

## **SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP**

**Meeting of Friday, 27 September 2024 at 10.30am,  
Council Hall, Council Offices, English Street, Dumfries, DG1 2DD  
and via Microsoft Teams**

### **Members of the Board**

<b>John Campbell</b> (Chair)	- Dumfries and Galloway Council
<b>Karen Jackson</b> (Vice Chair)	- South of Scotland Enterprise
<b>Jim Dempster</b>	- Dumfries and Galloway Council
<b>Stephanie Mottram</b>	- NHS Dumfries and Galloway
<b>Willie Scobie</b>	- Dumfries and Galloway Council
<b>Keith Walters</b>	- Dumfries and Galloway Council
<b>Andrew Wood</b>	- Dumfries and Galloway Council

### **Future Meetings**

**29 November 2024**

**31 January 2025**

**28 March 2025**

**27 June 2025**

**26 September 2025**

**28 November 2025**

Natalie McKail  
Lead Officer, South West of Scotland Transport Partnership

# SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 27 September 2024 at 10.30am  
Council Hall, Council Offices, English Street, Dumfries, DG1 2DD and  
via Microsoft Teams

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 28 JUNE 2024 – FOR APPROVAL**
4. **BOARD MEMBERSHIP UPDATE – Recommendations-** (i) note that confirmation of the approval from the Cabinet Secretary for Transport was received on 12 September 2024, for the appointment of Stephanie Mottram to the SWestrans Board as the NHS Dumfries and Galloway representative; and (ii) note that the assessment by the Chair for the reappointment of Karen Jackson to the SWestrans Board, as the representative from South of Scotland Enterprise, was completed on 6 September 2024 and submitted for ministerial approval the same day; and (iii) consider the continuation of Karen Jackson as Vice-Chair for a second term of appointment, once ministerial approval has been received.
5. **LEAD OFFICER ARRANGEMENTS – Recommendations-** (i) endorse the decision of Lead Officer in consultation with the Chair & Vice-Chair and appoint Natalie McKail as Lead Officer for SWestrans, effective from 14 August 2024; and (ii) agree that the current Protocol for Provision of Lead Officer remains in place, with the substitution of Assistant Director Transport and Infrastructure for the Transportation Manager.
6. **OBSERVER APPOINTMENT-** Recommendations- (i) agree to appoint Laura Moodie as an observer to the SWestrans Board; and (ii) note that a review of observer appointments and associated guidance will be undertaken in the coming year and report to the Board by June 2025.
7. **SERVICE LEVEL AGREEMENT BETWEEN SWESTRANS AND DUMFRIES AND GALLOWAY COUNCIL – Recommendations-** (i) note the findings of the Internal Audit report on the recommendation to establish an SLA between SWestrans and Dumfries and Galloway Council; and (ii) agree the proposed action that the Lead Officer submit the draft SLA attached as **appendix 1** to the Council for consideration; and (iii) delegate authority to the Lead Officer to seek external legal advice for the Board, if necessary, subject to the response of the Council to the details of the draft SLA.
8. **REPORT BY EXTERNAL AUDIT ON THE 2023/24 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP – Recommendations-** (i) receive the external auditors' report on the 2023/24 audit as detailed at **Appendix 1**; and (ii) approve the Letter of Representation to be certified by the Treasurer and appended to the audit report as detailed at **Appendix 2**; and (iii) approve the audited accounts which will be certified by the Treasurer and Audit Scotland as

detailed at **Appendix 3**; and (iv) note that the certified accounts will be made available to all Members and they will be available on SWestrans website as detailed in paragraph 3.4.

9. **REVENUE BUDGET MONITORING REPORT 2024/2025 FOR THE PERIOD ENDING 31 AUGUST 2024** – Recommendation- note the forecast outturn for the revenue budget as at 31 August 2024.
10. **CAPITAL EXPENDITURE PROGRAMME 2024/25 – 2026/27 UPDATE** – Recommendation- note the update on the Capital Programme for 2023/24 to 2025/26 as outlined in the report.
11. **LOCAL BUS NETWORK REVIEW UPDATE** – Recommendations- (i) note the confirmation provided to bus operators following the Council and SWestrans Board decisions of 27/28 June 2024; and (ii) note the position of the Community Transport sector and the opportunities presented for alternative provision.
12. **TRANSPORT HUB FEASIBILITY STUDY** – Recommendations- (i) note the feasibility study; and (ii) agree to a Public Engagement exercise on the feasibility options of the study; and (iii) note officers will bring a further report to 29 November Board meeting to agree next steps.
13. **SOUTH WEST COSTAL PATH** – Recommendations- (i) note the South West Costal Path project as a priority in the Regional Transport Strategy as detailed in paragraph 3.3; and (ii) approve the Lead Officer to write to Transport Scotland requesting the project to be referenced in the Strategic Transport Project Review 2 (STPR2) for the South West; and (iii) approve that Dumfries and Galloway Council Core Path team use SWestrans Agreement in Principle towards a National Lottery Bid for funding; and (iv) approve a STAG for the Coastal Path project and that officers will provide an update report on progress to the 29 November Board meeting.
14. **ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

**It is recommended that Members of the South West of Scotland Transport Partnership Board agree to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given the report contains confidential or exempt information in respect of paragraphs 6, 8, and 9 of Schedule 7A of the Local Government (Scotland) Act 1973.**

15. **LOCAL BUS NETWORK UPDATE** Report to follow – For Board Members only.

Natalie McKail  
Lead Officer  
South West of Scotland Transport Partnership

Claire Rogerson  
Secretary  
South West of Scotland Transport Partnership

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## SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 28 June 2024  
 at 10.30am at Council Hall, Dumfries and Galloway Council Offices, English Street,  
 Dumfries DG1 2DD and via Microsoft Teams

### Present

#### Members

<b>John Campbell</b> (Chair)	-	Dumfries and Galloway Council
<b>David Bryson</b>	-	NHS Dumfries and Galloway
<b>Jim Dempster</b>	-	Dumfries and Galloway Council
<b>Keith Walters</b>	-	Dumfries and Galloway Council

#### Officials

<b>Stephen Hall</b>	-	Lead Officer
<b>Claire Rogerson</b>	-	Secretary to the Board
<b>Tom Flanagan</b>	-	Transportation Manager and Policy Advisor SWestrans
<b>Kirsty Dunsmore</b>	-	Policy and Projects Officer
<b>Janet Sutton</b>	-	Finance Officer
<b>Grant Coltart</b>	-	Team Leader Transport Planning and Operations
<b>Jason Bentley</b>	-	Public Transport Assistant
<b>Linda Richardson</b>	-	Public Transport Officer
<b>Keith Munn</b>	-	Policy and Projects Officer
<b>Peter McCormick</b>	-	Policy and Projects Officer
<b>Richard Fox</b>	-	Internal Audit Manager

#### Apologies

<b>Karen Jackson</b> (Vice-Chair)	-	South of Scotland Enterprise
<b>Willie Scobie</b>	-	Dumfries and Galloway Council
<b>Andrew Wood</b>	-	Dumfries and Galloway Council

#### In attendance

<b>Stephen Ardron</b>	-	D&G Bus Users Group
<b>Peter Lindsay</b>	-	Audit Scotland

## 1. SEDERUNT AND APOLOGIES

4 Board Members present and 3 apologies.

John Campbell and David Bryson attended at Dumfries and Galloway Council Offices.

Jim Dempster and Keith Walters attended via MS Teams as agreed by the Chair.

## 2. DECLARATIONS OF INTEREST

**NONE** declared.

## 3. MINUTES OF MEETING OF 19 APRIL 2024

### Decision

**APPROVED.**

## 4. MINUTES OF SPECIAL BOARD MEETING OF 19 JUNE 2024

### Decision

**APPROVED.**

## 5. BOARD MEMBERSHIP UPDATE

The Chair, of behalf of the Board, thanked David Bryson for his valued contribution to SWestrans as the representative for NHS Dumfries and Galloway over 3 terms, including 2 as Vice-Chair.

### Decision

The Board:-

5.1 **NOTED** that David Bryson is stepping down as the NHS Dumfries and Galloway representative at the end of this term of appointment;

### **AGREED**

5.2 that Stephanie Mottram be appointed to the SWestrans Board as the NHS Dumfries and Galloway representative noting that this is subject to the approval of Scottish Ministers;

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5.3 that Karen Jackson be reappointed to the SWestrans Board as the representative from South of Scotland Enterprise, noting that this is subject to the completion of an assessment by the Chair and the approval of Scottish Minister; and

5.4 to continue requesting that appointing bodies give consideration to the gender balance of the board ( having noted the update at section 4 of the report).

## **6. INTERNAL AUDIT ASSURANCE FOR 2023/34 AND PLAN FOR 2024/25**

### **Decision**

The Board:-

6.1 **NOTED** the Internal Audit work completed for 2023/24;

6.2 **AGREED** to receive the Internal Audit Manager's assurance report for 2023/24; and

6.3 **NOTED** the planned work for 2024/25.

## **7. REGIONAL TRANSPORT STRATEGY 2023 TO 2042 DELIVERY PLAN**

### **Decision**

The Board:-

7.1 **CONSIDERED** the actions and interventions in the Regional Transport Strategy Delivery Plan;

7.2 **AGREED** the SWestrans Regional Transport Strategy Delivery plan; and

7.3 **NOTED** the changes to the wording of Scottish Government Climate Change targets referenced throughout the Regional Transport Strategy.

## **8. REVENUE BUDGET OUTTURN REPORT 2023/24**

### **Decision**

The Board **NOTED** the draft financial outturn for 2023/24 and that a break even position was achieved.

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**9. REVENUE BUDGET OUTTURN REPORT 2023/24****Decision**

The Board **NOTED**

9.1 the reduction in the revenue budget of £12,963 to 4,361,429 due to a reduction in the Scottish Government Funding, and the implications for this reduction are currently being reviewed; and

9.2 the forecast outturn for the revenue budget as at 31 May 2024.

**10. CAPITAL EXPENDITURE PROGRAMME 2023/24 – OUTTURN REPORT****Decision**

The Board **NOTED** the outturn position on the 2023/24 SWestrans Capital Programme.

**11. DRAFT CAPITAL EXPENDITURE PROGRAMME 2024/25 –2026/27**

**STATEMENT OF CONNECTION**– Jim Dempster provided a statement of connection in that he was Chair of Sanquhar Enterprise but determined that this did not amount to an interest which would require him to leave the meeting for this item.

**Decision**

The Board **AGREED** the draft Capital Programme for 2024/25 to 2026/27 outlined in Table 1 of the report.

**12. DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2023/24****Decision**

The Board **NOTED** the unaudited Annual Accounts for the financial year ended 31 March 2024 which would be submitted to the Board's external auditors for review.

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**13. TRANSPORT FOCUS YOUR BUS JOURNEY SURVEY 2023****Decision**

The Board **NOTED** the findings of Your Bus Survey 2023.

**14. CALENDAR OF MEETINGS****Decision**

The Board **AGREED** the Calendar of Meetings for 2025.

**15. ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION****Decision**

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

**PROCEDURE** – The Board **AGREED** to consider the following item of business in private and exclude the press, members of the public and observers from the meeting given that the report contained confidential or exempt information in respect of paragraphs 6,8 and 9 of Schedule 7A of the Local Government (Scotland) Act 1973.

**16. LOCAL BUS NETWORK SUSTAINABILITY**

**Summary of Report** – The report provided the Board with an update on the decision taken at the meeting of Dumfries and Galloway Council on 27 June 2024, following the request made at the special board meeting for of an additional one-off uplift.

**Decision**

The Board **NOTED** the decision of Dumfries and Galloway Council in that the request for funding had been agreed.



## BOARD MEMBERSHIP UPDATE

### 1. Reason for Report

This report provides an update concerning representation from NHS Dumfries and Galloway and South of Scotland Enterprise (SOSE) on the board.

### 2. Background

2.1 The SWestrans Board has 5 Dumfries and Galloway Council members (with substitutes) and two external members:- one member from NHS Dumfries and Galloway being David Bryson and one member from South of Scotland Enterprise (SOSE) being Karen Jackson.

2.2 This Board were advised on 24 June 2022, in accordance with the guidance these external Members (NHS and SOSE) are appointed for 4 years and are subject to an appraisal by the Chair, prior to reappointment by Scottish Ministers.

2.3 A new appointment to the board for external members is also subject to Ministerial approval.

### 3. Key Points

#### NHS Dumfries and Galloway representation.

3.1 As advised at the last meeting, David Bryson has now stepped down from the Board, completing his third term of appointment on 31 August 2024.

3.2 Following agreement by the Board to appoint Stephanie Mottram to the board as the NHS representative, ministerial approval was sought by the Secretary.

3.3 Confirmation of the approval of the Cabinet Secretary for Transport for the appointment of Stephanie Mottram to the SWestrans Board was received on 12 September 2024.

#### South of Scotland Enterprise (SOSE) – Reappointment

3.4 Karen Jackson's first term of appointment to the SWestrans Board received Ministerial approval on 23 October 2020 for a period of 4 years.

3.5 Following agreement by the Board in June to the reappointment of Karen Jackson as SOSE representative, in accordance with the guidance for external board members, arrangements were made for an assessment by the Chair to be undertaken.

3.6 The Chair's assessment of Karen Jackson was undertaken on 6 September 2024 and the completed paperwork was submitted seeking ministerial approval the same day.

3.7 At the time of writing this report ministerial approval had not been received. A verbal update will be provided at the meeting as appropriate.

3.8 Karen was appointed Vice-Chair in June 2022, following the local government elections. Board Members may wish to consider whether they are content for Karen Jackson to continue as Vice-Chair in her second term of appointment, once ministerial approval has been received.

3.9 This is the same approach that was taken when David Bryson was Vice-Chair for the Board. The role of Vice-Chair would run for the term of appointment.

3.9 This is a procedural report and the Lead Officer is in agreement with its terms.

<b>4. Implications</b>	
<b>Financial</b>	There are no financial implications.
<b>Policy</b>	There are no policy implications.
<b>Equalities</b>	All positions on the SWestrans board are exempt from the provisions of Gender Representation on Public Boards (Scotland) Act 2018.  In April 2018, the board asked that all appointing bodies give consideration to the gender balance of the board when making nominations. The Board reaffirmed this position on 28 June 2024
<b>Climate Change</b>	There are no climate change implications.
<b>Risk Management</b>	There are no risk management implications.

#### **5. Recommendations**

Members of the Board are asked to:

- 6.1 note that confirmation of the approval from the Cabinet Secretary for Transport was received on 12 September 2024, for the appointment of Stephanie Mottram to the SWestrans Board as the NHS Dumfries and Galloway representative; and
- 6.2 note that the assessment by the Chair for the reappointment of Karen Jackson to the SWestrans Board, as the representative from South of Scotland Enterprise, was completed on 6 September 2024 and submitted for ministerial approval the same day; and

6.3 consider the continuation of Karen Jackson as Vice-Chair for a second term of appointment, once ministerial approval has been received.

Report Author – Claire Rogerson

Date of Report: 12 September 2024

File Ref: SW2/meetings/2024

Approved by: Claire Rogerson

Secretary to the Board

South West of Scotland Transport Partnership

English Street

Dumfries DG1 2DD

## LEAD OFFICER ARRANGEMENTS

### 1. Reason for Report

This report sets out a proposed update to the Lead Officer arrangements.

### 2. Background

2.1 The SWestrans Board agreed to appoint Stephen Hall, in his role as Assistant Director Transport & Infrastructure, as Lead Officer on an interim basis at its meeting on 19 April 2024. Stephen left Dumfries & Galloway Council on 13 August 2024 and interim arrangements were put in place for the Lead Officer arrangements that now need to be formalised by the Board.

2.2 There is no requirement in the legislation establishing the Regional Transport Partnership (RTP) to appoint a Lead Officer. The only specific requirements relate to the appointment of a Secretary (an administrative appointment) and a Proper Officer to deal with certain formal matters relating to service of notices on or by the RTP and accounting matters. The function of Secretary to the Board is currently provided by the Council's Democratic Services, in the person of Claire Rogerson. The Proper Officer functions are serviced by the Council's Assistant Director Governance and Human Resources and Chief Financial Officer as appropriate.

2.3 It is important that the SWestrans Board is able to hold some person accountable for the implementation of decisions taken by the Board. In this regard the Standing Orders and Financial Regulations and Codes recognise the position of the Lead Officer.

2.4 The Standing Orders provide that the appointment of all senior managers paid on the grade appropriate for Lead Officer shall be made by the appropriate Committee or by a Sub-Committee of the RTP. All other appointments are to be made by the Lead Officer unless the RTP decides otherwise (Standing Order 18).

2.5 Standing Order 19 provides that where matters are of special importance and urgency the Lead Officer (after consultation with the Chair and Vice Chair) shall have power to take all steps as may be necessary. The same power is conferred upon the Lead Officer regarding a matter of ordinary business that requires to be dealt with expeditiously without awaiting the decision of the appropriate Committee of the RTP.

2.6 Given his imminent departure from the Council, Stephen Hall as Lead Officer, consulted the Chair & Vice-Chair on 8 August, under Standing Order 19, with a view to appointing the newly appointed Assistant Director Transport & Infrastructure, Natalie McKail, as SWestrans Lead Officer until the Board could make a formal appointment at the Board meeting on 27 September 2024. This decision was formally confirmed with the Chair & Vice-Chair in correspondence on 13 August 2024.

2.6 Standing Order 21 provides that with respect to proposed contracts the Lead Officer shall in consultation with the Finance Officer ensure that where applicable all appropriate legislation is applied with respect to the securing of competition for tenders relating to such contracts.

2.7 Financial Regulation 4 set outs the responsibility of the Lead Officer to secure best value for expenditure and accountability for the performance of the Service against budgets allocated.

2.8 The Financial Codes give the Lead Officer (in some cases referred to as the Head of Service) further responsibilities relating to:

- Personal interests of staff in contracts.
- Revenue budgets.
- Retention of financial documents.
- Liaison with Internal Audit.
- Recovery of sundry debts.
- Authorisation for cash advance to officers.
- Accountability for financial performance against the budget allocated.
- Management review of inventories at regular intervals.
- Financial requirements regarding projects/activities partly or wholly funded with external contributions.
- Certification of applications for European funding.
- Ensuring principles in the financial code regulating purchase card and credit cards are incorporated in the working practices of the RTP.

2.9 The functions of the RTP are generally separate from those of the Council. The functions of the RTP were either transferred from the Council through a Transfer of Functions Order by Scottish Ministers, or are entirely new functions conferred upon the RTP by the Transport (Scotland) Act 2005.

2.10 The Board approved a Protocol for the Provision of Lead Officer by Dumfries and Galloway Council to the South West of Scotland Transport Partnership at its meeting on 23 March 2012 (**Appendix**).

### **3. Key Points**

3.1 As advised by the previous Lead Officer at the Board meeting on 22 March 2024 he would be leaving his employment in May 2024 and that arrangements would be made as soon as possible to identify an appropriate replacement as Lead Officer.

3.2 A recruitment exercise has been undertaken for the post of Transportation Manager but unfortunately just 5 applications were received and it was determined that it was not possible to move to an appointment due to the lack of breadth of experience in the field of candidates. A further recruitment exercise will be undertaken in due course.

3.3 It is therefore proposed that Natalie McKail, as Assistant Director Transport and Infrastructure at Dumfries and Galloway Council, should take on the role of Lead Officer of the RTP and that the Protocol remain in place, accepting that the recruitment of a permanent replacement will be undertaken as soon as possible.

#### 4. Financial Implications

There are no financial implications for SWestrans in the arrangement proposed.

#### 5. Consultation

All staff involved with SWestrans are employed by the Council. The Council's recently appointed Executive Director Economy and Infrastructure has been consulted and is in agreement with the terms of this report.

#### 6. Recommendations

Members of the Board are asked to:

- 6.1 endorse the decision of Lead Officer in consultation with the Chair & Vice-Chair and appoint Natalie McKail as Lead Officer for SWestrans, effective from 14 August 2024; and
- 6.2 agree that the current Protocol for Provision of Lead Officer remains in place, with the substitution of Assistant Director Transport and Infrastructure for the Transportation Manager.

Tom Flanagan - Report Author

Date of Report: 27 September 2024

File Ref: SW2/meetings/2024

Approved by: Natalie McKail

Lead Officer

South West of Scotland Transport Partnership

Cargen Tower

Garroch Business Park

Dumfries

DG2 8PN

**APPENDIX** - Protocol for Provision of Lead Officer.

## OBSERVER APPOINTMENT

### 1. Reason for Report

This report asks the Board to consider the appointment of Laura Moodie as an observer to SWestrans Board.

### 2. Background

2.1 The Transport (Scotland) Act 2005 provides for observers to the Regional Transport Partnership. Observers being persons that may participate in the proceedings of the partnership but may not hold office in it or participate in its decisions. In accordance with the legislation each Partnership may appoint such numbers of observers as they consider appropriate to the Partnership.

2.2 The guidance on Membership of Regional Transport Partnerships provides further information on the role of Observers referring to them as advisers, and that the RTP should consider appointing individuals who can make a valuable contribution.

2.3 There is a clear difference in legal and formal status between Board Members and observers. Observers do not carry any responsibility and are likely to be drawn from either specific interest groups or to bring a particular knowledge or expertise. They may therefore not be expected to participate in all discussions or all meetings, only those for which their particular knowledge or interest is relevant. It is for the RTP to specify in Standing Orders the roles and rights of observers at Board meetings.

2.4 Standing order 24 provides the following detail:-

“An observer may only address a meeting of the Transport Partnership on the invitation of the Chairperson.

An observer may not vote on any matter.

An Observer may not attend any part of meeting of the Transport Partnership from which the press and the public are excluded.”

2.5 In accordance with the legislation, official guidance and as reflected in the SWestrans' Guidance for Observers, the Board when appointing observers to the Board should consider the following:-

- Will the proposed individual have a useful input and make a valuable contribution?
- Does the individual represent a specific interest group?
- Does the individual bring a particular knowledge or expertise?

### 3. Key Points

3.1 Board Members may recall that at a previous Board meeting Laura Moodie expressed an interest in becoming an observer to the SWestrans Board.

3.2 In order for the Board to consider her appointment, Laura has provided the following in response to the above points at 2.5.-

- Will the proposed individual have a useful input and make a valuable contribution.

I hope so - I've raised some points already and been involved in several transport campaigns locally.

- Does the individual represent a specific interest group.

Yes, Dumfries & Galloway Bus Users Group which is a member of Bus Users UK.

- Does the individual bring a particular knowledge or expertise.

Yes, I have a background in community development and work in public affairs and policy. I also represent the voices of more than 30 bus users across Dumfries & Galloway.

3.3 A wider review of observer appointments and associated guidance will be undertaken by the Secretary in the coming year. It is anticipated that this will report to the Board by June 2025. The last review reported to the Board in June 2021, with observers appointed for four years.

3.5 This is a procedural report and the Lead Officer is in agreement with its terms.

<b>4. Implications</b>	
<b>Financial</b>	There are no financial implications.
<b>Policy</b>	There are no policy implications.
<b>Equalities</b>	There are equalities implications
<b>Climate Change</b>	There are no climate change implications.
<b>Risk Management</b>	There are no risk management implications.

#### **5. Recommendations**

Members of the Board are asked to:

- 6.1 agree to appoint Laura Moodie as an observer to the SWestrans Board; and
- 6.2 note that a review of observer appointments and associated guidance will be undertaken in the coming year and report to the Board by June 2025.



Report Author – Claire Rogerson	Approved by: Claire Rogerson Secretary to the Board
Date of Report: 13 September 2024	South West of Scotland Transport Partnership
File Ref: SW2/meetings/2024	English Street Dumfries DG1 2DD

## SERVICE LEVEL AGREEMENT BETWEEN SWESTRANS AND DUMFRIES AND GALLOWAY COUNCIL

### 1. Reason for Report

This report provides a response to the recent Internal Audit report and proposes a form of Service Level Agreement (SLA) between SWestrans and Dumfries & Galloway Council to clarify the governance and support arrangements between the two bodies.

### 2. Background

2.1 At its meeting on 22 March 2024 the SWestrans Board received the findings of an audit undertaken by the Internal Audit Service of Dumfries & Galloway Council. The purpose of the audit was to review the internal control, risk management and governance arrangement of SWestrans.

2.2 One of the key findings of the audit was that, while proposals had been made to adopt an SLA in the past, these had not been signed-off and so no formal agreement exists that guides the relationship and support arrangements between SWestrans and Dumfries and Galloway Council. The audit report recommended that, "A Service Level Agreement should be agreed between SWestrans and the Council". To be followed by the development of a data sharing agreement that regulates the exchange of information between the two bodies.

2.3 The first proposed action point in the audit report was the following:

"Subject to Board agreement, the Lead Officer will approach the Council to develop an appropriate Service Level Agreement which would be agreed by both organisations."

2.4 This report is intended to progress that action point, and to that end a draft SLA is attached as **Appendix 1**.

### 3. Key Points

3.1 From the establishment of SWestrans as a Regional Transport Partnership it has been the intention to agree an SLA between the two bodies. A report was presented to the Board at its meeting on 19 April 2007 proposing the adoption of an SLA. The Board approved the draft SLA and requested that it be submitted to the Asset Management Committee of the Council.

3.2 A further attempt to establish an SLA was made with a report to the Board on 25 March 2011. That report relayed the fact that the Council had adopted a Strategic Commissioning and Delivery Framework and has requested that SWestrans consider adopting the same framework to commission services from the Council. As part of the Commissioning and Delivery Framework it stated that there is a strong emphasis on performance management, with the inclusion of measures of success and key performance indicators, thereby encouraging continuous improvement.

3.3 A draft Strategic Commission document was appended to the report and it was agreed that it should be the basis on which to reach agreement with Dumfries and Galloway Council for the level of services provided SWestrans and the document be reported to a future meeting once it has been fully populated.

3.4 It appears that neither of these attempts to establish an SLA reached fruition, i.e. there is no evidence to suggest that either of the documents was approved and signed.

3.5 The revised proposal to establish an SLA is to return to a more traditional format as in the attached **Appendix 1**. It is suggested that it would be useful to attach the Lead Officer Protocol **Appendix 2** to the SLA as a schedule, so that both documents can be read together and that the Lead Officer role in acting on behalf of SWestrans in the application of the agreement is clear.

<b>4. Implications</b>	
<b>Legal</b>	The Council has advised that, as Legal Services will be acting on behalf of the Council in this matter, that SWestrans may need to seek external legal advice to provide guidance to the Board should any issues be raised following consideration of the draft SLA.
<b>Financial</b>	There are no financial implications, unless external legal advice is required. Once adopted the SLA will clarify the financial arrangements between SWestrans and the Council for support services.
<b>Policy</b>	There are no policy implications.
<b>Equalities</b>	There are no equalities implications.
<b>Climate Change</b>	There are no climate change implications.
<b>Risk Management</b>	There are positive risk management implications, once adopted the SLA can be used to clarify the governance arrangements and relative responsibilities.

#### **5. Recommendations**

Members of the Board are asked to:

- 5.1 note the findings of the Internal Audit report on the recommendation to establish an SLA between SWestrans and Dumfries and Galloway Council;
- 5.2 agree the proposed action that the Lead Officer submit the draft SLA attached as **appendix 1** to the Council for consideration;
- 6.3 delegate authority to the Lead Officer to seek external legal advice for the Board, if necessary, subject to the response of the Council to the details of the draft SLA.

Report Author – Tom Flanagan	Approved by: Natalie McKail Lead Officer
Date of Report: 27 September 2024	South West of Scotland Transport Partnership
File Ref: SW2/meetings/2024	Cargen Tower Garroch Business Park Dumfries DG2 8PN

**Appendix 1 – Draft Service Level Agreement****Appendix 2 - Lead Officer Protocol****Background Reports:**

South West of Scotland Transport Partnership Service Level Agreement, report to the Board, 19 April 2007.

Services from Dumfries and Galloway Council – Commissioning and Delivery Model, report to the Board, 25 March 2011.

Internal Audit Report of South West Scotland Partnership, report to the Board, 22 March 2024.

**AGREEMENT** between:-

- (1) **Dumfries and Galloway Council** constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (hereinafter referred to as "the **Council**") having its principal offices at Council HQ, English Street, DG1 2DD; and
- (2) **The South West of Scotland Transport Partnership** a regional transport partnership established under the Transport (Scotland) Act 2005 (hereinafter referred to as "the RTP") having its principal offices at Cargen Tower, Garroch Business Park, Garroch Loaning, Dumfries, DG2 8PN.

**WHEREAS:-**

- (A) Functions were transferred from the Council to the RTP by virtue of the Transfer of Functions of the South-West of Scotland Transport Partnership Order 2006;
- (B) The RTP has no employees to carry out its statutory functions;
- (C) The Council is agreeable that its employees will provide Services to the RTP to enable it to continue to carry out functions in connection with transportation; and
- (D) It is desired to set out formally in a legally binding document the operational arrangements between the parties to this Agreement as provided for by the Local Authorities (Goods and Services) Act 1970;
- (E) In the exercise of this agreement, the designated SWestrans Lead Officer will act on behalf of the RTP in accordance with the agreed Protocol at Schedule 1.

