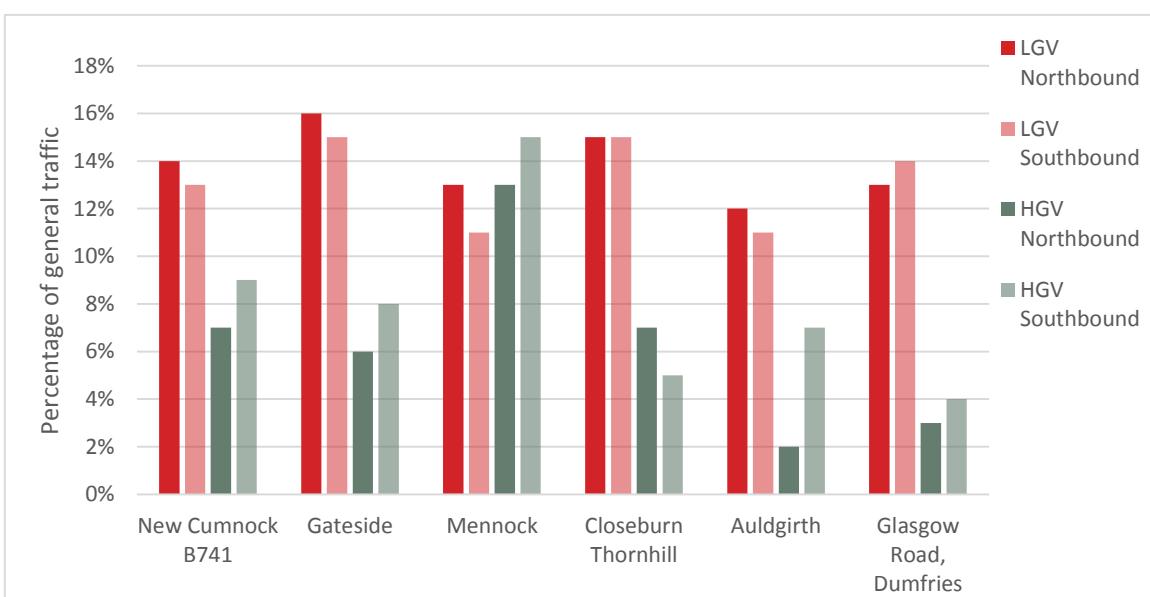
## 4.2 Volumes

- 4.2.1 The average number of LGVs and HGVs counted per day in 2014 is shown below for each of the six sites.



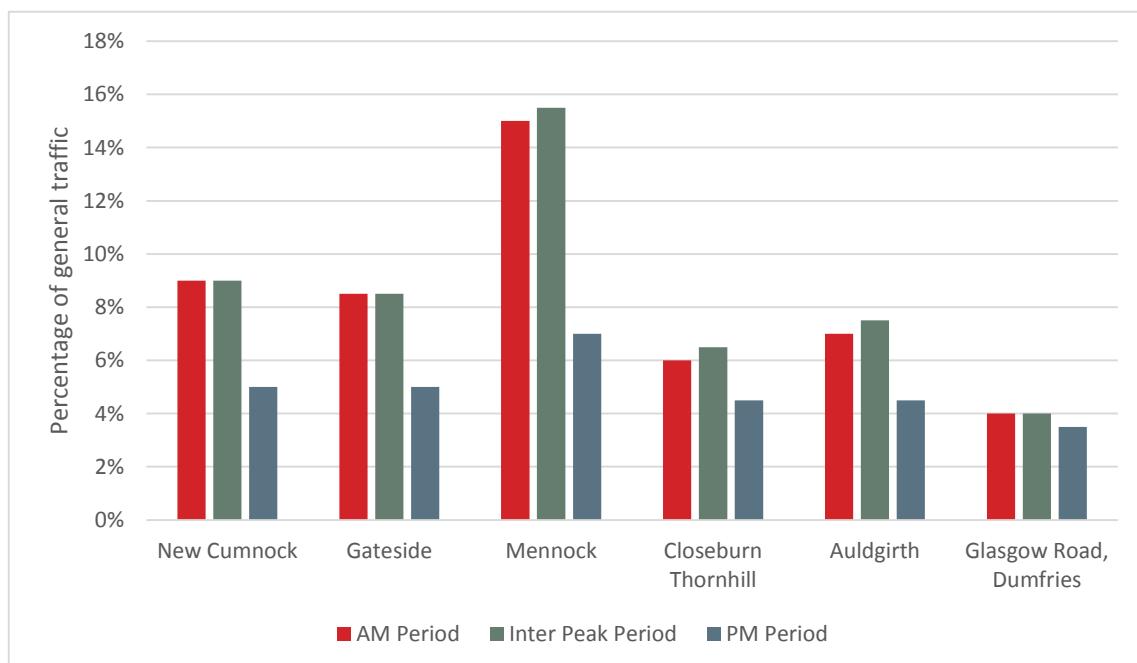
**Figure 6.** Average daily LGVs and HGVs counted in 2014

- 4.2.2 There is some variation in the numbers of LGVs counted at each of the sites per day. The high numbers observed at Glasgow Road is not surprising given the high amount of general traffic that was also noted at the same location.
- 4.2.3 There is less variation in the number of HGVs, as a consistent number between 250 and 600 is observed at every site. The percentage of general traffic comprised of LGVs and HGVs in both directions in 2014 is shown in Figure 7. It is noteworthy that the number (and percentage) of HGVs observed at Mennock is higher than the number of LGVs. Additionally, the percentage of HGVs observed at Glasgow Road seems to be substantially lower than those at other sites.



**Figure 7.** Percentage of daily general traffic comprised of LGVs and HGVs in 2014

- 4.2.4 There is little difference between the Northbound and Southbound percentages of traffic consisting of LGVs. With HGV traffic, there is considerable variation between the percentages observed in either direction. This is particularly evident at Auldgirth, where there are over 3 times as many HGVs travelling southbound than Northbound.
- 4.2.5 A full breakdown of the numbers of LGVs and HGVs counted at all sites alongside their percentage of general traffic is given in the Appendix.
- 4.2.6 Figure 8 shows HGVs as a percentage of general traffic at different times of the day and shows that the normal inter-peak period for general traffic is in fact a particularly busy time for freight travel. The evening peak time for general traffic appeared to be a time where fewer LGVs and HGVs were counted on the road.
- 4.2.7 These findings are particularly significant as they demonstrate that at certain points in the day, up to 20% of vehicles heading Northbound on the A76 are HGVs. In 2011, this was almost 25% and is a particularly strong indicator of the usage and reliance of the A76 as a strategic freight corridor.



**Figure 8. Percentage of general traffic comprised of HGVs during AM, Inter peak and PM periods in 2014**

- 4.2.8 The average number of HGVs per day per month for years 2010-2014 in both directions is shown in Figure 9. The months with the highest daily average number of HGVs were usually March or November, again in both directions.
- 4.2.9 The analysis of HGV vehicles tells us that HGV travel is busiest during morning and afternoon periods, between February and May and between September and November. This coincides with the monthly trends observed within the general traffic in that reduced numbers are experienced during January and July.

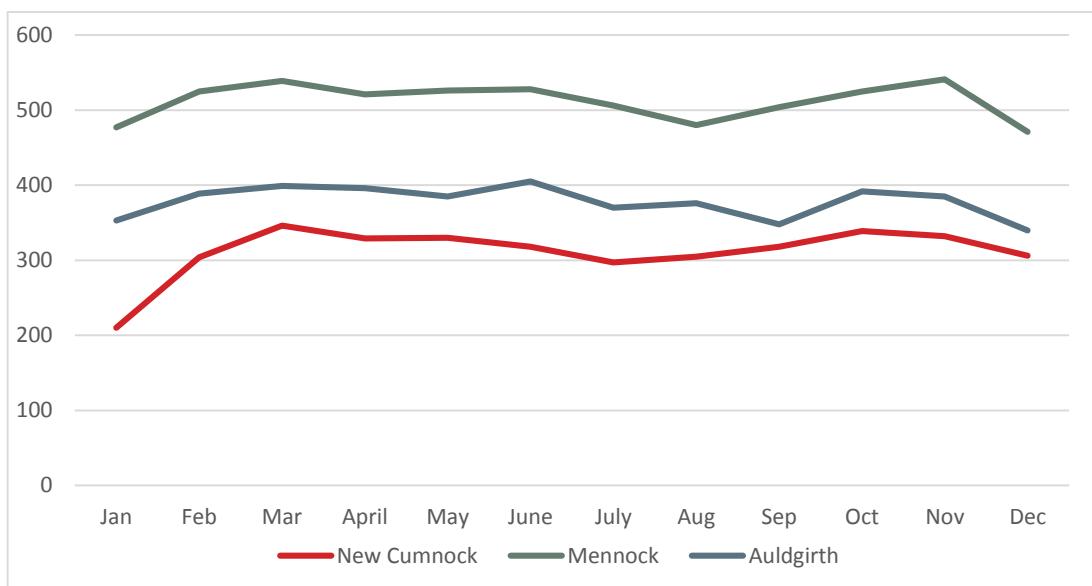


Figure 9. Average daily no. of HGVs counted at New Cumnock, Mennock and Auldgirth in each month 2010-2014

## 4.3 Proposals

- 4.3.1 In light of the analysis undertaken for freight traffic, the following proposals have been recommended, in addition to those mentioned within section 3.3 of the previous chapter relating to general road improvements, which should give some benefits and implications for freight movement.

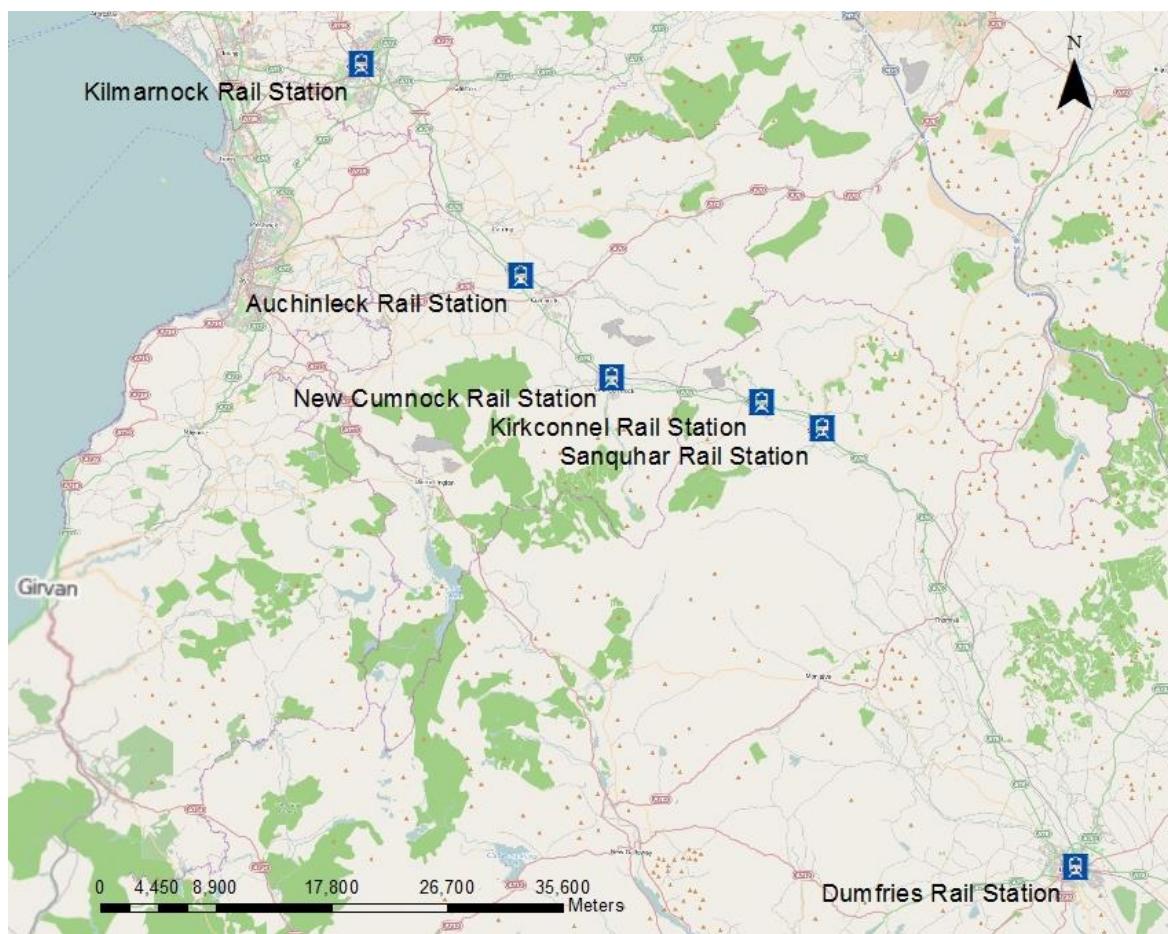
### 4.3.1.1 *Freight loop to allow passenger rail services to overtake slower moving freight services*

it is clear that the A76 sees substantial freight usage. Any opportunity for freight to be moved onto the rail network would ease the burden on the road network. In addition to this, rail freight timetables provided by Network Rail have indicated that freight services between Dumfries and Kilmarnock operate at peak periods. This means that any subsequent revisions to passenger rail services such as higher frequencies or revised timetables would need an alteration to the current freight timetable. For this reason a freight loop, if in place, would allow faster passenger rail services to overtake slower moving freight rail services and minimise disruption to the freight timetable, thereby also potentially allowing more freight services. There is currently a crossover point at Cumnock and this would provide a potential point at which to modify and provide a full freight loop.

## 5. RAIL DATA

### 5.1 Methodology

- 5.1.1 There are six rail stations serving a Glasgow to Carlisle route adjacent to the A76: Kilmarnock, Auchinleck, New Cumnock, Kirkconnel, Sanquhar and Dumfries. Figure 10 shows the location of these rail stations.



**Figure 10. Rail Stations located adjacent to the A76**

- 5.1.2 Rail passenger data was requested and received by Transport Scotland for each of the rail stations. The data was provided for 2006, 2008, 2012 and 2013, which was the last available year. Data obtained was one day counts, providing the numbers of boarding and alighting occurrences within the one day where data was obtained. Existing timetables, fares and facilities available at stations have also been evaluated.
- 5.1.3 Due to the train route originating and terminating outside the area of study, it should be noted that some passengers numbers recorded on this train route are potentially 'through passengers', which do not reflect the demand for travel at any of the six stations of interest. However, the number of passengers boarding and alighting does give a good picture of the numbers of passengers actually using the stations of interest.

## 5.2 Passenger Numbers

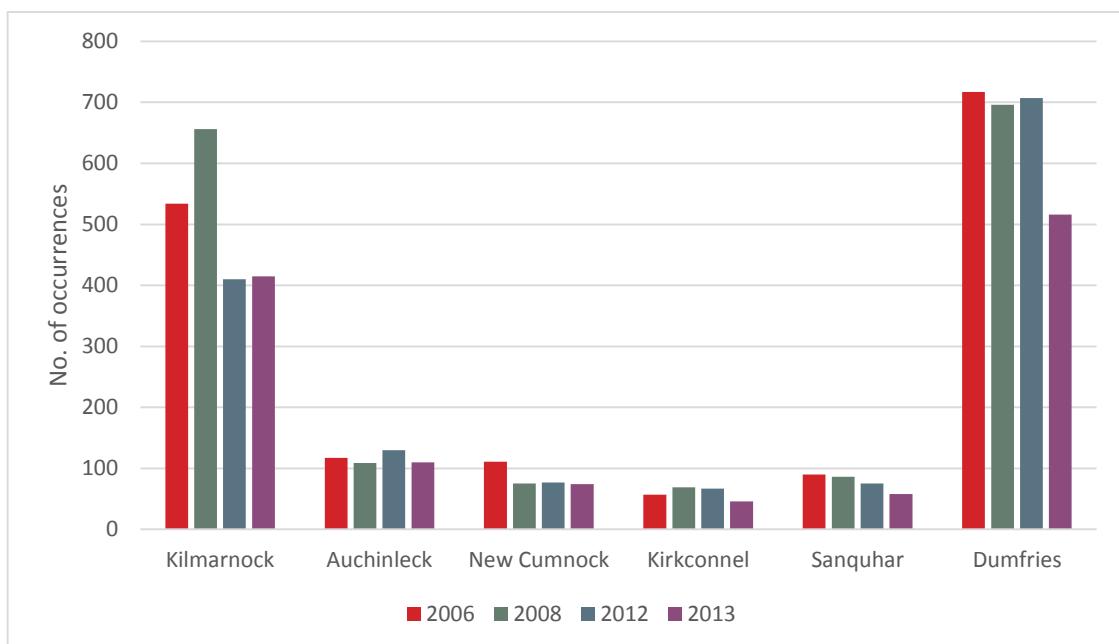
- 5.2.1 The number of daily passenger services and the breakdown of passenger numbers boarding and alighting at each of the 6 stations of interest per weekday is shown below in Table 2. The higher numbers of people alighting Southbound at Auchinleck and New Cumnock than boarded Northbound at those stations could be due to the nature of deriving results from one day data, where events may have occurred on the day, which result in travel patterns that are not typical for the route.

**Table 2. No. of weekday daily services and passenger numbers in 2013**

STATION	NORTHBOUND		SOUTHBOUND		NO. OF DAILY SERVICES THROUGH A76 CORRIDOR
	BOARD	ALIGHT	BOARD	ALIGHT	
Kilmarnock*	132	52	95	198	18
Auchinleck	35	6	12	57	16
New Cumnock	23	7	7	37	16
Kirkconnel	14	4	14	14	16
Sanquhar	10	13	25	18	16
Dumfries*	80	182	298	137	16

\*Passenger numbers for Dumfries and Kilmarnock include those boarding services to other destinations (e.g. Ayr)

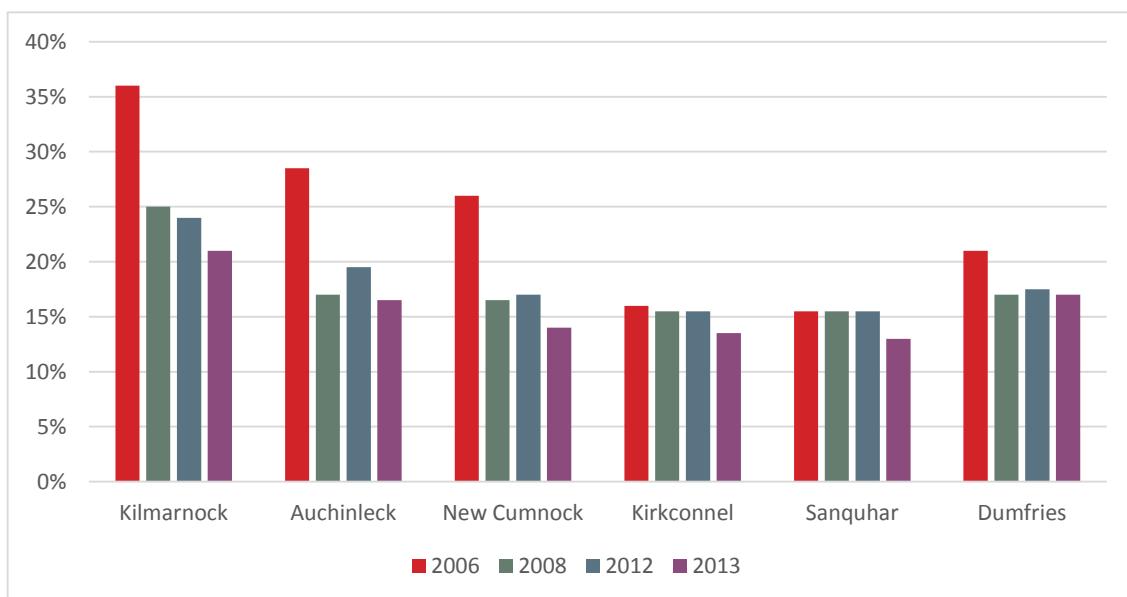
- 5.2.2 Kilmarnock and Dumfries at the end points of the A76 are the busiest of the six stations. There is a general pattern of more passengers boarding northbound services and alighting from southbound services than vice versa.
- 5.2.3 The weekday passenger numbers recorded on the route since 2006 are shown in Figure 11. Passenger numbers were higher in 2006 than in 2013 at all stations. There were examples of passenger numbers falling as part of a gradual trend, as was the case in Sanquhar and New Cumnock, but also instances where passenger numbers have fallen dramatically within one year, such as Dumfries and Kilmarnock.
- 5.2.4 There were years where the numbers of passengers rose slightly at some stations such as Kilmarnock in 2013, Auchinleck and Dumfries in 2012 and Kirkconnel in 2008 but these rises are much smaller than the falls experienced in other years.



**Figure 11.** Total daily boarding and alighting occurrences per weekday

### 5.3 Passenger Occupancy

- 5.3.1 Sanquhar and Kirkconnel are the least-utilised stations in terms of numbers boarding and alighting and also occupancy levels on the trains upon departure. Figure 12 below demonstrates the average occupancy on departure at each of the stations over time. This is again for both Northbound and Southbound travel. More details on passenger occupancy is shown in the Appendix.



**Figure 12.** Average Occupancy upon departure at each station in 2006-2013

- 5.3.2 The average occupancy upon departure was higher in 2006 for each of the stations than it was in 2013. Some stations have experienced a slow gradual decline in occupancy such as Kirkconnel whereas others experienced a more substantial drop between 2006 and 2008. There were instances where passenger occupancy increased slightly, such as Auchinleck, New Cumnock and Dumfries in 2012, and also cases where passenger occupancy remained constant such as Kirkconnel and Sanquhar in 2012, yet as with the passenger numbers data, the falls experienced from 2006 outweigh these slight increases.
- 5.3.3 On average, in 2013 the trains appear to be fuller upon leaving Kilmarnock heading northbound and upon leaving Dumfries heading southbound; this is as expected as both these stations offer connections to other rail lines. A key observation is that the service with the highest occupancy for Kilmarnock, Auchinleck, New Cumnock, Kirkconnel, and Sanquhar is a single service in the evening peak.
- 5.3.4 Unusually, the equivalent service for Dumfries appears to be in the middle of the day at 10:22am, in the inter-peak period where lower occupancy would be expected. This service terminates in Carlisle and high occupancy is found on an equivalent Saturday service as well. It could be that many passengers are using this service to travel onwards to Carlisle and change onto further services with suitable connection times.
- 5.3.5 The services with the lowest passenger occupancy at each station portray a more mixed picture, with four being northbound and two being southbound services. This would suggest that although the most occupied services run southbound, there is also larger variation in passenger occupancy within the southbound levels of occupancy compared to those of the northbound services.

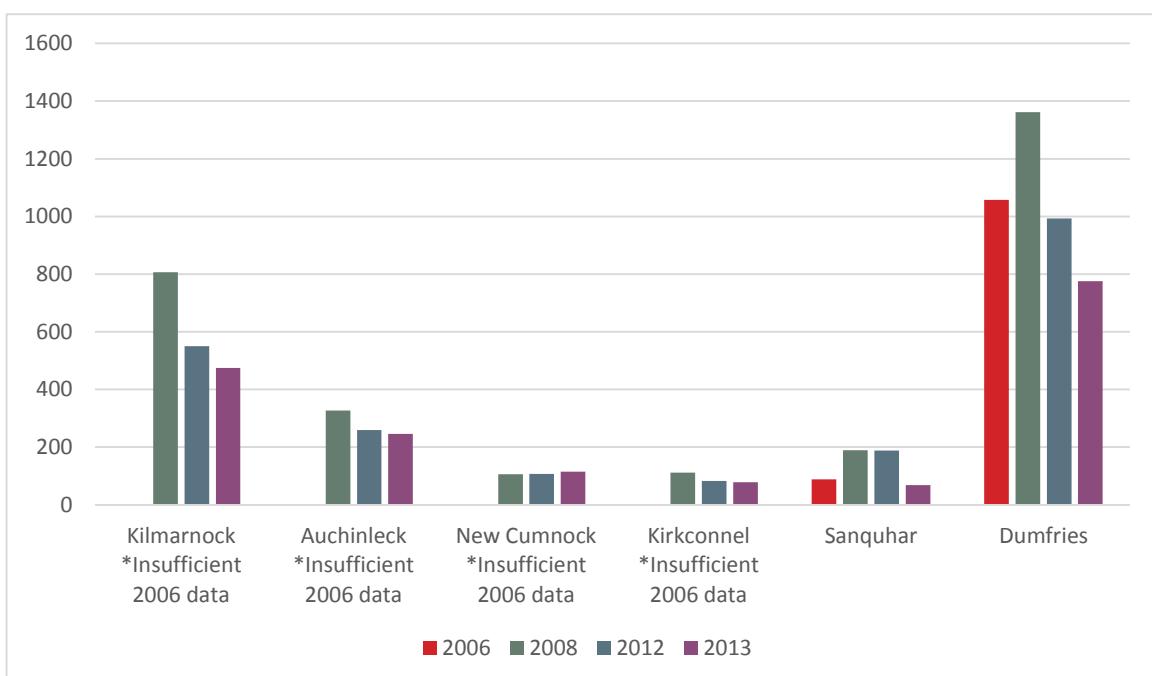
## 5.4 Weekend Rail Travel

- 5.4.1 There are services running on Saturdays and Sundays along this route and appear to be well-utilised on Saturdays in particular. On Saturdays there are nine southbound services and six northbound services. On Sundays there are two services in both directions. All weekend services stop at every station. Table 3 below demonstrates the numbers boarding and alighting at each of the six stations during weekends.

