

# **Regional Transport Strategy**

Accompanying Document 4  
DELIVERY PLAN 2009 – 2023  
Revised March 2010





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# 1. INTRODUCTION

The Transport (Scotland) Act 2005 placed a duty on the Scottish Ministers to create Regional Transport Partnerships covering the whole of Scotland. The South West of Scotland Transport Partnership (SWestrans) is one of seven such partnerships.

One of the key aspirations of the Act was the development of Regional Transport Strategies for Scotland. Ministers were determined to ensure that the creation of comprehensive Strategies set the new Regional Transport Partnerships on a firm footing so that they could begin to deliver improved transport services for their regions, and Scotland as a whole. The SWestrans Regional Transport Strategy (RTS) was approved by the Minister for Transport, Infrastructure and Climate Change on 29 July 2008.

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

- A wealthier and fairer Scotland;
- A smarter Scotland;
- A healthier Scotland;
- A safer and stronger Scotland;
- A greener Scotland.

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

The RTS suggests a programme of targeted improvements to the transport network which can be delivered by SWestrans, supported by the region's other key stakeholders including Dumfries and Galloway Council, Scottish Enterprise and NHS Dumfries and Galloway.

The Scottish Government and Transport Scotland also have key roles to play in securing the future for transport in the South West of Scotland. The Scottish Government recently published the National Planning Framework for Scotland 2 Proposed Framework and Transport Scotland published the Strategic Transport Projects Review. Both these documents have significant importance.

This Delivery Plan sets out a series of specific transport projects, which together will help to deliver the agreed strategic objectives in the RTS. These projects have been selected from a long list of possible schemes according to an analysis of their impact on connectivity and their contribution to wider economic, social and environmental objectives. They have also been tested

against the Scottish Government's Scottish Transport Appraisal Guidance (STAG) and Strategic Environmental Assessment (SEA) criteria. The set of interventions outlined in the Delivery Plan represents those improvements that are most important if the wider policy objectives identified as part of the vision for the future of transport in the South West of Scotland are to be achieved.

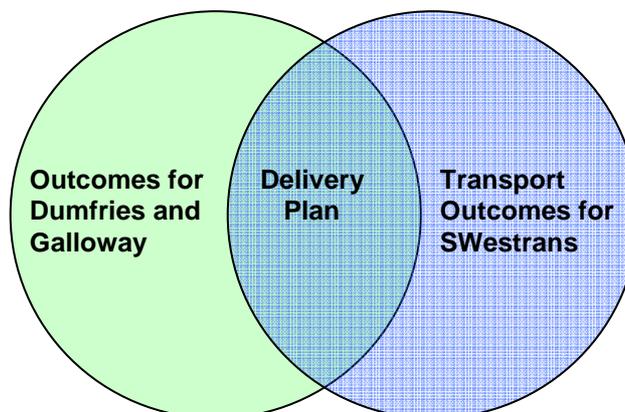
## 2. SCHEME SELECTION, APPRAISAL AND PRIORITISATION

### 2.1 Context

The process to determine a sifted list of projects to be contained in the RTS began in advance of the publication of an Issues and Objectives Report in the Spring of 2006. In accordance with the Scottish Government's requirement that the RTS should be visionary in outlook yet grounded in the reality of what is possible to deliver, our work has combined a strategic approach to policy development with effective bottom-up engagement with regional stakeholders. As such, engagement with these stakeholders through the statutory consultation process took place in the context of the need to identify and agree upon the critical economic, social and environmental outcomes which transport investment in the region should help realise.

The broader development strategy of the region is contained in a host of existing documents including the Dumfries and Galloway Structure Plan, the Dumfries and Galloway Council Corporate Plan and various Local Plans active in the region as well as a range of specific transport studies recently undertaken. These documents are themselves cognisant of and reflect economic, social and environmental imperatives advanced by the Scottish Government, particularly improving connectivity, increasing the quality and effectiveness of public transport, and reducing emissions and accessibility and affordability.

At the heart of our approach has been the fundamental question, what are the transport outcomes that would achieve the Region's desired strategic policy objectives, reflected in Dumfries and Galloway Community Planning Partner's Single Outcome Agreement. To highlight this close partnership working relationship, a Chapter in the RTS highlights Transport Outcomes for Dumfries and Galloway, and how the RTS and its Delivery Plan will contribute to delivering these outcomes.



This emphasis from the outset on transport outcomes, rather than specific projects, is crucial because it enables the RTS process to avoid being driven by the politics associated with (previously identified) individual transport

schemes; instead, we have been able to recognise transport investment as a means to the end of promoting strategic economic, social and environmental goals across both the region and Scotland more generally.