**IT IS AGREED:-****1 DEFINITIONS AND INTERPRETATION****1.1 Definitions****1.1.1** In this Agreement unless the context requires otherwise:-

**"Essential Professional Services"** means strategic transportation (public transport), accountancy and finance (including internal audit), information technology, communications (including web site support), human resources, freedom of information and data protection together with any further professional services the Parties agree ought to be defined as Essential Professional Services;

**"Execution Date"** means the last date of execution of this Agreement;

**"Intellectual Property Rights"** includes all registered or unregistered trade marks, service marks, patents, inventions, registered designs, utility models, applications for any of the foregoing, copyrights, unregistered designs and database rights which are created, brought into existence, acquired, used or intended to be used by either Party in the provision of any Services;

**"Other Services"** includes the provision of office and other accommodation for staff and meetings and the supply of goods and materials;

**"Other Professional Services"** includes architectural services, engineering services (including traffic and transport engineering), legal services, planning services, procurement and tendering services, property management services, technical/combined and any further professional services provided by the Council to the RTP that are not Essential Professional Services;

**"Party"** means any of the parties to this Agreement, the term **"Parties"** being construed accordingly;

**"Secretary of the RTP"** means [designate] or such other person as the RTP may appoint as its secretary from time to time;

**"Services"** means Essential Professional Services, Other Professional Services and Other Services;

**"Subsidiary"** has the meaning given to it in sections 736 and 736A of the Companies Act 1985; and

**"tax"** means all forms of taxation, duties, imposts and levies whatsoever in the nature of taxation whenever and wherever imposed, including (but without limitation) all stamp duties, imposts, duties, capital and revenue taxes and value added tax, and **"taxes"** and **"taxation"** shall be construed accordingly.

## 1.2 Interpretation and Construction

1.2.1 In this Agreement, unless otherwise specified or the context otherwise requires:-

- (a) words importing any gender shall include all other genders and words importing the singular shall include the plural and *vice versa*;
- (b) reference to a Recital, Clause, Schedule or Annexure is to the relevant recital, clause, schedule or annexure to this Agreement;
- (c) reference to this Agreement or to any other document is a reference to this Agreement or to that other document as modified, amended, varied, supplemented, assigned, novated or replaced from time to time;
- (d) reference to a provision of law is a reference to that provision as extended, applied, amended, consolidated or re-enacted or as the application thereof is modified from time to time and shall be construed as including reference to any order, instrument, regulation or other subordinate legislation from time to time made under it;
- (e) reference to a Party to this Agreement includes that Party's permitted successors, transferees and assignees.

1.2.2 Headings used in this Agreement shall not affect its construction or interpretation.

1.2.3 Words and phrases defined in any part of this Agreement bear the same meanings throughout this Agreement.

1.2.4 In this Agreement, any phrase introduced by the words **"including"**, **"include"**, **"in particular"** or any similar expression shall be construed as illustrative only and shall not be construed as limiting the generality of any preceding words.

**2 DUTIES OF COUNCIL**

- 2.1 The Council will provide Essential Professional Services to the RTP.
- 2.2 The Council will provide or procure on behalf of the RTP Other Professional Services and Other Services.
- 2.3 In respect of Services provided by the Council to the RTP under this Clause 2, the Council shall at the end of each calendar month or as otherwise agreed between the Parties submit an invoice of costs incurred in service delivery to the RTP. Where VAT is payable on services provided the invoice shall set out the VAT payable (at the rate in force at the due date for payment) and shall contain all information required to constitute a valid VAT invoice.
- 2.4 Each invoice shall be accompanied by all necessary supporting documentation including time sheets.
- 2.5 The Council shall respond in writing to the RTP to any specific questions raised in relation to the delivery of services (or costs) within one calendar month of receipt of request.
- 2.6 The Council will deliver all of the Services in a timeous, efficient, effective and safe manner to the satisfaction of the RTP and in such a manner that shall promote and enhance the reputation and business of the RTP.
- 2.7 The Council shall arrange adequate insurance against all claims for accidental death, injury or disease to any person and loss or damage to any person, material, or property which result from the delivery (or failure to deliver) the Services.
- 2.8 In relation to provision of any part of the Services which the Council elects to sub-contract, it shall be the Council's responsibility to ensure that adequate insurance cover is in place as would be required under clause 2.7 if the Council itself delivered the Services.
- 2.9 The Council shall indemnify the RTP against all liabilities, damage, costs, losses, claims, expenses, demands and proceedings arising directly or indirectly in connection with the provision of failure to provide the Services.
- 2.10 The Council shall ensure that Services are provided by a Council Officer of adequate experience taking into account the particular matter which is to be the object of the Services. Where the delivery of any Service is sub-contracted the Council shall be responsible for ensuring that the sub-contractor uses appropriately experienced staff to deliver the Services.
- 2.11 The Council shall ensure that all Services are delivered in accordance with the Council's Health and Safety Policy as it exists from time to time.
- 2.12 Services will be delivered in accordance with any specification required by the RTP. In the event that no specification is stated by the RTP then the Council will provide the Service in accordance with its overriding duties as set out in this Clause 2, also taking into account any relevant policies and objectives established by the RTP.

### 3 **DUTY OF RTP TO PAY FOR SERVICES**

- 3.1 The RTP shall pay the recharge costs (plus any VAT payable) within one calendar month of the Council submitting an invoice in respect of such costs. However, where the RTP has raised any question as detailed in Clause 2.5 above the recharge costs relating to such question shall be payable within one calendar month of receipt of the Council's written response to such question.
- 3.2 The overall payment for Services shall be set at £48,750 in accordance with the published SWestran budget for 2024/25 and adjusted in line with the Council's budget setting in subsequent years.

### 4 **AMENDMENTS, WAIVERS AND REMEDIES**

#### 4.1 **Amendments**

No amendment or variation of this Agreement or any of the documents referred to in or ancillary to it shall be effective unless it is in writing and signed by or on behalf of each of the Parties.

#### 4.2 **Waivers and remedies**

##### 4.2.1 The rights of each Party under this Agreement:-

- (a) may be exercised as often as necessary;
- (b) are cumulative and not exclusive of its rights under the general law; and
- (c) may be waived only in writing and specifically.

##### 4.2.2 Delay in exercising or non-exercise of any right under this Agreement is not a waiver of that right.

##### 4.2.3 Partial exercise of any right under this Agreement shall not preclude any further or other exercise of that right or any other right under this Agreement.

### 5 **SEVERANCE**

If any provision of this Agreement is or becomes illegal, invalid or unenforceable in any jurisdiction, that shall not affect:-

- (a) the legality, validity or enforceability in that jurisdiction of any other provision of this Agreement; or
- (b) the legality, validity or enforceability in any other jurisdiction of that or any other provision of this Agreement.

### 6 **NO EMPLOYMENT**

#### 6.1 Nothing in this Agreement constitutes a direct employment relationship between the RTP and the Council or the Council's employees. This is solely an Agreement governing the provision of Services to the RTP.

#### 6.2 Notwithstanding Clause 6.1, if the Council is required to employ staff solely to deliver Services to the RTP the RTP may be obliged to bear the whole costs of such employment.



**7 NO ASSIGNATION**

Neither Party shall without the prior written consent of the other Party (such consent not to be given subject to unreasonable conditions, or unreasonably withheld or delayed) assign, transfer or otherwise delegate (in whole or in part) this Agreement or any of its rights under it.

**8 AGENCY**

This Agreement authorises Council staff acting on behalf of the RTP to enter into contracts to bind the RTP but in doing so the Council must have informed the Secretary of the RTP in advance of their intention to bind the RTP and must have regard to any general or specific instructions issued by the Secretary of the RTP.

**9 NOTICES****9.1 Writing**

Any notice or communication to be given under, or in connection with the matters contemplated by, this Agreement shall be in writing and signed by or on behalf of the Party giving it.

**9.2 Service**

Any notice or communication referred to in Clause 9.1 shall be served by delivering it personally or sending it by pre-paid recorded delivery or registered post or by fax to the address and for the attention of the relevant Party set out in Clause 9.4 (or as otherwise notified by that Party under this Agreement).

**9.3 Deemed receipt**

Any notice or communication referred to in Clause 9.1 shall be deemed to have been received:-

- (a) if delivered personally, at the time of delivery;
- (b) in the case of pre-paid recorded delivery or registered post, 48 hours from the date of posting; and
- (c) in the case of fax, at the time of transmission,

provided that if deemed receipt occurs after 5pm, or on a day which is not a business day, the notice shall be deemed to have been received at 9am on the next business day.

**9.4 Address for notices**

The addresses and facsimile numbers of the Parties for the purposes of Clause 9.2 are:-

[Name] Council's Corporate Director for Corporate Services

Address:

For the attention of:

Secretary of the RTP

Address:

For the attention of:

or such other address or number as may be notified in writing from time to time by the relevant Party to the other.

## 10 **DISPUTE RESOLUTION**

If there is any dispute as to the interpretation or implementation of this Agreement, and the dispute is not resolved within 30 days of the dispute arising then either party may refer such dispute for determination to the Chairperson, for the time being, of the Society of the Chief Officers of Transportation in Scotland (SCOTS). The decision of such chairperson shall be final and binding on the parties and his costs shall be borne as s/he directs.

## 11 **DURATION AND TERMINATION**

11.1 This Agreement shall be deemed to have come into force following the SWestran Board meeting on 27 September 2024 and shall endure until the first SWestran Board meeting after the Scottish Local Government elections on 7 May 2026. Unless terminated under clause 10.3 or 10.4, it shall automatically renew for a further year and yearly thereafter.

11.2 This Agreement relates to three different categories of Services and within each category of service, more than one type of service can be provided. The Agreement, for the avoidance of doubt can be terminated, in whole or in part, in the manner set out in clause 10.3 and 10.4.

11.3 This agreement can be terminated:

- (a) by mutual agreement of the parties
- (b) in relation to the whole Agreement or to the Essential Professional Services element, or to one or more of the services falling within the definition of Essential Professional Services, by nine months notice given by either party to the other;
- (c) in relation to Other Professional Services, or to one or more of the services falling within the definition of Other Professional Services, by six months notice given by either party to the other;
- (d) in relation to Other Services, or any particular service falling within the definition of Other Services, by six months notice given by either party to the other;

11.4 Either party may terminate this Agreement by written notice to the other to take immediate effect if

that other party commits a material breach of this Agreement (which in the case of a breach capable of remedy is not remedied within thirty days after receipt of a written notice giving full particulars of the breach and requiring it to be remedied).

- 11.5 For the purposes of Clause 11.4, a breach shall be considered capable of remedy if the party in breach can comply with the provision in question in all respects other than as to the time of performance (provided that time of performance is not of the essence).
- 11.6 Any waiver by either party of a breach of any provision of this Agreement shall not be considered as a waiver of any subsequent breach of the same or any other provision thereof.
- 11.7 The rights to terminate this Agreement given by this clause shall be without prejudice to any other right or remedy of either party in respect of the breach concerned (if any) or any other breach.

## 12 **INTELLECTUAL PROPERTY RIGHTS**

Any Intellectual Property Rights arising out of the provision of the Services or acquired in connection with such provision shall, unless the Parties agree otherwise, be the property of the RTP.



**PROTOCOL FOR PROVISION OF LEAD OFFICER BY DUMFRIES & GALLOWAY COUNCIL TO THE SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP**

**AGREEMENT** between:-

- (2) **Dumfries and Galloway Council** constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (hereinafter referred to as "the **Council**"); and
- (2) **The South West of Scotland Transport Partnership** a regional transport partnership established under the Transport (Scotland) Act 2005 (hereinafter referred to as "the RTP")

**WHEREAS:-**

- (A) Functions were transferred from the Council to the RTP by virtue of the Transfer of Functions of the South-West of Scotland Transport Partnership Order 2006;
- (B) The RTP has no employees to carry out its statutory functions;
- (C) The Council is agreeable that its employees will provide Services to the RTP to enable it to continue to carry out functions in connection with transportation; and

Both parties recognise that there are advantages to inter-organisational working, to ensure cost-effectiveness, reduce duplication of effort, and ensure coordinated approaches on issues of common interest.

The Council agrees that it will require its Transportation Manager to fulfil the position of Lead Officer for the RTP within their duties. Such duties will include, but not be restricted to:

- Support for the Chair and the SWestrans Board in commissioning transport services for the public of Dumfries & Galloway
- As Lead Officer for SWestrans, hold responsibility for advising the Chair and Board on all matters to support their statutory duties, and be the point of contact on Transport matters for national organisations, including the Scottish Government
- Develop, implement and monitor Capital and Revenue Programmes for SWestrans
- Provide support to the Chair, including through Regional Transport Partnership Chairs meetings
- Develop and implement the Regional Transport Strategy and Delivery Plan
- Support the Chair and Board to ensure that SWestrans secures efficient and effective service delivery and improvements, meeting the highest standards of probity, corporate governance, strategic leadership, management and sound administration, including financial administration.

The Transportation Manager is a Senior Officer post within the Economy and Infrastructure Department. The post reports to the Assistant Director transport and Infrastructure.

The Transportation Manager has responsibility for services within the Council, including the commissioning and delivery of transport-related functions.

The Council recognises that there may be occasions where the interests of the Council and the RTP may be separate.

The Council agrees that where the Lead Officer requires to take forward the interests of the RTP as distinct from the Council or the wider Community Planning Partnership, the Lead Officer will be accountable only to the SWestrans Board.

The Council's Director Economy and Infrastructure will in such circumstances represent the interests of the Council in relation to transport matters.

Where there is dispute as to the actions of the Lead Officer or the Director Economy and Infrastructure, the Chief Executive of the Council will be the designated arbiter, as Head of Paid Service for the lead body for Community Planning in Dumfries & Galloway.

Signed on behalf of:

**Dumfries & Galloway Council**

**SWestrans**

Signed

Signed

Malcolm Johnstone  
Convener  
Dumfries & Galloway Council

John Campbell  
Chairman  
Swestrans

Date

Date

## Appendix 2

### PROTOCOL FOR PROVISION OF LEAD OFFICER BY DUMFRIES & GALLOWAY COUNCIL TO THE SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**AGREEMENT** between:-

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**WHEREAS:-**

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- (C) The Council is agreeable that its employees will provide Services to the RTP to enable it to continue to carry out functions in connection with transportation; and

Both parties recognise that there are advantages to inter-organisational working, to ensure cost-effectiveness, reduce duplication of effort, and ensure coordinated approaches on issues of common interest.

The Council agrees that it will require its Transportation Manager to fulfil the position of Lead Officer for the RTP within their duties. Such duties will include, but not be restricted to:

- Support for the Chair and the SWestrans Board in commissioning transport services for the public of Dumfries & Galloway
- As Lead Officer for SWestrans, hold responsibility for advising the Chair and Board on all matters to support their statutory duties, and be the point of contact on Transport matters for national organisations, including the Scottish Government
- Develop, implement and monitor Capital and Revenue Programmes for SWestrans
- Provide support to the Chair, including through Regional Transport Partnership Chairs meetings
- Develop and implement the Regional Transport Strategy and Delivery Plan
- Support the Chair and Board to ensure that SWestrans secures efficient and effective service delivery and improvements, meeting the

highest standards of probity, corporate governance, strategic leadership, management and sound administration, including financial administration.

The Transportation Manager is a Senior Officer post within the Economy and Infrastructure Department. The post reports to the Assistant Director transport and Infrastructure.

The Transportation Manager has responsibility for services within the Council, including the commissioning and delivery of transport-related functions.

The Council recognises that there may be occasions where the interests of the Council and the RTP may be separate.

The Council agrees that where the Lead Officer requires to take forward the interests of the RTP as distinct from the Council or the wider Community Planning Partnership, the Lead Officer will be accountable only to the SWestrans Board.

The Council's Executive Director Economy and Infrastructure will in such circumstances represent the interests of the Council in relation to transport matters.

Where there is dispute as to the actions of the Lead Officer or the Executive Director Economy and Infrastructure, the Chief Executive of the Council will be the designated arbiter, as Head of Paid Service for the lead body for Community Planning in Dumfries & Galloway.

Signed on behalf of:

**Dumfries & Galloway Council**

**SWestrans**

Signed

Signed

Malcolm Johnstone  
Convener  
Dumfries & Galloway Council

John Campbell  
Chair  
Swestrans

Date

Date



## REPORT BY EXTERNAL AUDIT ON THE 2023/24 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

### 1. Reason for Report

The purpose of this report is to present SWestrans audited annual accounts and the external auditors' report on the 2023/24 audit of the SWestrans to this Board in line with the requirements of the International Standards on Auditing 260 (ISA 260).

### 2. Background

2.1 The Partnership's external auditors are Audit Scotland who were appointed on a five year appointment from 2022/23 to 2026/27. This is the second year Audit Scotland has audited Swestrans accounts.

2.2 Audit Scotland have now concluded their audit of the Partnership's Annual Accounts for the year ended 31 March 2024. There are no qualifications in the audit report on the Annual Accounts. It is the opinion of the External Auditor that the financial statements provide a true and fair view of the Partnership's financial position and income and expenditure for the year.

2.3 Audit Scotland are required to present a report to those charged with governance, covering the external auditors' wider role, extending to areas such as governance & accountability and performance management & improvement. The report is attached at **Appendix 1**

### 3. Key Points

#### The 2023/24 Final Accounts Audit Process

3.1 The main purpose of the external auditors' report to the Board is to highlight any significant matters that have arisen during the course of the audit, extending to areas such as governance and accountability and performance management & improvement. There were no key issues highlighted for the Partnership.

3.2 The International Standard on Auditing 580 (ISA 580) requires auditors to obtain assurances from the proper officer on certain issues relating to the annual accounts. A copy of the letter relating to the 2023/24 accounts as **Appendix 2**. Board members are asked to approve this statement which will be signed by the Treasurer following this meeting.

3.3 As previously reported to this board, the regulations on the publication of the annual accounts changed in 2014/15 and the audited accounts will require to be approved by the Board prior to being signed by the Treasurer. Therefore, again this year the unsigned audited accounts have been included as part of this report and are attached in **Appendix 3**.

3.4 There have been no significant changes made from the unaudited accounts which were presented to the Board on 28 June 2024. The final certified annual accounts will be made available to the Board and they will be published on the

SWestran's website.

#### 4. Consultation

4.1 The Proper Officer (Finance) has been consulted and is in agreement with the terms of this report.

4.2 The External Auditor is required to audit SWestrans financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland) as required by the Code of Audit Practice approved by the Accounts Commission.

#### 5. Implications

<b>Financial</b>	The Financial implications are as laid out in the report
<b>Policy</b>	None
<b>Equalities</b>	None
<b>Climate Change</b>	None
<b>Risk Management</b>	None

#### 6. Recommendations

Members of the Board are asked to:

6.1 receive the external auditors' report on the 2023/24 audit as detailed at **Appendix 1**;

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

6.3 approve the audited accounts which will be certified by the Treasurer and Audit Scotland as detailed at **Appendix 3**;

and

6.4 note that the certified accounts will be made available to all Members and they will be available on SWestrans website as detailed in paragraph 3.4

Janet Sutton - Report Author  
Finance Officer  
Tel: 01387 260105  
Date of Report: 6 September 2024  
File Ref:

Approved by:  
Natalie McKail  
Lead Officer  
South West of Scotland Transport Partnership  
Cargen Tower  
Garroch Business Park  
Dumfries  
DG1 8PN

**Appendices – 3**

Appendix 1 – Report to Members and the Controller of Audit on the 2023/24 Audit

Appendix 2 – Letter of Representation

Appendix 3 – Unsigned audited accounts 2023/24

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EH3 9DN

8 Nelson Mandela Place  
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G2 1BT

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Beechwood Business Park North  
Inverness  
IV2 3BL

T: 0131 625 1500

E: [info@audit-scotland.gov.uk](mailto:info@audit-scotland.gov.uk)

[www.audit-scotland.gov.uk](http://www.audit-scotland.gov.uk)



## South West of Scotland Partnership Board

27 September 2024

### South West of Scotland Partnership (SWestrans) Audit of 2023/24 annual accounts

#### Independent auditor's report

1. Our audit work on the 2023/24 annual accounts is now substantially complete. Subject to receipt of a revised set of annual accounts for final review, we anticipate being able to issue unqualified audit opinions in the independent auditor's report on 27 September 2024 (the proposed report is attached at [Appendix A](#)).

#### Annual audit report

2. Under International Standards on Auditing in the UK, we report specific matters arising from the audit of the financial statements to those charged with governance of a body in sufficient time to enable appropriate action. We present for SWestrans Board's consideration our proposed Annual Audit Report on the 2023/24 audit. The section headed "Significant findings and key audit matters" sets out the issues identified in respect of the annual accounts.

3. The report also sets out conclusions on the wider scope areas that frame public audit as set out in the Code of Audit Practice.

4. This report will be issued in final form after the annual accounts have been certified.

#### Unadjusted misstatements

5. We also report to those charged with governance all unadjusted misstatements which we have identified during the course of our audit, other than those of a trivial nature and request that these misstatements be corrected.

6. I have no unadjusted misstatements to be corrected.

#### Fraud, subsequent events and compliance with laws and regulations

7. In presenting this report to the SWestrans Board we seek confirmation from those charged with governance of any instances of any actual, suspected or alleged fraud; any subsequent events that have occurred since the date of the financial statements; or material non-compliance with laws and regulations affecting the entity that should be brought to our attention.

#### Representations from Section 95 Officer

8. As part of the completion of our audit, we are seeking written representations from the Treasurer (Section 95 Officer) on aspects of the annual accounts, including the judgements and estimates made.

**9.** A draft letter of representation is attached at [Appendix B](#). This should be signed and returned to us by the Section 95 Officer with the signed annual accounts prior to the independent auditor's report being certified.

## Appendix A: Proposed Independent Auditor's Report

### Independent auditor's report to the members of South West of Scotland Transport Partnership and the Accounts Commission

#### Reporting on the audit of the financial statements

##### Opinion on financial statements

I certify that I have audited the financial statements in the annual accounts of South West of Scotland Transport Partnership for the year ended 31 March 2024 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Comprehensive Income and Expenditure Statement, Movement in Reserves Statement, Balance Sheet, Cash Flow Statement and notes to the financial statements, including material accounting policy information. The financial reporting framework that has been applied in their preparation is applicable law and UK adopted international accounting standards, as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2023/24 (the 2023/24 Code).

In my opinion the accompanying financial statements:

- give a true and fair view of the state of affairs of South West of Scotland Transport Partnership as at 31 March 2024 and of its income and expenditure for the year then ended;
- have been properly prepared in accordance with UK adopted international accounting standards, as interpreted and adapted by the 2023/24 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

##### Basis for opinion

I conducted my audit in accordance with applicable law and International Standards on Auditing (UK) (ISAs (UK)), as required by the [Code of Audit Practice](#) approved by the Accounts Commission for Scotland. My responsibilities under those standards are further described in the auditor's responsibilities for the audit of the financial statements section of my report. I was appointed by the Accounts Commission on 2 December 2022. My period of appointment is five years, covering 2022/23 to 2026/27 I am independent of South West of Scotland Transport Partnership in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK including the Financial Reporting Council's Ethical Standard, and I have fulfilled my other ethical responsibilities in accordance with these requirements. Non-audit services prohibited by the Ethical Standard were not provided to South West of Scotland Transport Partnership. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

## **Conclusions relating to going concern basis of accounting**

I have concluded that the use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on South West of Scotland Transport Partnership's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from when the financial statements are authorised for issue.

These conclusions are not intended to, nor do they, provide assurance on South West of Scotland Transport Partnership's current or future financial sustainability. However, I report on South West of Scotland Transport Partnership's arrangements for financial sustainability in a separate Annual Audit Report available from the [Audit Scotland website](#).

## **Risks of material misstatement**

I report in my Annual Audit Report the most significant assessed risks of material misstatement that I identified and my judgements thereon.

## **Responsibilities of the Treasurer and South West of Scotland Transport Partnership Board for the financial statements**

As explained more fully in the Statement of Responsibilities, the Treasurer is responsible for the preparation of financial statements that give a true and fair view in accordance with the financial reporting framework, and for such internal control as the Treasurer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Treasurer is responsible for assessing South West of Scotland Transport Partnership's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless there is an intention to discontinue South West of Scotland Transport Partnership's operations.

The South West of Scotland Transport Partnership Board is responsible for overseeing the financial reporting process.

## **Auditor's responsibilities for the audit of the financial statements**

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. I design procedures in line with my responsibilities outlined above

to detect material misstatements in respect of irregularities, including fraud. Procedures include:

- using my understanding of the local government sector to identify that the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003 are significant in the context of South West of Scotland Transport Partnership;
- inquiring of the Treasurer as to other laws or regulations that may be expected to have a fundamental effect on the operations of South West of Scotland Transport Partnership;
- inquiring of the Treasurer concerning South West of Scotland Transport Partnership's policies and procedures regarding compliance with the applicable legal and regulatory framework;
- discussions among my audit team on the susceptibility of the financial statements to material misstatement, including how fraud might occur; and
- considering whether the audit team collectively has the appropriate competence and capabilities to identify or recognise non-compliance with laws and regulations.

The extent to which my procedures are capable of detecting irregularities, including fraud, is affected by the inherent difficulty in detecting irregularities, the effectiveness of South West of Scotland Transport Partnership's controls, and the nature, timing and extent of the audit procedures performed.

Irregularities that result from fraud are inherently more difficult to detect than irregularities that result from error as fraud may involve collusion, intentional omissions, misrepresentations, or the override of internal control. The capability of the audit to detect fraud and other irregularities depends on factors such as the skilfulness of the perpetrator, the frequency and extent of manipulation, the degree of collusion involved, the relative size of individual amounts manipulated, and the seniority of those individuals involved.

A further description of the auditor's responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website [www.frc.org.uk/auditorsresponsibilities](http://www.frc.org.uk/auditorsresponsibilities). This description forms part of my auditor's report.

## Reporting on other requirements

### Opinion prescribed by the Accounts Commission on the audited parts of the Remuneration Report

I have audited the parts of the Remuneration Report described as audited. In my opinion, the audited parts of the Remuneration Report have been properly prepared in accordance with The Local Authority Accounts (Scotland) Regulations 2014.



## Other information

The Treasurer is responsible for the other information in the annual accounts. The other information comprises the Management Commentary, Annual Governance Statement, Statement of Responsibilities and the unaudited part of the Remuneration Report.

My responsibility is to read all the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the course of the audit or otherwise appears to be materially misstated. If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact. I have nothing to report in this regard.

My opinion on the financial statements does not cover the other information and I do not express any form of assurance conclusion thereon except on the Management Commentary and Annual Governance Statement to the extent explicitly stated in the following opinions prescribed by the Accounts Commission.

### Opinions prescribed by the Accounts Commission on the Management Commentary and Annual Governance Statement

In my opinion, based on the work undertaken in the course of the audit:

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and
- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

### Matters on which I am required to report by exception

I am required by the Accounts Commission to report to you if, in my opinion:

- adequate accounting records have not been kept; or
- the financial statements and the audited part of the Remuneration Report are not in agreement with the accounting records; or
- I have not received all the information and explanations I require for my audit.

I have nothing to report in respect of these matters.

## **Conclusions on wider scope responsibilities**

In addition to my responsibilities for the annual accounts, my conclusions on the wider scope responsibilities specified in the Code of Audit Practice, including those in respect of Best Value, are set out in my Annual Audit Report.

## **Use of my report**

This report is made solely to the parties to whom it is addressed in accordance with Part VII of the Local Government (Scotland) Act 1973 and for no other purpose. In accordance with paragraph 108 of the Code of Audit Practice, I do not undertake to have responsibilities to members or officers, in their individual capacities, or to third parties.

Peter Lindsay  
Senior Audit Manager  
Audit Scotland  
4th Floor, South Suite  
The Athenaeum Building  
8 Nelson Mandela Place  
Glasgow, G2 1BT

## Appendix B: Letter of Representation (ISA 580) - to be reproduced on client's letterhead

Peter Lindsay, Senior Audit Manager  
Audit Scotland  
4th Floor, South Suite  
The Athenaeum Building  
8 Nelson Mandela Place  
Glasgow  
G2 1BT

27 September 2024

Dear Peter

### South West of Scotland Transport Partnership Annual Accounts 2023/24

1. This representation letter is provided in connection with your audit of the annual accounts of the South West of Scotland Transport Partnership for the year ended 31 March 2024 for the purpose of expressing an opinion as to whether the financial statements give a true and fair view in accordance with the financial reporting framework, and for expressing other opinions on the Remuneration Report, Management Commentary and Annual Governance Statement.
2. I confirm to the best of my knowledge and belief and having made appropriate enquiries of the South West of Scotland Transport Partnership Board, the following representations given to you in connection with your audit of the South West of Scotland Transport Partnership's annual accounts for the year ended 31 March 2024.

