SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 28 January 2022 at 10.30am, Remote Meeting via Microsoft Teams

Members of the Board

Andrew Wood (Chair)	- Dumfries and Galloway Council
John Campbell (Vice Chair)	- Dumfries and Galloway Council
David Bryson	- NHS Dumfries and Galloway
Richard Brodie	- Dumfries and Galloway Council
Adam Wilson	- Dumfries and Galloway Council
Ronnie Tait	- Dumfries and Galloway Council
Karen Jackson	- South of Scotland Enterprise

<u>Future Meetings</u>
25 March 2022

Douglas Kirkpatrick
Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND
TRANSPORT PARTNERSHIP

Meeting of Friday, 28 January 2022 at 10.30am, Remote Meeting via Microsoft Teams

1. **SEDERUNT AND APOLOGIES**

2. **DECLARATIONS OF INTEREST**

3. **MINUTES OF MEETING ON 26 NOVEMBER 2021 – FOR APPROVAL**

4. **REVENUE BUDGET MONITORING REPORT 2021/22 FOR THE PERIOD ENDING 31 DECEMBER 2021** – Recommendation - note the forecast outturn for the revenue budget as at 31 December 2021.

5. **CAPITAL EXPENDITURE PROGRAMME 2021/22 - 2023/24 UPDATE**– Recommendation – note the update provided on progress with the Capital Expenditure Programme 2021/22.

6. **REGIONAL TRANSPORT STRATEGY** – Recommendation - note the progress to develop a new Regional Transport Strategy including the key milestones and timeline indicated in paragraph 3.5.

7. **LOCAL RAIL DEVELOPMENT FUND – KIRKCONNEL** - Recommendations - (i) note the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report, attached as the Appendix and (ii) agree to submit the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report to Transport Scotland for review.

8. **LOCAL BUS SERVICES - PROCUREMENT** - Recommendations - (i) note the progress on replacing local bus contracts; and (ii) agree that tenders are issued for local bus services with the proposed level of timetable provision as shown in the Appendix.

9. **RISK MANAGEMENT -** Recommendation - consider and agree the Risk Register for 2022/23 included as the Appendix.

10. **PSP UPDATE -** Recommendation - note the progress of the Community Transport PSP throughout 2021/22 as highlighted in section 4 of the report.

11. **STRATEGIC TRANSPORT PROJECTS REVIEW – UPDATE -** Recommendation - note the publication of the second Strategic Transport Projects Review (STPR2) and that a full response to the consultation will be drafted for consideration at the March 2022 Board meeting.

12. **ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership

Claire Rogerson
Secretary to the Board
South West of Scotland Transport Partnership

Minute   **Minute**

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 26 November 2021
at 10.30am at Remote Meeting via Microsoft Teams

Present

Members

Andrew Wood (Chair)	-	Dumfries and Galloway Council
John Campbell (Vice-Chair)	-	Dumfries and Galloway Council
David Bryson	-	NHS Dumfries and Galloway
Karen Jackson	-	South of Scotland Enterprise
Davie Stitt (Substitute**)**	-	Dumfries and Galloway Council
Ronnie Tait	-	Dumfries and Galloway Council

Officials

Douglas Kirkpatrick	-	Lead Officer
Claire Rogerson	-	Secretary to the Board
Kirsty Dunsmore	-	Policy and Projects Officer
Janet Sutton	-	Finance Officer

Apologies

Richard Brodie	-	Dumfries and Galloway Council
Adam Wilson	-	Dumfries and Galloway Council

Observers

Fraser Smith	-	Stagecoach Scotland
Graham Whiteley		

In Attendance

John Boyd	-	Grant Thornton
Ian Carruthers	-	Board Substitute (D&G Council)

Minute   **Minute**

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1.   SEDERUNT AND APOLOGIES

4 Board Members present and 2 apologies noting that Davie Stitt was substituting for Adam Wilson.

2.   DECLARATIONS OF INTEREST

NONE declared.

3.   MINUTES OF MEETING ON 24 SEPTEMBER 2021

<u>Decision</u>

APPROVED.

BOARD MEMBERS – David Bryson and Ronnie Tait joined the meeting – 6 present.

PROCEDURE – The Chair intimated with the agreement of the Board that he intended to take item 5 on the agenda next before item 4.

5.   REPORT BY EXTERNAL AUDIT ON THE 2020/21 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

<u>Decision</u>

The Board:-

5.1   **AGREED to** receive the external auditors' report on the 2020/21 audit as detailed at Appendix 1 of the report

APPROVED

5.2   the Letter of Representation to be certified by the Treasurer and appended to the audit report as detailed at Appendix 2 of the report;

5.3   the audited accounts which will be certified by the Treasurer and Grant Thornton (prior to 30 November 2021) as detailed at Appendix 3 of the report; and

5.4   **NOTED** that the certified accounts will be made available to all Members before 30 November 2021, when they will be available on SWestrans website as detailed in paragraph 3.4 of the report.

4.   REVENUE BUDGET MONITORING REPORT 2021/22 FOR THE PERIOD ENDING 31 OCTOBER 2021

Decision

The Board **NOTED** the forecast outturn for the revenue budget as at 31 October 2021.

6.   CAPITAL EXPENDITURE PROGRAMME 2021/22 – 2023/24 UPDATE

Decision

The Board **NOTED**

6.1 the update provided on progress with the Capital Expenditure Programme 2021/22;

6.2   the merger of the SWestrans Asset Class with the Council's Fleet Asset Class to create a combined Transport Asset Class; and

6.3   and **WELCOMED** the additional funding available to the Transport Asset Class across the next 3 to 5 years.

7.   SHORT PATHS BETWEEN COMMUNITIES

Decision

The Board **NOTED** the note the progress to develop proposals on short path links between communities and that further development work will be undertaken on these links with Dumfries and Galloway Council.

8.   CLIMATE CHANGE DUTIES – REPORTING 2020/21

Decision

The Board:-

8.1   **NOTED** the summary provided of the information for inclusion in the 2020/21 Climate Change Duties Report for SWestrans; and

8.2   **AGREED** to submit the 2020/21 Climate Change Duties Report for SWestrans by the deadline 30 November 2021.

9. LOCAL BUS SERVICES UPDATE

Decision

The Board :-

9.1   **AGREED** the proposed tender timeline for replacing local bus contracts as presented in Table 1 of the report;

NOTED

9.2   the introduction of free bus travel for eligible residents under the age of 22 from 31 January 2022; and

9.3   the update provided in section 5 of the report on the current local bus network position.

10.   ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

Decision

The Board **NOTED** that there was no item of business deemed urgent by the Chairman due to the need for a decision.

REVENUE BUDGET MONITORING REPORT 2021/2022 FOR THE PERIOD ENDING 31 DECEMBER 2021

1. Reason for Report
To provide the Board with an update on the Partnership's 2021/22 monitoring and forecast outturn position based on the period ending 31 December 2021.

2. Background
The Scottish Government provide revenue funding to SWestrans, with Dumfries and Galloway Council also providing funding. SWestrans requisitions funding from Dumfries and Galloway Council in respect of payments required for public bus service contracts.

3. Key Points
3.1 The **Appendix** shows the revenue budget summary for SWestrans. The published expenditure budget for 2021/22 of £4,308,789 was agreed by the Board on 26 March 2021. It is vital to the economic wellbeing of the Partnership and its stakeholders that the financial resources are managed effectively, and expenditure and income is delivered in line with the approved budget.

3.2 This report forms part of the financial governance and stewardship framework, which ensures that the financial position of the Partnership is acknowledged, understood and quantified on a regular basis. It provides assurance to the members of the Board that resources are being managed effectively and allows corrective action to be taken where necessary.

3.3 Board Members will note that based on the financial performance to date, it is forecast that a balanced budget will be delivered.

4. Consultations
The Proper Officer has been consulted and is in agreement with its terms.

5. Implications	
Financial	As laid out in the report
Policy	No policy implications from this report
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	The monitoring relates to the known risks R04 – Capital funding R06 – Overspending R07 – Revenue funding R12 – Third Party liabilities R14 – Withdrawal of DGC Governance support R15 – Cyber crime

6. Recommendation
Members of the Board are asked to note the forecast outturn for the revenue budget as at 31 December 2021.

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| Report | **South West of Scotland Transport Partnership** | **28 January 2022** |

| Janet Sutton - Report Author
Finance Officer
Tel: 01387 260105
Date of Report: 6 January 2022
File Ref: | Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Cargen Tower
Garroch Business Park
Dumfries   DG2 8PN |

APPENDIX - Monitoring Report 2021/22 for the period ending 31 December 2021.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 December 2021

	FINAL OUTTURN 2020/21	PUBLISHED BUDGET 2021/22	BUDGET ADJUSTMENTS 2021/22	ADJUSTED BUDGET 2021/22	ACTUAL EXPENDITURE TO 31/12/21	PROJECTED OUTTURN 2021/22	VARIANCE 2021/22
	£	£	£	£	£	£	£
EXPENDITURE							
Staff Costs	117,280	110,848		110,848	39,580	110,848	0
Supplies & Services	0	960		960	0	960	0
Administration Costs	14,062	20,193		20,193	11,363	20,193	0
Payments	4,061,379	4,128,038		4,128,038	2,858,351	4,128,038	0
Central Support	44,999	48,750		48,750	-278	48,750	0
Capital Charges	263,723			0	198,339	0	0
Total Expenditure	**4,501,443**	**4,308,789**	**0**	**4,308,789**	**3,107,355**	**4,308,789**	**0**
INCOME							
Scottish Government Funding	259,250	259,250		259,250	194,650	259,250	0
D&G Council Funding	100,000	100,000		100,000	0	100,000	0
Other Contributions	4,142,193	3,949,539		3,949,539	0	3,949,539	0
Total Income	**4,501,443**	**4,308,789**	**0**	**4,308,789**	**194,650**	**4,308,789**	**0**
NET EXPENDITURE	**0**	**0**	**0**	**0**	**2,912,705**	**0**	**0**

CAPITAL EXPENDITURE PROGRAMME 2021/22 – 2023/24 UPDATE

1.   Reason for Report
This report provides the Board with an update on the Capital Programme.

2.   Background
2.1   At its meeting on 25 June 2021, the Board agreed the capital programme for 2021/22 to 2023/24 as detailed in Table 1:

SWestrans Capital Programme 2021/22 – 2023/24	Total Budget Allocated 2021/22	Total Budget Allocated 2022/23	Total Budget Allocated 2023/24	Total
	£	£	£	£
Local Bus Network	292,389	270,000	400,000	962,389
Rail Station Parking	470,529	300,000	0	770,529
Active Travel Network	284,800	230,000	400,000	914,800
TOTAL	**1,047,718**	**800,000**	**800,000**	**2,647,718**

Table 1 – SWestrans amended Capital Programme 2021/22 – 2023/24

2.2   **Appendix 1** shows monitoring of the 2021/22 spend to 31 December 2021 and it is currently forecast that there will be spend of £647,718 this financial year. **Appendix 1** also shows the increase in future years budgets to take account of the increased funding reported to the November 2021 meeting.

2.3   At its meeting on 26 November 2021, the Board received a report on potential short path links between communities and noted that further development work would be undertaken on these links in partnership with Dumfries and Galloway Council.

3.   Key Points – Capital Programme
3.1   The capital programme for 2021/22 to 2023/24 is detailed in Table 1 and each of the elements of the Capital Programme for 2021/22 is discussed briefly in paragraphs 3.2 to 3.6.

3.2   Local Bus Network – 2 low floor low emission buses to replace existing leased bus assets are due for delivery in March 2022. Work continues on the agreed bus shelter renewal/replacement programme and associated works with 8 shelters currently in progress.

3.3   Rail Station Parking – The design and demolition elements for the site at Sydney Place, Lockerbie are underway with full construction due to start from March 2022 until June 2022

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3.4   Active Travel Network – we continue to work in partnership with the Council to refresh the Active Travel Strategy and identify, prioritise and deliver town and area based active travel interventions. Unfortunately, only a limited number of interventions will be delivered this year due to current resource and procurement challenges.

3.5   Discussions with Council officers on options to alleviate these challenges and to ensure both organisations are in a position to access the increased funding available nationally for active travel have been undertaken. The Council has established an Active Travel Team, working within the Roads Service, with a principal aim to develop a programme for the delivery of active travel schemes, including improvements, infrastructure and facilities that will encourage behaviour change and make active travel a more desirable travel choice.

3.6   It is considered that internal resource, particularly for the further development of short path links, is not available and there is a need to procure appropriate external support to take the identified path links from their current high-level conceptual stage to a fully costed detailed design level. Funding for such external support is available within our current budget for this element of the programme. If progressed the external resource would be project managed jointly with Dumfries and Galloway Council.

4. Implications	
Financial	Regular reports will be brought to the Board on the progress with the capital programme during 2021/22.
Policy	This work fulfils SWestrans policy objectives.
Equalities	Provision of good quality infrastructure will enhance travel choice and experience for those with protected characteristics.
Climate Change	Provision of good quality infrastructure that enhances opportunity for increased uptake of active and sustainable travel will have a positive impact on climate change objectives.
Risk Management	Progression of the Capital Programme relates to two known risks: R02 – Public image R04 – Capital Funding.

5.   Recommendation
Members of the Board are asked to note the update provided on progress with the Capital Expenditure Programme 2021/22.

Douglas Kirkpatrick - Report Author Tel: 01387 260136 Date of Report: 11 January 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

Appendix 1 – Capital Programme spend to 31 December 2021

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SWestrans Monitoring Capital Programme 2021/22	Total Revised Budget Allocated 2021/22	Actual Gross Spend Ledger 31/12/21	Actual Income Ledger 31/12/21	Actual Net Spend Ledger 31/12/21	Forecast Net Spend 31/03/22	Variance 2021/22	(Slippage to) / Acceleration from 2022/23	Proposed Budget Allocation 2022/23	Proposed Budget Allocation 2023/24
Local Bus Network	292,389	5,506		5,506	292,389	0	0	270,000	560,000
Rail Station Parking	470,529	6,270		6,270	70,529	-400,000	-400,000	700,000	0
Active Travel Projects	284,800	102,804	-17,985	84,819	284,800	0	0	430,000	600,000
TOTAL	**1,047,718**	**114,580**	**-17,985**	**96,595**	**647,718**	**-400,000**	**-400,000**	**1,400,000**	**1,160,000**

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REGIONAL TRANSPORT STRATEGY

1.   Reason for Report
To inform the Board of progress with a new Regional Transport Strategy.

2.   Background
2.1   SWestrans Regional Transport Strategy (RTS) was agreed by the SWestrans Board on 25 April 2008 after an extensive consultation exercise and approved by Scottish Ministers in June 2008. The RTS Delivery Plan was agreed by the Board on 27 March 2009. The RTS covers the period up to 2023.

2.2   SWestrans has a statutory duty to draw up a strategy for transport within its region. At its meeting on 26 March 2021, the Board were informed that following the publication of the National Transport Strategy 2 all the Regional Transport Partnerships were undertaking a new RTS and that a new RTS for SWestrans would take a minimum of 18 months to complete once suitably qualified external assistance was procured.

3.   Key Points – Regional Transport Strategy
3.1   The process to undertake a RTS is set out in guidance and requires the following elements with consultation throughout:
- Issues and Objectives (Case for Change/Main Issues Report)
- Transport Options, and Appraisal
- Draft Strategy
- Final Strategy
- Strategic Environmental Assessment (SEA)
- Equalities Impact Assessment (EqIA)

3.2   As with all transport strategy and policy documents in Scotland, our RTS must be founded on the principles of the Scottish Transport Appraisal Guidance (STAG), an objective-led framework whereby the options / option packages developed ultimately reflect an evidenced set of problems and opportunities, and Transport Planning Objectives (TPOs) derived from these.

3.3   Fundamentally, the RTS should:
- clearly set out the transport problems / issues / opportunities which will be faced across the SWestrans area over the RTS period, and
- provide a framework for how these problems / issues / opportunities will be responded to by SWestrans and others.

3.4   Ultimately the challenge for the RTS is to produce a strategy and associated implementation / delivery plans that:
- are relevant and meaningful to the public, organisations, and businesses in the SWestrans area, and
- make a material difference in evolving transport in the SWestrans area to a decarbonised and more active future taking into account the largely rural nature of the area.

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3.5   Stantec UK Ltd has been appointed to provide the external assistance necessary in developing the RTS and an Inception Meeting was held on 1 December 2021 with officers to ensure a full understanding of the project scope and to agree timelines for the key milestones as shown below:

Milestone	Date
M1 – Inception Report	w/c 13th December 2021
M2 – Initial Appraisal: Case for Change Report	w/c 28th March 2022
M3 – Preliminary Options Appraisal Report	w/c 27th June 2022
M4 – Draft RTS for Consultation	w/c 26th September 2022
M12 – Final RTS	w/c 30th January 2023

3.6   The first stage of the RTS will be the 'Initial Appraisal: Case for Change'. This will identify and evidence the transport problems, issues, opportunities and constraints in the SWestrans region and key cross-boundary links, before setting a Vision and TPOs which effectively reflect them. This is the key stage of the RTS process as it provides the foundation for everything which follows.

3.7   It is important to understand the policy context within which the RTS will sit. Given the range of interactions transport has with society and the economy, a range of policy documents will be considered at this initial stage and supplement the level of understanding during the engagement process. This initial review will include (but is not be limited to):

Transport: The key national level policies are encapsulated in the National Transport Strategy 2. In addition to this, the Climate Change Plan Update has set out a Scottish Government target to reduce car-km by 20% by 2030. The proposed 'route map' to achieving this was published on 13 January 2022 and this route-map will form a key element for at least the early part of the RTS period. The outcomes of the Strategic Transport Projects Review 2 (due 20 January 2022) and the Union Connectivity Review are also scheduled to emerge in the early months of this project and will form a key input to the RTS. National Planning Framework 4 has also recently been published. There are significant challenges around the provision of bus services in the region and these were discussed in detail during the Inception Meeting and will be considered with relevant material from the Transport (Scotland) Act 2019. There will be a review the South West Scotland Transport Study – Initial Appraisal: Case for Change study undertaken by Stantec and AECOM on behalf of Transport Scotland. At the regional level, there will be a review of the previous SWestrans RTS and any other key documents provided by officers with a view to identifying transport improvement schemes or interventions already under development / consideration in the region including the STAG work undertaken with respect to new stations in the area.
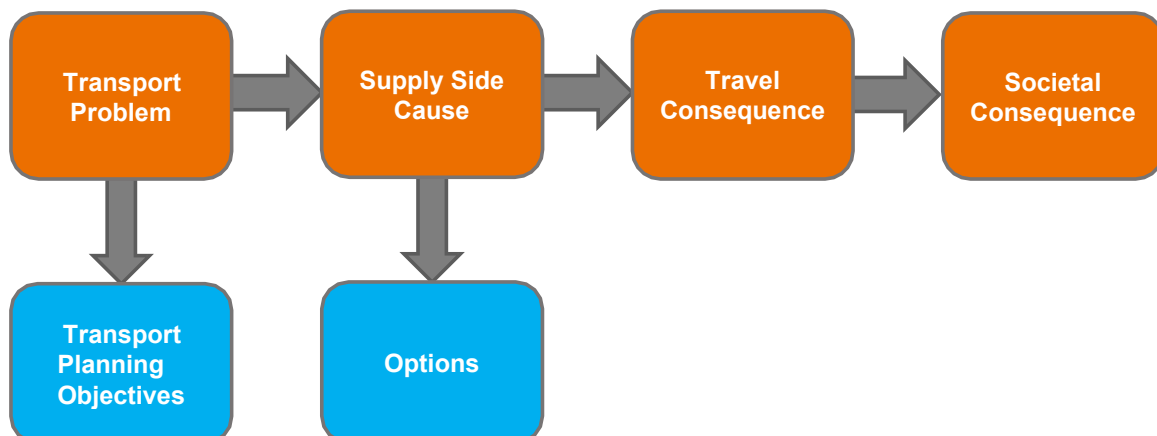
<u>Economic and Planning</u>: Review of regional economic policy and strategy as produced by the South of Scotland Enterprise and Dumfries and Galloway Council. This will include Borderlands Growth Deal and associated material. Key points from the Dumfries and Galloway Local Development Plan 2 will also be reviewed.

<u>Health & Wellbeing and other sectors</u>: In advance of consulting with other sectors such as health and education there will be a review any key policy documents which have implications for transport.

3.8   The policy context will form a concise working paper which will be updated as required as the engagement process progresses. This will subsequently be used as the basis for a policy context section in the Draft RTS and alignment with policy in the appraisal process.

3.9   The South-West Scotland Transport Study undertook a comprehensive analysis of the transport supply side in Dumfries and Galloway and this analysis will provide the bulk of material for the 'pre COVID-19' position. The Board are fully aware of the issues around sustaining bus services in the SWestrans area and following discussions at the Inception Meeting it has been identified that the fragility of the bus network in the region is likely to be a key problem within the RTS. Data on demand will be collated to inform the evidence base and the earlier analysis will be supplemented with new analysis using Stantec's innovative 'Connectivity and Deprivation Audit Tool' (CDAT) to identify areas across the region which suffer from relatively poor connectivity and also relatively high levels of deprivation. This supply side audit will be used to inform the Problems Framework.

3.10   The overarching Transport Problems Framework for developing the Case for Change Report is illustrated below:

This provides structure to the development and comprises:

- Taking each mode in turn, a list of **transport problems as experienced by users of the transport network and transport services** – these are typically focussed on travel times, travel time reliability, cost of travel, service

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frequency, connectivity, physical access to transport, journey quality, safety and security (perceptions and actual) etc. User problems cover both the movement of people and those involved in the movement of goods. This set of problems is derived and evidenced from the supply side audit and the engagement process. A Transport Planning Objective (TPO) is then derived in response to each identified problem.

- For each transport user problem, then
  - determine the **supply side cause** of this user problem (timetable, fares, congestion etc.)
    - from this a set of transport options can be generated which would address this supply side problem - the policy context is important in that it performs a role in option sifting. As options are generated, they will be checked for alignment with policy and those which do not align will be sifted out with an accompanying rationale and audit trail
  - set out the **travel consequences** as a result of user problem (e.g., take car, don't travel etc.)
  - set out the **societal consequences** of these travel consequences (e.g., reduced employment participation, social isolation, carbon emissions, 'lost' time, impacts on household budgets etc.)

3.11 This Framework will be developed at an early stage and kept 'live' through the Case for Change stage – as issues emerge, they will be captured.

3.12 As noted above, each transport problem identified will give rise to a TPO. These TPOs will then be considered in the round and in effect condensed into Strategy Objectives. Mapping between the TPOs and the Strategy Objectives will be shown so a clear line of logic will run from the original problems to the strategy objectives. The Strategy Objectives will reflect the NTS2 'priorities' and 'outcomes'.

3.13 At this stage pragmatic indicators in relation to each TPO for the purposes of monitoring and evaluation of the RTS will be developed.

3.14 It is intended that the current Board at its last meeting in March 2022 will receive the Initial Appraisal: Case for Change report with work then continuing to ensure the new Board, following the Local Government elections, would be in a position to take ownership of the development of the RTS to its conclusion, ministerial approval and delivery.

4.   Key Points – Engagement and Consultation

4.1 Engagement and consultation are key parts of the RTS development process and the outputs from the extensive consultation exercise undertaken for the South West Scotland Transport Study (3,000 responses) which covered all aspects of transport provision and travel in the south west will be fully utilised.

4.2   An online project consultation hub (using the Stantec Virtual Engage platform and/or an ArcGIS StoryMap) will be utilised and will provide a means to upload project content, seek comment and feedback.

4.3   Consultation findings will be analysed and a number of Briefing Notes for specific stakeholder groups produced. Meetings with a number of key stakeholder groups who will have seen material change since the publication of the South of Scotland Transport Study will be undertaken in January/February 2022 and include:
- Ferry operators P&O and Stena Line
- Dumfries and Galloway Council
- South of Scotland Enterprise
- NHS Dumfries and Galloway
- Transport Scotland
- Stagecoach
- ScotRail
- Neighbouring Authorities

4.4   A summary of consultation findings will be produced and made available on the hub for comment. The comments received and additional engagement undertaken will be used to inform the Case for Change Report.

4.5   There will be opportunities for formal engagement at the Case for Change Report and Draft RTS stages. At these stages, the reports will be embedded within the hub together with means to comment and respond in the form of an online survey.

5.	Implications
Financial	The RTS can be accommodated within revenue funding across financial years 2021/22 and 2022/23
Policy	Policy implications are included within the report.
Equalities	An EqIA is a critical element of the RTS.
Climate Change	Climate issues will be a focus of the RTS.
Risk Management	The need for a current RTS and Delivery Plan relates to a number of known risks: R03 – Strategic Direction; R04 – Capital Funding R05 – RTS Delivery; R07 – Revenue Funding

6.	Recommendation

Members of the Board are asked to note the progress to develop a new Regional Transport Strategy including the key milestones and timeline indicated in paragraph 3.5.

Report Author: Douglas Kirkpatrick Tel: 01387 260136 Date of Report: 14 January 2022 File Ref: SW2/Meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

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LOCAL RAIL DEVELOPMENT FUND - KIRKCONNEL

1.   Reason for Report
To update Members of the Board on the 'Kirkconnel Multi-modal Transport Appraisal-Initial Appraisal: Case for Change'.

2.   Background
2.1   Transport Scotland's Local Rail Development Fund (LRDF) is a £2 million fund which enables local promoters, such as Regional Transport Partnerships and others, to appraise and potentially bring forward proposals aimed at tackling local rail connectivity issues.

2.2   The Board, at its meeting on 28 June 2019, agreed that two bids would be submitted to the LRDF, one for Kirkconnel rail station access and the other for Lockerbie rail station access.

2.3   At its meeting on 20 September 2019, the Board were informed that the bid for Lockerbie had been unsuccessful but the Kirkconnel application had been approved and would be progressed.

3.   Local Rail Development Fund
3.1   The Kirkconnel application was successful in being awarded a grant of up to £30,000. The SWestrans application did not include match funding.

3.2   The grant was awarded to enable SWestrans to complete the Initial Appraisal Case for Change stage of a multimodal transport appraisal, in line with Scottish Transport Appraisal Guidance (STAG), to look at transport problems and opportunities in Kirkconnel.

3.3   The conditions of the grant required completion by 31 March 2021, that SWestrans fully informed Transport Scotland of progress with the transport appraisal, and then submit a completed Initial Appraisal Case for Change report for review by Transport Scotland. Due to the impact of Covid-19, Transport Scotland agreed to extend the timescales for completion to 31 March 2022.

3.4   Stantec UK Ltd were appointed to undertake the appraisal and work commenced in June 2021. The Initial Appraisal Case for Change report was completed in January 2022 and is attached as the **Appendix**.

3.5   The Board is asked to note the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report, attached as the Appendix, and agree the submission to Transport Scotland for review.

3.6   The outcome of the review by Transport Scotland will be reported to a future Board meeting.

4. Implications	
Financial	No financial implications
Policy	This work fulfils SWestrans policy objectives.
Equalities	Opportunities to improve and enhance travel choice and experience for those with protected characteristics emerge from the appraisal work.
Climate Change	Opportunities for modal shift emerge from the appraisal work.
Risk Management	This work relates to one known risk: R02 – Public image

6.   Recommendations

Members of the Board are asked to:

6.1   note the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report, attached as the Appendix**;**

6.2   agree to submit the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report to Transport Scotland for review.