**Table 3. No. of weekend passenger numbers in 2013**

STATION	SATURDAY BOARDING	SATURDAY ALIGHTING	SUNDAY BOARDING	SUNDAY ALIGHTING
Kilmarnock	210	265	29	55
Auchinleck	95	151	17	48
New Cumnock	67	48	8	18
Kirkconnel	47	31	2	6
Sanquhar	29	39	15	5
Dumfries	435	341	76	93

- 5.4.2 The Saturday data displays similar patterns to the weekday data in that Southbound alighting comprises a strong portion of occurrences at the stations located within East Ayrshire and Southbound boarding comprises an equally strong portion of occurrences within the Dumfries and Galloway stations.
- 5.4.3 The Saturday passenger numbers are generally higher than those observed for weekday services and Kilmarnock and Dumfries appear as the busiest stations again. The higher numbers observed on Saturday occur despite the number of services only being 9 instead of 15-18 trains per day. Figure 13 demonstrates the total number of boarding and alighting occurrences at each station on Saturdays for 2006-2013.



**Figure 13. Total boarding and alighting occurrences at each rail station in 2006-2013**

- 5.4.4 The average southbound occupancy rates appear slightly higher for Saturday services than for weekday services although there appears to be little difference between the northbound average occupancy rates for weekend and Saturday services. The difference between the minimum and maximum occupancy rates increases substantially on Saturdays as the occupancy ranges between 0% and over 50%.

## 5.5 Fares

- 5.5.1 One of key factors in determining the likely uptake of rail services is the cost incurred by the passenger. Table 4 demonstrates the fares between each of the stations on the route.

Table 4. Any time return ticket fares

	KILMARNOCK	AUCHINLECK	NEW CUMNOCK	KIRKCONNEL	SANQUHAR	DUMFRIES
KILMARNOCK	-	£6.80	£8.50	£12.20	£12.20 <sup>1</sup>	£24.00
AUCHINLECK	£6.80	-	£5.10	£10.80 <sup>1</sup>	£12.00 <sup>1</sup>	£19.90
NEW CUMNOCK	£8.50	£5.10	-	£5.00 <sup>1</sup>	£6.60 <sup>1</sup>	£16.70
KIRKCONNEL	£12.20	£10.80 <sup>1</sup>	£5.00 <sup>1</sup>	-	£3.60	£12.30
SANQUHAR	£12.20 <sup>1</sup>	£12.00 <sup>1</sup>	£6.60 <sup>1</sup>	£3.60	-	£9.10
DUMFRIES	£24.00	£19.90	£16.70	£12.30	£9.10	-

Rows are origins, columns are destinations

- 5.5.2 Any unusual fares are highlighted in yellow. The fares appear to be relatively high for commuting passengers, who would normally expect to travel during the peak travel times. Some examples of unusual fares include the significant rise in fare when travelling from Kilmarnock to Kirkconnel. The fare for this journey is £3.20 more expensive than the equivalent trip to New Cumnock yet to remain on as far as Sanquhar incurs no extra cost. Travelling from Auchinleck, the fare more than doubles between New Cumnock and Kirkconnel, yet only slightly increases from then on.
- 5.5.3 The equivalent fare table for off-peak travel is demonstrated below. In this case some of the fares rises between stations are more extreme.

Table 5. Off-Peak return tickets

	KILMARNOCK	AUCHINLECK	NEW CUMNOCK	KIRKCONNEL	SANQUHAR	DUMFRIES
KILMARNOCK	-	£4.70	£5.90	£9.90	£12.20 <sup>1</sup>	£18.50
AUCHINLECK	£4.70	-	£3.50	£10.80 <sup>1</sup>	£12.00 <sup>1</sup>	£16.10
NEW CUMNOCK	£5.90	£3.50	-	£5.00 <sup>1</sup>	£6.60 <sup>1</sup>	£15.00
KIRKCONNEL	£9.90	£10.80 <sup>1</sup>	£5.00 <sup>1</sup>	-	£2.40	£8.70
SANQUHAR	£12.20 <sup>1</sup>	£12.00 <sup>1</sup>	£6.60 <sup>1</sup>	£2.40	-	£6.60
DUMFRIES	£18.50	£16.10	£15.00	£8.70	£6.60	-

Rows are origins, columns are destinations

- 5.5.4 When travelling from Auchinleck to Kirkconnel, there is no off-peak fare, meaning that a £3.50 return fare from Auchinleck to New Cumnock almost triples to £10.80 should a passenger want to travel only one stop further to Kirkconnel. Similarly, a passenger travelling from Sanquhar would notice a significant jump between the £2.40 return fare to Kirkconnel and the £6.60 return fare to New Cumnock, again only one stop further.

<sup>1</sup> There are any time return tickets for both peak and off peak trains

## 5.6 Station Facilities

- 5.6.1 We have examined all six stations as for their current passenger rail facilities, park and ride opportunities, barriers, cycle and walking links and any other improvements considering station accessibility. Full analysis of the existing station facilities is provided within the Appendix.

### Kilmarnock Railway Station

- 5.6.2 Kilmarnock rail station provides excellent facilities to its passengers. There are car, cycle and accessible parking spaces at the station and toilet and baby changing facilities. The station is staffed and there are ticket office and machines available on the platforms. There is a level access to unisex disabled toilets and ramps for train access available for the disabled.
- 5.6.3 Some of the accessibility barriers identified at the station are the lack of accessible toilets and step-free access to platform 4.

### Auchinleck Railway Station

- 5.6.4 Auchinleck Station provides very few car parking spaces and only 1 accessible parking for the disabled. There are departure screens, train announcements and CCTV provision for the passengers' safety and security.
- 5.6.5 There is a ramp available to southbound platform and a ramp up to northbound platform connecting footbridge with stairs between platforms. However, the station is an unstaffed halt with no wheelchairs, ramps for train access or accessible toilet provision.

### New Cumnock Railway Station

- 5.6.6 The station provides parking facilities; car, cycle and accessible spaces to its passengers. There are train announcements on the platforms and information available from help points.
- 5.6.7 Concerning accessibility, there is level to platform 1 and ramp down to platform 2. Parking is free for disabled customers by displaying a valid International Blue Badge. On the other hand, the lack of accessible toilets, wheelchairs and ramp for train access have been identified.

### Kirkconnel Railway Station

- 5.6.8 The train station is a great asset to the community but needs improvements to the pedestrian bridge and disabled access. The station is currently an unstaffed halt with no accessible toilets and parking spaces.
- 5.6.9 Dumfries & Galloway Council has suggested a cycling infrastructure provision including a route between Kirkconnel and Sanquhar (see the below table), west of A76 linking both communities.

### Sanquhar Railway Station

- 5.6.10 There are limited facilities at the station including cycle, car and accessible parking spaces and train announcements. There is also level access to platform 1 and ramp down to platform 2. The station is unstaffed with no wheelchairs, toilet facilities or CCTV provision.

### Dumfries Railway Station

- 5.6.11 Regarding rail facilities, there are car, cycle and accessible parking facilities at the station. There are also ramps and wheelchairs available on the platforms and level access from road to southbound platform, connecting footbridge with stairs between platforms. Level access to disabled toilet facilities is also provided at the station.
- 5.6.12 There is a lack of ticket machines on the platforms; however, there is a ticket office and height adjusted ticket office counter where the opening hours are: Monday – Saturday, 06:35-19:30 & Sunday, 10:30-19:55.

## 5.7 Conclusions

- 5.7.1 Although there are minor improvements which could be made, the station facilities are generally good. At time of writing, ScotRail are in the process of examining timetables and station facilities to determine how best to implement the improvements outlined in their franchise plan.
- 5.7.2 When looking at existing rail services, the service running approximately every two hours means that those working a traditional 09:00 to 17:00 day and who live near one of the stations and work within a close proximity of another are likely to only have at most one service available that is suitable for their needs.
- 5.7.3 As of the most recent 2014-2015 timetables included within the Appendix, there is one weekday Southbound service arriving into Dumfries at 08:58, which does not give much spare time for any potential service disruption or further walking to another part of the town centre, should commuters need to be in work at 09:00.
- 5.7.4 There is an existing Northbound service arriving in Kilmarnock each morning at 07:55, which could be an effective service for commuters from Auchinleck and New Cumnock, although 07:55 is too early for 09:00 commuters as the train is scheduled to arrive in Glasgow at 08:37. The next Northbound train to Kilmarnock does not arrive until 09:57, and so is too late for many commuters.
- 5.7.5 There is seemingly a form of additional charging applied to fares where a passenger wishes to travel across the council boundaries, acting as a barrier for the rail line to serve cost efficient travel from one length of the A76 to the other.

## 5.8 Proposals

- 5.8.1 In light of the analysis, the following rail proposals have been put forward for appraisal.

#### **5.8.1.1 *Rail services that arrive at both Kilmarnock and Dumfries by 08:45 and leave shortly after 17:15 for commuters***

This would enable commuters living in Auchinleck, New Cumnock, Kirkconnel and Sanquhar to commute to work in Kilmarnock and Dumfries. The existing timetable does not accommodate 09:00 – 17:00 commuters to either Kilmarnock or Dumfries.

#### **5.8.1.2 *Commuting rail shuttle services between Dumfries and Kirkconnel and Kilmarnock and New Cumnock***

In the event that modifying the existing timetable in order to accommodate 09:00 – 17:00 commuters is not feasible, this alternate proposal would involve providing an additional morning and evening service at commuter times but rather than serving the whole route, commuters would be able to travel in the morning from New Cumnock to Kilmarnock Northbound or alternatively from Kirkconnel to Dumfries Southbound, making the return trip at around 17:15.

#### **5.8.1.3 *Revise counter-intuitive rail fares***

The analysis within the report demonstrates that fares between some combinations of origin and destination are a disincentive to using rail travel along the A76. Rail passenger numbers are low along the route at present and this proposal has been put forward for appraisal as it may provide an incentive for potential rail passengers, were fare irregularities revised – provided that the abnormalities are reduced in line with the other journeys, rather than increasing the fares of the other journeys to align with the current abnormalities.

#### **5.8.1.4 *Real-time rail information at Auchinleck, New Cumnock, Kirkconnel and Sanquhar rail stations***

As identified from the station facilities, there is currently no real-time information at Auchinleck, New Cumnock, Kirkconnel and Sanquhar rail stations. These stations are the ones with the lowest passenger numbers and the lack of real-time information available at the stations may be a factor in this, as real-time information is particularly helpful during periods of service disruption and for those with visual or hearing impairments.

#### **5.8.1.5 *Installation of card-only ticket machines at rail stations- particularly Dumfries***

This proposal would accommodate more convenient payment methods, without the added requirement of emptying cash from machines. In stations with larger passenger numbers, this can reduce waiting times for purchasing tickets, reducing both the queues for ticket kiosks and cash machines required to access cash.

#### **5.8.1.6 *New Rail Station at Mauchline***

Although our report does not discuss in detail the feasibility of a new rail station at Mauchline, this suggestion has been a recurring aspiration within community plans and has had initial support in the past.

#### **5.8.1.7 *New Rail Station at Thornhill***

Although our report does not discuss in detail the feasibility of a new rail station at Thornhill, this suggestion has been a recurring aspiration within community plans and has had initial support in the past.



**SYSTRA**

#### **5.8.1.8      *Kilmarnock- Dumfries Community Rail Partnership***

The formation of a Kilmarnock-Dumfries Community Rail Partnership would allow rail passengers and other stakeholder along the route to become more involved in calling for their own rail recommendations and has the potential to empower the community in a way that is not currently the case.

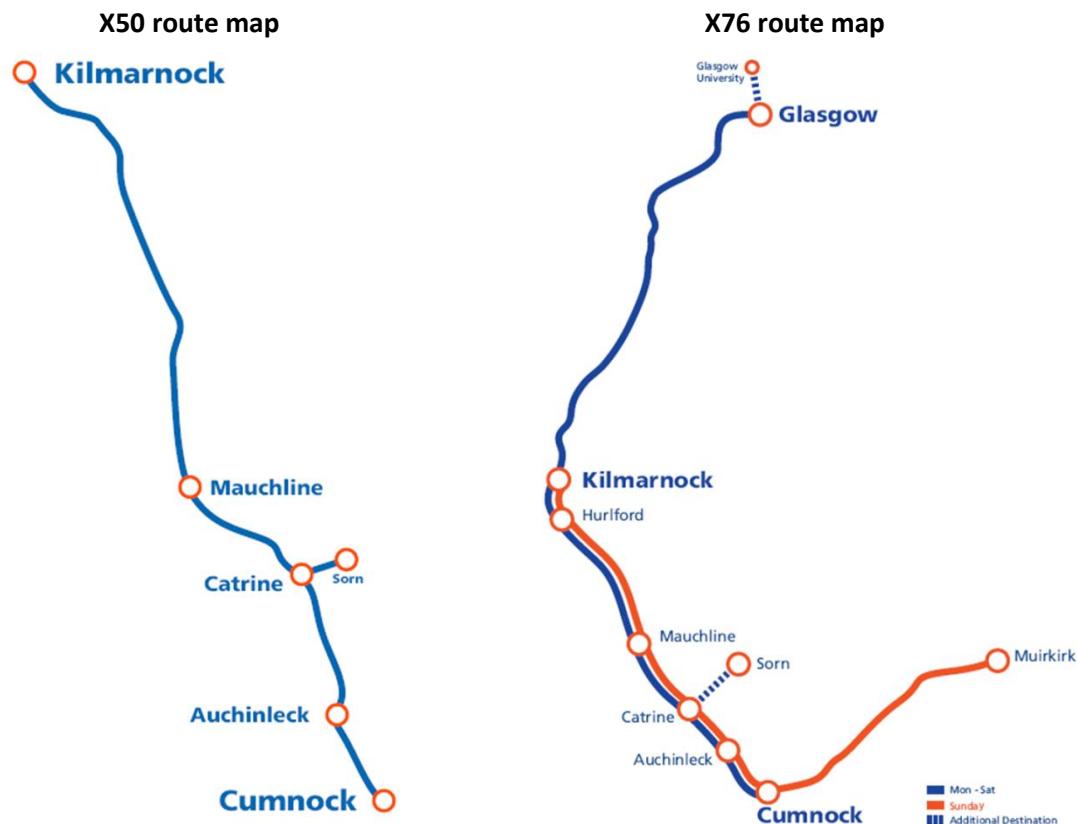
## 6. BUS DATA

### 6.1 Stagecoach

6.1.1 The main bus operator in the area is Stagecoach. The bus services serving the A76 are as follows:

- X50 – Kilmarnock to Cumnock via Catrine and Sorn
- X75 – Glasgow to Cumnock via Kilmarnock
- 246 – Dumfries to Cumnock
- 221 – Kirkconnel to Wanlockhead

6.1.2 The route maps for the two services which pass through Kilmarnock are shown below in Figure 14.



Source: Stagecoach timetables, published September 2014

**Figure 14. Stagecoach route maps for X50 and X76 routes**

6.1.3 The X50 runs from Kilmarnock to Cumnock, leaving the A76 to serve Catrine and Sorn passengers. It travels along the A76 throughout the remainder of its route, serving Mauchline, Auchinleck and Cumnock towns.

- The morning services (06:13, 07:00, and 08:00) from Cumnock to Sorn & (06:35, 07:26, and 08:26) from Sorn to Kilmarnock are run on behalf of SPT

- During week days, the first service from Kilmarnock to Cumnock Bus station starts at 10:15 and the last is at 14:15. On Saturday there is an additional service at 15:15.
  - The average travel time for the X50 to travel from Kilmarnock to Cumnock is approximately 55 min.
- 6.1.4 The X76 runs from Glasgow to Cumnock via Kilmarnock. The route is similar to the X50, serving Mauchline, Catrine and Auchinleck along the A76, but also further extends the service to serve Muirkirk for a Sunday service and only occasionally including Sorn as a stop on designated services.
- There are a total of 22 services available per weekday from Kilmarnock to Cumnock starting from 06:55 to 23:20 at hourly intervals and half-hourly intervals during peak periods.
  - There are 20 return services available from Cumnock to Kilmarnock starting from 05:50 to 22:15 at hourly intervals and half-hourly intervals during peak periods.
  - There are 14 Saturday services between Kilmarnock and Cumnock running from 08:15 until 23:20 at hourly and half-hourly intervals. There are 12 return services on Saturdays from Cumnock to Kilmarnock starting from 07:00 to 22:15 at hourly and half-hourly intervals.
  - The average travel time between Kilmarnock to Cumnock on a Saturday service is 44 min.
  - The Sunday service between Kilmarnock-Cumnock-Muirkirk operates in both directions at hourly intervals.
- 6.1.5 The 246 service runs relatively frequently between Dumfries and Thornhill, with a service on average about twice per hour, but relatively infrequently between Thornhill and Cumnock, with services running every two hours or less.
- 6.1.6 The 221 service is a connecting service between Wanlockhead and Kirkconnel via Sanquhar with a journey time from Wanlockhead to Sanquhar of around 15 minutes. The service between Wanlockhead and Kirkconnel is very infrequent. There is one bus from Wanlockhead at 08:15 which could be used by commuters to connect to rail services from Sanquhar, however the last evening service from Sanquhar returning to Wanlockhead leaves at 17:17.

**Table 6. Stagecoach passenger numbers for the entire A76 route**

YEAR	PASSENGER NUMBERS
2009	776,480
2010	826,754
2011	809,843
2012	730,919
2013	746,054

- 6.1.7 The total passenger numbers obtained from Stagecoach are shown in Table 6. As yet they have not confirmed exactly which routes these numbers correspond to. There appears to have been an increase in passenger numbers between 2009 and 2010, which fell in 2011 and 2012 before increasing again in 2013. The fall in passenger numbers between 2011 and 2012 was quite substantial, comprising approximately a 10% decrease. It is encouraging that passenger numbers have recovered slightly in 2013.

## 6.2 Fares

- 6.2.1 The bus fares for travel between the towns along the A76 are demonstrated below in Table 7. Where the route between an origin and destination requires a change, this is denoted with, ‘no direct’ and will be discussed further in this report in the following chapter relating to links and interchanges. Unusual fares are again highlighted in yellow.

**Table 7. Direct Bus Return Fares**

	KILMARNOCK	MAUCHLINE	AUCHINLECK	CUMNOCK	NEW CUMNOCK	KIRKCONNEL	SANQUHAR	THORNHILL	DUMFRIES
KILMARNOCK	-	£5.80	£6.40	£6.60	Not Direct	Not Direct	Not Direct	Not Direct	Not Direct
MAUCHLINE	£5.80	-	£5.40	£5.60	Not Direct	Not Direct	Not Direct	Not Direct	Not Direct
AUCHINLECK	£6.40	£5.40	-	£2.95	Not Direct	Not Direct	Not Direct	Not Direct	Not Direct
CUMNOCK	£6.60	£5.60	£2.95	-	£4.80	£4.80	£5.60	£7.80	£8.20
N. CUMNOCK	Not Direct	Not Direct	Not Direct	£4.80	-	£3.80	£4.60	£6.40	£8.00
KIRKCONNEL	Not Direct	Not Direct	Not Direct	£4.80	£3.80	-	£4.40	£6.00	£9.00
SANQUHAR	Not Direct	Not Direct	Not Direct	£5.60	£4.60	£4.40	-	£5.80	£8.80
THORNHILL	Not Direct	Not Direct	Not Direct	£7.80	£6.40	£6.00	£5.80	-	£5.60
DUMFRIES	No Direct	Not Direct	Not Direct	£8.20	£8.00	£9.00	£8.80	£5.60	-

- 6.2.2 There are a number of unusual fares such as the Dumfries to Kirkconnel fare, which is more expensive than the Dumfries to Cumnock or New Cumnock fares, despite being longer journeys. The Sanquhar to Cumnock fare is also cheaper than Sanquhar to Thornhill, despite being again, further away.
- 6.2.3 Whilst it is encouraging that there does not appear to be the same kind of cross-council boundary penalty as was the case with rail fares, towns such as Sanquhar and Kirkconnel appear to be particularly affected by higher fares to Dumfries than those further away.

## 6.3 Proposals

- 6.3.1 In light of the analysis, the following rail proposals have been put forward for appraisal.

### 6.3.1.1 *Revise counter-intuitive bus fares*

The analysis within the report demonstrates that fares between some combinations of origin and destination are a disincentive to using bus travel along the A76. This proposal has been put forward for appraisal as it may provide an incentive for potential bus

passengers, were fare irregularities revised – provided that the abnormalities are reduced in line with the other journeys, rather than increasing the fares of the other journeys to align with the current abnormalities.

#### **6.3.1.2 *Real-time bus information app/website***

There is currently no real-time information along the route and many bus stops along the A76 are located in small towns where passengers have little means of keeping up to date with services affected by disruption. An app or website with real-time service information would be particularly helpful in enabling passengers to keep up to date with services before leaving their homes, and a website/app would not require installation in every bus stop.

#### **6.3.1.3 *Single cross-boundary bus service along the A76 or A713***

Detailed passenger data showing the numbers of passengers boarding and alighting per station has not been provided by Stagecoach, however the requirement to change in Cumnock in order to travel between the two local authorities adds connection times to journeys that could be removed, shortening the total journey time if a single cross-boundary bus service were provided. Passengers living in towns without a rail station who need to travel between the two local authorities are particularly impacted by this and as such.

#### **6.3.1.4 *Investigate potential for cycle carrying facilities on Stagecoach and SPT buses operating along the A76***

Providing cycle carrying facilities on buses is a strong incentive for those who wish to cycle as part of their journey to do so, should their journey be considered too long for cycling the entire way as they can bring their bike on board the bus. This allows for active travel as part of commuting and also has the potential to support nature tourism and those who wish to avail of the surrounding scenery for leisure cycling.

#### **6.3.1.5 *Cycle parking at bus stops in central Mauchline, Auchinleck, Cumnock, New Cumnock, Kirkconnel, Sanquhar, Thornhill and at bus stations in Kilmarnock and Dumfries.***

In the event that cycle provision on buses is not feasible, or upon introduction experiences high demand for cycle space on buses that reaches the capacity available, this can be supported by bicycle parking at bus stops in central towns along the route where cyclists making return journeys can leave their bicycle at the bus stop after and continue onwards by bus. This supports active travel within the region.

## 7. BUS AND RAIL LINKS

### 7.1 Introduction

- 7.1.1 In this chapter we examine the current public transport linkages on the A76 corridor between different travel modes. We have already reviewed and examined the local bus and train network on the A76 including any potential facilities, opportunities and infrastructure. There are six rail stations serving a Glasgow to Carlisle route adjacent to the A76: Kilmarnock, Auchinleck, New Cumnock, Kirkconnel, Sanquhar and Dumfries and few bus services (X76, 43, X50, 246, 221 and 356) mainly operated by Stagecoach.
- 7.1.2 It is worthwhile mentioning that there is no rail station at Cumnock which is the largest settlement in East Ayrshire with a population of more than 9,000. So therefore, residents mainly rely on bus services and private transport e.g. car.
- 7.1.3 Furthermore, the A76 carries approximately 12,000<sup>2</sup> vehicles per day north and south of Mauchline resulting in extensive peak period queuing and delays on the trunk road. Mauchline is located 8 miles southeast of Kilmarnock on the A76 main road to Dumfries and many people now commute for work to Kilmarnock, Ayr and into the Central Belt and the main transport options are buses. One of the main disadvantages of the area is the lack of train station and direct buses to Glasgow after 6.00 pm<sup>3</sup>. The community see a real need for measures to reduce traffic and the re-opening of the railway station seems to be the second most popular priority according to Mauchline Community Action Plan 2014-2019.
- 7.1.4 Transport options between Sanquhar and Dumfries are relatively poor as not all settlements are served by the rail network and bus services only cover specific routes and can be infrequent. Below, we will thoroughly present the public transport linkages on the corridor between Kilmarnock and Dumfries. A full list of tables are listed in the Appendix.

### 7.2 Kilmarnock – Thornhill Cross

- 7.2.1 Passengers have very limited transport options if they want to travel from Kilmarnock to Thornhill Cross during the day. People have either the option to use a combination of bus and rail links or rely exclusively on bus services.
- 7.2.2 From Monday to Friday, people can use rail from Kilmarnock to Sanquhar interchange station and then bus services to their final destination. The only bus service available for the required route is bus service 246 from Cumnock to Dumfries.
- 7.2.3 There are only 4 services during the day from 07:50 to 12:50 and the total journey time ranges from 1hour 28minutes to 2h 56minutes. There are a lack of evening bus services to Thornhill Cross and very poor connections on Sundays; just one service to Thornhill Cross as the below table shows.
- 7.2.4 Passengers can also use bus links only from Kilmarnock to Thornhill Cross; service X76 (Kilmarnock – Cumnock – Muirkirk) and service 246 (Cumnock – Sanquhar – Dumfries).

<sup>2</sup> Local Transport Strategy: Chapter 9, East Ayrshire Council

<sup>3</sup> Mauchline Community Action Plan 2014-2019, Mauchline Community Action Plan Steering Group

However, there are significant gaps in the timetables and this would significantly lengthen the total travel time to their final destination.

- 7.2.5 Similar results have been highlighted for the Thornhill Cross – Kilmarnock journey with slightly better bus and rail linkages. There are a total of seven services on weekdays including Saturdays and only two services on Sundays.
- 7.2.6 As an alternative, people can use buses (service 246 and X76), but there are only three services during the peak hour period operating from Monday to Saturday and 10 bus services in total operating from 08:30 to 20:45 on a daily basis. Options are quite limited on Sundays; there are 7 services running from Thornhill Cross to Kilmarnock. The total return fares for all the above options vary from £14.00 to £18.00.

### 7.3 Kilmarnock – Cumnock

- 7.3.1 To access Cumnock from Kilmarnock, people can either use a combination of train and bus services or bus services only. There are nine train services from Kilmarnock to Auchinleck on weekdays operating from 07:50 in the morning until 21:53 in the evening with good bus connections to Cumnock. The overall journey time varies from 34 minutes to 1h 23minutes and the total return fare fluctuates from £7.65 to £9.75 at peak hours.
- 7.3.2 Train and bus links are less frequent on Sundays with only 2 services operating from Kilmarnock to Auchinleck. Furthermore, there are direct bus routes from Kilmarnock to Cumnock on a daily basis by using bus services X76 and X50. Particularly:
- Bus Service X76: There are 19 services to Cumnock on weekdays with the first train starting at 08:00 and the last at 23:16. There are only 14 services on Sunday operating on an hourly basis. The total cost of a return ticket is £6.60.
  - Bus service X50: This service operates from Monday to Saturday only and it is less frequent than the previous one with only 6 services at hourly intervals.