#### General

3. South West of Scotland Transport Partnership and I have fulfilled our statutory responsibilities for the preparation of the 2023/24 annual accounts. All the accounting records, documentation and other matters which I am aware are relevant to the preparation of the annual accounts have been made available to you for the purposes of your audit. All transactions undertaken by the South West of Scotland Transport Partnership have been recorded in the accounting records and are properly reflected in the financial statements.
4. I confirm that the effects of uncorrected misstatements are immaterial, individually and in aggregate, to the financial statements as a whole. I am not aware of any uncorrected misstatements other than those reported by you.

#### Financial Reporting Framework

5. The annual accounts have been prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2023/24 (2023/24 accounting code) and the requirements of the Local Government (Scotland) Act 1973, the Local Government in Scotland Act 2003 and The Local Authority Accounts (Scotland) Regulations 2014.
6. In accordance with the 2014 regulations, I have ensured that the financial statements give a true and fair view of the financial position of the South West of Scotland Transport Partnership at 31 March 2024 and the transactions for 2023/24.

## Accounting Policies and Estimates

7. All material accounting policies applied are as shown in the notes to the financial statements. The accounting policies are determined by the 2023/24 accounting code, where applicable. Where the accounting code does not specifically apply, I have used judgement in developing and applying an accounting policy that results in information that is relevant and reliable. All accounting policies applied are appropriate to the South West of Scotland Transport Partnership's circumstances and have been consistently applied.

8. The significant assumptions used in making accounting estimates are reasonable and properly reflected in the financial statements. Judgements used in making estimates have been based on the latest available, reliable information. Estimates have been revised where there are changes in the circumstances on which the original estimate was based or as a result of new information or experience.

## Going Concern Basis of Accounting

9. I have assessed the South West of Scotland Transport Partnership's ability to continue to use the going concern basis of accounting and have concluded that it is appropriate. I am not aware of any material uncertainties that may cast significant doubt on the South West of Scotland Transport Partnership's ability to continue as a going concern.

## Assets

10. I carried out an assessment at 31 March 2024 as to whether there is any indication that an asset may be impaired and have recognised any impairment losses identified.

11. I have provided you with all information of which I am aware regarding any valuation exercises carried out after 31 March 2024.

12. There are no plans or intentions that are likely to affect the carrying value or classification of the assets recognised within the financial statements.

13. Owned assets are free from any lien, encumbrance or charge except as disclosed in the financial statements.

## Liabilities

14. All liabilities at 31 March 2024 of which I am aware have been reported in the financial statements.

15. There are no plans or intentions that are likely to affect the carrying value or classification of the liabilities recognised in the financial statements.

## Contingent Liabilities

16. There are no significant contingent liabilities arising either under formal agreement or through formal undertakings requiring disclosure in the accounts.

## Litigation and Claims

17. All known actual or possible legal claims have been disclosed to you and have been accounted for and disclosed in the financial statements in accordance with the 2023/24 accounting code.

## Fraud

**18.** I understand my responsibilities for the design, implementation, and maintenance of internal control to prevent fraud and I believe I have appropriately fulfilled those responsibilities.

**19.** I have provided you with all information in relation to

- my assessment of the risk that the financial statements may be materially misstated as a result of fraud,
- any allegations of fraud or suspected fraud affecting the financial statements, and
- fraud or suspected fraud that I am aware of involving management, employees who have a significant role in internal control, or others that could have a material effect on the financial statements.

## Laws and Regulations

**20.** I have disclosed to you all known instances of non-compliance or suspected non-compliance with laws and regulations whose effects should be considered when preparing financial statements.

## Related Party Transactions

**21.** All material transactions with related parties have been appropriately accounted for and disclosed in the financial statements in accordance with the 2023/24 accounting code. I have made available to you the identity of all the South West of Scotland Transport Partnership's related parties and all the related party relationships and transactions of which I am aware.

## Management Commentary

**22.** I confirm that the Management Commentary has been prepared in accordance with the statutory guidance and the information is consistent with the financial statements.

## Corporate Governance

**23.** I confirm that the South West of Scotland Transport Partnership has undertaken a review of the system of internal control during 2023/24 to establish the extent to which it complies with proper practices set out in the Delivering Good Governance in Local Government: Framework 2016. I have disclosed to you all deficiencies in internal control identified from this review or of which I am otherwise aware.

**24.** I confirm that the Annual Governance Statement has been prepared in accordance with the Delivering Good Governance in Local Government: Framework 2016 and the information is consistent with the financial statements. There have been no changes in the corporate governance arrangements or issues identified, since 31 March 2024, which require to be reflected.

## Events Subsequent to the Date of the Balance Sheet

**25.** All events subsequent to 31 March 2024 for which the 2023/24 accounting code requires adjustment or disclosure have been adjusted or disclosed.

Yours sincerely

Interim Treasurer

# South West of Scotland Transport Partnership

Proposed 2023/24 Annual Audit Report



 AUDIT SCOTLAND

Prepared for the Members of the South West of Scotland Transport Partnership and the  
Controller of Audit

September 2024

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# Key messages

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## 2023/24 annual accounts

- 1 Audit opinions on the annual accounts are unmodified, i.e. the financial statements and related reports are free from material misstatement.

## Wider scope

- 2 The South West of Scotland Transport Partnership (SWestrans) demonstrates good financial management and operated within its revised revenue budget for 2023/24.
- 3 SWestrans has no medium or long-term financial plan and needs to develop a strategic approach to planning.
- 4 Effective governance arrangements are in place although an Internal Audit review in 2023/24 highlighted that improvements are required.
- 5 SWestrans has appropriate arrangements in place to secure Best Value.

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# Introduction

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**1.** This report summarises the findings from the 2023/24 annual audit of the South West of Scotland Transport Partnership (SWestrans). The scope of the audit was set out in an Annual Audit Plan presented to the 22 March 2024 Board meeting. This Annual Audit Report comprises:

- significant matters arising from an audit of SWestrans' annual accounts
- conclusions on wider scope areas that frame public audit as set out in the [Code of Audit Practice 2021](#), which for less complex bodies includes conclusions on financial sustainability and Best Value.

**2.** This report is addressed to the Members of SWestrans and the Controller of Audit and will be published on Audit Scotland's website [www.audit-scotland.gov.uk](http://www.audit-scotland.gov.uk) in due course.

**3.** My team and I would like to thank Board members and other staff, particularly those in finance, for their cooperation and assistance in this year.

## Responsibilities and reporting

**4.** SWestrans has primary responsibility for ensuring the proper financial stewardship of public funds. This includes preparing annual accounts that are in accordance with proper accounting practices. SWestrans is also responsible for compliance with legislation putting arrangements in place for governance and propriety.

**5.** The responsibilities of an independent auditor appointed by the Accounts Commission are established by the Local Government in Scotland Act 1973, the [Code of Audit Practice 2021](#) and supplementary guidance and International Standards on Auditing in the UK.

**6.** The weaknesses or risks identified in this report are only those which have come to our attention during our normal audit work and may not be all that exist. Communicating these does not absolve management from its responsibility to address the issues we raise and to maintain adequate systems of control.

## Auditor Independence

**7.** We can confirm that we comply with the Financial Reporting Council's Ethical Standard. We can also confirm that we have not undertaken any non-audit related services and therefore the 2023/24 audit fee of £12,560 as set out in our 2023/24 Annual Audit Plan remains unchanged. We are not aware of any relationships that could compromise our objectivity and independence.

**8.** We add value to SWestrans by:

- identifying and providing insight on significant risks, and making clear and relevant recommendations
- sharing intelligence and good practice identified.

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# Part 1. Audit of 2023/24 annual accounts

Public bodies are required to prepare annual report and accounts comprising financial statements and other related reports. These are principal means of accounting for the stewardship public funds.

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## Main judgements

Audit opinions on the annual accounts are unmodified, i.e. the financial statements and related reports are free from material misstatement.

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### Audit opinions on the annual accounts are unmodified

**9.** The Board approved the annual accounts for SWestrans for the year ended 31 March 2024 on 27 September 2024. As reported in the independent auditor's report, in my opinion as the appointed auditor:

- the financial statements give a true and fair view and were properly prepared in accordance with the financial reporting framework
- the audited part of the management commentary and the annual governance statement were all consistent with the financial statements and properly prepared in accordance with the applicable requirements.

### Overall materiality was assessed on receipt of the annual accounts as £96,000

**10.** Broadly, the concept of materiality is applied by auditors to determine whether misstatements identified during the audit could reasonably be expected to influence the economic decisions of users of the accounts, and hence impact their opinion set out in the independent auditor's report. Auditors set a monetary threshold when considering materiality, although some issues may be considered material by their nature. It is ultimately a matter of the auditor's professional judgement.

**11.** Our initial assessment of materiality was carried out during the risk assessment and planning phase of the audit. This was reviewed on receipt of the unaudited annual accounts but we concluded that no changes were required to our initial materiality levels which are summarised in [Exhibit 1](#) overleaf.

## Exhibit 1

### Materiality values

Materiality level	Amount
Overall materiality	£96,000
Performance materiality	£62,000
Reporting threshold	£5,000

Source: Audit Scotland

**12.** The overall materiality threshold was set with reference to gross expenditure, which we judged as the figure most relevant to the users of the financial statements.

**13.** Performance materiality is used by auditors when undertaking work on individual areas of the financial statements. It is a lower materiality threshold, set to reduce the probability of aggregated misstatements exceeding overall materiality. Performance materiality was set at 65 per cent of overall materiality, reflecting the fact that no significant issues or unadjusted errors were identified in the prior year audit impacting our audit approach.

**14.** It is our responsibility to request that all misstatements, other than those below our reporting threshold, are corrected, although the final decision on making the correction lies with those charged with governance.

### Significant findings and key audit matters

**15.** Under International Standard on Auditing (UK) 260, we communicate significant findings from the audit to the board including our view about the qualitative aspects of the body's accounting practices.

**16.** The Code of Audit Practice also requires all audits to communicate key audit matters within the annual audit report under International Standard on Auditing (UK) 701. These are matters that we judged to be of most significance in our audit of the financial statements.

**17.** We have no issues to report from the audit.

### Our audit work responded to the risks of material misstatement we identified in the annual accounts

**18.** We have obtained audit assurances over the identified significant risks of material misstatement to the annual accounts. [Exhibit 2](#) overleaf sets out the significant risks of material misstatement to the annual accounts we identified in our 2023/24 Annual Audit Plan. It also summarises the further audit procedures we performed during the year to obtain assurances over these risks and the conclusions from the work completed.

## Exhibit 2

### Identified significant risks of material misstatement in the annual accounts

Audit risk	Assurance procedure	Results and conclusions
<p><b>1. Management override of controls</b></p> <p>As stated in ISA (UK) 240, management is in a unique position to perpetrate fraud because of management's ability to override controls that otherwise appear to be operating effectively.</p>	<p>We assessed the design and implementation of controls over journal entry processing.</p> <p>We made inquiries of individuals involved in the financial reporting process about inappropriate or unusual activity relating to the processing of journal entries and other adjustments.</p> <p>We tested journals at the year-end with a focus on significant risk areas.</p> <p>We evaluated significant transactions outside the normal course of business.</p> <p>We assessed any changes to the methods and underlying assumptions used to prepare accounting estimates compared to the prior year.</p> <p>We carried out substantive testing of income and expenditure transactions around the year-end to confirm that they were accounted for in the correct financial year.</p> <p>We carried out focussed testing of accounting accruals and prepayments.</p>	<p><b>Results:</b> We did not identify any incidents of management override of controls through our audit testing.</p> <p><b>Conclusion:</b> There was no evidence of management override of controls from the work performed.</p>

Source: Audit Scotland

### There were no identified misstatements in the annual accounts

**19.** We did not identify any material misstatements within the annual accounts.

## **The unaudited annual accounts were received in line with the agreed timetable**

**20.** The unaudited annual accounts were received in line with our agreed audit timetable by 28 June 2024. We thank officers for their cooperation, assistance and for meeting the deadline.

## **Good progress was made on prior year audit recommendations**

**21.** SWestrans has made good progress in implementing our prior year audit recommendations. For actions not yet implemented, revised responses and timescales have been agreed with management and are set out in [Appendix 1](#).

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# Part 2. Wider Scope

For less complex bodies wider-scope audit work considers the financial sustainability of the body and the services that it delivers over the medium to longer term, and the arrangements for securing Best Value.

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## Conclusion

SWestrans demonstrates good financial management and operated within its revised revenue budget for 2023/24.

SWestrans has no medium or long-term financial plan and needs to develop a strategic approach to planning.

Effective governance arrangements are in place although an Internal Audit review in 2023/24 highlighted that improvements are required.

SWestrans has appropriate arrangements in place to secure Best Value.

---

## **SWestrans demonstrates good financial management and operated within its revised revenue budget for 2023/24**

**22.** SWestrans reported that it had operated within its revised revenue budget for 2023/24 of £4.439 million. The Comprehensive Income and Expenditure Statement shows a deficit on the provision of services of £0.322 million that has been met from reserves.

**23.** The SWestrans Board maintains oversight of financial performance through scrutiny of the budget monitoring reports presented regularly to Board meetings.

## **SWestrans does not yet have a medium or long-term financial plan**

**24.** To date, SWestrans has been limited in its ability to prepare medium or long-term financial plans by the annual funding settlement arrangements in place with its parent, Dumfries and Galloway Council (the council). This arrangement restricts SWestrans ability to strategically plan solutions to financial sustainability challenges or to build up reserves.

**25.** SWestrans does however manage the rolling 3-year capital expenditure programme that operates in partnership between SWestrans and the council, which provides medium-term planning of the use of resources to be spent on the local bus network, active travel network, and development of Lockerbie rail station parking facilities.

**26.** In our 2022/23 Annual Audit Report we recommended that SWestrans and the council should explore funding arrangements that would facilitate the



medium-term financial planning of SWestrans expenditure on supported bus services. Management responded by stating that it is recognised that medium term financial planning would significantly improve financial sustainability in relation to supported bus services and officers will work closely with the council's Senior Leadership Team to develop medium to long term budget plans, however, this may take some time to fully implement due to the annual funding settlement in place with Dumfries and Galloway Council. The target date for the agreed management action is March 2025 which has not yet passed.

### **SWestrans faces significant challenges to the sustainable delivery of supported local bus and school bus services**

**27.** In June 2023, a report was presented to SWestrans Board entitled, 'School Bus and Local Bus Contract Sustainability'. The report provided an update on the fragility of the local bus services market within Dumfries and Galloway, and it sought agreement to extend existing contracts with uplifts ranging from 4.7 per cent to 15.4 per cent. These contract extensions were intended to expire in August 2024 and were agreed to allow sufficient time for a full network review and development of the supply chain.

**28.** As reported to the March 2024 Board meeting, consultants Stantec UK completed their review and report. This report includes a detailed analysis of the current and future position of the school and local bus network, key findings and recommendations of actions required to improve the overall sustainability of the supply chain and transport model for the region.

**29.** Their proposals included the adoption of a new sustainable public transport model for the region based on the previously agreed 3-tier framework:

- Tier 1 – Community Level Provision
- Tier 2 – Supported Local Bus & Community Transport Services
- Tier 3 – Commercial Local Bus & Rail Services

**30.** In addition to the findings arising from the review there are other council transformation projects and influences that have progressed during the time of the review that could have significant impact over the transport network and potential solutions developed through the review.

**31.** Due to these factors, SWestrans Board approved at its meeting on 22 March 2024 that a 12 month contract extension be negotiated on the existing contracts with an inflationary uplift to provide an interim measure while the optimised network and delivery models are organised.

### **Effective governance arrangements are in place although an Internal Audit review in 2023/24 highlighted that improvements are required**

**32.** SWestrans reviews its Standing Orders on an annual basis with the most recent version approved by the Board in September 2022. Effective governance is also supported by the body's procurement standing orders and the governance framework in place at Dumfries and Galloway Council.

**33.** The Annual Governance Statement contained within the 2023/24 Annual Accounts was evaluated and found to be prepared in line with the Local Authority Accounts (Scotland) Regulations 2014 and the CIPFA/SOLACE framework 'Delivering Good Governance in Local Government'.

**34.** The Annual Governance Statement highlights that the Board received the findings of an Internal Audit review of the internal control, risk management and governance arrangements at SWestrans on 22 March 2024 which contained nine recommendations for improvement. Two of the recommendations were deemed to be high priority and were as follows:

- Updated Procurement Standing Orders should be presented to the Board for consideration and approval
- The delivery plan, performance indicators and a business plan should be updated and considered by the Board for approval. Thereafter these documents should be reviewed on a regular basis.

**35.** The management response in the action plan in relation to the procurement standing orders recommendation noted that they had been updated in partnership with the Dumfries and Galloway Council's Procurement Manager and were the subject of a report to the March 2024 Board meeting for approval. The management response in relation to the updating and reporting of performance management information noted that this would be a key focus once the Regional Transport Strategy (RTS) 2023-2042 is approved by Scottish Ministers with a RTS Delivery Plan brought to the Board as soon as possible. The RTS 2023-2042 was approved by Scottish Ministers in March 2024 and the SWestrans RTS 2023-2042 Delivery Plan was agreed by the Board in June 2024. Internal Audit will follow up on the action taken by management to address the recommendations within this review in due course.

### **The lead officer of SWestrans stepped down in May 2024 after eight years in the role**

**36.** The Lead Officer of SWestrans stepped down in May 2024 after eight years in the role and has been replaced in the interim by the Assistant Director Transport and Infrastructure at Dumfries and Galloway Council.

### **SWestrans has appropriate arrangements in place for securing Best Value**

**37.** SWestrans demonstrates its commitment to best value through consideration of the needs of local communities, the sustainability of services, and equality issues, as well as the option of partnership working where available, when deciding on the effective use of resources available to the Transport Partnership. However, faced with the increasing costs of providing services and changes to passenger demographics, needs, and usage, SWestrans may find it increasingly difficult to secure a sustainable bus network provision that meets user needs within available resources.

## Climate change arrangements

**38.** In our 2022/23 Annual Audit Report we recommended that SWestrans should ensure that clear climate targets for reducing emissions and reaching net zero by 2045 are developed as part of its Regional Transport Strategy (RTS) 2023-2042 Delivery Plan. As noted above, the RTS 2023-2042 was approved by Scottish Ministers in March 2024. Thereafter, the RTS 2023-2042 Delivery Plan was agreed by the Board on 28 June 2024 and includes appropriate emissions targets in respect of reaching net zero by 2045.

# Appendix 1. Action plan 2023/24

## 2023/24 recommendations

There are no recommendations for 2023/24.

## Follow-up of prior year recommendations

Issue/risk	Recommendation and Agreed Action	Progress
<p><b>b/f 1. Depreciation</b></p> <p>Our audit testing of accounting entries for vehicles identified that, due to delays in receiving information from another department and features of the FAM system, depreciation entries for the year were not accurately calculated.</p> <p>There is a risk that the value of vehicles disclosed in the accounts is misstated.</p>	<p>SWestrans should ensure that internal processes are in place for the timely receipt of information from the Fleet Department, and that year-end processes take account of the features of the FAM system.</p> <p><u>Agreed management action:</u></p> <p>Fleet will ensure information is passed to the Finance Team for timely input into FAM. Adjustments for any vehicles needing revalued/re-lifed will be undertaken after depreciation is calculated.</p> <p>Transport and Operations Manager/Finance Officer Capital</p> <p>March 2024</p>	<p><b>Implemented</b></p> <p>No issues were identified from audit testing of depreciation in the 2023/24 annual accounts.</p>
<p><b>b/f 2. Financial planning</b></p> <p>SWestrans' ability to plan in the medium to long-term is restricted by the annual funding settlement arrangements in place with Dumfries and Galloway Council.</p> <p>There is a risk that SWestrans is not able to</p>	<p>SWestrans and the Council should explore funding arrangements that would facilitate the medium-term financial planning of SWestrans expenditure on supported bus services.</p> <p><u>Agreed management action:</u></p> <p>It is recognised that medium term financial planning would</p>	<p><b>Work in progress</b></p> <p>Deadline for agreed management action has not yet passed.</p> <p>See Paragraph 26</p>

Issue/risk	Recommendation and Agreed Action	Progress
effectively plan for and manage risks related to financial sustainability.	<p>significantly improve financial sustainability in relation to supported bus services and officers will work closely with the Council's Senior Leadership Team to develop medium to long term budget plans, however, this may take some time to fully implement due to the annual funding settlement in place with Dumfries and Galloway Council.</p> <p>Lead Officer/Dumfries and Galloway Senior Leadership Team</p> <p>March 2025</p>	
<p><b>b/f 3. Climate change targets</b></p> <p>SWestrans has a duty to set and report on targets for reducing emissions targets as part of Scotland's move to net zero by 2045. The objectives and priorities of the RTS 2023-2042 align with national priorities to take action on climate change.</p>	<p>SWestrans should ensure that clear climate targets for reducing emissions and reaching net zero by 2045 are developed as part of the RTS delivery plan.</p> <p><u>Agreed management action:</u></p> <p>Appropriate emission targets will be set through the RTS delivery plan to ensure we meet our duties in respect of reaching net zero by 2045.</p> <p>Lead Officer</p> <p>March 2024</p>	<p><b>Implemented</b></p> <p>The RTS 2023-2042 Delivery Plan was agreed by the Board on 28 June 2024 and includes appropriate emissions targets in respect of reaching net zero by 2045.</p> <p>See Paragraph 38</p>

# South West of Scotland Transport Partnership

## Proposed 2023/24 Annual Audit Report

Audit Scotland's published material is available for download on the website in a number of formats. For information on our accessibility principles, please visit:

[www.audit-scotland.gov.uk/accessibility](http://www.audit-scotland.gov.uk/accessibility)



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**27 September 2024**

Any enquiries please contact  
**SWestrans**  
Tel 01387 260136  
E-mail [swestrans@dumgal.gov.uk](mailto:swestrans@dumgal.gov.uk)

Dear Peter

**SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP:  
Annual Accounts 2023/24**

1. This representation letter is provided in connection with your audit of the annual accounts of the South West of Scotland Transport Partnership for the year ended 31 March 2024 for the purpose of expressing an opinion as to whether the financial statements give a true and fair view in accordance with the financial reporting framework, and for expressing other opinions on the Remuneration Report, Management Commentary and Annual Governance Statement.
2. I confirm to the best of my knowledge and belief and having made appropriate enquiries of the South West of Scotland Transport Partnership Board, the following representations given to you in connection with your audit of the South West of Scotland Transport Partnership's annual accounts for the year ended 31 March 2024.

**General**

3. South West of Scotland Transport Partnership and I have fulfilled our statutory responsibilities for the preparation of the 2023/24 annual accounts. All the accounting records, documentation and other matters which I am aware are relevant to the preparation of the annual accounts have been made available to you for the purposes of your audit. All transactions undertaken by the South West of Scotland Transport Partnership have been recorded in the accounting records and are properly reflected in the financial statements.

**South West Scotland Transport Partnership [www.swestrans.org.uk](http://www.swestrans.org.uk)**

4. I confirm that the effects of uncorrected misstatements are immaterial, individually and in aggregate, to the financial statements as a whole. I am not aware of any uncorrected misstatements other than those reported by you.

## **Financial Reporting Framework**

5. The annual accounts have been prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2023/24 (2023/24 accounting code) and the requirements of the Local Government (Scotland) Act 1973, the Local Government in Scotland Act 2003 and The Local Authority Accounts (Scotland) Regulations 2014.

6. In accordance with the 2014 regulations, I have ensured that the financial statements give a true and fair view of the financial position of the South West of Scotland Transport Partnership at 31 March 2024 and the transactions for 2023/24.

## **Accounting Policies and Estimates**

7. All material accounting policies applied are as shown in the notes to the financial statements. The accounting policies are determined by the 2023/24 accounting code, where applicable. Where the accounting code does not specifically apply, I have used judgement in developing and applying an accounting policy that results in information that is relevant and reliable. All accounting policies applied are appropriate to the South West of Scotland Transport Partnership's circumstances and have been consistently applied.

8. The significant assumptions used in making accounting estimates are reasonable and properly reflected in the financial statements. Judgements used in making estimates have been based on the latest available, reliable information. Estimates have been revised where there are changes in the circumstances on which the original estimate was based or as a result of new information or experience.

## **Going Concern Basis of Accounting**

9. I have assessed the South West of Scotland Transport Partnership's ability to continue to use the going concern basis of accounting and have concluded that it is appropriate. I am not aware of any material uncertainties that may cast significant doubt on the South West of Scotland Transport Partnership's ability to continue as a going concern.

## **Assets**

10. I carried out an assessment at 31 March 2024 as to whether there is any indication that an asset may be impaired and have recognised any impairment losses identified.

11. I have provided you with all information of which I am aware regarding any valuation exercises carried out after 31 March 2024.

12. There are no plans or intentions that are likely to affect the carrying value or classification of the assets recognised within the financial statements.



**13.** Owned assets are free from any lien, encumbrance or charge except as disclosed in the financial statements.

## **Liabilities**

**14.** All liabilities at 31 March 2024 of which I am aware have been reported in the financial statements.

**15.** There are no plans or intentions that are likely to affect the carrying value or classification of the liabilities recognised in the financial statements.

## **Contingent Liabilities**

**16.** There are no significant contingent liabilities arising either under formal agreement or through formal undertakings requiring disclosure in the accounts.

## **Litigation and Claims**

**17.** All known actual or possible legal claims have been disclosed to you and have been accounted for and disclosed in the financial statements in accordance with the 2023/24 accounting code.

## **Fraud**

**18.** I understand my responsibilities for the design, implementation, and maintenance of internal control to prevent fraud and I believe I have appropriately fulfilled those responsibilities.

**19.** I have provided you with all information in relation to

- my assessment of the risk that the financial statements may be materially misstated as a result of fraud,
- any allegations of fraud or suspected fraud affecting the financial statements, and
- fraud or suspected fraud that I am aware of involving management, employees who have a significant role in internal control, or others that could have a material effect on the financial statements.

## **Laws and Regulations**

**20.** I have disclosed to you all known instances of non-compliance or suspected non-compliance with laws and regulations whose effects should be considered when preparing financial statements.

## **Related Party Transactions**

**21.** All material transactions with related parties have been appropriately accounted for and disclosed in the financial statements in accordance with the 2023/24 accounting

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code. I have made available to you the identity of all the South West of Scotland Transport Partnership's related parties and all the related party relationships and transactions of which I am aware.

## **Management Commentary**

**22.** I confirm that the Management Commentary has been prepared in accordance with the statutory guidance and the information is consistent with the financial statements.

## **Corporate Governance**

**23.** I confirm that the South West of Scotland Transport Partnership has undertaken a review of the system of internal control during 2023/24 to establish the extent to which it complies with proper practices set out in the Delivering Good Governance in Local Government: Framework 2016. I have disclosed to you all deficiencies in internal control identified from this review or of which I am otherwise aware.

**24.** I confirm that the Annual Governance Statement has been prepared in accordance with the Delivering Good Governance in Local Government: Framework 2016 and the information is consistent with the financial statements. There have been no changes in the corporate governance arrangements or issues identified, since 31 March 2024, which require to be reflected.

## **Events Subsequent to the Date of the Balance Sheet**

**25.** All events subsequent to 31 March 2024 for which the 2023/24 accounting code requires adjustment or disclosure have been adjusted or disclosed.

Yours sincerely

Interim Treasurer

# South West of Scotland Transport Partnership

*[SWestrans.org.uk](http://SWestrans.org.uk)*

## Annual Accounts 2023/24





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## Management Commentary

### Membership of the South West of Scotland Transport Partnership Board

John Campbell (Chair) (Dumfries and Galloway Council)  
Karen Jackson (Vice-chair) (South of Scotland Enterprise)  
David Bryson (NHS Dumfries and Galloway)  
Jim Dempster (Dumfries and Galloway Council)  
Willie Scobie (Dumfries and Galloway Council)  
Keith Walters (Dumfries and Galloway Council)  
Andrew Wood (Dumfries and Galloway Council)

The Council members have substitutes being: -

Richard Brodie (Dumfries and Galloway Council)  
Ben Dashper (Dumfries and Galloway Council)  
Andrew Giusti (Dumfries and Galloway Council)  
Ivor Hyslop (Dumfries and Galloway Council)  
Sean Marshall (Dumfries and Galloway Council)

### Introduction

The Management Commentary is intended to assist readers of the annual accounts through providing an insight into the activities and priorities of the organisation and through providing an analysis of financial performance as reflected in the following statements.

The South West of Scotland Transport Partnership (SWestrans) was set up under the Transport (Scotland) Act 2005 and Dumfries and Galloway Council's public transport functions were transferred to the SWestrans under a Transfer of Functions Order on 7 November 2006.

The Financial Statements following this present the South West of Scotland Transport Partnership's (SWestrans) financial position for the year ended 31 March 2024. These statements have been prepared in accordance with proper accounting practice as set out in the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom (the Code).

The purpose of these Accounts is to provide clear information about the Transport Partnership's financial position and this foreword is intended to give the reader an easily understandable guide to the most significant matters reported in the Accounts.

### Activities during 2023/24

SWestrans continued to balance service provision and service development through its revenue and capital budgets during 2023/24. Its officers and Board members have continued to collaborate in the development of local, regional and national initiatives including the Regional Transport Strategy and the second Strategic Transport Projects Review (STPR2).