Report Author: Kirsty Dunsmore Tel: 07734 073391 Date of Report: 13 January 2022 File Ref: SW2/Meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries, DG2 8PN

APPENDIX - Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change Report

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Kirkconnel Multi-Modal Transport Appraisal

Initial Appraisal: Case for Change

On behalf of **SWestrans**

Document Control Sheet

Project Name: Kirkconnel Multi-Modal Transport Appraisal

Project Ref: 330610541

Report Title: Initial Appraisal: Case for Change STAG Report

Date: 5th January 2022

	Name	Position	Signature	Date
Prepared by:	Mara Shepherd	Graduate Transport Planner	MS	08/12/2021
Reviewed by:	Emily Seaman	Associate Transport Planner	ES	15/12/2021
Approved by:	Scott Leitham	Director of Transport Planning	SL	16/12/2021
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
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1   Introduction

1.1   Overview

1.1.1   In June 2021, SWestrans was successful in obtaining funding from the Local Rail Development Fund (LRDF) to examine transport problems and opportunities in Kirkconnel and Kelloholm, with a particular focus on Kirkconnel Railway Station. Subsequently, SWestrans commissioned Stantec to undertake an appraisal in line with the Scottish Transport Appraisal Guidance (STAG) with the work encompassing the first stage in the STAG appraisal process, the Initial Appraisal: Case for Change stage.

1.1.2   The SWestrans Regional Transport Strategy Delivery Plan (2009 – 2023) sets out a series of transport projects, which together will deliver the strategic objectives of the Regional Transport Strategy. This includes a proposal to improve access to Kirkconnel Station, specifically including wheelchair access to the southbound platform. Similarly, the Kirkconnel and Kelloholm (K&K) Community Action Plan 2020 seeks to prioritise the improvement of the pedestrian bridge and to develop disabled access at Kirkconnel Station. The plan was developed by the community through an extensive process of community engagement and with support from Coalfields Community Futures.

1.2   Study Area

1.2.1   Kirkconnel and Kelloholm are ex-mining villages in the Nith Valley, Dumfries and Galloway. These adjacent villages have merged to form a single settlement which is now often referred to as Kirkconnel. The combined settlement has a population of approximately 2,000 people.

1.2.2   Kirkconnel is located on the A76 trunk road (as shown in Figure 1:1 which highlights the study area in blue), which connects the village to Kilmarnock (29 miles north), and Dumfries (30 miles south). Kirkconnel Station is served by the Glasgow South Western Line (GSWL) which provides direct rail access to Glasgow and Carlisle.
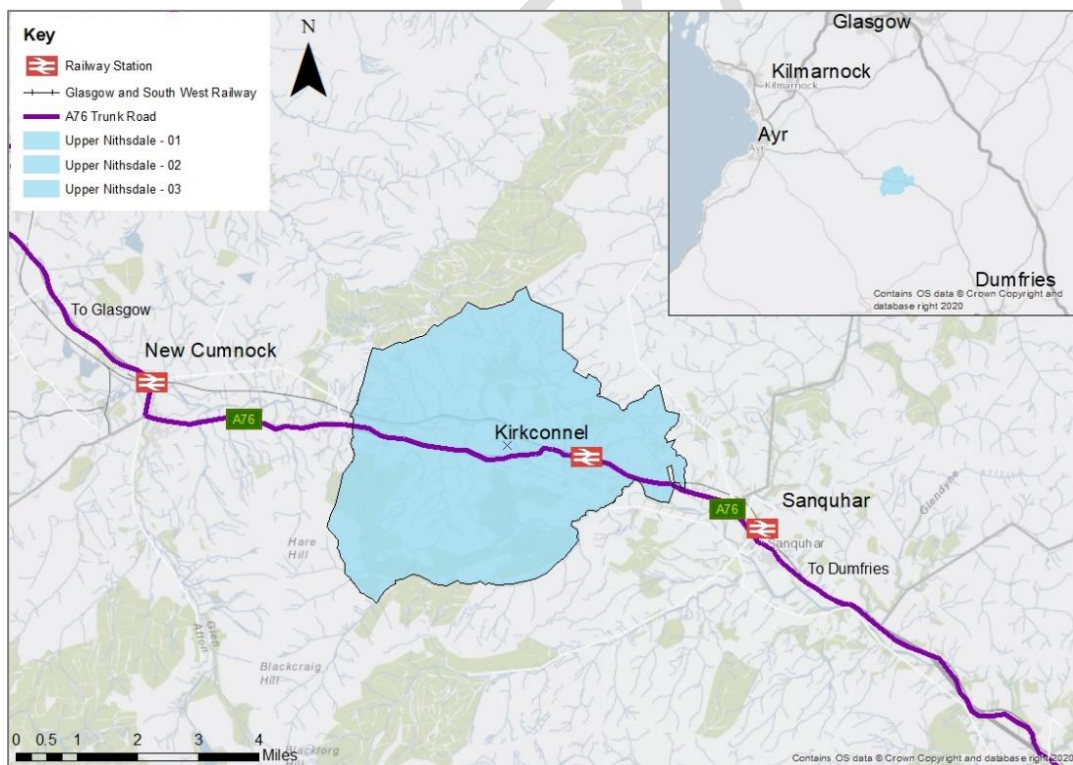

Figure 1:1: Kirkconnel Study Area

1.2.3   While the focus of the study is on Kirkconnel Railway Station, wider consideration is also being taken of transport accessibility and connectivity covering all modes of transport. It is also considering how other modes are used / could be improved such that they can provide effective connections when the current station accessibility prevents, or limits use of the rail network.

1.3   Kirkconnel Railway Station

1.3.1   Kirkconnel railway station is unmanned and comprises two platforms linked by a stepped footbridge (as shown in Figure 1:2). The station is accessed from a small car park on the south side of the station just off the A76 trunk road. However, the southbound platform (on the north side of the station) is accessed by means of the footbridge which is not compliant with the 2010 Equalities Act.

Figure 1:2: Kirkconnel Railway Station Layout

1.3.2   Usage of Kirkconnel station has been relatively flat over the last decade, as is the case at the adjacent stations of New Cumnock and Sanquhar. Annual station entries and exists at Kirkconnel have ranged between approximately 16,000 to 22,000 per annum, with passenger numbers at New Cumnock and Sanquhar around 25-30% higher. Around 75% of the trips at Kirkconnel are outbound trips from the station (for greater detail see *Kirkconnel Accessibility Study - Transport and Socio-Economic Baseline Report, Stantec, November 2021).*

1.4   Policy Context

1.4.1   Improving accessibility is a key consideration of the UK Government, Scottish Government, Transport Scotland and Network Rail, each of which has published strategies and frameworks with clear directives to improve accessibility at and around railway stations.

1.4.2   Under Section 149 of the Equality Act 2010 (UK), the Public Sector Equality duty outlines the relevant statutory requirements for improving accessibility. It states, '*a public authority must advance equality of opportunity between persons who share a relevant protected*

characteristic[1] and persons who do not share it'. This legal framework has provided multiple accessibility strategies and reviews to promote equality across all protected characteristics.

1.4.3   Although accessibility is a reserved matter under the Devolution Settlement, for rail accessibility there is a DfT-sponsored fund, *Access for All*, that enables eligible projects to be supported. Unfortunately, Kirkconnel did not fulfil the criteria for funding under that programme. Accordingly, an application was made by SWestrans to the Scottish Government's LRDF to assess the need for the bridge (this study).

1.4.4   In August 2021, the DfT announced an Accessibility Audit for all UK stations, as part of a government programme to boost inclusivity across the transport network, and this is currently underway. This audit will provide a significant boost for people to plan their journeys by rail. The audit will identify improvements and highlight existing areas of excellence. The findings will form a new public database so people can better plan their journeys and, along with input from disabled passengers, will shape future investment in accessible rail travel as part of the government's National Disability Strategy.

1.4.5   The Scottish Government's National Transport Strategy promotes improvements to railway stations and multi-modal interchanges to improve accessibility and transport options for all users of public transport[2]. This falls within the "Reduce Inequalities" pillar which seeks to provide fair access to services all users need and a public transport system which is easy to use and affordable to all. The National Transport Strategy also outlines how the Accessible Travel Framework[3] can be used to further increase accessibility for disabled users. This publication seeks to describe the issues disabled users of public transport face when accessing all methods of public transport. The report suggests the inclusion of disabled users and local authorities to identify problem areas and themes which need to be tackled

1.4.6   Dumfries and Galloway Council has publicised a range of policies and reports identifying how the council is meeting their legal duties with regards to the Equality Act 2010, with Equality Outcomes set out in the Council's *Equality Outcomes 2021 – 2035* document. The Integrated Impact Assessment of the South of Scotland Regional Economic Strategy recognised the need to improve transport connectivity across the region and noted as an example those in rural areas who may be disproportionly affected by a lack of or poor public transport provision

1.5   Scottish Transport Appraisal Guidance

1.5.1   The study is being undertaken in line with the Scottish Transport Appraisal Guidance (STAG) and covers first stage of STAG (the Initial Appraisal: Case for Change). STAG is an objective-led framework and is based on an understanding of the transport problems, issues, opportunities, and constraints; public consultation; and evidence-based objective setting. This ensures that the ultimate option or options developed address the transport needs of the communities in question.

1.5.2   The Initial Appraisal: Case for Change is multi-modal and seeks to identify and evidence the transport problems and opportunities within the Kirkconnel study area, and the most appropriate opportunities for addressing them through the consideration of all transport modes. Accordingly, this report sets out the transport problems and opportunities identified, presents the objectives defined for the study (linked to the identified problems) and develops options to meet the objectives and alleviate the transport problems.

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[1] *Protected characterises refer to characterises such as: age, sex, sexual orientation, gender reassignment, race, religion or belief, marriage or civil partnership, disability*

[2] National Transport Strategy 2 (Transport Scotland, 2018)

[3] Accessible Transport Framework (Scottish Government, 2016)

Stantec

2 Problems and Opportunities

2.1 Overview

2.1.1 The first stage of the study has been to identify the problems, issues, opportunities, and constraints within the current and future transport system.

2.2 Methodology for Identifying Problems and Opportunities

2.2.1 Three workstreams have been undertaken to support the identification and evidencing of problems and opportunities for the study: engagement, transport data analysis; and socio-economic data analysis.

2.2.2 The engagement exercise (covering a range of stakeholders and the public) provided an understanding of the real and perceived transport problems, and the potential opportunities for the study, which forms the 'Case for Change' for investment in the transport network. Appendix A presents a full summary of the engagement outcomes.

2.2.3 The evidence to support the Case for Change, and to provide study context, was developed through a baselining exercise covering analysis of both transport data and socio-economic data, and a full policy review. This enabled an understanding of the impacts of the transport problems from a social and economic perspective. Full details of this analysis are presented in a separate report, *Kirkconnel Accessibility Study - Transport and Socio-Economic Baseline Report, Stantec, November 2021,* with the most pertinent data presented in this chapter to evidence the problems identified.

2.2.4 Furthermore, a site visit was undertaken by the project team in September 2021, to visit the village, review the existing station access arrangements (both in terms of access to the station, and access to both station platforms), walk around the village to review other access issues, and meet with local stakeholders to discuss existing transport problems and potential opportunities.

2.2.5 The overall process for identifying and evidencing problems and opportunities is presented in Figure 2:1.

Figure 2:1: Identification of Problems and Opportunities - Process

2.2.6   Information gathered from the stakeholder and public engagement identified a range of problems. Data and information relating to the local transport networks, travel-to-work patterns and existing public transport connectivity has been used to evidence the problems.

2.3   Engagement

2.3.1   The engagement exercise was undertaken to gain an understanding of the problems and opportunities, and the economic and social impacts of the transport problems. This comprised of a public online survey (which ran for three weeks from 7th October to 31st October) as well as one-to-one meetings with key stakeholders including:

- Kirkconnel and Kelloholm Trust

- Stagecoach

- ScotRail and Network Rail

- Transport Scotland

- Dumfries and Galloway Community Transport

- Mobility and Access Committee Scotland

- Kirkconnel Activity and Resource Centre (providers of a varied programme of activities for adults with disabilities and complex needs)

- Buccleuch Estate (Queensberry Estate)

- Kelloholm Primary School (the local primary school for the village)

- Brown's Food Group (a major employer in the village)

2.3.2   Appendix A presents a summary of the findings of the public engagement exercise and stakeholder engagement.

2.4   Site Visit

2.4.1   A site visit was undertaken on 6th September 2021 when members of the study team visited Kirkconnel station, viewed the existing platform provision and considered the potential possibilities for improving access to the southbound platform. The team also met with a number of the key stakeholders at the station to discuss existing accessibility issues, as well as the wider connectivity issues in travelling to / from Kirkconnel.

2.5   Key Problems Identified

2.5.1   From the engagement exercise, the key problems, and opportunities, as perceived by the public and key stakeholders were reviewed and assessed before being collated into a concise list of six problems, as presented below. After the problems and the underpinning evidence is presented, the section thereafter discusses the social-economic consequences of the identified problems.

PR1: Access to Kirkconnel station southbound platform is a barrier for some users

2.5.2   Access to the southbound platform at Kirkconnel station is currently only possible via a stepped footbridge which prevents those with mobility issues, or those with a pram / heavy luggage etc., from accessing the southbound platform easily (the northbound platform on the south side of the station is accessed directly from the car parking area, providing DDA compliant access). For some therefore, access to the southbound platform is simply not possible, while for others, it is possible but with considerable difficulty.

2.5.3   Kirkconnel Station is designated as a category B station in the ORR Station Accessibility Classification System. Category B stations have step-free access to all platforms *or at least one platform* (as in the case of Kirkconnel). In some cases, Category B stations may be usable for some disabled / older people, but in others major barriers may exist which are likely to restrict the ability of some to use the station. This may include where there may not be step-free access to or between all station areas (as at Kirkconnel).

2.5.4   Some 50% of respondents to the public survey highlighted issues with accessing the southbound platform due to the existing footbridge provision. It was also noted that the current footbridge feels unsafe due to structural issues (noting that northbound side intermediate level of the footbridge keeps flooding and this appeared to be due to a depression in one of the corners that seems to be sinking more overtime).

2.5.5   It was noted that around half of the respondents who noted accessibility issues continue to travel from and to Kirkconnel by train, despite the difficulties they face in using the pedestrian bridge. Others stated they arrange for a taxi to / from an accessible station or for someone to drop them off / pick them up.

2.5.6   Currently rail passengers who are unable to use the footbridge need to board / alight at Sanquhar (three miles south of Kirkconnel) or New Cumnock (8 miles north of Kirkconnel), where there is level or ramp-based access to both platforms[4]. However, the National Rail Enquiries website also notes that wheelchair users cannot get from the New Cumnock Station car park to the station without assistance.

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[4] Note: Sanquhar and New Cumnock are both Category B stations as the ramps provided do not meet new-build standards regarding gradient and length.

2.5.7 ScotRail offer a free accessible taxi to the nearest or most convenient accessible station for those who have physical or navigational barriers to access, in accordance with their Accessible Travel Policy. However, the service needs to be arranged in advance to ensure timely arrival and therefore restricts 'last minute' decisions or needs to travel. Data for 2018 and 2019, obtained from ScotRail indicates that this service is not used frequently, with nine bookings in 2018 and just five in 2019. However, it is not clear whether this is due to a lack of knowledge around the availability of this service.

2.5.8 Alternatively, if people cannot access rail services at Kirkconnel, travel by car (if they have access to one / can drive) or by bus is possible from Kirkconnel.

2.5.9 To understand the journey time differences between travelling by train, bus or car, a connectivity comparison was undertaken and is presented in Table 2:1. The analysis has been undertaken for:

- Bus

- Train

- Train + Bus (for those who cannot board/alight using the southbound platform at Kirkconnel station and so use another station, then catch a connecting bus)[5]

- Train + Taxi (for those who cannot board/alight via the southbound platform at Kirkconnel station and so use another station, then travel by taxi)

- Car

2.5.10 Journey times for bus and train were calculated based on published timetables, while those for car/taxi were generated using the Network Analyst module for ArcGIS. When estimating journey times for rail journeys where it was not possible to use the southbound platform at Kirkconnel station, it was assumed that bus stops for connecting bus services had to be located within 100m of the station and a 5-minute interchange penalty was applied.

2.5.11 From the table, it is noted that there are limited rail and bus services between Kirkconnel and Glasgow and Dumfries. Additionally, the journey times when travelling by bus are significantly longer than the equivalent train or car journey, highlighting the disparity in accessibility if travel by rail is not possible.

Table 2:1: Connectivity Comparison by Mode

Origin	Destination	Mode	Services per day	First Dep	Last Dep	Approx. Journey Time
Kirkconnel	Glasgow	Bus	6	07:00	18:15	02:22
		Train (which is accessible)	8	07:17	21:20	01:19
		Car	-	-	-	01:11
Glasgow	Kirkconnel	Bus	6	07:40	18:15	02:39
		Train	8	07:09	21:13	01:20

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[5] *It is assumed that those unable to traverse the footbridge at Kirkconnel would have a maximum walking distance of 100m between the station and a bus connection. This reduces the possible bus connections.*

Origin	Destination	Mode	Services per day	First Dep	Last Dep	Approx. Journey Time
		Train + Bus (Accessible)	2	10:13	13:13	02:01
		Train + Taxi (Accessible)	8	07:09	21:13	01:25
		Car	-	-	-	01:08
Kirkconnel	Dumfries	Bus	9	06:52	21:42	01:05
		Train	8	08:28	22:30	00:31
		Train + Bus (Accessible)	4	11:01	18:15	01:08
		Train + Taxi (Accessible)	8	08:28	22:30	00:32
		Car	-	-	-	00:47
Dumfries	Kirkconnel	Bus	8	08:05	20:35	01:00
		Train (which is accessible)	8	06:46	20:49	00:31
		Car	-	-	-	00:48

2.5.12   It is noted that:

- Car and rail journey times are similar for travel to Glasgow and rail is notably faster for trips to Dumfries.

- Bus journeys between Kirkconnel and Glasgow take approximately twice as long as journeys by car/rail and require travellers to make two connections (typically the 246, 50 and X76/X77 services northbound and X76, 76 and 246 southbound). Interchanges are made at Kilmarnock and Cumnock. While walking distance between stops is minimal, the associated waiting time substantially increases bus journey times.

- While there is a direct bus service from Kirkconnel to Dumfries, bus journey times are approximately twice as long as rail journey times and 25% longer than car.

- Where travellers are unable to use the southbound platform at Kirkconnel, and make a taxi connection, journey times are very similar to standard train journey times. However, use of a bus connection restricts the train services which can be accessed and substantially increases journey times.

- Assuming that those with mobility issues cannot walk more than 100m from a connecting bus stop to the station (and vice versa), then they can only access 50% of the rail services from Kirkconnel to Dumfries and 25% of the rail services from Glasgow to Kirkconnel, without considerable wait time at the station.

- Also, when a bus connection is necessary, journey times to Dumfries increase by 37 minutes (+120%) and journey times from Glasgow increase by 41 minutes (+50%).

- Scheduled bus services to Dumfries begin earlier than the rail service and allow travellers to reach Dumfries in time for work at 09:00 unlike the train.

- Scheduled bus services to Glasgow also begin earlier than rail services, but due to the substantially longer bus journey times, train services still arrive earlier. It is possible to reach Glasgow by train in time for work at 09:00 but this is not possible by bus.

2.5.13 In summary:

- Train journey times are comparable to car for journeys between Kirkconnel and Glasgow, while train travel is notably faster for trips to Dumfries. Bus journey times to both Dumfries and Glasgow are approximately twice the length of rail journey times.

- Dumfries can be accessed by bus by 09:00 during the week, but this is not possible by rail. Conversely, Glasgow can be accessed in time for a 09:00 working day by train, but not by bus. This is likely to limit employment opportunities.

- Where mobility issues prevent use of Kirkconnel station, users can connect with Kirkconnel by bus, car or taxi. However, bus connections between Kirkconnel and New Cumnock/Sanquhar stations do not align well with rail services in terms of both the location of the stops and the timing of the services. This significantly limits the number of services which can realistically be used by those with mobility issues.

2.5.14 Overall, for those with mobility issues and unable to access the southbound station at Kirkconnel, journey times are longer and interchange requirements are greater either to access the rail network at an appropriately accessible station or travel by another mode. This creates inequality in travel both to and from Kirkconnel for those affected and will be restricting access for a range of travel purposes.

PR2: Access to Kirkconnel Station

2.5.15 From the public survey, it was highlighted that accessing the station itself can be difficult for some.

2.5.16 The station is accessed via a side road (as shown in Figure 2.2) from Kirkconnel High Street (the A76 trunk road) with an uphill gradient from the road to the station entrance. This road is used by all station traffic and there are no dedicated footways, presenting a safety risk for pedestrians accessing the station.

Figure 2.2: Kirkconnel Station – access road (ariel photo courtesy of Network Rail)

2.5.17   Additionally, crossing the A76, the trunk road routeing directly through Kirkconnel, has been noted as being difficult as there are no signalised crossing points and it is busy with heavy goods vehicles (HGVs). The pavements are narrow with guard rails and other street furniture including bus stops.

2.5.18   The car park at Kirkconnel Station itself is located immediately at the station entrance and adjacent to the northbound platform. There is only space for four vehicles and no dedicated accessible / Blue Badge spaces or pick-up/drop-off areas identified. It was noted by multiple respondents in the survey that the lack of parking spaces and disabled bays restricts the number of users who can park at the station. The National Rail website notes that "*wheelchair users may require assistance using car park equipment*" at Kirkconnel station.

2.5.19   There are bus stops located on both sides of the A76 close to the station entrance, but there are no crossing facilities from the northbound bus stop to access the station entrance road.

2.5.20   In summary, for those accessing the station with mobility issues / those who need to park at the station, access is difficult, constrained and potentially unsafe.

PR3: Access to buses and bus stops

2.5.21   Stakeholders noted a lack of consistency across the bus stops in the village and buses serving Kirkconnel in terms of their accessibility for those with mobility issues or those with prams. Only a handful of the villages bus stops have shelters, providing an unsatisfactory waiting environment during times of inclement weather.

2.5.22   Stagecoach, the current bus operator of the main services serving Kirkconnel, noted that one of their services operates with a bus which is legally accessible to all. However, in practice this bus is not accessible to those with mobility issues as buses cannot 'kneel' to the necessary height. This was due to a lack of raised kerbs at bus stops e.g., making it difficult for those in a wheelchair to board the bus due to the height difference. It was noted that the height of kerbs can vary significantly in rural locations making it harder for those in a wheelchair, or with a buggy, to board the bus.

2.5.23   A comment in the public survey highlighted that while the bus service is marked as being fully accessible, there is one service which does not have low boarding. This was noted as being a problem for those with a pram, or mobility issues, when boarding the bus.

2.5.24   Respondents to the public survey who indicated that they would like to use the bus more were also asked what is stopping them from using the bus more. Several respondents noted 'Difficulty boarding / alighting the bus' as a barrier to using bus services more.

2.5.25   **In summary, bus travel is not necessarily an alternative mode of travel when travel by rail is not possible**. Those with mobility issues may have difficulties in boarding buses. This further constrains use of the public transport network.

PR4: Public transport operating day and PR5: Low frequency of public transport services

2.5.26   Many stakeholders noted that the operating day and frequency of public transport services is insufficient and creates barriers to employment, education opportunities and amenities.

2.5.27   In the public survey it was noted by a non-rail user that the main reason they do not use rail services is because the train services are limited. Additionally, further non-rail users highlighted that the timings of the rail services are not adequate for those travelling to Dumfries for work.

2.5.28   In terms of bus services, 46% of respondents to the public survey who indicated that they would like to use bus services more, noted the main reason they do not use the bus more is the frequency of the services preventing this.

Rail Services

2.5.29   The frequency and length of the operating day of train services across the week to and from Kirkconnel Station are outlined in Table 2.2, Table 2.3 and Table 2.4 below. They are based on the Autumn ScotRail timetable for October to December 2021.

2.5.30   During the week the current timetable provides a service which arrives in Glasgow at 08:35, however, the first train into Dumfries arrives at 8:59, making it impossible to reach workplaces for a 09:00 start. When returning to Kirkconnel, the last train from Glasgow departs at 21:13 and the last departure from Dumfries leaves at 20:49.

2.5.31   There is a very limited service on Sundays, with the first service arriving in Glasgow at 15:43 and Dumfries at 16:57, which is too late to access many shops or amenities. Additionally, there is only a single service for the return from both Glasgow and Dumfries which departs at 22:13 and 19:50 respectively. This means that Kirkconnel residents have only one round trip opportunity and can only return in the late evening by train.

Table 2.2: Rail - Weekday Service at Kirkconnel

Origin	Destination	No. services per day	First Departure from Origin	First Arrival at Destination	Last Departure from Origin	Last Arrival at Destination
Kirkconnel	Glasgow	8	07:17	08:35	21:20	22:37
Glasgow	Kirkconnel	8	07:09	08:28	21:13	22:20
Kirkconnel	Dumfries	8	08:28	08:59	22:30	23:01
Dumfries	Kirkconnel	8	06:44	07:17	20:49	21:20

Table 2.3: Rail - Saturday Service at Kirkconnel

Origin	Destination	No. services per day	First Departure from Origin	First Arrival at Destination	Last Departure from Origin	Last Arrival at Destination
Kirkconnel	Glasgow	8	07:17	08:45	21:20	21:42
Glasgow	Kirkconnel	8	07:07	08:28	22:13	23:26
Kirkconnel	Dumfries	8	08:28	09:42	23:26	23:57
Dumfries	Kirkconnel	8	06:44	07:17	20:51	21:22

Table 2.4: Rail - Sunday Service at Kirkconnel

Origin	Destination	No. services per day	First Departure from Origin	First Arrival at Destination	Last Departure from Origin	Last Arrival at Destination
Kirkconnel	Glasgow	2	14:21	15:43	20:21	21:35
Glasgow	Kirkconnel	2	15:03	16:25	22:13	23:36
Kirkconnel	Dumfries	2	16:25	16:57	23:26	23:57
Dumfries	Kirkconnel	2	13:50	14:21	19:50	20:21

2.5.32   Figure 2.3 and Figure 2.4 display the service frequency and the gaps between rail services for both northbound and southbound weekday services from Kirkconnel (as of September 2021).

2.5.33   There is an uneven spacing of rail services across the day with two 3-hour gaps being seen southbound and a 3-hour 20-minute gap being seen northbound on weekday afternoons. There also appears to be a disproportionate number of evening services (4 out of 8 southbound services and 3 out of 8 northbound services depart after 5pm).

2.5.34   During the week, there are 8 northbound and 8 southbound services per day from Kirkconnel. While there are three-hour gaps between afternoon services departing Kirkconnel, this is the off-peak.