### 7.4 Dumfries – Cumnock

- 7.4.1 Good train and bus linkages have been noticed between Dumfries and Cumnock especially on weekdays.
- 7.4.2 There are 9 train services operating from Dumfries to New Cumnock with the last train leaving from Dumfries at 21:50. A range of bus services including bus service 356 and 43 can then be used from New Cumnock to access Cumnock at any time of the day. The cost of a return ticket is £19.80 and the total travel time is up to 1 hour and 44 minutes. There are a lack of options on Sundays as there are only 2 services running from Dumfries to New Cumnock.
- 7.4.3 People can always use buses which are much cheaper; the total cost of a return ticket is £8.20 compared to £19.80 and the total travel time spent is much less than when passengers use both train and bus services. There are 10 bus services between Monday and Saturday and 50% fewer on Sundays.

## 7.5 Dumfries – Mauchline

- 7.5.1 Concerning bus and train links, users can use train services to Auchinleck and then interchange to a bus service for their final destination. By using a combination of train and bus services, the fares are much more expensive than using bus services only but the total travel time spent is much less.
- 7.5.2 More specifically, there are nine train services on weekdays to Auchinleck with a good link to Mauchline and the total travel time varies from 1h 09mins to 1h 44mins. The cost of a return ticket is £21.50 (see the below table). On the other hand, there are only two services on Sundays.
- 7.5.3 There are also bus services available to all passengers from Dumfries to Mauchline with an interchange at Cumnock. The first bus starting from Dumfries to Cumnock is at 08:05 and the last one operates at 22:45 from Monday to Friday. Overall, there are 9 bus services during the day and only five on Sundays.
- 7.5.4 The total journey time at peak hours is estimated to be between 1h 55mins and 2h 19mins and the total cost of return fares is £13.80, 55% less than if passengers decide to use both the train and bus network.

## 7.6 Mauchline – Cumnock

- 7.6.1 Although there are no train stations at Cumnock and Mauchline, It should be noted the bus network provides a good and frequent connection between the above towns. There are three available bus services (43, X76 and X50) that passengers can use on a daily basis. Particularly:
- Bus service 43: On average, there are approximately 25 services that run from Mauchline to Cumnock on weekdays including Saturdays and 16 services on Sundays.
  - Bus service X76: There are a total of 24 services available per weekday from Mauchline to Cumnock starting from 07:14 to 23:46 at half-hourly intervals during peak hours and hourly intervals during off peak periods. There are slightly less services on Saturdays (approximately 20) and 14 services on Sundays starting at 10:36 at hourly intervals.
  - Bus service X50: There are very few bus services for the above route, only 5 on weekdays starting from 10:34 at hourly intervals and 1 service on Saturday at 15:34. There are no available bus routes on Sundays.
- 7.6.2 It can be observed that passengers are more flexible and have more options to consider. The below table summarises all bus routes available on peak hours from Monday to Friday including total travel time and return ticket price.

## 7.7 Kilmarnock – Mauchline

- 7.7.1 The local bus network provides a good connection between Kilmarnock and Mauchline. There are two bus services operated by Stagecoach; bus service X50 and X76.

- 7.7.2 Concerning bus service X50, it is quite infrequent and operates only from Monday to Saturday. There are 6 bus services starting from 10:15 to 15:15 at hourly intervals.
- 7.7.3 However, regarding bus service X76, there are 24 services in total and 6 services during peak periods, on weekdays, 21 services on Saturday with the last one starting from Kilmarnock at 23:20 and 14 services on Sundays starting at 10:10 in the morning.

## 7.8 Conclusions

- 7.8.1 It appears that bus and rail linkages between Sanquhar and Dumfries are very poor. There are very infrequent bus services, lack of evening services to Thornhill Cross, insufficient services on Sundays and gaps in bus timetables that significantly lengthen the total journey time.
- 7.8.2 There is a very good connectivity of the bus network between Mauchline - Cumnock and Kilmarnock - Mauchline. Passengers have the flexibility to choose from different bus services options with reasonable fare prices and short journey times. There is quite a range of both evening and weekend services.
- 7.8.3 There seems to be a variety of options for people who travel from Dumfries to Mauchline by using both bus and train connections and bus routes only. However, it has been noted that the total travel times range from 1h 09mins to 2h 19mins and there is a critical difference in return fares. People who mainly use buses intend to pay £13.80 whereas passengers who prefer to combine both train and bus should pay 55% more (£21.50) for a return ticket.

## 7.9 Proposals

- 7.9.1 In light of the analysis, the following proposals have been put forward for appraisal.

### ***7.9.1.1 Examine and synchronise bus and rail fares along the A76***

The analysis within the report demonstrates that fares between some combinations of origin and destination are a disincentive to using bus travel along the A76 and substantial differences between the cost of traveling by bus or rail between the same towns arises, with penalties for changing between services. Those living in towns without rail stations who need to use multiple buses or else a combination of bus and rail are particularly affected by this. This proposal has been put forward for appraisal as it may provide an incentive for potential bus passengers, were fare irregularities revised – provided that the abnormalities are reduced in line with the other journeys, rather than increasing the fares of the other journeys to align with the current abnormalities.

### ***7.9.1.2 Real-time bus information at bus stops and rail stations***

This proposal would enable passengers using multiple buses or a combination of rail and bus services to complete their journey to remain informed of service frequency throughout their trip and is particularly useful for passengers during periods of disruption or for those with visual or hearing impairments. This gives passengers notice to make alternate arrangements during periods of disruption and as such has been put forward for appraisal.

## 8. ACCIDENT STATISTICS

### 8.1 Local Authority Statistics

- 8.1.1 Given the recent amalgamation of police bodies in Scotland to form Police Scotland, it is expected that accident statistics in future will be collected nationally by Police Scotland. Currently the accident statistics are collected by local authority area as Police Scotland operations as a single police force are in their early stages.
- 8.1.2 The accident statistics data we have for the A76 therefore originate from two sets of data, one from Dumfries and Galloway Council and the other from East Ayrshire.

### 8.2 Dumfries and Galloway

- 8.2.1 The accident statistics data for Dumfries and Galloway is demonstrated in Table 8 below where accidents are classified into Slight, Serious and Fatal. The data covers 2011-2013 and also 2014 (January – August inclusive).

**Table 8. A76 Trunk Road accidents in Dumfries and Galloway Region 2011-2014**

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2011	0	2	14	16
2012	0	4	9	13
2013	1	2	15	18
2014 (Jan-Aug inclusive)	0	4	5	9
Total	1	12	43	56

- 8.2.2 It is a positive development that the total number of accidents appears to be decreasing each year. However none demonstrate consistently falling occurrences of incidents. Fatal, Serious and Slight injury categories increase and decrease sporadically over the 4 year period.
- 8.2.3 It is important to note the locations of where serious and fatal accidents occur in order to identify points where accidents are more likely to happen. The accidents sites of serious and fatal injuries are demonstrated in Figure 15 using years January 2010 - November 2014 for East Ayrshire and January 2011 – August 2014 for Dumfries and Galloway.

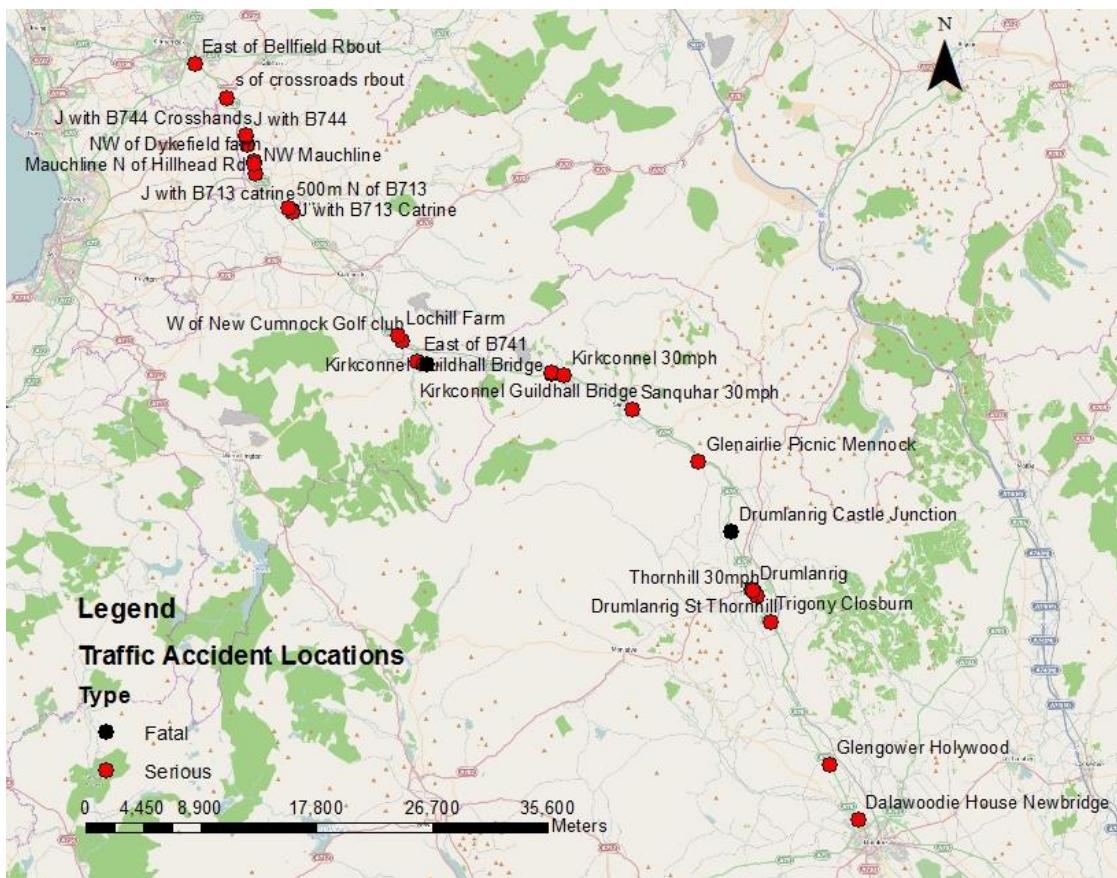


Figure 15. Serious and Fatal road accidents on the A76, January 2010- November 2014

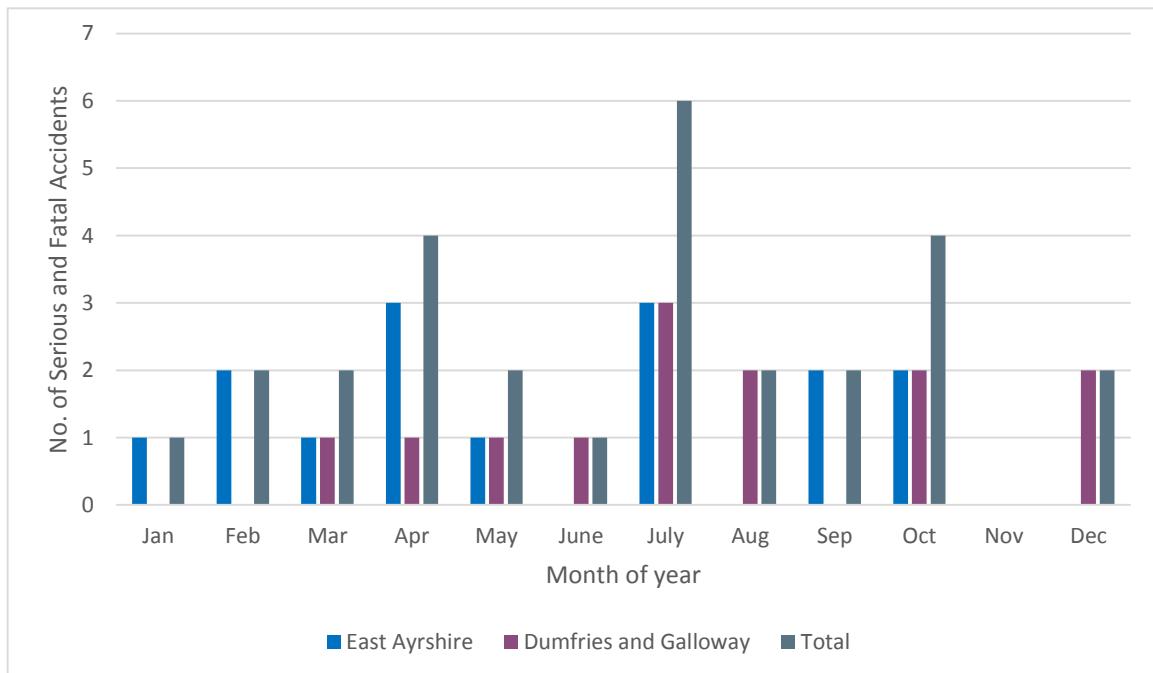
### 8.3 East Ayrshire

- 8.3.1 The accident statistics data for East Ayrshire is demonstrated in Table 9 below where accidents are again classified into Non-injury, Slight, Serious and Fatal. The data covers 2011-2013 and also 2014 (January – November inclusive)

Table 9. A76 Trunk Road crashes in East Ayrshire Region 2010-2014

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2010	0	5	13	18
2011	0	3	16	19
2012	0	6	7	13
2013	1	1	17	19
2014 (Jan-Nov inclusive)	0	0	15	15
Total	1	15	68	84

- 8.3.2 The accident statistics in East Ayrshire appear to demonstrate a similar trend to those observed in Dumfries and Galloway. Whilst it is a positive development that the total number of accidents appears to be decreasing each year, no category of accidents demonstrates consistently falling occurrences. The number of serious and slight injury accidents increases and decreases throughout the last four years.
- 8.3.3 It is encouraging that there have been no serious or fatal road accidents within the East Ayrshire section of the A76 in 2014 to date. The number of serious accidents also fell substantially from 6 in 2012 to 1 in 2013.
- 8.3.4 Locations where more than one accident have occurred within a short proximity are the junction with B713 Catrine, the junction with B744 Crosshands, heading Northbound from Mauchline, heading Northbound from New Cumnock, heading Eastbound from New Cumnock, Kirkconnell and Thornhill.
- 8.3.5 The times of the accidents recorded were provided with the East Ayrshire data, which demonstrated that accidents happened at various points in the day, and were not highly concentrated within peak periods. There was a slight prevalence of accidents between 16:00 and 19:00 but this was not a substantial one.
- 8.3.6 There were interesting trends observed in the months where accidents occurred. It is common to anticipate higher proportions of accidents occurring in the darker winter months of the year due to poorer weather and driving conditions. The time of year was provided for all serious and fatal accidents along the A76 and is demonstrated below.

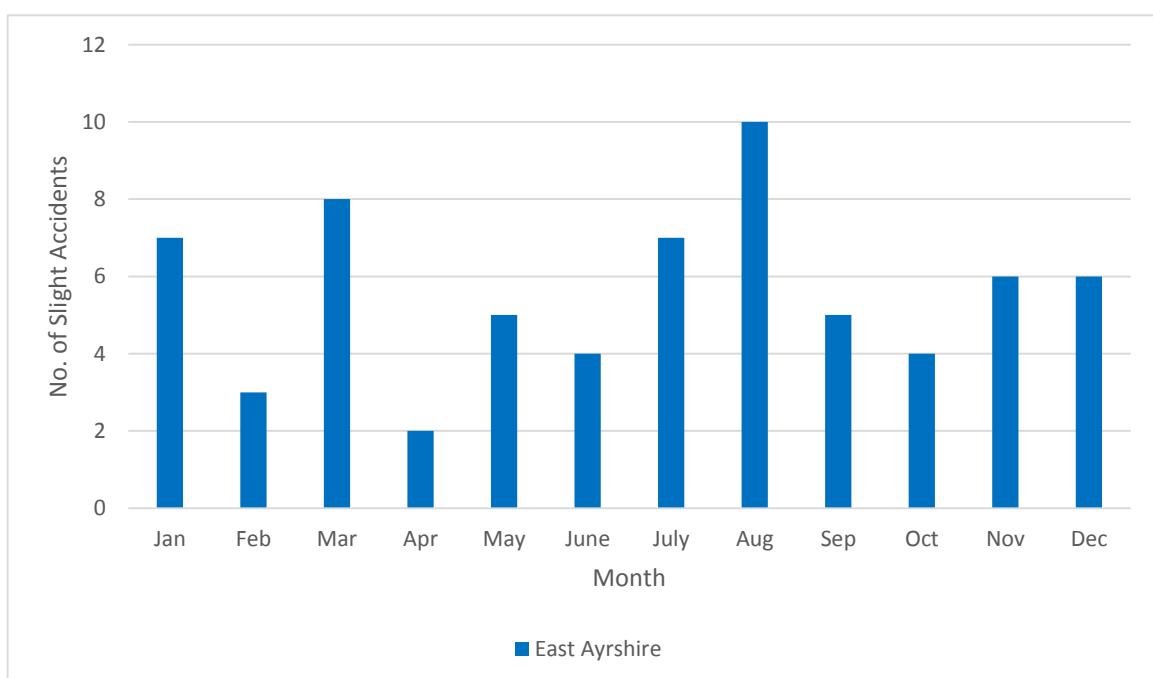


**Figure 16. Number of A76 fatal and serious accidents by month of year 2010-2014**

- 8.3.7 There are some unusual observations above. Whilst this is only the plot of serious and fatal accidents, it is interesting to note the absence of any serious or fatal accidents occurring in November and the high number occurring in April and July. There were no serious or fatal accidents in Dumfries and Galloway in January or February and none in East Ayrshire in

December. Some months are as would be expected with no accidents in East Ayrshire in June or August and none in Dumfries and Galloway in September.

- 8.3.8 This is particularly noteworthy given that November was identified from the ATC data alongside March as months with the highest numbers of vehicles and particularly HGVs. July was identified as the time of year when the lowest volumes of vehicles were counted on the A76. It could be the case that the holiday periods April and July generate more leisure trips along the A76 than at other times of the year, increasing the number of drivers on the A76 who are not familiar with the layout of the road.
- 8.3.9 From the accidents report data received for the East Ayrshire region, over 60% of accidents were caused by an element of carelessness, such as Failing to judge other driver's speed/direction, Failing to look properly, Reckless driving, Aggressive driving, following too close, etc. Around 15% of accidents were caused trying to overtake or pass by a turning driver or being held up by a slower vehicle in front.
- 8.3.10 The lower than expected number of serious and fatal accidents during the winter months could be due to road users driving more cautiously at that time of year or more frequently decide not to travel at all. Monthly data for slight accidents was provided by East Ayrshire and is demonstrated below.



**Figure 17. Number of A76 slight accidents in East Ayrshire by month of year 2010-2014**

- 8.3.11 The results for East Ayrshire slight accident data are more scattered with April being the month with the lowest prevalence and August being a month where the highest numbers of slight accidents occurred. Slight accidents were also more frequent in January and March, but dipped substantially in February. July also saw high numbers of slight accidents, mirroring the serious and fatal accident data and indicating that July is potentially the month with the highest number of total road accidents on the A76.

## 8.4 Proposals

8.4.1 Following the analysis, the following proposals have been put forward for appraisal:

### ***8.4.1.1 Safe cycle path closely adjacent to the A76***

This would enable inhabitants along the route to undertake journeys by cycling, encouraging active travel and reducing reliance on private cars and other forms of transport. The rural nature of the road and the high proportions of HGVs using the route means that cycling on the A76 is not currently safe. A cycle path could be of particular benefit for school transport between students in Kirkconnel travelling to school in Sanquhar as the journey being under three miles, means that students cannot avail of free school transport.

### ***8.4.1.2 Install "Keep your Distance" signage along the A76***

The high instance of accidents relating to an element of carelessness, in particular failing to judge another driver's speed or distance, suggests that increased awareness of maintaining a safe distance from other (potentially slowly moving) vehicles in front may be beneficial.

### ***8.4.1.3 Opportunities for safe overtaking NW and SE of Mauchline***

Mauchline has experienced a number of road accidents at both entrances to the town along the A76 and the number of accidents here is higher than other points along the route. It is reasonable to conceive that accidents here are likely due to some drivers impatiently attempting to overtake slower moving vehicles that may have help them up for a considerable distance before approaching Mauchline and safe opportunities for overtaking at these locations would be beneficial.

## 9. DEVELOPMENT PLAN REVIEW

### 9.1 Plans reviewed for the study

9.1.1 A review was made of the following documents:

- SWESTRANS Regional Development Plan (June 2008)
- SPT Regional Transport Strategy Delivery Plan 2014-2017 (July 2014)
- East Ayrshire Local Development Plan Main Issues Report (2012)
- East Ayrshire Local Plan (2010)
- Dumfries and Galloway Proposed Local Development Plan (January 2013)
- New Cumnock Community Action Plan
- Mauchline Community Action Plan
- Kirkconnel and Keloholm Community Action Plan

9.1.2 The review found some planned developments along the A76 corridor that might affect the usage of transport provision in the area. There is a large farming community along the A76 in both local authorities and the importance of sustaining and supporting this community is recognised within the local plans. The component of farming related traffic is therefore anticipated to remain at a similar level to present.

9.1.3 Some residential development has been anticipated following the allocation of sites in Mauchline, Cumnock and Auchinleck. Of these developments, 770 new houses planned in Knockroon to the north of Cumnock is one where increases in vehicular traffic may occur along that portion of the A76. A Cumnock Town Centre Regeneration Masterplan currently in development also indicates the potential of a future shopping centre and office development, meaning that the impacts on vehicular flows will be regularly monitored in order to assess impacts.

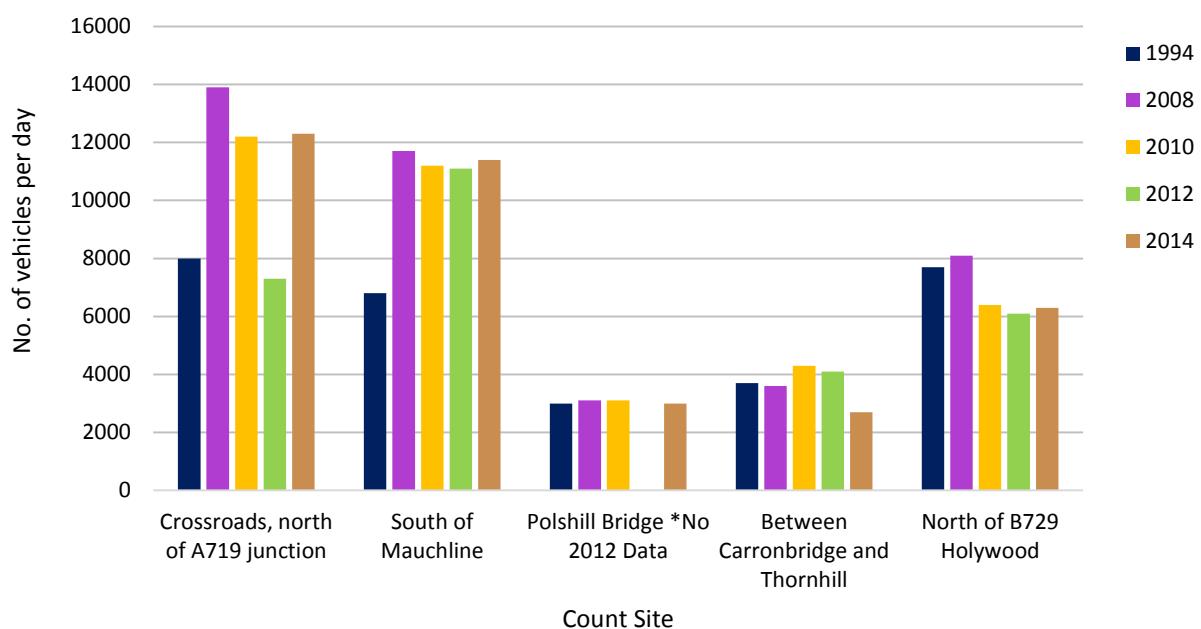
9.1.4 Some continued residential development is also anticipated within Dumfries and Galloway, with the Nithsdale Local Plan indicating the reservation of 3,000 plots reserved within communities along the A76.

9.1.5 During the A76 Partnership meeting on the 5<sup>th</sup> of September 2014 the issue of traffic increases surrounding wind farm developments was raised; however no data has been provided on potential developments to date. In any case such developments are likely to be of a relatively short-term nature, as once the construction is complete the increased traffic levels will disappear. Because of this any such development is currently outside the scope of this study, which aims to give recommendations for long-term improvements to transport provision on the A76 corridor.

## 10. REVIEW OF THE 5-POINT ACTION PLAN

### 10.1 Traffic Patterns and Growth

- 10.1.1 The traffic flows along the A76 were reported in the 5 Point Action Plan for 5 specific sites in 1994 and 2008, using vehicle per day data. Figure 18 below demonstrates these figures in combination with subsequent vpd data for 2010, 2012 and 2014. The annual average daily flows figures are for vehicles in both directions.