All Board meetings in 2023/24 were held as hybrid meetings with in-person participation at the Council Hall and remote access available through Microsoft Teams with all meetings recorded and livestreamed online.

The Board received an update from Transport Scotland on the STAG Strategic Business Cases submitted in September 2019 for the potential re-opening of rail stations at Beattock, Eastriggs and Thornhill. A response from Transport Scotland's Interim Head of Strategic Transport Planning (dated 9 June 2023) provided feedback on the three completed transport appraisal reports. Transport Scotland concluded that progressing any of the rail stations options was not justifiable in the current economic terms or in non-monetary benefits and therefore none of the three reports demonstrated a socio-economic case for any of the stations. This conclusion was extremely disappointing for our region given that SWestrans along with our partners in the Beattock, Eastriggs and Thornhill Rail Actions Groups had expended significant efforts and funding to develop a Strategic Business Case (STAG appraisals) for the potential reopening of each station.

A year long strategic review of the Public Bus Service Network was commissioned in preparation for tenders being published in April 2024. The review made several recommendations and Bus Operators and the Board

## Management Commentary Continued

were asked if contracts could be extended for another year (further to the previous extension in 22/23) to allow a Public Sector Partnership transport model to be developed and implemented. It was agreed that the next tenders published would be long-term contracts for Bus Operators; thereby encouraging investment in more reliable, environmentally friendly, and accessible vehicles.

In 2019, the Scottish Government introduced the Transport (Scotland) Act which enables Transport Authorities to utilise three new approaches for operating buses in their area:

- Local Authorities providing local bus services.
- Bus service improvement partnerships (BSIP)
- Franchising.

One of the new options available is for the Council and/or SWestrans to establish their own in-house Passenger Service Vehicle (PSV) operation. For the Council, this would involve DGC Buses applying to the Traffic Commissioner for a PSV Operator Licence. It would provide the Council with the same rights and legal opportunities to run any form of bus service as with any other commercial operator, alongside all the corresponding risks and responsibilities. A Business Case and project plan setting out the Strategic, Economic, Financial, Commercial and Management benefits was submitted to Dumfries & Galloway Council in late 2023. This report was developed in line with HM Treasury Guidance.

Delivery of the Swestrans capital programme continued through the year with the completion of works on:

- Phase 2 of car parking at Lockerbie Station,
- the purchase of low floor buses,
- the bus shelter programme
- 12 significant active travel interventions.

Transport Scotland announced that their current model for the delivery of Behaviour Change and Access to Bikes interventions (via the national active travel delivery partners) needed to be refreshed and advised all Regional Transport Partnerships (RTPs) that they should prepare for receipt of direct funding to coordinate this refreshed delivery in their respective areas. A total budget of £20m will be available for 2024/25 for this new Active Travel People and Place Programme (ATPPP). RTPs have been advised that they will have responsibility to further develop their relationships with Local Authorities to mutually agree the local priorities for ATPPP, and to work with the national active travel delivery partners to secure the support required to deliver. A grant funding scheme was developed, approved and implemented for 24/25 for the ATPPP.

The Board approved the final draft of the Regional Transport Strategy (RTS) in June 2023 and agreed that the RTS should be submitted to Scottish Ministers for approval. This approval was granted in March 2024 and the RTS Delivery Plan was developed and is ready for sign off by the SWestrans Board.

The SWestrans component of the successful Dumfries & Galloway Council's Levelling Up Fund Transport Bid (LUF) is as follows:

- £1.2 million for 16 Electric Buses, an Electric Bus Depot and 'Opportunity' Charging Infrastructure
- £1 million for Bus Stops for across the region.

The LUF Transport Bid Project team for the Council will be working closely with Swestrans to deliver all the Capital Infrastructure for the SWestrans components before the end of March 2026. The remaining components of the Council's LUF Transport bid are all priority areas identified in the RTS. Potentially these could include 9 Transport/Mobility Hubs throughout the region (e.g. in Dumfries, Stranraer and Annan).

The TransPennine Express (TPE) train company which operates services between Manchester, Liverpool, and Leeds in the north of England and Glasgow and Edinburgh in Scotland was brought into operator of last resort (OLR) from 28 May 2023. TPE services stop at Lockerbie station.

ScotRail launched a six-month trial from 2 October 2023 to 31 March 2024 introducing cheaper and simpler fares on their services. This Scottish Government funded project was set up to encourage people to travel by

## Management Commentary Continued

rail instead of car and allows passengers to travel all day on off-peak fares and has now been extended to June 2024.

As a consequence of the fire at the old Station Hotel in Ayr at the end of September 2023, Ayr Station was closed, and no trains can operate to or from Ayr. The line to Stranraer has been closed for several months with services between Ayr and Girvan being withdrawn and a bus replacement service being provided. There are currently two trains on the track south of Ayr which are being used to provide a service between Stranraer and Girvan, with a connecting bus at Girvan to Ayr. However, once the trains have reached a certain mileage, maintenance will need to be undertaken that can only be carried out at a depot. To increase the time until the trains need to visit a depot, they are only operating some of the journeys with the others covered by replacements buses.

Network Rail carried out a £3 million works into replacing Dumfries Railway Station pedestrian bridge with lifts for more accessibility.

### Budget Performance Statement

The table below provides a summary outturn statement which outlines expenditure against budget for SWestrans.

	Budget £000	2023/24	
		Actual £000	Variance
Staff costs	245	245	0
Administrative costs	34	34	0
Payments to other bodies	4,116	4,116	0
Central Support costs	44	44	0
<b>Gross Expenditure</b>	<b>4,439</b>	<b>4,439</b>	<b>0</b>
Government Grants	259	259	0
Other Income	4,180	4,180	0
<b>Gross Income</b>	<b>4,439</b>	<b>4,439</b>	<b>0</b>
<b>Net Expenditure</b>	<b>0</b>	<b>0</b>	<b>0</b>

The budget performance statement does not include depreciation / capital charges, which were not reflected in the original budget.

SWestrans achieved a breakeven position for the financial year. The major item of expenditure which created the main budget pressure was the subsidies in respect of the local bus network, which totalled £4.10 Million. To address other pressures during the year, tight spending controls and active budget management was exercised which resulted in SWestrans achieving a breakeven position.

SWestrans' received income totalling £4.439 Million with Scottish Government grants and requisitions from Dumfries & Galloway Council being the main contributors to this total.

On 15 November 2019 a new Transport (Scotland) Act 2019 received Royal Assent, this act included a provision in the order (section 122) that would allow a partnership to carry funds over from one financial year to the next and therefore enable a General Fund reserve to be held. The Commencement Order for this Act was agreed at Scottish Parliament in March 2020 and became effective for the 2019/20 Financial Year. Although SWestrans did not make a surplus in 2023/24 if they succeed in doing so in future years it now has the ability to create a General Fund balance at the end of that financial year.



**Exemption from preparing a remuneration report**

The board members who sit on SWestrans Board do not receive any additional remuneration from that received for the remuneration for being a Councillor with Dumfries and Galloway Council. SWestrans does not directly employ any staff but uses staff time of direct employees of Dumfries and Galloway Council.

**Comprehensive Income & Expenditure Statement**

SWestrans' Comprehensive Income & Expenditure Statement for the year ended 31 March 2024 is shown on page 8 of these accounts.

**Movement in Reserves Statement**

The Movement in Reserves Statement is shown on page 9 of the accounts and shows the movement in the year on the different reserves held by the Transport Partnership, analysed into usable reserves – i.e. those that can be applied to fund expenditure – and unusable reserves.

**Balance Sheet**

SWestrans' Balance Sheet is shown on page 10 of the accounts and provides details of SWestrans' assets and liabilities as at 31 March 2024.

**Cash Flow Statement**

The Cash Flow Statement is shown on page 11 of the accounts and shows the changes in the cash & cash equivalents of the Partnership during the course of the year.

**John Campbell**  
Chair

**Natalie McKail**  
Lead Officer

**Gillian Ross**  
Interim Treasurer

## Statement of Responsibilities for the Statement of Accounts

### The Transport Partnership's Responsibilities

The Transport Partnership is required to:

- Make arrangements for the proper administration of its financial affairs and to secure that the proper officer of the Transport Partnership has responsibility for the administration of those affairs (section 95 of the Local Government (Scotland) Act 1973). In this Transport Partnership, that officer is the Treasurer (who is also the Section 95 Officer of Dumfries & Galloway Council);
- Manage its affairs, to secure economic, efficient and effective use of resources and safeguard its assets.
- Ensure the Annual Accounts are prepared in accordance with legislation (The Local Authority Accounts (Scotland) Regulations 2014), and so far as is compatible with that legislation, in accordance with proper accounting practices (section 12 of the Local Government in Scotland Act 2003).
- Approve the Annual Accounts.

I confirm that the Audited Annual Accounts were approved for signature by the Transport Partnership at its meeting on 27 September 2024 and signed on its behalf.

**John Campbell**  
Chair

### The Treasurer's Responsibilities

The Treasurer is responsible for the preparation of the Transport Partnership's Annual Accounts in accordance with proper practices as required by legislation and as set out in the CIPFA/LASAAC *Code of Practice on Local Authority Accounting in the United Kingdom* (the Code).

In preparing these Annual Accounts, the Treasurer has:

- Selected suitable accounting policies and applied them consistently
- Made judgements and estimates that were reasonable and prudent
- Complied with legislation
- Complied with the local authority Accounting Code (in so far as it is compatible with legislation)

The Treasurer has also:

- Kept adequate accounting records which were up to date;
- Taken reasonable steps for the prevention and detection of fraud and other irregularities.

I certify that the financial statements give a true and fair view of the financial position of the Transport Partnership at the reporting date and the transactions of the transport partnership for the year ended 31 March 2024.

**Gillian Ross**  
Interim Treasurer

## Annual Governance Statement

This statement is given in respect of the statement of accounts of the South West of Scotland Transport Partnership. The South West of Scotland Transport Partnership is responsible for ensuring that an effective system of internal financial control is maintained and operated in connection with the resources concerned. The South West of Scotland Transport Partnership is committed to openness and acting in the public interest. It works with key partners to support engagement with stakeholders and wider community, ensuring accountability and encouraging open consultation. In discharging this responsibility, the South West of Scotland Transport Partnership has established governance arrangements including a members Code of Conduct.

The lead officer has been appointed to:

- oversee the implementation and monitor the operation of the Governance Arrangements in place; and
- review the operation of the governance arrangements in practice.

The South West of Scotland Transport Partnership continued to balance service provision through its revenue budget, and service development through capital budgets during 2023/24. The Partnership's officers and Board members have continued to participate in the development of local, regional and national initiatives including the National Transport Strategy, the Transport (Scotland) Act 2019 and the second Strategic Transport Projects Review (STPR2).

The system of internal financial control can provide only reasonable and not absolute assurance that transactions are authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected within a timely period.

The system of internal financial control is based on a framework of regular management information, financial regulations, administrative procedures (including the segregation of duties), management supervision and a system of delegation and accountability. Development and maintenance of the system is undertaken by the Board of the Transport Partnership. This includes consideration of the effectiveness of decision-making framework and information and data provided to the board to support decision making. In line with the Dumfries and Galloway members training arrangements, where required training will be provided to members of the Board. The system currently includes regular financial reports to the Board and management.

The South West of Scotland Transport Partnership Board monitor the performance of services and related projects to ensure that they are delivered in accordance with defined outcomes and they represent best use of resources and value for money. The Partnership Board have oversight of the risks and issues facing the organisation.

### Review of effectiveness

South West of Scotland Transport Partnership has responsibility for conducting, at least annually, a review of the effectiveness of its governance framework including the system of internal control. The review of the effectiveness of the system has been informed by the work of managers in the Transport Partnership, the work of Internal Audit and reviews by External Audit.

The Transport Partnership currently uses the financial systems and resources of Dumfries & Galloway Council. This includes effective counter fraud and anti-corruption arrangements as developed and maintained by the Council. The Internal Audit section of Dumfries & Galloway Council has reviewed these systems and has determined that reasonable assurance can be placed upon the adequacy and effectiveness of the systems.

In our opinion, based on the above information, reasonable assurance can be placed upon the adequacy and effectiveness of the Transport Partnership's internal financial control system in the year to 31 March 2024.

### Significant Governance Issues

In considering governance arrangements we report below on the progress on significant governance issues during the year and actions planned for the coming year:-

## South West of Scotland Transport Partnership Annual Accounts 2023/24

- Internal Audit assurance – The partnership use financial and operational systems and resources provided by Dumfries and Galloway Council. In considering the systems of internal control, the Partnership considers the findings of the Council’s Internal Audit service.
- The Board at its meeting of 22 March 2024 received an internal audit undertaken by Dumfries and Galloway Council’s Internal Audit Service on internal control, risk management and governance arrangements of the Transport Partnership.
- Future improvements for the year ahead are to address the main findings by implementing the action plan to address the 9 Audit Actions identified. Although there are areas for improvement, there has already been progress in addressing the findings,
- On 7 March 2024 approval was received from the Cabinet Secretary for Transport for the Transport Partnership’s Regional Transport Strategy 2023-2042

The Transport Partnership’s complies with the requirements on the Role of the Chief Financial Officer in Local Government, contained in the Chartered Institute of Public Finance and Accountancy’s (CIPFA’s) 2010 Statement and the Local Authority (Scotland) Regulations 2014.

**Conclusion**

While we have identified opportunities for improving and developing governance arrangements, we are satisfied that the Transport Partnership has in place appropriate arrangements for the governance of its affairs and that reasonable assurance can be placed on the adequacy and effectiveness of the Partnership’s corporate governance systems in the year to 31 March 2024 and that the actions identified in the Statement to will address the issues identified and highlighted in this Statement reflect the Partnership’s commitment to continuous improvement and will further enhance our corporate governance and internal control arrangements

**John Campbell**  
Chair

**Natalie McKail**  
Lead officer

## Independent auditor's report to the members of South West of Scotland Transport Partnership and the Accounts Commission

### Reporting on the audit of the financial statements

#### Opinion on financial statements

I certify that I have audited the financial statements in the annual accounts of South West of Scotland Transport Partnership for the year ended 31 March 2024 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Comprehensive Income and Expenditure Statement, Movement in Reserves Statement, Balance Sheet, Cash Flow Statement and notes to the financial statements, including material accounting policy information. The financial reporting framework that has been applied in their preparation is applicable law and UK adopted international accounting standards, as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2023/24 (the 2023/24 Code).

In my opinion the accompanying financial statements:

- give a true and fair view of the state of affairs of South West of Scotland Transport Partnership as at 31 March 2024 and of its income and expenditure for the year then ended;
- have been properly prepared in accordance with UK adopted international accounting standards, as interpreted and adapted by the 2023/24 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

#### Basis for opinion

I conducted my audit in accordance with applicable law and International Standards on Auditing (UK) (ISAs (UK)), as required by the [Code of Audit Practice](#) approved by the Accounts Commission for Scotland. My responsibilities under those standards are further described in the auditor's responsibilities for the audit of the financial statements section of my report. I was appointed by the Accounts Commission on 2 December 2022. My period of appointment is five years, covering 2022/23 to 2026/27 I am independent of South West of Scotland Transport Partnership in accordance with the ethical requirements that are relevant to my audit of the financial statements in the UK including the Financial Reporting Council's Ethical Standard, and I have fulfilled my other ethical responsibilities in accordance with these requirements. Non-audit services prohibited by the Ethical Standard were not provided to South West of Scotland Transport Partnership. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

#### Conclusions relating to going concern basis of accounting

I have concluded that the use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work I have performed, I have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on South West of Scotland Transport Partnership's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from when the financial statements are authorised for issue.

These conclusions are not intended to, nor do they, provide assurance on South West of Scotland Transport Partnership's current or future financial sustainability. However, I report on South West of Scotland Transport Partnership's arrangements for financial sustainability in a separate Annual Audit Report available from the [Audit Scotland website](#).

## Risks of material misstatement

I report in my Annual Audit Report the most significant assessed risks of material misstatement that I identified and my judgements thereon.

## Responsibilities of the Treasurer and South West of Scotland Transport Partnership Board for the financial statements

As explained more fully in the Statement of Responsibilities, the Treasurer is responsible for the preparation of financial statements that give a true and fair view in accordance with the financial reporting framework, and for such internal control as the Treasurer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Treasurer is responsible for assessing South West of Scotland Transport Partnership's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless there is an intention to discontinue South West of Scotland Transport Partnership's operations.

The South West of Scotland Transport Partnership Board is responsible for overseeing the financial reporting process.

## Auditor's responsibilities for the audit of the financial statements

My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. I design procedures in line with my responsibilities outlined above to detect material misstatements in respect of irregularities, including fraud. Procedures include:

- using my understanding of the local government sector to identify that the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003 are significant in the context of South West of Scotland Transport Partnership;
- inquiring of the Treasurer as to other laws or regulations that may be expected to have a fundamental effect on the operations of South West of Scotland Transport Partnership;
- inquiring of the Treasurer concerning South West of Scotland Transport Partnership's policies and procedures regarding compliance with the applicable legal and regulatory framework;
- discussions among my audit team on the susceptibility of the financial statements to material misstatement, including how fraud might occur; and
- considering whether the audit team collectively has the appropriate competence and capabilities to identify or recognise non-compliance with laws and regulations.

The extent to which my procedures are capable of detecting irregularities, including fraud, is affected by the inherent difficulty in detecting irregularities, the effectiveness of South West of Scotland Transport Partnership's controls, and the nature, timing and extent of the audit procedures performed.

Irregularities that result from fraud are inherently more difficult to detect than irregularities that result from error as fraud may involve collusion, intentional omissions, misrepresentations, or the override of internal control. The capability of the audit to detect fraud and other irregularities depends on factors such as the skilfulness of the perpetrator, the frequency and extent of manipulation, the degree of collusion involved, the relative size of individual amounts manipulated, and the seniority of those individuals involved.

A further description of the auditor's responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website [www.frc.org.uk/auditorsresponsibilities](http://www.frc.org.uk/auditorsresponsibilities). This description forms part of my auditor's report.

## Reporting on other requirements

### Opinion prescribed by the Accounts Commission on the audited parts of the Remuneration Report

I have audited the parts of the Remuneration Report described as audited. In my opinion, the audited parts of the Remuneration Report have been properly prepared in accordance with The Local Authority Accounts (Scotland) Regulations 2014.

### Other information

The Treasurer is responsible for the other information in the annual accounts. The other information comprises the Management Commentary, Annual Governance Statement, Statement of Responsibilities and the unaudited part of the Remuneration Report.

My responsibility is to read all the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the course of the audit or otherwise appears to be materially misstated. If I identify such material inconsistencies or apparent material misstatements, I am required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work I have performed, I conclude that there is a material misstatement of this other information, I am required to report that fact. I have nothing to report in this regard.

My opinion on the financial statements does not cover the other information and I do not express any form of assurance conclusion thereon except on the Management Commentary and Annual Governance Statement to the extent explicitly stated in the following opinions prescribed by the Accounts Commission.

### Opinions prescribed by the Accounts Commission on the Management Commentary and Annual Governance Statement

In my opinion, based on the work undertaken in the course of the audit:

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and
- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

### Matters on which I am required to report by exception

I am required by the Accounts Commission to report to you if, in my opinion:

- adequate accounting records have not been kept; or
- the financial statements and the audited part of the Remuneration Report are not in agreement with the accounting records; or
- I have not received all the information and explanations I require for my audit.

I have nothing to report in respect of these matters.

**Conclusions on wider scope responsibilities**

In addition to my responsibilities for the annual accounts, my conclusions on the wider scope responsibilities specified in the Code of Audit Practice, including those in respect of Best Value, are set out in my Annual Audit Report.

**Use of my report**

This report is made solely to the parties to whom it is addressed in accordance with Part VII of the Local Government (Scotland) Act 1973 and for no other purpose. In accordance with paragraph 108 of the Code of Audit Practice, I do not undertake to have responsibilities to members or officers, in their individual capacities, or to third parties.

Peter Lindsay  
Senior Audit Manager  
Audit Scotland  
4th Floor, South Suite  
The Athenaeum Building  
8 Nelson Mandela Place  
Glasgow, G2 1BT



## Comprehensive Income & Expenditure Statement

This statement shows the accounting costs in the year of providing services in accordance with generally accepted accounting practices.

2022/23			2023/24			
Gross Expenditure £000	Income £000	Net Expenditure £000		Gross Expenditure £000	Income £000	Net Expenditure £000
4,781	(4,515)	266	Roads and Transport Services	4,761	(4,439)	322
<b>4,781</b>	<b>(4,515)</b>	<b>266</b>	<b>Net Cost of Services</b>	<b>4,761</b>	<b>(4,439)</b>	<b>322</b>
		0	(Gains) & losses on sale of non-current assets			0
		(506)	Capital grants & contributions			0
		<b>(240)</b>	<b>(Surplus) or Deficit on the Provision of Services</b>			<b>322</b>
		<b>(89)</b>	<b>Other Comprehensive Income &amp; Expenditure</b>			<b>(64)</b>
		<b>(329)</b>	<b>Total Comprehensive Income &amp; Expenditure</b>			<b>258</b>

The notes on pages 16 to 24 form part of the accounts.

## Movement in Reserves Statement

This statement shows the movement in the year on the different reserves held by the Transport Partnership, analysed into usable reserves – i.e. those that can be applied to fund expenditure – and unusable reserves. The movement in reserves statement shows how the movements in year of the Partnership's reserves are broken down between gains and losses incurred in accordance with generally accepted accounting practices and the statutory adjustments required to return to the amounts chargeable to the General Fund. The net increase/decrease line shows the statutory general fund balance in the year following those adjustments.

	Usable Reserves	Unusable Reserves			Total Reserves
	General Fund Balance	Capital Adjustment Account	Revaluation Reserve	Total Unusable Reserves	
<b>Balance at 31 March 2022 carried forward</b>	<b>0</b>	<b>(951)</b>	<b>0</b>	<b>(951)</b>	<b>(951)</b>
<b>Movements in Reserves during 2022/23</b>					
(Surplus) or Deficit on provision of services	(240)				(240)
Other Comprehensive Income & Expenditure			(89)	(89)	(89)
<b>Total Comprehensive Income &amp; Expenditure</b>	<b>(240)</b>	<b>0</b>	<b>(89)</b>	<b>(89)</b>	<b>(329)</b>
Adjustments to usable reserves permitted by accounting standards	(6)	0	6	6	0
Adjustments between accounting basis & funding basis under regulations					
- charges for depreciation of non-current assets	(260)	260	0	260	0
- impairment of non-current assets	0	0	0	0	0
- capital grants & contributions applied	506	(506)	0	(506)	0
- Gains & losses on disposal of non-current assets	0	0	0	0	0
	<b>240</b>	<b>(246)</b>	<b>6</b>	<b>(240)</b>	<b>0</b>
<b>Overall (Increase)/Decrease in year</b>	<b>0</b>	<b>(246)</b>	<b>(83)</b>	<b>(329)</b>	<b>(329)</b>
<b>Balance at 31 March 2023 carried forward</b>	<b>0</b>	<b>(1,197)</b>	<b>(83)</b>	<b>(1,280)</b>	<b>(1,280)</b>
<b>Movements in Reserves during 2023/24</b>					
(Surplus) or Deficit on provision of services	322				322
Other Comprehensive Income & Expenditure		0	(64)	(64)	(64)
<b>Total Comprehensive Income &amp; Expenditure</b>	<b>322</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258</b>
Adjustments to usable reserves permitted by accounting standards	(70)	0	70	70	0
Adjustments between accounting basis & funding basis under regulations	0	0	0	0	0
- charges for depreciation of non-current assets	(252)	252	0	252	(0)
impairment of non-current assets					
capital grants & contributions applied					
- Gains & losses on disposal of non-current assets	0	0	0	0	0
Net (increase)/ decrease before transfers to /(from) other statutory reserves	0	252	6	258	258
<b>Overall (Increase)/Decrease in year</b>	<b>0</b>	<b>252</b>	<b>6</b>	<b>258</b>	<b>258</b>
<b>Balance at 31 March 2024 carried forward</b>	<b>0</b>	<b>(945)</b>	<b>(77)</b>	<b>(1,022)</b>	<b>(1,022)</b>

The notes on pages 16 to 24 form part of the accounts.

## Balance Sheet

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Partnership. The net assets of the Partnership (assets less liabilities) are matched by reserves held by the Partnership. Reserves are reported in two categories. The first category of reserves are usable reserves which can be used to help fund services. The second category of reserves is those that the Partnership is not able to use to provide services. This category of reserves includes those that hold unrealised gains and losses where the amounts would only become available to provide services if the assets were sold, and reserves that hold timing differences shown in the Movement in Reserves Statement line “adjustments between the accounting basis and funding basis under regulations”.

<b>31 March 2023 £000</b>		<b>31 March 2024 £000</b>	<b>Note</b>
1,280	Property, Plant & Equipment	1,022	7
<b>1,280</b>	<b>Long Term Assets</b>	<b>1,022</b>	
	Short Term Debtors		
45	- Central Government bodies	23	
102	- Other entities & individuals	45	16
<b>147</b>	<b>Current Assets</b>	<b>68</b>	
	Short Term Creditors		
(147)	- Other entities & individuals	(68)	16
<b>(147)</b>	<b>Current Liabilities</b>	<b>(68)</b>	
<b>1,280</b>	<b>Net Assets</b>	<b>1,022</b>	
1,280	Unusable Reserves	1,022	9
<b>1,280</b>	<b>Total Reserves</b>	<b>1,022</b>	

The unaudited annual accounts were issued on 28 June 2024 and the audited annual accounts were authorised for issue on 27 September 2024.

The notes on pages 16 to 24 form part of the accounts.

**Gillian Ross**  
Interim Treasurer

## Cash Flow Statement

The Cash Flow Statement shows the changes in cash and cash equivalents of the Transport Partnership during the reporting period. The amount of net cash flows arising from operating activities is a key indicator of the extent to which the operations of the Transport Partnership are funded by way of grant income or from recipients of services provided by the Transport Partnership.

<b>2022/23</b> <b>£000</b>		<b>2023/24</b> <b>£000</b>
(240)	Net (surplus) or deficit on the provision of services	322
(266)	Adjustment to net (surplus) on the provision of services for non-cash movements	(322)
<b>(506)</b>	<b>Net cash flow from or used in operating activities</b>	<b>0</b>
	Investing activities	
506	- Purchase of property, plant & equipment	0
<b>0</b>	<b>Net (increase) or decrease in cash and cash equivalents</b>	<b>0</b>
0	Cash and cash equivalents at the beginning of the period	0
<b>0</b>	<b>Cash and cash equivalents at the end of the reporting period</b>	<b>0</b>

The notes on pages 16 to 24 form part of the accounts.

## Notes to the Accounts

### 1. Summary of Significant Accounting Policies

#### a) General Principles

The Annual Accounts summarise the Council's transactions for the 2023/2024 financial year and its financial position at the year end of 31 March 2024. The Council is required to prepare an annual Statement of Accounts by the Local Authority Accounts (Scotland) Regulations 2014, and these are required under section 12 of the Local Government in Scotland Act 2003 to be prepared in accordance with proper accounting practice. These practices are the Code of Practice on Local Authority Accounting in the United Kingdom 2023/24 (the Code) supported by International Financial Reporting Standards (IFRS). They are designed to provide a 'true and fair view' of the financial performance and position of the Partnership.

The accounting convention adopted in the Annual Accounts is principally historic cost, modified by the revaluation of certain categories of non-current assets and financial instruments.

The accounts are prepared on a going concern basis.

#### b) Accruals of Income & Expenditure

Activity is accounted for in the year it takes place, not simply when cash payments are made or received. In particular:

- suppliers' invoices paid in the two weeks following the year-end have been analysed and included together with specific accruals in respect of further material items provided the goods and services were received in 2023/24,
- all known specific and material sums payable to the Partnership have been included. Revenue for the sale of goods or the provision of services is recognised when it is determined that the service has been provided,
- supplies are recorded as expenditure when they are consumed. When there is a gap between the date supplies are received and their consumption, they are carried as inventories on the Balance Sheet,
- where income and expenditure has been recognised but cash has not been received or paid, a debtor or creditor for the relevant amount is recorded in the Balance Sheet. Where it is doubtful that debts will be settled, the balance of debtors is written down and a charge is made to revenue for the income which will not be collected.

#### c) Cash & Cash Equivalents

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents are investments that mature in three months or less from the date of acquisition and that are readily convertible to known amounts of cash with an insignificant risk of changes in value.

#### d) Changes in Accounting Policies and Prior Period Adjustments

Changes in accounting policies are only made when required by proper accounting practice or the change provides more reliable or relevant information about the effects of transactions, other events and conditions on the Partnership's financial position or financial performance. Where a change is made it is applied retrospectively (unless otherwise stated) by adjusting opening balances and comparative amounts for the prior periods as if the new policy had always been applied.

Material errors discovered in prior period figures are corrected retrospectively by amending opening balances and comparative amounts for the prior period.

#### e) Charges to Revenue for Non-Current Assets

The Partnership is charged with the following amounts to record the real cost of holding non-current assets during the year:

- depreciation attributable to the assets used by the Partnership,
- revaluation and impairment losses on assets used by the Partnership where there are no accumulated gains in the Revaluation Reserve against which the losses can be written off.