2.5.35   There is a very limited train service on Sundays, with only two outbound and two inbound services per day.
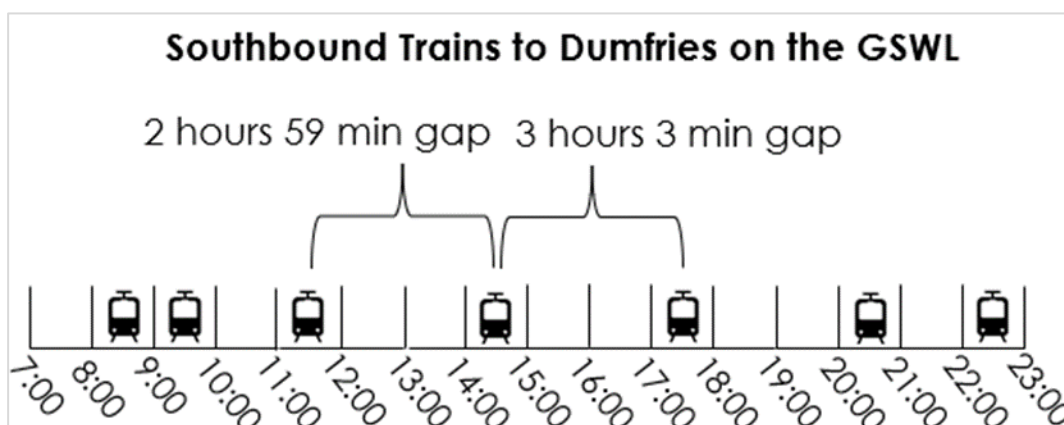

Figure 2.3: Train Schedule – Weekday Services from Kirkconnel to Dumfries (as at September 2021)

Figure 2.4: Train Schedule - Services from Kirkconnel to Glasgow (as at September 2021)

2.5.36 ScotRail began a consultation in September 2021 on their proposed new '*Fit for the Future*' rail timetable. This includes a new timetable for the Glasgow-Kilmarnock-Dumfries-Carlisle service. The proposed changes to the Monday-Friday and Saturday services are outlined in Table 2.5.

2.5.37 This timetable change would offer an additional evening southbound service Monday to Saturday which would depart Glasgow at 22:13 and arrive in Dumfries at 23:57. Additionally, service spacing would become more regular with a two-hourly service being provided in both directions until late evening.

Table 2.5: Rail – Revised Monday to Saturday Timetable (*Fit for the Future ScotRail timetable*)

Origin	Destination	No. services per day	First Departure from Origin	First Arrival at Destination	Last Departure from Origin	Last Arrival at Destination
Kirkconnel	Glasgow	8	07:17	08:35	21:20	22:37
Glasgow	Kirkconnel	**9**	07:09	08:28	**22:13**	**23:26**
Kirkconnel	Dumfries	**9**	08:28	08:59	**23:26**	**23:57**
Dumfries	Kirkconnel	8	06:46	07:17	20:49	21:20

2.5.38 Figure 2.5 and Figure 2.6 illustrate service spacing under the proposed *Fit for the Future* Monday to Saturday timetable; however, it should be noted that this timetable remains draft and may be subject to change.
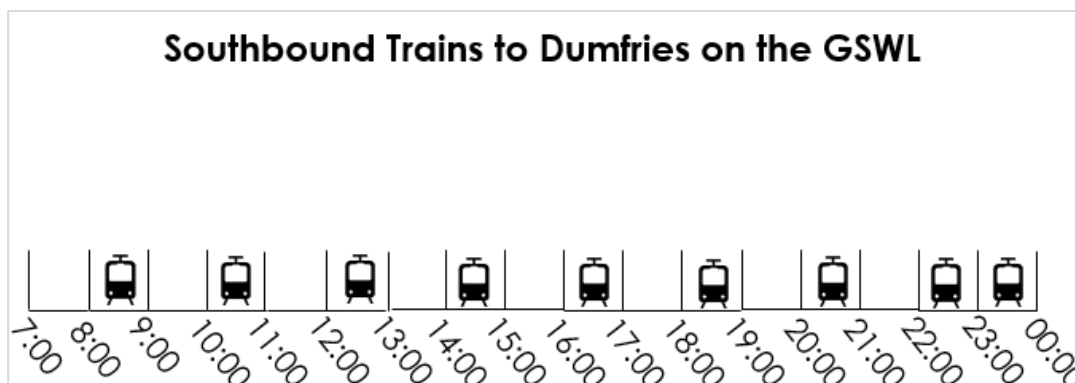

Figure 2.5: Train Schedule – Weekday Services from Kirkconnel to Dumfries (*Fit for the Future* timetable)
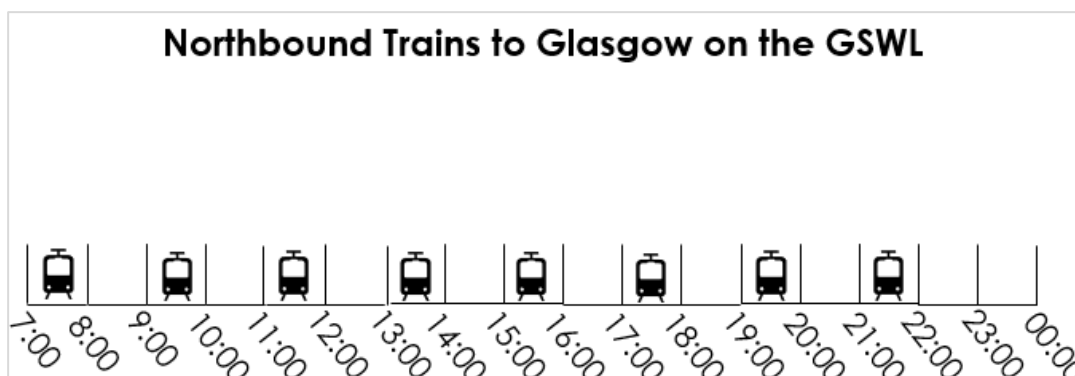
Figure 2.6: Train Schedule - Services from Kirkconnel to Glasgow (*Fit for the Future* timetable)

Bus Services

2.5.39 Kirkconnel is served by the 221, 222 and 246 Stagecoach West Scotland bus routes. These services provide direct connections with:

- 221/222: Sanquhar, Mennock and Wanlockhead

- 246/246A: Cumnock, New Cumnock/Pathhead, Carronbridge, Thornhill, Closeburn, Auldgirth, Holywood and Dumfries.

2.5.40 The 246 is commercially operated and, as such, Stagecoach receives no public fundings and has full control of the timetable, route and fares. The 221 and 222 services however operate with subsidy from SWestrans. It is worth noting that service 246, although operating commercially, is operating at the margins and the service continues to operate at a 90min to 2-hourly interval, as opposed to the hourly interval it operated pre-COVID19.

2.5.41 Table 2.6[6] displays the first and last departures from Kirkconnel, alongside the number of services per day.

2.5.42 Service 221 between Kirkconnel and Wanlockhead has a short operating day on both weekdays and Saturdays, with no service on a Sunday. The first bus departing Kirkconnel is at 11:00 in the morning and last departure is at 17:00, which is an operating day of 6 hours. In the opposite direction, the first bus leaving Wanlockhead is at 11:45 and the last leaving from Sanquhar is at 16:30.

2.5.43 Service 222 operates between Kirkconnel and Sanquhar with the first and only bus leaving from Kirkconnel is at 08:25. From Sanquhar, the first bus of the day is at 08:10 in the morning and the last bus is at 15:25. This operating day is the same for the Saturday services.

2.5.44 The Monday to Saturday 246/246A service begins at 06:25 from Cumnock with the last bus leaving from Kirkconnel at 21:41. In the other direction, the first bus leaving Dumfries is at 06:00 and the last departing service is at 20:35. The Sunday service operates a shorter day with the first bus leaving Cumnock at 09:15 and the last departing at 21:41 from Kirkconnel.

Table 2.6: Bus Services in Kirkconnel

Service No.	Days of Operation	Route	No. Services per day	First Departure from Origin	Last Departure from Origin
221	Monday - Friday	Kirkconnel – Wanlockhead	3	11:00	17:00

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[6] Bus Times & Timetables | Stagecoach (stagecoachbus.com)

Service No.	Days of Operation	Route	No. Services per day	First Departure from Origin	Last Departure from Origin
		Wanlockhead – Kirkconnel	3	11:45	16:30 (from Sanquhar)
	Saturday	Kirkconnel – Wanlockhead	3	11:00	17:00
		Wanlockhead – Kirkconnel	3	11:45	16:30 (Starts in Sanquhar)
222	Monday – Friday	Kirkconnel – Sanquhar	1	08:25	08:25
		Sanquhar - Kirkconnel	3	08:10	15:25
	Saturday	Kirkconnel – Sanquhar	1	08:25	08:25
		Sanquhar - Kirkconnel	3	08:10	15:25
246/246A	Monday – Saturday	Cumnock - Dumfries	11	06:25	21:41 (from Kirkconnel)
		Dumfries - Cumnock	12	06:00	20:35
	Sunday	Cumnock – Dumfries	6	09:15	21:41 (from Kirkconnel)
		Dumfries - Cumnock	6	10:35	20:35

2.5.45 From the public survey, 46% of respondents stated that the main reason that they did not travel by bus was because of the low frequency of the services.

2.5.46 The 246/246A bus route operating between Dumfries and New Cumnock serves Kirkconnel roughly every 90 minutes on weekdays and Saturdays. This is a higher frequency than provided by rail and additionally bus users can reach Dumfries in time to access jobs starting at 09:00.

2.5.47 Services on the 221 and 222 bus routes are not at consistent intervals throughout the day and the route combinations/extensions to Wanlockhead are infrequent.

2.5.48 In addition, and as noted previously, there is not a direct bus service available to Kilmarnock or Glasgow, requiring a connection to be made at Cumnock to reach Kilmarnock, and a second connection to be made at Kilmarnock in order to reach Glasgow.

2.5.49 In summary, rail services are infrequent and do not allow meaningful connections for accessing work or education, or for some shopping or leisure purposes. Bus services are also infrequent with the main 246 service operating between Dumfries and Cumnock operating on a reduced timetable from pre-COVID19 levels and not easily accessible using bus connections from the wider Kirkconnel catchment (i.e connecting to the 246 from the 221/222 services). On a Sunday, both the rail and bus timetables offering far fewer connections. This limits use of public transport.

PR6: High cost of public transport

2.5.50 Stakeholders highlighted that the cost of travelling by train from Kirkconnel is very expensive compared to travel by rail from neighbouring stations and the bus alternative.

2.5.51   In the public survey, those in lower paid jobs highlighted that the cost of travelling by public transport prevents them from applying to jobs which require the use of public transport to reach the place of work.

2.5.52   The local primary school also noted that for school trips, travelling by train or bus is not a viable option as it is too expensive for a large group to travel.

2.5.53   From the public survey, 8% of those who noted that they would like to use the bus more highlighted that the cost of the fare is a barrier to them using the services.

2.5.54   The fares comparison for rail and bus is presented in Table 2.7.

Table 2.7: Sample of Return Fares from Kirkconnel

Mode	Ticket Type	Kirkconnel to			New Cumnock to
		Glasgow	Kilmarnock	Dumfries	Glasgow
Rail	Anytime Return	£25.40	£11.10	-	£17.00
	Off-Peak Day Return	£17.40	£10.80	£9.50	£11.30
	Super Off-Peak Day Return	£13.90	-	-	£9.10
Bus	Return	£12.00	£12.00	£9.00	£12.00

2.5.55   It is noted that bus fares for travel to Glasgow are substantially cheaper than rail (unless booked well in advance to benefit from 'super' off peak fares). Given that journey times to Glasgow are significantly shorter by rail, this presents a trade-off between cost and convenience. It also creates financial inequality of access.

2.5.56   Rail fares from Kirkconnel to Glasgow are approximately 50% more expensive than from New Cumnock, which sits only 8 miles west. This is due to New Cumnock falling within the SPT travel area, with Kirkconnel sitting outside this in Dumfries & Galloway. This is likely to create a certain level of 'rail heading' where people will drive from Kirkconnel to New Cumnock to get the cheaper fare, and again creates a financial inequality in terms of access for those without a car / unable to drive who cannot benefit from the lower fares.

2.6   Social and economic impacts

This section sets out the socio-economic consequences of the transport problems discussed above and discusses these under six key themes. These have been drawn from the baselining assessment and stakeholder and public engagement findings.

To provide some context, the key socio-economic baseline findings are discussed first.

Socio-Economic Context

2.6.1   According to the Scottish Index of Multiple Deprivation, Kirkconnel falls into the 20% most deprived areas in Scotland. Employment deprivation stands at 30% above the Scottish average and income deprivation at 60% above.

2.6.2   Some 58% of working age adults in the study area are considered economically active. This is below the Dumfries and Galloway and Scottish averages of 68% and 69% respectively. Similarly, the benefits claimant rate in Kirkconnel is very high. Approximately 1 in 4 working age adults receive benefits compared to 1 in 20 across Dumfries and Galloway and Scotland.

2.6.3   Car availability is very low, particularly for a rural area. Almost 40% of households have no access to a car, compared with 22% across Dumfries and Galloway more broadly. At the same time, the majority of employed adults (68%) travel to work by car/van while only 6% travel by public transport (implying a level of 'forced' car ownership). This suggests that the existing public transport offering is insufficient to support commuting to the majority of resident workplaces and also that a lack of access to a car may be constraining employment and educational prospects.

2.6.4   Educational attainment is notably below both the Dumfries and Galloway and national averages. Almost 40% of residents have no qualifications. Consequently, the majority of workers in Kirkconnel are employed in lower tier occupations, which do not require an advanced education.

Social and Economic Impacts: Key Themes

Equality of Access

2.6.5   Given the much higher percentage of residents in the study area without access to a car (as noted above, almost 40% of households) compared to the Scottish average (22%), clearly more of the community is reliant on public transport for travel.

2.6.6   Those unable to access rail services or who have no access to a car / are unable to drive, have no alternative than to travel by bus or taxi or rely on lifts from others. However, the length of bus journey times is in some cases double that of the train or car. As a result, those who are disabled / have mobility issues or have no access to a car, spend more of their time travelling than those who can access train services or are able to travel by car.

2.6.7   This creates a clear disadvantage to those unable to access rail services / have no access to a car / are unable to drive, who need to either use the bus (and therefore spend more time being unproductive, which could be time spent socialising, working or taking part in leisure activities) or choose not to travel at all (and simply miss out on opportunities).

2.6.8   As not all buses are accessible to those with mobility issues (as discussed under PR3) and the bus stops have a lack of raised (kessel) kerbs, shelters missing and a lack of real time information at stops, it can be difficult to use the bus services, further exacerbating the inequality in the ability to travel and access opportunities (education, employment, leisure, healthcare etc.).

Forced Car Ownership

2.6.9   For those who cannot use public transport services to travel to/from Kirkconnel (either due to rail access reasons) or low frequency / long journey times of bus services, for those that can drive, some will be 'forced' to own and operate a car.

2.6.10 As noted above, the Kirkconnel study area is amongst the most deprived areas in Scotland, with low incomes, poor educational attainment, and high levels of unemployment. Around half of the study area population have obtained no qualifications, and 13% of residents between 16 and 74 are unemployed, higher than the national average of 8%. Many Kirkconnel residents are in low paid roles which means their disposable income is limited. Forced car ownership can significantly increase pressure on household finances and place greater financial pressure on individuals/households who rely on the car to travel to employment.

2.6.11 Increasing reliance on the car has been made more apparent during the COVID-19 pandemic as travelling by public transport was severely limited in the initial lockdown and carried a higher risk of contracting the virus. Stakeholders noted that during this time, businesses and educational settings did not permit car sharing for multiple households travelling together. As a result, there were multiple cars making the same journey to and from employment. This

placed a greater financial burden on those now having to finance their individual travel (often from Dumfries but also from further afield e.g., Glasgow). With the public transport offering often not serving the required start and end times of people's working day, this forced people to use their cars.

Environment Impacts

2.6.12 Limited public transport services and forced car ownership have an increased environmental impact. Increased reliance on the car over more sustainable modes of transport such as the train and bus means that those who travel by car produce higher levels of carbon emissions. This conflicts with the Scottish Government's target (as set out in the Scottish Governments Updated Climate Change Plan (December 2020) of reducing car kilometres by 20% by 2030.

Access to Employment

2.6.13 Brown's Food Group is the largest employer in Kirkconnel with a total of 580 employees at the site. Most days see around 200 cars in the car park. It was also noted that the factory is planning to expand to a total working capacity of 700 employees.

2.6.14 From a recent recruitment open day, Brown's received feedback that public transport forms a key barrier for some when it comes to applying for roles with the business and existing public transport services are therefore constraining the labour catchment area. It was specifically noted that current train times do not allow for those travelling from Dumfries to work at the site as public transport does not suit shift start and end times. As a result, many employees have to travel by car or car share to reach work. This has a greater impact on the environment and reinforces the reliance on the private car. The COVID-19 pandemic saw many employees having to rely on family/friends to provide transport to work as car sharing with other households was not allowed.

2.6.15 Brown's also highlighted that as they are planning to expand, they are looking further afield to fill specialist roles within management, but due to the operating day these employees would have to travel by car which is both more costly and has a greater impact on the environment due to the carbon emissions produced. It was noted that that the factory is only about a 5-minute walk from Kirkconnel station, so rail services would be more heavily used to access employment at the site if services were more frequent.

2.6.16 From the public survey, it was noted that very few people in the study area travel to work by train with only 10% of respondents (who noted no station accessibility issues) and 4% of respondents (who noted station accessibility issues) travelling by rail to work.

2.6.17 The weekday rail service from Kirkconnel to Glasgow arrives into Glasgow at 08:35 which would allow for employees who live in Kirkconnel and commute to reach their work in time for a traditional 09:00 start. However, it was highlighted in the public survey that in some cases, these workers are unable to reach early meetings due to the arrival time in Glasgow. Those who start work before 09:00, particularly shift workers, are unable to commute to work by rail as the timings do not coincide with the start of their working day. This creates a barrier to these job opportunities unless they can travel by car and bear the cost of owning and operating a vehicle.

2.6.18 The first train from Kirkconnel into Dumfries arrives at 08:59 meaning that it is impossible to reach work in Dumfries for 09:00 from Kirkconnel. This reduces the number of employment opportunities for those in Kirkconnel who rely on public transport. In turn, this can lead to higher levels of unemployment, underemployment, and economic inactivity.

2.6.19 Those unable to travel to work by public transport to higher paid and more varied jobs, rely on the use of a private car or have to take a job which is lower paid and / or can be access by public transport within a reasonable time. This drives lower household incomes and higher unemployment rates and is reflected in the high levels of deprivation in the study area.

2.6.20 The local primary school noted that members of their staff are unable to travel to work by rail as the arrival and departure times do not coincide with the start and end of the school day. As a result, many of the teachers and staff must either own a car or car share with their colleagues. It was also noted that this can act as a barrier in recruiting staff.

Access to Education

2.6.21 It was noted that the high cost of public transport prevents the local primary school from being able to take year groups on school trips. This has a negative impact on the pupil's education as they are missing out on opportunities more readily available to other schools. As a result, the attainment gap between the schools in deprived areas and schools in wealthier areas could grow, creating further inequalities between these groups in employment and income in adult life.

2.6.22 Additionally, the timings of the rail services from Kirkconnel to Ayr, Dumfries and Glasgow for university / college does not align with the start of the day or end of the day. This creates problems in terms of travelling to these destinations for tertiary education as they can only be accessed by car or bus. During the engagement programme it was noted that the difficulty of traveling resulted in students not being able to apply to these institutions. The reduced opportunities of daily travel to further education can lead to lower educational attainment, which in turn impacts job opportunities and income.

Access to Social Activities

2.6.23 The last train to arrive into Kirkconnel during the week is at 22:20 and 23:36 on weekends. It was noted during the engagement programme that these timings make it difficult for those attending events in Glasgow, such as concerts, theatre shows or late sporting events to return home by train. The departure times mean that if someone were to return home by train, they would have to leave the event early. If not returning by train the other option is to be collected by car. For children, this creates an inconvenience for parents, reduces independence of young people and may limit opportunities for those who have no access to a car.

2.6.24 The poor public transport connections and frequency was noted by the Buccleuch Estate as impacting on some visitors ability to access the Queensberry Estate site. The railway stations in Kirkconnel and Sanquhar are still a 15 minute journey away from the estate and bus service 246 (which provides access to the estate) is not accessible for users with mobility issues. This creates a barrier for those with mobility issues.

2.6.25 Being unable to access the southbound platform also prevents those with mobility issues from being able to easily access destinations such as Carlisle by train. The Kirkconnel Activity and Resource Centre runs a programme of activities for adults with disability and complex needs. The centre noted that when traveling to Carlisle, they have to leave via Sanquhar due to the accessibility issues at Kirkconnel Railway Station. This requires a minibus to transport staff and, supported adults and carers, to make the journey between Sanquhar and Kirkconnel, which lengthens the overall journey time and journey cost. This is a barrier to organising trips to Carlisle and further afield. Additionally, it was noted that the difficulties of undertaking trips by rail meant that supported adults are missing out on experiences, impacting on development and independence.

2.6.26 The Centre also highlighted that the accessibility of the bus stops and the buses themselves are inconsistent. It was noted that those in wheelchairs could not access some of the bus stops and boarding the bus was not possible due to the height the bus could kneel to. As a result, those in wheelchairs are unable to attend trips which require boarding buses due to their accessibility issues. This discriminates against those in wheelchairs as they are unable to attend outings due to their disability.

Access to Healthcare

2.6.27 The local GP surgery is a joint surgery covering Kirkconnel and Sanquhar, located in Sanquhar.

2.6.28 The community bus service which operates for those who are vulnerable and in residential care housing is for day trips / to take people to places for activities and cannot be used for accessing GP appointments. As a result, these vulnerable members must find alternative transport to attend their healthcare appointments, which tends to be by bus. However, it was noted during engagement that bus services from Kirkconnel to the GP surgery in Sanquhar are poorly timed, and the low frequency means there can be a long wait either before or after appointments. This takes a lot of time out of the day and may cause children to miss time at school and employees to have to take more time off work (as an example it was noted that for a 10-minute GP appointment a child would need to miss three hours of school if travelling to and from the GP surgery by public transport). As a result, this could impact children's education and potentially has a financial impact on those who are missing work. It is easier for those with a car to attend GP appointments and spend less time travelling. It was also noted that a return taxi journey can cost around £10. This leads to unequal access to healthcare.

2.6.29 It was also noted that since Dumfries and Galloway Royal Infirmary (located in Dumfries) moved to its new site, it has become harder to reach by public transport. The new location requires the user to interchange in Dumfries centre and board another bus to reach the hospital. This lengthens the amount of time spent travelling and increases travelling difficulty due to the interchange requirement. This reinforces the reliance on car, for those who have access to a car. It was noted that the unreliability of bus services means that some may miss their health appointments. This leads to an overall lower level of health in the area, which can impact education and employment through not being able to attend due to poor health. Poor health can place a strain on household finances due to being out of work.

2.6.30 Additionally, the operating day of the bus services between Dumfries and Kirkconnel means that when attending later appointments it is difficult to return to Kirkconnel by bus, with the last bus to leave Dumfries during the week at 20:35 (and the last train at 20:49). This means that the overall journey could become more expensive as the return trip would need to be by taxi (noted at around £40 for a return journey), or a friend or relative would need to be relied on to collect.

2.7 Opportunities

2.7.1 In addition to improving access to employment, the key opportunities for the study are listed here:

- Improving equality in access to transport services, **clearly aligns with national, regional, and local policy**. For example:

    o Scottish Government's *National Transport Strategy* 2 promotes improvement to railway stations and multi-modal interchanges to improve accessibility and options to all public transport users.

    o Department for Transport's *Inclusive Transport Strategy* outlines a vision of an inclusive transport network by 2030

    o The *Fourth National Planning Framework* (NPF4) notes the importance of considering infrastructure development so all can access essential services and facilities

    o SWestrans *Regional Transport Strategy Delivery Plan* (2009-2023) includes a proposal to improve access to Kirkconnel Station.

- Improving the accessibility of public transport and enabling effective modal shift clearly **aligns with the Scottish Government Climate Change Plan** to reduce emissions

- **Supporting local business growth and expanding the labour catchment area**, both at Brown's Food Group and the Buccleuch Estate. The Buccleuch Estate noted that the planned Glenmuckloch Pumped Storage Hydro Scheme facility on the estate (just north of Kirkconnel) could be a potential tourist attraction, with other such facilities having visitor centres.

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3 Transport Planning Objectives

3.1 Introduction

3.1.1 STAG recommends that transport problems are considered together with their *root causes* and *consequences*. These transport problems should also be clearly linked to the Transport Planning Objectives (TPOs).

3.1.2 Having set out the detailed problems and the associated evidence from the baseline report and engagement in Chapter 2 for each transport problem, a set of supply side *root causes* has been summarised. These root causes are used in the subsequent option generation (Chapter 4), clearly linking the transport problem to the supply side root cause to the option. The *consequences* of these problems in terms of travel behaviour and societal impacts are then set out in each case to capture the full logic trail.

3.2 Objective Setting

3.2.1 The development of the TPOs has been informed by:

- Consideration of the key problems and opportunities identified; and

- The wider established transport, land use planning and economic policy context, presented in detail in *Kirkconnel Accessibility Study - Transport and Socio-Economic Baseline Report, Stantec, November 2021*.

3.2.2 The TPOs set for the study, while reflecting the problems identified, also support the range of established national, regional and local policy directives, plans and strategies.

3.3 Transport Planning Objectives

Table 3:1: Transport Planning Objective Evolution

Number	Problem	Description		Transport Consequences	Societal Impact	TPO
1	Access to southbound platform is a barrier for some users	The existing footbridge to access the southbound platform is not step free. Therefore, those who are disabled, have mobility issues, or have a pram struggle or cannot cross the footbridge.	• Journeys by rail are not made • People travel to accessible train stations to travel by train • People travel by bus instead which takes longer • People drive rather than travel by public transport • People do not travel	• 'Forced' car ownership • Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc) • Loss of productive time • Missed health appointments due to having to interchange on bus journeys	Ensure public transport from / to Kirkconnel is accessible to all	
2	Access to Kirkconnel Station	The access road to the station is poorly surfaced and does not have a dedicated footway. To get to the access road, the A76 must be crossed and there are very few signalised crossings.			Improve access to Kirkconnel Railway Station	
3	Access to buses and bus stops	Some buses cannot kneel to an appropriate height to allow for those with mobility issues to board easily. Some of the bus stops themselves are lacking Kessel kerbs which make it easier to board and shelters are lacking at some stops.	• Journeys by bus are not made • People drive rather than travel by bus • People do not travel	• 'Forced' car ownership • Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc)	Improve the accessibility of bus stops and buses for all	
4	Public transport operating day	Both the rail and the bus operating days are short and not adequate for certain trips, such as commuting to work.	• Journeys by public transport are not made • People drive rather than travel by public transport	• Miss out on life opportunities • Avoidable car km with associated impacts (energy usage, emissions, congestion, collisions, noise etc) • 'Forced' car ownership	Lengthen the public transport operating day	
5	Low frequency of public transport services	There are limited rail services during the week, and these reduce in frequency on Sundays. The bus services are inconsistently spaced across the day with long intervals between each service.			Improve public transport frequency	

Number	Problem	Description	Transport Consequences	Societal Impact	TPO
6	High cost of public transport	The cost of rail tickets is higher in Kirkconnel than neighbouring New Cumnock and although the bus services are cheaper, they are still considered to be unaffordable.	• Journeys by rail or bus are not made • People drive rather than travel by public transport • People do not travel	• Miss out on life opportunities • Disproportionate impact on disposable income contributes to inequalities and deprivation • Avoidable car km associated impacts (energy usage, emissions, congestion, casualties, noise etc) • 'Forced' car ownership	Address the cost of public transport travel

3.4 The resulting TPOs are therefore as follows:

- TPO 1 – Ensure public transport from / to Kirkconnel is accessible to all

- TPO 2 – Improve access to Kirkconnel Railway Station

- TPO 3 – Improve the accessibility of bus stops and buses to allow access for all

- TPO 4 – Lengthen public transport operating day

- TPO 5 – Improve public transport frequency

- TPO 6 – Address the cost of public transport travel

3.4.1   These TPOs reflect the range of problems which the study is setting out to address.

4 Option Generation and Development

4.1 Overview

4.1.1 The development of transport options has been based on achieving the Transport Planning Objectives for the study and addressing the transport problems identified.