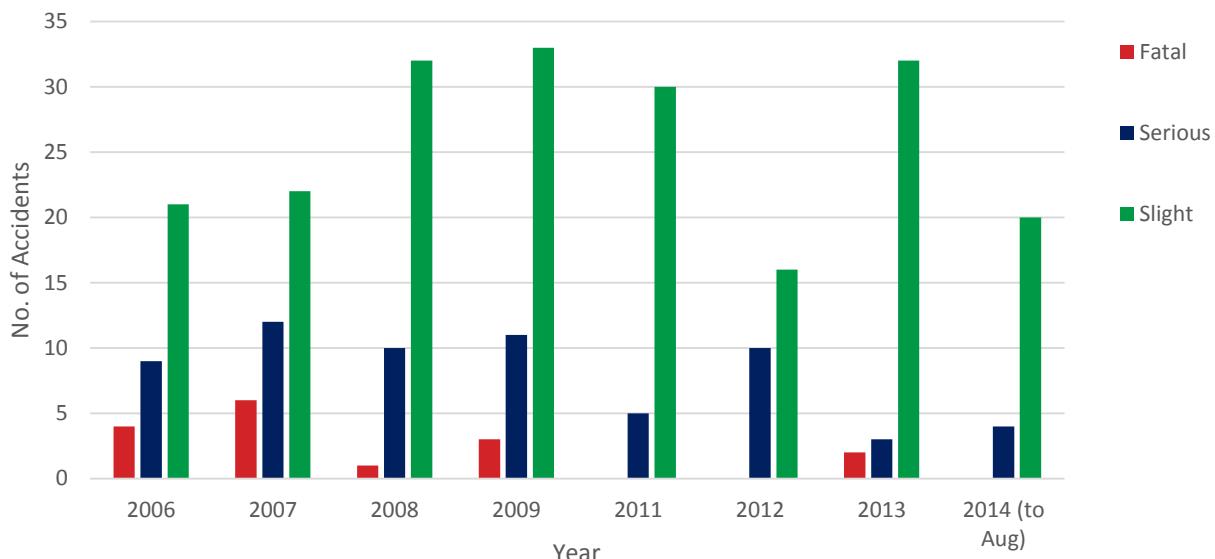


**Figure 18. Annual Average Daily Flows for 1994, 2008, 2010, 2012 and 2014**

- 10.1.2 There have been some increases and decreases in vehicles per day across almost all the sites, with the exception of Polshill bridge, where there has been little change. No 2012 count data was available for this count site. The Holywood count site north of the B729 has seen a drop in vehicles per day since 2010, which hasn't recovered to the figures observed in 2008.
- 10.1.3 The count site south of Mauchline has seen slight falls in vehicles per day but there appears to have been a slight recovery in 2014. Similarly, there was a more dramatic fall in vehicles per day at the crossroads north of the A719 junction between 2010 and 2012, although in 2014, the daily averages appeared to recover to their previous levels.

### 10.2 Road Accident Statistics

- 10.2.1 Figure 19 shows the combined accident statistics for D&G and East Ayrshire. It can be seen that there is a steady decrease in the number of non-injury cases, but it must be borne in mind that the accident statistics for 2014 are only quoted until August, which means that if the trend continues then both the Slight and Non-injury cases could end up being higher than 2013 by the end of the year.



**Figure 19. Combined road accidents for East Ayrshire and Dumfries and Galloway (No combined data for 2010)**

- 10.2.2 The prevalence of slight and serious injury accidents on the A76 appears to follow no particular trend, rising and falling to various degrees throughout the course of the last few years. There have been less fatal accidents in the last four years compared with 2006- 2009. This is a welcome development.

### 10.3 Site Specific Measures

- 10.3.1 The 5 Point Action Plan referred to some specific sites where improvements would be most effective. Guildhall bridge is mentioned as a point where drivers should take extra care, particularly those driving HGV vehicles. Guildhall bridge was indeed a location where 2 serious accidents have occurred within the last four years, with a further occurring within a short distance away.
- 10.3.2 The recommended improvements from the 5 Point Action Plan include housing development completions, carriageway upgrades, a Mauchline by-pass and an improved Bellfield interchange. The accident data would suggest that increased overtaking opportunities along the A76 would be beneficial, and these would best be focused outside Mauchline, Cumnock, New Cumnock, Kirkconnel and Thornhill as these are where most of the serious accidents have occurred alongside larger numbers of slight accidents.
- 10.3.3 Given the large portion of accidents within the East Ayrshire region identified as being related to an element of careless driving, efforts are best focused on promoting awareness of safe driving to road users, particularly those unfamiliar with the road.

## 11. PRE-APPRAISAL CONCLUSIONS

### 11.1 Travel Demand

- 11.1.1 There are evidently key points along the A76 where peak traffic demand is high. There have been gradual increases and decreases at various sites in demand for vehicle traffic over the last 5 years, although the general trend identified, is that there has been relatively little change. Key locations of high traffic flows are evident at the extremities of the route with over 12,000 average vehicles per day at the count sites closest to Kilmarnock and Dumfries. The fact that many of the average daily flows observed at other sites along the A76 are lower, indicates that many of the road users on the A76 are not travelling the entire route but rather, using The A76 to get to certain points along the corridor.
- 11.1.2 Freight travel is particularly high along the A76 corridor with the mid points along the route such as Mennock seeing high proportions of general traffic comprised of HGVs. HGV travel is identified as being particularly heavy during the months of November and March, with falls in numbers in January and July, in line with the holiday periods.
- 11.1.3 Rail data indicated that many of the passenger trips made were likely to be multi-purpose as the peak periods observed were not consistent with the morning and evening peaks expected from commuting rail demand in an urban context. There were consistently higher numbers of passengers travelling southbound than northbound. Occupancy rates were consistently higher on south bound services both during weekday and weekend periods.
- 11.1.4 Fares are at times inconsistent with travel distance and deviate from reasonable assumptions such as travelling for a two stop journey costing more than an equivalent one stop journey. Fares also jump considerably when crossing the council boundaries given the present inability of some combinations of origins and destinations to avail of anytime return tickets or off-peak return tickets.
- 11.1.5 There has been a consistent demand for bus travel along the A76 with the Stagecoach figures indicating that over 700,000 passengers travel along an A76 bus service every year. Some years have seen passenger numbers well in advance of this, and it is recognised that these bus services provide vital links between towns along the corridor.

### 11.2 Road Safety

- 11.2.1 Although the highest vehicle traffic was observed at the end points of the A76, the highest frequency of accidents occurred in the middle points of the route. The Catrine junction, New Cumnock, Kirkconnel and Thornhill are all points where multiple serious accidents have occurred despite these locations having lower average daily flows than other points along the corridor.
- 11.2.2 The accidents data indicated that winter months are not normally the most likely for high numbers of road accidents. This is slightly unusual and indicates that measures to make the A76 safer during the winter months (such as gritting, snow clearance etc.) may be currently working effectively. The challenge moving forward is to combat the higher numbers of accidents in the spring and summer months, particularly April and July. October also had a substantial portion of road accidents.

## 11.3 Summary of Proposals

11.3.1 As outlined in the previous chapters, the summary of all proposals put forward are demonstrated below. Since all proposals seemed reasonable, it was decided in the initial sift that they should all be taken forward for appraisal.

- Proposal 1: Rail services that arrive at both Kilmarnock and Dumfries by 08:45 and leave shortly after 17:15 for commuters
- Proposal 2: Commuting rail shuttle services between Dumfries and Kirkconnel and Kilmarnock and New Cumnock
- Proposal 3: Examine and synchronise bus and rail fares along the A76
- Proposal 4: Revise counter-intuitive rail fares
- Proposal 5: Real-time rail information at Auchinleck, New Cumnock, Kirkconnel and Sanquhar rail stations
- Proposal 6: Installation of card-only ticket machines at rail stations- particularly Dumfries
- Proposal 7: New Rail Station at Mauchline
- Proposal 8: New Rail Station at Thornhill
- Proposal 9: Freight loop to allow passenger rail services to overtake slower moving freight services
- Proposal 10: Kilmarnock- Dumfries Community Rail Partnership
- Proposal 11: Improve waiting times between bus and rail connections
- Proposal 12: Revise counter-intuitive bus fares
- Proposal 13: Real-time bus information at bus stops and rail stations
- Proposal 14: Real-time bus information app/website
- Proposal 15: Single cross-boundary bus service along the A76 or A713
- Proposal 16: Investigate potential for cycle carrying facilities on Stagecoach and SPT buses operating along the A76
- Proposal 17: Cycle parking at bus stops in central Mauchline, Auchinleck, Cumnock, New Cumnock, Kirkconnel, Sanquhar, Thornhill and at bus stations in Kilmarnock and Dumfries.
- Proposal 18: Safe cycle path closely adjacent to the A76 route
- Proposal 19: Install “Keep your Distance” signage along the A76
- Proposal 20: Opportunities for safe overtaking NW and SE of Mauchline
- Proposal 21: Encourage car-sharing among inhabitants along the A76
- Proposal 22: Mauchline Bypass
- Proposal 23: Improve capacity of Bellfield interchange

11.3.2 The following Objectives and KPIs were agreed for the Study:

OBJECTIVES	PERFORMANCE INDICATORS
<b>Objective 1</b> – Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	No of locations requiring action to improve physical integration following site audits  Improved multi-modal accessibility to selected main travel destinations (e.g. hospitals, colleges)
<b>Objective 2</b> – Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	Frequency of Partnership meetings
<b>Objective 3</b> - Deliver enhancements to transport services and infrastructure that support economic development	Improvements in economic activity within the Partnership area compared to a suitable benchmark
<b>Objective 4</b> - Improve access to sustainable transport for all communities along the A76 Corridor	Accessibility analysis comparing car and non-car accessibility selected main travel destinations  Use of active travel modes within the Partnership area
<b>Objective 5</b> – Deliver safety-related improvements at identified high risk road locations	Change in observed accident rates by category on A76
<b>Objective 6</b> - Deliver improved efficiency for freight transport into and out of the region	Change in volume of freight movements on A76 corridor by reference to a suitable benchmark

## 12. POST-APPRAISAL CONCLUSIONS

### 12.1 STAG 1 Appraisal Summary

12.1.1 The STAG 1 Appraisal was undertaken using the 23 proposals previously identified. The full STAG 1 Appraisal is outlined in full within the STAG 1 Appraisal Report, which explains the impact of each proposal on the defined STAG criteria alongside the objectives of the study.

An overview of the outcomes for each proposal are summarised in Table 10, Table 11 and Table 12.

- 12.1.2 It should be noted that none of the scenario options have been found to have major negative impacts (represented by **\*\*\***), which indicates that all are potentially viable and should be considered further.

		Proposal 1: Rail timetable alterations for commuting	Proposal 2: Commuting rail shuttle services	Proposal 3: Synchronise A76 bus and rail fares	Proposal 4: Revise counter-intuitive rail fares	Proposal 5: Real-time rail information at rail stations	Proposal 6: Ticket machines at rail stations	Proposal 7: New Rail Station at Mauchline
Transport Planning Objectives - Performance Indicators	1. Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	=	=	=	=	=	=	✓
	2. Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	✓	=	✓	✓✓	=	=	=
	3. Deliver enhancements to transport services and infrastructure that support economic development	✓✓	✓✓	✓	=	=	=	✓✓
	4. Improve access to sustainable transport for all communities along the A76 Corridor	✓✓✓	✓✓✓	✓	✓	✓	✓	✓✓✓
	5. Deliver safety-related improvements at identified high risk road locations	=	=	=	=	=	=	=
	6. Deliver improved efficiency for freight transport into and out of the region	✗	✗	=	=	=	=	=
Environment	Noise and Vibration	=	=	=	=	=	=	✗
	Global Air Quality - Carbon Dioxide CO2	✓	✓	=	=	=	=	✓
	Local Air Quality - PM10 and NO2	✓	✓	=	=	=	=	=
	Water Quality, Drainage, and Flood Defence	=	=	=	=	=	=	=
	Geology	=	=	=	=	=	=	=
	Biodiversity and Habitats	=	=	=	=	=	=	=
	Landscape	=	=	=	=	=	=	✓
	Visual Amenity	=	=	=	=	=	=	✗
	Agriculture and Soils	=	=	=	=	=	=	✗
	Cultural Heritage	=	=	=	=	=	=	=
Safety	Accidents	✓	✓	=	=	=	=	✓✓
	Security	=	=	=	=	=	=	=
Economy	TEE	✓✓	✓✓	✓	✓	✓	✓	✓
	EALI	✓✓	✓✓	=	=	=	=	✓✓
Accessibility and Social Inclusion	Community Accessibility	✓	✓	=	=	=	=	✓✓✓
	Comparative Accessibility	✓	✓	✓✓	✓	✓	=	✓✓
Integration	Transport	=	=	=	✓	=	=	=
	Transport & Land-use	=	=	=	=	=	=	✓
	Policy	✓✓	✓✓	✓	✓	✓	✓	✓✓
Feasibility, Affordability, and Public Acceptability	Feasibility	Major	Moderate	Moderate	Moderate	Minor	Minor	Moderate
	Affordability	Moderate	Moderate	Minor	Minor	Minor	Moderate	Major
	Acceptability	Minor	Minor	Minor	Minor	Minor	Minor	Minor

Table 10. Summary of Appraisal 1/3

		Proposal 8: New Rail Station at Thornhill	Proposal 9: Freight loop	Proposal 10: Community Rail Partnership	Proposal 11: Improve waiting times	Proposal 12: Revise counter-intuitive bus fares	Proposal 13: Real-time bus information	Proposal 14: Real-time bus information app/website
Transport Planning Objectives - Performance Indicators	1. Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	✓	✓✓	✓	✓	=	✓✓	✓✓
	2. Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	=	✓	✓✓	✓	✓✓	✓✓	✓✓
	3. Deliver enhancements to transport services and infrastructure that support economic development	✓✓	✓✓	=	✓	=	=	=
	4. Improve access to sustainable transport for all communities along the A76 Corridor	✓✓	=	✓	✓✓	✓	✓	✓
	5. Deliver safety-related improvements at identified high risk road locations	=	=	=	=	=	=	=
	6. Deliver improved efficiency for freight transport into and out of the region	=	✓✓	=	=	=	=	=
Environment	Noise and Vibration	✗	✗	=	=	=	=	=
	Global Air Quality - Carbon Dioxide CO2	✓	=	=	✓	=	=	=
	Local Air Quality - PM10 and NO2	=	=	=	✓	=	=	=
	Water Quality, Drainage, and Flood Defence	=	=	=	=	=	=	=
	Geology	=	=	=	=	=	=	=
	Biodiversity and Habitats	=	=	=	=	=	=	=
	Landscape	✓	=	=	=	=	=	=
	Visual Amenity	✗	=	=	=	=	=	=
	Agriculture and Soils	✗	=	=	=	=	=	=
Safety	Cultural Heritage	=	=	✓	=	=	=	=
	Accidents	✓	=	=	=	=	=	=
Economy	Security	=	=	✓	✓	=	=	=
	TEE	✓	=	✓	✓✓	✓	✓	✓
Accessibility and Social Inclusion	EALI	✓	=	=	=	=	=	=
	Community Accessibility	✓✓✓	=	=	=	=	=	=
Integration	Comparative Accessibility	✓✓	=	=	✓	✓	=	=
	Transport	=	=	=	✓✓✓	=	✓✓	✓✓
	Transport & Land-use	✓	=	✓	=	=	=	=
Feasibility, Affordability, and Public Acceptability	Policy	✓✓	=	✓	✓✓	✓	✓	✓
	Feasibility	Moderate	Moderate	Minor	Moderate	Moderate	Moderate	Moderate
	Affordability	Major	Major	Minor	Minor	Minor	Moderate	Moderate
	Acceptability	Minor	Moderate	Minor	Minor	Minor	Minor	Minor

Table 11. Summary of Appraisal 2/3

		Proposal 15: Single cross-boundary bus service	Proposal 16: Cycle carrying facilities on A76 buses	Proposal 17: Cycle parking at bus stops	Proposal 18: Safe cycle path adjacent to the A76	Proposal 19: Install "Keep your Distance" signage	Proposal 20: Opportunities for safe overtaking	Proposal 21: Encourage car-sharing along the A76	Proposal 22: Mauchline Bypass	Proposal 23: Bellfield Interchange
Transport Planning Objectives - Performance Indicators	1. Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	=	✓	✓	✓	=	=	=	✓	✓
	2. Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	✓✓✓	✓	=	✓	=	=	✓	=	=
	3. Deliver enhancements to transport services and infrastructure that support economic development	=	=	=	✓✓	✓✓	✓✓	=	✓	✓
	4. Improve access to sustainable transport for all communities along the A76 Corridor	✓✓	✓	✓	✓✓	=	=	✓	=	=
	5. Deliver safety-related improvements at identified high risk road locations	=	=	=	✓	✓✓	✓✓	=	✓	✓
	6. Deliver improved efficiency for freight transport into and out of the region	=	=	=	=	✓	✓	=	✓	✓
Environment	Noise and Vibration	✗	=	=	=	✓	✗	=	✗	✗
	Global Air Quality - Carbon Dioxide CO2	✗	=	=	✓	=	=	✓	✗	✗
	Local Air Quality - PM10 and NO2	✗	=	=	✓	=	=	✓	✗	✗
	Water Quality, Drainage, and Flood Defence	=	=	=	=	=	=	=	✗✗	=
	Geology	=	=	=	=	=	=	=	=	=
	Biodiversity and Habitats	=	=	=	=	=	=	=	✗✗	✗
	Landscape	=	=	=	=	=	=	=	✗✗	=
	Visual Amenity	=	=	=	=	=	=	=	✗✗	=
	Agriculture and Soils	=	=	=	=	=	=	=	✗	=
	Cultural Heritage	=	=	=	✓	=	=	=	=	=
Safety	Accidents	=	=	=	✓	✓✓	✓✓	✓	✓	=
	Security	✓	=	=	=	=	=	=	=	=
Economy	TEE	✓✓	=	=	✓	=	✓	✓	✓✓	✓✓
	EALI	=	=	=	✓	=	=	=	✓	✓
Accessibility and Social Inclusion	Community Accessibility	=	✓	✓	✓✓	=	=	=	=	=
	Comparative Accessibility	✓	=	=	✓✓	=	✓	=	=	=
Integration	Transport	✓	✓	✓	✓✓	=	=	=	=	=
	Transport & Land-use	=	=	=	✓	=	=	=	=	=
	Policy	✓✓	✓	✓	✓✓	✓✓	✓	✓✓	=	=
Feasibility, Affordability, and Public Acceptability	Feasibility	Moderate	Moderate	Moderate	Moderate	Minor	Moderate	Minor	Major	Moderate
	Affordability	Moderate	Minor	Moderate	Moderate	Moderate	Major	Minor	Major	Moderate
	Acceptability	Minor	Minor	Moderate	Minor	Minor	Moderate	Minor	Moderate	Minor

Table 12. Summary of Appraisal 3/3

## 12.2 STAG 1 Appraisal Outcomes

- 12.2.1 Overall the proposals are expected to have a minor impact on the environment; there are a number of areas where impacts will be greater but through mitigation will result in minor residual impacts.
- 12.2.2 The above proposals also will have a minor benefit on safety for all road users. Particular road users including pedestrians and cyclists will benefit more due to improved facilities.
- 12.2.3 Having completed the STAG 1 Appraisal, the proposals have been classified into two different categories; substantial and less substantial.
- 12.2.4 **Substantial proposals** are those requiring high levels of investment, lobbying and/or further feasibility assessments to be undertaken in order for them to be realised and determine whether the investment required would be economically justified.
- 12.2.5 **Less substantial proposals** are not necessarily lower impact, but rather have fewer constraints such as planning permission, STAG 2 appraisal and financial commitment.
- 12.2.6 It is feasible to assume that not all 23 proposals are likely to be implemented, as some are clearly alternatives to others, yet some would benefit from being implemented alongside others in order to achieve the best outcomes.

### Substantial Proposals

Proposal 1: Rail timetable alterations **OR** Proposal 2: Commuter rail shuttle services

Proposal 7: New Rail Station at Mauchline **OR** Proposal 8: New Rail Station at Thornhill

Proposal 11: Improve waiting times

Proposal 18: Safe Cycle Path adjacent to the A76

Proposal 19: Keep your Distance signage **AND** Proposal 20: Safe overtaking opportunities

Proposal 9: Freight loop ( to facilitate the implementation of Proposal 1)

### Less Substantial Proposals

Proposal 3: Synchronise bus & rail fares **AND** Proposal 4: Revise counter-intuitive rail fares **AND** Proposal 12: Revise counter-intuitive bus fares

Proposal 5: Real-time rail information at rail stations **AND** Proposal 13: Real-time bus information at bus % rail stations **OR** Proposal 14: Real-time bus information app/website

Proposal 6: Ticket machines at rail stations

Proposal 10: Community Rail Partnership

Proposal 16: Cycle carrying facilities on buses **OR** Proposal 17: Cycle parking at bus stops

Proposal 21: Encourage car sharing along the A76

Proposal 15: Single cross-boundary bus service

### **12.3 Recommendations and Next Steps**

- 12.3.1 Following the recommendations of the Part 1 Appraisal and taking forward the packages of options identified as Substantial Proposals would require more detailed appraisal (i.e. STAG Part 2) to help inform decision-makers which, if any, of the options could successfully fulfil the A76 Partnership's objectives.
- 12.3.2 The Part 2 Appraisal provides the basis for more detailed assessment of the options to be undertaken in terms of their performance in relation to the Transport Planning Objectives and STAG Criteria of Environment, Safety, Accessibility and Social Inclusion, Economy and Integration.
- 12.3.3 As part of this process, detailed consultation with stakeholders would be essential, particularly Transport Scotland and Network Rail as the strongest emerging proposals impact on parts of the transport network within those two bodies' control.
- 12.3.4 Some of the less substantial proposals could be implemented relatively easily; such as ticket machines at stations, and community rail partnerships, which could increase local perception of the attractiveness of rail travel.

**In the UK, SYSTRA provides Transport Planning consultancy and Rail and Urban Transport engineering services. We work with our clients to think through complex issues concerning the location and movement of people, goods and services – as well as helping them maximise the potential of their own businesses. We have been providing Transport Consultancy services in the UK for over 40 years and have an excellent reputation for the provision of high quality, robust and independent advice to our clients. SYSTRA Ltd is a UK registered subsidiary of SYSTRA Group.**

For more information visit [www.systra.co.uk](http://www.systra.co.uk)

#### **SYSTRA Ltd Offices**

##### **Birmingham**

Second Floor, 37a Waterloo Street  
Birmingham B2 5TJ United Kingdom  
T: +44 (0)121 233 7680

##### **Dublin**

1st Floor, 12/13 Exchange Place,  
Custom House Docks, IFSC, Dublin 1 Ireland  
T: +353 (0)1 542 6000

##### **Edinburgh**

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF  
United Kingdom  
T: +44 (0)131 220 6966

##### **Glasgow**

Seventh Floor, 78 St Vincent Street  
Glasgow G2 5UB United Kingdom  
T: +44 (0)141 225 4400

##### **London**

Seventh Floor, 15 Old Bailey  
London EC4M 7EF United Kingdom  
T: +44 (0)20 7529 6500

##### **Manchester**

25th Floor, City Tower, Piccadilly Plaza  
Manchester M1 4BT United Kingdom  
T: +44 (0)161 236 0282

##### **Newcastle**

PO Box 438, Newcastle upon Tyne, NE3 9BT  
United Kingdom  
T: +44 (0)191 2136157

##### **Woking**

Dukes Court, Duke Street  
Woking, Surrey GU21 5BH United Kingdom  
T: +44 (0)1483 728051

#### **Selected SYSTRA Group Offices**

##### **Abu Dhabi**

AS Business Centre, First Floor, Suites 201-213,  
Al Ain Road, Umm al Nar, P.O. Box 129865,  
Abu Dhabi, UAE  
T: +971 2 558 3809

##### **Hong Kong**

14th Floor West, Warwick House, TaiKoo Place,  
979 King's Road, Island East, Hong Kong, China  
T: +852 2529 7037

##### **Lille**

86 Boulevard Carnot, 59000 Lille, France  
T: +33 (0)3 74 07 00

##### **Lyon**

11, rue de la République, 69001 Lyon, France  
T: +33 (0)4 72 10 29 29

##### **Marseille**

76, rue de la République, 13002 Marseille, France  
T: +33 (0)4 91 37 35 15

##### **Mumbai**

Antriksh, Unit no. 301, 3rd Floor, CTS Nos.  
773, 773/1 to 7, Makwana Road, Marol, Andheri East,  
Mumbai 400069, India  
T: +91 22 2647 3134

##### **New Delhi**

5th Floor Guru Angad Bhawan, 71 Nehru Place,  
New Delhi 110019, India  
T: +91 11 2641 3310

##### **Paris**

72 rue Henry Farman, 75015 Paris, France  
T: +33 (0)1 53 17 36 00

##### **Wroclaw**

ul. Świętego Antoniego 2/4 Brama B  
50-073 Wroclaw, Poland  
T: +48 71 73 36 470

**SYSTRA**

## A76 ACTION PLAN STUDY

STAG 1 APPRAISAL REPORT



# A76 TRANSPORT CORRIDOR PARTNERSHIP STUDY

## A76 ACTION PLAN STUDY

### IDENTIFICATION TABLE

Client/Project owner	A76 Transport Partnership – East Ayrshire and Dumfries and Galloway Councils
Project	A76 Transport Corridor Partnership Study
Study	A76 Action Plan Study
Type of document	STAG 1 Appraisal Report
Date	17/07/2015
File name	20150717 A76 Corridor Stag Part 1 Report v1
Framework	Ayrshire Framework
Reference number	10298512
Confidentiality	Client confidential
Language	English
Number of pages	98

### APPROVAL

Version	Name	Position	Date	Modifications
DRAFT	Author	Meadhbh Maguire	Analyst	13/04/2015
	Checked by	Ingrid Petrie	Project Manager	13/04/2015
	Approved by	Neill Birch	Project Director	14/04/2015
1	Author	Meadhbh Maguire	Consultant	14/07/2015
	Checked by	Ingrid Petrie	Project Manager	17/07/2015
	Approved by	Ingrid Petrie	Project Manager	17/07/2015

## TABLE OF CONTENTS

<b>1.</b>	<b>INTRODUCTION</b>	<b>5</b>
<b>1.1</b>	<b>OVERVIEW</b>	<b>5</b>
<b>1.2</b>	<b>CONTEXT</b>	<b>5</b>
<b>1.3</b>	<b>DEFINITION OF TRANSPORT PLANNING OBJECTIVES</b>	<b>5</b>
<b>1.4</b>	<b>DEFINITION OF KEY PERFORMANCE INDICATORS</b>	<b>5</b>
<b>1.5</b>	<b>OVERVIEW OF PROPOSALS</b>	<b>6</b>
<b>1.6</b>	<b>OVERVIEW OF APPRAISAL PROCESS</b>	<b>7</b>
<b>2.</b>	<b>APPRAISAL OUTPUTS</b>	<b>11</b>
<b>2.1</b>	<b>APPRAISAL CONCEPT</b>	<b>11</b>
<b>2.2</b>	<b>TRANSPORT PLANNING OBJECTIVES</b>	<b>12</b>
<b>2.3</b>	<b>ENVIRONMENT</b>	<b>39</b>
<b>2.4</b>	<b>SAFETY</b>	<b>65</b>
<b>2.5</b>	<b>ECONOMY</b>	<b>70</b>
<b>2.6</b>	<b>ACCESSIBILITY AND SOCIAL INCLUSION</b>	<b>79</b>
<b>2.7</b>	<b>INTEGRATION</b>	<b>83</b>
<b>2.8</b>	<b>FEASIBILITY, AFFORDABILITY AND PUBLIC ACCEPTABILITY</b>	<b>92</b>

## LIST OF FIGURES

Figure 1.	Summary of Appraisal 1/3	8
Figure 2.	Summary of Appraisal 2/3	9
Figure 3.	Summary of Appraisal 3/3	10

## 1. INTRODUCTION

### 1.1 Overview

1.1.1 SYSTRA was commissioned by the A76 Partnership in August 2014 to assist in the preparation of the A76 Corridor Study. This Report describes the appraisal of the emerging A76 Corridor Study proposals, which have been developed following Scottish Transport Appraisal Guidance (STAG).