## **2.2 Determining Projects for Consideration Priorities**

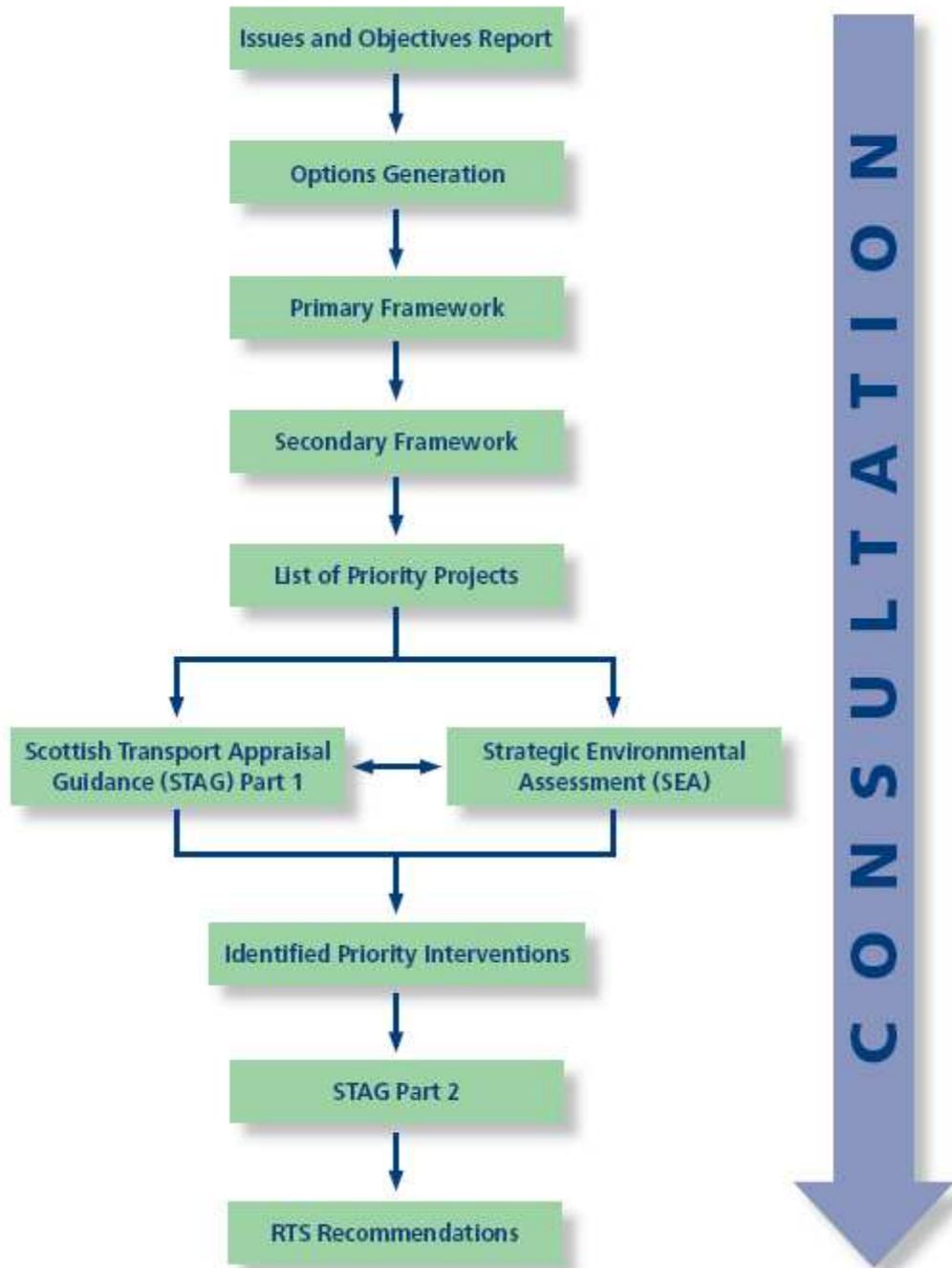
Figure 1 The diagram below summarises the main stages of the methodology applied to generate the recommendations outlined in this Delivery Plan, with a detailed description included in the following accompanying documents:

- **RTS Accompanying Document 1** – Scheme Selection, Appraisal and Prioritisation and Scottish Transport Appraisal Guidance (STAG) Report
- **RTS Accompanying Document 2** – Strategic Environmental Assessment (SEA) Environmental Report

After the preparation of an Issues and Objectives Report reviewing the key transport concerns in the region, a list of possible transport interventions was identified. This list contained 77 projects of varying sizes – from the construction of a major new road to individual rail station improvements – located across the entire region. No assumptions were made at that stage about the absolute or relative importance of any of the schemes in relation to the region's desired strategic policy outcomes, except that the number of schemes contained in the list would need to be reduced in order to produce a package of recommendations which was realistic to deliver.

Figure 1

Main stages of methodology to generate RTS recommendations



In line with the former Scottish Executive Guidance on RTS prioritisation methods issued in August 2006, the full list of 77 projects was subjected to a two-tier sifting process to identify those projects to be taken forward in the Delivery Plan. The first stage 'Primary Framework' analysis was designed to take account of both the Executive's transport objectives and Dumfries and Galloway's desired strategic policy outcomes. A second stage ('Secondary Framework') sought to assess practical issues to do with deliverability. Both stages were consistent with the requirements of Strategic Environmental Assessment (SEA) and the approach to transport appraisal embodied within the Scottish Transport Appraisal Guidance (STAG). A revised and integrated list of transport interventions was subjected to STAG based appraisal to produce the final set of recommendations included in this document. Central to this process was consultation with stakeholders and the close involvement of the SWestrans Board at the following stages:

- An Issues and Objectives Report and an Option Generation Report was agreed at the Board meeting on 26 May 2006
- A Prioritised Options Report was agreed at the Board meeting on 30 August 2006
- At the meeting on 1 November 2006 Members of the Board agreed a final list of Priority Projects to be taken forward to Scottish Transport Appraisal Guidance (STAG) and Strategic Environmental Assessment (SEA)
- A draft Regional Transport Strategy and Strategic Environmental Assessment Report for public consultation were agreed at the Board meeting on 6 December 2006
- A Workshop was held on Friday 16 February 2007 involving Members of the Partnership Board and Officers to consider the many responses received during the Public Consultation.
- The original Regional Transport Strategy was agreed at the Board meetings on 2 March and 16 March 2007, and was submitted to Scottish Ministers on 30 March 2007
- The original RTS was revised following receipt of a letter from the Cabinet Secretary for Finance and Sustainable Growth on 7 January 2008
- The revised RTS was agreed by Members of the Board at the meeting on 25 April 2008

The revised RTS was approved by the Minister for Transport, Infrastructure and Climate Change on 29 July 2008

### **2.3 Developments since the RTS was submitted in March 2007**

At a meeting between the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP and the SWestrans Board in Dumfries on 30 August 2007, the Minister advised the Board that if they were confident in the contents of the Regional Transport Strategy, Interventions should be taken forward. The following projects have been progressed/implemented utilising SWestrans Capital and Revenue funding:

- A new Bus Interchange in Newton Stewart;

- Provision of Bus Stances and Cycle Facilities at the new DGOne Regional Leisure Centre at Dumfries;
- Provision of enhanced Bus Stop/Shelters across the region;
- Provision of cycling/walking infrastructure across the region;
- DGTripshare.com online journey sharing database;
- Establishment of the Dumfries South Travel Planning Group;
- Progression of Phase 3 of the Maxwelltown Cyclepath utilising SWestrans capital funding to match fund £230,000 from a successful Big Lottery award;
- Engagement with partners in Scotland and Northern Ireland to progress an Interreg project to complete National Cycle Route 73 which will link the National Cycle Network in Scotland with the National Cycle Network in Northern Ireland via the Loch Ryan Ferry ports;
- Development of a Bus Information Strategy;



The following projects have also been progressed by partner organisations:

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



Delivering improved transport infrastructure schemes to facilitate, faster, safer and more reliable journeys is one part of the Strategy. In particular, SWestrans will continue to pursue opportunities for further passing places on both the A75 and A77.