4.2 Option Generation

4.2.1 This section sets out the potential options which have been generated for addressing the transport problems and opportunities identified. Given the focus of the study on consideration of options in relation to Kirkconnel Railway Station, this first section explores specific constraints in this regard.

Kirkconnel Railway Station – Options and Constraints

4.2.2 Given the focus and funding for this study, as noted previously, Stantec undertook a site visit to Kirkconnel station in September 2021. This included viewing the existing platform provision and considering the potential possibilities for improving access to the southbound platform.

4.2.3 To aid in the following discussion, an ariel view of the station is shown in Figure 4.1. In addition, land ownership information is presented in Figure 4.2. **Note that the land ownership information is indicative and requires validation from the Network Rail property team**.

Figure 4.1: Kirkconnel Station - Ariel view (photo courtesy of Network Rail)

Figure 4.2: Kirkconnel Station – Network Rail Land Ownership (information and mapping courtesy of Network Rail)[7]

4.2.4   From the site visit the following was noted:

Northbound platform:

- There is a retaining wall between the northbound platform and the road to the rear of the properties on Polveoch Terrace. This limits the opportunities for providing a new bridge

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[7] Land ownership information is indicative and requires validation from the Network Rail property team

and ramp/lifts along a significant proportion of the platform. A new structure would likely need to be wider and reduce the effective width of the platform to an unacceptably narrow width in the vicinity of the structure.

- The section of the northbound platform to the south of existing footbridge is too narrow to facilitate construction of a new structure to provide access between platforms. There is insufficient space to safely incorporate a ramps/lift shafts to a new overbridge.

- There is no space to widen a significant proportion of the northbound platform due to the retaining wall and proximity of the road through Polveoch Terrace.

- A wider section of land (currently a community garden) at the northbound platform level is located adjacent to the northbound platform in the vicinity of the railway shelter. This land is also accessible from the station car park so would provide a convenient link between the car park and a new railway bridge crossing facility:

  o There is sufficient space in this area to accommodate a lift shaft to provide access to a new bridge structure across the railway. However, the existing shelter would need relocation. In addition, land use and land ownership of this area adjacent to the platform would need to be confirmed.

  o There is sufficient space in this area to accommodate a ramp to provide access to a new bridge structure across the railway. However, the ramp would need to extend northwards, which would require that it cross over the existing access onto the platform and it would also go into the Network Rail yard area adjacent to the station. The ramp would also encroach on the station car park area and require some reconfiguration of the car park. Some of the adjacent yard area may need to be repurposed to accommodate the ramp and reinstate/enhance the car parking provision. The access point into the station would need to move to maintain access to the platforms, as the ramp would partially block the existing access, and the existing shelter would need relocation.

  o Utility diversions may be required to accommodate the proposed structures (either ramp or lift shaft)

  o Works to the car park would provide opportunity to modernise the facilities by incorporating disabled bay(s) and considering installation of EV charging point.

  o Some tree and vegetation clearance would be required to create a clear area to accommodate the new lift/ramp and bridge structure in this area.

Southbound platform:

- The existing southbound platform is not wide enough to accommodate construction of a new modern facility for crossing the railway. The required route width and size of lift shafts would result in a platform of insufficient width for safe operation of the railway, as trains pass through Kirkconnel at high speed and would create a hazardous environment for pedestrians on the platform.

- The southbound platform could be widened locally to accommodate construction of a lift shaft, which would connect to a bridge across the railway. There is a woodland area located to the rear of the southbound platform. Network Rail land ownership data suggest Network Rail ownership of a strip of land outwith the station footprint, suggesting widening could we possible without third party land requirements.

- Alternatively, a ramp could be constructed adjacent to the southbound platform. On this side of the railway the ramp could run to the north or south, as there are fewer constraints

on this side of the railway. However, based on Network Rail advice on land ownership, extending to the north would likely require third party land.

- Repositioning of the waiting shelter on the southbound platform may be required if a ramp is proposed.

- Utility diversions may be required to accommodate the proposed structures

- Land ownership adjacent to the southbound platform would need to be confirmed to establish if third party land is required to facilitate construction of a facility to the rear of the existing platform.

- There are greater environmental considerations on the south side due to the need to remove significant areas of established woodland to accommodate the lift/ramp needed to facilitate a railway bridge crossing. A lift would have reduced impact than a ramp due to its localised nature and reduced overall footprint.

4.2.5   Figure 4.3 and Figure 4.4 show (very approximately), the potential location and footprint of a **ramp** or **lift structure** and overbridge.

Figure 4.3: Kirkconnel Station layout with new structure with ramp access

Figure 4.4: Kirkconnel Station layout with new structure with lift access

Remote railway line crossing:

- A railway overbridge east ('southbound') of the station (as shown in Figure 4.5) is too remote to provide a realistic means of access between platforms:

  o There is sufficient room to create ramps down to both platforms but the distances are too great for those with mobility impairments.

  o Observations on site would suggest that the public road does not extend over the bridge. The bridge may be a private agricultural overbridge and may not be suitable for designation as a public access route.

Figure 4.5: Remote bridge crossing

4.2.6   The station car park currently does not have sufficient infrastructure in place to accommodate those who are disabled or have mobility issues. There would need to be some modernisation to incorporate disabled bays and some electric vehicle charging points.

4.3   Options Generation and Sift

4.3.1   All the options generated, including the specific options discussed above in relation to the station southbound platform accessibility, are shown in the table below. The table also presents a high-level appraisal against the TPOs and a brief explanation as to why some of the options are recommended for rejection at this stage.

Table 4:1: Initial Option Sift

Mode	Option No.	Option	Public transport to/from Kirkconnel accessible to all (TPO1)	Improve access to Station (TPO2)	Improve accessibility of buses/bus stops (TPO3)	Longer operating day (TPO4)	Increase frequency of services (TPO5)	Address cost of public transport (TPO6)	Select	Reject
Rail	1	New overbridge with ramp access	✓						Would provide access to the southbound platform enabling access for all to both platforms at the station.	
	2	New overbridge with lift access	✓						Would provide access to the southbound platform enabling access for all to both platforms at the station. Option has a smaller structure footprint than a ramped footbridge (as per Option 1).	
	3	Use existing bridge to south of station to enable access over the railway line	✓							Would require users to route from station carpark, along A76 to access the overbridge and then a new ramp would be needed on the eastern side of the railway to access the southbound platform. The required ramp would require third party land and the entire route from the car park would be over 600m, far longer than is considered appropriate for someone with mobility issues.
	4	Level crossing (close to previous at-	✓							Network Rail and ScotRail will not permit the installation of level crossings on the rail network. Such

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Mode	Option No.	Option	TPO1 Public transport to/from Kirkconnel accessible to all	TPO2 Improve access to Station	TPO3 Improve accessibility of buses/bus stops	TPO4 Longer operating day	TPO5 Increase frequency of services	TPO6 Address cost of public transport	Select	Reject
		grade rail crossing)								a crossing would be dangerous for users.
	5	Resurface the access road to Kirkconnel Railway Station	✓	✓					Would allow improved access to the station car park.	
	6	Introduce a pavement for pedestrian access to Kirkconnel Railway Station	✓	✓					Would make it safer for pedestrians accessing the station and may encourage those who see this as a barrier to use the rail services.	
	7	Improve car parking provision at Kirkconnel station	✓	✓					Could be done in conjunction with the access road resurfacing (Option 6)	
	8	Introduce dedicated disabled car parking spaces in the station car park	✓	✓					Could be done in conjunction with improving car parking provision at the station (Option 7)	

Mode	Option No.	Option	TPO1 Public transport to/from Kirkconnel accessible to all	TPO2 Improve access to Station	TPO3 Improve accessibility of buses/bus stops	TPO4 Longer operating day	TPO5 Increase frequency of services	TPO6 Address cost of public transport	Select	Reject
	9	Introduce a signalised crossing on the A76 at the access road to Kirkconnel Railway Station	✓	✓					Would make it safer for pedestrians accessing the station and may encourage those who see this as a barrier to use the rail services.	
	10	Increase the rail operating day	✓			✓			Requires discussion with ScotRail and would require work to understand latent demand for rail use at the start and end of the current operating day. This could be informed through business consultation.	
	11	Increase rail service frequency	✓				✓		Requires discussion with ScotRail and unlikely in the short to medium term given the recent recast of services in the *Fit for the Future* timetable changes.	
	12	Make rail fares more consistent across train stations in the neighbouring towns	✓					✓	Passengers travelling from stations within Strathclyde Partnership for Transport (SPT) region receive financial subsidy on the cost of travel by rail. A similar subsidy would be required to be implemented in the Dumfries & Galloway area. This would require additional public	

Mode	Option No.	Option	TPO1 Public transport to/from Kirkconnel accessible to all	TPO2 Improve access to Station	TPO3 Improve accessibility of buses/bus stops	TPO4 Longer operating day	TPO5 Increase frequency of services	TPO6 Address cost of public transport	Select	Reject
									transport subsidy that may not be available.	
	13	Reduce the cost of train fares	✓					✓	Scottish Government and Scottish Green Party draft shared policy programme proposes to complete a '*Fair Fare Review'* to ensure a sustainable and integrated approach to public transport fares.[3] this may help catalyse a reduction in rail fares. However, this is likely to involve significant public subsidy.	
Bus	14	Direct bus to key destinations such as Carlisle, Kilmarnock and Glasgow	✓		✓				Extending existing bus services or introducing new services is highly likely to require public subsidy which may not be available.	
	15	Introduce fully accessible buses on all services	✓		✓				This is likely to require change to just a handful of buses and could be discussed with existing operators. However, on commercially operated services this will be at operator discretion if their buses already meet legal requirements.	

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Mode	Option No.	Option	TPO1 Public transport to/from Kirkconnel accessible to all	TPO2 Improve access to Station	TPO3 Improve accessibility of buses/bus stops	TPO4 Longer operating day	TPO5 Increase frequency of services	TPO6 Address cost of public transport	Select	Reject
	16	Ensure there are bus shelters at all stops on bus route			✓				Improvements to the bus stop environment may encourage people to travel by bus.	
	17	Introduce Real Time Information (RTI) boards at the bus stops			✓				Could be implemented at key / busier bus stops and is likely to encourage bus use by providing real time information to passengers.	
	18	Implement Kessel kerbs at all bus stops	✓		✓				If implemented could provide significant benefits for those who have mobility issues.	
	19	Increase the bus operating day	✓		✓	✓			For the existing commercially driven services this would be at bus operator discretion. Stagecoach indicated Service 246 was already fragile and certainly increasing the frequency of the service would require subsidy.	
	20	Reduce the cost of bus fares	✓					✓	As of 31st January 2022, all residents of Scotland who are under 22 years of age will have free bus travel. These individuals will join those who are in the Older (over 60) and the Disabled	

Mode	Option No.	Option	TPO1 Public transport to/from Kirkconnel accessible to all	TPO2 Improve access to Station	TPO3 Improve accessibility of buses/bus stops	TPO4 Longer operating day	TPO5 Increase frequency of services	TPO6 Address cost of public transport	Select	Reject
									Persons Free Bus scheme who also receive free bus travel in Scotland[8]. As noted above, the Scottish Government and Scottish Green Party draft shared policy programme proposes to complete a 'Fair Fare Review' to ensure a sustainable and integrated approach to public transport fares.[9] For those not benefitting from concessionary travel fares, any fares reduction would require additional public subsidy which is unlikely to be available.	
	21	Introduce Demand Responsive Transport (DRT)	✓		✓				DRT could provide more targeted cost effective services for users to allow them to access education, work and healthcare without long journey times.	
	22	Provide community transport services to improve	✓		✓				Community transport can provide that first/last part of the journey to a station. Swestrans are looking to implement a new public transport model with	

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[8] Free bus travel for under-22s (transport.gov.scot)

[9] Scottish Government and Scottish Green Party: draft shared policy programme - gov.scot (www.gov.scot)

Mode	Option No.	Option	TPO1 Public transport to/from Kirkconnel accessible to all	TPO2 Improve access to Station	TPO3 Improve accessibility of buses/bus stops	TPO4 Longer operating day	TPO5 Increase frequency of services	TPO6 Address cost of public transport	Select	Reject
		access to full accessible stations							consideration on how community transport can provide connectivity with bus and rail. This strategy will also try to address funding for community transport.	
Road	23	Reduce the speed limit of the A76 to 20 mph		✓					Would provide safer access to the rail station for many who reside to the west of the A76 and would also provide safer access to southbound bus stops. The A76 is a trunk road and discussion with Transport Scotland would be required.	

5 Summary

5.1 Overview

5.1.1 In June 2021, SWestrans was successful in obtaining funding from the Local Rail Development Fund (LRDF) to examine transport problems and opportunities in Kirkconnel and Kelloholm, with a particular focus on Kirkconnel Railway Station. Subsequently, SWestrans commissioned Stantec to undertake an appraisal in line with the Scottish Transport Appraisal Guidance (STAG) with the work encompassing the first stage in the STAG appraisal process, the Initial Appraisal: Case for Change stage.

5.1.2 This report has presented the key problems and opportunities and their societal impacts, outlined the Transport Planning Objectives developed from these, and presented a range of options developed to meet the objectives.

5.2 Key Points

Transport Problems

5.2.1 Transport problems were identified from the transport and socioeconomic baseline, a stakeholder and public engagement exercise and through a site visit to Kirkconnel.

5.2.2 From this the main problems identified are:

- Access to southbound platform is a barrier for some users

- Access to Kirkconnel Station

- Access to buses and bus stops

- Public transport operating day

- Low frequency of public transport services

- High cost of public transport

TPOs

5.2.3 From the problems outlined above, six Transport Planning Objectives were developed to appraise any options against:

- TPO 1 – Ensure public transport from / to Kirkconnel is accessible to all

- TPO 2 – Improve access to Kirkconnel Railway Station

- TPO 3 – Improve the accessibility of bus stops and buses to allow access for all

- TPO 4 – Lengthen public transport operating day

- TPO 5 – Improve public transport frequency

- TPO 6 – Address the cost of public transport travel

Option Generation and Development

5.2.4   Options were generated and developed to resolve the identified problems, and these were subject to an initial sift through a high-level appraisal against the TPOs. In total, 23 options were generated.

5.2.5   Three options were subsequently rejected:

- Use existing bridge to south of station to enable access over the railway line. This would require users to route from station carpark, along A76 to access the overbridge and then a new ramp would be needed on the eastern side of the railway to access the southbound platform. The required ramp would require third party land and the entire route from the car park would be over 600m, far longer than is considered appropriate for someone with mobility issues.

- Level Crossing (Level crossing (close to previous at-grade rail crossing) deemed to be too dangerous for users and Network Rail and ScotRail will not permit the installation of level crossings on the rail network

- Make rail fares more consistent across train stations in the neighbouring towns – this is impacted by the SPT which has subsidised the cost of rail tickets in their area and therefore out of scope of this project.

5.2.6   The remaining 20 options are considered worth of further consideration at the Preliminary Options Appraisal stage of STAG. Depending on how the study is progressed, having made the case for change, this report could be used as a platform for a more focussed options appraisal based around access to the southbound platform. The wider transport issues raised with respect to the study area could potentially be taken forward in the context of the Regional Transport Strategy.

Appendix A   Engagement Summary

A.1   Introduction

Overview

A.1.1   Evidencing the existing accessibility problems and potential opportunities associated with improving access to Kirkconnel station has been undertaken through a stakeholder and public engagement programme, supported by two key analysis tasks: transport baselining and socio-economic baselining. As well as helping to identify transport problems in the area, these tasks have helped define and evidence the consequential socio-economic outcomes and impacts.

A.1.2   This report provides additional detail on the stakeholder and public engagement work undertaken to inform the study. Key outcomes from this engagement is replicated in the report to evidence the transport problems identified.

Stakeholder Engagement

A.1.3   The stakeholder engagement involved three key streams of engagement:

- A **site visit,** and discussion**,** with representatives of the Kirkconnel & Kelloholm Community Trust, Kirkconnel and Kelloholm Community Council, Kirkconnel Activity and Resource Centre and with a couple of members of the public who experienced transport issues due to the inaccessibility of the southbound platform at Kirkconnel railway station

- **One-to-one phone calls** with: Transport Scotland, Scotrail, Network Rail, Stagecoach, Kirkconnel & Kelloholm Community Trust, Brown's Food Group, the Buccleuch Estate, Kirkconnel Activity and Resource Centre, Kelloholm Primary School and Dumfries and Galloway Community Public Social Partnership and Mobility and Access Committee for Scotland (MACS).

- **Written Communication** with: Local Councillors, MSPs, the Kirkconnel and Kelloholm Community Council, and the Dumfries and Galloway Chamber of Commerce.

Public Engagement

A.1.4   The public engagement exercise ran for four weeks from 12th October 2021 to 7th November 2021, during which time an online portal with an interactive Arc StoryMap provided background on the study with embedded survey questions. This offered members of the public an opportunity to highlight existing accessibility issues in Kirkconnel, opportunities they felt they missed out on due to these issues, and thoughts on potential solutions. 40 responses to the survey were received. The survey was also made available in hard copy. The opportunity to respond to the survey was publicised through the Council's media channels and also through direct emails to all those engaged with to publicise the survey through local community channels.

A.1.5   The survey was designed to branch into four separate rail usage categories, with respondents routed to a certain section depending on their current use (or non-use) of the rail network and whether they had difficulty accessing rail services. Once the branching was completed, all respondents were routed to section on bus services and bus travel to and from Kirkconnel.

This Appendix

A.1.6   This appendix first presents analysis from the public survey before presenting a key summary of the findings across all engagement activity with respect to several key engagement themes which emerged. No specific comments are attributed to any individual or organisation.

A.1.7   In addition, this appendix does not summarise any technical discussions / information gained through the engagement exercise but concentrates on summarising the key accessibility problems and opportunities identified to inform the Case for Change.

A.1.8   It is also important to note that this paper reports comments as we received them. In many cases, further interrogation of the points made highlighted that the view expressed was more perception than reality. Whilst we have accounted for this when incorporating engagement material in the main report, it is important to acknowledge that perceptions can shape travel decisions and thus it is important to record views as expressed by the public and stakeholders.

A.2   Public Engagement – Analysis Outcomes

A.2.1   The public survey received 40 responses in total.

A.2.2   Respondents were asked for the first four digits of their post code. These have been used to understand the approximate area in which respondents reside and is shown in Figure A:1. 39 of the 40 responses were located within DG4, with the other located within the KA13 postcode.

A.2.3   The DG4 postcode area encompasses Kirkconnel and Sanquhar, while the KA13 postcode area encompasses Kilwinning in North Ayrshire.
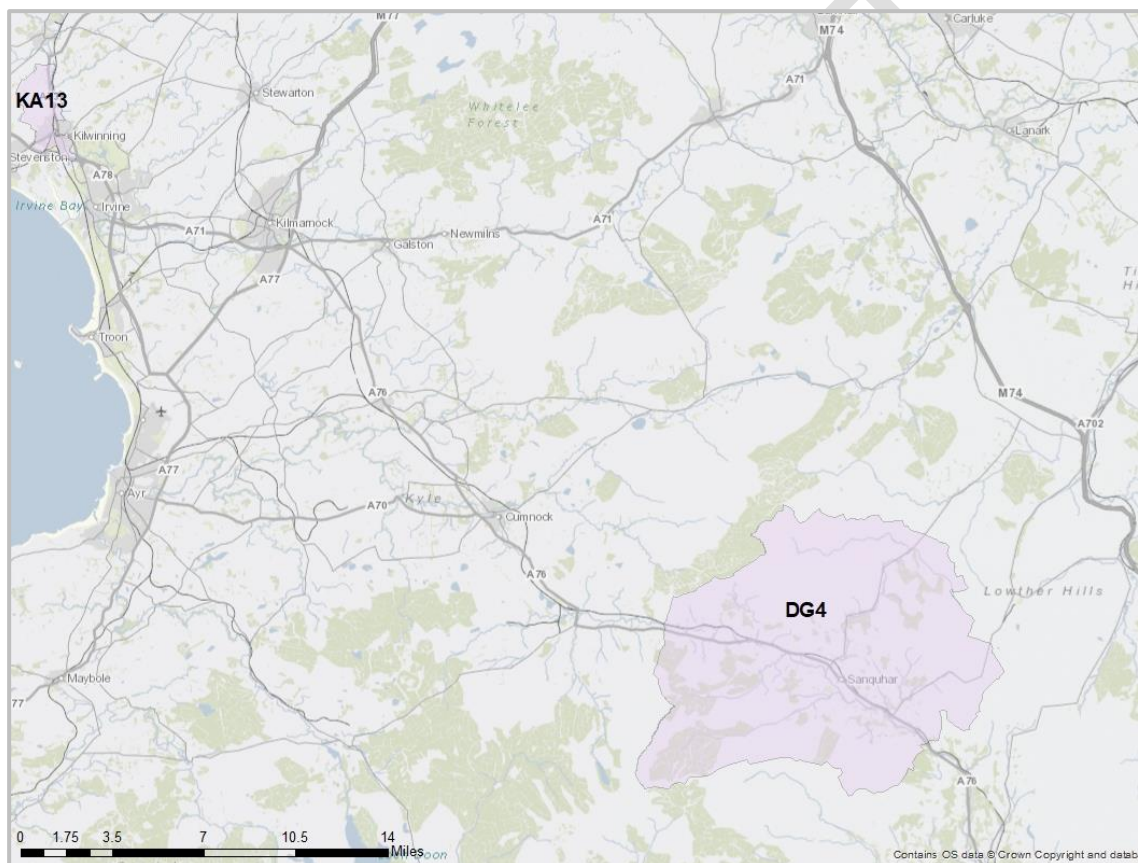

Figure A:1: Location of Respondents

Do you use Kirkconnel Railway Station?

A.2.4   The respondents were asked to indicate whether they use Kirkconnel station. 37 indicated that they use scheduled train service (herein referred to as rail users) from the station and 3 noted they did not (herein referred to as non-users).

Do you have difficulty accessing, or cannot access, the southbound (towards Dumfries) platform due to the existing pedestrian footbridge at the station?

A.2.5   The 37 rail users were then asked whether they had difficulty, or were unable to access, the southbound platform due to the pedestrian footbridge at the station. 20 respondents indicated that they had difficulty or could not access the southbound platform, while 17 stated that they have no accessibility issues. Those who responded that they did have accessibility issues were routed to Section 2 of the survey and those who noted that they had no accessibility issues were routed to Section 3.

Is your non-use of Kirkconnel Railway Station because you have difficulty accessing, or cannot access, the southbound (towards Dumfries) platform due to the existing pedestrian footbridge at the station?

A.2.6   The non-users were routed to a question where they were asked whether their non-use of the station was due to the pedestrian footbridge. Two respondents indicated that this was the case, while one respondent said the footbridge was not the reason for non-use of the station. Those who said the footbridge was the reason for non-usage were then directed to Section 4 of the survey, and the those who said it was not, were directed to Section 5.

Section 2: Use the Station, but have Accessibility Issues

A.2.7   Section 2 of the survey was answered by respondents who use scheduled train services from Kirkconnel Station but had difficulty using the footbridge. 50% of the total respondents (n = 20) were routed to this survey section.

When using a northbound (towards Kilmarnock / Glasgow) train from Kirkconnel, how do you then return to Kirkconnel?

A.2.8   Respondents were asked how they returned to Kirkconnel when using a northbound train. Respondents were allowed to tick all responses which applied to them.

A.2.9   Figure A:2 shows that 48% (n = 13) of responses noted that while they still had difficulty using the footbridge, they still returned by rail.

Figure A:2: How do you return to Kirkconnel when travelling north by train?

A.2.10 The respondent who noted 'Other' explained they allow all other passengers to cross the footbridge before crossing.

How often do you travel north by rail?

A.2.11 Respondents were then asked how often they travelled north by rail, with the results shown in Figure A:3.

A.2.12 75% of respondents (n = 15) noted that they used the line once a month or less, suggesting that the line is not used for regular commuting to / from work or education.

Figure A:3: How often do you travel north by rail?

For what reasons do you travel north by rail?

A.2.13   Users of the line with accessibility issues due to the footbridge were then asked to select all reasons why they travelled north by rail. The results are displayed in Figure A:4.

A.2.14   30% (n = 17) of respondents selected shopping as a reason for using northbound services.

Figure A:4: For what reasons do you travel north by rail?

What is your most frequent destination when travelling north by rail?

A.2.15 They were then asked what their most frequent destination was when travelling north by rail.

A.2.16 Figure A:5 shows that 85% of respondents (n = 17) said their most frequent destination was Glasgow.

Figure A:5: What is your most frequent destination when travelling north by rail?

How do you travel when travelling south and using the train to return to Kirkconnel?

A.2.17 Respondents who are users of the rail services from Kirkconnel but have difficulty accessing the platform were then asked how they travel south when returning by rail. This was a multiple choice question, so multiple answers could be selected.

A.2.18 Figure A:6 shows that 48% (n = 13) of the respondents noted that while they still had difficulty accessing the southbound platform at Kirkconnel, they still departed by rail. 22% (n = 6) noted that they used a personal car to travel to an accessible station.

A.2.19 Only 4% (n = 1) of the respondents noted that they used the bus, suggesting that the bus is not a desirable alternative for users who are unable to access the southbound platform.

Figure A:6: How do you travel when travelling south and using the train services to return to Kirkconnel?

How often do you travel south by rail?

A.2.20 Respondents who used rail service from Kirkconnel Station but have issues accessing the services were then asked how often they travel south by rail.

A.2.21 Figure A:7 shows that most respondents travel south once a month (40%, n = 8). The option "Never", was the second most common response with 25% (n = 5) selecting this option. This suggests users of Kirkconnel railway station do not use the rail service for regular purpose.

Figure A:7: How often do you travel south by rail?

For what reasons do you travel south by rail?

A.2.22 Respondents were then asked for what reasons do they travel south by rail, shown in Figure A:8. The respondents could select all options which apply to them.