### 1.2 Context

1.2.1 The A76 Corridor Study is a multi-modal analysis of the existing transport infrastructure along the length of the A76, extending from Kilmarnock to Dumfries. The study aims to identify areas where improvements can be made to strengthen the transport provision and facilitation of both passenger and freight services along the route. The proposals at this stage have been derived from the extensive evidence base that has been compiled for this project and which was examined at length within the interim report.

### 1.3 Definition of Transport Planning Objectives

1.3.1 The performance of options against the established Transport Planning Objectives (TPOs) is a crucial aspect of the appraisal and it is therefore important to ensure that objectives are consistent with local, regional and national policies. The transport planning objectives for the A76 Corridor Study were agreed as follows:

- **Objective 1** – Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel
- **Objective 2** – Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development
- **Objective 3** - Deliver enhancements to transport services and infrastructure that support economic development
- **Objective 4** - Improve access to sustainable transport for all communities along the A76 Corridor
- **Objective 5** – Deliver safety-related improvements at identified high risk road locations
- **Objective 6** - Deliver improved efficiency for freight transport into and out of the region

### 1.4 Definition of Key Performance Indicators

1.4.1 This project also considered the Key Performance Indicators (KPIs) to be used in the A76 Corridor Study. These are initial KPIs and the commitment to undertake them would be dependent on the evolving needs of the project, should any proposals be recommended for implementation. The KPIs for the objectives are as follows.

OBJECTIVES	PERFORMANCE INDICATORS
<b>Objective 1</b> – Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	No of locations requiring action to improve physical integration following site audits  Improved multi-modal accessibility to selected main travel destinations (e.g. hospitals, colleges)
<b>Objective 2</b> – Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	Frequency of Partnership meetings
<b>Objective 3</b> - Deliver enhancements to transport services and infrastructure that support economic development	Improvements in economic activity within the Partnership area compared to a suitable benchmark
<b>Objective 4</b> - Improve access to sustainable transport for all communities along the A76 Corridor	Accessibility analysis comparing car and non-car accessibility selected main travel destinations  Use of active travel modes within the Partnership area
<b>Objective 5</b> – Deliver safety-related improvements at identified high risk road locations	Change in observed accident rates by category on A76
<b>Objective 6</b> - Deliver improved efficiency for freight transport into and out of the region	Change in volume of freight movements on A76 corridor by reference to a suitable benchmark

## 1.5 Overview of Proposals

1.5.1 The list of proposals is as follows. These proposals emerged through conclusions drawn from the data analysis and issues outlined in the Interim Report, and from engagement with members of the A76 Partnership.

- Proposal 1: Rail services that arrive at both Kilmarnock and Dumfries by 08:45 and leave shortly after 17:15 for commuters
- Proposal 2: Commuting rail shuttle services between Dumfries and Kirkconnel and Kilmarnock and New Cumnock

- Proposal 3: Examine and synchronise bus and rail fares along the A76
- Proposal 4: Revise counter-intuitive rail fares
- Proposal 5: Real-time rail information at Auchinleck, New Cumnock, Kirkconnel and Sanquhar rail stations
- Proposal 6: Installation of card-only ticket machines at rail stations- particularly Dumfries
- Proposal 7: New Rail Station at Mauchline
- Proposal 8: New Rail Station at Thornhill
- Proposal 9: Freight loop to allow passenger rail services to overtake slower moving freight services
- Proposal 10: Kilmarnock- Dumfries Community Rail Partnership
- Proposal 11: Improve waiting times between bus and rail connections
- Proposal 12: Revise counter-intuitive bus fares
- Proposal 13: Real-time bus information at bus stops and rail stations
- Proposal 14: Real-time bus information app/website
- Proposal 15: Single cross-boundary bus service along the A76 or A713
- Proposal 16: Investigate potential for cycle carrying facilities on Stagecoach and SPT buses operating along the A76
- Proposal 17: Cycle parking at bus stops in central Mauchline, Auchinleck, Cumnock, New Cumnock, Kirkconnel, Sanquhar, Thornhill and at bus stations in Kilmarnock and Dumfries.
- Proposal 18: Safe cycle path closely adjacent to the A76 route
- Proposal 19: Install “Keep your Distance” signage along the A76
- Proposal 20: Opportunities for safe overtaking NW and SE of Mauchline
- Proposal 21: Encourage car-sharing among inhabitants along the A76
- Proposal 22: Mauchline Bypass
- Proposal 23: Improve capacity of Bellfield interchange

## 1.6 Overview of Appraisal Process

- 1.6.1 The purpose of the appraisal is to objectively and consistently measure the potential for the proposals. This Report provides the appraisal notes relating to the completion of a STAG Part 1 of a series of A76 Corridor Study proposals against the established criteria as well the Government objectives.
- 1.6.2 Figure 1, Figure 2 and Figure 3 on the following pages show a summary of the appraisal (following STAG Part 1) outlined in Chapter 2.
- 1.6.3 It should be noted that none of the scenario options have been found to have major negative impacts (represented by **xxx**), which indicates that all are potentially viable and should be considered further.

		Proposal 1: Rail timetable alterations for commuting	Proposal 2: Commuting rail shuttle services	Proposal 3: Synchronise A76 bus and rail fares	Proposal 4: Revise counter-intuitive rail fares	Proposal 5: Real-time rail information at rail stations	Proposal 6: Ticket machines at rail stations	Proposal 7: New Rail Station at Mauchline
Transport Planning Objectives - Performance Indicators	1. Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	=	=	=	=	=	=	✓
	2. Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	✓	=	✓	✓✓	=	=	=
	3. Deliver enhancements to transport services and infrastructure that support economic development	✓✓	✓✓	✓	=	=	=	✓✓
	4. Improve access to sustainable transport for all communities along the A76 Corridor	✓✓✓	✓✓✓	✓	✓	✓	✓	✓✓✓
	5. Deliver safety-related improvements at identified high risk road locations	=	=	=	=	=	=	=
	6. Deliver improved efficiency for freight transport into and out of the region	✗	✗	=	=	=	=	=
Environment	Noise and Vibration	=	=	=	=	=	=	✗
	Global Air Quality - Carbon Dioxide CO2	✓	✓	=	=	=	=	✓
	Local Air Quality - PM10 and NO2	✓	✓	=	=	=	=	=
	Water Quality, Drainage, and Flood Defence	=	=	=	=	=	=	=
	Geology	=	=	=	=	=	=	=
	Biodiversity and Habitats	=	=	=	=	=	=	=
	Landscape	=	=	=	=	=	=	✓
	Visual Amenity	=	=	=	=	=	=	✗
	Agriculture and Soils	=	=	=	=	=	=	✗
Safety	Cultural Heritage	=	=	=	=	=	=	=
	Accidents	✓	✓	=	=	=	=	✓✓
Economy	Security	=	=	=	=	=	=	=
	TEE	✓✓	✓✓	✓	✓	✓	✓	✓
Accessibility and Social Inclusion	EAII	✓✓	✓✓	=	=	=	=	✓✓
	Community Accessibility	✓	✓	=	=	=	=	✓✓✓
Integration	Comparative Accessibility	✓	✓	✓✓	✓	✓	=	✓✓
	Transport	=	=	=	=	✓	=	=
	Transport & Land-use Policy	=	=	=	=	=	=	✓
Feasibility, Affordability, and Public Acceptability	Feasibility	Major	Moderate	Moderate	Moderate	Minor	Minor	Moderate
	Affordability	Moderate	Moderate	Minor	Minor	Minor	Moderate	Major
	Acceptability	Minor	Minor	Minor	Minor	Minor	Minor	Minor

Figure 1. Summary of Appraisal 1/3

		Proposal 8: New Rail Station at Thornhill	Proposal 9: Freight loop	Proposal 10: Community Rail Partnership	Proposal 11: Improve waiting times	Proposal 12: Revise counter-intuitive bus fares	Proposal 13: Real-time bus information	Proposal 14: Real-time bus information app/website
Transport Planning Objectives - Performance Indicators	1. Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	✓	✓✓	✓	✓	=	✓✓	✓✓
	2. Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	=	✓	✓✓	✓	✓✓	✓✓	✓✓
	3. Deliver enhancements to transport services and infrastructure that support economic development	✓✓	✓✓	=	✓	=	=	=
	4. Improve access to sustainable transport for all communities along the A76 Corridor	✓✓	=	✓	✓✓	✓	✓	✓
	5. Deliver safety-related improvements at identified high risk road locations	=	=	=	=	=	=	=
	6. Deliver improved efficiency for freight transport into and out of the region	=	✓✓	=	=	=	=	=
Environment	Noise and Vibration	✗	✗	=	=	=	=	=
	Global Air Quality - Carbon Dioxide CO2	✓	=	=	✓	=	=	=
	Local Air Quality - PM10 and NO2	=	=	=	✓	=	=	=
	Water Quality, Drainage, and Flood Defence	=	=	=	=	=	=	=
	Geology	=	=	=	=	=	=	=
	Biodiversity and Habitats	=	=	=	=	=	=	=
	Landscape	✓	=	=	=	=	=	=
	Visual Amenity	✗	=	=	=	=	=	=
	Agriculture and Soils	✗	=	=	=	=	=	=
	Cultural Heritage	=	=	✓	=	=	=	=
Safety	Accidents	✓	=	=	=	=	=	=
	Security	=	=	✓	✓	=	=	=
Economy	TEE	✓	=	✓	✓✓	✓	✓	✓
	EALI	✓	=	=	=	=	=	=
Accessibility and Social Inclusion	Community Accessibility	✓✓✓	=	=	=	=	=	=
	Comparative Accessibility	✓✓	=	=	✓	✓	=	=
Integration	Transport	=	=	=	✓✓✓	=	✓✓	✓✓
	Transport & Land-use	✓	=	✓	=	=	=	=
	Policy	✓✓	=	✓	✓✓	✓	✓	✓
Feasibility, Affordability, and Public Acceptability	Feasibility	Moderate	Moderate	Minor	Moderate	Moderate	Moderate	Moderate
	Affordability	Major	Major	Minor	Minor	Minor	Moderate	Moderate
	Acceptability	Minor	Moderate	Minor	Minor	Minor	Minor	Minor

**Figure 2.** Summary of Appraisal 2/3

		Proposal 15: Single cross-boundary bus service	Proposal 16: Cycle carrying facilities on A76 buses	Proposal 17: Cycle parking at bus stops	Proposal 18: Safe cycle path adjacent to the A76	Proposal 19: Install "Keep your Distance" signage	Proposal 20: Opportunities for safe overtaking	Proposal 21: Encourage car-sharing along the A76	Proposal 22: Mauchline Bypass	Proposal 23: Bellfield Interchange
Transport Planning Objectives - Performance Indicators	1. Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel	=	✓	✓	✓	=	=	=	✓	✓
	2. Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development	✓✓✓	✓	=	✓	=	=	✓	=	=
	3. Deliver enhancements to transport services and infrastructure that support economic development	=	=	=	✓✓	✓✓	✓✓	=	✓	✓
	4. Improve access to sustainable transport for all communities along the A76 Corridor	✓✓	✓	✓	✓✓	=	=	✓	=	=
	5. Deliver safety-related improvements at identified high risk road locations	=	=	=	✓	✓✓	✓✓	=	✓	✓
	6. Deliver improved efficiency for freight transport into and out of the region	=	=	=	=	✓	✓	=	✓	✓
Environment	Noise and Vibration	✗	=	=	=	✓	✗	=	✗	✗
	Global Air Quality - Carbon Dioxide CO2	✗	=	=	✓	=	=	✓	✗	✗
	Local Air Quality - PM10 and NO2	✗	=	=	✓	=	=	✓	✗	✗
	Water Quality, Drainage, and Flood Defence	=	=	=	=	=	=	=	xx	=
	Geology	=	=	=	=	=	=	=	=	=
	Biodiversity and Habitats	=	=	=	=	=	=	=	xx	x
	Landscape	=	=	=	=	=	=	=	xx	=
	Visual Amenity	=	=	=	=	=	=	=	xx	=
	Agriculture and Soils	=	=	=	=	=	=	=	x	=
	Cultural Heritage	=	=	=	✓	=	=	=	=	=
Safety	Accidents	=	=	=	✓	✓✓	✓✓	✓	✓	=
	Security	✓	=	=	=	=	=	=	=	=
Economy	TEE	✓✓	=	=	✓	=	✓	✓	✓✓	✓✓
	EAU	=	=	=	✓	=	=	✓	✓	✓
Accessibility and Social Inclusion	Community Accessibility	=	✓	✓	✓✓	=	=	=	=	=
	Comparative Accessibility	✓	=	=	✓✓	=	=	✓	=	=
Integration	Transport	✓	✓	✓	✓✓	=	=	=	=	=
	Transport & Land-use	=	=	=	✓	=	=	=	=	=
	Policy	✓✓	✓	✓	✓✓	✓✓	✓	✓✓	=	=
Feasibility, Affordability, and Public Acceptability	Feasibility	Moderate	Moderate	Moderate	Moderate	Minor	Moderate	Minor	Major	Moderate
	Affordability	Moderate	Minor	Moderate	Moderate	Moderate	Major	Minor	Major	Moderate
	Acceptability	Minor	Minor	Moderate	Minor	Minor	Moderate	Minor	Moderate	Minor

**Figure 3. Summary of Appraisal 3/3**

## 2. APPRAISAL OUTPUTS

### 2.1 Appraisal Concept

- 2.1.1 The purpose of the appraisal is to objectively and consistently assess the potential for initiatives in the A76 corridor. This Chapter provides the appraisal notes relating to the completion of a STAG Part 1 assessment of the mitigation proposals that have been identified. As supported by STAG Guidance, the appraisal has been completed on a largely qualitative basis but referring to quantitative data collected as part of the pre-appraisal phase described in the A76 Study Interim Report.
- 2.1.2 In line with STAG best practice, the appraisal will concentrate on the defined Transport Planning Objectives (TPOs) and the five STAG Criteria as well as considerations relating to feasibility, affordability and public acceptability. The STAG Criteria includes appraisal against the topics of environment, safety, economy, integration, and accessibility and social inclusion.
- 2.1.3 The appraisal of the proposals has been completed using a seven-point-scale assessment, considering the relative size and scale of impacts as outlined below:

- **Major benefit** (represented by ✓✓✓): these are benefits or positive impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility.
- **Moderate benefit** (represented by ✓✓): the option is anticipated to have a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option's eligibility, but taken together do so.
- **Minor benefit** (represented by ✓): the option is anticipated to have only a small benefit or positive impact. Minor benefits or impacts are those which are worth noting, but the practitioner considers are not likely to contribute materially to determining whether an option is taken forward.
- **No benefit or impact** (represented by =): the option is anticipated to have no or negligible benefit or negative impact.
- **Minor cost or negative impact** (represented by ✗): the option is anticipated to have only a minor disbenefit or negative impact. Minor disbenefits or impacts are those which are worth noting, but the practitioner considers are not likely to contribute materially to determining whether an option is taken forward.
- **Moderate cost or negative impact** (represented by ✗✗): the option is anticipated to have a moderate disbenefit or negative impact. Moderate disbenefits/negative impacts are those which taken in isolation may not determine an option's eligibility, but taken together could do so.
- **Major cost or negative impacts** (represented by ✗✗✗): these are disbenefits or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility.

## 2.2 Transport Planning Objectives

- 2.2.1 This section of the document assesses how well each proposal meets the defined transport planning objectives for the A76 Study, which are detailed in Section [Error! Reference source not found.](#)

**Objective 1: Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel**

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration, although it does advocate a minor change of time for two current services to enable them to better service commuters to Kilmarnock and Dumfries.</p>	=
Proposal 02: Commuting rail shuttle services	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration, although it does advocate an additional service in both morning and afternoons to accommodate commuters and it will possibly improve the multi-modal accessibility to main travel destinations such as hospitals, colleges etc. during the morning peak periods, but this will depend on the actual timetable used.</p>	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	<p>Examining the fare differences between rail and bus services along the A76 and revising these to ensure consistent pricing would have no impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> Revising these fares would have no impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 04: Revise counter-intuitive rail fares	<p>Revising these fares would have no impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> Revising these fares would have no impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 05: Real-time rail information at rail stations	<p>This proposal is likely to have a moderate positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would communicate the timetables to passengers and would be particularly helpful during periods of service disruption.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 06: Ticket machines at rail stations	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 07: New Rail Station at Mauchline	<p>This proposal would involve an increase in transport infrastructure enabling people living in Mauchline to access the region by rail.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on the accessibility to selected main travel destinations (e.g. hospitals, colleges). It is recognised that the additional stop at Mauchline may add a few minutes onto the existing journey time.</p>	✓
Proposal 08: New Rail Station at Thornhill	<p>This proposal would involve an increase in transport infrastructure enabling people living in Thornhill to access the region by rail.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on the accessibility to selected main travel destinations (e.g. hospitals, colleges), although it is recognised that an additional stop at Thornhill would add an additional few minutes onto the existing journey times.</p>	✓
Proposal 09: Freight loop	<p>This proposal is likely to have a moderate positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would enable passenger trains to overtake slower moving freight vehicles, which would enable the frequency of passenger trains to increase without altering the freight timetable.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on the accessibility to selected main travel destinations (e.g. hospitals, colleges), assuming that timetables are subsequently revised to facilitate this.</p>	✓✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 10: Community Rail Partnership	<p>This proposal is likely to have a minor positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate community participation and responsibility for future improvements to rail provision within the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any short-term impact on the physical infrastructure integration and accessibility to main travel destinations, although the CRP may advocate changes to support these objectives as a measure once it is established.</p>	✓
Proposal 11: Improve waiting times	<p>This proposal will likely have a positive impact on the physical integration of transport infrastructure and integration of timetables as shorter waiting and connection times between bus and rail services would require more frequent services.</p> <p><i>In terms of the defined KPI's:</i> An achieved reduction in waiting times would have a slightly positive impact on the physical infrastructure integration and accessibility to selected main travel destinations.</p>	✓
Proposal 12: Revise counter- intuitive bus fares	<p>Revising these fares would have no impact on the physical integration of transport infrastructure and integration of timetables in the region. <i>In terms of the defined KPIs:</i> Revising these fares would have no impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 13: Real- time bus information	<p>This proposal is likely to have a moderate positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would communicate the timetables to passengers and would be particularly helpful during periods of service disruption.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations although may have a minor positive impact in communicating the current timetables more effectively to passengers.</p>	✓✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 14: Real-time bus information app/website	<p>This proposal is likely to have a moderate positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would communicate the timetables to passengers and would be particularly helpful during periods of service disruption.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations although may have a minor positive impact in communicating the current timetables more effectively to passengers.</p>	✓✓
Proposal 15: Single cross- boundary bus service	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 16: Cycle carrying facilities on A76 buses	<p>This proposal is likely to have a minor positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would accommodate cycling provision along the A76, and also mean that those travelling by bicycle could also use the buses.</p> <p><i>In terms of the defined KPIs:</i> This proposal will have a minor positive impact on accessibility to main travel destinations and physical integration improvement.</p>	✓
Proposal 17: Cycle parking at bus stops	<p>This proposal is likely to have a minor positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would accommodate cycling provision along the A76.</p> <p><i>In terms of the defined KPIs:</i> This proposal will have a small positive impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	✓
Proposal 18: Safe cycle path adjacent to the A76	<p>This proposal is likely to have a minor positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would facilitate investment that would accommodate cycling provision along the A76.</p> <p><i>In terms of the defined KPIs:</i> This proposal will have a minor positive impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 19: Install "Keep your Distance" signage	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 20: Opportunities for safe overtaking	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 21: Encourage car-sharing along the A76	<p>This proposal is unlikely to have any impact on the physical integration of transport infrastructure and integration of timetables in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have any impact on the physical infrastructure integration and accessibility to main travel destinations.</p>	=
Proposal 22: Mauchline Bypass	<p>This proposal is likely to have a minor positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would significantly improve traffic flows and reduce travel times within the area.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on the multi-modal accessibility to selected main travel destinations (e.g. hospitals, colleges).</p>	✓
Proposal 23: Bellfield Interchange	<p>This proposal is likely to have a minor positive impact on the physical integration of transport infrastructure and integration of timetables in the region as it would minimise anticipated congestion.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a positive impact on the multi-modal accessibility to selected main travel destinations (e.g. hospitals, colleges).</p>	✓

**Objective 2 – Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development**

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration, as it would improve provisions during peak times for commuters.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the timetables with the operator.</p>	✓
Proposal 02: Commuting rail shuttle services	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration, as it would improve provisions during peak times for commuters. However, as the shuttle services would likely run from New Cumnock to Kilmarnock and from Kirkconnel to Dumfries, this sets a precedent for dividing the rail service along the local authority boundaries which hampers cross-boundary transport integration and offsets the likely positive impacts. This would result in a neutral impact overall.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the timetables with the operator, although would again be offset by each authority requiring to discuss the shuttle service timetable with ScotRail individually.</p>	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration, as it would address substantial variations between the bus and rail fares of equivalent journeys.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the fares with the operators.</p>	✓
Proposal 04: Revise counter-intuitive rail fares	<p>This proposal is likely to have a moderate positive impact on cross-boundary collaboration, as it would address fares that are currently not distance based resulting in some shorter journeys costing more than longer ones.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the fares with the operator.</p>	✓✓

Proposal 05: Real-time rail information at rail stations	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region given that the rail line currently serves the full length of the A76.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=
Proposal 06: Ticket machines at rail stations	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=
Proposal 07: New Rail Station at Mauchline	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region although very minor benefits in connecting Mauchline to Dumfries and Galloway by rail are recognised. They are however, not believed to be significant.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=
Proposal 08: New Rail Station at Thornhill	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region although very minor benefits in connecting Thornhill to East Ayrshire by rail are recognised. They are however, not believed to be significant.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=
Proposal 09: Freight loop	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration as it would facilitate increased frequency of passenger rail services without disrupting the current freight timetable.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address this proposal with Network rail and ScotRail.</p>	✓
Proposal 10: Community Rail Partnership	<p>This proposal is likely to have a moderate positive impact on cross-boundary collaboration as it would facilitate formal collaboration between both local authorities and residents along the corridor for the benefit of improved rail provisions within the region</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on continued partnership meetings between both authorities, requiring both authorities to establish and maintain contact with the Community Rail Partnership.</p>	✓✓

<p><b>Proposal 11:</b> Improve waiting times</p>	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration as it would address substantial waiting times between connecting segments of public transport journeys along the corridor.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the timetables with the operators.</p>	<p>✓</p>
<p><b>Proposal 12:</b> Revise counter-intuitive bus fares</p>	<p>This proposal is likely to have a moderate positive impact on cross-boundary collaboration as it would address fares that are currently not distance based resulting in some shorter journeys costing more than longer ones.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the fares with the operator.</p>	<p>✓✓</p>
<p><b>Proposal 13:</b> Real-time bus information</p>	<p>This proposal is likely to have a moderate positive impact on cross-boundary collaboration as passengers are presently required to make a connection at Cumnock to make a cross-boundary bus trip along the A76. This proposal would improve communication to passengers during periods of service disruption and improve accessibility.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the installation with the operator.</p>	<p>✓✓</p>
<p><b>Proposal 14:</b> Real-time bus information app/website</p>	<p>This proposal is likely to have a moderate positive impact on cross-boundary collaboration as passengers are presently required to make a connection at Cumnock to make a cross-boundary bus trip along the A76. This proposal would improve communication to passengers during periods of service disruption and improve accessibility.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address the installation with the operator.</p>	<p>✓✓</p>

Proposal 15: Single cross-boundary bus service	<p>This proposal is likely to have a major positive impact on cross-boundary collaboration as there is currently no bus service that serves the entire A76 and passengers are presently required to make a connection at Cumnock, where they will then pay an additional fare for their onward segment. This proposal would remove the current waiting times, additional fares and improve connectivity along the corridor, particularly for passengers making cross-boundary journeys to towns not served by rail.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on continued partnership meetings between both authorities, requiring both authorities to discuss this proposal with the operator.</p>	✓✓✓
Proposal 16: Cycle carrying facilities on A76 buses	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration as it would facilitate cycling provision on cross-boundary bus journeys within the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to address this proposal with the operator.</p>	✓
Proposal 17: Cycle parking at bus stops	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=
Proposal 18: Safe cycle path adjacent to the A76	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration as it would provide a safe cross-boundary cycle path which can benefit leisure and sustainable travel in both local authorities.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to implement and maintain the cycle path.</p>	✓
Proposal 19: Install "Keep your Distance" signage	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=
Proposal 20: Opportunities for safe overtaking	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on continued partnership meetings between both authorities.</p>	=

