

SOUTH WEST SCOTLAND - INITIAL APPRAISAL: CASE FOR CHANGE

1. Reason for Report

To provide the Board with an update on the second Strategic Transport Projects Review in the Dumfries and Galloway area.

2. Background

2.1 The 2017-18 Programme for Government, published on 5 September 2017, re-affirmed the Scottish Government's commitment to commence work this year for the second Strategic Transport Projects Review (STPR2).

2.2 The Programme for Government sets-out that Transport Scotland will commence work for the second Strategic Transport Projects Review in the Dumfries and Galloway area. This work will consider the rationale for improvements to road, rail, public transport and active travel on the key strategic corridors.

2.3 The work would examine the localised factors affecting the relationship between connectivity, accessibility and economic performance – it would identify constraints and opportunities as to how multi modal transport improvements could facilitate further economic regeneration and growth.

2.4 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, A76, A77, A701 and A709 as well as the railway corridors to Stranraer and Carlisle via Kilmarnock / Dumfries with a particular focus on access to the ports at Cairnryan.

3. Key Points

3.1 A Client Working Group (consisting of Transport Scotland, Dumfries and Galloway Council, South Ayrshire Council, East Ayrshire Council, SWestrans and SPT) oversaw the study chaired by a Transport Scotland representative.

3.2 The Draft Report 'South West Scotland Transport Study Initial Appraisal: Case for Change' was published on 27 June 2019 and can be accessed through the link below:

<https://www.transport.gov.scot/publication/draft-report-initial-appraisal-case-for-change-south-west-scotland-transport-study/>

3.3 This Draft Report is a consultation draft with a closing date for feedback of 23 August 2019. The Report and suite of accompanying documents is a significant piece of work feeding into both STPR2 and SWestrans' new Regional Transport Strategy.

3.4 Officers have included elements of the 'Summary and Next Steps' section of the Draft Report in the following paragraphs 3.5 to 3.9 of this paper.

3.5 The study has identified the key transport problems and opportunities in the study area. Evidence-based problems have formed the basis for the development of Transport Planning Objectives (TPOs) and the generation, sifting and development of a wide range of interventions across all modes in the study area, which have subsequently been appraised and packaged.

Study Findings

3.6 Based on detailed data analysis and an extensive public and stakeholder engagement programme, a number of problems have been identified around the key themes of:

- Average Journey Times
- Mobility
- Journey Time Reliability
- Connectivity
- Environmental Impact
- Cost
- Safety

3.7 The multi-modal problems identified through these exercises have subsequently been mapped against the themes and used to help inform the development of TPOs for the study:

- TPO1: Reduce journey times across the strategic transport network in 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.

3.8 Following the development of the TPOs, and a process of option sifting and packaging, 23 multi-modal option packages across the study area were identified for further appraisal through the STPR2 process. The options recommended for taking forward for further assessment as part of STPR2 are presented below:

1. Improved transport integration at main hubs - Package of measures to improve integration of transport at main transport hubs and interchanges (e.g. Stranraer, Dumfries and Lockerbie), including improved integration of bus and rail times, improved cycle connectivity to rail stations and ticket integration.
2. Development of the Strategic Active Travel Network - Package of measures to develop the Strategic Active Travel Network in the South West of Scotland to better connect communities to key destinations, including cycle paths parallel to trunk roads and improvements to the National Cycle Network.

3. New Rail Stations on the Glasgow South Western Line - New rail stations on the Glasgow South Western Line, such as at Cumnock, Thornhill, Eastriggs, Pinwherry, Dunragit and South of Ayr.
4. Enhanced Rail Services on the Glasgow South Western Line - 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.
5. New Rail Stations on the West Coast Main Line - New station at Beattock.
6. Enhanced Rail Services on the West Coast Main Line - 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 park and ride provision.
7. New Rail Link between Dumfries and Stranraer - Development of a rail link between Dumfries and Stranraer.
8. New Rail Link between Stranraer and Cairnryan - Development of a rail link between Stranraer and Cairnryan.
9. New Rail link between the Glasgow South Western Line and the West Coast Main Line - Development of a rail link between the Glasgow South Western Line and the West Coast Main Line.
10. Enhanced Rail Freight Capacity - Enhancement of rail freight capacity, such as freight hubs at Girvan and Barrhill.
11. Development of the Timber Transport Network - Package of measures to support the transport of timber freight by road, rail and sea in the South West of Scotland.
12. Development of Enhanced Diversionary Routes and Route Planning - 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.
13. Development of Enhanced Service, Rest Areas and Laybys - Package of measures to deliver improved rest provision for all road 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.
14. HGV Speed Limit Increase - HGV speed limit increase to 50mph on the trunk road network in the South West of Scotland.
15. A75 Capacity Enhancements Development of capacity enhancement measures on the A75, such as partial dualling, town/village bypasses and improved overtaking opportunities.
16. A75 Safety Measures - Implementation of targeted measures, such as improvements to road geometry, bends and junction improvements to improve safety on the A75. Package will also include consideration of safety camera deployments through the Scottish Safety Camera Programme annual site prioritisation exercise.
17. A77 Capacity Enhancements - Development of capacity enhancement measures on the A77, such as partial dualling, town/village bypasses and improved overtaking opportunities.
18. A77 Safety Measures - Implementation of targeted measures, such as improvements to road geometry, bends and localised junction improvements to improve safety on the A77. Package will also include consideration of safety

camera deployments through the Scottish Safety Camera Programme annual site prioritisation exercise.

19. A76 Capacity Enhancements - Development of capacity enhancement measures on the A76, such as improved overtaking opportunities and town/village bypasses.
20. A76 Safety Measures - Implementation of targeted measures, such as route improvements to enhance road geometry, bends and junction improvements to improve safety on the A76.
21. Road Capacity Enhancements between Dumfries and the A74(M) - Development of road capacity enhancements between Dumfries and the A74(M), such as partial dualling which would improve overtaking opportunities, and/or bypasses. Package also potentially includes considering the possibility to re-classify the status of the A701 and A709 roads.
22. Road Safety Measures between Dumfries and the A74(M) - Implementation of targeted measures between Dumfries and the A74(M), such as road geometry, bends, junction improvements and measures to address pinch points.
23. Junction Improvements (M6) - Improvements to the M6 for North to West movements (i.e. coming off the A74(M) north to the A75).

3.9 The next steps are a Preliminary Options Appraisal which would be to undertake a qualitative appraisal of the recommended options from the Initial Appraisal. This will be considered through the STPR2 process and would include an assessment of:

- The likely impacts of the options against the Transport Planning Objectives developed for STPR2;
- The likely impacts of the options against STAG criteria [i.e. Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion];
- Options appraisal against established policy directives; and
- Feasibility, affordability and public acceptability of options.

3.10 Officers will fully review the Draft Report and accompanying documents and provide an officer response to the consultation by the deadline of 23 August 2019. A further report will be brought to the Board at its next meeting on 20 September 2019 which will include this response for the Board's consideration.

4. Implications	
Financial	Implications will be considered fully as part of the consultation response and future Board report.
Policy	Implications will be considered fully as part of the consultation response and future Board report.
Equalities	Implications will be considered fully as part of the consultation response and future Board report.
Climate Change	Implications will be considered fully as part of the consultation response and future Board report.
Risk Management	Implications will be considered fully as part of the consultation response and future Board report.

5. Recommendation

Members of the Board are asked to note the publication of the Draft Report 'South West Scotland Transport Study Initial Appraisal: Case for Change'.

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