A.2.23 The majority noted that they travel for Shopping (31%, n=16), and for leisure purposes such as Social / entertainment (19%, n=11) and Visiting friends / relatives (14%, n=7). The two respondents who selected the 'Other' option stated that they did not use rail at all.
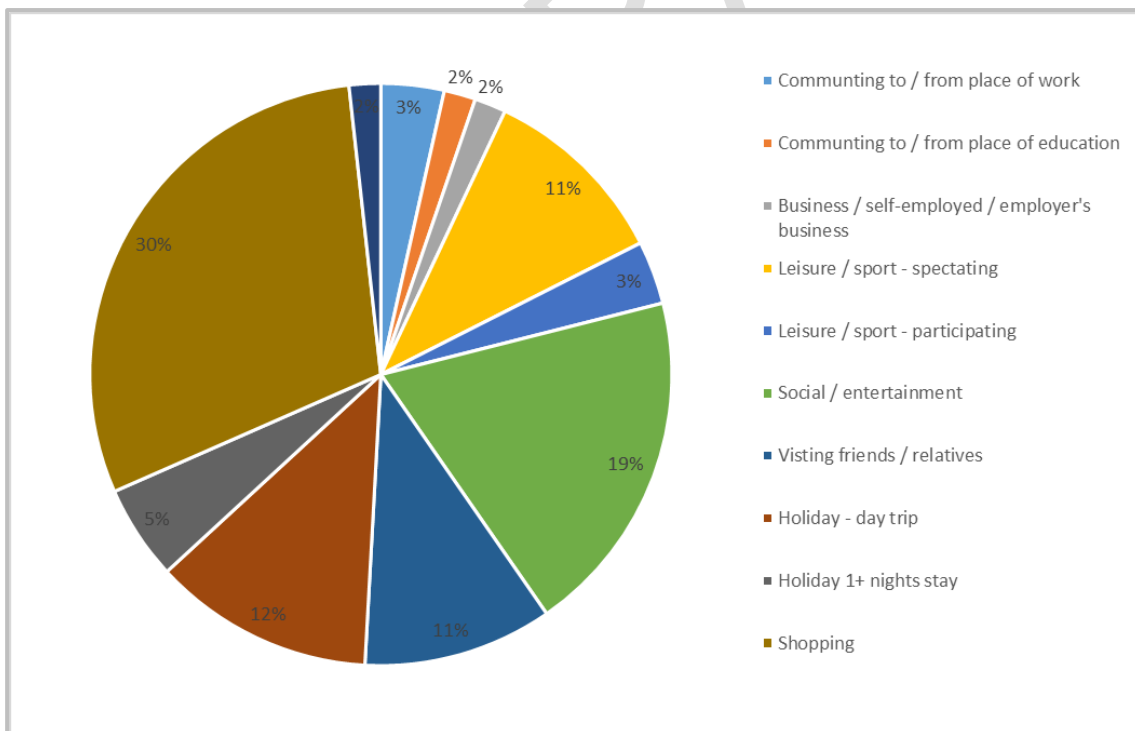
Figure A:8: What reason do you travel south by rail?

What is your most frequent destination when travelling south?

A.2.24   Respondents were then asked what their most frequent destination was when travelling south.

A.2.25   From Figure A:9, the most common destination is Carlisle, with 50% (n=10) of respondents noting this location. The one response noted as 'Other' cited Skipton / Manchester as their most frequent destination.

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Figure A:9: What is your most common destination when travelling south?

Do you have any issues getting to and from Kirkconnel railway station?

A.2.26   Respondents were offered the chance to provide comments on accessing the station:

- Two respondents noted that the road surface on the access road to the station was in poor quality

- One respondent suggested constructing a pedestrian crossing on the A76 trunk road as there is currently no safe crossing.

Do you have any issues with the facilities at Kirkconnel railway station?

A.2.27   Respondents were offered the chance to provide comments on the current facilities at Kirkconnel Railway Station:

- Seven respondents noted that there were not enough parking spaces at the station, with the lack of disabled parking limiting opportunities to use the station.

- Three respondents also noted that the current shelter setup was not satisfactory, with the size of the shelters limiting the amount of people that could sit within them.

Section 3: Users with No Accessibility Issues

A.2.28   Section 3 of the survey was answered by those who use Kirkconnel Railway Station and had no issues accessing the southbound platform. A total of 17 respondents were routed to this section where they were asked specific questions regarding their use of train services.

How often do you use Kirkconnel Railway Station?

A.2.29   Respondents were asked how often they used Kirkconnel railway station, with the responses shown in Figure A:10.

A.2.30 29% of respondents (n = 5) used the station once every two weeks, with 24% (n=4) noting that they use the station less and once a month. This highlights that the use of the station is irregular.

Figure A:10: How often do you use Kirkconnel Railway Station?

For what reasons do you travel by rail?

A.2.31 Respondents were then asked to select all the reasons they travelled by rail and the results are shown in Figure A:11.

A.2.32 The most common reason for users to use the railway station is to go shopping (19%, n=10), with Visiting friends / relatives and Social / entertainment the second and third most common responses. This highlights that rail travel from Kirkconnel is mainly for leisure purposes rather than for commuting.

Figure A:11: For what reason do you travel by rail?

What is your most frequent destination when travelling by rail?

A.2.33 Users of the station were then asked what their most frequent destination was when traveling by rail.

A.2.34 Figure A:12 shows that 29% (n=5) of respondents noted that Glasgow is their most frequent destination, with Dumfries accounting for 23% (n=4) of destinations and Kilmarnock 18% (n=3).

A.2.35 The 'Other' destinations included one travelling to London and one to New Cumnock.

Figure A:12: What is your most common destination when travelling by rail?

Do you have any issues with the facilities at Kirkconnel railway station?

A.2.36   Respondents were offered the opportunity to provide comment on the current facilities available at Kirkconnel railway station and the main themes are summarised below:

- Many of the respondents noted that the current footbridge felt unsafe due to structural issues and non-tactile paving

- One respondent asked for toilets to be installed at the station.

Do you have any issues getting to and from Kirkconnel railway station?

A.2.37   Respondents were offered the opportunity to provide comment on the physical access to the station and the main themes are summarised below:

- Some respondents noted that the access road to the parking lot / station was not fit for purpose, with a steep gradient and multiple potholes limiting access

- A few respondents noted that crossing the A76 trunk road was treacherous due to the large amount of heavy good vehicles and the lack of a controlled pedestrian crossing.

Section 4: Unable to access Kirkconnel Station

A.2.38   Those who noted that they do not use rail services from Kirkconnel railway station due to accessibility issues were asked questions regarding their alternative transport arrangements. A total of two respondents were routed to Section 4.

How do you travel instead?

A.2.39   Respondents were first asked how they travel instead of using the rail services? One respondent noted they arrange for a lift, while the other stated that they organise a taxi.

Are there any opportunities you are missing out on because you cannot use Kirkconnel Railway Station?

A.2.40 The respondents were then asked to select all opportunities they felt they were missing out on as they were unable to access Kirkconnel Railway Station.

A.2.41 From Figure A:13, the most common opportunity thought to be missed out on is 'Leisure / sport – spectating' with 16% (n=2) noting this activity. Both respondents also noted 'Social entertainment', 'Visiting friends / relatives', 'Holiday – day trip' and 'Shopping'.

Figure A:13: Are there any opportunities you are missing out on because you cannot use Kirkconnel Railway Station?

If the southbound (towards Dumfries) platform was fully accessible, how often would you use scheduled rail services?

A.2.42 The non-users, due to the lack of accessibility, were then asked how often they would use scheduled rail services if the southbound platform was fully accessible. One respondent indicated they would use scheduled rail service once a week, while the other selected the other option and noted they would use service "when they wanted to".

What stations would you travel to?

A.2.43 Respondents were then asked what stations they would travel to if they were able to access the southbound platform at Kirkconnel railway station. This was a multiple choice question so the respondents could select all which apply.

A.2.44 Figure A:14 shows that Glasgow, Dumfries and Carlisle (25%, n=2) would be the stations which the respondents would travel to if they could access the station.

Figure A:14: What stations would you travel to?

Do you have any other comments regarding Kirkconnel Railway Station or rail services from the station?

A.2.45 Respondents were offered the opportunity to provide additional comment on the study and the main themes are summarised below.

- Many respondents noted the lack of an accessible footbridge limited the amount they travelled and limited their access to economic and leisure opportunities.

- It was also noted by a small proportion of respondents that the timing of rail services was inadequate for those who wished to commute south to Dumfries for a job.

Section 5: Non-users of Kirkconnel Railway Station Who Can Access Both Platforms

A.2.46 Section 5 of the public survey consisted of questions for users who had indicated they did not use scheduled rail services from Kirkconnel but could access both platforms. Only one respondent was routed to this section.

Why are you not using scheduled rail services?

A.2.47   The respondent noted that they did not use scheduled rail services from Kirkconnel railway station as they felt the service frequency was limited.

Section 6: Bus Services

A.2.48   After completing the relevant section outlined above, all respondents were routed to a section about bus services serving the study area.

How often do you use the bus to travel to / from Kirkconnel?

A.2.49   All respondents were asked how often they used the bus service, with those who travel by bus less than once a month or more frequently being classified as bus users and those who answered that they rarely / never use the bus service being grouped as non-users.

A.2.50   From Figure A:15, 58% (n=23) noted that they Rarely / never use the bus services in Kirkconnel.

Figure A:15: How often do you travel by bus to travel to / from Kirkconnel?

Where do you usually travel to by bus?

A.2.51   The bus users (n=17) were then asked their most frequent destination from a list of preselected answers, with the option to add their most frequented destination. This was a multiple choice question which allowed the respondents to select more than one location.

A.2.52   As shown in Figure A:16, the most common destination noted was Sanquhar with 42% (n=11), with 31% (n=8) stating that Dumfries was their second most frequent destination.

Figure A:16: Where do you usually travel to by bus?

For what reasons do you travel by bus?

A.2.53   Bus users were then asked the reasons they used scheduled bus service. This was a multiple choice question which also gave an option for respondents to provide their own answers.

A.2.54   Figure A:17 presents the responses, with 30% (n=9) noting that they use the bus for 'Visiting friends / relatives' and 20% (n=6) stating that they use the bus for 'Commuting to / from a place of work'.

Figure A:17: For what reason do you travel by bus?

Would you like to use the bus more?

A.2.55 Both bus users and non-users were asked if they would like to use the bus service more. Figure A:18 shows that 65% (n=26) would not like to use the bus more.

Figure A:18: Would you like to use the bus more?

What is stopping you from using the bus more?

A.2.56 Those respondents who indicated they would like to use the bus more were then asked why they were unable to use bus services more. This was a multiple choice question so respondents could select all reasons that prevent them from using the bus more.

A.2.57 Figure A:19 shows that 46% (n=11) noted that the frequency of the bus services is a barrier to them being able to use the services more. A further 13% (n=3) highlighted that the lack of good connections prevents from using the services more.

Figure A:19: What is stopping you from using the bus more?

If you were to use the bus more, would you travel less by car?

A.2.58 The respondents who answered yes to wanting to use the bus more were then asked whether they would use their personal vehicles less if they were able to use the bus more. All 14 respondents who answered said they would use the their vehicles less if they were able to.

Do you have any other comments on bus services to and from Kirkconnel?

A.2.59 Respondents were given the opportunity to provide general comments on the bus services serving Kirkconnel. The themes are summarised below:

- Many respondents noted the current level of bus service was not adequate, with the frequency and operating day limiting opportunities to travel.

- However, some respondents noted that the timing of bus services allowed for commuting to Dumfries for employment opportunities and was well timed when compared with the timing of rail services.

- One respondent noted that while the bus service is marked as fully accessible, there is still a bus in service that does not have low boarding. This makes it difficult to board the bus with a pram.

Section 6: Personal Characteristics

A.2.60 To determine the demographics of respondents, an optional section at the end of the survey was provided. All the respondents, 40, completed this section.

What gender do you identify with?

A.2.61 Respondents were asked what gender they identified with, shown in Figure A:20. A greater number of respondents were female than male.

Figure A:20: What gender do you identify with?

What was your age at your last birthday?

A.2.62 Figure A:21 presents the age demographic of the respondents. 11 of the 40 respondents are in the 25-34 age group, with 8 respondents being in the 45-54 age group. The majority of the respondents are within the working age group range (16-65).

Figure A:21: What was your age at your last birthday?

What is your current employment status?

A.2.63 Figure A:22 presents the employment status of the respondents. 50% (n=20) of the group are in full time employment with 6 of the respondents being retired. None of the respondents noted that they were unemployed.

Figure A:22: What is your current employment status?

Do you have a health condition or illness which affects your ability to use public transport?

A.2.64 Respondents were then able to indicate whether they have a health condition or illness which affected their ability to use public transport. From Figure A:23, 73% (n=29) of the respondents have no health condition or illness which affects their ability to use public transport.

Figure A:23: Do you have a heath condition / illness which affects your ability to use public transport?

Which of the following best describes the annual income of your household?

A.2.65 They were asked what their household income was, shown in Figure A:24. The most common income noted was between £10,001-£20,000, suggesting many are in lower income households, compared to the Scottish average.

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Figure A:24: What is the annual income of your household?

A.3 Stakeholder Engagement

Overview

A.3.1 A number of stakeholders were invited to participate in a one-to-one telephone meeting. The meetings are outlined in Table A:1 below.

Table A:1: Overview of Stakeholder Meetings

Group	Date of Meeting
Kirkconnel and Kelloholm Trust	23/07/2021
Dumfries and Galloway Community Transport and Mobility and Access Committee Scotland	04/10/2021
Kirkconnel Activity and Resource Centre	04/10/2021
Scotrail and Network Rail	04/10/2021
Buccleuch Estate	06/10/2021
Stagecoach	07/10/2021
Kelloholm Primary School	26/10/2021
Brown's Food Group	29/10/2021
Transport Scotland	03/11/2021

5.2.7 The key stakeholder engagement outcomes are summarise onto themes below.

Transport Problems

Access to the southbound platform

- It was highlighted that due to the lack of disabled access to Kirkconnel train station southbound platform ScotRail provide a taxi service to Sanquhar where they can board the train. However, it was noted that very few use this facility.

- Additionally, it was noted that the accessibility of the station is not limited to those in a wheelchair, as those with mobility issues also cannot access the southbound platform due to the footbridge.

Rail Operating Day

- The timings of the rail services were highlighted as an issue as they do not coordinate with the shift patterns for one of the main employers in Kirkconnel, Brown's Food Group.

- It was noted that trains from Kirkconnel do not arrive at Dumfries until after 9 o'clock in the morning which limits employment opportunities if reliant on public transport

- It was mentioned that the first train in the morning departing from Kirkconnel station to Glasgow is not early enough to allow people to commute for early morning meetings.

Public Transport Frequency

- It was noted that the frequency of the rail services to Kirkconnel was poor limiting use of the rail network

- The frequency of public transport services was noted as not good enough to allow for employees to travel to and from Kirkconnel for employment.

Public Transport Journey Times

- It was highlighted that travelling to Glasgow by bus is significantly longer than if travelling by train. Therefore, those who are unable to access the train station must travel for longer on a bus or require a car to make the journey to Glasgow.

Cost of Public Transport

- It was noted that travelling by bus or train is too expensive to allow school pupils to go on school trips in neighbouring towns.

- Additionally, for those in lower paid jobs, it was highlighted that the cost of public transport means they cannot afford to apply to some jobs due to the proportion of their income which would be spent on travel.

Need for Interchange

- It was mentioned that there is a need to interchange when travelling to Glasgow or Carlisle by bus. Changing bus make the overall journey time longer and therefore travelling by bus a less attractive option, especially if you have mobility issues.

Bus Operating Day

- It was noted that bus services between Kirkconnel and the longer distance destinations, such as Glasgow, are inadequate in terms of the return services to Kirkconnel. This

restricts the length of time Kirkconnel residents can spend in Glasgow as they are tied to the bus service timetable.

- Additionally, it was highlighted that the bus operating day does not coincide with the shift patterns of the largest employer, Brown's Food Group, meaning that the employees have no alternative than to drive to work.

Poor Bus / Bus Shelter Facilities

- It was noted that not all Stagecoach buses kneel and it is difficult for those with mobility issues to board, due to kerb height at bus stops.

- It was highlighted that the kerbside bus stops are lower than the height buses can drop to, thus making it difficult for those in a wheelchair or with a pram to board the bus at some stops.

Economic and Societal Consequential Impacts

Access to Social Activities

- As a result of the shorter operating day for buses between Kirkconnel and Glasgow, it was highlighted that young people from Kirkconnel miss out on attending large events which are held in the evenings in Glasgow as they cannot get public transport home, impacting on their independence.

- It was also noted that access to visitor attractions is limited due to the poor accessibility of public transport for those with wheelchairs or those with mobility issues. The poor access to public transport links makes it even harder to reach these attractions.

- It was noted that it is difficult for those in wheelchairs or those who require walking aids to travel to places such as Carlisle as part of organised trips. To board the train, they must travel to Sanquhar, by minibus, which added both time and cost to such trips. This deterred groups from organising trips to these destinations and as such, people were missing out on opportunities.

Access to Education

- The timings of the rail services from Kirkconnel was highlighted as an issue for those who have to travel to the likes of Ayr, Dumfries or Glasgow for university / college. As a result, those travelling to these areas for further education tend to travel by car, with the associated cost and environmental impacts.

Access to Employment

- It was noted that the lack of public transport services in the evenings means that those who work the later shift at Brown's Food Group are unable to get home by public transport and creates higher car commuters to companies premises.

- Additionally, the local primary school highlighted that travel to work by train was impossible as the timings do not coordinate with the start and end of the school day. As a result, staff are required to commute by car. It was noted that this also constrained the catchment area for staff.

- It was noted that the operating times of the rail services out of Kirkconnel make it difficult for those to commute to and from the area in time for shift work. It was highlighted that residents of Kirkconnel cannot work in Dumfries in a role with regular shift patterns if they do not have a car to enable travel.

- It was mentioned that the timings of the public transport services prevent people from applying for jobs in Kirkconnel as the poor transport connections form a barrier taking up employment opportunities.

Access to Healthcare

- The GP surgery is a combined surgery with Sanquhar and due to the poor timetabling of the services between Kirkconnel and Sanquhar it has been highlighted that it can take over 3hours for a return trip to attend a 10minute consultation with a GP.

- Although there is a community bus service which operates for vulnerable people who are in residential housing, it was mentioned that it does not provide a service to take them to their GP appointments (it is focussed on leisure outings). This means that there is a need for people to find alternative modes of transport to the GP practice in Sanquhar and the hospital in Dumfries.

- It was noted that the unreliability of the bus services between Kirkconnel and Dumfries means that those who rely on public transport have to build in additional time for health appointments at Dumfries and Galloway Royal Infirmary (in Dumfries).

- Additionally, it was mentioned that the new location of Dumfries and Galloway Royal Infirmary means that there is a need for passengers to change buses in the city centre, lengthening the overall journey time and creating interchange difficulties for those less mobile.

- It was also noted that some appointments at the hospital are in the evening (6 or 7 pm) and due to the short operating day of the buses there is no way to return to Kirkconnel by bus, forcing either travel by car (if possible) or the cost of a return taxi trip.

Equality of Access

- In terms of accessing Kirkconnel train station, it was highlighted that many who are disabled choose to travel to New Cumnock train station as it is more accessible to those with a wheelchair and the fares are also cheaper from this station to Glasgow.

- It was highlighted that the variation in kerb height results in those who are in a wheelchair being unable to board the bus and therefore being unable to use the services. It was stated that there is an aging population in this area and the need to access the bus is affecting an ever greater proportion of the local population.

- Additionally, those with a pram or pushchair have been observed to struggle boarding the buses due to the disparity in height between the bus and the kerb.

Forced Car Ownership

- It was noted that there is a heavy reliance on car travel by the residents of Kirkconnel. However, as this area is not particularly well off, it puts many families in a difficult situation financially as they must pay to run a car to enable them to access employment and education opportunities.

- It was suggested that many of those who drive to work come from a multi-car household as they need to have more than one car if there are multiple people commuting to work or education. This has been noted as a large expense for many.

- It was highlighted that during COVID-19, national government guidance did not permit the sharing of cars when travelling to work. This added expense and additional financial pressure to households.

LOCAL BUS SERVICES - PROCUREMENT

1. Reason for Report
To update the Board on the replacement of local bus contracts.

2. Background
2.1   At its meeting on 20 June 2018, the Board agreed the award of contract SW/18/101/A Dumfries to Edinburgh at £272,417 per annum. The contract is due to terminate on 14 August 2022.

2.2   At its meeting on 13 December 2019, the Board agreed the award of 39 local bus contracts covering 49 routes at an annual gross cost of £3,624,685 all contracts had an end date of 8 August 2021 with an option to extend for 1 year.

2.3   At its meeting on 25 June 2021, the Board agreed that all local bus contracts due to terminate on 8 August 2021 would be extended to 7 August 2022 noting that there may be a requirement for a Board decision on their replacements prior to the local government elections in May 2022.

2.4   At its meeting on 27 November 2021 the Board agreed a proposed timeline for replacing local bus contracts due to terminate in August 2022 and were advised that timetable options would be discussed with operators at the Bus Service Improvement Partnership (BSIP) Working Group in December 2021.

3. Key Points – Local Bus Contracts
3.1   The Board at its November 2021 meeting agreed the tender timeline shown in Table 1 below:

Action	Date
Tender Timeline - SWestrans Board	26 November 2021
BSIP Working Group Discussions with operators/Community Transport operators	December 2021
2022 Network - SWestrans Board	28 January 2021
Tenders out	31 January 2022
Tenders Back	18 February 2022
Tender Analysis	Feb-22/Mar-22
Tender Award - SWestrans Board	25 March 2022
Contracts Start date (excluding Dumfries to Edinburgh)	08 August 2022
Contract Start date Dumfries to Edinburgh	15 August 2022

Table 1 – Tender Timeline

3.2   All current local bus operators providing contracts on behalf of SWestrans were invited to a meeting of the BSIP Working Group. The group met on 13 December 2021 and the proposed tender timeline was presented followed by a general discussion on current service level, industry resource pressures and likely future passenger demand over the period up to April 2024. A number of individual follow-up meetings were then held to discuss each route in detail to inform appropriate timetable specifications for the tender process.

3.3   To further inform the level of timetable needed for the specifications for the tender process, detailed passenger usage for 2019, 2020 and 2021 has been collated with Stagecoach providing high-level usage numbers on their commercial journeys. This has enabled a comparison of usage to be made across the 3 years with 2019 showing the pre-Covid usage. A summary of the usage figures (annualised) is provided below:

Type	2019	2020	2021
Supported	1,671,934	798,782	1,030,633
Commercial	3,084,354	1,448,278	1,554,462
Totals	**4,756,288**	**2,247,060**	**2,585,095**

3.4   Overall, passenger usage is currently some 46% below pre-Covid numbers with a slight build back from the 2020 usage which was 53% below pre-Covid usage. Analysis of the supported service information shows the passenger decline is based on a reduction of Adults (17%), Children (41%) and Concessions (50%).

3.5   The outcomes of the operator discussions and passenger usage data has informed the proposed level of timetable provision that will be issued for each local bus tender. It is intended that routes will specify either the pre-Covid timetable, the current timetable or have options for both timetables where appropriate.

3.6   The level of timetable provision by route is summarised in the **Appendix**. Routes with both the 'Pre-Covid Level' and the 'Current Service Level' columns marked with a 'Yes' indicate that prices are being sought for both the pre-covid timetable <u>and</u> the current timetable. If a route only has a 'Yes' in one of these columns, then prices will be sought for either the pre-covid timetable <u>or</u> the current timetable only. The Board are asked to agree that tenders are issued with the level of timetable provision proposed.

3.7   Tenders will be issued on the week commencing 31 January 2022 and will cover a one year period from 8 August 2022 with an option to extend for up to a further year. The tender for the Dumfries to Edinburgh route will commence on 15 August 2022 also for a one year period with an option to extend for up to one year.

4. Implications	
Financial	There are no negative financial implications at this stage.
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. This extension complies with SWestrans policy.
Equalities	Local bus service provision provides positive advantages for bus users with protected characteristics
Climate Change	Bus service provision can have a positive impact on climate change objectives
Risk Management	Local bus provision relates to a number of known risks:

	R02 – Public Image R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

5.   Recommendations
Members of the Board are asked to: 5.1   note the progress on replacing local bus contracts; and 5.2   agree that tenders are issued for local bus services with the proposed level of timetable provision as shown in the Appendix.

Report Author: Douglas Kirkpatrick Tel: 01387 260136 Date of Report: 17 January 2022 File Ref: SW2/Meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

APPENDIX – Local Bus Services – Proposed Level of Timetable Provision.

Local Bus Services – Proposed Level of Timetable Provision   **Appendix**

Description	Passenger Use	Timetable Options	
	% Change	Pre-Covid Level	Current Service Level
4,5,8,9 Dumfries Town Eve/Sun	-60	Yes	Yes (48% of pre-CV19)
5 Crichton	-51	Yes	Yes (46% of pre-CV19)
6a Dumfries - Caerlaverock	-64		Yes (83% of pre-CV19)
7,8 Troqueer/Cargenbridge	-50	Yes	Yes (94% of pre-CV19)
8,9 Cargenbridge/Summerhill	-38		Yes (87% of pre-CV19)
101/2 Dumfries - Edinburgh	-18	Yes	
104 Lockerbie Town/Corrie	-46		Yes (85% of pre-CV19)
111 Dumfries to Hospital	-64	Yes	Yes (69% of pre-CV19)
112 Eskdalemuir - Lockerbie	-50	Yes	
115 Ae - Dumfries	-43		Yes (87% of pre-CV19)
117 Templand - Lockerbie (110 Lochmaben - Annan)	12	Yes	
120 Langholm Town	-29	Yes	
123 Langholm - Annan/Powfoot	-18	Yes	
124 Eskdalemuir - Langholm	-76	Yes	
127 Newcastleton - Langholm	na	Yes	
127 Newcastleton - Langholm	na	Yes	
202 Moniaive - Dumfries	-43	Yes	Yes (58% of pre-CV19)
212 Moniaive - Thornhill	na	Yes	
221 Sanquhar - Kirkconnel	-56	Yes	Yes (60% of pre-CV19)
236 Dumfries - Thornhill	4		Yes (88% of pre-CV19)
236 Thornhill - Dumfries	as 236A	Yes	
359 Newton Stewart - Girvan	-12	Yes	Yes (75% new option)
365 Stranraer Town	-48	Yes	Yes (68% of pre-CV19)
367 Stranraer - Portpatrick	-66	Yes	Yes (65% of pre-CV19)
372 Dumfries - Dalbeattie (Dalbeattie Town)	-28		Yes (86% of pre-CV19)
373 Shawhead - Dumfries	-35		Yes (90% of pre-CV19)
379 Dumfries - Carlisle	-31	Yes	
380 Moffat - Lockerbie	-26		Yes (99% of pre-CV19)
381 Dumfries - Lockerbie	7	Yes	
382 Lockerbie - Carlisle	-59	Yes	
382 Lockerbie - Gretna	-14		Yes (94% of pre-CV19)
383 Lockerbie - Annan	-33	Yes	
385 Annan - Dumfries	-52		Yes (93% of pre-CV19)
407 Drummore - Stranraer	-33		Yes (83% of pre-CV19)
408 Kirkcolm - Stranraer	-28		Yes (79% of pre-CV19)
410 New Luce - Stranraer	-11	Yes	
415 Machars - Newton Stewart	-35	Yes	Yes (73% of pre-CV19)
416 Machars - Stranraer	5	Yes	Yes (116% of pre-CV19)
420 Newton Stewart Town	-72		Yes (73% of pre-CV19)
431 Gatehouse - Kirkcudbright	-26		Yes (89% of pre-CV19)
500 Stranraer - Dumfries	-31	Yes	Yes (85% of pre-CV19)
501 Kirkcudbright - Dumfries	-24	Yes	
502 Kirkcudbright – Castle Douglas	-25	Yes	
503 Castle Douglas - Dumfries/CD Town	-40		Yes (87% of pre-CV19)
505 Dalbeattie - Kirkcudbright	-20	Yes	
520 Carsphairn - Castle Douglas	-17	Yes	
521 Laurieston - Dumfries	-31	Yes	

Report	South West of Scotland Transport Partnership	28 January 2022

RISK MANAGEMENT

1. Reason for Report
Members of the Board are asked to consider the update to the Risk Register for 2022/23.

2. Background
At its meeting on 29 January 2021, the Board agreed an updated Risk Register.

3. Key Points
3.1   Risk identification is an ongoing task. Effective risk identification requires arrangements for gathering evidence about new issues, existing issues and important changes that may pose future risks.