<p>Proposal 21: Encourage car-sharing along the A76</p>	<p>This proposal is likely to have a minor positive impact on cross-boundary collaboration as it would facilitate car-sharing along the corridor, particularly benefitting those originating from or travelling to rural sites with limited or no access by public transport and requiring cross-boundary trips to complete their journey.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on continued partnership meetings between both authorities, requiring both authorities to promote and maintain a cross-boundary car-sharing scheme.</p>	<p>✓</p>
<p>Proposal 22: Mauchline Bypass</p>	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on continued partnership meetings between both authorities for regular consultations, construction and maintenance of the proposed development.</p>	<p>=</p>
<p>Proposal 23: Bellfield Interchange</p>	<p>This proposal is unlikely to have any impact on cross-boundary collaboration in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a positive impact on continued partnership meetings between both authorities for regular consultations, construction and maintenance of the proposed development.</p>	<p>=</p>

### Objective 3 – Deliver enhancements to transport services and infrastructure that support economic development

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
<p>Proposal 01: Rail timetable alterations for commuting</p>	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the provision of commuting rail services would greatly accommodate passengers travelling to Kilmarnock and Dumfries for employment and education purposes, facilitating large numbers of commuters without adding pressures to town centres due to increased numbers of motorists and with more reliable journey times as a result.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region.</p>	<p>✓✓</p>

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 02: Commuting rail shuttle services	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the provision of commuting rail services would greatly accommodate passengers travelling to Kilmarnock and Dumfries for employment and education purposes, facilitating large numbers of commuters without adding pressures to town centres due to increased numbers of motorists and with more reliable journey times as a result.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region.</p>	✓✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	<p>This proposal is likely to have a minor positive impact on enhancements to transport services and infrastructure that support economic development as the synchronisation of bus and rail fares within the region would reduce the variation in public transport fare prices, removing cost uncertainty to the public and raising the attractiveness of public transport in general.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	✓
Proposal 04: Revise counter-intuitive rail fares	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 05: Real-time rail information at rail stations	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 06: Ticket machines at rail stations	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 07: New Rail Station at Mauchline	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the provision of commuting rail services would allow a substantial number of residents to travel to Kilmarnock and elsewhere within the region by rail. This would support employment and educational activity within the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region. The new rail station will have an impact on the region improving the access to transportation choices and facilitating links between activity centres. This could help to stimulate economic growth and attract businesses.</p>	✓✓
Proposal 08: New Rail Station at Thornhill	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the provision of commuting rail services would allow a substantial number of residents to travel to Dumfries and elsewhere within the region by rail. This would support employment and educational activity within the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region. The new rail station will have an impact on the region improving the access to transportation choices and facilitating links between activity centres. This could help to stimulate economic growth and attract businesses.</p>	✓✓
Proposal 09: Freight loop	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the freight loop would enable freight rail services to continue with minimal disruption whilst accommodating for any increased frequency in passenger rail services, which would facilitate travel for employment and education related travel.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region. The above intervention will offer the opportunity to implement further infrastructure enhancements that would definitely improve services for freight transport.</p>	✓✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 10: Community Rail Partnership	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 11: Improve waiting times	<p>This proposal is likely to have a minor positive impact on enhancements to transport services and infrastructure that support economic development as reduced waiting times would reduce the variation in public transport total journey times, removing uncertainty to the public and raising the attractiveness of public transport in general.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	✓
Proposal 12: Revise counter- intuitive bus fares	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 13: Real-time bus information	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 14: Real-time bus information app/website	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 15: Single cross- boundary bus service	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 16: Cycle carrying facilities on A76 buses	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 17: Cycle parking at bus stops	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 18: Safe cycle path adjacent to the A76	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the provision of a safe cycle path adjacent to the corridor would facilitate recreational travel and tourism within the region, supporting employment and economic activity as a result.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region.</p>	✓✓
Proposal 19: Install "Keep your Distance" signage	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as signage will raise awareness of the need to maintain a safe distance from the vehicle in front – which may require driving at lower speeds in order to do so. This will reduce the likelihood of accidents and where accidents do occur, lower speeds reduces the severity of the damage and injuries sustained. Given the limited opportunities for overtaking on the A76, lower occurrences of accidents can lead to more reliable transit times for freight traffic and more reliable journey times for general traffic.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	✓✓
Proposal 20: Opportunities for safe overtaking	<p>This proposal is likely to have a moderate positive impact on enhancements to transport services and infrastructure that support economic development as the provision of safe overtaking opportunities would reduce the number of overtaking-related incidents and would additionally result in more reliable journey times, which would benefit freight transit along the corridor.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on economic activity within the region.</p>	✓✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 21: Encourage car-sharing along the A76	<p>This proposal is unlikely to have any impact on enhancements to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on economic activity within the region.</p>	=
Proposal 22: Mauchline Bypass	<p>This proposal is an enhancement to transport services and infrastructure that support economic development in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal would have a moderate positive impact on economic activity within the region, by reducing the travel times through the area and reducing the traffic levels in the centre of Mauchline, making it more pleasant for residents and businesses.</p>	✓
Proposal 23: Bellfield Interchange	<p>This proposal is likely to have a minor positive impact on enhancements to transport services and infrastructure that support economic development as reduced journey times would create greater opportunities for people to travel to jobs and places to work which ultimately leads to increased economic activity.</p> <p><i>In terms of the defined KPIs:</i> This proposal would have a moderate positive impact on economic activity due to reduced journey times.</p>	✓

#### Objective 4 – Improve access to sustainable transport for all communities along the A76 Corridor

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	<p>This proposal is likely to have a major positive impact on sustainable transport in the region as services that arrive into Kilmarnock and Dumfries shortly before 09:00 will increase provision to sustainable travel during peak commuting times.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a major positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓✓✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 02: Commuting rail shuttle services	<p>This proposal is likely to have a major positive impact on sustainable transport in the region as services that arrive into Kilmarnock and Dumfries shortly before 09:00 will increase provision to sustainable travel during peak commuting times.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a major positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓✓✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as the synchronisation of bus and rail fares will remove cost uncertainty to the public and slightly increase the attractiveness of public transport.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓
Proposal 04: Revise counter-intuitive rail fares	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as the implementation of distance based fares will remove cost uncertainty to the public and slightly increase the attractiveness of public transport.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓
Proposal 05: Real-time rail information at rail stations	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region due to increased communication of service provision to the public improving accessibility and awareness during periods of service disruption.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 06: Ticket machines at rail stations	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as ticket machines would enable passenger who purchase cheaper advance fares online to collect their tickets at the station shortly after booking, rather than having their tickets sent in the post. This will enable residents along the corridor to avail of cheaper advance fares with greater convenience than at present, enhancing the attractiveness of public transport.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓
Proposal 07: New Rail Station at Mauchline	<p>This proposal is likely to have a major positive impact on sustainable transport in the region, in particular providing sustainable transport to residents of Mauchline but also facilitating passengers travelling to Mauchline from other towns along the corridor and further afield.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a major positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓✓✓
Proposal 08: New Rail Station at Thornhill	<p>This proposal is likely to have a moderate positive impact on sustainable transport in the region, in particular providing sustainable transport to residents of the small town of Thornhill but also facilitating passengers travelling to Thornhill from other towns along the corridor and further afield.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓✓
Proposal 09: Freight loop	<p>This proposal is unlikely to have any impact on sustainable transport in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accessibility within the region.</p>	=
Proposal 10: Community Rail Partnership	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as it would enable communities to collaborate and work to provide improvements to rail transport along the corridor.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accessibility to selected main travel destinations within the region, although this is dependent on the priorities of the CRP once established.</p>	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 11: Improve waiting times	<p>This proposal is likely to have a moderate positive impact on sustainable transport in the region as the reduction of waiting times will improve total journey times and enhance the attractiveness of public transport overall.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓✓
Proposal 12: Revise counter-intuitive bus fares	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as the implementation of distance based fares will remove cost uncertainty to the public and slightly increase the attractiveness of public transport.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓
Proposal 13: Real-time bus information	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region due to increased communication of service provision to the public improving accessibility and awareness during periods of service disruption.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓
Proposal 14: Real-time bus information app/website	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region due to increased communication of service provision to the public improving accessibility and awareness during periods of service disruption.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 15: Single cross-boundary bus service	<p>This proposal is likely to have a moderate positive impact on sustainable transport in the region as the removal of any connections, waiting times and multiple fares will improve total journey times and enhance the attractiveness of public transport overall.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car.</p>	✓✓
Proposal 16: Cycle carrying facilities on A76 buses	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as it would enhance cycling provision along the corridor enabling cyclists to make subsequent segments of their journey by bus.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car. Also, the use of active travel modes will be increased within the area.</p>	✓
Proposal 17: Cycle parking at bus stops	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as it would enhance cycling provision along the corridor enabling cyclists to make subsequent segments of their journey by bus or on foot.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility within to selected main travel destinations the region, improving accessibility to those without access to a car.</p>	✓
Proposal 18: Safe cycle path adjacent to the A76	<p>This proposal is likely to have a moderate positive impact on sustainable transport in the region as the provision of a safe cycle path would facilitate active travel along the corridor with both employment and recreational benefits anticipated.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accessibility to selected main travel destinations within the region, improving accessibility to those without access to a car. Also, the use of active travel modes will be increased within the area.</p>	✓✓
Proposal 19: Install "Keep your Distance" signage	<p>This proposal is unlikely to have any impact on sustainable transport in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accessibility within the region.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 20: Opportunities for safe overtaking	<p>This proposal is unlikely to have any impact on sustainable transport in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accessibility within the region.</p>	=
Proposal 21: Encourage car-sharing along the A76	<p>This proposal is likely to have a minor positive impact on sustainable transport in the region as the encouragement of car-sharing along the corridor will enable those travelling from or to sites with limited access by public transport to travel by as sustainable a mode as is feasible, reducing the number of single occupied vehicles within the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accessibility within the region, improving accessibility to without access to a car.</p>	✓
Proposal 22: Mauchline Bypass	<p>This proposal is unlikely to have any impact on sustainable transport in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on active travel and non-car users.</p>	=
Proposal 23: Bellfield Interchange	<p>This proposal is unlikely to have any impact on sustainable transport in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on active travel and non-car users.</p>	=

#### Objective 5 – Deliver safety-related improvements at identified high risk road locations

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 02: Commuting rail shuttle services	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 03: Synchronise A76 bus and rail fares along the A76	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 04: Revise counter-intuitive rail fares	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 05: Real-time rail information at rail stations	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 06: Ticket machines at rail stations	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 07: New Rail Station at Mauchline	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 08: New Rail Station at Thornhill	<p>This proposal is unlikely to have any impact on road safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 09: Freight loop	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 10: Community Rail Partnership	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 11: Improve waiting times	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 12: Revise counter- intuitive bus fares	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 13: Real-time bus information	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 14: Real-time bus information app/website	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 15: Single cross- boundary bus service	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 16: Cycle carrying facilities on A76 buses	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 17: Cycle parking at bus stops	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=
Proposal 18: Safe cycle path adjacent to the A76	<p>This proposal is likely to have a minor positive impact on safety-related improvements as the provision of a safe segregated cycle path adjacent to the corridor can enhance the attractiveness of cycling due to safety improvements.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on accident occurrences and contributing factors within the region.</p>	✓
Proposal 19: Install "Keep your Distance" signage	<p>This proposal is likely to have a moderate positive impact on safety-related improvements as signage will raise awareness of the need to maintain a safe distance from the vehicle in front – which may require driving at lower speeds in order to do so. This will reduce the likelihood of accidents and where accidents do occur, lower speeds reduces the severity of the damage and injuries sustained. Given the limited opportunities for overtaking on the A76, lower occurrences of accidents can lead to more reliable transit times for freight traffic and more reliable journey times for general traffic.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accident occurrences and contributing factors within the region.</p>	✓✓
Proposal 20: Opportunities for safe overtaking	<p>This proposal is likely to have a moderate positive impact on safety-related improvements as the provision of safe overtaking opportunities would reduce the number of overtaking-related incidents.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accident occurrences and contributing factors.</p>	✓✓
Proposal 21: Encourage car-sharing along the A76	<p>This proposal is unlikely to have any impact on safety-related improvements in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on accident occurrences and contributing factors.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 22: Mauchline Bypass	<p>This proposal is likely to have a minor positive impact on the level of safety for vehicles within the area. The construction of Mauchline bypass will improve access to the area and improve road safety in Mauchline.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accident occurrences and contributing factors.</p>	✓
Proposal 23: Bellfield Interchange	<p>This proposal is likely to have a minor positive impact on the level of safety for vehicles within the area due to reduced congestion and improved junction design.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on accident occurrences and contributing factors.</p>	✓

**Objective 6 – Deliver improved efficiency for freight transport into and out of the region**

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	<p>This proposal is likely to have a minor negative impact on freight transport efficiency within the region as the current freight timetable does not accommodate passenger services being run at the proposed peak times. The freight timetable would need to be altered to accommodate these services or regularly avail of a freight loop in order to allow passenger services to overtake slower moving freight trains. As many of the freight services are travelling long distances from England, timetable alterations to accommodate passenger services in this instance, may create problems elsewhere along their journey.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor negative impact on freight volumes along the corridor.</p>	x

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 02: Commuting rail shuttle services	<p>This proposal is likely to have a minor negative impact on freight transport efficiency within the region as the current freight timetable does not accommodate passenger services being run at the proposed peak times. The freight timetable would need to be altered to accommodate these services or regularly avail of a freight loop in order to allow passenger services to overtake slower moving freight trains. As many of the freight services are travelling long distances from England, timetable alterations to accommodate passenger services in this instance, may create problems elsewhere along their journey.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor negative impact on freight volumes along the corridor.</p>	x
Proposal 03: Synchronise A76 bus and rail fares along the A76	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 04: Revise counter-intuitive rail fares	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 05: Real-time rail information at rail stations	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 06: Ticket machines at rail stations	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 07: New Rail Station at Mauchline	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 08: New Rail Station at Thornhill	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 09: Freight loop	<p>This proposal is likely to have a moderate positive impact on freight transport efficiency in the region as the freight loop would enable freight rail services to continue with minimal disruption whilst accommodating for any increased frequency in passenger rail services, which would facilitate travel for employment and education related travel.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a moderate positive impact on freight volumes along the corridor.</p>	✓✓
Proposal 10: Community Rail Partnership	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 11: Improve waiting times	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 12: Revise counter-intuitive bus fares	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 13: Real-time bus information	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 14: Real-time bus information app/website	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 15: Single cross-boundary bus service	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 16: Cycle carrying facilities on A76 buses	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 17: Cycle parking at bus stops	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 18: Safe cycle path adjacent to the A76	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 19: Install "Keep your Distance" signage	<p>This proposal is likely to have a minor positive impact on freight transport efficiency as signage will raise awareness of the need to maintain a safe distance from the vehicle in front – which may require driving at lower speeds in order to do so. This will reduce the likelihood of accidents, which can lead to more reliable transit times for freight traffic and more reliable journey times for general traffic.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on freight volumes along the corridor.</p>	✓
Proposal 20: Opportunities for safe overtaking	<p>This proposal is likely to have a minor positive impact on freight transport efficiency within the region as the provision of safe overtaking opportunities would reduce the number of overtaking-related incidents and would additionally result in more reliable journey times, which would benefit freight transit along the corridor. The proposal would also enable freight related LGVs to overtake slower moving HGVs along the corridor.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor positive impact on freight volumes within the region.</p>	✓
Proposal 21: Encourage car-sharing along the A76	<p>This proposal is unlikely to have any impact on freight transport efficiency in the region.</p> <p><i>In terms of the defined KPIs:</i> This proposal is unlikely to have a significant impact on freight volumes along the corridor.</p>	=
Proposal 22: Mauchline Bypass	<p>This proposal is likely to have minor positive impact on freight transport efficiency as it would benefit businesses to use the proposed development for constant freight movements.</p> <p><i>In terms of the defined KPIs:</i> This proposal is therefore likely to have a minor impact on freight volumes along the corridor.</p>	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 23: Bellfield Interchange	<p>This proposal is likely to have minor positive impact on freight transport efficiency as it would benefit businesses to use the proposed development for constant freight movements.</p> <p><i>In terms of the defined KPIs:</i> This proposal is likely to have a minor impact on freight volumes along the corridor.</p>	✓

## 2.3 Environment

### Environment Criterion

2.3.1 For the **environmental appraisal**, at the Part 1 Appraisal stage, a qualitative assessment is made which considers the relative size and scale of option impacts. In this appraisal we have provided a broad assessment using the seven point scale assessment, considering the following environmental sub-criteria:

- Noise and vibration;
- Global air quality - carbon dioxide (CO2);
- Local air quality - particulates (PM10) and nitrogen dioxide (NO2);
- Water quality, drainage and flood defence;
- Geology;
- Biodiversity and habitats;
- Landscape;
- Visual amenity;
- Agriculture and soils; and
- Cultural heritage.

2.3.2 This represents an overview which can be used to highlight the need for more detailed investigation and appraisal in the future.

### Appraisal of Mitigation Options - Environment

#### Sub-Criteria 1 – Noise and Vibration

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	<p>This proposal would alter the existing rail timetable to allow rail services to accommodate 09:00 – 17:00 commuters from the smaller towns along the route to Kilmarnock and Dumfries. This would have no impact on noise and vibration.</p>	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 02: Commuting rail shuttle services	Providing more frequent trains in the form of shuttle services serving the East Ayrshire and Dumfries and Galloway sectors of the rail line separately will not result in any impact on noise and vibration.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 07: New Rail Station at Mauchline	This proposal would result in rail services stopping at a site where no current rail provision exists and would therefore result in some noise and vibration from locomotives and platform announcements. However, as the rail line does not currently pass through the centre of the town, the likely site of any future station is not within any residential areas and therefore any negative impact would be slight.	x
Proposal 08: New Rail Station at Thornhill	This proposal would result in rail services stopping at a site where no current rail provision exists and would therefore result in some noise and vibration from locomotives and platform announcements. However, as the rail line does not currently pass through the centre of the town, the likely site of any future station is not within any residential areas and therefore any negative impact would be slight.	x

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 09: Freight loop	This proposal would result in freight services regularly using either a newly constructed freight loop or an existing one at Cumnock to allow faster-moving passenger services behind to overtake. As this would result in either the new or existing loop being used more intensively than at present, there may be a slightly negative impact caused by a slight increase in noise and vibration for those living nearby.	x
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 15: Single cross-boundary bus service	This proposal will provide a bus service that serves the entirety of the A76 without passengers needing to change in Cumnock as they do at present or alternatively would serve the length of the adjacent A713. Were this implemented alongside the existing services, this would result in an increase in the number of buses within the region and would therefore lead to a very slight increase in noise and vibration along either the A76 or the A713, constituting a slightly negative impact.	x
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on noise or vibration.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 19: Install "Keep your Distance" signage	Maintaining a safe distance from the vehicles in front may result in motorists requiring to drive more slowly than they do without a vehicle in front. Installation of this signage is unlikely to have any significant impact on this sub-criteria but may slightly improve noise and vibration if speeds are reduced.	✓
Proposal 20: Opportunities for safe overtaking	Providing motorists with opportunities to overtake slower moving vehicles could result in some vehicles driving at a higher speed and therefore a minor negative impact is possible.	✗
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on noise or vibration.	=
Proposal 22: Mauchline Bypass	This proposal is likely to have minor negative effects on noise or vibration within the area due to the probable increase in traffic volumes.	✗
Proposal 23: Bellfield Interchange	This proposal is likely to have minor negative effects on noise or vibration within the area due to the probable increase in traffic volumes.	✗

#### Sub-Criteria 2 – Global Air Quality – carbon dioxide (CO2)

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	Modification of existing timetable to accommodate commuters would be likely to make public transport more attractive and somewhat reduce the number of motorists along the route during peak times, resulting in a slightly positive impact on global air quality.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 02: Commuting rail shuttle services	Providing peak-time shuttle services to accommodate commuters would make public transport more attractive, reducing the number of motorists along the A76, resulting in a slightly positive impact on global air quality.	✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 07: New Rail Station at Mauchline	This proposal would allow residents in Mauchline to travel by rail and would be likely to result in a reduction of journeys made by car, giving a slightly positive impact on global air quality.	✓
Proposal 08: New Rail Station at Thornhill	This proposal would allow residents in Thornhill to travel by rail and would likely result in a reduction of journeys made by car, resulting in a slightly positive impact on global air quality.	✓
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 11: Improve waiting times	This proposal could lead to a slightly positive impact were it to result in less people driving and using public transport if journey times were improved.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 15: Single cross-boundary bus service	This proposal would result in additional bus services within the region and therefore would increase CO2 emissions leading to a slightly negative impact. This could be mitigated by reducing existing bus services as passengers migrate to the new services.	✗
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal would make cycling more attractive along the route and may result in a reduction of motorists travelling short distances, leading to a slightly positive impact on global air quality.	✓
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on global air quality.	=
Proposal 21: Encourage car-sharing along the A76	This proposal would reduce the number of single-occupancy vehicles on the A76 leading to a slightly positive impact on global air quality.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 22: Mauchline Bypass	This proposal would be likely to result in additional traffic movements within the region and therefore the CO <sub>2</sub> emissions will increase leading to a slightly negative impact on global air quality.	✗
Proposal 23: Bellfield Interchange	This proposal would be likely to result in additional traffic movements within the region and therefore the CO <sub>2</sub> emissions will increase leading to a slightly negative impact on global air quality.	✗

**Sub-Criteria 3 – Local Air Quality particulate matter (PM10) and nitrogen dioxide (NO<sub>2</sub>)**

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	Modification of the existing timetable to accommodate commuters would be likely to make public transport more attractive and somewhat reduce the number of motorists along the route during peak times, resulting in a slightly positive impact on local air quality.	✓
Proposal 02: Commuting rail shuttle services	Providing peak-time shuttle services to accommodate commuters would make public transport more attractive, reducing the number of motorists along the A76, resulting in a slightly positive impact on local air quality.	✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on local air quality.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 07: New Rail Station at Mauchline	This proposal would allow residents in Mauchline to travel by rail and would be likely to result in a reduction of journeys made by car, resulting in a slightly positive impact on global air quality. This however would be offset by the impact of increased vehicular traffic around the new station due to passengers using the car park and pick-up point.	=
Proposal 08: New Rail Station at Thornhill	This proposal would allow residents in Thornhill to travel by rail and would likely result in a reduction of journeys made by car, resulting in a slightly positive impact on global air quality. This however would be offset by the impact of increased vehicular traffic around the new station due to passengers using the car park and pick-up point.	=
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 11: Improve waiting times	This proposal would likely lead to a slightly positive impact were it to result in fewer people driving and using public transport if journey times were improved.	✓
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on local air quality.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 15: Single cross-boundary bus service	This proposal would result in additional bus services within the region and subsequently would increase PM10 and NO2 emissions leading to a slightly negative impact. This could be mitigated by reducing existing bus services as passengers migrate to the new services.	✗
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal would make cycling more attractive along the route and may result in a reduction of motorists travelling short distances, leading to a slightly positive impact on local air quality.	✓
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on local air quality.	=
Proposal 21: Encourage car-sharing along the A76	This proposal would reduce the number of single-occupancy vehicles on the A76 leading to a slightly positive impact on local air quality.	✓
Proposal 22: Mauchline Bypass	This proposal would be likely to lead to additional traffic movements within the area and therefore would increase PM10 and NO2 emissions leading to a slightly negative impact. This impact would be partially mitigated by reduced congestion.	✗
Proposal 23: Bellfield Interchange	This proposal would be likely to lead to additional traffic movements within the area and therefore would increase PM10 and NO2 emissions leading to a slightly negative impact. This impact would be partially mitigated by reduced congestion.	✗

### Sub-Criteria 4 – Water Quality, Drainage and Flood Defence

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 07: New Rail Station at Mauchline	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence given the small size of the station proposed.	=
Proposal 08: New Rail Station at Thornhill	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence given the small size of the station proposed.	=
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence given the minor changes in road layout required to accommodate safer overtaking.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on water quality, drainage and flood defence.	=
Proposal 22: Mauchline Bypass	This proposal is likely to have a moderate negative impact on water quality, drainage and flood defence. Potential flood risk issues, flood risk framework and flood risk management issues should be taken into consideration prior to the bypass construction.	xx
Proposal 23: Bellfield Interchange	This proposal is unlikely to have significant impacts on water quality, drainage and flood defence, being limited to possible small changes to run off as a result of physical layout changes.	=

#### Sub-Criteria 5 – Geology

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant geological impact.	=
Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant geological impact.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant geological impact.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant geological impact.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant geological impact.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant geological impact.	=
Proposal 07: New Rail Station at Mauchline	This proposal is unlikely to have any significant geological impact given the small size of the proposed station.	=
Proposal 08: New Rail Station at Thornhill	This proposal is unlikely to have any significant geological impact given the small size of the proposed station.	=
Proposal 09: Freight loop	This proposal is unlikely to have any significant geological impact.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant geological impact.	=
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant geological impact.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant geological impact.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant geological impact.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant geological impact.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant geological impact.	=
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant geological impact.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant geological impact.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant geological impact.	=
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant geological impact.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant geological impact given the minor alterations to the road layout required to provide safer overtaking.	=
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant geological impact.	=
Proposal 22: Mauchline Bypass	This scenario will require to be assessed in more detail for geological impacts.	=
Proposal 23: Bellfield Interchange	This proposal is unlikely to have any geological impact.	=

#### Sub-Criteria 6 – Biodiversity and Habitats

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 07: New Rail Station at Mauchline	This proposal is unlikely to have any significant impact on biodiversity and habitats given the small size of the proposed station. There is a small risk of animals straying onto the tracks although this is no greater than at present given the position of the railway line would remain unchanged.	=
Proposal 08: New Rail Station at Thornhill	This proposal is unlikely to have any significant impact on biodiversity and habitats given the small size of the proposed station. There is a small risk of animals straying onto the tracks although this is no greater than at present given the position of the railway line would remain unchanged.	=
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant impact on biodiversity and habitats. Although it is possible that parts of the cycle route may have to pass through new land then the impact of such cycle routes is negligible.	=
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on biodiversity and habitats.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 22: Mauchline Bypass	This proposal creates severance of a largely agricultural rural area. This may impact on biodiversity and habitats in the area and should be investigated further. This requires further investigation. If the new road is well-landscaped to encourage biodiversity then some of the potential impact could potentially be mitigated.	xx
Proposal 23: Bellfield Interchange	This proposal is unlikely to have any significant impact on biodiversity and habitats.	x