## Notes to the Accounts (continued)

### f) Events After the Balance Sheet Date

Events after the Balance Sheet date are those events which occur between the end of the reporting period and the date when the Statement of Accounts is authorised for issue. The Statement of Accounts is adjusted for events which provide evidence of conditions that existed at the end of the reporting period. The Statement of Accounts is not adjusted for events which are indicative of conditions which arose after the end of the reporting period. However, where such events would have a material effect, a disclosure is made in the Notes to the Accounts of the nature of the event and the estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Statement of Accounts.

### g) Exceptional Items

When items of income and expenditure are material, their nature and amount is disclosed separately either on the face of the Comprehensive Income and Expenditure Statement or in the Notes to the Accounts, depending on how significant the items are to an understanding of the Partnership's financial performance.

### h) Grants & Contributions

Whether paid on account, by instalments or in arrears, government grants and third-party contributions & donations are recognised as due to the Partnership when there is a reasonable assurance that:

- the Partnership will comply with the conditions attached to the payments, and
- the grants or contributions will be received.

Monies advanced as grants and contributions for which conditions have not been satisfied are carried in the Balance Sheet as grants in advance. Where conditions are satisfied, the grant or contribution is credited to the relevant service line (revenue grants) or Taxation & Non-Specific Grant Income (capital grants) in the Comprehensive Income & Expenditure Statement.

Where capital grants are credited to the Comprehensive Income & Expenditure Statement, they are reversed out of the General Fund balance in the Movement in Reserves Statement. Where the grant has yet to be used to finance capital expenditure, it is posted to the Capital Grants Unapplied Account. Amounts in the Capital Grant Unapplied Account are transferred to the Capital Adjustment Account once they have been applied.

### i) Leases

Leases are classified as finance leases where the terms of the lease transfer substantially all the risks and rewards incidental to ownership of the asset from the lessor to the lessee. All other leases are classified as operating leases.

#### The Partnership as Lessor

##### *Operating leases*

The Partnership has entered into leases relating to the operational use of vehicles, which are accounted for as operating leases. Where the Partnership grants an operating lease over a vehicle the asset is retained on the Balance Sheet.

### j) Overheads and Support Services

The costs of Central Support departments, such as Financial Services, Legal Services and accommodation, are procured from Dumfries & Galloway Council. The cost of these is based on services provided to SWestrans during the year.

### k) Property, Plant & Equipment

Assets which have a physical substance and are held for use in the provision of services, for rental to others or for administrative purposes and that are expected to be used during more than one financial year are classified as Property, Plant & Equipment.

## Notes to the Accounts (continued)

### Recognition

Expenditure on the acquisition, creation or enhancement of Property, Plant & Equipment is capitalised at cost, provided that it is probable that the future economic benefits associated with the asset will flow to the Partnership and the cost of the item can be reliably measured. Expenditure that does not add to an asset's potential to deliver future economic benefits or service potential is charged as an expense when it is incurred.

### Measurement

Assets are carried on the Balance Sheet at depreciated historical cost as a proxy for current value of assets as the useful economic life of the assets are considered a realistic reflection of the life of the asset and the depreciation method used is a realistic reflection of the consumption of that asset class.

### Impairment

Assets are reviewed at each year end as to whether there is an indication that an asset may be impaired. Where indications exist, the recoverable amount of the asset is estimated and where this is less than the carrying amount, an impairment loss is recognised. Impairment losses are accounted for by:

- writing down any balances on the Revaluation Reserve for that asset up to the accumulated gain,
- where there is no or insufficient balance on the Revaluation Reserve, the impairment loss is charged against the relevant service line in the Comprehensive Income & Expenditure Statement.

### Depreciation

Depreciation is provided on all Property, Plant & Equipment, on a straight-line basis over the expected life of the asset. Where an item of Property, Plant & Equipment has major components whose lives are different and whose costs are significant in relation to the total cost of the item, the components are depreciated separately. Vehicles are held at depreciated historic cost as a proxy for current value and not subject to revaluation. These assets are depreciated over their useful economic lives.

## **I) Reserves**

Reserves are created by appropriating amounts out of the General Fund balance in the Movement in Reserves Statement. When expenditure to be financed from a reserve is incurred, it is included in the appropriate service in that year so as to be included in the Comprehensive Income & Expenditure Statement. The reserve is then appropriated back into the General Fund balance in the Movement in Reserves Statement so that there is no net charge against the Council Tax for the expenditure.

Reserves are categorised under accounting regulations into two broad categories:

- usable reserves, which are available to support services,
- unusable reserves, which are required to facilitate accounting requirements.

## **m) VAT**

Income and expenditure excludes any amounts related to VAT, as all VAT collected is payable to HM Revenues & Customs (HMRC) and all VAT paid is recoverable from it.

## Notes to the Accounts (continued)

### 2. Accounting Standards Issued & Not Yet Adopted

The Code requires the disclosure of information relating to the impact of an accounting change that will be required by a new standard that has been issued but not yet adopted. This applies to the adoption of the following new or amended standards within the 2024/25 Code by the Council on 1 April 2024:

- IFRS 16 Leases issued in January 2016\*
- Classification of Liabilities as Current or Non-current (Amendments to IAS 1) issued in January 2020
- Lease Liability in a Sale and Leaseback (Amendments to IAS 16) issued in September 2022
- Non-current Liabilities with Covenants (Amendments to IAS 1) issued in October 2022
- International Tax Reform: Pillar Two Model Rules (Amendments to IAS 12) issued in May 2023
- Supplier Finance Arrangements (Amendments to IAS 7 and IFRS 7) issued in May 2023.

The implementation of IFRS16 will bring all current operating leases onto the SWestrans Balance Sheet as a "Right of Use Asset" and include a corresponding lease liability. To date, work has been undertaken to identify any such leases in preparation for the implementation on 1 April 2024.

\*The implementation of IFRS 16 for Leases Accounting, which should have been adopted with effect from 1 April 2022, has been deferred until 1 April 2024 with local authorities having the option to adopt earlier if they decide to do so. The SWestrans has opted to defer implementation until 1 April 2024.

There are no other accounting standards issued and not yet adopted that will have a material impact on the 2023/24 Annual Accounts. While officers are unable to quantify the impact of the new standards at this stage these are not expected to have a material impact on the financial statements.

### 3. Critical Judgements in Applying Accounting Policies

In applying the Accounting Policies in note 1, the Partnership has had to make certain judgements about complex transactions or those involving uncertainty about future events. There are no critical judgements to disclose.

### 4. Assumptions Made About the Future and Other Major Sources of Estimation Uncertainty

The Statement of Accounts contains estimated figures that are based on assumptions made by the Partnership about the future or that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because balances cannot be determined with certainty, actual results could be materially different from the assumptions and estimates.

There were no items on the Balance Sheet at 31 March 2024 for which there is a significant risk of material adjustment in the forthcoming financial year.

### 5. Events After the Balance Sheet Date

The Audited Statement of Accounts were issued by the Treasurer on 27 September 2024. Events taking place after this date are not reflected in the financial statements or notes. There have been no material or non-material events since the date of the Balance Sheet, which have required the figures in the financial statements and notes to be adjusted.

### 6. Expenditure and Funding Analysis

The objective of the Expenditure and Funding Analysis is to demonstrate to council tax payers how the funding available to the Transport Authority (i.e. government grants, council tax and business rates) for the year has been used in providing services in comparison with those resources consumed or earned by partnership in accordance with generally accepted accounting practices. The Expenditure and Funding Analysis also shows how this expenditure is allocated for decision making purposes. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement.



**Notes to the Accounts (continued)**

	2022/23 Net Expenditure Chargeable to the General Fund £000	2022/23 Adjustments between the Funding and Accounting Basis £000	2022/23 Expenditure in the Comprehensive Income & Expenditure Statement £000
<b>SWestrans</b>	<b>0</b>	<b>266</b>	<b>266</b>
<b>Net Costs of Services</b>	<b>0</b>	<b>266</b>	<b>266</b>
Other Comprehensive Income and Expenditure	0	(89)	(89)
Capital grants & contributions	0	(506)	(506)
<b>(Surplus)/Deficit on the Provision of Services</b>	<b>0</b>	<b>(329)</b>	<b>(329)</b>

	2023/24 Net Expenditure Chargeable to the General Fund £000	2023/24 Adjustments between the Funding and Accounting Basis £000	2023/24 Expenditure in the Comprehensive Income & Expenditure Statement £000
<b>SWestrans</b>	<b>0</b>	<b>322</b>	<b>322</b>
<b>Net Costs of Services</b>	<b>0</b>	<b>0</b>	<b>0</b>
Other Comprehensive Income and Expenditure	0	(64)	(64)
Capital grants & contributions	0	0	0
<b>(Surplus)/Deficit on the Provision of Services</b>	<b>0</b>	<b>258</b>	<b>258</b>

**7. Property, Plant & Equipment**

The following table contains details on the movements on the Property, Plant & Equipment assets contained in the Balance Sheet.

	2022/23 Vehicles £000	2023/24 Vehicles £000
<b>Cost or Valuation</b>		
<b>At 1 April</b>	<b>3,425</b>	<b>3,234</b>
Additions	506	0
Revaluations	(697)	(681)
Disposals	0	(182)
<b>At 31 March</b>	<b>3,234</b>	<b>2,371</b>
<b>Accumulated Depreciation at 1 April</b>	<b>(2,474)</b>	<b>(1,954)</b>
Charge for year	(266)	(322)
Write Back on Disposal	0	176
Write back on Revaluation	786	751
<b>Accumulated Depreciation at 31 March</b>	<b>(1,954)</b>	<b>(1,349)</b>
<b>Net Book Value at 31 March</b>	<b>1,280</b>	<b>1,022</b>

## Notes to the Accounts (continued)

### Depreciation

Depreciation has been provided for on non-current assets with a finite useful life, which can be determined at the time of acquisition or revaluation. The depreciation methods and useful lives used within each category of non-current assets have been determined on an individual asset basis. Vehicles are depreciated on a straight-line basis over up to 12 years.

### 8. Usable Reserves

Movements in the Transport Partnership's usable reserves are detailed in the Movement in Reserves Statement, the Partnership does not hold any usable reserves.

### 9. Unusable Reserves

#### Capital Adjustment Account

The Capital Adjustment Account absorbs the timing differences arising from the different arrangements for accounting for the consumption of non-current assets and for financing the acquisition, construction or enhancement of those assets under statutory provisions. The Account is debited with the cost of acquisition, construction or enhancement as depreciation, impairment losses and amortisations are charged to the Comprehensive Income & Expenditure Statement. The Account is credited with the amounts set aside by the Partnership as finance for the costs of acquisition, construction and enhancement.

	2022/23 £000	2023/24 £000
<b>Balance at 1 April</b>	(951)	(1,197)
Assets Disposed of during the year	0	0
Depreciation of non-current assets	260	252
Capital grants & contributions credited to the Comprehensive Income & Expenditure Statement	(506)	0
<b>Balance at 31 March</b>	<b>(1,197)</b>	<b>(945)</b>

#### Revaluation Reserve

The Revaluation Reserve contains the gains made by the Council arising from increases in the value of its Property, Plant & Equipment. The balance is reduced when assets with accumulated gains are:

- revalued downwards or impaired and the gains are lost,
- used in the provision of services and the gains are consumed through depreciation,
- disposed of and the gains are realised.

	2022/23 £000	2023/24 £000
<b>Balance at 1 April</b>	0	(83)
Assets Disposed of during the year	0	6
Upward Revaluations of assets	(89)	(70)
Difference between fair value depreciation and historical cost depreciation	6	70
<b>Balance at 31 March</b>	<b>(83)</b>	<b>(77)</b>

### 10. Payments to Members

No payments were made to Members of the SWestrans Board during 2023/24 or 2022/23.

## Notes to the Accounts (continued)

### 11. Audit Fees

The external audit fee payable for 2023/24 was £12,560 (£11,850 in 2022/23). There were no fees paid for non-audit services.

### 12. Grant Income

The Partnership credited the following grants and contributions to the Comprehensive Income & Expenditure Statement:

	2022/23 £000	2023/24 £000
<b>Credited to Taxation and Non-Specific Grant Income</b>		
Capital grants & contributions	(506)	0
<b>Total</b>	<b>(506)</b>	<b>0</b>
<b>Credited to Services</b>		
Scottish Government grants	(259)	(259)
Dumfries & Galloway Council service funding	(3,756)	(4,001)
<b>Total</b>	<b>(4,015)</b>	<b>(4,260)</b>

### 13. Related Parties

The Transport Partnership is required to disclose material transactions with related bodies – bodies or individuals that have the potential to control or influence the Transport Partnership or to be controlled and influenced by the Transport Partnership.

#### Central Government

Central Government is responsible for providing the statutory framework, within which the Transport Partnership operates, provides some of its funding in the form of grants and prescribes the terms of many of the transactions that the Transport Partnership has with other parties. Details of Central Government Grants received are contained in Note 12 (grant income).

#### Other Public Bodies

Dumfries & Galloway Council is responsible for providing the funding for the day-to-day operation of the Transport Partnership under the Transport (Scotland) Act 2005. In 2023/24, the Council provided £100k (£100k in 2022/23) as match funding to a Scottish Government grant for core running costs, a capital grant of £0K (£506k 2022/23) and a further £3.901 Million (£3.706 Million in 2022/23) was requisitioned by the Transport Partnership to cover the operating costs for 2023/24. SWestrans does not employ its own staff and during 2023/24 Dumfries & Galloway Council charged SWestrans £290k (£183k in 2022/23) in respect of staff support, supplies and other support services, see note 15 Key Management Personnel for further details. NHS Dumfries and Galloway contributed £70k (£70k in 2022/23) to a specific bus contract. At the year-end £86k (£10k in 2022/23) was outstanding for payments to Dumfries and Galloway Council and £190k (£137k in 2022/23) in relation to sums held in the Dumfries and Galloway Council Loans Fund.

### 14. Leases

#### Partnership as Lessor

SWestrans purchased 0 buses in 2023/24 (5 buses in 2022/23) and 34 (34 in 2022/23) buses are leased to private bus operators as part of specific route tenders. No income is received from these operating leases.

## Notes to the Accounts (continued)

### 15. Key Management Personnel

SWestrans do not directly employ any staff and Dumfries and Galloway Council recharge SWestrans for staff and operational support during the year. Included within this recharge is an estimate of the share of the Lead Officer's time on SWestrans activities. Their remuneration for short term benefits is set below (note share of pension movements is unavailable):

	2022/23 £000	2023/24 £000
SWestrans' charge of wages and salaries	46	44

### 16. Financial Instrument Balances

Financial instruments are contracts which create a financial asset in one entity and a financial liability in another. They are recognised at fair value or amortised cost, or where no reliable measurement exists, measured at cost. The following categories of financial instruments are carried in the Balance Sheet. These are all current:

	Current – Amortised cost	
	2022/23 £000	2023/24 £000
<b>Financial Liabilities</b>		
Short term creditors (current)	(147)	(68)
	<b>Current- Amortised cost</b>	
	2022/23 £000	2023/24 £000
<b>Financial assets</b>		
Short term debtors (current)	102	45

There were no gains and losses recognised in the comprehensive Income and Expenditure Statement in relation to financial instruments during 2023/24 (2022/23: £nil).

#### Financial Liabilities

A financial liability is an obligation to transfer economic benefits controlled by the Transport Partnership and can be represented by a contractual obligation to deliver cash or financial assets or an obligation to exchange financial assets and liabilities with another entity that is potentially unfavourable to the Transport Partnership. The Transport Partnership Financial liabilities were short term creditors held at amortised cost.

#### Financial assets

A financial asset is a right to future economic benefits controlled by the Transport Partnership that is represented by cash, equity instruments or a contractual right to receive cash or other financial assets or a right to exchange financial assets and liabilities with another entity that is potentially favourable to the Board. The financial assets held by the Transport Partnership during the year are accounted at amortised cost and comprise short term receivables.

Financial instruments classified at amortised cost are carried in the Balance Sheet at amortised cost. Their fair values have been estimated by calculating the net present value of the remaining contractual cash flows at 31st March 2024. The fair value of short-term instruments, including trade payables and receivables, is taken to be the invoiced or billed amount.

**Nature and Extent of Risks Arising from Financial Instruments**

All Treasury Management is carried out on the Partnership's behalf by Dumfries and Galloway Council. The Council, on behalf of the Transport Partnership, has overall risk management procedures that focus on the unpredictability of financial markets, and implementing restrictions to minimise these risks.

Market risk - the possibility that financial loss might arise for the Transport Partnership as a result of changes in such measures as interest rate movements is considered immaterial because the finances of the Transport Authority are such that during the year there was no interest payable or receivable.

Credit risk - the possibility that other parties might fail to pay amounts due to the Transport Partnership is considered insignificant on the basis debt payable to the Transport Partnership is due from other public bodies.

Liquidity risk – the risk that the Transport Partnership might not have funds available to meet its commitments to make payments is considered immaterial given its statutory responsibility to have a balanced budget and that constituent authorities have to fund the Transport Partnership's activities.

Price and foreign exchange risk - the possibility that fluctuations in equity prices or fluctuations in exchange rates has a significant impact on the value of financial instruments held is considered immaterial because of the nature of financial instruments held.

## REVENUE BUDGET MONITORING REPORT 2024/2025 FOR THE PERIOD ENDING 31 August 2024

### 1. Reason for Report

To provide the Board with an update on the Partnership's 2024/2025 monitoring and forecast outturn position based on the period ending 31 August 2024.

### 2. Background

The Scottish Government and Dumfries and Galloway Council provides revenue funding towards the running of SWestrans. SWestrans receives contributions from partner organisations and 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 2024/25 of £4,361,429 was agreed by the Board on 28 June 2024.

3.2 Confirmation was received from the Scottish Government on 16 August 2024 that the grant reduction of 5% (£12,963) was being upheld for 2024/25, there are currently no indications as to whether the 2025/26 grant will be further reduced. The budget will continue to be closely monitored and opportunities to stop non-essential spend will be considered; to ensure that Swestrans can operate within its available resources.

3.3 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. 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.

3.4 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	
<b>Financial</b>	As laid out in the report
<b>Policy</b>	No policy implications from this report
<b>Equalities</b>	No equalities implications from this report
<b>Climate Change</b>	No climate change implications from this report
<b>Risk Management</b>	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
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## 6. Recommendations

Members of the Board are asked to note;

6.1 the forecast outturn for the revenue budget as at 31 August 2024.

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 6 September 2024 File Ref: SW2/meetings/2024	Natalie McKail Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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**APPENDIX** - Monitoring Report 2024/25 for the period ending 31 August 2024.

**SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP**  
**REVENUE BUDGET MONITORING AS AT 31 August 2024**

	<b>FINAL OUTTURN 2023/24</b>	<b>PUBLISHED BUDGET 2024/25</b>	<b>BUDGET ADJUSTMENTS 2024/25</b>	<b>ADJUSTED BUDGET 2024/25</b>	<b>ACTUAL EXPENDITURE TO 31/08/24</b>	<b>PROJECTED OUTTURN 2024/25</b>	<b>VARIANCE 2024/25</b>
	£	£	£	£	£	£	£
<b>EXPENDITURE</b>							
Staff Costs	244,712	249,348		249,348	0	249,348	0
Transport Costs	0	0		0	9,519	9,519	9,519
Administration Costs	33,830	31,428		31,428	1,601	31,428	0
Payments	4,116,100	4,044,866	-12,963	4,031,903	1,453,695	4,031,903	0
Central Support	44,494	48,750		48,750	0	48,750	0
Capital Charges	322,104			0	113,006	0	0
<b>Total Expenditure</b>	<b>4,761,240</b>	<b>4,374,392</b>	<b>-12,963</b>	<b>4,361,429</b>	<b>1,577,821</b>	<b>4,370,948</b>	<b>9,519</b>
<b>INCOME</b>							
Scottish Government Funding	259,250	259,250	-12,963	246,287	110,628	246,287	0
D&G Council Core Funding	100,000	100,000		100,000		100,000	0
Other Contributions							
D&G Council Requisition	4,223,636	3,836,788		3,836,788		3,846,307	9,519
SPT contribution	97,322	97,322		97,322		97,322	0
SBC contribution	5,400	5,400		5,400		5,400	0
NHS contribution	70,000	70,000		70,000		70,000	0
SRUC contribution	5,632	5,632		5,632		5,632	0
<b>Total Income</b>	<b>4,761,240</b>	<b>4,374,392</b>	<b>-12,963</b>	<b>4,361,429</b>	<b>110,628</b>	<b>4,370,948</b>	<b>9,519</b>
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,467,193</b>	<b>0</b>	<b>0</b>



## CAPITAL EXPENDITURE PROGRAMME 2024/25 TO 2026/27 UPDATE

### 1. Reason for Report

This report provides the Board with an update on the agreed Capital Programme for 2024/25 to 2026/27.

### 2. Background

2.1 At its meeting on 27 February 2024, Dumfries and Galloway Council agreed a balanced budget. At this meeting there were no changes to the SWestrans Capital Funding identified.

2.2 At its meeting on 4 June 2024, Dumfries and Galloway Council's Communities Committee received and agreed an updated 3 year budget plan (2023/24 – 2025/26) for the Transport Asset Class which includes the capital allocation for SWestrans. This updated budget plan was reported to the Board on 28 June 2024.

2.3 At its meeting on 28 June 2024, the Board agreed its Capital Programme as detailed in Table 1 below:

<u>SWestrans Capital Programme 2024/25 – 2026/27</u>	Total Budget Allocated 2024/25 incl. slippage	Total Budget Allocated 2025/26	Total Budget Allocated 2026/27	Total
	£	£	£	£
Local Bus Network	1,461,036	840,000	100,000	2,401,036
Rail Station Parking	91,586	0	0	91,586
Active Travel Network	810,816	400,000	400,000	1,610,816
Active Travel Behaviour Change – Capital Element	432,840	0	0	432,840
<b>TOTAL</b>	<b>2,796,278</b>	<b>1,240,000</b>	<b>500,000</b>	<b>4,536,278</b>

Table 1 – SWestrans Capital Programme 2024/25 – 2026/27

### 3. Key Points – Capital Programme 2024/25 to 2026/27

3.1 Each of the elements of the Capital Programme for 2024/25 is discussed briefly below and with an update we anticipate, at this stage, that full expenditure will be achieved in this financial year. **Appendix 1** shows monitoring of the 2024/25 spend to 30 June 2024.

**Appendix 2 & 3** shows Active Travel Infrastructure and Behaviour Change Project Tracker monitoring for 2024/25.

#### Local Bus Network

3.3 The purchase of Ultra Low Emission low floor buses to replace existing leased bus assets is being led by Dumfries and Galloway Council. It is expected that up to

9 low floor buses will be delivered by end of Nov 2024. The agreed bus shelter renewal/replacement programme and associated works continue.

#### Rail Station Parking

3.4 Work on phase 3 of the new parking at Lockerbie Station at Sydney Place has been completed. Phase 2, improving existing parking arrangements is at the final design stage. A collaborative approach to Lockerbie Railway Station Rd Square to improve accessibility is underway with SWestrans/ DGC Engineering Design/ Network Rail/ Scotrail/ TPE/ Sustrans all providing an input into potential designs for the entrance to the Station Car Park and the Station itself. A public engagement will follow to discuss potential designs.

3.5 Further to the Collaborative working with Stakeholders at Lockerbie Railway Station, SWestrans off the back of the work on Dumfries Active Travel Assessments identified the potential to improve the accessibility of Dumfries Railway Station forecourt. SYSTRA have been commissioned on behalf of SWestrans to work with stakeholders on a potential design and plans that link up with existing Active Travel proposals in the surrounding area.

#### Active Travel

3.6 SWestrans capital expenditure for Active Travel Infrastructure for 24/25 has been combined with DGC's Tier 1 funding (£450k) to develop and deliver a number of projects. An update position for existing ongoing Active Travel Projects and the newly identified projects for 24/25 can be found in **Appendix 1**.

3.7 The Active Travel Behaviour Change People and Place Programme is now underway and a list of projects along with an update can be found in **Appendix 2**. Initial progress has been slow due to further due diligence on delivery partners but all providers have now been validated and accepted all Grant Offer Letters.

<b>4. Implications</b>	
<b>Financial</b>	Regular reports will be brought to the Board on the progress with the capital programme during 2024/25.
<b>Policy</b>	This work fulfils SWestrans policy objectives.
<b>Equalities</b>	Provision of good quality infrastructure will enhance travel choice and experience for those with protected characteristics.
<b>Climate Change</b>	Provision of good quality infrastructure that enhances opportunity for increased uptake of active and sustainable travel will have a positive impact on climate change.
<b>Risk Management</b>	Progression of the Capital Programme relates to two known risks: R02 – Public image. R04 – Capital Funding.

<b>5. Recommendations</b>	
Members of the Board are asked to:	
5.1	note the update on the Capital Programme for 2024/25 to 2026/27 as outlined in the report.

<p>Grant Coltart - Report Authors Tel: 07813980749</p> <p>Date of Report: 26 Aug 2024 File Ref: SW2/meetings/2024</p>	<p>Approved by: Natalie McKail Lead Officer South West of Scotland Transport Partnership Cargen Tower, Garroch Business Park Dumfries DG2 8PN</p>
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Appendix 1 - Monitoring of the 2024/25 spend to 30 June 2024.

Appendix 2 – Active Travel Infrastructure Project Tracker

Appendix 3 – Active Travel Behaviour Change People and Place Project Tracker

<u>SWestrans Capital Programme 2024/25</u>	Total Budget Allocated 2024/25	Gross Spend to 30/06/24	Income to 30/06/24	Actual Net Spend 30/06/24	Forecast Spend to 31/03/25	Variance 2024/25	(Slippage to) / Acceleration from 2025/26	Indicative Budget 2025/26	Indicative Budget 2026/27
Local Bus Network	1,461,036	54,623	0	54,623	1,461,036	0	0	840,000	100,000
Rail Station Parking	91,586	13,917	0	13,917	91,586	0	0	0	0
Active Travel Network	810,816	65,262	0	65,262	810,816	0	0	400,000	400,000
Active Travel Behaviour Change	432,840	12,280	0	12,280	432,840				
<b>TOTAL</b>	<b>2,796,278</b>	<b>146,082</b>	<b>0</b>	<b>146,082</b>	<b>2,796,278</b>	<b>0</b>	<b>0</b>	<b>1,240,000</b>	<b>500,000</b>

	Stranraer	Stranraer Active Travel Assessments. Stranraer Stantuary cycling skills track entry on current scheme list	SWestrans Capex	2024/25	3 & 4	30/09/2024	Live	Landowner discussions at present. Steering group started 7/24
A m e y	Closeburn	Closeburn to Thornhill community short path	SWestrans Capex	2024/25	0-4	30/10/2024	Live	On-going, funded from SWestrans capex
	Crossmichael	Castle Douglas to Crossmichael community short path	SWestrans Capex	2024/25	0-2	31/08/2024	Live	Initial reports & appendices received 19/8/24
	Lochmaben	Lochmaben to Dumfries & Lochmaben to Lockerbie community short path		2024/25	0-2	31/08/2024	Live	Initial reports & appendices received 19/8/24
	Leswalt	Leswalt to Stranraer community short path		2024/25			Live	Initial reports & appendices received 19/8/24
	Beattock	Beattock to Moffat community short path		2024/25	0-2	31/08/2024	Live	
	Castle Kennedy	Castle Kennedy to Stranraer community short path		2024/25	0-2	31/08/2024	Live	Initial reports & appendices received 19/8/24
	Hollywood	Hollywood to Dumfries community short path		2024/25	0-2	31/08/2024	Live	
RATF	Rhonehouse/Dee to via Threave Gardens to Castle Douglas community short path	2024/25		0-2	31/08/2024	Live	Initial reports & appendices received 19/8/24	
Systra	Dumfries town centre active travel projects	Dumfries Active Travel Links Assessment (Dumfries Town Centre Project)	TS Regional AT fund (RATF)	2024/25	0-2	30/10/2024	Live	
		Dumfries Transport Hub Feasibility Study	Community Bus Fund	2024/25		TBC	Live	awarded as a contract variation to main contract
		Dumfries train station forecourts (North & South)	TS Regional AT fund (RATF)	2024/25		TBC	Live	this is being funded from the larger Dfs AT assessment award of £205k
	Thornhill	Connecting the existing KPT Development Trust route into Thornhill Stage. Funding for Phase (b) and (c)		2024/25		01/03/2026	Proposed	completed by end of March 2026 pending planning permission.
SWestrans/DGC ATT team to deliver.	Leswalt	Leswalt to Stranraer	TS Tier 1	2024/25	3-4	TBC	Proposed	SWestrans/DGC ATT team to deliver.
	Crossmichael	Crossmichael to Castle Douglas	TS Tier 1	2024/25	3-4	TBC	Proposed	SWestrans/DGC ATT team to deliver.
	Lochmaben	Lochmaben to Lockerbie	TS Tier 1	2024/5	3-4	TBC	Proposed	SWestrans/DGC ATT team to deliver.
Community to deliver	New Abbey	New Abbey to Shambellie House to Mabie Forest	SWestrans Capex	2024/25	n/a	TBC	T&C's with legal	Community to deliver. £45k construction costs
	Sanquhar	Sanquhar to Crawick Multiverse Path 1.1km	SWestrans Capex	2024/25	n/a	TBC	T&C's with legal	Community to deliver, funding for construction costs
	Whithorn	Whithorn Coastal Paths 40km	SWestrans Capex	2024/25	n/a	TBC	T&C's with legal	Community to deliver, funding for construction costs
	Moffat	Completion of Pumptrack Project	SWestrans Capex	2024/25	n/a	TBC	T&C's with legal	Community to deliver. Match funding

Provider	Description	Expected Start date	Actual Start date	Delivery status	Comments
Paths for All	Workplace Walking	01/04/2024	19/08/2024	Pending	Workplaces to be identified
Sustrans	IBike Schools	01/04/2024		Live	Existing ongoing programme
Sustrans	IBike Communities	01/04/2024		Live	Existing ongoing programme
Scottish Cycling	Rock up and Ride	01/04/2024		Live	
Scottish Cycling	Bike Library supporting RUAR	TBC		Pending	Locations to be identified
Dalbeattie Community Initiative	Ebike Social Prescribing Programme & Event	01/04/2024	01/04/2024	Live	Existing ongoing programme
Cycling Scotland	Access to Bikes Schools	01/04/2024		Live	Funding distribution
Cycling Scotland	Cycle Friendly Schools	01/04/2024		live	Funding distribution
Cycling Scotland	Cycle Friendly Workplaces	TBC		Pending	Locations to be identified
Cycling UK	Connecting Communities Project and Bike Library	01/04/2024		Live	New Project
Nith Valley Leaf Trust	Community Cycling Project	01/04/2024		Live	New Community Project
Nith Valley Leaf Trust	Bikes and Storage for above	01/04/2024		Live	New Community Project
DGC	Active Lives Pathway	01/09/2024		Live	Direct Award
DGC	Bikeability Expansion	01/09/2024		Live	Direct Award

## LOCAL BUS NETWORK REVIEW UPDATE

### 1. Reason for Report

To provide the Board with an update on the progress made with the Bus Network Review, lessons learned so far, the timetable for delivery and the engagement opportunities for elected Members and wider stakeholders. It also highlights the options available under the provisions of the Transport (Scotland) Act 2019 and the opportunities for Dumfries & Galloway.