3.2   Risk assessment involves considering the likelihood of an event occurring and its potential impact. As this involves predicting future events, it naturally carries some degree of uncertainty and is based on judgement (preferably based on available evidence).

3.3   The 'Risk Matrix' shown below is used to establish a risk rating. The matrix is colour coded; green to indicate an acceptable risk rating, and red to indicate an unacceptable risk rating. The boundary between the two areas is referred to as the "risk appetite line". All risks placed above the "risk appetite" line, i.e. coloured red in the diagram, must be planned and managed in some way.

3.4   Risk Treatment means taking action to reduce, as far as possible, the risk or its likely impact. Four general strategies are available: transfer, tolerate, treat or terminate the risk. Risks above the "risk appetite" line may require "treatment". The purpose is not necessarily to eliminate the risk, it may be, e.g. to reduce the likelihood and/or impact

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should it occur. Risks above the tolerability threshold will need to be regularly monitored and reported on, as appropriate.

3.5   Officers have reviewed the existing Risk Register and have provided an updated draft for 2022/23 for consideration. There are no proposed changes other than the addition of a risk relating to Covid-19. The update is included as the **Appendix** and the proposed addition is highlighted as R18.

4. **Implications**	
Financial	There are no direct financial implications from this report.
Policy	Policy implications are included within the Risk Register
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	A current Risk Register is critical for managing risk

5.   **Recommendation**
Members of the Board are asked to consider and agree the Risk Register for 2022/23 included as Appendix.

Report Author: Kirsty Dunsmore Tel: 07734 073391 Date of Report: 12 January 2022 File Ref: SW2/Meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

APPENDIX – SWestrans Risk Register 2022/23

SWestrans Risk Register 2022/23

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
R01	Restructure	Restructure or dissolution of RTPs by Scottish Ministers	Compromises continuity of delivery of transport functions and Regional Transport Strategy (RTS)	Use of performance management to demonstrate the effectiveness of the existing structure	Unlikely/ Major (Medium)	Tolerate		Unlikely/ Major (Medium)	Lead Officer	Lead Officer
R02	Public Image	Poor public perception of SWestrans	The credibility and authority of the organisation is undermined	Use of Council Communications Unit to manage press relations and to present a positive message Use of appropriate media channels to proactively deliver information on SWestrans activities	Possible/ Moderate (Medium)	Tolerate		Possible/ Minor (Medium)	Lead Officer	Policy Officers

APPENDIX 1

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
R03	Strategic Direction	Change in Dumfries and Galloway Council (DGC) and/or Scottish Government strategic priorities	RTS is out of alignment with National and Local strategic priorities SWestrans resources are redirected to non RTS activity	Strategies Mapping and Alignment Exercise Annual monitoring and review of RTS RTS is realigned with revised DGC and Government strategic objectives if appropriate	Possible/ Moderate (Medium)	Tolerate		Possible/ Minor (Medium)	Lead Officer	Lead Officer
R04	Capital Funding	Loss, reduction or inability to spend capital funding	Projects within the Capital Programme are compromised The Capital Programme includes purchase of buses, bus infrastructure, Rail Station parking and Active Travel projects	Use of Business Plan to project future years requirements Close working with DGC Adjustment of Business Plan to revised funding profiles	Possible/ Major (High)	Tolerate		Possible/ Minor (Medium)	Lead Officer	Lead Officer

APPENDIX 1

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
R05	RTS Delivery	Failure to progress the RTS Delivery Plan	Delivery of the RTS is not progressed as anticipated	Performance Management Framework	Unlikely/ Minor (Low)	Tolerate		Unlikely/ Minor (Low)	Lead Officer	Lead Officer
R06	Overspend	Expenditure commitment exceeds available budget	Funding is not available to meet obligations Third party action could sue	Financial management processes are provided by DGC	Unlikely/ Major (Medium)	Tolerate		Almost Impossible/ Minor (Low)	Lead Officer	Lead Officer
R07	Revenue Funding	Loss of revenue funding due to public sector funding pressures	Procurement of socially necessary local bus services is compromised	Policy and Root and Branch Review	Likely/ Severe (High)	Treat	Spend to Save initiative Regular reports on sustainability	Likely/ Moderate (High)	Lead Officer	Lead Officer
R08	Bus Contracts Prices	Contract prices increase	Existing bus network is unsustainable within current budgets Multiplier effect of reducing network	Policy and Root and Branch Review	Likely/ Major (High)	Treat	Regular liaison meetings with local bus operators Review industry costs to determine future trends Tenders based on known need	Likely/ Moderate (High)	Lead Officer	Lead Officer

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
R09	Loss of Staff	Loss of Lead Officer	Operational management of SWestrans is compromised	Interim arrangements would be put in place pending appointment of replacement	Possible/ Major (High)	Treat	Identify where interim responsibility lies in partnership with DGC Succession planning	Possible/ Moderate (Medium)	SWestrans Board	Claire Rogerson
		Loss of Policy and Projects Officers	Lack of resource to fulfil SWestrans functions	Initiate recruitment to replace	Possible/ Moderate (Medium)	Tolerate	Lead Officer will assume interim responsibility	Possible/ Moderate (Medium)	Lead Officer	Lead Officer
R10	Procurement	Failure to comply with procurement regulations	SWestrans is exposed to potentially costly litigation	Procurement advice and support is provided by DGC	Almost Impossible/ Severe (Medium)	Tolerate		Almost Impossible/ Severe (Medium)	Lead Officer	Lead Officer
R11	Contract Disputes	Contracts are poorly drafted	Disputes with contractors and potentially costly litigation	Contract law advice and support is provided by DGC	Almost Impossible/ Major (Medium)	Tolerate		Almost Impossible/ Minor (Low)	Lead Officer	Lead Officer
R12	Third Party Liabilities	Legal action is brought against SWestrans by third parties for any reason	Potentially costly litigation	Potential liabilities are transferred to other bodies wherever possible Legal advice and	Unlikely/ Major (Medium)	Treat	Ensure insurance cover is adequate	Unlikely/ Minor (Low)	Lead Officer	Lead Officer

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
				support is provided by DGC						
R13	Lack of bus operators and drivers	Can lead to monopoly of the market and operators prices high due to lack of competition and bus drivers	Contract not sustainable as too costly	Ensure good relations with all local bus companies	Likely/ Major (High)	Treat	Regular liaison meetings with local bus operators to Identify areas of concern

Annual review of local market conditions | Likely/ Minor (Medium) | Lead Officer | Lead Officer |
| R14 | Withdrawal of DGC governance and financial support | DGC no longer supports the work of SWestrans so have to procure services from other sources | Risk in interim period from withdrawal to appointment of staff or new providers

Potential high cost of this | Ensure continued good relations with DGC by informing of the work of SWestrans | Unlikely/ Minor (Low) | Tolerate | | Unlikely/ Minor (Low) | Lead Officer | Lead Officer |
| R15 | Cyber Crime | Cyber-attack on digital systems which results in compromised security, reduced | Risk of system failure and impaired organisational function

Potential data | SWestrans digital systems are owned and managed by DGC

SWestrans receive regular | Possible/ Major (High) | Treat | Regular liaison with DGC's Business and Technology Solutions team operators to identify areas of | Possible / Moderate (Medium) | Lead Officer | Lead Officer |

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
		business resilience and increased opportunity for fraud	breach	communication/ advice from the Scottish Government's Cyber Resilience Unit			concern, risk and raise staff awareness of possible threats			
R16	Data Protection	Failure to comply with data protection regulations	SWestrans is exposed to potentially costly litigation Reputational risk	Data protection advice and support is provided by DGC	Possible/ Moderate (Medium)	Treat	Staff training and awareness Full review of business procedures Full regulation compliance including a review of GDPR requirements	Unlikely/ Moderate (Medium)	Lead Officer	Policy Officers
R17	The United Kingdom's exit from the European Union (Brexit)	Impact on local, regional and national transport networks	Disruption to transport networks Additional costs through reduced access to necessary operational elements (fuel, parts etc)	Ensure continued participation with DGC and other CPP to understand and mitigate any Brexit impacts	Likely/ Moderate (High)	Treat	Regular liaison meetings with DGC and partners to identify of areas of concern	Likely / Minor (Medium)	Lead Officer	Lead Officer

APPENDIX 1

Code	Risk Title	Risk Description	Potential Effect	Internal Controls	Current Risk Rating	Approach	Related Actions	Target Risk Rating	Managed By	Assigned To
R18	Covid-19	Impact of Covid-19 on the work of SWestrans and the effect on public transport network	Disruption to transport network. Disruption to staff availability. Failure to provide socially necessary transport to the most vulnerable in our communities	Liaise with partners and stakeholders to minimise potential impact	Likely/ Major (High)	Treat	Identify areas of concern at earliest opportunity	Possible/ Minor (Medium)	Lead Officer	Lead Officer

7

PUBLIC SOCIAL PARTNERSHIP UPDATE

1.   Reason for Report
To update Members of the Board on the progress of the Community Transport Public Social Partnership.

2.   Background
2.1   At the Board meeting on 29 January 2021, the Board received an update on the Public Social Partnership (PSP) for Community Transport.

2.2   The pilot projects developed within the PSP are around three work streams:
- Work Stream 1 – Transport Service Developments.
- Work Stream 2 – Health and Social Care Transport Solutions.
- Work Stream 3 – Capability/Capacity Building of Community Transport operators.

3.   Key Points
3.1   The specific aims of the PSP are to develop a genuine and lasting partnership to support the remodeling of the Commissioners services, and to build the capacity of the Community Transport sector to be able to deliver these services in the future. The Commissioners under the PSP are Dumfries and Galloway Council, NHS Dumfries and Galloway and SWestrans who engage with third sector organisations to work on the three work streams highlighted in paragraph 2.2.

3.2   Engagement with a wide range of third sector organisations ensures that their voices are central to the planning and delivery of the PSP, and that third sector organisations can meaningfully participate in the remodelling and development of innovative, integrated and flexible transport solutions.

3.3   PSP delivery, through the piloting of identified solutions, requires a co-production model involving stakeholders, providers and Commissioners in the design of the service. Partners have sufficient trust between them to be able to review the service critically and make changes if necessary. Forming the partnership is an ongoing process, which should ideally continue beyond the delivery of a service and become embedded in the strategy of partner organisations.

4.   Progress throughout 2021/22
4.1   The progress to date in delivering the PSP has resulted in:
- Securing funding from South of Scotland Enterprise (SOSE) that will enable the purchase of an electric accessible people carrier, scheduling software and the employability pathway project development.
- The continuation of the two Health Transport volunteer car schemes operated by Annandale Community Transport Services (ACTS) and Galloway Community Transport (GCT). Despite the impact of COVID19 there continues to be a growing demand for these services. Building on the success of this

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there is on-going development to expand the service in the Nithsdale area working with the local community transport operators.

- The establishment of an Employability Pathway Project. This project builds on the initial successful D1 training pilot project that was delivered by the PSP. The programme will develop a model for unemployed people, particularly young people, to gain skills, qualifications, and employment in the transport industry. The recruitment of an Employability Officer is underway to assist in taking the project forward.
- The PSP fed into the new model for sustainable public transport development where it is envisaged that community transport will play an important role.
- On-going support to the members of the community transport network.
- Review of community transport fleet. Working with 5 of the community transport operators to undertake a review of the current fleet that will inform what is required to transition to low carbon. The review is being undertaken by Energy Saving Trust Scotland.
- COVID19 has had an impact on being able to take forward the development of the Transport Hub with NHS Dumfries and Galloway. Discussions are on-going with key stakeholders to scope out the best way forward for the hub development.
- With the support of SOSE, work continues in developing and establishing a new community transport social enterprise.
- Ongoing delivery of the 517 Borgue to Kirkcudbright local bus service operated by GCT.

4.2 The Community Transport PSP model will be a critical building block of the new model of sustainable public transport that is being developed from Dumfries and Galloway Council's Transformation Programme (Public Transport and Travel). This new model will not succeed without a sustainable and engaged Community Transport sector as a key delivery partner for all services.

5. Implications	
Financial	The development of new and innovative transport solutions will allow strained finances to be appropriately targeted.
Policy	SWestrans has a statutory duty to determine the policy for, and provision of, socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS. Community solutions based on identified need will be a part of developing policy for socially necessary services.
Equalities	Local bus service reduction disproportionately disadvantages bus users with protected characteristics. The development of solutions through the PSP seek to ensure those with protected characteristics are prioritised.
Climate Change	Shared transport service provision can have a positive impact on climate change objectives

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Risk Management	Local transport provision relates to a number of known risks: R02 – Public Image R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

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6.   Recommendation

Members of the Board are asked to note the progress of the Community Transport PSP throughout 2021/22 as highlighted in section 4 of the report.

Report Author: Kirsty Dunsmore Tel: 07734 073391 Date of Report: 14 January 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

STRATEGIC TRANSPORT UPDATE

1.   Reason for Report
To update the Board on the second Strategic Transport Projects Review (STPR2).

2.   Background
2.1   At the Board meeting on 20 September 2019, the Board agreed a response to the Draft Report 'South West Scotland Transport Study Initial Appraisal: Case for Change'.

2.2   The Final Report 'South West Scotland Transport Study Initial Appraisal: Case for Change' was published on 28 January 2020.

2.3   On 27 February 2020, Transport Scotland published a national report and a series of eight draft Case for Change Reports for the STPR2.

2.4   At its meeting on 29 September 2020, the Board received an update on STPR2 including advice that Transport Scotland intended to take a phased approach to STPR2, with Phase 1 reporting along the original planned timescales and focusing on recommendations which "lock in", in transport terms, the positive benefits and travel behaviors of individuals and provide a step change in investment which supports the priorities and outcomes of the NTS2. Phase 2, which will complete the review, was to report later in 2021.

2.5   The STPR2 Phase 1 report and suite of documents was published on 3 February 2021 and the Board agreed a response to the accompanying consultation at its meeting on 26 March 2021.

2.6   The STPR2 Phase 2 report was published on 20 January 2022.

3.   Strategic Transport Projects Review
3.1   The second Strategic Transport Projects Review (STPR2) was a Scotland-wide review of the strategic transport network across all transport modes. The review was undertaken to give Scottish Ministers a programme of potential transport investment opportunities for the period 2022-2042 and inform the next Infrastructure Investment Plan.

South West Scotland Transport Study
3.2   The Final Report 'South West Scotland Transport Study Initial Appraisal: Case for Change' and suite of accompanying documents was a significant piece of work feeding into the STPR2.

3.3   The report presented the context for the appraisal of interventions for the South West of Scotland and 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.

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South West of Scotland Transport Partnership

3.4   The study identified the key transport problems and opportunities in the study area and was undertaken in line with Scottish Transport Appraisal Guidance (STAG). Evidence-based problems 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 were subsequently appraised and packaged.

3.5   Based on detailed data analysis and an extensive public and stakeholder engagement programme, a number of problems were identified around the key themes of:
- Average Journey Times
- Mobility
- Journey Time Reliability
- Connectivity
- Environmental Impact
- Cost
- Safety

3.6   The multi-modal problems identified through these exercises were subsequently 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.

3.7   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.

3.8   The recommended options that were taken forward for further assessment 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.

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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).

4.   Strategic Transport Projects Review – Phase 2

4.1   The STPR2 Phase 2 draft recommendations and accompanying reports were published on 20 January 2022 and will be the subject of a formal consultation which closes on 15 April 2022. The Strategic Transport Projects Review - Summary Report is attached as the **Appendix**, the full suite of documents and further details about the consultation can be found at https://www.transport.gov.scot/STPR2.

4.2   STPR2 makes 45 recommendations that focus investment on sustainable transport options grouped under 6 themes:

- Improving Active Travel
- Influencing travel choices and behaviours
- Enhancing access to affordable public transport
- Decarbonising transport
- Increasing safety and resilience on the strategic transport network
- Strengthening strategic connections

4.3   The report states that the principal benefit of developing a series of recommendations across the whole country is that it maintains an element of consistency. However, these overall recommendations then need to be tailored to respond to regional problems and opportunities.

4.4   STPR2 presents the Strategic Business Case for the 45 recommendations. There is limited detail, at this stage, on individual projects that will be delivered as part of these recommendations as these will be further developed following this consultation stage to provide more detailed business cases to inform the investment decision making process. As this development and business case work progresses, projects may become Scottish Government commitments with funding and a delivery programme. It may also be determined that a recommendation is not a priority for investment or that it is of high priority.

4.5   Given the short period between the release of the STPR2 report on 20 January 2022 and the publication deadline of 21 January 2022 for today's Board papers, a brief summary of the content and its implications for our region is provided in the following paragraphs rather than a detailed analysis.

4.6   **Recommendation 40: Access to Stranraer and the ports at Cairnryan** is specific to our region and the Ayrshire and Arran region. STPR2 recommends that safety, resilience and reliability improvements are made on the A75 and A77 strategic road corridors, in turn supporting placemaking opportunities. This would include, but is not limited to enhancing overtaking opportunities, widening or realigning carriageways and improving junctions. To encourage greater use of public transport and enable regeneration activities, consideration would also be given to upgrading or relocating the railway station in Stranraer. These would provide more resilient connections to the draft Fourth National Planning Framework (NPF4) national developments at Stranraer Gateway, Chapelcross Power Station Redevelopment and the ports at Cairnryan.

4.7   Four other recommendations are highlighted as being of particular benefit for our region, these with their recommendations are:

- **Recommendation 18: Supporting integrated journeys at ferry terminals** - a detailed review of key ferry terminals to consider the improvements in timetable information, signing, ticketing and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals.
- **Recommendation 23: Smart, integrated public transport ticketing** – continuing with the support and ongoing delivery of fully integrated smart ticketing and payment services across all public transport, to increase demand and encourage active travel. This recommendation supports the delivery of the objectives within the 2019 Transport (Scotland) Act, and subsequent workstreams, which aims to establish a National Smart Ticketing Advisory Board and set a technological standard for smart ticketing.
- **Recommendation 44: Rail freight terminals and facilities** - that Transport Scotland supports industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/ hubs to confirm how to meet long-term mode shift requirements.
- **Recommendation 45: High speed and cross border rail enhancements** - that Transport Scotland continues to work closely with the UK Government to take forward a programme of infrastructure on-line and off-line upgrades targeted at longer-distance cross-border routes. These will provide higher speed passenger services and increased capacity and reliability for freight.

4.8   A further 28 recommendations are considered to provide benefits across most parts of Scotland, including Dumfries and Galloway, they are recommendations: 1, 3, 4, 5, 6, 7, 8, 9, 10, 14, 19, 20, 21, 22, 23, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37 and 38. These along with the 5 recommendations highlighted in paragraphs 4.6 and 4.7 have the potential to take forward the majority of packages identified in the South West Scotland Transport Study.

4.9   However, initial reading of the report and its accompanying suite of documents would suggest that 'New Rail Stations' and 'New Rail Lines', although taken forward at the Case for Change stage, have not successfully progressed through the subsequent STAG appraisal stages. The document 'appendix-g-case-for-change-groupings-related-to-recommendations-draft-technical-report-stpr2' indicates both 'New Rail Stations' and 'New Rail Lines' do not form

recommendations in STPR2. However, elements may be appropriate to be taken forward at a regional or local level in accordance with the relevant railway processes.

4.10   If this is the case, it will be extremely disappointing given that SWestrans along with our partners in the Beattock, Eastriggs and Thornhill Rail Actions Groups expended significant effort and funding to develop a Strategic Business Case (STAG appraisals) for the possible reopening of each station.

4.11   The Strategic Business Cases were submitted to Transport Scotland, in line with the relevant railway processes, following a decision at the September 2019 Board meeting. SWestrans was subsequently informed that they would not be considered through those processes as 'New Rail Stations' were being progressed through STPR2. Officers are seeking clarity from Transport Scotland on the position of new rail stations within STPR2 and the current position of the three STAG appraisals.

4.12   A consultation comments form is available online for completion by 15 April 2022. Officers will draft a full response for consideration at the March 2022 Board meeting.

5. Implications	
Financial	There are no direct financial implications from the report. However, all publications referred to within the paper do present funding opportunities for our region.
Policy	STPR2 will inform the new SWestrans RTS which will be required to align our regional delivery to the national vision, policies and outcomes.
Equalities	There are no direct equalities implications. Any future policy change may have equalities implications which will be monitored.
Climate Change	Any major infrastructure investment associated with STPR2 will require to consider how it impacts on climate action, how it adapts to the effects of climate change, how it helps deliver a net-zero target and how it will promote greener, cleaner choices.
Risk Management	The Risk Register will be updated as required to mitigate any risk to SWestrans as STPR2 progresses.

6. Recommendation
Members of the Board are asked to note the publication of the second Strategic Transport Projects Review (STPR2) and that a full response to the consultation will be drafted for consideration at the March 2022 Board meeting.

Douglas Kirkpatrick - Report Authors Date of Report: 21 January 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park, Dumfries, DG2 8PN

Appendix - Strategic Transport Projects Review Summary Report.

STRATEGIC **TRANSPORT** PROJECTS REVIEW
PROTECTING OUR CLIMATE AND IMPROVING LIVES

SUMMARY REPORT

Jacobs AECOM

Contents

We all know the vital role that transport plays in our daily lives. Our transport networks help us to access education, jobs, and healthcare and are a vital link in the chain that supplies our goods and services.

Transport is in a period of change. Through the pandemic we have all thought more about how we move around, and in many cases, we have made changes. That has meant more working from home, an emphasis on local walking and cycling trips, and significant changes for our public transport networks. We are also in a period of longer term change as technology in particular revolutionises how we live, work and play, and is helping transform our cars, buses and trains to a decarbonised fleet.

The second National Transport Strategy (NTS2) is a strategy for change. It recognises the key role that transport has in reducing inequalities, delivering inclusive economic growth, improving our health and wellbeing, and tackling the climate emergency. At the heart of the Strategy is the recognition that

we need to deliver a step-change in behaviour and provide attractive, affordable, accessible and sustainable travel options. The actions to take forward the NTS2 are outlined in the annual delivery plan.

Reducing our carbon emissions to net zero by 2045, a key part of the Scottish Government's policy to address the global climate emergency, will require significant changes to the transport choices we all make as well as the transport network and options that influence our decision making. Recognising this, the Scottish Government has committed to reducing car kilometres by 20 per cent by 2030, and recently published the Route Map outlining the actions that will be taken to achieve this acknowledging that technological advances will not be enough to achieve this on their own.

A core part of the delivery plan is the second Strategic Transport Projects Review (STPR2). The outcomes from this three year review address the challenges outlined above by identifying how and where we should make changes to our

transport networks that will encourage more of our:

- shorter everyday trips to be made by walking, wheeling and cycling;
- short to medium-length trips to be made by public transport;
- longer trips to be made by public transport and low emission vehicles.

These choices are built on the foundation of the sustainable investment hierarchy from NTS2 that focuses us firstly on:

- reducing the need to travel unsustainably, then
- maintaining and safely operating existing assets, then
- making better use of existing capacity, and finally
- targeted infrastructure improvements.

By focusing investment on sustainable transport options for individuals, families, communities and businesses, the STPR2 recommendations will make it easier to access the transport networks and systems that Scotland will need to meet the challenges and changes over the next 20 years.

In 2019, Transport Scotland, the national transport agency of the Scottish Government, commenced the second Strategic Transport Projects Review, the first review having been published in 2008. It will help deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy.

This review of the strategic transport network's performance will inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.

STPR2 considers the transport needs of Scotland's people and communities, and examines active travel (walking, wheeling, cycling), bus, ferry, rail and motorways and trunk roads as well as passenger and freight access to major ports and airports. These needs are reviewed from national and regional perspectives to reflect their different geographies, travel patterns and demands.

Figure 1 STPR2 Regions

- Shetland Islands
- Highlands and Islands
- North East Scotland
- Forth Valley
- Tay Cities
- Argyll and Bute
- Glasgow City Region
- Edinburgh and South East
- Ayrshire and Arran
- Scottish Borders
- South West of Scotland

The objectives of STPR2 are consistent across Scottish Government policy. They cover these topics:

- takes climate action
- addressing inequalities & accessibility
- improving health & wellbeing
- supporting sustainable and inclusive economic growth and
- improving safety & resilience.

By addressing these topics, this ensures that STPR2 recommendations:

- align with relevant Scottish Government policy, delivery and investment plans in order to help achieve their priorities
- help achieve the priorities set out in the National Transport Strategy and its Delivery Plan
- meet the objectives and stated purpose of STPR2.

STPR2 provides an overview of transport investment, mainly infrastructure and other behaviour change recommendations, that are required to deliver the National Transport Strategy priorities and objectives of the Review. In many cases the recommendations build on the individual investment and policy decisions taken in

recent years, but the overall balance of the recommendations reflects the vision, priorities and outcomes of the National Transport Strategy and commitments in its Delivery Plan. Some of the additional transport investments not covered by STPR2 include routine day-to-day motorway and trunk road maintenance and committed improvements; rail network operations, maintenance and renewal; and revenue funding for public transport services.

Within the list of draft recommendations there are no specific priorities, as each component is vital in addressing the complex needs of our nation. Neither are these recommendations the sole responsibility of Transport Scotland to deliver and, indeed, many will rely on working with partners to take forward. However, by including these within STPR2, Transport Scotland has confirmed its commitment to supporting and working in partnership with others to develop and deliver.

STPR2 presents the Strategic Business Case for the recommendations. After this consultation stage, the next stage will be further development of the recommendations, providing more detailed

business cases to inform the investment decision making process. These will inform the Scottish Government's future spending as part of the overall investment programme in transport. Therefore, as development and business case work progresses, projects may become commitments with funding and a delivery programme. Or it may be determined that a recommendation is not a priority for investment or that it is of high priority.