#### Sub-Criteria 7 – Landscape

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on the landscape.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 07: New Rail Station at Mauchline	There will be a slightly negative impact within the local area given that the likely site for the station is on the outskirts of the town within a rural setting. However, the small size of the proposed station and the fact that the rail line already exists means that this impact would only be minor.	x
Proposal 08: New Rail Station at Thornhill	There will be a slightly negative impact within the local area given that the likely site for the station is on the outskirts of the town within a rural setting. However, the small size of the proposed station and the fact that the rail line already exists means that this impact would only be minor.	x
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 13: Real-time bus information at bus stops and rail stations	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant impact on the landscape.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on the landscape.	=
Proposal 22: Mauchline Bypass	This proposal is likely to have a negative impact on the existing landscape. This will depend on the proposed route and needs further investigation.	xx
Proposal 23: Bellfield Interchange	This proposal is unlikely to have any significant impact on the landscape compared with existing junction arrangements.	=

#### Sub-Criteria 8 – Visual Amenity

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant impact on visual amenity.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 07: New Rail Station at Mauchline	There will be a slightly negative impact limited within the local area given that the likely site for the station is on the outskirts of the town within a rural setting. However, the small size of the proposed station means that this impact would only be minor.	✗
Proposal 08: New Rail Station at Thornhill	There will be a slightly negative impact limited within the local area given that the likely site for the station is on the outskirts of the town within a rural setting. However, the small size of the proposed station means that this impact would only be minor and would be limited to the construction phase.	✗
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on visual amenity if the current freight loop were to be used. Should it be required to construct a new one, there may be some slight negative impacts limited within a local area surrounding the new loop.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on visual amenity.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on visual amenity.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on visual amenity.	=
Proposal 22: Mauchline Bypass	This proposal may have a significant negative visual impact on the area from the creation of a substantial road through a rural area. This requires further investigation.	**
Proposal 23: Bellfield Interchange	This proposal is unlikely to have any significant impact on visual amenity.	=

#### Sub-Criteria 9 – Agriculture and Soils

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on agriculture or soils.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 07: New Rail Station at Mauchline	Some agricultural land will need to be acquired to facilitate the station, although the small size of the proposed station means that this would be only a minor negative impact. The land required is right on the edge of the town and the adjacent farms.	x
Proposal 08: New Rail Station at Thornhill	Some agricultural land will need to be acquired to facilitate the station, although the small size of the proposed station means that this would be only a minor negative impact. The land required is right on the edge of the town and the adjacent farms.	x
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant impact on agriculture or soils.	=

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on agriculture or soils.	=
Proposal 22: Mauchline Bypass	Proposals will result in loss of existing agricultural land. Damage to soils in the immediate vicinity is possible from contaminated road water run-off. This requires further investigation.	x
Proposal 23: Bellfield Interchange	This proposal is unlikely to have any significant impact on agriculture or soils.	=

#### Sub-Criteria 10 – Cultural Heritage

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY SCORE
Proposal 01: Rail timetable alterations for commuting	This proposal is unlikely to have any significant impact on cultural heritage.	=

Proposal 02: Commuting rail shuttle services	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 04: Revise counter-intuitive rail fares	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 05: Real-time rail information at rail stations	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 06: Ticket machines at rail stations	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 07: New Rail Station at Mauchline	This proposal is unlikely to have any significant impact on cultural heritage although there is potential for the train station to facilitate tourism to the town if promoted by the relevant bodies.	=
Proposal 08: New Rail Station at Thornhill	This proposal is unlikely to have any significant impact on cultural heritage although there is potential for the train station to facilitate tourism to the town if promoted by the relevant bodies.	=
Proposal 09: Freight loop	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 10: Community Rail Partnership	This proposal is unlikely to have any immediate significant impact on cultural heritage although there is potential for the initiative to facilitate tourism to the town if promoted by the relevant bodies.	✓
Proposal 11: Improve waiting times	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 12: Revise counter-intuitive bus fares	This proposal is unlikely to have any significant impact on cultural heritage.	=

Proposal 13: Real-time bus information	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 14: Real-time bus information app/website	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 15: Single cross-boundary bus service	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 16: Cycle carrying facilities on A76 buses	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 17: Cycle parking at bus stops	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 18: Safe cycle path adjacent to the A76	This proposal has the potential to facilitate nature tourism and travel to sites of cultural heritage within the region if supported by the relevant bodies.	✓
Proposal 19: Install "Keep your Distance" signage	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 20: Opportunities for safe overtaking	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 21: Encourage car-sharing along the A76	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 22: Mauchline Bypass	This proposal is unlikely to have any significant impact on cultural heritage.	=
Proposal 23: Bellfield Interchange	This proposal is unlikely to have any significant impact on cultural heritage.	=

## 2.4 Safety

### Safety Criterion

2.4.1 The Safety objective covers two sub-objectives:

- Accidents; and
- Security.

2.4.2 Accidents relate to those taking place on all modes, but the advice set out in STAG only effectively requires consideration of accidents taking place on the road network. Security relates to how safe the transport system is for users, and takes into account the impact of such initiatives as CCTV, help points, lighting, etc.

2.4.3 In line with STAG guidance, accidents have been qualitatively assessed in terms of changes to road traffic and the subsequent effect on accidents. Similarly, a qualitative appraisal has been applied to security benefits assessing existing conditions against proposals.

### Appraisal of Mitigation Options - Safety

SCENARIO	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	Accidents	As this proposal is expected to reduce the numbers of motorists on the A76 at peak commuting times, the likelihood of accidents is somewhat reduced leading to a slightly positive impact.	✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 02: Commuting rail shuttle services	Accidents	As this proposal is expected to reduce the numbers of motorists on the A76 at peak commuting times, the likelihood of accidents is somewhat reduced leading to a slightly positive impact.	✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 03: Synchronise A76 bus and rail fares along the A76	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 04:	Accidents	This proposal is unlikely to affect accident	=

SCENARIO	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Revise counter-intuitive rail fares		considerations.	
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 05: Real-time rail information at rail stations	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 06: Ticket machines at rail stations	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 07: New Rail Station at Mauchline	Accidents	This proposal is expected to reduce the numbers of motorists on the A76. This will provide Mauchline residents with an alternate way to get to Kilmarnock and elsewhere within the region the likelihood of accidents is reduced leading to a moderately positive impact	✓✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 08: New Rail Station at Thornhill	Accidents	This proposal is expected to reduce the numbers of motorists on the A76. This will provide Thornhill residents with an alternate way to get to Dumfries and elsewhere within the region the likelihood of accidents is reduced leading to a moderately positive impact	✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 09: Freight loop	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 10: Community Rail	Accidents	This proposal is unlikely to affect accident considerations.	=

SCENARIO	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Partnership	Security	Community Rail Partnership directives may support moves to enhance security at rail stations and bus stops and has the potential to create a slight positive impact on security.	✓
	Accidents	This proposal is unlikely to affect accident considerations.	=
Proposal 11: Improve waiting times	Security	Public transport users waiting at bus stops and rail stations may have a slight increase in security risk compared to private vehicle use and reducing the time that they stand waiting between connections could lead to a slightly positive impact on security considerations.	✓
Proposal 12: Revise counter-intuitive bus fares	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 13: Real-time bus information	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
	Accidents	This proposal is unlikely to affect accident considerations.	=
Proposal 14: Real-time bus information app/website	Security	Proposals related to this proposal are unlikely to affect security considerations although in a small number of cases during periods of service disruption, passengers have the option to follow travel updates from their origin and to not travel to the bus stop until their service has resumed, reducing the period of time waiting.	=
Proposal 15: Single cross-boundary bus service	Accidents	This proposal is unlikely to affect security considerations.	=
	Security	Public transport users waiting at bus stops and rail stations may have a slight increase	✓

SCENARIO	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
		in security risk compared to private vehicle use and eliminating the need to make a connection could lead to a slightly positive impact on security considerations.	
Proposal 16: Cycle carrying facilities on A76 buses	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	Proposals related to this proposal are unlikely to affect security considerations.	=
Proposal 17: Cycle parking at bus stops	Accidents	This proposal is unlikely to affect accident considerations.	=
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 18: Safe cycle path adjacent to the A76	Accidents	This proposal is expected to reduce the numbers of motorists on the A76 – particularly those making shorter trips within cycling distance. If implemented, the likelihood of road accidents is somewhat reduced leading to a slightly positive impact	✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 19: Install "Keep your Distance" signage	Accidents	Over 60% of A76 road accidents with the last 4 years were caused by an element of carelessness, with motorists not maintaining a safe distance from the vehicle in front being a key contributor. Encouraging drivers to maintain a safe distance and potentially drive more slowly to do this would have moderately positive impacts on accidents within the region.	✓✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 20: Opportunities for safe overtaking	Accidents	There is the potential for moderate improvements in road safety, resulting from traffic being able to move continually. However, this may be partly offset by a net increase in traffic speeds.	✓✓

SCENARIO	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 21: Encourage car-sharing along the A76	Accidents	As this proposal is expected to reduce the numbers of motorists on the A76, the likelihood of accidents is somewhat reduced leading to a slightly positive impact	✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 22: Mauchline Bypass	Accidents	This proposal will divert traffic around a residential area and therefore is likely to have a minor positive impact on road safety.	✓
	Security	This proposal is unlikely to affect security considerations.	=
Proposal 23: Bellfield Interchange	Accidents	The reduction in congestion may have a minor positive impact on road safety, but this is likely to be outweighed by the increase in speed and increase in traffic numbers due to reduced journey times.	=
	Security	This proposal is unlikely to affect security considerations.	=

## 2.5 Economy

2.5.1 Appraisal at a STAG Part 1 level requires a qualitative assessment of potential impact of the proposals on the economy. We have assessed the scale of potential impacts on a seven point scale in relation to Transport Economic Efficiency (TEE) and Economic Activity and Location Impacts (EALIs) criteria. The additional appraisal of Wider Economic Benefit (WEB) was not deemed advantageous or proportional for this study at this stage, as proposals were unlikely to have an appreciable impact on agglomeration. In any case, STAG Guidance notes that WEBs are usually only considered during detailed (Part 2) appraisal.

### Economy - Transport Economic Efficiency (TEE) Criterion

2.5.2 STAG's Technical Database explains (section 9.2.1):

*The central principle of transport economic efficiency analysis is to estimate the welfare gain which results from transport investment...*

2.5.3 This includes the consideration of net benefits to transport users, comprising:

- Travel time savings;
- User charges including fares, parking charges and tolls;
- Vehicle operating cost changes for road vehicles;
- Quality benefits to transport users; and
- Reliability benefits to transport users.

2.5.4 For consideration of net benefits to private sector operators, this comprises:

- Operating and maintenance costs;
- Revenues; and
- Grant and subsidy payments.

### Economy - Economic Activity and Location Impact (EALI) Criterion

2.5.5 STAG's Technical Database explains (section 9.4):

*The Economic Activity and Location Impact (EALI) analysis provides an assessment of the impact of transport investment on the economy, measured in terms of income (GDP or GVA) and/or employment. The EALI analysis assesses the distribution of the national impacts captured through the TEE and WEB, identifying the impacts on different areas.*

*Economic Activity and Location Impact analysis will only be necessary if it has been identified as important or significant within the Part 1 Appraisal. If so, practitioners should seek to identify and qualify impacts at the national and local level. As a practical approach to identifying and quantifying EALIs (at least in orders of magnitude), it is necessary to consider the nature and scale of these on a case by case basis. The level of depth required in the analysis should be proportional to the size of the option or policy being appraised.*

2.5.6 It has been recognised that economic activity is an important consideration in appraising the emerging options. Therefore we have included consideration of EALIs for national and local impacts in a qualitative nature, drawing on supporting evidence where available.

**Appraisal of Mitigation Options –TEE and EALIs**

PROPOSAL	RATIONALE FOR APPRAISAL		SUMMARY
Proposal 01: Rail timetable alterations for commuting	Transport Economic Efficiency (TEE)	Journey times will remain the same but will suit 09:00 – 17:00 commuters creating more direct and convenient transport to Dumfries and Kilmarnock at commuting times, resulting in moderate benefits.	✓✓
	Economic Activity and Location Impacts (EALIs)	The proposal supports employment and educational activity in the region, facilitating sustainable travel for 09:00 – 17:00 commuters travelling to both Kilmarnock and Dumfries from other towns along the route, resulting in moderate benefits.	✓✓
Proposal 02: Commuting rail shuttle services	Transport Economic Efficiency (TEE)	Journey times will remain the same but will suit 09:00 – 17:00 commuters creating more direct and convenient transport to Dumfries and Kilmarnock at commuting times, resulting in moderate benefits. Some investment required to use additional locomotives for the shuttle service but the peak times of use should result in revenues.	✓✓
	Economic Activity and Location Impacts (EALIs)	The proposal supports employment and educational activity in the region, facilitating sustainable travel for 09:00 – 17:00 commuters travelling to both Kilmarnock and Dumfries from other towns along the route, resulting in moderate benefits.	✓✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	Transport Economic Efficiency (TEE)	Few expected impacts except for quality benefits to transport users given the synchronisation of bus and rail fares within the region and the potential for multi-modal tickets allowing passengers to travel by either bus or rail.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY	
	Economic Activity and Location Impacts (EALIs)	The proposal does not include employment activity or other facilities that will encourage significant investment in the region, but will result in counter-intuitive fares being revised and therefore will only have a minor and localised impact.	=
Proposal 04: Revise counter-intuitive rail fares	Transport Economic Efficiency (TEE)	No expected impacts except for quality benefits to transport users as the adoption of distance-based pricing would result in fares where cost and distance are positively correlated.	✓
	Economic Activity and Location Impacts (EALIs)	The proposal does not include employment activity or other facilities that will encourage significant investment in the region, but will result in counter-intuitive fares being revised and therefore will only have a minor and localised impact.	=
Proposal 05: Real-time rail information at rail stations	Transport Economic Efficiency (TEE)	Minor travel time savings are anticipated by passengers with reliability benefits expected given the increased provision of service information. Some investment required to install screens at the relevant stations.	✓
	Economic Activity and Location Impacts (EALIs)	This proposal will increase passenger awareness of service availability within the locations concerned, but is not anticipated to have a significant impact on economic activity.	=
Proposal 06: Ticket machines at rail stations	Transport Economic Efficiency (TEE)	Minor quality benefits anticipated for passengers as convenient card payments can now be made in advance of boarding and advance tickets booked online can be collected from the ticket machines. Minor investment required to install machines.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY
	Economic Activity and Location Impacts (EALIs)	No significant impacts expected.
Proposal 07: New Rail Station at Mauchline	Transport Economic Efficiency (TEE)	Minor travel time savings are anticipated by passengers as rail travel is faster than the equivalent bus journey. Quality and reliability benefits expected for passengers following the introduction of rail provision within the town. Substantial investment needed for land acquisition and construction but the size of Mauchline and the proximity to Kilmarnock means that strong uptake is expected.
	Economic Activity and Location Impacts (EALIs)	This proposal will substantially increase incentives for rail travel within the town, substantially supporting employment and education within the region and offering fast and efficient access to and from Mauchline.
Proposal 08: New Rail Station at Thornhill	Transport Economic Efficiency (TEE)	Minor travel time savings are anticipated by passengers as rail travel is faster than the equivalent bus journey. Quality and reliability benefits expected for passengers following the introduction of rail provision within the town. Substantial investment needed for land acquisition and construction but the proximity to Dumfries means that moderate uptake is expected.
	Economic Activity and Location Impacts (EALIs)	This proposal will substantially increase incentives for rail travel within the town, substantially supporting employment and education within the region and offering fast and efficient access to and from Thornhill.

PROPOSAL	RATIONALE FOR APPRAISAL		SUMMARY
Proposal 09: Freight loop	Transport Economic Efficiency (TEE)	Using the existing loop at Cumnock (provided the loop is an adequate size for the length of the freight services) would require negligible infrastructure investment, although constructing a new freight loop would involve some investment. This is likely to be offset by the expected passenger uptake in running frequent passenger services particularly during peak commuting times.	=
	Economic Activity and Location Impacts (EALIs)	No significant expected impacts.	=
Proposal 10: Community Rail Partnership	Transport Economic Efficiency (TEE)	Community Rail Partnership has the ability to generate quality benefits for rail passengers within the region resulting in minor positive impacts.	✓
	Economic Activity and Location Impacts (EALIs)	No significant expected impacts.	=
Proposal 11: Improve waiting times	Transport Economic Efficiency (TEE)	Moderate travel time savings are anticipated by passengers given the more direct and appropriate connections between travel sectors resulting in a moderate improvement in the reliability of journey times.  Some investment required if journey time reductions are to be facilitated through more frequent services.	✓✓
	Economic Activity and Location Impacts (EALIs)	The proposal will shorten journey times for public transport users, however this is unlikely to have any impact on employment activity or other facilities that will encourage significant investment in the region..	=

PROPOSAL	RATIONALE FOR APPRAISAL		SUMMARY
Proposal 12: Revise counter-intuitive bus fares	Transport Economic Efficiency (TEE)	No expected impacts except for quality benefits to transport users as the adoption of distance based pricing would result in fares where cost and distance are positively correlated.	✓
	Economic Activity and Location Impacts (EALIs)	The proposal does not include employment activity or other facilities that will encourage significant investment in the region, but will result in counter-intuitive fares being revised and therefore will only have a minor and localised impact.	=
Proposal 13: Real-time bus information	Transport Economic Efficiency (TEE)	Minor travel time savings are anticipated by passengers with reliability benefits expected given the increased provision of service information. Some investment required to install screens at the relevant stations.	✓
	Economic Activity and Location Impacts (EALIs)	This proposal will increase passenger awareness of service availability within the locations concerned, but is not anticipated to have a significant impact on economic activity.	=
Proposal 14: Real-time bus information app/website	Transport Economic Efficiency (TEE)	Minor travel time savings are anticipated by passengers with reliability benefits expected given the increased provision of service information. Some investment required to install screens at the relevant stations.	✓
	Economic Activity and Location Impacts (EALIs)	This proposal will increase passenger awareness of service availability within the locations concerned, but is not anticipated to have a significant impact on economic activity.	=
Proposal 15: Single cross-boundary bus service	Transport Economic Efficiency (TEE)	Moderate travel time savings and reliability benefits are anticipated by passengers making cross-boundary trips with positive impacts expected as cross-boundary passengers no longer have to pay for two separate fares.	✓✓

PROPOSAL	RATIONALE FOR APPRAISAL		SUMMARY
	Economic Activity and Location Impacts (EALIs)	The proposal will shorten journey times for public transport users, however this is unlikely to have any impact on employment activity or other facilities that will encourage significant investment in the region.	=
Proposal 16: Cycle carrying facilities on A76 buses	Transport Economic Efficiency (TEE)	No significant expected impacts.	=
	Economic Activity and Location Impacts (EALIs)	No significant expected impacts.	=
Proposal 17: Cycle parking at bus stops	Transport Economic Efficiency (TEE)	No significant expected impacts.	=
	Economic Activity and Location Impacts (EALIs)	No significant expected impacts.	=
Proposal 18: Safe cycle path adjacent to the A76	Transport Economic Efficiency (TEE)	Quality benefits for cyclists in ensuring a safe environment for cycling adjacent to the A76. Investment required to assess the designated pathways, implement signage and speak to landowners.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY	
	Economic Activity and Location Impacts (EALIs)	The proposal will enhance the provision of safe rural cycling within the region and offer a safe means of travel for employment, educational and leisure purposes.	✓
Proposal 19: Install "Keep your Distance" signage	Transport Economic Efficiency (TEE)	Some minor negative impacts could be seen on travel time savings if motorists drive more slowly to maintain a safe distance, but are offset by less congestion due to reduced likelihoods of accidents and therefore better reliability to transport users along the corridor.  Minor signage investment required and minor signage upkeep.	=
	Economic Activity and Location Impacts (EALIs)	The proposal does not include employment activity or other facilities that will encourage significant investment in the region, but will encourage safer driving and save accident related costs for both the local authorities, insurers and motorists.	=
Proposal 20: Opportunities for safe overtaking	Transport Economic Efficiency (TEE)	Minor travel time savings and journey reliability benefits are anticipated by motorists alongside quality improvements in areas of safety and accident prevention. Some investment required to identify and assess suitable sites and make any required alterations to the road layout.	✓
	Economic Activity and Location Impacts (EALIs)	No significant expected impacts.	=
Proposal 21: Encourage car-sharing along the A76	Transport Economic Efficiency (TEE)	Minor quality benefits in providing travel alternatives to those without access to a vehicle who are travelling to/from sites with poor connectivity to public transport. Reduced numbers of cars on the roads will also enhance travel times savings and journey reliability benefits with minor impacts expected.	✓

PROPOSAL	RATIONALE FOR APPRAISAL	SUMMARY	
	Economic Activity and Location Impacts (EALIs)	The proposal offers alternative transport to those particularly within rural areas and can facilitate employment and education within the region.	=
Proposal 22: Mauchline Bypass	Transport Economic Efficiency (TEE)	The new Mauchline bypass development will create more direct and faster routes resulting in moderate benefits for current and potential users.	✓✓
	Economic Activity and Location Impacts (EALIs)	The proposal will support employment and education within the region and offering fast and efficient access to and from Mauchline, and the reduction in traffic through Mauchline will make it more pleasant for residents.	✓
Proposal 23: Bellfield Interchange	Transport Economic Efficiency (TEE)	The new Bellfield interchange development will create faster routes resulting in moderate benefits for current and potential users.	✓✓
	Economic Activity and Location Impacts (EALIs)	The proposal will support employment and education within the region by offering fast and efficient access to the region.	✓

## 2.6 Accessibility and Social Inclusion

### Accessibility and Social Inclusion Criterion

2.6.1 The Accessibility and Social Inclusion objective covers two sub-objectives:

- Community Accessibility; and
- Comparative Accessibility.

2.6.2 **Community Accessibility** includes consideration of the public transport network coverage and also local accessibility – essentially opportunities to walk or cycle to services or facilities.

2.6.3 **Comparative Accessibility** includes consideration of people groups and the needs of any socially excluded groups, and also geographic consideration of locations relative to proposed interventions.

### Appraisal of Mitigation Options - Accessibility and Social Inclusion

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	Community Accessibility	This proposal will provide better access to Kilmarnock and Dumfries by public transport at commuting times and has the potential to reduce the number of motorists making journeys to these destinations during the peak periods.	✓
	Comparative Accessibility	This proposal will enable commuters to use public transport to commute to Kilmarnock, Dumfries and elsewhere within the region and will benefit those who do not have a car, low-income groups and students.	✓
Proposal 02: Commuting rail shuttle services	Community Accessibility	This proposal will provide better access to Kilmarnock and Dumfries by public transport at commuting times and has the potential to reduce the number of motorists making journeys to these destinations during the peak periods.	✓
	Comparative Accessibility	This proposal will enable commuters to use public transport to commute to Kilmarnock, Dumfries and elsewhere within the region and will benefit those who do not have a car, low-income groups and students.	✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	Improvements to the costs of public transport services will positively affect groups who do not have access to private vehicles, such as low income groups or seniors.	✓✓
Proposal 04: Revise counter-	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
intuitive rail fares	Comparative Accessibility	This option will make fares fairer for rail passengers living along the A76 and remove illogical scenarios where shorter trips cost more and fares to specific stations seem to be subject to a significant cost. Reducing these fares in line with those of the other stations will benefit frequent travellers, low income groups and seniors.	✓
Proposal 05: Real-time rail information at rail stations	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	This proposal will have a positive impact in assisting those with hearing impairments to receive information regarding any service disruptions and general timetables.	✓
Proposal 06: Ticket machines at rail stations	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 07: New Rail Station at Mauchline	Community Accessibility	This proposal will widen public transport access within Mauchline and allow residents there to avail of rail travel direct from the town. This would have a significant impact on community accessibility within the immediate area but would also enable residents elsewhere to access Mauchline much more easily than at present, with faster connections to Kilmarnock, Glasgow and Dumfries.	✓✓✓
	Comparative Accessibility	This would have a moderately positive impact on comparative accessibility by reducing the time and cost of cross-boundary public transport between Mauchline and Dumfries and Galloway as passengers are currently required to change at Cumnock paying a new fare on their onward journey south. This would benefit low income groups, seniors and students.	✓✓
Proposal 08: New Rail Station at Thornhill	Community Accessibility	This proposal will widen public transport access at Thornhill and allow residents there to avail of rail travel, having a significant impact on community accessibility within the immediate area but would also enable residents elsewhere to access Thornhill more easily than at present, with faster connections to Kilmarnock, Dumfries and Carlisle.	✓✓✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
	Comparative Accessibility	This would have a moderate positive impact by reducing the time and cost of cross-boundary transport between Thornhill and East Ayrshire removing the current change at Cumnock. This would benefit low income groups, seniors and students.	✓✓
Proposal 09: Freight loop	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 10: Community Rail Partnership	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 11: Improve waiting times	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	Improved waiting times between public transport connections will positively impact comparative accessibility for those living rurally who currently experience infrequent services with unrealistic connection times, and make public transport more attractive.	✓
Proposal 12: Revise counter- intuitive bus fares	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	This option will make fares fairer for bus passengers living in Kirkconnel and Sanquhar and will benefit the people living there as they currently pay more to travel to Dumfries than passengers in Cumnock. This is a minor impact.	✓
Proposal 13: Real-time bus information	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 14: Real-time bus information app/website	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 15: Single cross-	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
boundary bus service	Comparative Accessibility	This proposal would remove waiting times between cross-boundary bus connections which currently occur at Cumnock and could positively impact comparative accessibility for those living rurally who currently experience infrequent services with unfeasible connection times, and make public transport more attractive.	✓
Proposal 16: Cycle carrying facilities on A76 buses	Community Accessibility	This offers an incentive for those who wish to travel by bus/rail within the region but do not live within town centres as they have the option of cycling to the nearest bus/rail station and bringing their bicycle with them on their onward journey.	✓
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 17: Cycle parking at bus stops	Community Accessibility	This proposal offers an incentive for those who wish to travel by bus or rail within the region but do not live within the town centres as they have the option of cycling to the nearest bus/rail stations and bus stops and leaving their bicycles securely there before travelling onwards by public transport.	✓
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 18: Safe cycle path adjacent to the A76	Community Accessibility	This proposal would result in a moderate positive impact in enhancing cycling provision within the region, providing active travel opportunities but maintaining distance between cyclists and the general traffic on the A76, providing a safer options which will facilitate leisure and tourism initiatives within the region.	✓✓
	Comparative Accessibility	This proposal would result in a moderate positive impact, in providing alternate means of safe yet active travel to those without a car, low income groups and students.	✓✓
Proposal 19: Install "Keep your Distance" signage	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 20: Opportunities for safe overtaking	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 21: Encourage car-sharing along the A76	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	This proposal offers feasible travel to and from sites not accessible by public transport for those without a car, low income groups, seniors and students. A slight positive impact is anticipated.	✓
Proposal 22: Mauchline Bypass	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=
Proposal 23: Bellfield Interchange	Community Accessibility	The level of community accessibility is unlikely to be improved specifically by this proposal.	=
	Comparative Accessibility	The level of comparative accessibility is unlikely to be improved specifically by this proposal.	=

## 2.7 Integration

### Integration Criterion

- 2.7.1 For an Initial (Part 1) Appraisal, STAG requires a preliminary appraisal of proposals' fit with Integration objectives covering three sub-criteria:
- Transport integration;
  - Transport and land-use integration; and
  - Policy integration.
- 2.7.2 The transport integration appraisal involves consideration of options in terms of services and ticketing, and infrastructure and information. Servicing and ticketing includes a focus on seamless public transport networks and seamless ticketing. Infrastructure and information relates to provision at public transport interchange locations (e.g. quality of waiting areas, seating etc.; distances, accessibility of facilities and accessibility of information etc.)
- 2.7.3 The transport and land-use integration appraisal relates to an assessment of the impact of options on proposed or existing land-use developments.
- 2.7.4 The Policy integration appraisal is a check of options against national policy, and also against specific accessibility issues such as disability, health, rural affairs and social inclusion.
- 2.7.5 The integration appraisal has been conducted primarily as a qualitative exercise.