Nevertheless, this investment in the region's transport networks must be complemented by other 'softer' or 'SMART' measures if the RTS is to deliver

its aspirations to make transport in the South West more sustainable, more flexible and of a higher quality than before.

Travel planning, and associated improvements to the level and quality of transport information available is important to people in Dumfries and Galloway so that they can make informed choices of how and when to travel.

The RTS targets envisage significant improvement to the public realm in the region's key towns and tourist areas, and to the provision for cycling across the region. These investments are important not just because they provide an alternative to the car for certain journeys, but also because they promote the idea of active travel, which the Scottish Government has identified as a key means to promote better health. In addition, SWestrans will identify further opportunities to reduce the need to travel across the region, by means of improved Information and Communication Technology provision for example, which can facilitate flexible home working and effective business contact without the need for physical mobility.

### **3. SCHEMES INCLUDED IN THE DELIVERY PLAN**

As outlined in Chapter 2, interventions which have been developed for consideration in this Delivery Plan have been decided upon after detailed consideration of how to achieve the transport outcomes required if our Vision for transport in the South West is to be realised

Potential projects, which were identified by consultation and a thorough review of existing proposals, were sifted by analysing their contribution to the Strategy's objectives. For many corridors and key locations, more than one project option was viable, and in these cases the alternatives have been analysed against each other.

In order to fully deliver the transport outcomes arising from the RTS Vision, we have grouped many projects into priority packages. This is important since in many cases, a combination of interventions across different transport modes or places is required to deliver a particular outcome. For example, a coordinated strategy of new rail stations across the region will produce a greater modal shift to rail than ad hoc opening of one or two stations. Conversely, the Dumfries Southern Bypass can go forward as a priority package, since it is both of sufficient scale to deliver critical economic and social benefits in its own right, but also enables other enhancements elsewhere in the town. These include improved traffic conditions in the town centre, which will in turn facilitate additional investment in the public realm, better provision for walking and cycling, better safety and improved air quality. The exact nature of additional infrastructure works related to the bypass required to deliver these other benefits will be refined as part of the bypass priority package.

The option development and consultation process recommended schemes to be taken forward for inclusion in the Delivery Plan. These schemes represent an excellent fit with regional and national policy objectives by offering very considerable connectivity and journey time improvements, enhanced quality of life (including improving the quality of public transport) and environmental benefits. They focus on key places and / or corridors. They also reflect the balance of opinion on priorities as articulated through the consultation process.

These schemes are now taken forward as Priority Intervention Packages.

## Priority Intervention Packages

The intervention packages agreed for priority implementation are:

- A709 Corridor Upgrade
- Bus Network Quality Strategy;
- A75 Dumfries Southern Bypass;
- Dumfries Town Centre Bus Station and Compensatory Parking;
- Dumfries Town Centre Public Realm Improvements including Walking and Cycling Enhancements;
- Rail Services Upgrade;
- Region-wide New Stations Strategy;
- Stranraer Waterfront and Town Centre Public Realm Improvements including Public Rail/Bus Interchange Hub and Walking and Cycling enhancements;
- Region-wide Cycling and Walking Projects including the Completion of the National Cycle Network.

The elements of these intervention packages are shown in Table 1. A description of the intervention, estimated expenditure, potential partners, progress to date and a proposed timescale are indicated.

Figure 2 shows a map of Dumfries and Galloway illustrating Strategic Transport Links and Priority Interventions.

**REGIONAL TRANSPORT STRATEGY DELIVERY PLAN  
PRIORITY INTERVENTION PACKAGES**

**Table 1**

<b>A709 Corridor Upgrade</b>					
It is recognised that major improvements are needed on the A709 corridor in order to provide better connectivity to the Central Belt.					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>A709 Corridor Fastlink</b>	Construction of a new road between Dumfries and Lockerbie to offer enhanced connectivity to Central Scotland	£54m (2002 price base)	Transport Scotland, Dumfries and Galloway Council	STAG Part 1 complete. STAG Part 2 complete and submitted to the Scottish Government and response received.	To be updated following further Board consideration
<b>Quality Bus Link between Dumfries Railway Station and Lockerbie Railway Station</b>	Quality bus link and enhancements at both stations, including new Accessible Bus provision, access facilities, bus turning facilities, and Real Time Information	£600,000	Transport Scotland, Network Rail, First Scotrail, Dumfries and Galloway Council, Bus Operators	Being developed as part of the Dumfries Sustainable Travel Demonstration Town project. (GoSMART Dumfries)	To be reported to a future Board meeting.

**Bus Network Quality Strategy**

Package of measures aimed at improving the quality of the bus network, its integration with rail, cycling and walking, and its attractiveness to users. This includes new bus interchanges at key towns, new bus shelters across the network, real-time passenger information at key nodes, accessible buses and increased service frequencies on the rural bus network. The potential to use biofuels and reduce emissions will be examined.

<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>New Bus Interchanges at Key Towns</b>	Development of enhanced bus interchange facilities at key towns	£1,000,000	Dumfries and Galloway Council, Bus Operators	Newton Stewart complete; Designs progressed for Moffat and Gretna	Moffat and Gretna to be completed 2010/11 Annan to be reported for consideration against the 2010/11 Capital Expenditure Programme
<b>Accessible Buses</b>	Enhanced bus access with low floor buses and improved stops	TBC	Dumfries and Galloway Council, Bus Operators	4 buses purchased from Capital Programme and leased to operator for Annandale services.	Potential for further bus purchases/leases to operators to be reported to future Board meetings.
<b>Increased Service Frequencies on Rural Bus Network</b>	Enhanced bus network with regular stopping patterns and improved frequencies	TBC	Dumfries and Galloway Council, Bus Operators	Policy, Root and Branch Review Commenced	To be reported to a future meeting to allow consideration in respect of tenders April 2012.
<b>Real Time Passenger Information at Key Nodes</b>	Introduction of message systems at key bus nodes to inform passengers of real-time bus movements	£2,000,000	Dumfries and Galloway Council, Bus Operators	Implemented along Service 500 corridor and certain services within Dumfries, including at DG One	Potential to develop through future years Capital Programme and Dumfries Sustainable Travel Demonstration Town project.
<b>New Bus Shelters Across Network</b>	Roll-out of enhanced bus shelters across the region offering improved waiting environment	TBC	Dumfries and Galloway Council, Bus Operators	Shelters provided from Capital Expenditure Programmes across region including at DG One	Opportunity to continue programme through future years Capital Expenditure Programmes