### 2. Background

#### Bus Network Review

2.1 Consultant Stantec UK were commissioned in September 2023 to review and report on the Local Bus Network in Dumfries and Galloway. The key findings of the review were presented to SWestrans Board at the meeting of 22 March 2024. The review final report includes a detailed analysis of the current and future position of the school and local bus network, key findings and recommendations of actions now required to improve the overall sustainability of the supply chain and transport model for the region.

2.2 Their proposals include the adoption of a new sustainable public transport model for the region based on a 3-tier framework:

- Tier 1 – Community Level Provision
- Tier 2 – Supported Local Bus & Community Transport Services
- Tier 3 – Commercial Local Bus & Rail Services

2.3 In addition to the findings arising from the review there were other Council transformation projects and influences that were progressed during the time of the review that have a significant impact over the transport network and potential solutions developed through the review.

#### Asymmetric Timetable

2.4 In November 2023, a report was presented to the Education & Learning Committee informing it that the Timetable Alignment Working Group had recommend, by majority vote, Model B1 – 33 x 50-minute periods, as the structure for all secondary schools. The group also agreed, four days per week should be 7 periods long and one day should be 5 periods long, i.e. an asymmetric timetable.

2.5 In addition to the possible move to an asymmetric school week from 2025/26 there were additional changes that could impact on the Bus Network Review:

- Possible School mothballing that will increase PVR.
- Risk of removal of commercial bus routes.
- Levelling Up Fund (LUF) transport infrastructure approved.

2.6 Due to these factors, the report to the SWestrans Board on 22 March 2024 concluded that the actions needed to deliver a sustainable public transport network require careful planning and effective engagement and can only be fully achieved

with a longer lead-in timescale such as to summer 2025, to allow for consultation on the asymmetric timetable. This would require extension of current contracts for 12 months as an interim measure while the optimised network and delivery models are organised.

### **Contract Extensions**

2.7 Between SWestrans and the Council, there are contracts with 12 operators to provide school and local subsidised transport, 11 on school and 8 on the local subsidised network. The operators were all offered a CPI uplift from 6 August 2024 for a 12-month extension to allow time for the consideration of asymmetric timetables in school and to progress the wider consultation with operators and public engagement on the network review following the work of Stantec.

2.8 The initial response from the operators was mixed. Each operator then submitted a detailed costing and evidence base to support their requests for increased uplifts to continue for a further 12 months. This development was relayed to a special SWestrans Board meeting on 25 June 2024 which resolved to ask the Council for increased funding to allow support to the local subsidised transport network for a one-year period without service adjustments. An urgent report was tabled at the full Council meeting on 27 June, at which the Swestrans request was approved.

### **Confirmation with Bus Operators**

2.9 Following the decision by Council on 27 June and endorsement of that decision by the SWestrans Board on 25 June, confirmation on the one-year extension with bus operators has been provided. Following due diligence by Legal Services, the contracts with the bus operators have been confirmed. A full list of supported routes is provided at **Appendix 1**.

2.10 There were two exceptions to these arrangements. The first exception relates to the X75 service. This was originally registered as a commercial service but since the pandemic has largely operated as a school journey service between Douglas Ewart, Newton Stewart and Port Rodie, Stranraer. A procurement exercise was underway to convert this into a school journey route, this service is now in place.

2.11 The second exception related to the services in and around Stranraer, the 410/411/412. A procurement exercise was undertaken to ascertain whether an operator would be willing to undertake these services within the budget envelope provided by the Council. Unfortunately, it was not possible to accept a bid that came within this parameter. Consequently, a separate report has been prepared for the Board on the specific fragility of the network in the west of the County. Due to the details contained in the report, this will be presented as a confidential item.

## **3. Project Plan**

3.1 The Project Plan for the implementation of the Network Review is currently being updated and will be shared with the board at the November meeting.



3.2 An early activity has been the holding of a series of workshops with bus operators to relay the findings of the Network Review with consultants Stantec. This has entailed a detailed review of each operators' routes and the opportunity for the operators to provide feedback and suggest alternative solutions.

3.3 As part of this process, a workshop has also been held with colleagues from Community Transport. There are a series of recommendations that highlight opportunities where the community transport organisations could step-in and provide alternative provision, these opportunities are detailed in **Appendix 2**. In order to exploit these opportunities, capacity in the sector would need to be significantly enhanced. This is likely to be a long-term endeavour rather than a short-term fix and the extent to which capacity can be increased prior to summer 2025 is likely to be limited without significant investment in capacity building interventions.

3.4 The decision on the asymmetric timetable that will be confirmed at the Education & Learning Committee on 10 December 2024 has now been built into the timetable. The aim of this process is to work towards a consensus on the scope and content of a sustainable network with a view to issuing a tender pack in early Spring 2025 to allow procurement and lead-in time to commence the new services in August 2025.

4. Following the appointment of the Executive Director Economy and Infrastructure and the Assistant Director Transport and Infrastructure, there is an exercise underway to take stock of the current position, review the draft workplan and consider next steps with regard to the network review and wider strategic opportunities across the transport landscape.

An update report and revised project plan will be presented at the next board meeting in November.

## 5. Financial Implications

5.1 When full Council made the decision at its meeting on 27 June to accede to the request from the SWestrans Board for a further uplift of to support the local subsidised transport network such that this network continues to operate without service amendments, it was clear that this was a one-year concession. That means that the budget envelope for the service returns to the base set in the report to Council on 27 June 2024, that of £4.045m.

5.2 The Bus Network Review has been designed to make the network more efficient by removing low patronage high subsidy routes, combining routes and suggesting alternative provision. This combination should provide savings against the current budget. However, by standing still in the baseline costs of the service then the Council and SWestrans may be moving further away from the market with the potential consequence of negative impacts on the level of service provision, notwithstanding the efficiency gains that will come through implementing the recommendations of the review.

5.3 There is no guarantee that once the tender package is published in Spring 2025 that bus operators will be content to return to the Summer 2023 baseline, even on a reduced network. There is, therefore, a considerable risk that the Council and Swestrans may find themselves in a similar position to Summer 2023 and Summer 2024 with an existential threat to the bus network. It is therefore important to consider what other options may be available, other than relying on what is a highly volatile and acutely fragile market.

## 6. Consultation

Consultation opportunities have been incorporated into the updated Project Plan.

### 7. Recommendations

Members of the Board are asked to:

- 7.1 Note the confirmation provided to bus operators following the Council and SWestrans Board decisions of 27/28 June 2024;
- 7.2 Note the position of the Community Transport sector and the opportunities presented for alternative provision;

Tom Flanagan - Report Author

Date of Report: 27 September 2024

File Ref: SW2/meetings/2024

Approved by: Natalie McKail

Lead Officer

South West of Scotland Transport Partnership

Cargen Tower

Garroch Business Park

Dumfries

DG2 8PN

## APPENDICES –

1. SWestrans Supported Routes 2024/25
2. Tier 1 Community Transport Proposals.

## BACKGROUND REPORTS –

Local Bus Network Review, Report to Board, 24 March 2024.

Local Bus Service Sustainability, Report to Council, 27 June 2024.

Local Bus Network Sustainability, Reports to Board, 25 & 28 June 2024.

## SWESTRANS SUPPORTED ROUTES

## Appendix 1

Supplier	Contract Ref:	Service Route
Andersons of Langholm	SW/22/120/A	120 Langholm Town
Andersons of Langholm	SW/22/123/A	123 Langholm to Annan/388 Back of the Hill/390 Powfoot
Brownriggs (Thornhill) LLP	SW/22/212/A (1)	212 Moniaive to Thornhill
Brownriggs (Thornhill) LLP	SW/22/221/X (2)	221 Wanlockhead to Sanquhar to Kirkconnel
Houstons	SW/22/06a/A	6A Caerlaverock to Dumfries
Houstons	SW/22/104/A (1)	104 Lockerbie Town / Corrie
Houstons	SW/22/111/X (2)	111 Dumfries Town Centre to DGR1
Houstons	SW/22/115/A (1)	115 Dumfries to Ae Village
Houstons	SW/22/117/A (1)	117 Lockerbie to Hightae/Lockerbie to Annan
Houstons	SW/22/202/A (1)	202 Moniaive to Dumfries
Houstons	SW/22/236/B (2)	236 Dumfries to Kirkton to Thornhill
Houstons	SW/22/372/A (2)	372 Dumfries to Sandyhills
Houstons	SW/22/373/A (1)	373 Dumfries to Shawhead
Houstons	SW/22/380/A (2)	380 Lockerbie to Moffat
Houstons	SW/22/381/A	381 Dumfries to Lockerbie
Houstons	SW/22/382/B (2)	382 Lockerbie to Gretna
Houstons	SW/22/431/A (1)	431 Gatehouse to Kirkcudbright (Town)
McCalls Coaches Ltd	SW/22/112/A (2)	112 Lockerbie to Samye Ling
McCalls Coaches Ltd	SW/22/236/A	236 Dumfries to Kirkton to Thornhill
McCalls Coaches Ltd	SW/22/382/A (2)	382 Lockerbie to Carlisle
McCalls Coaches Ltd	SW/22/383/A (1)	383 Lockerbie to Annan
McCalls Coaches Ltd	SW/22/385/A (2)	385 Annan to Dumfries
McCalls Coaches Ltd	SW/22/501/A (1)	501 Dumfries to Kirkcudbright
McCalls Coaches Ltd	SW/22/502/A	502 Kirkcudbright to Castle Douglas
McCalls Coaches Ltd	SW/22/502/C	502 Dumfries to Castle Douglas
McCalls Coaches Ltd	SW/22/CV18/A (2)	503 Dumfries to Castle Douglas/Castle Douglas Town
McCalls Coaches Ltd	SW/22/505/A	505 Dalbeattie to Kirkcudbright
McCalls Coaches Ltd	SW/22/CV18/A (2)	520 Castle Douglas to Dalmellington
McCalls Coaches Ltd	SW/22/521/A (1)	521 Laurieston to Dumfries
J McCulloch & Son (McCulloch Coaches)	SW/22/410/A (1)	410 Glenluce to Stranraer/ 411 Knock/ 412 Ervie
Stagecoach Cumbria & North Lancashire	SW/22/379/A	379 Carlisle to Dumfries
Telfords Coaches	SW/22/124/A (1)	124 Langholm to Samye Ling
Telfords Coaches	SW/22/127/A (1)	127 Newcatleton to Langholm
Telfords Coaches	SW/22/127/B	127 Newcatleton to Langholm

**SWESTRANS SUPPORTED ROUTES****Appendix 1**

Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/DFV18/H (1)	D4A Lochvale/Georgetown to Dumfries Town Centre
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/DFV18/H (1)	D7 Troqueer to Dumfries Town Centre
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/DFV18/H (1)	D8 Cargenbridge to Dumfries Town Centre
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/005/X	D5 Crichton to Dumfries Town Centre
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/359/A (2)	359 Newton Stewart to Girvan
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/365/X (2)	365 Stranraer Town
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/367/X (2)	367 Stranraer to Portpatrick
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/SV19/A (2)	407 Stranraer to Drummore
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/SV19/A (2)	408 Stranraer to Kirkcolm
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/NZ19/A (2)	415 Machars to Newton Stewart
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/NZ19/A (2)	416 Machars to Stranraer
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/420/A (1)	420 Newton Stewart Town
Western Buses Limited (t/a Stacecoach West Scotland)	SW/22/500/A (1)	500 Dumfries to Stranraer

## Tier 1 Community Transport Proposals

The following is an extract from the Stantec Network Review Report dated 12 March 2024, showing our initial recommendations for supported local bus services and, specifically, those services where we considered that a Tier 1 CT operation may be appropriate.

The Travel Needs Factor (TNF) scores referred to in the analysis relate to the journey purposes that the service potentially meets: the higher the TNF the more needs that the service meets and, therefore, the greater its 'value' to the community.

### A.1 Wigtownshire

#### A.1.1 Service 407: Stranraer to Drummore

Performance: high subsidy at £8.02 per pax (joint contract with ser 408) with high Travel Needs Factor (TNF) score, serving all journey purposes.

Demand: limited use of off-peak journeys

Note: low competition, only one bid received.

Proposal: **consider Tier 1 community operation (25 seats required)** with separate closed door school contract. Otherwise, no change. Hub and spoke option created to improve bus-rail and bus-bus interchange at Stranraer.

#### A.1.2 Service 408: Stranraer to Kirkcolm

Performance: high subsidy at £8.02 per pax (joint contract with ser 407) with high TNF, serving all journey purposes.

Demand: very low use outside school journeys (±4 pax per bus).

Note: low competition, only one bid received.

Proposal: **consider Tier 1 community operation (16 seats required)** with separate closed door school contract. Total peak demand = 66 scholars and ± 2 fare paying. Retime Sat & School holiday journey to match schooldays. Hub and spoke option created to improve bus-rail and bus-bus interchange at Stranraer.

#### A.1.3 Service 410: Stranraer to New Luce to Glenluce

Performance: high subsidy of £11.56 per pax (joint contract with 411/412) with low TNF due to limited timetable. Not sustainable as a conventional local bus service.

Demand: average of 2-3 pax for TThF off-peak return journey.

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw.

### **A.1.4 Service 412: Stranraer to Ervie**

Performance: high subsidy of £11.56 per pax (joint contract with 410/411) with low TNF due to limited timetable. Not sustainable as a conventional local bus service.

Demand: typically carries 1-2 pax per day.

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw.

### **A.1.5 Service 415: Newton Stewart to Whithorn / Port William**

Performance: fairly low subsidy of £4.92 per pax (joint contract with 416) with moderate TNF.

Demand: Whithorn service has consistent demand across journeys and days of the week, apart from last return trip on Sundays. Port William via Mochrum service has low demand, <4 pax per day and some days with zero.

Proposal: withdraw Sun 1630 ex Port William and return; otherwise no change to Whithorn service. **Transfer Port William via Mochrum service to Tier 1 community operation (8 seats required)** or withdraw.

## **A.2 Stewartry**

### **A.2.1 Service 512: Castle Douglas Local**

Performance: package contract with 503 and 520 so difficult to discern.

Demand: very low at circa 5 pax/day

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw.

### **A.2.2 Service 516: Castle Douglas to Auchencairn**

Performance: DGC Buses operation, no contract data. Moderate TNF score.

Demand: very low at circa 13 pax/day. No evidence of travel at school times.

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw.

### **A.2.3 Service 517: Kirkcudbright to Borgue**

Performance: DGC Buses operation, no contract data. Moderate TNF score.

Demand: very low at circa 8 pax/day.

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw.

### **A.2.4 Service 521: Laurieston, New Galloway to Dumfries**

Performance: high subsidy of £12.50 per pax with moderate TFN given low service level.

Demand: very low, typically circa 3 pax/journey. Wed & Sat return trip performs slightly better at circa 5 pax/journey.

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw.

### A.3 Nithsdale

#### A.3.1 Service 221: Kirkconnel, Sanquhar to Wanlockhead

Performance: high subsidy of £5.47 per pax with moderate Travel Needs Factor (TNF).

Demand: note etm data may be unreliable. Service averages 17.5 pax/day (for 11 journeys); Wanlockhead average of 1.0 pax/day.

Proposal: **consider Tier 1 community operation (8 seats required)** or withdraw. Alternative facilities between Kirkconnel and Sanquhar on Stagecoach 236/246 with short walking distances to stops no longer served in Glenwhargan Ave, Crawick Multiverse and Deer Park.

### A.4 Dumfries

No proposals for CT operation

### A.5 Annandale & Eskdale

#### A.5.1 Service 117: Lockerbie to Hightae

Performance: high subsidy at £15.68 per pax

Demand: low. Only the 0931 ex Hightae and the Dumfries journeys have averages of more than 1.5 pax. No demand apparent for Annan.

Proposal: reduce to two return journeys, extending to Dumfries on two days per week as now, **consider Tier 1 community operation (8 seats required)**

#### A.5.2 Service 120: Langholm Town

Performance: high subsidy at £8.01 per pax with moderate TNF score.

Demand: very time-skewed demand with 8-10 pax/journey between 1000 and 1100, circa 3 pax/journey between 0900-1000 and 1100-1400 and very low thereafter.

Proposal: withdraw journeys after 1500. Retain Monday to Saturday service. **Consider Tier 1 community operation (16 seats required)**

#### A.5.3 Service 122: Langholm to Rowanburn

Performance: DGC Buses operation, no contract data. Moderate TNF (education).

Demand: relatively low demand of 6 pax/day focused on school journeys. No evidence of use of other journeys.

Proposal: Withdraw or combine contract with ser 123. Also **consider Tier 1 community operation (8 seats required)**.

#### **A.5.4 Service 123: Langholm to Canobie to Annan**

Performance: high subsidy at £5.19 per pax with low TNF.

Demand: average demand circa 8 – 12 pax/journey for the single round trip Monday to Saturday, relatively consistent demand throughout the week. Service also facilitates an average 6 pax/day on sers 388 & 390.

Proposal: retain as currently timetabled but consider operating on fewer days per week: Tuesday, Wednesday and Friday are consistently almost double the patronage on Monday and Thursday with Saturday more variable. Also **consider Tier 1 community operation (16 seats required)**.

#### **A.5.5 Service 124: Langholm to Eskdalemuir**

Performance: very high subsidy at £43.21 per pax with moderate TNF.

Demand: average demand circa 8 – 10 pax/day with no journey having an average load above 1.25. No apparent demand for Bailliehill diversion.

Proposal: reduce to two return journeys. **Consider Tier 1 community operation (8 seats required)**.

#### **A.5.6 Services 388/390: Annan Local/Powfoot**

Performance: packaged with ser 123 with high subsidy of £5.09/pax and low TNF.

Demand: average of circa 6 pax/day.

Proposal: retain as currently timetabled but consider operating on fewer days per week to align with ser 123. Also **consider Tier 1 community operation (8 seats required)**.



## TRANSPORT HUB FEASIBILITY STUDY

### 1. Reason for Report

To advise the Board that work has been carried out on a feasibility study for a Transport Hub/Bus Station in Dumfries and for the Board to have sight of the study and discuss next steps.

### 2. Background

The Board, at the meeting of 24 November 2023, agreed that the utilisation of the 2023/24 Community Bus Fund allocation should include a Dumfries Bus Station Feasibility Study.

### 3. Key Points

3.1 Priority 33 of SWestrans Regional Transport Strategy 2023-2042 states 'Further analysis should be undertaken to assess the potential to provide a Bus Station in Dumfries and, if found to be feasible and beneficial, partners should work together to facilitate its delivery.' A study was commissioned to identify possible sites, provide initial designs and estimated development costs for a Bus Station. The Bus Station feasibility report is included as the **Appendix**.

4. Implications	
<b>Financial</b>	There are no financial impacts.
<b>Policy</b>	There are no policy implications.
<b>Equalities</b>	There are no equalities impacts
<b>Climate Change</b>	A SEA is a critical element of the RTS. Climate issues are a focus of the RTS.
<b>Risk Management</b>	The need for a Dumfries Bus Station relates to a number of known risks: R03 – Strategic Direction R04 – Capital Funding R05 – RTS Delivery

### 5. Recommendations

Members of the Board are asked to-

5.1 note the feasibility study;

5.2 agree to a Public Engagement exercise on the feasibility options of the study; and

5.3 note officers will bring a further report to 29 November Board meeting to agree next steps.

Report Author: Grant Coltart  
Tel: 07813980749

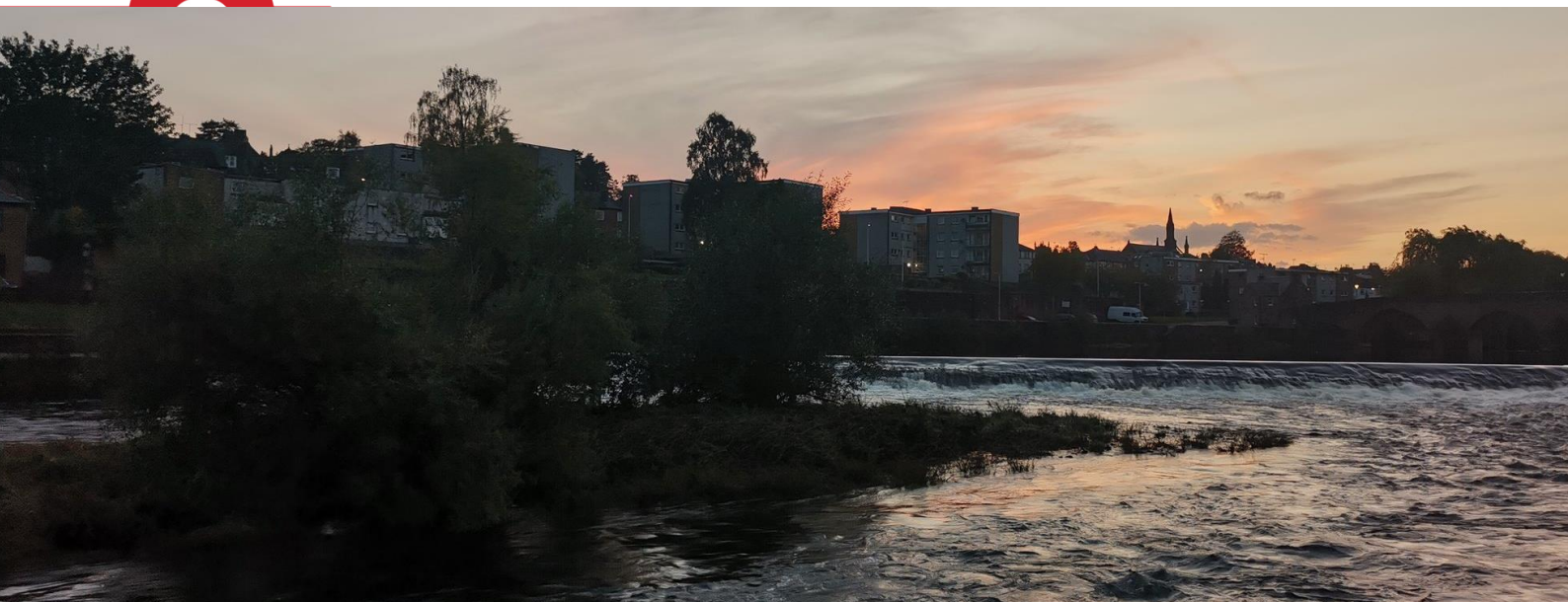
Date of Report: 28 August 2024  
File Ref: SW2/Meetings/2024

Approved by: Natalie McKail  
Lead Officer  
South West of Scotland Transport Partnership  
Cargen Tower  
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Dumfries  
DG2 8PN

**Appendix** – Dumfries Bus Station Feasibility Study

**Background** – Item 7- Capital Expenditure Programme – Community Bus Fund/ Bus Shelters – 24<sup>th</sup> November 2023 Board Meeting

**DUMFRIES BUS STATION FEASIBILITY STUDY**



**SYSTRA**

# DUMFRIES BUS STATION FEASIBILITY STUDY

## DRAFT REPORT

### IDENTIFICATION TABLE

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Project	Dumfries Bus Station Feasibility Study
Study	Dumfries Bus Station Feasibility Study
Type of Document	Draft Report
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### APPROVAL

Version	Name	Position	Date	Modifications	
1	Author	Zoe Asseo	Assistant Consultant	26/07/2024	Draft for Client Review
	Checked by	James Rhodes	Principal Consultant	26/07/2024	
	Approved by	David Alderson	Director	26/07/2024	
2	Author	Zoe Asseo	Assistant Consultant	04/09/2024	Updated Draft
	Checked by	James Rhodes	Principal Consultant	04/09/2024	
	Approved by	David Alderson	Director	04/09/2024	

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# 1. INTRODUCTION

## 1.1 General

1.1.1 SYSTRA Ltd (SYSTRA) was commissioned by SWestrans to assess the feasibility of providing a bus station and supporting mobility hub within the town centre of Dumfries.

1.1.2 Building on work previously undertaken, the study aims to identify possible sites that could facilitate a bus station of suitable scale for Dumfries, where the highest concentration of activity takes place.

1.1.3 At present, there is not a dedicated bus station within Dumfries. Rather, services stop at or terminate in various locations across the town centre. The provision of a dedicated bus station would provide numerous benefits, including easier connections between services, an improved journey experience for bus users, and increased attractiveness of public transport use.

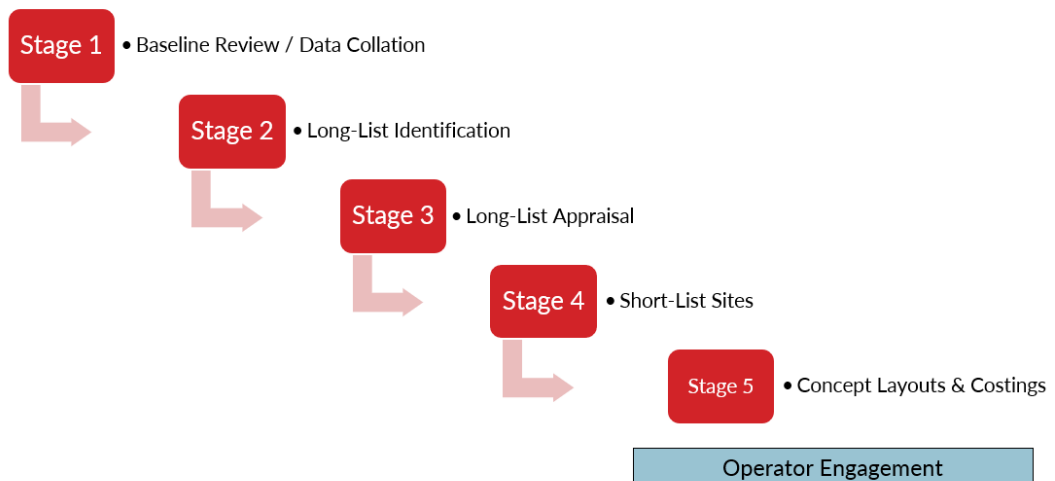
1.1.4 In considering suitable locations for a bus station, the ways in which other services and modes can be provided for through a mobility hub has been a key factor. This will support with the integration of public and active travel modes, support modal shift and reduce reliance on private car use.

1.1.5 The undertaking of a bus station feasibility study is identified as a priority in the SWestrans Regional Transport Strategy. This project is funded through Transport Scotland's Community Bus Fund.

## 1.2 Methodology

1.2.1 SYSTRA's approach to the study was split into five key stages, as summarised in [Figure 1](#).

Figure 1. Study Approach



1.2.2 The first incorporated a desktop- and site-based baseline review to confirm current and future transport conditions within the town centre, including current service routing and frequency.