## Appraisal of Mitigation Options – Integration

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 01: Rail timetable alterations for commuting	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport use over private car by improving services available for commuters during peak times. Moderate improvement may be seen in objectives such as accessibility to employment and services (economic growth and inclusion) and a positive effect on environmental objectives for promoting greener transport.	✓✓
Proposal 02: Commuting rail shuttle services	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport use over private car by improving services available for commuters during peak times. Moderate improvement may be seen in objectives such as accessibility to employment and services (economic growth and inclusion) and a positive effect on environmental objectives for promoting greener transport.	✓✓
Proposal 03: Synchronise A76 bus and rail fares along the A76	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	This would have a minor positive impact in addressing fare abnormalities within the region.	✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 04: Revise counter-intuitive rail fares	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	This would have a minor positive impact in addressing fare abnormalities within the region.	✓
Proposal 05: Real-time rail information at rail stations	Transport Integration	This proposal facilitates multimodal PT trips along the A76, raising awareness of change times and having a minor positive impact overall	✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport having a positive effect on environmental objectives for promoting greener transport.	✓
Proposal 06: Ticket machines at rail stations	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport having a positive effect on environmental objectives for promoting greener transport.	✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 07: New Rail Station at Mauchline Proposal 07: New Rail Station at Mauchline Proposal 07: New Rail Station at Mauchline	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The proposal is directly related to providing access to the rail network for residents of Mauchline. The provision of this direct access to the rail network is likely to increase the desirability for rail use over other modes. Potential public transport options are also improved by providing this link. In relation to Scottish Planning Policy (June 2014), which dictates that sustainable modes of transport should be prioritised, this option is likely to have a minor positive impact.	✓
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport use over private car by improving public transport availability to and from Mauchline. Moderate improvement may be seen in objectives such as accessibility to employment and services (economic growth and inclusion) and a positive effect on environmental objectives for promoting greener transport.	✓✓
	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The proposal is directly related to providing access to the rail network for residents of Thornhill. The provision of this direct access to the rail network is likely to increase rail use over other modes. Potential public transport options are also improved by providing this link. In relation to Scottish Planning Policy (June 2014), which dictates that sustainable modes of transport should be prioritised, this option is likely to have a minor positive impact.	✓
	Policy Integration	National and local policy supports a shift from car to other modes of transport. This proposal is likely to increase the attractiveness of public transport use over private car by improving public transport availability to and from Thornhill. Moderate improvement may be seen in objectives such as accessibility to employment and services (economic growth and inclusion) and a positive effect on environmental objectives for promoting greener transport.	✓✓
Proposal 09: Freight loop	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 10: Community Rail Partnership	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	The level of policy integration is unlikely to be improved specifically by this proposal.	=
	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The Community Rail Partnership would be in a position to recommend or press for future rail improvements within the region, leading to what would be a minor positive impact for transport and land use integration.	✓
Proposal 11: Improve waiting times	Policy Integration	This proposal is fully aligned with transport policy from national to local level, particularly in terms of: improving accessibility and inclusion via the availability of alternative modes to car use. The Community Rail Partnership would enable residents within the region to take ownership of the future of rail improvements along the route.	✓
	Transport Integration	This would significantly enhance transport integration by making multi-trip journeys and multi-modal journeys more attractive between various towns along the route. There are currently many unfeasible connections given the infrequent bus and rail services within the region.	✓✓✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport use over private car by improving journey times. Some improvement may be seen in objectives such as accessibility to employment and services (economic growth and inclusion) and a positive effect on environmental objectives for promoting greener transport.	✓✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 12: Revise counter-intuitive bus fares	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	This would have a minor positive impact in addressing fare abnormalities within the region.	✓
Proposal 13: Real-time bus information	Transport Integration	This proposal facilitates multimodal PT trips along the A76, raising awareness of change times and having a slightly positive impact overall	✓✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport having a positive effect on environmental objectives for promoting greener transport.	✓
Proposal 14: Real-time bus information app/website	Transport Integration	This proposal facilitates PT trips along the A76, raising awareness of service availability, change times and having a moderate positive impact.	✓✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport having a positive effect on environmental objectives for promoting greener transport.	✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 15: Single cross-boundary bus service	Transport Integration	This would slightly enhance transport integration by removing the current change in Cumnock. There are currently many unfeasible connections given the infrequent bus and rail services within the region.	✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	This proposal is likely to increase the attractiveness of public transport use over private car by improving journey times and cost by removing the current change in Cumnock. Some improvement may be seen in objectives such as accessibility to employment and services (economic growth and inclusion) and a positive effect on environmental objectives for promoting greener transport.	✓✓
Proposal 16: Cycle carrying facilities on A76 buses	Transport Integration	This proposal facilitates cycling and PT trips along the A76, and having a moderate positive impact.	✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of public transport having a positive effect on environmental objectives for promoting greener transport.	✓
Proposal 17: Cycle parking at bus stops	Transport Integration	This proposal facilitates cycling and PT trips along the A76, and having a moderate positive impact.	✓
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport. This proposal would increase the attractiveness of public transport having a positive effect on environmental objectives for promoting greener transport.	✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 18: Safe cycle path adjacent to the A76	Transport Integration	This proposal provides the A76 with a safe cycle path adjacent to but separate from general traffic, improving sustainable and active travel links within the region, having a moderate positive impact.	✓✓
	Transport and Land Use Integration	In relation to Scottish Planning Policy (June 2014), which dictates that sustainable modes of transport should be prioritised, this option is likely to have a minor positive impact.	✓
	Policy Integration	National and local policy supports a shift from car to other modes of transport. This proposal is likely to increase the attractiveness of active travel having a positive effect on environmental objectives for promoting greener transport.	✓✓
Proposal 19: Install "Keep your Distance" signage	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	This proposal is likely to increase the safety of the A76 by encouraging motorists to maintain a safe distance from the vehicle in front. Moderate improvement may be seen in objectives such as safety and facilitation of freight movement.	✓✓
Proposal 20: Opportunities for safe overtaking	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	This proposal is likely to result in some improvement in objectives such as safety, and efficient accessibility to employment and services. However were this to result in an increased number of motorists, it would result in a minor negative effect on environmental objectives for promoting greener transport.	✓

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	SUMMARY
Proposal 21: Encourage car-sharing along the A76	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	National and local policy supports a shift from car to other modes of transport, including public transport, walking, and cycling. This proposal is likely to increase the attractiveness of car sharing having a positive effect on environmental objectives for promoting greener transport.	✓✓
Proposal 22: Mauchline Bypass	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	The level of policy integration is unlikely to be improved specifically by this proposal.	=
Proposal 23: Bellfield Interchange	Transport Integration	The level of transport integration is unlikely to be improved specifically by this proposal.	=
	Transport and Land Use Integration	The level of transport and land use integration is unlikely to be improved specifically by this proposal.	=
	Policy Integration	The level of policy integration is unlikely to be improved specifically by this proposal.	=

## 2.8 Feasibility, Affordability and Public Acceptability

### Assessment Criterion

2.8.1 At a STAG Part 1 appraisal stage, feasibility, affordability, and public acceptability are considered on a qualitative basis as follows:

- *Feasibility – a preliminary assessment of the feasibility of construction or implementation and operation (if relevant) of an option and the status of its technology (e.g. proven, prototype, in development, etc.) as well as any cost, timescale or deliverability risks associated with the construction or operation of the option, including consideration of the need for any departure from design standards that may be required.*
- *Affordability – the scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these should be considered together with the level of risk associated with an option's ongoing operating or maintenance costs and its likely operating revenues (if applicable).*
- *Public Acceptability – the likely public response at this initial appraisal phase.*

2.8.2 For this appraisal we have assessed these criteria over three levels: minor, moderate or major considerations. Scorings of moderate or major considerations should not necessarily lead to a rejection of these options, however, further analysis of these issues will need to be explored if options are taken forward.

### Appraisal of Mitigation Options – Affordability, Feasibility, and Public Acceptability

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	IMPACT
Proposal 01: Rail timetable alterations for commuting	Affordability	This proposal presents a moderate financing burden as the service may need to be subsidised.	Moderate
	Feasibility	Some significant issues are expected in terms of feasibility of this proposal given that the current freight timetable does not accommodate these services and would need to be modified.	Major
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 02: Commuting rail shuttle services	Affordability	This proposal presents a moderate financing burden as the service may need to be subsidised.	Moderate
	Feasibility	Some moderate issues are expected in terms of feasibility although the freight timetables would be more accommodating of this proposal.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	IMPACT
Proposal 03: Synchronise A76 bus and rail fares along the A76	Affordability	This proposal presents a minor financing burden. Any costs would be absorbed by the operators.	Minor
	Feasibility	Moderate feasibility issues may arise as Stagecoach and ScotRail have control over the bus and rail fares within the region.	Moderate
	Public Acceptability	No significant acceptability issues are expected for this proposal, unless fares were to rise.	Minor
Proposal 04: Revise counter-intuitive rail fares	Affordability	This proposal presents a minor financing burden.	Minor
	Feasibility	Moderate feasibility issues may arise as ScotRail has control over the rail fares within the region.	Moderate
	Public Acceptability	Public acceptability is likely to be positive given the minor benefits anticipated.	Minor
Proposal 05: Real-time rail information at rail stations	Affordability	This proposal presents a minor financing burden although discussions would be required as to whether ScotRail or the local authorities would be responsible for the cost.	Minor
	Feasibility	Minor feasibility issues are expected with this proposal.	Minor
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 06: Ticket machines at rail stations	Affordability	This proposal presents a moderate financing burden as the installation of ticket machines would incur some cost.	Moderate
	Feasibility	Minor feasibility issues are expected with this proposal.	Minor
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 07: New Rail Station at Mauchline	Affordability	Significant investment would be required for land acquisition and construction stages as reopening the station would constitute a major cost.	Major
	Feasibility	Some moderate issues are expected in terms of feasibility as past work would indicate that the business case is not as strong but was undertaken some years ago.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 08: New Rail Station at Thornhill	Affordability	Significant investment would be required for land acquisition and construction stages as reopening the station would constitute a major cost.	Major

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	IMPACT
Proposal 09: Freight loop	Feasibility	Some moderate issues are expected in terms of feasibility as past work would indicate that the business case is not as strong but was undertaken some years ago.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 10: Community Partnership	Affordability	Significant investment would be required for any required land acquisition and construction stages.	Major
	Feasibility	Some moderate feasibility issues are expected in the event that the existing loop at Cumnock is not sufficient as this would need to be extended.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Moderate
Proposal 11: Improve waiting times	Affordability	Minor affordability issues are expected with this proposal and funding is available for Community Rail Partnerships.	Minor
	Feasibility	Minor feasibility issues are expected with this proposal.	Minor
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 12: Revise counter-intuitive bus fares	Affordability	This proposal presents a minor financing burden although depends on the scale of improvements needed and if they need to be subsidised.	Minor
	Feasibility	Moderate feasibility issues may arise as Stagecoach and ScotRail have control over the bus and rail timetables within the region.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 12: Revise counter-intuitive bus fares	Affordability	This proposal presents a minor financing burden.	Minor
	Feasibility	Moderate feasibility issues may arise as Stagecoach has control over the bus fares within the region.	Moderate
	Public Acceptability	Public acceptability is likely to be positive given the minor benefits anticipated.	Minor

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	IMPACT
Proposal 13: Real-time information	Affordability	This proposal presents a moderate financing burden given the scale of installation at bus stops within each town on the route.	Moderate
	Feasibility	Moderate issues are expected in terms of feasibility given that not all bus stops have shelters. Wiring and display design would need to be investigated.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 14: Real-time information app/website	Affordability	This proposal presents a moderate financing burden given the website/app creation and scale of installation at bus stops within each town on the route.	Moderate
	Feasibility	Moderate issues are expected in terms of feasibility as wiring and display design would need to be investigated.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 15: Single boundary service	Affordability	This proposal presents a moderate financing burden as the service may need to be subsidised.	Moderate
	Feasibility	Moderate feasibility issues may arise as a private company would have to be persuaded to run the service unless it was operated by the councils.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 16: Cycle carrying facilities on A76 buses	Affordability	Minor affordability issues are expected with this proposal.	Minor
	Feasibility	Moderate feasibility issues are expected as Stagecoach have no obligation to implement this proposal.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal although putting bikes at the back of buses may be more acceptable than at the front.	Minor

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	IMPACT
Proposal 17: Cycle parking at bus stops	Affordability	This proposal presents a moderate financing burden incurring some cost.	Moderate
	Feasibility	Moderate issues are expected in terms of feasibility dependent on the location of sites chosen for cycle parking provision.	Moderate
	Public Acceptability	Moderate public acceptability issues are anticipated for this proposal dependent on the location.	Moderate
Proposal 18: Safe cycle path adjacent to the A76	Affordability	This proposal presents a moderate financing burden incurring some cost depending on the route chosen.	Moderate
	Feasibility	Some moderate issues are expected in terms of feasibility as potential routes do exist along the A76 although some new bridging routes may need to be built.	Moderate
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal.	Minor
Proposal 19: Install "Keep your Distance" signage	Affordability	This proposal may have moderate costs. Signage installation and maintenance will need to be budgeted for.	Moderate
	Feasibility	Minor feasibility issues are expected with this proposal as standardised signage can be implemented by the local authorities.	Minor
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal although this is dependent on location.	Minor
Proposal 20: Opportunities for safe overtaking	Affordability	Major affordability issues are expected with this proposal as road widening would likely be required.	Major
	Feasibility	Moderate feasibility issues are expected although are dependent on the sites chosen and the extent of the alterations required to the road layout.	Moderate
	Public Acceptability	Moderate acceptability issues are expected although are dependent on the sites chosen and the extent of the alterations required to the road layout.	Moderate

PROPOSAL	CRITERIA	RATIONALE FOR APPRAISAL	IMPACT
Proposal 21: Encourage car-sharing along the A76	Affordability	Minor affordability issues are expected with this proposal. Some investment would be needed to encourage people to use the scheme.	Minor
	Feasibility	Minor feasibility issues are expected with this proposal.	Minor
	Public Acceptability	No significant public acceptability issues are anticipated for this proposal although some people may not be encouraged to car share.	Minor
Proposal 22: Mauchline Bypass	Affordability	Significant investment would be required for any required land acquisition and construction stages.	Major
	Feasibility	Significant issues are expected in terms of feasibility of this proposal in terms of costs, timescales and/or deliverability risks associated with the construction.	Major
	Public Acceptability	Moderate acceptability issues are expected although are dependent on the sites chosen and the extent of the alterations required to the road layout.	Moderate
Proposal 23: Bellfield Interchange	Affordability	Moderate investment would be required for any required land acquisition and construction stages.	Moderate
	Feasibility	Some moderate issues are expected in terms of feasibility of this proposal in terms of costs, timescales or deliverability risks associated with the construction.	Moderate
	Public Acceptability	Minor acceptability issues are expected although these will be dependent the extent of the alterations required to the road layout.	Minor

**SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.**

**A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.**

**For more information visit [www.systra.co.uk](http://www.systra.co.uk)**

**Abu Dhabi**

AS Business Centre, First Floor, Suites 201-213,  
Al Ain Road, Umm al Nar, P.O. Box 129865,  
Abu Dhabi, UAE  
T: +971 2 558 3809 F: +971 2 558 9961

**Birmingham**

Second Floor, 37a Waterloo Street  
Birmingham B2 5TJ United Kingdom  
T: +44 (0)121 233 7680 F: +44 (0)121 233 7681

**Dublin**

1st Floor, 12/13 Exchange Place,  
Custom House Docks, IFSC, Dublin 1 Ireland  
T: +353 (0)1 542 6000 F: +353 (0)1 542 6001

**Edinburgh**

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF  
United Kingdom  
T: +44 (0)131 220 6966

**Glasgow**

Seventh Floor, 78 St Vincent Street  
Glasgow G2 5UB United Kingdom  
T: +44 (0)141 225 4400

**Lille**

86 Boulevard Carnot, 59000 Lille, France  
T: +33 (0)3 74 07 00 F: +33 (0)1 53 17 36 01

**London**

Seventh Floor, 15 Old Bailey  
London EC4M 7EF United Kingdom  
T: +44 (0)20 7529 6500 F: +44 (0)20 3427 6274

**Lyon**

11, rue de la République, 69001 Lyon, France  
T: +33 (0)4 72 10 29 29 F: +33 (0)4 72 10 29 28

**Manchester**

25th Floor, City Tower, Piccadilly Plaza  
Manchester M1 4BT United Kingdom  
T: +44 (0)161 236 0282 F: +44 (0)161 236 0095

**Marseille**

76, rue de la République, 13002 Marseille, France  
T: +33 (0)4 91 37 35 15 F: +33 (0)4 91 91 10 14

**Newcastle**

PO Box 438, Newcastle upon Tyne, NE3 9BT  
United Kingdom  
T: +44 (0)191 2136157

**Paris**

72 rue Henry Farman, 75015 Paris, France  
T: +33 (0)1 53 17 36 00 F: +33 (0)1 53 17 36 01

**Woking**

Dukes Court, Duke Street  
Woking, Surrey GU21 5BH United Kingdom  
T: +44 (0)1483 728051 F: +44 (0)1483 755207

**Hong Kong**

14th Floor West, Warwick House, TaiKoo Place,  
979 King's Road, Island East, Hong Kong  
T: +852 2529 7037 F: +852 2527 8490

**Shenzhen**

Room 905, Excellence Mansion, No.98, No.1 Fuhua Road,  
Futian Central Zone, Shenzhen, PRC, Post Code : 518048  
T : +86 755 3336 1898 F : +86 755 3336 2060

**Shenzhen - Beijing Branch Office**

Room 1503, Block C, He Qiao Mansion, No. 8 Guanghua Road,  
Chaoyang District, Beijing, PRC, Post Code : 100026  
T : +86 10 8557 0116 F : +86 10 8557 0126

**Beijing Joint Venture**

Room 1507, Main Building, No. 60, Nan Li Shi Road,  
Xi Cheng District, Beijing, PRC, Post Code : 100045  
T : +86 10 8807 3718 F : +86 10 6804 3744

**Mumbai**

Antriksh, Unit no. 301, 3rd Floor, CTS Nos.  
773, 773/1 to 7, Makwana Road, Marol, Andheri East ,  
Mumbai 400069  
T: +91 22 2647 3134

B 307, Great Eastern Summit Sector - 15, CBD Belapur Navi  
Mumbai - 400 614  
T: +91 22 2757 2745

**New Delhi**

5th Floor Guru Angad Bhawan, 71 Nehru Place, New Delhi  
110019

T: +91 11 2641 3310

**Noida**

3/F, C-131, Sector 2, Noida-201301, U.P.  
T: +91 120 432 6999

**Singapore**

25 Seah Street #04-01 Singapore 188381  
T : +65 6227 3252 F : +65 6423 0178

**Thailand**

37th Floor, Unit F, Payatai Plaza Building,128/404-405 Payathai  
Road, Rajthewee, Bangkok 10400, Thailand  
T : +662 216 6652 F : +662 216 6651

**Vietnam**

5/F Perfect Building, Le Thi Hong Gam St, District 1,  
Ho Chi Minh City, Vietnam  
T : +84 8 3821 7183 F : +84 8 3821 6967

**SYSTRA**

		AECOM Comments	SPT Comments	D&G Comments	TS Rail Policy Comments	TS Road Operations Comments	TS Active & Sustainable Travel
1	A76 Route Re-alignment and Improvement						
a	Overtaking lanes near Sanquhar						
b	Three lanes at Enterkinfoot						
c	Targeted Route Realignment	Option includes realignment of route at Courthill and by the Quarry (both in vicinity of Thornhill) and at top end of Kirkconnel.					
2	A76 Junction Improvements						
a	Make the section of B731 onto the A76 one way (westbound traffic only)						
3	A76 Route Maintenance			All Local			
a	Install "Keep your Distance" signage along the A76						
b	Move back 30mph sign to the last driveway in Thornhill	Google Street View indicates that signs are already located past last driveways, NB and SB.					

c	Install bollards on mini roundabout on the A76 Thornhill					
d	Remove bollards from A76 Thornhill				Assuming these are around the centre of Thornhill, they were installed after significant public consultation to prevent pavement parking and improve access locally.	
4	Speed limit modifications					
a	Increase speed limit for HGVs			Outwith the study remit it as requires legislation		
5	Rail Station at Thornhill		But remote from Thornhill?		Passed to STAG2 by SWESTRANS	
6	Rail Station at Cumnock	Added at Working Group Progress Meeting – should have been part of LRDF.	Location of station at Cumnock – on eastern edge of town and also existing local commercial bus services on the corridor will obviously have to be a consideration as part any STAG process.			
7	New rail link between the Nith Valley and WCML			Consideration should be given to combining all proposals for connections to WCML into one option.		
8	Rail link between New Cumnock and Ayr South	It is not clear what this option refers to.				
9	Glasgow South Western Line Improvements (including stations)					

a	<i>Bi-mode trains between Glasgow, Nith Valley and Manchester Airport</i>	Refers to electric and diesel trains.			It may be possible to take advantage of evolving rolling stock options in the future.		
b	<i>Real-time rail information at Auchincleek, New Cumnock, Kirkconnel and Sanquhar rail stations</i>		Local – ScotRail/Franchise?		This information is already provided by existing phone apps and CIS screens in stations.		
c	<i>Commuting rail service between Dumfries and Kilmarnock</i>	Refers to a train which does not stop north of Kilmarnock.	Local – ScotRail/Franchise?		There are challenges with this option due to single tracking.		
d	<i>Express rail service between Dumfries and Glasgow</i>	Similar to above.	Local – ScotRail/Franchise?		There are challenges with this option due to single tracking.		
e	<i>increased frequency of rail services to/from Dumfries</i>		Local – ScotRail/Franchise?		There are challenges with this option due to single tracking.		
f	<i>Create a Kilmarnock - Dumfries Community Rail Partnership</i>	Noted at Progress Meeting that this group exists as the South West Community Rail Partnership.					
g	<i>Electrify Glasgow South Western Line</i>				No electrification of this line is planned for CP6.		
10	<i>Rail Freight Loop (Ayrshire)</i>	It is not clear what this option refers to.			Demand would need to be identified.		
11	<i>Increase Public Transport Provision and Real Time Information</i>						

a	<i>Direct bus services between Thornhill and Lockerbie Railway Station</i>	A distance of approximately 25 miles via Dumfries.		Local?		
b	<i>More bus services between Thornhill, Moniaive &amp; Dumfries</i>	Moniaive is located on the A702 southwest of Thornhill.		Local?		
c	<i>Increased range of destinations by bus from Thornhill</i>			Local?		
d	<i>Single cross-boundary bus service along the A76 or A713</i>			Local?		
e	<i>Real-time bus information at bus stops and rail stations (A76)</i>			Local?		
12	<i>Integrate bus and rail fares along A76 corridor</i>			Integrated ticketing is being considered by Transport Scotland.		
13	<i>Improve Community Transport Provision</i>					
o	<i>Support community transport (Thornhill)</i>			Local?		
14	<i>Active Travel Improvements</i>					

<i>a</i>	Install path linking Thornhill to Burnhead beside the A702	A distance of approximately ½ mile.				Currently no Sustrans plans for this route
<i>b</i>	Cycle parking at bus stops in larger A76 settlements and at bus stations in Dumfries					The RTP has been given funding this FY to increase parking at rail interchanges in partnership with Scotrail.
<i>c</i>	Safe cycle path adjacent to the A76					
<i>d</i>	Install footpath linking Thornhill to the country road to Castle	A distance of approximately 2 miles.				Currently no plans to upgrade.
<b>15</b>	Cycle carrying facilities on buses operating along the A76		Local?			RTP funded to encourage buses to carry bikes on rural routes.