<b>Bus Network Quality Strategy (continued)</b>					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Development of Bus Information Strategy</b>	Upgrade information at bus stops. Develop Bus/Air/Rail information and Traveline. Develop integrated ticketing strategy	TBC	Dumfries and Galloway Council, Bus Operators, Rail Operators, Airline Operators	New style bus information panels provided across the region	Elements being progressed through GoSMART Dumfries. Opportunity to develop through future Capital Expenditure Programme.
<b>Improved Facilities at Rural Pick-up Points</b>	Low cost improvement measures	TBC	Dumfries and Galloway Council	Site surveys undertaken	Being rolled out on a programme basis
<b>Bikes on Rural Buses</b>	Development of policy with operators	TBC	Dumfries and Galloway Council, Bus Operators	Additional provision through extension of express buses from Dumfries to Lockerbie.	To be considered as part of future initiatives.

<b>Dumfries Southern Bypass</b>					
Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the critical Crichton area and the health and education services located there.					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Southern Bypass</b>	Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the Crichton area (includes improvements to radial routes)	£56 million (2002 prices)	Dumfries & Galloway Council, Scottish Government, Developers	STAG Part 1 complete, STAG Part 2 complete. Identified by Dumfries and Galloway Council as a priority project. Action Group established by Dumfries and Galloway Council.	To be reported to a future meeting

<b>Dumfries Town Centre Bus Station</b>					
Development of a new bus station in Dumfries town centre which acts as a key transport node for the wider region. This includes compensatory parking to replace spaces lost to the redevelopment of existing parking stock for the bus station and associated traffic management measures					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Town Centre Bus Interchange</b>	Development of a new bus station in Dumfries town centre, possibly at a site of an existing car park with compensatory relocated parking	£4,000,000	Scottish Government, Dumfries & Galloway Council	Study completed. Public consultation exercise completed.	Further Board consideration required.

### Dumfries Town Centre Public Realm Improvements Including Walking and Cycling Enhancements

Package of measures improving the quality of transport infrastructure in Dumfries town centre. This includes public realm improvements, improved access to the rail station and improvements to walking and cycling routes in Dumfries designed to stimulate further regeneration of the regional capital

<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Town Centre Public Realm Improvements</b>	Series of improvements to improve the attractiveness and amenity of the town centre including strategic transport links.	TBC	Dumfries & Galloway Council, Private Sector	Friars Vennel Phase 1 and Phase 2 complete. Elements included within GoSMART Dumfries.	To be reported to a future meeting
<b>Crichton Access Roads</b>	Improved road access to the Crichton	£2,000,000	Dumfries & Galloway Council	Included within Dumfries Southern Bypass project	To be reported to a future meeting
<b>Dumfries Bus Priority</b>	Improvements on key bus routes in Dumfries	£1,000,000	Dumfries & Galloway Council, Bus Operators	Included in report to Dumfries and Galloway Council PHES report	To be reported to a future meeting
<b>Sustainable Transport Initiatives</b>	Opportunities for measures in Dumfries as a result of development of a Southern Bypass	TBC	Dumfries & Galloway Council, Bus Operators, Dumfries & Galloway Cycle Forum	Being progressed as part of GoSMART Dumfries	To 2012.
<b>Cycling/Walking Improvements Dumfries</b>	Improvements to the cycling/ walking network	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Maxwelltown Cycle Path including Connect2 Queen of the South Viaduct complete. Facilities provided at DG One. Other facilities progressed as part of GoSMART Dumfries	To 2012.
<b>Dumfries Town Centre – Rail Station Access</b>	Improve access arrangements to Dumfries railway station	£300,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Being progressed as part of GoSMART Dumfries	To 2012

<b>Dumfries Town Centre Public Realm Improvements Including Walking and Cycling Enhancements (Continued)</b>					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Park and Choose Network</b>	Development of a series of Park and Choose sites around Dumfries	TBC	Dumfries & Galloway Council, Scottish Government, Public Transport Operators	Being progressed as part of GoSMART Dumfries	To 2012
<b>Dumfries Sustainable Travel Demonstration Town</b>	Partnership with Scottish Government and Dumfries & Galloway Council to demonstrate Sustainable Transport solutions	£6.8 million	Scottish Government, Dumfries & Galloway Council, other local partners	Two years of a four year programme complete	To 2012

<b>Rail Services Upgrade</b>					
Enhanced rail services on the West Coast Main Line (WCML) and the Glasgow and South Western Line (GSWL)					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Improved Lockerbie – Glasgow Service</b>	Improved rail services between Lockerbie and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Submission to WCML RUS Consultation. Some improvements to services realised	Outcome of WCML RUS to be reported to a future meeting
<b>Improved Lockerbie – Edinburgh Service</b>	Improved rail services between Lockerbie and Edinburgh	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Submission to WCML RUS Consultation. Some improvements to services realised	Outcome of WCML RUS to be reported to a future meeting
<b>GSW Service Frequency / Journey Time Enhancements Combined with Gretna Annan Doubling</b>	Improved rail services between Carlisle and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	New timetable December 2009 with improved services	Ongoing
	Reinstatement of double track between Gretna and Annan	£36,000,000		Complete	Complete
<b>Stranraer Line Frequency / Journey Time Enhancements</b>	The introduction of additional trains and local line improvements	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Partnership study with SPT, Transport Scotland and Passenger Focus for section between Ayr and Stranraer complete	StenaLine relocation allows opportunity for timetable recast. Report to meeting on 26 March 2010
<b>Rail Services to Prestwick Airport via GSWL</b>	Improved rail services to Prestwick Airport from Dumfries and Galloway	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Partnership study with SPT, Transport Scotland and Passenger Focus for section between Ayr and Stranraer complete	Potential to include in Stranraer Line recast.