Takes climate action

Addresses inequalities & accessibility

Improves health & wellbeing

Supports sustainable economic growth

Increases safety & resilience

Figure 2 STPR2 Has Five Key Objectives

Key objectives ▼	STPR2 aligns with and supports Scottish Government policies	STPR2 meets the second National Transport Strategy (NTS2) priorities	STPR2 reflects NTS2's Sustainable Investment and Travel Hierarchies	STPR2 meets Transport Planning Objectives to deliver:	STPR2 recommendations meet its stated purpose to:
Takes climate action	**Climate Change Plan Update (2020) & Route Map** target net zero carbon by 2045 and a world leading 20% reduction in car km by 2030	Takes climate action	Reducing the need to travel unsustainably	A sustainable transport system that contributes to zero emissions	Create better connectivity with sustainable, smart, cleaner transport options
Addresses inequalities & accessibility	Delivering a **Just Transition** to net zero in a way that delivers fairness and tackles inequality **Addressing Child Poverty**	Reduces inequalities	Enhances choice and access to active travel and public transport	An inclusive transport system that improves affordability/ accessibility of public transport	Improve accessibility for residents, visitors and business
Improves health & wellbeing	**Cleaner Air For Scotland 2 (2021) & Delivery Plan** – STPR2 recommendations will deliver further air quality improvements	Improves our health & wellbeing	Priority given to walking and wheeling, then cycling	A cohesive transport system that enhances communities as places – supporting health/ wellbeing	Create better connectivity with sustainable, smart, cleaner transport options

Key objectives ▼	STPR2 aligns with and supports Scottish Government policies	STPR2 meets the second National Transport Strategy (NTS2) priorities	STPR2 reflects NTS2's Sustainable Investment and Travel Hierarchies	STPR2 meets Transport Planning Objectives to deliver:	STPR2 recommendations meet its stated purpose to:
Supports sustainable economic growth	**Infrastructure Investment Plan (2021-2026)** – sets the context for future investment in transport to deliver an effective response to the COVID-19 pandemic and climate change. The draft **Fourth National Planning Framework (NPF4)** – presents the opportunity to embed the importance of "place" across land-use planning and transport.	Helps deliver inclusive economic growth	Making better use of existing capacity	An integrated transport system that contributes to sustainable inclusive growth	Enable and sustain economic growth Improve accessibility for residents, visitors and business
Increases safety & resilience	**National Transport Strategy 2** and **Scotland's Road Safety Framework to 2030**	Increase the safety of the transport system and meet casualty reduction targets	Maintain and safely operate existing assets	A reliable and resilient transport system – safe and secure for users	Improve accessibility for residents, visitors and business

The STPR2 process follows Scottish Transport Appraisal Guidance (STAG), an established evidence-based approach to identify problems and opportunities, set transport objectives to address these and generate, sift and appraise options for changes to the transport system.

Participation and engagement with stakeholder groups across the country has been key to informing STPR2 with events and surveys open to the general public at key stages throughout the review. To guide the review in STPR2 regions and support collaborative working, Regional Transport Working Groups have been formed involving local authorities, national park authorities and regional transport partnerships.

Initially, approximately 14,000 collated ideas were reviewed, creating a long-list of 2,800 options. Further collaboration, sifting, consolidation and review led to 1,400 standalone options being grouped into 80 similar types of options for appraisal.

The appraisal criteria considered the objectives and the five STAG criteria to establish the best performing projects. The criteria also take into account risks, uncertainties and other factors such as affordability, deliverability and the wider acceptability of options. These will be important considerations given pressures on public finances.

Figure 3 STPR2 Engagement

20 Regional Option Generation Workshops

10 National Workshops

4 Business Engagement Events

70 Regional Transport Working Group Meetings

10 National Environmental and Equalities Workshops

STPR2 Engagement and Consultation in Numbers

22 Regional Problems and Opportunities Workshops

{300} Organisations Represented

150 Regional Structured Interviews

600 Individual Stakeholders Engaged

394 Responses to Phase 1 and the National Case for Change Chapter Comments forms

3,025 Responses to National Survey

655 Pupils Engaged

{30} Schools' Engagement Sessions

Figure 4

Walking and wheeling

Cycling

Public transport

Taxis & shared transport

Private car

Sustainable travel hierarchy

Sustainable investment hierarchy

Reduces the need to travel unsustainably

Maintaining and safely operating existing assets

Make better use of existing capacity

Targeted infrastructure improvements

The appraisal process for STPR2 also takes account of government policy priorities. For example:

- a check has been implemented to ensure that STPR2 recommendations contribute to delivering the National Transport Strategy 2 (NTS2) priority "Takes Climate Action" and wider net zero carbon emission commitments
- each option considered within STPR2 has been assessed in terms of its position within the NTS2's Sustainable Travel and Investment Hierarchies. These prioritise:

  - walking, wheeling, cycling and public transport ahead of private car trips

  - reducing the need to travel unsustainably before targeted infrastructure measures.

The original scope of STPR2 has also been adapted to consider the COVID-19 pandemic. A Phase 1 report was published in February 2021 focusing on actions that can be taken in the next five years that could help increase sustainable travel and be brought forward to support economic recovery. The final report incorporates and therefore supersedes the Phase 1 recommendations and covers the period from 2022 to 2042. Lasting responses to the COVID-19 pandemic such as increased working from home do, however, create an element of uncertainty with regards to

future travel patterns, but also opportunities for increased use of sustainable travel. The review has recognised this uncertainty and has ensured that there is an element of flexibility and agility to allow specific recommendations to be reviewed or amended as travel patterns become clearer.

A statutory Strategic Environmental Assessment (SEA) ensures the potential impact of transport projects on the environment are considered by STPR2. Impact assessments covering aspects such as equalities, children's wellbeing and island communities have also been undertaken to determine how STPR2 can have a positive impact on groups in society.

Figure 5 STPR2 Development Process Summary

Scottish Government Policy

Various interdependent policies

Form the basis for...

National Transport Strategy 2 (NTS2)

Incorporates Sustainable Investment & Travel Hierarchies 4 key priorities

Basis for...

STPR2 purpose

Whole of Scotland strategic level transport review

Informs...

Transport Planning Objectives

5 Key Objectives

STPR2 process is based on...

Scottish Transport Appraisal Guidance (STAG)

Evidence-based approach to setting objectives and undertaking appraisal

Extensive consultation informed objectives/options development – Assessment criteria adapted to reflect Scottish Government policy and NTS2

STPR2 Phase 1 Recommendations (Feb 2021)

Short-medium term – to support COVID recovery

STPR2 Full Report (Draft)

Phase 2 Recommendations Medium to long-term – national and regional recommendations

+ Phase 1 Update (Jan 2022)

Strategic Environmental Assessment (SEA)

Plus other impact assessments

CONSULTATION (12 weeks)

Evaluation of feedback

STPR2 REPORT (publication)

Basis for development of **Delivery Plan**

STPR2 recommendations are grouped under six themes:

- improving active travel infrastructure
- influencing travel choices and behaviours
- enhancing access to affordable public transport
- decarbonising transport
- increasing safety and resilience on the strategic transport network
- strengthening strategic connections.

Summaries of each theme and related recommendations are provided in the remainder of this report. Figure 6 gives a snapshot of the benefits related to the recommendations. Further details are available on:

transport.gov.scot/stpr2/

The principal benefit of developing a series of recommendations across the whole country is that it maintains an element of consistency (i.e. the same general recommendation is developed for the same problem/opportunity in multiple locations).

However, these overall recommendations then need to be tailored to respond to the regional problems and opportunities identified in particular parts of the country.

This has been achieved by developing a series of regional packages that incorporate the 45 recommendations.

Figure 6 Recommendations and Key Benefits

Key themes and recommendations	Protecting our Climate and Improving Lives									
STPR2 objectives ▶	Net-Zero Emissions		Affordable and Accessible Public Transport		Places, Health and Wellbeing		Sustainable Inclusive Growth		Safe and Resilient	
	Benefits to Individuals, Communities and Organisations									
	More green transport options	Less pollution	More choice	Easier access	Better community environments	More healthier options	Access to key services and jobs	Connections to key markets	Safer travel	More reliable journeys
Improving active travel infrastructure	✔	✔	✔	✔	✔	✔	✔		✔	✔
(1) Connected neighbourhoods	✔	✔	✔	✔	✔	✔	✔		✔	✔
(2) Active freeways	✔	✔	✔		✔	✔	✔		✔	✔
(3) Village-town active travel connections	✔	✔	✔	✔	✔	✔	✔		✔	✔
(4) Connecting towns by active travel	✔	✔	✔	✔	✔	✔	✔		✔	✔
(5) Long distance active travel network	✔	✔			✔	✔	✔		✔	
Influencing travel choices and behaviours	✔	✔	✔	✔	✔	✔	✔		✔	✔
(6) Behaviour change initiatives	✔	✔	✔		✔	✔				✔
(7) Changing road user behaviour		✔			✔				✔	✔
(8) Increasing active travel to school	✔	✔		✔	✔	✔	✔		✔	✔
(9) Improving access to bikes	✔	✔			✔	✔				
(10) Expansion of 20mph limits and zones		✔		✔	✔	✔			✔	

STPR2 objectives ▶	Protecting our Climate and Improving Lives				
	Net-Zero Emissions	Affordable and Accessible Public Transport	Places, Health and Wellbeing	Sustainable Inclusive Growth	Safe and Resilient

Key themes and recommendations ▼	Benefits to Individuals, Communities and Organisations									
	More green transport options	Less pollution	More choice	Easier access	Better community environments	More healthier options	Access to key services and jobs	Connections to key markets	Safer travel	More reliable journeys
Enhancing access to affordable public transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
(11) Clyde Metro	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
(12) Edinburgh & South East Scotland Mass Transit	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
(13) Aberdeen Rapid Transit	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
(14) Provision of strategic bus priority measures	✓	✓		✓	✓	✓	✓	✓		✓
(15) Highland Mainline rail corridor enhancements	✓	✓	✓			✓	✓	✓	✓	✓
(16) Perth-Dundee-Aberdeen rail corridor enhancements	✓	✓	✓			✓	✓	✓	✓	✓
(17) Edinburgh/Glasgow–Perth/Dundee rail corridor enhancements	✓	✓	✓			✓	✓	✓	✓	✓
(18) Supporting integrated journeys at ferry terminals	✓	✓	✓	✓	✓	✓	✓	✓		✓
(19) Infrastructure to provide access for all at railway stations	✓		✓	✓	✓		✓		✓	

Recommendations

STPR2 objectives ▶	Protecting our Climate and Improving Lives				
	Net-Zero Emissions	Affordable and Accessible Public Transport	Places, Health and Wellbeing	Sustainable Inclusive Growth	Safe and Resilient

Key themes and recommendations ▼	Benefits to Individuals, Communities and Organisations									
	More green transport options	Less pollution	More choice	Easier access	Better community environments	More healthier options	Access to key services and jobs	Connections to key markets	Safer travel	More reliable journeys
(20) Investment in DRT and MaaS	✓	✓	✓		✓	✓	✓			
(21) Improved public transport passenger interchange facilities	✓	✓	✓	✓	✓	✓	✓	✓	✓	
(22) Framework for delivery of mobility hubs	✓	✓	✓	✓	✓	✓	✓		✓	
(23) Smart, integrated public transport ticketing	✓		✓	✓		✓	✓			
Decarbonising transport	✓	✓		✓	✓	✓		✓		
(24) Ferry vessel renewal and replacement and progressive decarbonisation	✓	✓		✓	✓	✓	✓	✓		✓
(25) Rail decarbonisation	✓	✓		✓	✓	✓				
(26) Decarbonisation of bus network	✓	✓		✓	✓	✓				
(27) Behaviour change and modal shift for freight	✓	✓			✓	✓		✓		✓
(28) Zero emissions vehicles and infrastructure transition	✓	✓			✓	✓				

Recommendations

STPR2 objectives ▶	Protecting our Climate and Improving Lives									
	Net-Zero Emissions		Affordable and Accessible Public Transport		Places, Health and Wellbeing		Sustainable Inclusive Growth		Safe and Resilient	
Key themes and recommendations ▼	Benefits to Individuals, Communities and Organisations									
	More green transport options	Less pollution	More choice	Easier access	Better community environments	More healthier options	Access to key services and jobs	Connections to key markets	Safer travel	More reliable journeys
Increasing safety and resilience on the strategic transport network	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
(29) Access to Argyll A83		✓					✓	✓	✓	✓
(30) Trunk road and motorway safety Improvements					✓		✓	✓	✓	✓
(31) Trunk road and motorway climate change adaptation and resilience							✓	✓	✓	✓
(32) Trunk road and motorway renewal for reliability, resilience and safety					✓		✓	✓	✓	✓
(33, 34, 35) Enhancing Intelligent Transport Systems		✓	✓		✓		✓	✓	✓	✓
(36) Strategy for improving rest and welfare facilities for hauliers					✓		✓	✓	✓	

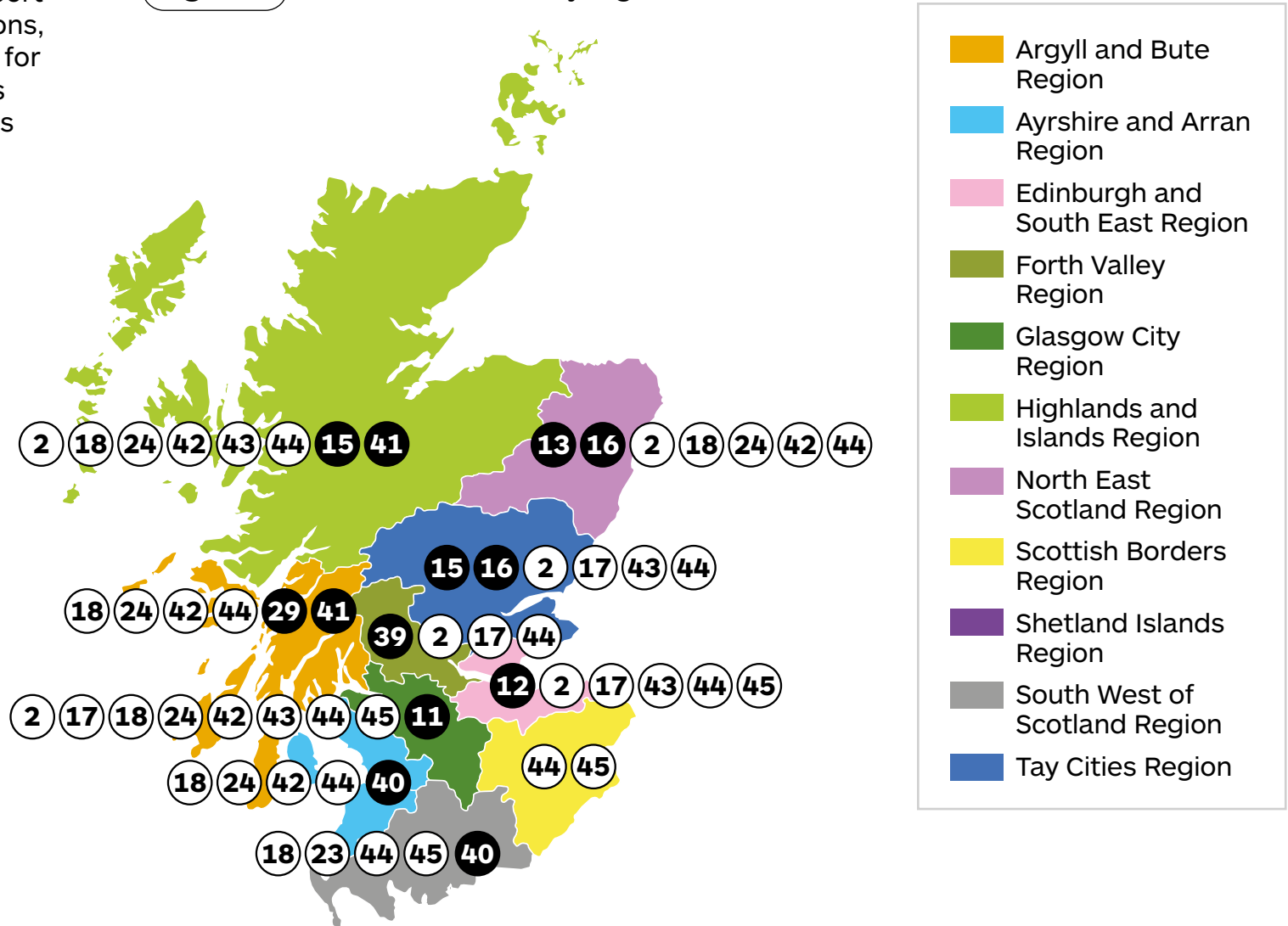| STPR2 objectives ▶	Protecting our Climate and Improving Lives									
	Net-Zero Emissions		Affordable and Accessible Public Transport		Places, Health and Wellbeing		Sustainable Inclusive Growth		Safe and Resilient	
Key themes and recommendations ▼	Benefits to Individuals, Communities and Organisations									
	More green transport options	Less pollution	More choice	Easier access	Better community environments	More healthier options	Access to key services and jobs	Connections to key markets	Safer travel	More reliable journeys
(37) Improving active travel on trunk roads through communities	✓	✓		✓	✓	✓			✓	
(38) Speed management plan		✓			✓		✓		✓	✓
Strengthen strategic connections	✓	✓	✓		✓	✓	✓	✓	✓	✓
(39) Sustainable access to Grangemouth Investment Zone	✓	✓	✓	✓	✓	✓	✓	✓		✓
(40) Access to Stranraer and ports at Cairnryan	✓			✓	✓		✓	✓	✓	✓
(41) Potential fixed links in Outer Hebrides and Mull				✓			✓	✓		✓
(42) Investment in port infrastructure	✓	✓		✓	✓		✓	✓		
(43) Major station masterplans				✓	✓	✓	✓	✓	✓	
(44) Rail freight terminals and facilities	✓	✓					✓	✓	✓	✓
(45) High speed and cross border rail enhancements	✓	✓	✓			✓	✓	✓	✓	✓

This draft report makes 45 recommendations that focus investment on sustainable transport options. Of those recommendations, the following 28 provide benefits for individuals, families, communities and businesses across most parts of Scotland:

(1) (3) (4) (5) (6) (7) (8)

(9) (10) (14) (19) (20) (21) (22)

(23) (25) (26) (27) (28) (30) (31)

(32) (33) (34) (35) (36) (37) (38)

A further 17 recommendations provide benefits in a number of regions. The regional map in Figure 7 highlights recommendations that:

● are specific to one or two regions

○ are general but will have particular benefit for certain regions.

Figure 7 Recommendations by region

Legend:
- Argyll and Bute Region
- Ayrshire and Arran Region
- Edinburgh and South East Region
- Forth Valley Region
- Glasgow City Region
- Highlands and Islands Region
- North East Scotland Region
- Scottish Borders Region
- Shetland Islands Region
- South West of Scotland Region
- Tay Cities Region

Improving active travel infractructure

Encouraging more people to walk, wheel and cycle more often:

■ cuts carbon emissions
■ reduces inequalities by improving access to jobs, services and leisure
■ delivers more pleasant communities
■ improves health
■ supports sustainable economic growth.

Better active travel routes create particular opportunities for people vulnerable to social exclusion such as disabled, young and older people, and those without access to a car.

Three STPR2 recommendations; village-town active travel connections **(3)**, connecting towns by active travel **(4)** and long-distance active travel network **(5)**, would combine to provide a high quality, safe nationwide active travel network connecting Scotland's communities. These would integrate with existing networks including the National Cycle Network and provide links into urban areas via the STPR2 recommendations of connected neighbourhoods **(1)** and active freeways **(2)**.

To be effective, implementation of these STPR2 recommendations would require a partnership approach, principally with the local authorities and Regional Transport Partnerships.

❶ Connected neighbourhoods

20-minute neighbourhoods are a method of achieving connected and more accessible neighbourhoods designed in such a way that as many people as possible can meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home. Creating a fairer allocation of space for pedestrians and cyclists is a key principle in developing 20-minute neighbourhoods. Connected neighbourhoods would encourage walking, wheeling and cycling for short everyday journeys by creating safer, more attractive routes that better connect communities to services in our towns and cities.

There would be particular benefits for people that are often excluded from transport, including young and older people and those without access to a car.

STPR2 recommends delivering connected neighbourhoods which are the transport components of 20 minute neighbourhoods within towns and cities. This would consist of packages of improvements to active travel infrastructure in and around town and neighbourhood centres, for example, to footways, road crossings, route surfacing, lighting and street furniture.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

2 Active freeways and cycle parking hubs

Active freeways would encourage more people to walk, wheel and cycle more often by providing high-quality direct active travel routes, segregated from traffic, on busy corridors in large urban areas. To cater for the increased demand, high-quality, secure cycle parking hubs could be provided. By improving safety, active freeways would help to address fear of road danger, the biggest single barrier to increasing such active travel.

STPR2 recommends development of active freeways on high-demand corridors in Scotland's large urban areas, with priority given initially to the larger cities. Comprehensive networks of active freeways would connect outlying neighbourhoods to city or town centres and to key services and popular destinations. Improved local routes such as those provided by connected neighbourhoods, would allow people to readily access active freeways from their homes, schools and workplaces.

3 Village-town active travel connections
4 Connecting towns by active travel
5 Long-distance active travel network

These recommendations would combine to provide a nationwide network connecting Scotland's communities for people walking, wheeling and cycling. They would also link with other active travel networks to provide good connections into towns and cities.

Providing high quality, safer and more convenient routes would encourage more walking, wheeling and cycling. A key factor is addressing safety fears through effective segregation from traffic, only making use of on-road routes if they are quiet and have low traffic speed limits.

STPR2 recommends developing the long-distance active travel network to connect Scotland's cities and regions. This would enhance the National Cycle Network.

Connecting towns active travel links would be provided between settlements that are relatively close to each other, and where there is good opportunity for switching from travel by car (and where the connections are not made by the long-distance network). Village-town active travel connections would be developed to support more rural journeys by active modes, encouraging a switch from short rural car trips, and allowing people to benefit from improved access to local goods and services.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

Influencing travel choices and behaviours

6 Behaviour change initiatives

The recommendations in this theme focus on influencing people to make healthier, more sustainable and safer travel choices. Some – behaviour change initiatives **(6)**, increasing active travel to school **(8)**, and increasing access to bikes **(9)** – seek to encourage and enable more people to make use of active modes and public transport. As well as delivering benefits in their own right, these recommendations will also improve the value provided by other STPR2 recommendations by enabling more people to make use of the infrastructure that they provide.

Other recommendations in this theme – changing road user behaviour **(7)**, and expansion of 20mph limits and zones **(10)** – seek to improve road safety by reducing traffic speeds and promoting more responsible road use. These will not only generate benefits of fewer accidents, but also help overcome perceptions of road danger, which can be a key barrier to use of active modes.

To be effective, implementation of these STPR2 recommendations would require a partnership approach between the many public, private and community organisations involved in delivering changes in travel choices and behaviours.

Encouraging more people to make active and sustainable transport choices (walk, wheel, cycle, and take public transport) more often would have significant health, inclusion and environmental benefits, especially if the options being promoted are high quality and relevant to the individual.

STPR2 recommends building on existing programmes to deliver local, regional and national initiatives that raise awareness of sustainable transport options and encourage individuals to make the most appropriate transport choices for their journeys.

These would include providing information, promotional activities, incentives and community events to encourage and enable use of active and sustainable modes. These initiatives can play a key role in raising awareness of new infrastructure and services, including those delivered by other STPR2 recommendations.

Meets key objectives:

Climate   Accessibility   Health   Safety

7 Changing road user behaviour

Ensuring all road users understand their road safety responsibilities can increase the respect between them. This results in more responsible behaviour which, combined with speed enforcement, leads to fewer road casualties.

Improving safety is particularly important given other STPR2 recommendations which seek to encourage an increase in people walking, wheeling and cycling, and provide a safer environment for all road users.

STPR2 recommends implementation of speed enforcement technology and national road safety behaviour change campaigns, education and training initiatives. These would reduce road casualties and help to deliver the outcomes of Scotland's Road Safety Framework to 2030.

Meets key objectives:

Climate   Health   Safety

8 Increasing active travel to school

Increasing walking, wheeling and cycling to school leads to health and wellbeing benefits for young people and their family groups/carers. This can help create healthy active travel habits for life.

The car journey to school, however, continues to be a major contributor to traffic levels. Rates of walking to school in Scotland have been steadily declining over the past decade, only partly offset by increases in scooting and cycling.

Research indicates that safer routes and slower traffic speeds are the main improvements that would encourage more walking, wheeling and cycling to school.

STPR2 recommends improved and safer walking, wheeling and cycling routes to primary and secondary schools, accompanied by measures to reduce traffic congestion, volumes and speeds in the vicinity of schools. Where schools are in or close to neighbourhood centres, improvements would be planned jointly with connected neighbourhoods **(1)**. STPR2 also recommends campaigns to promote better driver behaviour around schools, and to provide encouragement for pupils and their families to travel safely and actively.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

9 Improving access to bikes

Many people do not own or have access to a bike. Only one-third of Scottish households have access to one or more cycles. Although the cost of a bike and associated accessories – such as lights, locks and helmets – can be fairly low, it is still significant for many people, especially families or people who need more specialist cycles. There is also often a lack of access to training or support that would give people the necessary confidence and skills to cycle.

As such, providing access to bikes, training and support would play a key role in enabling more people to cycle. In addition to health, environmental and accessibility benefits, this would also help make the most of investment in cycle routes. Those that could most benefit from the opportunities that cycling provides include young people, women, older people, disabled people, individuals with health problems and people from more deprived communities.

STPR2 recommends building on existing successful programmes and the work of established support groups to provide bikes, accessories and training to more people across Scotland. Support would also be provided for walking and wheeling where these are more appropriate. Particular focus would be given to people living in deprived communities, many of whom could substantially benefit from the opportunities that cycling (as well as walking and wheeling) provides.

Meets key objectives:

Climate   Health

10 Expansion of 20mph limits and zones

Introducing more 20mph speed limits and zones in cities, towns and villages can reduce speeding traffic, making streets safer.

Evidence indicates that road casualty rates fall with the introduction of 20mph zones, and that accident survival rates are up to five times higher when a pedestrian is hit by a car driving at 20mph compared to 30mph. Safer environments can encourage more people to walk, wheel and cycle more often.

Lower speeds also increase the safety of people travelling in vehicles.

STPR2 recommends supporting the Scottish Government's 20mph Task Group by scaling up current local programmes and initiatives to provide new or expanded 20mph limits and zones on appropriate roads in cities, towns and villages across Scotland.

Accompanying road safety campaigns would encourage better driver behaviour in 20mph zones.

Meets key objectives:

Climate   Accessibility   Health   Safety

Enhancing access to affordable public transport

For many people, having access to affordable and reliable public transport is necessary, as it allows them to access jobs and key services. This applies to those living in rural areas as well as our towns and cities. Investment in the necessary infrastructure would encourage greater use of public transport, which in turn would result in a reduction of car-based trips and associated emissions.

Addressing the differing needs of the population requires a suite of packages that recognise the particular challenges and barriers to those travelling by public transport. This includes improvements to transport stations and interchanges **(18, 19, 21, 22)**, and developing suitable smart integrated ticketing and payment schemes **(23)** to enhance the overall accessibility and affordability of services.

Complementing these are a range of measures that deal with more heavily populated regions. These include recommendations where mass transit can provide a transformational change in the service provision **(11, 12, 13)**, and focusing on strategic routes and or corridors where bus and rail provide the most effective service **(14, 15, 16, 17)**. In addition, the bespoke options can reflect the particular needs of the less densely populated communities, through an expansion of Demand Responsive Transport and Mobility as a Service **(20)**.

11 Clyde Metro

A metro transport system that transforms connectivity in the Glasgow City Region up to around 15km from the city centre would target areas where connections are currently poor, including places where there is deprivation. Metro transport systems include one of or a combination of bus rapid transit, light rail and metro rail. These options would complement the service provided by traditional railways and may include the conversion from existing railways to light rail or metro rail.

Improving access across the city region supports Scottish Government policies aimed at tackling deprivation and health issues. Connecting Clyde Metro with active travel and existing transport networks would remove shorter distance trips from the heavy rail network and free up additional rail capacity for longer journeys. The system would help to deliver environmental benefits and improve public transport journey times and journey time reliability, making sustainable travel options more attractive.