- 1.2.3 Potential locations that could accommodate a bus station were identified to form a long-list of sites. These were subject to a high-level SWOT appraisal to confirm those that were potentially most suited for a bus station.
- 1.2.4 Shortlisted sites were subject to a full appraisal to confirm suitability, including through discussions with SWestrans and Dumfries & Galloway Council (the Council). Indeed, engagement with the Council and key stakeholders, including bus service operators, has formed a key part of the commission.
- 1.2.5 The appraisal incorporated an engineering review of the shortlisted locations, understanding impacts (both positive and negative) on the local community, including any adjacent residents and businesses, and subsequently concept layouts were developed.
- 1.2.6 This Study aims to provide SWestrans and the Council with an informed evidence base to consider and choose options that are most appropriate to align with wider objectives and goals.

**1.3 Report Structure**

1.3.1 Following this introductory section, the remainder of this Technical Report is structured as follows:

- **Section 2: Baseline Review** – Details current public transport provision within the town centre, including bus service routing and frequency.
- **Section 3: Policy & Best Practice** – Summarises overarching policies adopted at local, regional and national level.
- **Section 4: Appraisal Methodology & Summary** – Sets out the appraisal methodology implemented as part of the study, and results of the long-list appraisal process.
- **Section 5: Preferred Location** – Details the concept layouts developed for the preferred location at Brooms Road car park.
- **Section 6: Operator Engagement** – Summarises the engagement activities held with service operators regarding the proposals.



**2. POLICY REVIEW**

**2.1 National Planning Framework 4 (NPF4) and Local Development Plan 2 (LDP2)**

- 2.1.1 The Dumfries and Galloway plan consists of the National Planning Framework 4 (2013) and the Local Development Plan 2 (2019). Preparation of an LDP 3 is underway. The NPF4 sets out spatial principles, regional priorities, national development, and national planning policy. Its principles support the planning and delivery of sustainable, liveable, and productive places. It states that in and around Dumfries and Galloway, there are relatively high levels of dependence on the car, limited public transport and a dispersed population.
- 2.1.2 The NPF4 seeks to support population growth and quality of life by improving local liveability. One way to do so is by supporting well connected networks at the local and regional levels to “*make moving around easy and reduce car dependency*”. Offering more and better options regarding sustainable travel, including interchange between public transport and active travel to support easy modal shifts in transport, are amongst the NPF4’s priorities.
- 2.1.3 The Local Development Plan 3 sets out how and where land and property will be used in Dumfries and Galloway, setting a vision for development. With regards to transport, the Plan expects development to “*build in sustainable transport modes and consider accessibility issues and street layout as an integral part of the development*”. Planning objectives for Dumfries include consolidating “*the opportunities for expanding the town by allocating sites for housing in close proximity to community facilities, schools and existing sustainable transport infrastructure*” (LDP3).

**2.2 Active Travel Strategy 2 & Delivery Plan 2022-2032**

- 2.2.1 The Council’s Active Travel Strategy 2 (ATS2) and Delivery Plan covers the period between 2022 and 2032 and seeks to promote active travel within the region. The ATS2 addresses sustainability challenges to align with the Council’s Climate Emergency Declaration, as well as wider policy priorities.
- 2.2.2 Based on the principles of collaboration, integration and diversity, the strategy aims to foster an active region with accessible, reliable and safe routes that connect communities, in both urban and rural areas. It aims to support:
  - Residents, tourists and visitors having active opportunities to enjoy public spaces and the outdoors for leisure or exercise and can reach key destinations for everyday functional trips by active modes, including partially active trips supported by public transport.
  - Promoting healthy lifestyles and enabling the population to make use of active travel infrastructure to help our towns and villages be more sustainable and meet our net-zero ambition.
- 2.2.3 The ATS2 is accompanied by a Delivery Plan which sets out 37 actions categorised in four streams:

- Networks & Infrastructure - 12 Actions
- Engagement, Communication & Behaviour Change - 11 Actions
- Research & Monitoring - 6 Actions
- Governance & Development - 8 Actions

2.2.4 The ATS2 includes indicators which will track progress and the effectiveness of actions undertaken.

The development of a bus hub will bolster the objectives outlined in the ATS2 and its Delivery Plan by supporting public transport options. This will aid residents, tourists and visitors in transitioning away from private car use towards more sustainable modes of travel.

## 2.3 SWestrans Regional Transport Strategy 2023-42

2.3.1 The SWestrans Regional Transport Strategy (RTS) was adopted last year. It provides a strategic framework for transport management and investment across Dumfries & Galloway for the period to 2042. This is done through identifying transport challenges and appropriate long-term solutions and approaches to address these challenges.

2.3.2 A number of challenges are identified with regards to bus travel (Table 3.1). These include affordability of bus travel, integration with other transport modes, slow journey times and speeds compared to private car use, lack of service and personal security.

2.3.3 Recognising the lack of a bus station within the centre, Priority 33 of the RTS notes:

“Further analysis should be undertaken to assess the potential to provide a bus station in Dumfries and, if found to be feasible and beneficial, partners should work together to facilitate its delivery”.

### 3. BASELINE REVIEW

3.1.1 A detailed baseline assessment of the current public transport provision, service routing, and overarching policies has been carried out. This has encompassed:

- An overview of the town centre and general connectivity;
- In-depth desktop-based and on-site audits of bus provision and routing, within the town centre and adjacent streets;
- Development reviews of local policy documents to identify any upcoming changes to public transport demand or supply;
- Integration with the Regional Parking Strategy and the Active Travel Assessment
- An assessment of best practice for requirements;
- Engagement and consultation, both internal and external to SWestrans and the Council.

### 3.2 Dumfries & Galloway Connectivity Overview

3.2.1 Dumfries and Galloway is the third largest council area in Scotland behind Highland and Argyll & Bute. It covers a total of 6,426 square kilometres. With a population of 145,900 (Census, 2022), Dumfries and Galloway has the fourteenth largest population of all 32 council areas in Scotland (Census, 2022).

3.2.2 Large proportions of the region are rural in nature. As such, it is subject to a dispersed settlement pattern and high levels of private car use. 14% of Dumfries and Galloway are aged 0 to 14 years, 59% are aged 15 to 64, and 21% are aged over 65 (Census, 2022). An ageing population and a high proportion of young people suggest there is scope for development of public transport and active travel infrastructure.

3.2.3 There is limited rail connectivity across Dumfries and Galloway. Seven stations are located in the region (Dumfries, Stranraer, Annan, Gretna Green, Lockerbie, Sanquhar and Kirkconnel), most of which are on the Glasgow Southwestern Line and served by Scotrail. Lockerbie is on the West Coast Mainline and is served by Avanti West Coast services.

3.2.4 Bus and coach connectivity is not universal across the region. Services include cross-region routes and more localised services. Primary service operators include Stagecoach, Houstons Coaches and McCalls.

3.2.5 Given the large scale of the region and primarily rural nature of large parts of it, bus routes and timetables are constrained, with many locations outside of urban centres receiving minimal or no bus service. These limit the ability to provide an attractive service that is deliverable and cost-effective.

3.2.6 The SWestrans Regional Transport Strategy notes that, at present, over half (55%) of bus services that operate in the region require public subsidy; the remainder are provided commercially.

### 3.3 Dumfries Town Centre Connectivity Overview

- 3.3.1 Dumfries is the largest town within the region, with a population of approximately 33,150. As presented in the Local Development Plan 3 (2019, p93), Dumfries is characterised by its historic street layout which echoes its origins as a medieval marketplace.
- 3.3.2 It is a focal point for housing, business, leisure and entertainment. **Figure 2**, taken from the Local Development Plan (2019), highlights Dumfries’ key role within the region.

**Figure 2. Dumfries and Galloway Overview**



*Local Development Plan, October 2019*

- 3.3.3 There are ongoing revitalisation efforts in Dumfries aimed at improving accessibility, transforming the built fabric and public realm, encouraging town centre living and developing the evening economy.
- 3.3.4 Considerable parking supply is located within Dumfries town centre; over 1,330 spaces (standard and electric vehicle) are provided within 22 Council-operated car parks.

#### **Bus Services & Stop Locations**

- 3.3.5 The majority of bus routes which serve the region start, finish or pass through the region. Bus routes 101 to 555 operate in the town centre. The primary service operators within the region are Stagecoach, McCalls Coaches, Houston and DGC Buses, as summarised in **Table 1**.

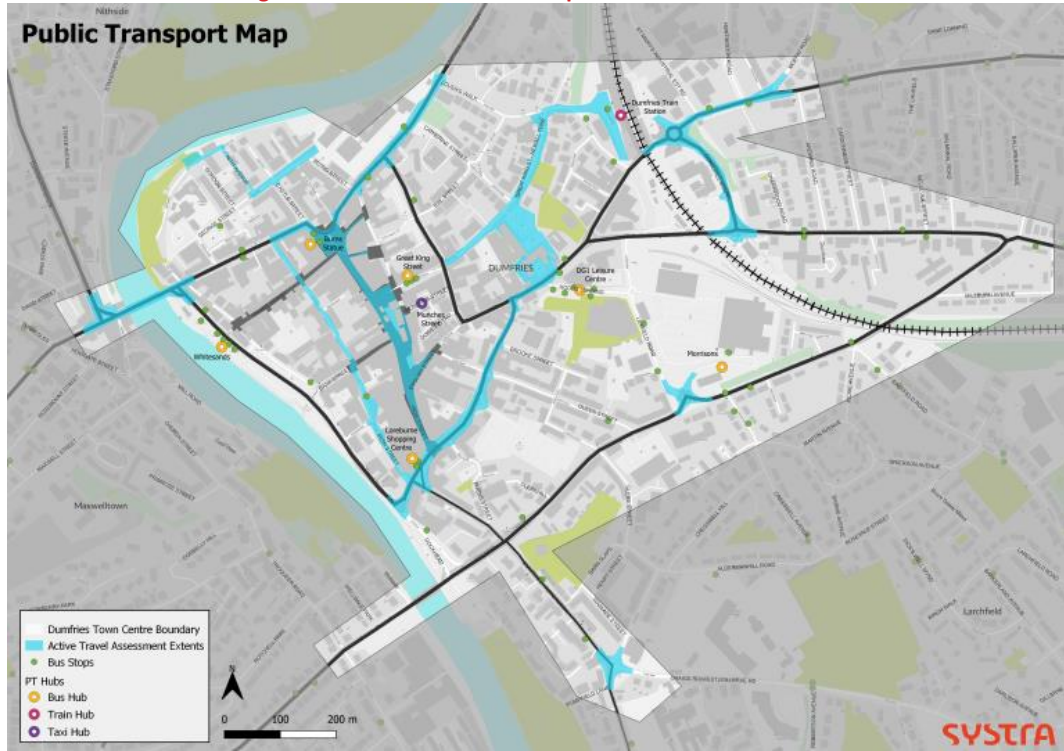
**Table 1. Bus Routes in Dumfries**

OPERATOR	BUS ROUTES
Andersons of Langholm	120, 123, 388, 390
Stagecoach West Scotland	D1, D2, D3, D4, D5, D7, D8, D9, D10, D12, 74, 81, 101, 102, 246, 358, 359, 365, 367, 407, 408, 415, 416, 420, 500, 501, X74, X75
Houstons Coaches	6, 6A, 104, 110, 111, 115, 117, 202, 236, 372, 373, 379, 380, 381, 382, 383, 431
DGC Buses	4A, 5A, 6A, 14, 120, 122, 200, 213, 367, 384, 415, 505, 512, 515, 516, 517, 555
McCalls Coaches	112, 115, 236, 381, 382, 383, 385, 501, 502, 503, 505, 512, 520, 521
Borders Buses	X95
Brownriggs Coaches	212, 221
McCullochs Coaches	410, 411, 412
Stagecoach Cumbria	79, 80, 179
Telfords Coaches	124

3.3.6 **Figure 3** overleaf identifies the location of bus stops in the town centre which are subject to high service volumes.

3.3.7 Locations which currently accommodate ‘clusters’ of bus services and/or stops include the White Sands, Robert Burns Statue, Buccleuch Street and Loreburn Shopping Centre. **Table 4** details the main services that operate at these locations.

**Figure 3. Bus Service & Stop Overview**



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**Table 2. Dumfries Bus Service 'Clusters'**

LOCATION	ROUTES SERVED
White Sands	<b>Stand 1:</b> 115, 202, 372, 373
	<b>Stand 2:</b> 74, 79, 115, 117, 385, 879, X74
	<b>Stand 3:</b> 81, 202, 213, 236, 246, 246A
	<b>Stand 4:</b> 7, 81, 101A, 102, 373, 381
	<b>Stand 5:</b> 111, 372, 500, 501, 502, 503, 505, 521, 555
Robert Burns Statue	2, 8, 9, 10, 10B, 12, 74, 111, 372, 373, D5A
Loreburn Centre (Shakespeare Street)	<b>Stand 1:</b> 1, 7, 115, 117, 202, 213, 246A, 372, 373, 500, 501, 502, 503, 505, 521, 555, 825, D5A, D5C
	<b>Stand 2:</b> 6, 6A, 79, 111, 372, 381, 385
Buccleuch Street	7, 8, 8, 10, 10B, 12, 74, 79, 81, 101A, 111, 115, 117, 213, 236, 246, 246A, 373, 381, 385, 500, 501, 502, 503, 505, 521, 555, 796, D5A, D5C, X74

3.3.8 There is a Scotland-wide free bus travel scheme for the elderly and disabled. In addition, people aged 5 to 21 living in Scotland may apply to access free bus travel.

**3.4 White Sands Flood Relief Scheme**

3.4.1 The White Sands is subject to increasing risks and instances of flooding. As stated in NPF4, *“coastal erosion and flood risk is expected to be a significant challenge in the future, particularly where there is a risk of impacts on key transport corridors or settlements”*.

3.4.2 The Council has developed a flood relief scheme to mitigate against this. The scheme includes improvements to the public realm on White Sands as well as changes to parking, bus stop and highway layouts.

3.4.3 The scheme incorporates a 'raised walkway' concept with a combination of walls, glass panels and flood gates providing flood protection. Planting will be used to support with flood risk reduction. The existing riverside walkway and cycleway will remain largely unchanged; however, the scheme will necessitate changes to parking provision within the Council-operated public car park and to bus stop provision. In place of the existing provision (Figure 4), bus stops will be placed adjacent the roadside.

**Figure 4. White Sands Bus Stops**



3.4.4 The scheme was presented to Full Council in October 2023 and Members agreed to progress the published scheme. The scheme is now being progressed to detailed design.

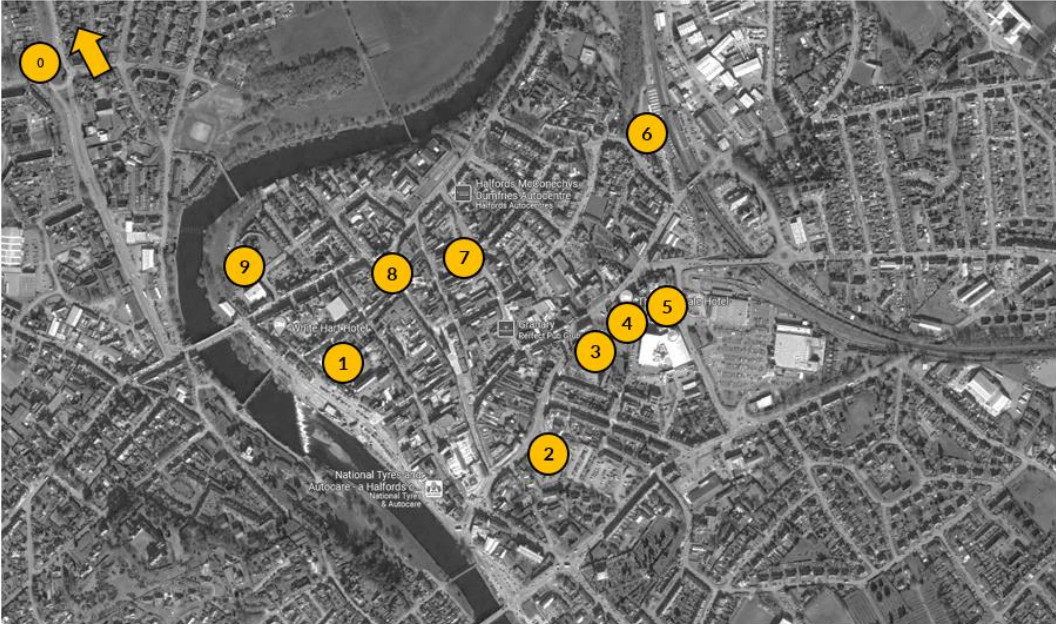
3.4.5 This Feasibility Study acknowledges the necessity of locating the future bus hub in an area devoid of flood risks and capable of facilitating bus rerouting in the event of floods, while still maintaining the bus hub’s centrality and strategic significance.

# 4. APPRAISAL METHODOLOGY

## 4.1 Overview

- 4.1.1 Desktop-based research, informed by the Baseline Review set out in **Section 2** as well as wider policy and best practice review was used to identify a long-list of potential locations where a bus station and/or mobility hub could be accommodated.
- 4.1.2 These sites are Council-owned sites or privately owned; in the latter case, they are either currently available or soon to be on the market.
- 4.1.3 A high-level assessment of advantages and disadvantages associated with each potential location was conducted. Each location was subject to high-level engineering review to confirm suitability (or otherwise).
- 4.1.4 Numerous sites were immediately discounted due to clear constraints. Following the initial long-listing process as outlined above, a total of ten locations were identified, as shown in **Figure 5**.

**Figure 5. Long-List Locations**



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- 1: Whitesands Private Car Park
- 2: Brooms Road Car Park
- 3: Old Cinema Site
- 4: Hoods Loaning
- 5: Cairndale Hotel Car Park
- 6: Dumfries Station
- 7: Loreburn Street Car Park
- 8: Robert Burns Statue
- 9: Art School Car Park
- 10: Maxwelltown High School



4.1.5 To assess identified potential locations, a comprehensive multi-criteria analysis (MCA) was developed and completed for each long-listed site. The MCA was informed by desktop-based research and on-site audits undertaken by SYSTRA. While the primary focus was on buses, consideration was given to alternative uses that could be accommodated within a supporting mobility hub. These include, but are not limited to, cycle parking and supporting facilities, shared mobility services (e.g. cycle hire, e-scooter hire), lockers and servicing provision and disabled parking.

4.1.6 **Table 3** shows factors included within the MCA. These include available space (plot size), access by all modes, current use, location and proximity to trip generators, land ownership and interaction between modes.

**Table 3. MCA Criteria**

	CRITERIA
Plot Characteristics	Size
	Current Use
	Ownership
Plot Location	Proximity to Residential Areas
	Proximity to Employment Uses
	Proximity to Retail Uses
	Future Development
	Proximity to Other Trip Attractors
	Parking Impact
	Surrounding Urban Realm Quality
	Overall Level of Deprivation (IMD)
Interaction with Other Modes	Strategic Walking Network
	Strategic Cycling Network
	Access Complexity for Buses
	Existing Modal Interchange
	Proximity to Planned Bus Improvements
	Severance

**Mobility Hub**

4.1.7 As part of the appraisal, specific consideration was given to the ways in which a mobility hub could potentially be incorporated into each location. Best practice guidance from CoMoUK, a national organisation that promotes the benefits of shared transport, was used to inform this.

4.1.8 Mobility hubs allow closer integration between public transport, active travel and shared transport modes within one location. A number of benefits can be provided through mobility hubs, including:

- Increased choice of modes;
- Closer and easier access between different modes;
- Raised profile and visibility of active travel (and, where provided, shared transport);
- Improved public realm; and
- Supports increased development.

4.1.9 Elements considered include those set out in [Table 4](#).

**Table 4. Mobility Hub Appraisal Considerations**

ELEMENT	ADVANTAGES	DISADVANTAGES
Cycle Hire / Share Bays	Access to additional transport mode; key for first / last mile travel.	-
Cycle Support Facilities (e.g. lockers, repair kit)	Encourage private cycle use through provision of facilities.	Space and maintenance requirements.
Car Club Vehicle Spaces	Access to additional transport mode; easy integration within car park locations (compared to on-street provision or non-car park sites).	Spatial requirements for parked cars.
Electric Vehicle Charging Infrastructure	Promotes use of electric vehicles; can tie to wider Council initiatives and provision.	Spatial requirements; supports private car use over public / active transport.
Town Centre / Tourist Information Provision	Support tourism activity and footfall within the town centre.	Space, maintenance and staffing requirements.
Toilet & Rest Facilities	Improved provisions for waiting bus passengers.	Space and maintenance requirements.
Delivery Lockers	Increased utility of hub / bus station area; diversifies use.	Requires access for goods delivery by suppliers; limited transport benefits.

- 4.1.10 The more of the above elements that can be included as part of the mobility hub, the greater its likely value and thus the impact it will have on sustainable travel demand. In developing the feasibility design as part of **Section 5**, consideration has been given to the ways in which the above elements can be integrated.
- 4.1.11 The spreadsheet-based appraisal for each location is contained at **Appendix A** for information. The appraisal spreadsheet identifies the ways in which stakeholder engagement, alongside the appraisal, has been used to confirm the suitability (or otherwise) of particular locations.

**4.2 Stakeholder Engagement**

- 4.2.1 Engagement with key stakeholders, Council officers and service operators has played an important role in the appraisal process. During and following the appraisal, SYSTRA met with a number of key stakeholders, including officers from across various Council departments, including those leading on the White Sands flood relief scheme, the Dumfries Partnership Action Group (DPAG), Dumfries Town Board and bus service operators.
- 4.2.2 Feedback on locations, bus station facilities and wider considerations has been used to inform the appraisal, including the discounting of specific locations, and within the concept design layouts for the preferred location.

## 5. LONG-LIST APPRAISAL

5.1.1 Following the first appraisal, six sites were discounted and four taken forward for further consideration. Subsequent investigations and discussions with SWestrans, the Council and key stakeholders resulted in three of the four sites being discounted. The location of each location and the result of this initial appraisal is shown in Figure 6. Green shows sites considered potentially suitable, yellow shows those requiring further consideration and red sites were discounted.

Figure 6. Long-List Appraisal



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5.1.2 A summary of each location is presented below.

### 1: White Sands Private Car Park

**MCA Result:** Suitable for Further Consideration

5.1.3 White Sands Private Car is a surface-level car park located near the town centre, in proximity to employment and retail uses. It is of sufficient size to accommodate a bus station, with vehicular access onto White Sands and pedestrian access onto the pedestrianised Friars Vennel. It is situated approximately 150m from Bus Stands 2, 3 and 4 on the existing White Sands bus corridor (see Figure 7).

**Figure 7. White Sands Existing Bus Stands**



5.1.4 However, the site is currently outside of the Council’s ownership. In addition, the provision of a bus station in this location would require the removal of some on-street parking on White Sands to facilitate access and egress by coaches.

## **2: Brooms Road Car Park**

**MCA Result:** Suitable for Further Consideration

5.1.5 Brooms Road Car Park, a surface-level car park operated by the Council, is located close to the town centre and in proximity to employment and retail uses. Its plot size provides sufficient space for a bus station and mobility hub, leading to opportunities for multiple potential design options.

5.1.6 Vehicular access and egress is currently provided onto Shakespeare Street to the north and Brooms Road to the south. As part of any proposals in this location, it is suggested that bus access and egress is provided via Shakespeare Street, with bus station facilities located within the short-stay parking area.

**Figure 8. Brooms Road Car Park**



- 5.1.7 Shakespeare Street is a bus corridor at present, meaning this location would not require significant diversion of many services.
- 5.1.8 Shakespeare Street is also subject to pedestrian and cycle improvements as part of the Council's active travel improvement programme, including the provision of a pedestrian crossing in close proximity to the car park.
- 5.1.9 Constraints include potential contaminated land located beneath the car park surface (not considered in detail as part of this feasibility study) and the proximity of some residential units. The impact on parking capacity is also a consideration requiring future assessment should proposals be further developed.
- 5.1.10 Space exists to provide supporting facilities including waiting areas, tourist information and shared mobility services, shown in **Figure 9** overleaf.

**Figure 9. Brooms Road Potential Waiting & Shared Mobility Area**



### **3: Old Cinema Site**

**MCA Result:** Discounted

- 5.1.11 The Old Cinema site is located to the north of Brooms Road car park and to the south of Hoods Loaning and DG1. Formerly a cinema, it has until recently accommodated a bingo hall, and is now vacant.
- 5.1.12 The spatial footprint of the site does not provide sufficient space for a bus station of suitable size to serve the town centre, and as such this location was discounted.

### **4: Hoods Loaning**

**MCA Result:** Suitable for Further Consideration

- 5.1.13 The provision of an on-street bus station facility on Hoods Loaning was identified as a potential option by the Council. Noting its proximity to DG1 leisure centre and the Cairndale Hotel, it is positioned in close proximity to key trip attractors and within walking distance of the core of the town centre.
- 5.1.14 A number of services stop on Hoods Loaning. Consideration of the impacts of general vehicle circulation should Hoods Loaning be closed would be a key future requirement.

Figure 10. Hoods Loaning



#### 5: Cairndale Hotel Car Park

**MCA Result:** Discounted

- 5.1.15 The Cairndale Hotel Car Park lies in immediate proximity to the town centre, surrounded by retail and employment land uses. It is accessed via Hoods Loaning, close to DG1 leisure centre. The car park serves the Cairndale Hotel and is privately owned.
- 5.1.16 A number of bus services stop at DG1, including:
- **Stop C:** Routes 1, 79, 117 and 385; and
  - **Stop D:** Routes 3, 4, 4A and 14.
- 5.1.17 Gradient differences between the car park and road level provide constraints for access both by pedestrians and buses. Coupled with land ownership constraints, this site was discounted from further consideration.

#### 6: Dumfries Station

**MCA Result:** Discounted

- 5.1.18 Situated in proximity to the town but farther away from it compared to other long-listed sites, Dumfries Station was considered to hold potential to provide a bus interchange and mobility hub given its adjacency to existing bus routes. Bus routes 81, 202, 373, 381, 500, 501, 502, 503, 505, 521, 555 serve Station Road, whilst bus routes 1, 2, 3, 4, 4A, 6, 6A, 81, 115, 373 stop on Lovers Walk nearby.



5.1.19 Whilst the station is located close to trip generators such as Dumfries Academy, significant spatial limitations and the walk distance from the town centre meant this location was considered unsuitable for further consideration.

Figure 11. Dumfries Station



**7: Loreburn Street Car Park**

**MCA Result:** Suitable for Further Consideration

5.1.20 Loreburn Street car park is operated by the Council and is one of the disc-controlled car parks within the town centre. This location has previously been considered by the Council as a potential location for a bus station.

5.1.21 It is in close proximity to the town centre and provides pedestrian connectivity to the High Street. A number of other car parks are within an accessible walk distance which may have capacity to accommodate displaced parking following any changes to the car park’s capacity.

**8: Robert Burns Statue**

**MCA Result:** Discounted

5.1.22 Positioned at the heart of the town centre amidst retail and employment activities, a number of bus services currently stop at Robert Burns Statue. These include routes 2, 8, 9, 10, 10B, 12, 74, 111, 372, 373 and D5A.

5.1.23 However, its central location results in spatial constraints that impede the feasibility of providing a bus station or mobility hub of sufficient size to provide the capacity needed

to adequately serve the town centre (see Figure 12). Implementing such a facility in this location would likely lead to significant public realm impacts. As such, this site was discounted.

**Figure 12. Robert Burns Statue Location**



### **9: Art School Car Park (George Street)**

**MCA Result:** Discounted

- 5.1.24 Despite its location in proximity to the town centre and a number of bus services which route via Buccleuch Street. However, George Street, which provides access to the car park is narrow and would unlikely be able to accommodate the volume of buses that would need to travel to and from a bus station. As such, this location was discounted.

### **0: Maxwelltown High School**

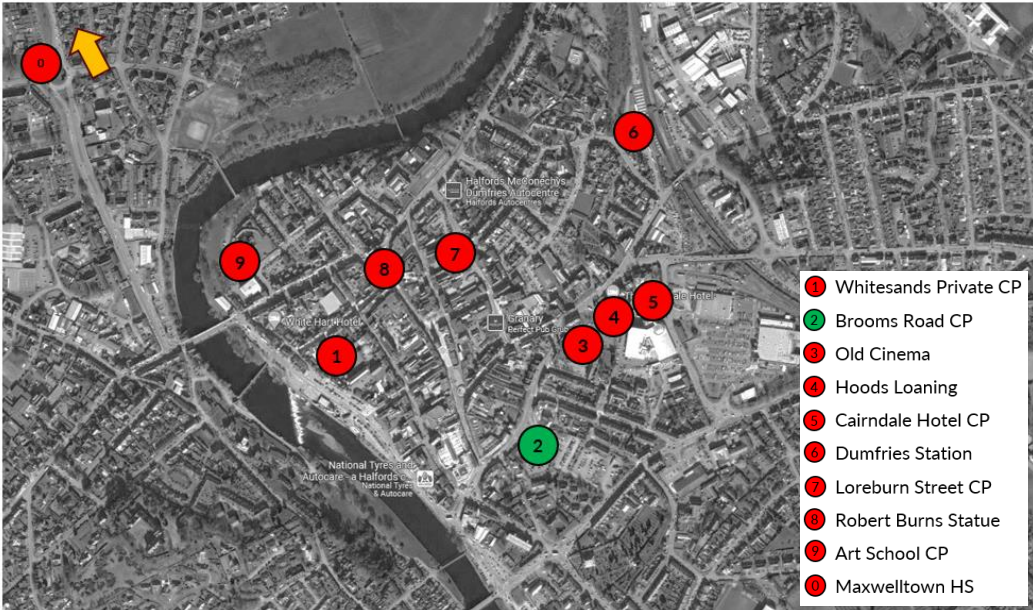
**MCA Result:** Discounted

- 5.1.25 Maxwelltown High Street has recently closed and provides a large spatial footprint that could accommodate a bus station of suitable size. It is situated outside the town centre; however, is due to be subject to considerable residential and mixed-use development in the future.
- 5.1.26 Whilst it may present a potentially suitable location in the longer-term, the distance from the 'current' core of the town centre means the location was discounted from further consideration.