**Regionwide Rail Stations Strategy**

New rail stations at Thornhill, Eastriggs, Beattock and Dunragit / Glenluce area and accessibility improvements at Lockerbie and Kirkconnel stations

<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Region-wide Stations Strategy</b>	New rail stations at locations across the region including Thornhill, Eastriggs, Dunragit/ Glenluce area and Beattock	£7,000,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	STAG Studies complete for Thornhill and Eastriggs, and submitted to Transport Scotland. Response received.	To be updated following further Board consideration.
<b>Accessibility Improvements – Lockerbie Station</b>	Improved access to Lockerbie station, particularly for wheelchair users to the southbound platform	£1,400,000	Transport Scotland, Network Rail, Dumfries & Galloway Council	Disabled Access project complete	Complete
<b>Accessibility Improvements – Kirkconnel Station</b>	Improved access to Kirkconnel station, particularly for wheelchair users to the southbound platform	£900,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Network Rail have been asked to consider accessibility improvements. Study into alternatives to a bridge and lifts option being progressed	Initial consideration reported to meeting on 26 March 2010

**Stranraer Waterfront and Town Centre Public Realm Improvements Including Public Rail / Bus Interchange Hub and Walking and Cycling Enhancements**

Package of measures improving the quality of transport infrastructure in Stranraer town centre and waterfront area. This includes public realm improvements, improved walking and cycling linkages between the town centre and the waterfront and the development of integrated public transport interchange and associated multi-modal rail / bus / ferry links

<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Integrated Public Transport Interchange, Stranraer, and Associated Multi-modal Rail / Bus / Ferry Links</b>	Development of integrated public transport interchanges for rail, bus and ferry users. Undertake further study to review possible extension of railway line to Cairnryan	£2,350,000	Dumfries & Galloway Council, Transport Scotland, Scottish Government, Network Rail, EU-ERDF	Stena Line relocation announced. Design progressing between Dumfries and Galloway Council and the Rail Industry	Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers.
<b>Stranraer Town Centre/ Waterfront Links</b>	Package of measures improving the quality of transport infrastructure in Stranraer town centre including public realm improvements and improved walking and cycling linkages between the town centre and the waterfront and ferry terminals	TBC	Dumfries & Galloway Council, Private Sector	Stena Line relocation announced.	Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers.

**Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network**

Completion of the National Cycle Network – NCR 73 Newton Stewart – Cairnryan to link National Cycle Network in Scotland to National Cycle Network in Northern Ireland via the Loch Ryan ferry terminals. Involves completion of two Transport Scotland Trunk Road Schemes, Dunragit Bypass and Innermessan to Drummuckloch and cycle / walking path between Beattock and Moffat and cycle / walking path between Lochmaben and Lockerbie. An East to West Cycleway along the corridor of the Southern Upland Way.

<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Lockerbie to Lochmaben Cycle Route</b>	Link to NCN and employment opportunities, providing alternative route to A709, thus reducing vehicle conflict – requires bridge over River Annan	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Initial design undertaken. Local Community Steering Group established. External funding opportunities being investigated	Opportunity for match-funding through future Capital Expenditure Programme
<b>Moffat to Beattock Cycle Route</b>	Link to NCN extending link from Dumfries and providing off-road alternative to A701	£250,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Path complete between Beattock and Hidden Corner.	Remaining section being developed through the Capital Programme
<b>National Cycle Network Completion</b>	Completion of NCN with link between Newton Stewart and Stranraer and from Stranraer to Cairnryan, providing link to ferry terminals and NCN in Northern Ireland	£900,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans (Scotland and Northern Ireland), Transport Scotland, EU-Interreg4	Works on Newton Stewart to Glenluce ongoing. Works complete between Newton Stewart and Moss of Cree Road. Phase 3 of Stranraer-Cairnryan cycle route complete. Cycling facilities provided by Transport Scotland on A75 Planting End/ Drumflower project. Other schemes being progressed by Transport Scotland. Interreg4 bid being progressed.	Project will be completed when facilities are provided by Transport Scotland as part of the Dunragit Bypass Scheme on the A75 and Drummuckloch to Innermessan Scheme on the A77.

<b>Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network (continued)</b>					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Sustainable Travel Plan and Associated Projects</b>	Production of Travel Plans for staff of large businesses and public bodies. Marketing of DGTripshare web based project. Dumfries & Galloway Council Bike Purchase Scheme. Cycling and Walking Information Strategy. Consideration of Park & Cycle projects	TBC	Dumfries & Galloway Council, NHS Dumfries & Galloway, Dumfries South Travel Plan Group, Dumfries & Galloway College	Travel Plan for DGRI and Crichton Royal Hospitals complete. DGTripshare established. Dumfries & Galloway Council Travel Plan complete and being implemented (including Bike Purchase Scheme);	Further elements being progressed through the GoSMART Dumfries project (to 2012)
<b>Provision of Cycling / Walking Infrastructure at Various Locations Throughout the Region</b>	Cycling / Walking routes to link into National and Strategic routes	TBC	Dumfries & Galloway Council, Sustrans, ERDF, Cycling Scotland	Various facilities being provided as part of GoSMART Dumfries. Other facilities across region provided under previous capital expenditure programmes.	Opportunities for other facilities through future years capital programmes.
<b>East – West Cycle Route along Southern Upland Way Corridor</b>	Cycling/Walking route to link into national and strategic routes, communities and tourist attractions including Drumlanrig Castle	TBC	Dumfries & Galloway Council, Sustrans, Cycling Scotland	Logo agreed. Indicative route reported.	Stakeholder engagement strategy reported 26 March 2010. Possible completion 2012.



- New Bus Interchanges at Key Towns
- Accessible Buses
- Increased Service Frequencies on Rural Bus Network
- Real Time Passenger Information at Key Nodes
- New Bus Shelters Across Network
- Development of Bus Information Strategy
- Improved Facilities at Rural Pick-up Points
- Bikes on Rural Buses

- Region wide Stations Strategy
- National Cycling Network Completion
- Sustainable Travel Plan and Associated Projects
- Provision of Cycling Walking Infrastructure at Various Locations Throughout the Region

Integrated Public Transport Interchange, Stranraer and Associated Multi-modal Rail/Bus/Ferry Links