STPR2 Recommends that Transport Scotland continues to work with Glasgow City Council, Strathclyde Partnership for Transport and other regional partners on developing the business cases and delivery plan for Clyde Metro.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

12 Edinburgh & South East Scotland Mass Transit

A mass transit system for the region would provide more public transport options for cross boundary travel, reducing the need to change between services. This would improve region wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would focus on key corridors of demand as well as where congestion impacts on bus services and where the public transport offer is more limited, including targeting more disadvantaged areas where there can be greater dependence on public transport.

The system would help to deliver environmental benefits and improve public transport journey times and journey time reliability, making sustainable travel options more attractive.

STPR2 recommends that Transport Scotland works with regional partners to develop and enhance the cross-boundary public transport system for the Edinburgh and South East Scotland region, potentially comprising tram and bus-based transit modes including Bus Rapid Transit (BRT). This would complement and integrate with the region's current bus, tram and heavy rail networks, to provide improved connectivity between Edinburgh and the surrounding communities in the region, as well as more direct connections between communities outside Edinburgh.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

13 Aberdeen Rapid Transit

A bus based rapid transit system for the region would provide a more competitive and efficient public transport into and around the Aberdeen City region. This would improve region-wide connectivity and encourage a switch from car to public transport and other more sustainable travel options. The system would focus on key corridors of demand as well as where congestion impacts on bus services. A switch from car to public transport for many would reduce the congestion impacts on bus services as a result of high car usage and offer opportunities for placemaking improvements to support healthy and active lifestyles.

The system would help to deliver air quality benefits and improve public transport journey times and journey time reliability, making sustainable travel options more attractive.

STPR2 recommends that Transport Scotland continues to work with local partners in developing plans for Aberdeen Rapid Transit. This would prioritise buses and connect key destinations on the outskirts of Aberdeen to the city centre via busy radial corridors (including the A96, A944 and A956).

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

14 Provision of strategic bus priority measures

Bus priority measures, including reallocation of road space, can deliver greater punctuality and faster journey times. Research shows that such benefits would increase the attractiveness of travel by bus and help reverse the continued decline in use. Switching from car to this greener, cleaner option is essential if Scotland is to meet its net zero carbon emission target and the need for action is urgent, as confidence in the safety of travel by bus has reduced as a result of the COVID-19 pandemic.

STPR2 recommends bus priority options are implemented within Scotland's cities and towns where congestion is highest and that bus priority measures continue to be identified and implemented on the trunk road and motorway network. In the case of local networks the recommendation is to continue to use the mechanism of funding for local authorities through the Bus Partnership Fund.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

15 Highland Mainline rail corridor enhancements
16 Perth-Dundee-Aberdeen rail corridor enhancements
17 Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements

The COVID-19 pandemic has highlighted significant challenges for rail with respect to maintaining financial viability; meeting changing passenger requirements; meeting changing freight customer requirements and achieving the passenger and freight growth required to meet net zero and car travel reduction targets.

For passengers, rail is typically best suited to the higher volume 'trunk' element of city-to-city journeys, complementing door-to-door connectivity by bus, active travel, and where appropriate, adequate parking facilities. For freight, rail is often suited for longer distance bulk / intermodal freight. Future passenger rail investment should therefore be targeted on the strongest city-to-city markets as the routes where the greatest value from improvements will be realised, and freight investment on corridors from the Central Belt across the border and towards Aberdeen and Inverness.

STPR2 recommends a programme of enhancements, which would achieve improvements to journey times and increases in capacity and reliability for passenger and freight services. Additional freight enhancements to increase volumes carried would also be considered where these would lower operational costs and encourage a faster shift from road to rail.

These improvements would integrate rail delivery across passenger and freight services.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

Recommendations

18 Supporting integrated journeys at ferry terminals

Improving the connections at ferry terminals to other types of public transport is important in encouraging people to switch from travel by car.

Historically, people are less likely to use public transport if limited travel choices or connections make it more difficult to reach their end destination.

Improving access and creating a better traveller experience at ferry terminals and interchange facilities would benefit rural and island communities as well as visitors. There would be particular benefits for longer distance travel with more seamless travel choices and improved services for those people not travelling by car. Reducing car usage also helps make better use of existing ferry capacity.

STPR2 recommends a detailed review of key ferry terminals to consider the improvements in timetable information, signing, ticketing and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals.

19 Infrastructure to provide access for all at railway stations

Implementing measures to improve the accessibility of Scotland's railway stations can help ensure that everyone can use the transport system with as few barriers as possible. This would encourage greater use of rail and a switch from the car. Examples include step-free routes and step-free platform access to passenger trains.

STPR2 recommends a review of station accessibility across Scotland to identify barriers and improve access for all to the rail network, prioritising those stations that have particular problems. This would include investigating the opportunities for new technology to improve safety and access at stations for people with reduced mobility. Opportunities for improving the accessibility of onward journeys from railway stations, particularly by bus and taxi, would also be considered.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

20 Investment in Demand Responsive Transport and Mobility as a Service

Targeted investment to make it easier for people to travel, particularly those without access to a car, can help promote equality through fairer access to jobs and services.

In locations where conventional fixed route bus services may not be suitable or viable, flexible options, such as Demand Responsive Transport (DRT), perhaps supported by Mobility as a Service (MaaS) and smart technology where appropriate, can be used to provide improved public transport connectivity.

This would be important in addressing the marked differences in public transport provision between and within regions.

STPR2 recommends that pilot schemes involving DRT and MaaS draw on innovative solutions, international best practice and smart technologies. These schemes will help to establish whether scarce existing resources could be better utilised across the public network, home to school transport, special educational needs travel and non-emergency patient travel, either on the basis of fixed route services or through flexible routeing.

Meets key objectives:

Climate   Accessibility   Health   Economy

21 Improved public transport passenger interchange facilities

Improving the quality of passenger facilities at bus stations, railway stations and other transport interchanges encourages uptake of public transport and a switch from car use. This would include improving accessibility at bus stations and transport interchanges for people with reduced mobility. Improvements can also be made to infrastructure design and security, and by enhancing the quality of the waiting environment, information, signage and wayfinding for all users of the facilities.

STPR2 recommends building on STPR2 recommendation 19 (Infrastructure to provide access for all at railway stations) by upgrading the accessibility and quality of passenger facilities at existing bus stations and other transport interchanges, to improve the overall attractiveness of public transport services.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

27

22 Framework for delivery of mobility hubs

Mobility hubs are facilities where various types of transport, and potentially other services inter-connect. Improving links between public transport services, active travel (walking, wheeling and cycling) and shared transport makes it easier for people, particularly those without a car, to get around. This addresses one of the main barriers to the uptake of public transport services.

STPR2 recommends a delivery framework is developed, building on best practice, to optimise the effectiveness of mobility hubs and ensure a consistent and coordinated approach is taken to assessing locations, facilities and methods of community engagement. Best practice guidance would also be produced to support development.

23 Smart, integrated public transport ticketing

Making it easier for people to reach their end destination by simplifying how they book and pay for tickets with different providers makes public transport a more convenient, flexible and attractive travel option. This encourages people to switch from car use and supports more active travel (walking, wheeling and cycling). Improving integration involves introducing technologies and systems which support easier payment and the simplification of schemes or fares, including price capping.

STPR2 recommends continuing with the support and ongoing delivery of fully integrated smart ticketing and payment services across all public transport, to increase demand and encourage active travel. This recommendation supports the delivery of the objectives within the 2019 Transport (Scotland) Act, and subsequent workstreams, which aims to establish a National Smart Ticketing Advisory Board and set a technological standard for smart ticketing.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

Meets key objectives:

Climate   Accessibility   Health   Economy

Decarbonising transport

To meet its commitments on climate change, the Scottish Government has set a legally binding target to achieve net-zero greenhouse gas emissions by 2045.

Transport is currently the largest source of greenhouse gas emissions, with domestic transport taking the largest share. Car traffic on major roads has tripled during the last four decades, meaning that despite improvements in engine efficiency, cars account for 39 per cent of transport emissions while goods vehicles account for a further 25 per cent.

Evidence indicates that the only way the net-zero target can be achieved is by a combination of:

- rapid decarbonisation of passenger and freight transport
- reduction in vehicle usage by switching to public transport and active travel

- reduced demand through shorter trips and, where possible, avoiding trips.

Various STPR2 recommendations described in earlier themes are directed at support for active travel (walking, wheeling and cycling) and measures to improve the attractiveness of public transport.

STPR2 recommendations aimed at rapid decarbonisation of pasenger and freight transport are described in this section and include: ferry vessel renewal and replacement and progressive decarbonisation **(24)**, rail decarbonisation **(25)**, decarbonising the bus network **(26)**, behaviour change and modal shift for freight **(27)** and zero emission vehicles and infrastructure transition **(28)**.

These recommendations align with and support the draft Fourth National Planning Framework (NPF4) where decarbonisation of connectivity is a strong theme.

24 Ferry vessel renewal and replacement and progressive decarbonisation

Continued investment in ferry renewals would address the needs of rural and island communities by improving the resilience, reliability, capacity and accessibility of ferries. If this investment is focused on progressive decarbonisation of ferry networks, it will reduce emissions and help Scotland achieve its net zero carbon emission targets.

STPR2 recommends renewal and replacement of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels including progressive decarbonisation by 2045.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

25 Rail decarbonisation

Replacing diesel trains, the largest source of rail carbon emissions, with cleaner technologies offers multiple benefits in addition to helping meet net zero targets. Electrification would improve journey times and strengthen reliability of both freight and passenger rail services. Capacity could be expanded through the use of longer trains and timetable efficiencies from improved train acceleration. These provide indirect benefits because of the new incentives for passengers and freight to switch from road to rail.

New electric trains would reduce operation and maintenance costs and improve fleet efficiency. Routes where electrification is not appropriate offer significant opportunities for the introduction of rail technologies such as battery and hydrogen.

STPR2 recommends the priorities for decarbonising key rail routes should align with the Rail Services Decarbonisation Action Plan and focus, where appropriate, on routes with the most potential to switch traffic from road to rail.

26 Decarbonisation of the bus network

The Scottish Government has committed to remove the majority of diesel buses from public transport by the end of 2023 with an investment of £120m in support of this announced in 2021.

STPR2 recommends further investment to stimulate the commercial roll out of zero-emission buses with an extension of existing funding criteria to include vehicles used for home to school and community transport. This may involve an evolution of the Scottish Zero Emission Bus Challenge Fund (ScotZEB).

Meets key objectives:

Climate   Accessibility   Health

Meets key objectives:

Climate   Accessibility   Health   Economy

27 Behaviour change and modal shift for freight

A significant amount of freight needs to shift from road to rail or water, and the overall distance travelled reduced. This is necessary if Scotland is to meet its net zero carbon emission targets as these cannot be achieved by changes in technology alone.

STPR2 recommends the Scottish Government brings together public and private sector organisations to develop a net zero freight and logistics network for Scotland that would encourage the switch to more sustainable and efficient freight transport. This involves considering road fleets, rail freight locomotives and best use of freight capacity.

Meets key objectives:

Climate   Health   Economy   Safety

28 Zero emission vehicles and infrastructure transition

Alongside greater use of public transport and active travel and the required reduction in travel demand, switching to zero emission vehicles is a key element in reducing greenhouse gas emissions from transport. Encouraging this shift to zero emission vehicles requires additional transport infrastructure across Scotland including the alternative fuel supply and vehicle charging networks.

STPR2 recommends targeted funding from Transport Scotland to accelerate investment in zero emission fleets, facilities and emerging technologies. This would also require key industries in the private sector working together to co-ordinate investment in expanding and improving the recharging and alternative fuels supply networks. Where relevant, Transport Scotland would intervene to support a just transition of a national network that provides capacity for longer distance journeys.

Meets key objectives:

Climate   Health   Economy

Increasing safety and resilience on the strategic transport network

The recommendations within STPR2 supplement ongoing maintenance and operational requirements by focusing on particular challenges associated with the need to operate a safe and resilient motorway and trunk road network.

Transport Scotland will continue to assess the network and implement a programme of renewals and measures that will address safety **(30)**, climate change adaptation **(31)** and resilience **(32)**. STPR2 has considered these requirements and identified a series of routes and locations to prioritise. One specific location that is a current priority of the Scottish Government is to address the resilience of the A83 at the Rest and Be Thankful **(29)**.

Recommendations mitigating the impact of trunk roads on local communities **(37)** and considering the management of speed on trunk roads **(38)** would reduce risk of accidents and enhance the local environment.

The use of technologies will continue to play an important part in operating a safe and reliable system, and STPR2 recommends a suite of measures aimed at creating the next generation of control centres **(33)**, systems **(34)** and infrastructure **(35)**.

Recognising the specific needs of the road haulage industry, STPR2 recommends a national audit and review of lorry parks to address barriers hampering their development **(36)**.

29 Access to Argyll (A83)

Ongoing closures of the A83 due to landslides at the 'Rest and Be Thankful', or on other sections of the road in Argyll and Bute due to accidents, flooding or roadworks have a significant negative impact on the region and its economy. Closures at the 'Rest and Be Thankful' can add detours of up to 50 miles for residents, businesses and visitors.

New or improved road infrastructure to reduce the impact of landslides or other events would improve the reliability of the route which, as one of only two trunk roads linking Argyll and Bute to the central belt, serves as a vital artery through Argyll and a connection for both the Kintyre and Cowal peninsulas.

STPR2 recommends work continues on developing a more reliable route. A preferred corridor has been identified at Glen Croe and five possible route options are being considered with speed of delivery a key criterion for assessment.

Meets key objectives:

Climate Economy Safety

30 Trunk road and motorway network safety improvements

Safety improvements are required across the trunk road and motorway network to help meet Scotland's Road Safety Framework to 2030 vision for Scotland to have the best road safety performance in the world by 2030, with a long-term goal of Vision Zero, where there are zero road fatalities and serious injuries by 2050. An ambitious interim target for 2030 involves halving the number of people being killed or seriously injured on Scotland's roads. Safety improvements would also reduce delays associated with accidents and improve route reliability.

STPR2 recommends road safety improvements are progressed across the trunk road and motorway network with a primary, but not exclusive focus on rural sections where accident rates and severities are typically higher. While the location and nature of the improvements on specific routes requires further detailed study, these are likely to include one or a combination of junction improvements, carriageway widening, route realignment and provision of overtaking opportunities.

Where appropriate, these measures may be undertaken in conjunction with, and to support, the STPR2 trunk road and motorway network recommendations related to climate change adaptation **(31)** and renewal **(32)**.

Meets key objectives:

Health   Economy   Safety

31 Trunk road and motorway network climate change adaptation and resilience

The impacts from climate change require additional efforts, over and above ongoing maintenance, to adapt the trunk road and motorway network to ensure it is safe, reliable and resilient for the people of Scotland and its visitors. This includes developing measures to protect the operation of the network from severe weather-related events related to climate change such as flooding, landslides and high winds.

STPR2 recommends building on existing evidence to develop a fuller picture of those areas on the trunk road and motorway network most at risk of disruption due to future weather events. This would provide a basis for identifying, prioritising and implementing improvements to strengthen the resilience of the network. It is also recommended to build on existing processes and plans to help mitigate the impact of disruption associated with severe weather-related events.

While the location and specific nature of the improvements requires further detailed study, potential measures include, but are not limited to, improving sea walls, upgrading coastal fences and reinforcing slope stability.

Where appropriate, these measures may be undertaken in conjunction with and to support the STPR2 trunk road and motorway network recommendations related to renewal **(32)** and safety improvements **(30)**, with Access to Argyll A83 **(29)** a specific recommendation.

Meets key objectives:

Economy   Safety

32 Trunk road and motorway network renewal for reliability, resilience and safety

An effective maintenance and renewal programme is required to improve the reliability, resilience and safety of the trunk road and motorway network. This needs to consider changes in both technology and how we use this national asset.

STPR2 recommends continued and increased investment in strengthening of the trunk road and motorway network over and above current maintenance levels. Potential measures would include carriageway and structure schemes as well as other roadside infrastructure, such as signage and safety barriers. This would also include development of integrated transport plans for Fort William and the A90 through Dundee.

This would also include development of integrated transport plans for Fort William and the A90 through Dundee.

Where appropriate, these measures may be undertaken in conjunction with and to support STPR2 motorway and trunk road network recommendations related to safety improvements **(30)** and climate change adaptation **(31)**.

33 Control Centre of the future
34 Incident Management System upgrade
35 Enhancing Intelligent Transport Systems

These recommendations support Transport Scotland's management of traffic across the motorway and trunk road network, the roads maintained by the Scottish Government rather than local authorities. Traffic Scotland National Control Centre (TSNCC) uses the information it collects about roadworks, accidents, congestion and weather events to reduce disruption and improve the operational efficiency and safety of the network. A key element of the TSNCC is the Incident Management System (IMS), a core software system that supports its response to incidents.

Intelligent Transport Systems (ITS) deploy roadside infrastructure such as CCTV, traffic detectors sites, weather stations, gantry signals and variable message signs to provide more immediate travel information to enhance road safety and support the smoother flow of traffic. The enhanced management of congestion and incidents can also bring environmental benefits.

STPR2 recommends investment to enhance the TSNCC, upgrade IMS and expansion and renewal of ITS to ensure current and future requirements are met. This includes maximising benefits from emerging transport technologies. All passenger and freight transport data would be integrated into the TSNCC as opportunities arise.

Meets key objectives:

Health   Economy   Safety

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

36 Strategy for improving rest and welfare facilities for hauliers

Providing adequate lorry parks would contribute to improving road safety, reducing crime and would significantly improve working conditions for HGV drivers. It also avoids disruption to other users in locations not designed to accommodate lorry parking. Rest and welfare facilities are a key part of national and international road freight infrastructure, and provision of these to an appropriate standard are therefore fundamental to ensuring safe, efficient and effective supply chains. Improvements to these would therefore also help support the Scottish economy and its growth.

STPR2 recommends a detailed national audit of lorry parks. The audit would indicate which routes have gaps in provision and develop a framework to address barriers hampering their development, consider their financial stability and develop adequate standards.

Meets key objectives:

Health   Economy   Safety

37 Improving active travel on trunk roads through communities

Where a trunk road passes through a community, measures may be able to be introduced to benefit people walking, wheeling and cycling. For example, safety may be able to be improved by reducing traffic speeds, or improving footways or road crossing facilities on or near the trunk road. Such measures can improve access to key destinations for local people, creating particular opportunities for people vulnerable to social exclusion such as disabled, young and older people.

STPR2 recommends the delivery of packages of measures to reduce the adverse effects of trunk road traffic in communities on walking, wheeling and cycling, tailored to local circumstances and informed by detailed feasibility studies. Where appropriate, these would be planned jointly with connected neighbourhoods **(1)** and school active travel **(8)**.

Meets key objectives:

Climate   Accessibility   Health   Safety

38 Speed Management Plan

Scotland's Road Safety Framework to 2030 sets out the vision for Scotland to have the best road safety performance in the world by 2030, with a long-term goal of Vision Zero where there are zero fatalities and injuries on Scotland's roads by 2050.

An ambitious interim target for 2030 involves halving the number of people being killed or seriously injured on Scotland's roads. Speed management to reduce the occurrence of accidents and level of impact of any that do occur is a key element of the framework.

Changing how speeds are managed also has the potential to help meet net zero emissions targets by reducing vehicle fuel consumption. Reducing speed limits in communities can also improve the sense of place and encourage

active travel, with a positive impact on emissions as well as health and well-being.

STPR2 recommends a national review to establish appropriate speed limits for different road types within Scotland. The plan would consider a range of measures such as speed management on motorways, speed limits through roadworks and rural settlements on trunk roads, and reducing speed limits in urban environments and residential areas as well as consideration of the national speed limits for heavy goods vehicles over 7.5 tonnes on the trunk road network. These may require significant changes to engineering, enforcement and education.
This recommendation would be complemented by the changing road user behaviour recommendation **(7)**.

Meets key objectives:

Climate   Health   Economy   Safety

Strengthening strategic connections

It is important that long distance strategic connections are maintained to facilitate travel within Scotland and across its borders. Much of the strategic network is managed by Transport Scotland on behalf of Scottish Ministers and it is therefore appropriate for STPR2 to make a number of recommendations in this area. It also relevant and important that STPR2 addresses the role that connectivity plays in supporting the proposed national developments presented in the draft Fourth National Planning Framework (NPF4), and in facilitating passenger and freight movements through our major gateways.

Recommendations **(39)** and **(40)** address opportunities associated with access to two of the most significant gateways, and recognised in the draft NPF4 national developments, Grangemouth and Stranraer.

Addressing the needs of island communities to have reliable links to the mainland, STPR2 recommends investment in port infrastructure **(42)** and the investigation of some potential fixed link connections (bridges or tunnels) at Sounds of Harris and Barra, and between Mull and the Scottish mainland **(41)**.

Recognising the important part that rail plays in facilitating longer distance journeys, STPR2 makes three core recommendations. These involve continued development of the major railway stations in Edinburgh, Glasgow, Perth and Inverness **(43)**, leveraging investment in future rail freight terminals **(44)**, and Transport Scotland continuing to work with UK Government to take forward cross border high speed rail connections **(45)**.

39 Sustainable access to Grangemouth Investment Zone

Grangemouth Investment Zone contains important infrastructure, high value employment and manufacturing of materials that are currently vital for everyday life.

As this role will continue in the long term, the zone must seek to decarbonise to contribute to the significant reduction of industrial carbon emissions required to meet Scotland's net zero targets. A sustainable transport access strategy would contribute towards this aim.

STPR2 recommends improvements are made to transport that would enhance sustainable access to Grangemouth Investment Zone for both people and freight. This would include improved active travel and bus connections to Grangemouth from key areas, including neighbouring towns and stations, along with freight measures.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

40 Access to Stranraer and the ports at Cairnryan

Stranraer and the ports at Cairnryan act as an important gateway to Scotland for ferry passengers and freight. Improving the transport assets in this location would support regeneration in the South West of Scotland to benefit the economy and local communities.

STPR2 recommends that safety, resilience and reliability improvements are made on the A75 and A77 strategic road corridors, in turn supporting placemaking opportunities. This would include, but is not limited to enhancing overtaking opportunities, widening or realigning carriageways and improving junctions. To encourage greater use of public transport and enable regeneration activities, consideration would also be given to upgrading or relocating the railway station in Stranraer.

These would provide more resilient connections to the draft Fourth National Planning Framework (NPF4) national developments at Stranraer Gateway, Chapelcross Power Station Redevelopment and the ports at Cairnryan.

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

41 Potential Sound of Harris/Sound of Barra fixed links and fixed link between Mull and Scottish mainland

The current ferry routes on the Sound of Harris, Sound of Barra and between Craignure and Oban face a number of issues and challenges. Replacing ferry services with fixed links (bridges or tunnels) can improve reliability, connectivity, capacity and crossing times. A Sound of Harris fixed link would improve connectivity between the Uists and Lewis/Harris while a Sound of Barra fixed link would improve connectivity between Barra and the Uists. The provision of these fixed links would allow for the reconfiguration of transport provision between the Outer Hebrides and the mainland.

The provision of a fixed link between Mull and the Scottish mainland would allow for the reconfiguration of transport provision between the island and the mainland.

STPR2 recommends that further work is undertaken on business cases to better understand the benefits, costs and challenges associated with these options. These studies would consider the feasibility of replacing existing ferry services currently delivered by CalMac as part of the Clyde and Hebrides Ferry Services (CHFS) contract. These studies would also ascertain the potential savings associated with the public sector subsidies required to operate the ferry services and involve input from communities that may potentially be affected.

Meets key objectives:

Accessibility   Economy   Safety

42 Investment in port infrastructure to support vessel renewal and replacement and progressive decarbonisation

To facilitate ferry vessel renewal and replacement and progressive decarbonisation of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels **(24)**, related investment in port infrastructure will be required. This would help meet the needs of rural and island communities by improving the capacity, resilience, reliability and accessibility of ferry services.

Investment in port infrastructure means that there can be progression to standardisation of new vessels. This investment would also contribute to reducing emissions across the ferry network and support Scotland's net zero carbon emission targets.

STPR2 recommends an investment programme in port infrastructure, including power supplies, to support STPR2 recommendation **(24)** renewal and replacement of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels including progressive decarbonisation by 2045.

43 Major station masterplans

Network Rail, the UK agency responsible for developing and maintaining railway infrastructure, has identified capacity constraints at four major stations, Edinburgh Waverley, Glasgow Central, Perth and Inverness. Studies are continuing to progress plans to consider how remodelling the stations can deliver specific benefits.

STPR2 recommends that station plans and masterplans are progressed to align with and support the investment priorities of Transport Scotland and Network Rail.

Meets key objectives:
Climate   Accessibility   Health   Economy

Meets key objectives:
Accessibility   Health   Economy   Safety

44 Rail freight terminals and facilities

A sufficient provision of rail freight terminals is critical to achieving a significant shift of freight from road to rail. This would improve the competitiveness of Scotland's supply chain and help support the movement of freight from road to rail.

Rail freight works on a commercial basis and is carried out by private sector freight operating companies and logistics providers. The role of Government is to put policies and strategies in place that facilitate growth (with Network Rail managing the core rail infrastructure and the regulator regulating compliance, safety and issuing licences).

STPR2 recommends that Transport Scotland supports industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/hubs to confirm how to meet long-term mode shift requirements.

45 High speed and cross border rail enhancements

Infrastructure upgrades to permit higher speeds on cross-border routes would enable faster journey times to London and other key destinations. This would encourage a shift from air to rail on longer-distance travel and support Scotland's net zero emission commitments. These improvements would also release capacity for enhanced regional passenger and freight services.

STPR2 recommends that Transport Scotland continues to work closely with the UK Government to take forward a programme of infrastructure on-line and off-line upgrades targeted at longer-distance cross-border routes. These will provide higher speed passenger services and increased capacity and reliability for freight.

Meets key objectives:

Climate   Economy   Safety

Meets key objectives:

Climate   Accessibility   Health   Economy   Safety

The draft STPR2 Report (January 2022) combines the previous Phase 1 recommendations published in February 2021 – which are the short term priorities – with the longer term recommendations. This, therefore, provides the full suite of recommendations for transport investment for the next 20 years for consultation.

While the appraisal process has been robust and involved extensive collaboration with stakeholders, these are draft recommendations, not a definitive list. There is still scope for refinement and additions.

Your feedback is important given STPR2 recommendations will influence the transport options and the transport choices we make for the next 20 years.

The public consultation is available at the Scottish Government consultation portal www.consult.gov and printed versions are available on request.

This summary report is part of a series of materials including:

- The Draft STPR2 Technical Report
- The Strategic Environmental Assessment (SEA) Draft Environmental Report
- Equality Impact Assessment Draft Report
- Island Communities Impact Assessment Draft Report
- Fairer Scotland Duty Assessment Draft Report
- Child Rights and Wellbeing Impact Assessment Draft Report
- Habitats Regulations Appraisal Draft Report
- Online digital project pages which allow users to access information that has informed the draft recommendations.

These materials and the consultation portal can be accessed from the Transport Scotland website.

Consultation responses will influence the final STPR2 Report, which will be the evidence base for future spending decisions on strategic transport investment by Scottish Ministers up to 2042 and inform the development of future transport investment delivery plans.

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