Stranraer Line Frequency Journey Time Enhancements

Stranraer Town Centre/Waterfront Links

Rail Services to Prestwick Airport via GVA

Accessibility Improvements Kirkcaldy Station

Local Rail Service Carlisle to Glasgow

East-West Cycle Road along Southern Upland Way Corridor

Dumfries Town Centre Rail Station Access

Dumfries Park & Ride Network

Dumfries Southern Bypass

Dumfries Town Centre Public Realm Improvements

Sustainable Transport Initiatives

Crifton Access Roads

UTMC System

A709 Corridor Facelift

Dumfries Bus Priority

Bus Link From Dumfries Station to Lockerbie Station

Cycling Walking Improvements in Dumfries

NCR7

Moffat to Beattock Cycle Route

Improved Lockerbie to Glasgow Service

Improved Lockerbie to Edinburgh Service

Lockerbie to Lochmaben Cycle Route

Accessibility Improvements Lockerbie Station

NCR7

CSRF Service Frequency/Journey Time Enhancements Combined with Group/Amateur Doubling

NCR7

CSRF Service Frequency/Journey Time Enhancements Combined with Group/Amateur Doubling

NCR7

CSRF Service Frequency/Journey Time Enhancements Combined with Group/Amateur Doubling

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CSRF Service Frequency/Journey Time Enhancements Combined with Group/Amateur Doubling

NCR7

CSRF Service Frequency/Journey Time Enhancements Combined with Group/Amateur Doubling

## **4 Synergies with Objectives and Benefits**

The Priority Intervention Packages have a strong strategic fit to regional transport objectives, identified in Chapter 9 of the Regional Transport Strategy.

This is demonstrated in Table 2, which links the intervention packages to objectives and benefits.

Table 2

Interventions Package	Potential Benefits	Objectives									
		1	2	3	4	5	6	7	8	9	10
1. A709 Corridor Upgrade	Rail-based elements will have a positive benefit for the environment, through reduced emissions, noise pollution, etc. Road-based elements would have a number of detrimental environmental effects. All elements will have positive contributions to reducing accidents (modal shift off roads plus improved road geometry) and will be supportive of the regional economy. There will be some benefits for accessibility, and the rail-based elements would have a positive impact on social exclusion.	✓	✓		✓	✓			✓	✓	✓
2. Bus Network Quality Strategy	These are bus-related proposals which will have significant impact on integration around the region and also offer improved accessibility particularly for socially excluded groups/areas.		✓	✓				✓		✓	✓
3. A75 Dumfries Southern Bypass	Detailed STAG Appraisal currently under preparation. Likely to offer significant positive benefits for safety (reduced accidents), a significantly positive BCR and major wider economic benefits by supporting further development around the Crichton area. Environmental impacts should be capable of suitable mitigation.	✓	✓		✓	✓	✓			✓	✓
4. Dumfries Town Centre Bus Station and Compensatory Parking	Relatively inexpensive and should offer positive BCR. Will contribute to wider economic development of Dumfries, and improved traffic flows. Also positive for integration and accessibility particularly for socially excluded groups.	✓	✓	✓		✓		✓			✓
5. Dumfries Town Centre Public Realm Improvements	The proposed package of measures will be relatively inexpensive and hence should offer an attractive BCR. There will also be benefits for the wider economy around Dumfries and the region. There will be a positive impact on accidents, and a neutral overall impact on the environment.		✓	✓				✓		✓	✓
6. Rail Service upgrades	The proposals will improve the integration of the region into the national rail network, and this will have benefits for the regional economy. Modal shift to rail will have benefits for the environment and for accessibility for non-car users.	✓	✓	✓	✓	✓	✓		✓	✓	✓
7. Regionwide New Stations Strategy	Proposed new stations would contribute to better accessibility across the region, and hence improved connectivity. Modal shift will have positive benefits for the environment and safety, and social inclusion will be promoted by improved integration. However the absolute numbers of people affected may be small, and a positive BCR challenging to achieve.	✓	✓	✓		✓	✓		✓		✓

Interventions Package	Potential Benefits	Objectives									
		1	2	3	4	5	6	7	8	9	10
8. Stranraer Waterfront and Town Centre Public Realm Improvements	The proposals will improve integration between modes in Stranraer. Again the costs should be relatively low and hence offer an attractive BCR, and benefits for the wider economy around Stranraer. Environmental impacts will be neutral.	✓	✓	✓		✓	✓	✓		✓	✓
9. Regionwide walking and Cycling Projects	Although these will have clear environmental benefits, all benefits will tend to be localised in nature and hence of negligible regional impact. Many of the interventions may be better assessed at a local level through the complementary Local Transport Strategy.			✓				✓		✓	✓

## Objectives

1. Improve transport links within Dumfries and Galloway and provide fast, safe and reliable journey opportunities to significant markets, including the national economic centres of Edinburgh and Glasgow, as well as England and Northern Ireland;
2. Contribute to improved economic growth and social inclusion in the region whilst minimising the environmental impacts of transport;
3. Support the national transport target of road traffic stabilisation;
4. Add value to the broader Scottish economy and underpin increased sustainable national economic growth;
5. Assist in getting visitors/tourists to the region from other parts of Scotland, England, Ireland and beyond;
6. 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;
7. Support vibrant places that provide employment, healthcare, educational and other services that people need and want, so that their quality of life is maximised;
8. Reduce the constraint of peripherality, both between the region's main settlements and its outlying areas, and between the region and its external markets;
9. Capitalise on improvements to critical long distance corridors to create new transport services, nodes and development opportunities for Dumfries and Galloway;
10. 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.

## 5 Dumfries and Galloway Community Planning Partners Single Outcome Agreement



### Introduction

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

Strategic Objectives have been set which support the delivery of the overarching purpose. These are:

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

A set of 15 National Outcomes have been established to help deliver the High Level Objectives. These are:

1. We live in a Scotland that is the most attractive place for doing business in Europe;
2. We realise our full economic potential with more and better employment opportunities for our people;
3. We are better educated, more skilled and more successful, renowned for our research and innovation;
4. Our young people are successful learners, confident individuals, effective contributors and responsible citizens;
5. Our children have the best start in life and are ready to succeed;
6. We live longer, healthier lives;
7. We have tackled the significant inequalities in Scottish society;
8. We have improved the life chances for children, young people and families at risk;
9. We live our lives safe from crime, disorder and danger;
10. We live in well-designed, sustainable places where we are able to access the amenities and services we need;

11. We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others;
12. We value and enjoy our built and natural environment and protect it and enhance it for future generations;
13. We take pride in a strong, fair and inclusive national identity;
14. We reduce the local and global environmental impact of our consumption and production; and
15. Our public services are high quality, continually improving, efficient and responsive to local people's needs.

Transport can make a contribution to all 15 of these National Outcomes but has particular relevance with regards to numbers 1, 2, 6, 7, 8, 9, 10, 12, 14 and 15.

### **Delivering the National Outcomes at a local level**

The Dumfries and Galloway Community Plan sets out the vision, principles, Local Outcomes and objectives that say what we want to achieve for the region. The SOA details the specific areas we are measuring so we can monitor progress and the targets we have set so we will know when we have achieved them.

The Community Plan has as its vision:

*'working together to create an ambitious, prosperous and confident Dumfries and Galloway, where people achieve their full potential'*

The Community Plan has as its underpinning principles:

*Best Value  
Engagement  
Diversity  
Sustainability  
Working together*

Dumfries and Galloway Community Planning Partners have established 5 local outcomes for Dumfries and Galloway. These are:

1. An innovative and prosperous economy;
2. Healthy and happy lives;
3. Where people feel safe and respected in the community;
4. Being better equipped for a changing world and having improved life chances;
5. An environment that is protected and enhanced.

## Regional Transport Strategy Objectives

The SWestrans Regional Transport Strategy has established the following objectives:

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

The relationship between the National Outcomes, Local Outcomes and RTS Objectives is outlined in Table 3. It can be seen that there are close synergies between all of these aspects.

**Table 3**

<p>10. 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</p> <p>9. Capitalise on improvements to critical long distance corridors to create new transport services, nodes and development opportunities for Dumfries and Galloway</p> <p>8. Reduce the constraint of peripherality, both between the region's main settlements and its outlying areas, and between the region and its external markets</p> <p>7. Support vibrant places that provide employment, healthcare, educational and other services that people need and want, so that their quality of life is maximised</p> <p>6. 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</p> <p>5. Assist in getting visitors/tourists to the region from other parts of Scotland, England, Ireland and beyond</p> <p>4. Add value to the broader Scottish economy and underpin increased sustainable national economic growth</p> <p>3. Support the national transport target of road traffic stabilisation</p> <p>2. Contribute to improved economic growth and social inclusion in the region whilst minimising the environmental impacts of transport</p> <p>1. 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</p>	<p><b>RTS Objectives</b></p>						
		<p><b>Local Outcome</b></p>	<p>1. An innovative and prosperous economy</p>	<p>2. Healthy and happy lives</p>	<p>3. Where people feel safe and respected in the community</p>	<p>4. Being better equipped for a changing world and having improved life chances</p>	<p>5. An environment that is protected and enhanced</p>

**National Outcome**

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

## 6 Trunk Roads

Many of the region's most important connections are provided by trunk roads. Improvements to the trunk road network will offer very significant benefits on the regional economy, on accidents, and on accessibility. Responsibility for Trunk Roads lies with Transport Scotland.

Trunk road schemes have strong strategic fit to regional transport objectives, namely:

- Improve transport links within Dumfries and Galloway and provide fast, safe and reliable journey opportunities to significant markets, including the national economic centres of Edinburgh and Glasgow, as well as England and Northern Ireland;
- Contribute to improved economic growth and social inclusion in the region whilst minimising the environmental impacts of transport;
- Add value to the broader Scottish economy and underpin national economic growth;
- Assist in getting visitors/tourists to the region from other parts of Scotland, England Ireland and beyond;
- Making it possible for more people to do business in and from Dumfries and Galloway by providing sustainable connections to key business centres in the Central Belt and other locations such as Ayrshire and Cumbria;
- Reduce the constraint of peripherality, both between the region's main settlements and its outlying areas, and between the region and its external markets;
- Pursue certain transport schemes in the context of local and national economic development, while at the same time recognising wider context of economic, social and environmental imperatives.

### **The National Planning Framework for Scotland 2 (NPF2) Proposed Framework**

The Framework has been published by the Scottish Government and will guide Scotland's spatial development to 2030, setting out strategic development priorities to support the Scottish Government's central purpose of supporting sustainable economic growth.

Port Developments in Loch Ryan are included in the list of 12 National Developments which Ministers consider essential to the delivery of the Framework Spatial Strategy. The development is described as port developments on Loch Ryan and improvements to road and rail infrastructure to support the loch Ryan ferry ports as Scotland's main roll-on/roll-off gateway from Ireland.

Elements covered by the designation are:

- new passenger and freight transport facilities on Loch Ryan;
- improvements to the road network (including A77 and A75 trunk routes) to improve access to the Loch Ryan ports.

### **The Strategic Transport Projects Review (STPR)**

The STPR, published by Transport Scotland, is about delivering a strategic transport network which will benefit the whole of Scotland and deliver on the priorities set out in the Government Economic Strategy, the National Transport Strategy, the National Planning Framework and the Scottish Climate Change Bill.

The STPR identifies improvements on the national rail and road networks in Scotland to be implemented over the next 20 years.

29 major packages of work have been identified. The 29 major packages of work have been developed within a three tiered approach:-

- (1) To maintain and safely operate existing assets (investing in existing roads and rail – making sure they continue to operate safely and efficiently).
- (2) Make better use of existing capacity (increasing the capacity of existing roads and rail – helping make better use of our network).
- (3) Targeted infrastructure improvements (new infrastructure projects – to add to the network and increase capacity to meet future needs).

The STPR projects most relevant to the SWestrans area include the following:-

- Project 1 Strategic Road Safety Plan – Transport Scotland's ten year Strategic Road Safety plan was published in 2007. This project continues the development and delivery of the plan from 2012, implementing relevant measures on the network in order to reduce the rate and severity of accidents. Cost estimate: between £10 and £50 million over the ten year period.
- Project 2 Maintenance and Safe Operation of Scotland's Rail Network – Ongoing commitment to maintain and manage Scotland's rail infrastructure from 2012 and beyond to ensure it is fit for purpose and used to best advantage. Cost estimate: £3 billion over ten years.
- Project 5 Route Management – A series of initiatives to implement road based improvements through route management and targeted investment in relatively local interventions. Ten trunk

roads have been identified including A76, A7 and A702. Cost estimate: £100 to £250 million in total.

- Project 10 Integrated Ticketing – A national integrated ticketing system which will allow people to travel seamlessly on all modes of transport using one ticket. Cost estimate: £50 to £100 million.
- Project 11 Improving Links to Loch Ryan Ports – In addition to widening three sections of A75 (which the STPR indicates is already committed) this project will involve the introduction of 2+1 sections and climbing lanes, overtaking lay-bys, improvements to the junctions in and around Dumfries, improvements to A751 at Stranraer and introduction of intelligent transport systems to provide driver information. Cost estimate: £10 to £50 million.
- Project 22 Targeted Road Congestion / Environmental Relief Schemes – The project targets specific locations on the road network where improvements could help resolve conflicts between strategic and local traffic. Four routes are identified and works include an upgrade of A77 from single to dual carriageway around Ayr and enhancements to A77 south of Ayr. Cost estimate £100 to £250 million in total.
- Project 26 Rail Enhancements between Inverclyde, Ayrshire and Glasgow – This project will include infrastructure enhancements to increase rail capacity and reduce journey times between Inverclyde, Ayrshire and Glasgow. These enhancements will benefit passengers to and from Stranraer and passengers on stations within Dumfries and Galloway on the Nith Valley Line. Cost estimate: £250 to £500 million.
- Project 27 West Coast Main Line Rail Freight Improvements – Enhancements to provide greater opportunities to move freight by rail rather than road between Scotland and England. Cost estimate: £250 to £500 million.

It will be important for SWestrans to work with all its partners to optimise the full benefits available in order to inform Ministers' future decisions on transport spending for Scotland.

## **7 Other Initiatives**

### **7.1 Other initiatives within Dumfries and Galloway**

In addition to the Priority Intervention Packages and Trunk Roads Projects, the Strategy also needs to be supported by other Improvement Schemes. These interventions not only provide substantial transport benefits in their own right, contributing further to the achievement of the RTS Vision and Objectives, but are also complementary to the Priority Packages. These other projects include:

- Improvements to Local Roads (Timber Transport). Local Roads are critical to Dumfries and Galloway as a large rural region. It is intended that these will be further reviewed in the context of the interface between the RTS and the emerging Local Transport Strategy to be developed by Dumfries and Galloway Council.
- Freight Railhead at Steven's Croft, near Lockerbie or Beattock. This requires further detailed consideration in the context of the proposed Freight Action Plan.

### **7.2 Interventions outwith Dumfries and Galloway**

Interventions totally outside the region are important to the development of the RTS and improving the external connectivity of the South West. Important potential projects in other Partnership areas include the improvement of cross - Glasgow rail links to enhance connections between the south west and other parts of Scotland north of the Central Belt, improvements to the Glasgow and South Western rail line in the Strathclyde Partnership for Transport area, (including connections at Barrhill Railway Station), West Coast Main Line investment, rail access to Prestwick Airport and improvement schemes on A77 trunk road.

In England, improved connections at Carlisle Railway Station and the development of Carlisle Airport are also particularly important.

SWestrans will continue to work closely with our neighbouring authorities including SPT, SESTRAN, authorities in the North of England and Northern Ireland to advance these developments.

### **7.3 Support for Lifeline Transport Services**

In addition to capital investment in the region's transport infrastructure, SWestrans will continue to support investment in revenue support for local transport services. Support for the region's bus network is especially critical given its key role in connecting isolated rural communities to essential services. In addition to the scheduled bus network, SWestrans will also continue to support the development of

Community Transport in partnership with various community and voluntary bodies where there are common objectives and common goals which can be met through such an arrangement. Specifically, SWestrans would also add support to a review of the Section 19 and Section 22 Regulations of the Transport Act 1985 to allow for a better delivery of transport from the voluntary sector helping improve links with existing conventional services. SWestrans will also work with other key partners, especially NHS Dumfries and Galloway, to maximise the integration of transport services provided across the region. SWestrans supports Transport Scotland's ongoing review on rail fares and its impact on social inclusion.

#### **7.4 Action Plans**

A Bus Action Plan has been developed which considers Information and Communication, Improved Quality of Buses, Bus Infrastructure, Community Transport, Demand Responsive Transport, Transport to Health and Day Care Services, Travel to Work, Schools Transport and Possible Interventions by the Scottish Government. The Bus Action Plan has been included as Accompanying Document 5 to the Regional Transport Strategy. There is close linkage between the Bus Action Plan and the Bus Network Quality Strategy included in the Priority Intervention Packages.

It is intended that this will be the first of a series of Action Plans which SWestrans will develop. Other topics will include for example Freight (SWestrans gives a commitment to consider a Freight Quality Partnership) and Accessibility.

## 8 Moving Forward to Implementation

The production of the RTS is an important stage in the development of a coherent, integrated Vision for the future of transport in the South West of Scotland. It is at the implementation stage; however when the Partnership moves forward to the delivery of those projects that will bring the economic, social and environmental enhancement the region needs.

As well as meeting the obligations placed upon SWestrans to implement the recommended interventions according to established policy frameworks such as STAG, the delivery process will also take full account of evolving environmental assessment practice. SWestrans will continue its liaison with statutory consultees including SEPA (Scottish Environmental Protection Agency), Historic Scotland and SNH (Scottish National Heritage), and the monitoring regime introduced to track progress of delivering the aspirations of the RTS will incorporate ongoing environmental assessment.

Certain larger packages, such as the Dumfries Southern Bypass, will require formal Environmental Impact Assessments (EIAs) to be undertaken. Such EIAs will be standalone documents designed to provide a wide ranging assessment of the impacts of these schemes on the environment, and mitigation measures which might be appropriate. In addition to the requirement for EIA, under Article 6.3 of the Habitats Directive 'any plan or project likely to have an effect on Natura 2000 sites (Special Protection Area or Special Area of Conservation) shall be subject to an Appropriate Assessment'. SWestrans are aware of this likely requirement and will liaise fully with Statutory Consultees at project stage. The Environmental Report addresses Appropriate Assessment in Section 6.5.

If in due course these schemes are to be implemented including as policies or proposals in Dumfries and Galloway Council's Local Development Plan, SWestrans and its partners will also have to consider and where necessary satisfy the requirements of the Habitats Directive.

The speed at which the projects can be delivered will depend on the level of funding available. SWestrans will work closely with the Scottish Government and Transport Scotland to ensure that the South West benefits as much as possible from planned transport spending over the next few years.

It is intended that recommended interventions included in the Priority Intervention Packages would be taken forward in partnership with various partners including Dumfries and Galloway Council.