## 5.2 Second Appraisal & Council Engagement

- 5.2.1 The results of the long-list appraisal were presented to SWestrans and the Council, and findings discussed. This included regarding the four locations that were considered as potentially suitable for a bus station or should be subject to further assessment.
- 5.2.2 Following these discussions a second appraisal was undertaken, summarised in **Figure 13**. This resulted in one preferred location being identified (Brooms Road) and the remaining three discounted. The reasons for sites being discounted are set out in turn below.

**Figure 13. Second Appraisal**



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### White Sands Private Car Park

- 5.2.3 Considerable changes to the White Sands are proposed as part of the flood relief scheme that has been approved by the Council (see **Section 3.4**). This will see part of the existing Council-operated surface car parking and existing bus ‘station’ removed to facilitate flood relief structures. As part of the flood relief scheme, the private car park would be used to offset parking reduction and provide an underground flood water storage facility.
- 5.2.4 Furthermore, concerns regarding personal security within this location, particularly in hours of darkness, were raised during engagement with Council staff.
- 5.2.5 Following discussions with the Council regarding intended future use of the site, and the difference in timescales between the delivery of the flood relief project and potential bus station delivery, it was agreed to discount this site from further consideration.

**Second Appraisal Summary:** Discounted

### Loreburn Street Car Park

- 5.2.6 Discussions with SWestrans and the Council, as well as work undertaken to inform the Regional Parking Strategy, confirmed that Loreburn Street is one of the most popular parking locations within the town centre. Coupled with the earlier identified constraints regarding pedestrian and vehicle interaction, it was agreed for Loreburn Street to be discounted from further consideration.

**Second Appraisal Summary:** Discounted

### Hoods Loaning

- 5.2.7 An engineering-based review of Hoods Loaning identified further constraints with this location, particularly in terms of the impacts of the need for two-way bus traffic. Furthermore, there would potentially be significant negative impacts of closing Hoods Loaning to non-bus vehicular traffic, including on hotel / service access.
- 5.2.8 Noting these constraints and the understood longer-term development aspirations for the hotel and ensuring these proposals do not negatively preclude these aspirations, Hoods Loaning was discounted as a suitable location.

**Second Appraisal Summary:** Discounted

## 6. PREFERRED LOCATION: BROOMS ROAD CAR PARK

### 6.1 Location Overview

6.1.1 Brooms Road is the largest Council-operated car park located in the town centre.

6.1.2 Noting the number of bus services that currently route via Shakespeare Street (see [Table 5](#)), it is proposed for buses to enter and exit via Shakespeare Street. General vehicular access to the car park would be provided via Brooms Road. However, a managed solution could be employed that enables general vehicular access to the car park via Shakespeare Street in infrequent instances of roadworks on Brooms Road.

**Table 5. Shakespeare Street Bus Routes (Loreburn Centre Stop)**

ROUTE	DESCRIPTION	OPERATOR	MONDAY-SATURDAY	SUNDAY
6	Kingholm Quay to Dumfries Town Centre	Houstons	1055 – 1125 – 1325 - 1355	-
6A	Caerlaverock to Dumfries	Houstons	0743 – 0933 – 1303 – 1548 – 1733	-
7	Troqueer to Dumfries Town Centre	Stagecoach	0858 – 0955 – 1055 – 1155 – 1255 – 1355 – 1455 – 1555 – 1655 – 1755	-
79	Carlisle to Annan to Dumfries	Stagecoach	0634 – 0734 – 0839 – 1003 – 1103 – 1203 – 1303 – 1403 – 1503 – 1603 – 1708 – 1808 – 1913 – 2003 – 2245 -	1148 – 1348 – 1548 – 1748 – 1946 – 2245
111	Dumfries Town Centre to DGRI	Houstons	1405 – 1435 – 1505 – 1535 – 1605 – 1635 – 1705 – 1735 – 1805 – 1910 – 2010 – 2210	1010 – 1140 – 1310 – 1440 – 1610 – 1740 – 1910
115	Dumfries to Ae Village	Houstons	1050 - 1427	-
202	Dumfries to Thornhill	Houstons	0842 – 1038 – 1223 – 1223 – 1415	-
372	Sandyhills to Dumfries	Houstons	0647 – (0707) – 847 – 1047 – 1247 – 1437 – 1742 – 2032	0732 – 1132 – 1532
381	Lockerbie to Dumfries	Houstons	0658 – 0707 – 0727 – 1000 – (1558) – 2011 – 2151 – 2307	0732 – 1832 – 2012 – 2137 – 2302
385	Annan to Dumfries	McCalls Coaches	0840 – 1052 – 1252 – 1452 – 1738	-
500	Dumfries to Stranraer	Stagecoach	0618 – 0913 – 1133 – 1308 – 1528 – 1716 – 2028	-

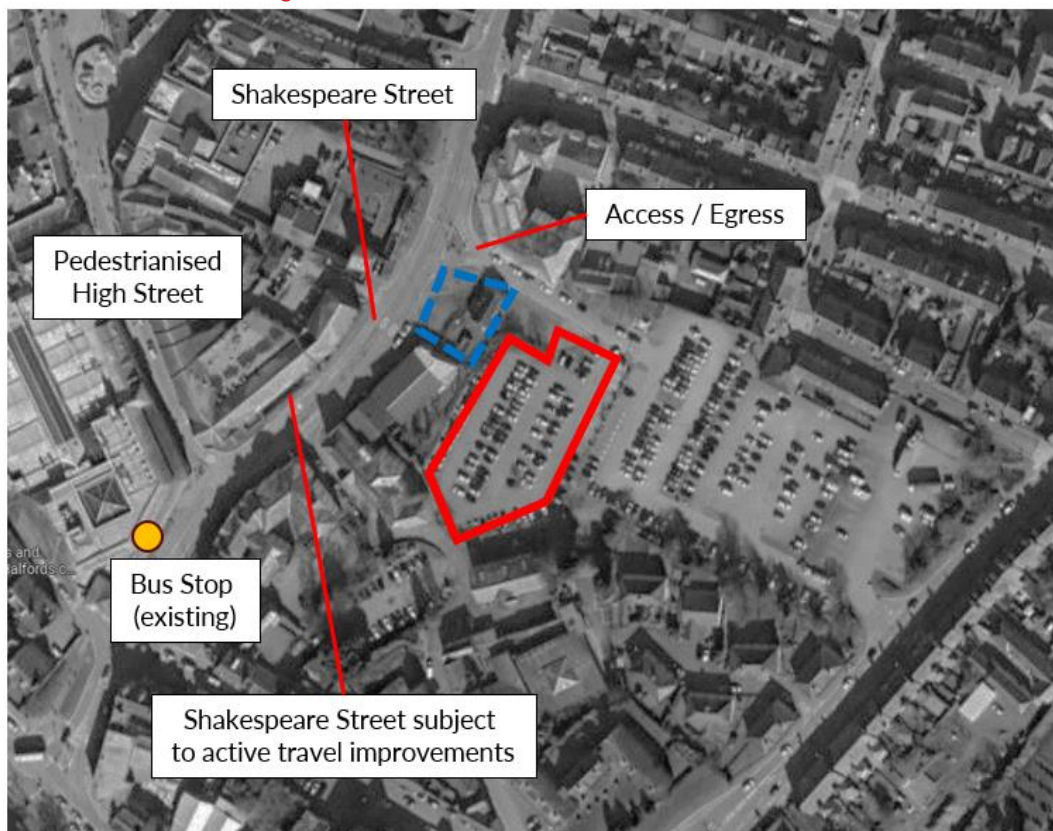
ROUTE	DESCRIPTION	OPERATOR	MONDAY-SATURDAY	SUNDAY
501	Dumfries to Kirkcudbright & Gatehouse	Stagecoach	1826 – 2326	1041 – 1441 – 1826
502	Dumfries to Castle Douglas	McCalls Coaches	0813 – 1018 – 1218 – 1418 – 1628	0918
503	Dumfries to Castle Douglas	McCalls Coaches	0800 – 0918 – 1018 – 1238 – 1428 – 1558 – 1713	-
D1	Locharbriggs to Dumfries Town Centre	Stagecoach	0707	-

6.1.3 Three concept layouts have been developed for the provision of a bus station and mobility hub at Brooms Road. All layouts utilise the ‘short-stay’ parking area located at the northern end of the car park, identified in red in **Figure 14**. Access principles are the same across the three concept layouts:

- Bus access via Shakespeare Street; and
- Car park access via Brooms Road.

6.1.4 Emergency vehicle access through the car park and onto Shakespeare Street would be retained.

**Figure 14. Brooms Road Overview**



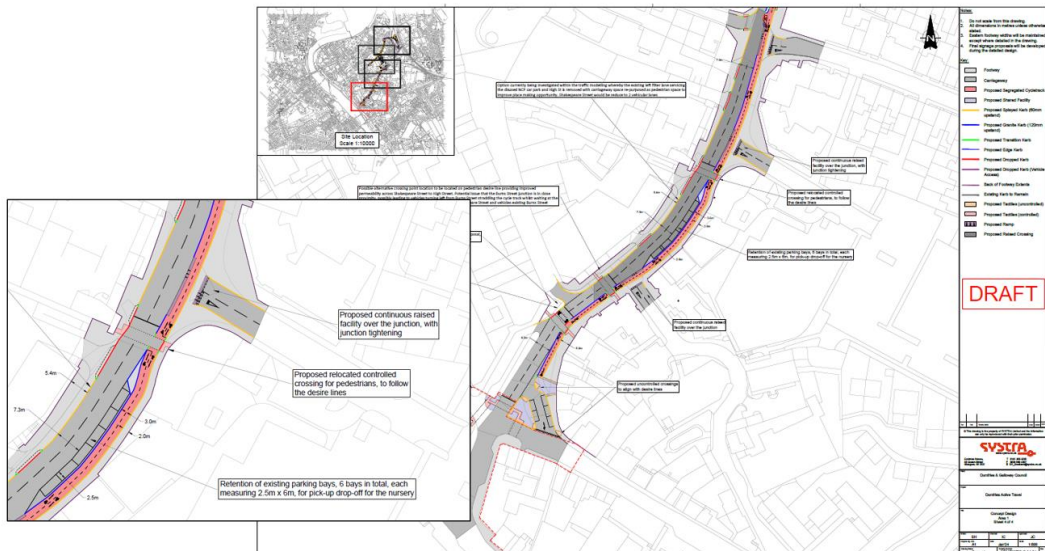
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**Table 6. Brooms Road Location Overview**

ADVANTAGES	DISADVANTAGES
Plot size.	Impact on parking capacity.
Location tied to wider Council placemaking and regeneration plans.	Travel distance to current bus ‘hubs’.
Multiple potential design options.	Public realm of route to / from High Street.
Close to existing bus movements / corridor.	Proximity of residential properties.
Ties to active travel proposals on Shakespeare Street.	

6.1.5 In all three concept layouts, space is identified where shared mobility services, such as cycle hire or parking, could be provided. This is located to tie with proposed active travel improvements to be introduced on Shakespeare Street, as shown in **Figure 15**. These include the introduction of a controlled crossing for pedestrians and changes to the layout of the access to the car park.

**Figure 15. Shakespeare Street Active Travel Improvements**



6.1.6 Copies of the concept layout drawings are contained at **Appendix B** for information.

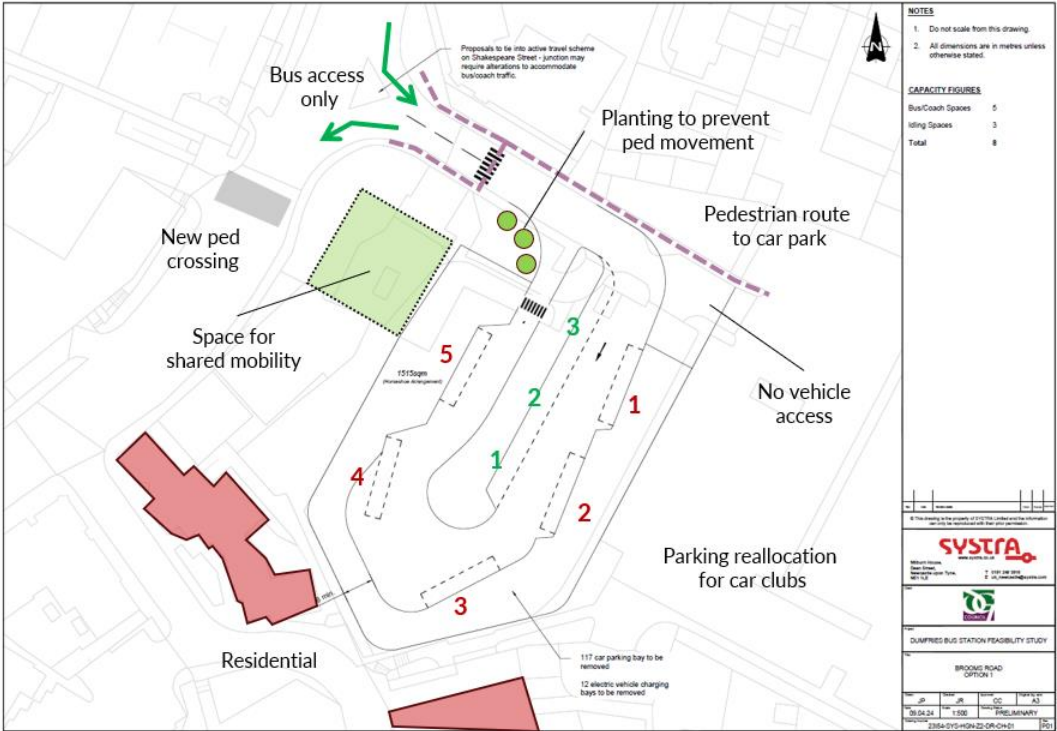
## 6.2 Concept Design 1: Horseshoe Arrangement

**Bus Stops:** 5x

**Bus Stands:** 3x

- 6.2.1 Under the horseshoe arrangement, five bus stops would be located around the outer edge of the bus station area, from which passengers could board and alight. A building would be provided around outside of bus stops accommodating supporting facilities.
- 6.2.2 All bus movements would be undertaken in forward gear, with no need for pedestrians to interact with bus movements within the station area.
- 6.2.3 Three bus stands would be provided within the central island area. Whilst these could provide a possible passenger drop-off location, this is not considered an optimal arrangement due to passenger safety. Controlled access between the bus stand area and building structure could be provided (for example through a code or fob-controlled door). Planting could be used to prevent unwanted pedestrian movement, in place of physical infrastructure such as guard railing.
- 6.2.4 This arrangement necessitates the removal of 117 car parking spaces, including 12 spaces equipped with electric vehicle charging infrastructure.

**Figure 16. Brooms Road Concept Layout 1**



- 6.2.5 Within Figure 16, it can be seen that the building is proposed to cover the entire of the horseshoe area, allowing bus users to move directly between buses and the building. However, noting the high cost of constructing a building of this size (approximately 1,616 sqm), a secondary option is proposed that incorporates a smaller building of approximately 500 sqm, located closest to Bus Stop 5 in Figure 16.
- 6.2.6 Facilities that could be provided within the building include seating, toilet facilities and a small retain unit. It is recommended that one shared-gender facility is provided, for use by both the public and bus drivers. This assists with maintenance / upkeep of facilities and reduces the requirement for access control (compared to a driver-only facility).



### Design 1 Risks / Limitations

- Requires relocation of existing electric vehicle charging points.
- Limited bus stop provision (x5) compared to other options.
- Greatest impact in terms of parking provision lost.

### Design 1 Benefits

- Pedestrian and bus movements fully segregated.
- No requirement for buses to reverse.
- Distance kept between buses and neighbouring properties.
- Different options for extent of building size.

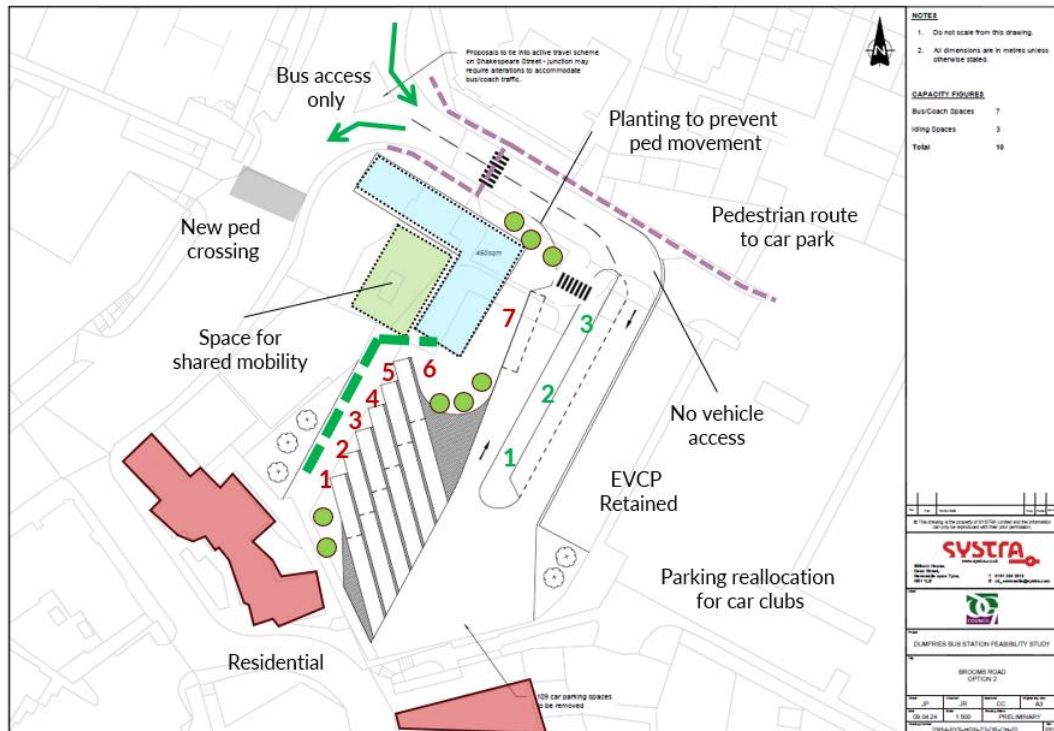
## 6.3 Concept Design 2: Drive In, Reverse Out

**Bus Stops:** 7x

**Bus Stands:** 3x

- 6.3.1 Under this arrangement, a total of seven bus stops and three bus stands (idling / waiting space) can be accommodated. This requires the removal of 109 car parking spaces; however, the row of twelve spaces equipped with EVCPs can be retained.
- 6.3.2 As with Design 1, the three bus stands could potentially act as a passenger alighting location; however, this is not considered an optimal arrangement due to concerns regarding passenger safety.
- 6.3.3 Buses would enter bus stops in forward gear but would be required to reverse out on exiting from six of the seven stops. The layout of the bus station is designed in such a way to avoid any conflict with pedestrian movements. Planting can be used to restrict pedestrian movement in undesirable locations.
- 6.3.4 Traffic light systems can be used to ensure the safe departure of buses; similar systems are utilised at bus stations across the United Kingdom, for example in Leicester.
- 6.3.5 A standalone supporting building providing waiting areas, retail facilities and similar would be provided, alongside a shared mobility area.

**Figure 17. Brooms Road Concept Layout 2**



### Design 2 Risks / Limitations

- Buses need to reverse and a managed solution is required to avoid conflict between buses.
- Buses stop closer to neighbouring residential properties.

### Design 2 Benefits

- Pedestrian and bus movements fully segregated.
- Does not require relocation of existing electric vehicle charging points.

## 6.4 Concept Design 3: Inverse Horseshoe

**Bus Stops:** 7x

**Bus Stands:** 3x

6.4.1 As with Design 2, a total of seven bus stops and three bus stands would be provided under the inverse horseshoe arrangement. A total of 109 car parking spaces would be removed, with the EVCP spaces retained.

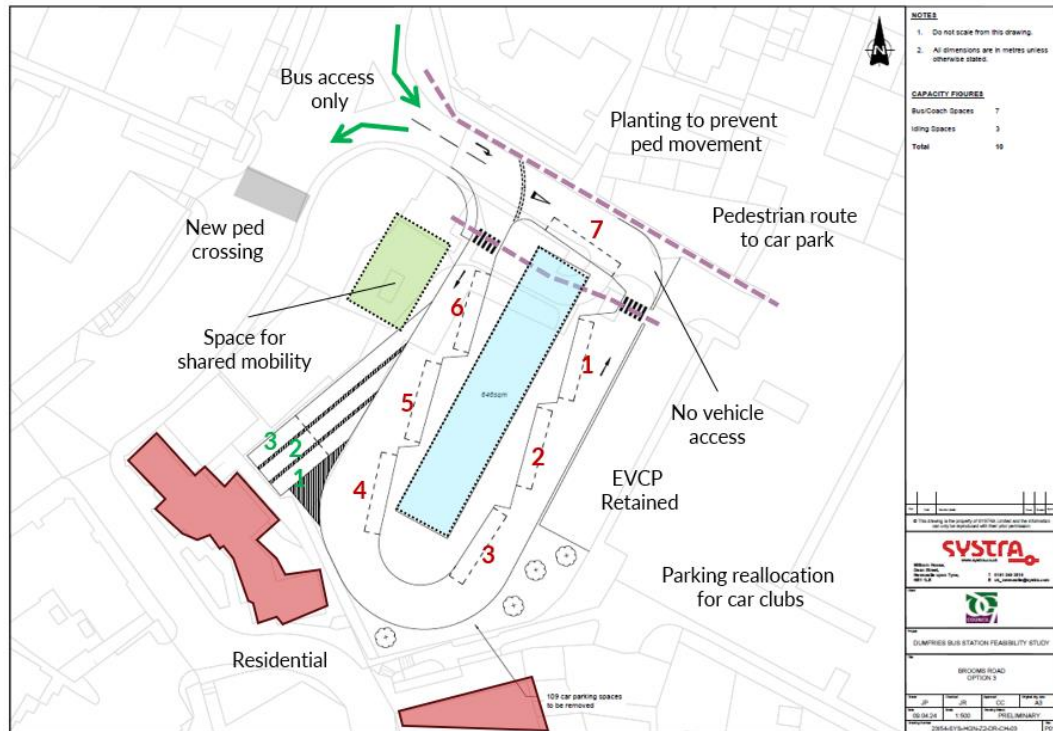
6.4.2 Users would access buses from a centralised area with bus stops on the outer edge, as shown in Figure 17. Under this arrangement, buses would be required to travel anti-clockwise through the bus station. This presents a possible pedestrian safety issue given

vehicles would be approaching from the 'unusual' direction. Pedestrians would be required to cross the path of bus movements after alighting from or before boarding services.

6.4.3 All bus movements from stops would be carried out in forward gear; however, buses would be required to reverse to enter the three bus stands (idling spaces), which would be located in close proximity of residential properties.

6.4.4 This arrangement is considered the least attractive of the three presented.

**Figure 18. Brooms Road Concept Layout 3**



6.4.5 A similar example in Jarrow is shown in Figure 19. Notwithstanding precedents in other locations, discussions with SWestrans, the Council and key stakeholders noted that, based on safety concerns of the interaction of pedestrians and buses, this was considered to be the least preferable of the three concept layouts.

**Figure 19. Inverse Horseshoe Bus Station Example**



SYSTRA

### Design 3 Risks / Limitations

- Buses travel around the horseshoe arrangement anti-clockwise, rather than usual clockwise, leading to potential safety concerns.
- Pedestrians need to cross the bus route in order to access services.
- Buses stands (for waiting buses) are close to neighbouring residential properties.

### Design 3 Benefits

- Does not require relocation of existing electric vehicle charging points.

## 6.5 Mobility Hub

6.5.1 Within each concept design, space has been identified where a ‘mobility hub’ can be incorporated into the bus station. The location where different elements are proposed to be accommodated are noted in [Table 7](#).

**Table 7. Mobility Hub Elements**

ELEMENT	INCORPORATED	LOCATION
Cycle Parking	Yes	Within mobility hub area identified in <a href="#">Figures 14 to 16</a> ; potential for additional provision within car park.
Cycle Hire / Share Bays	Space Futureproofed	Recommended that space within mobility hub area is futureproofed to enable

ELEMENT	INCORPORATED	LOCATION
		provision should shared mobility services (cycle hire, shared e-scooters) be introduced in Dumfries.
Cycle Support Facilities	Yes	Within mobility hub area.
Car Club	Yes	Incorporated into Brooms Road car park; one space recommended at outset, with potential for
Electric Vehicle Charging Infrastructure	Yes	Existing provision within car park; current location (Options 2 / 3) or relocated (Option 1)
Town Centre / Tourist Information Provision	Yes	Within building / waiting area. Wayfinding signage incorporated into external areas.
Toilet & Rest Facilities	Yes	Within building / waiting area; recommended one shared-gender facility is provided, for use by both the public and bus drivers. Seating within building.
Delivery Lockers	Yes	Within mobility hub area.

## 6.6 Stakeholder Feedback

6.6.1 Feedback from SWestrans, the Council, bus service operators and key stakeholders including the Dumfries Partnership Action Group and Dumfries Town Board has been sought on the concept designs presented above. A range of views, opinions and suggestions were provided, many of which have been incorporated into the respective designs. An overview of the feedback received is set out in [Table 8](#).

**Table 8. Stakeholder Feedback on Concept Designs**

DESIGN	FEEDBACK
Design 1: Horseshoe	Preferred option, despite fewer bus stops accommodated. Support for centralised area being accessed by staff only (i.e. no public access). Not most efficient use of space.

DESIGN	FEEDBACK
	<p>Comments whether building would be required to 'wrap' around entirety of bus stop areas.</p> <p>Noted requires relocation of EVCP provision, but noted this can be easily accommodated elsewhere in car park.</p>
Design 2: Drive In, Drive Out	<p>Concern that buses are required to reverse, although recognised this is within a controlled / managed area.</p> <p>Proximity of Bus Stop 1 to neighbouring residential properties noted as a concern.</p>
Design 3: Inverse Horseshoe	<p>Concerns regarding conflict in movements between pedestrians and buses.</p> <p>Safety concerns raised given the need for buses to travel in 'opposite' direction to usual (i.e. anti-clockwise rather than clockwise).</p> <p>Less convenient integration between bus services and identified mobility hub area.</p> <p>Concern regarding the proximity of bus stands (for idling / parked buses) to neighbouring residential properties.</p>
General (Applicable to All)	<p>Support for use of short-stay parking area (i.e. closest to Shakespeare Street) as preferred location, given closer proximity to town centre and key destinations.</p> <p>Location supports wider regeneration proposals within the Burns Quarter.</p> <p>Generally support changes to access, whereby Shakespeare Street provides access for buses only and Brooms Road serves the rest of the car park.</p> <p>Need for emergency vehicle access to be retained through car park, which is often used as a cut through to reduce journey times.</p> <p>Need to allow general traffic movements via Shakespeare Street during any temporary works on Brooms Road which may limit or prevent access to car park.</p> <p>Support a general redesign of Brooms Road car park, including changes to coach / HGV parking area and long-stay vs short-stay areas, potentially tied to the Council's recently adopted Regional Parking Strategy.</p>

DESIGN	FEEDBACK
	Important to understand impact of reduction in parking capacity in terms of displacement.

# 7. COST ESTIMATES

## 7.1 General

7.1.1 Indicative cost estimates have been prepared for each of the concept layouts that are outlined in **Section 6**. These estimates have been developed utilising cost rates from the industry-standard Spons Civil Engineering and Highways Work Price Book 2024 and, for robustness, have been benchmarked against similar bus station developments within the United Kingdom.

7.1.2 Given the early stage of the project in terms of design, a number of assumptions have been applied to inform the cost estimates; these are detailed in turn within this chapter.

## 7.2 Cost Estimates

7.2.1 Indicative cost estimates for each of the three options are detailed in **Table 9** below. For completeness, costs are separated into key elements.

**Table 9. Indicative Cost Estimates**

ITEM	OPTION 1: HORSESHOE	OPTION 1A: REDUCED HORSESHOE	OPTION 2: DRIVE IN, DRIVE OUT	OPTION 3: INVERSE HORSESHOE
<b>BUILDING (WAITING AREA)</b>				
Building Size (approx.)	1,616 sqm	500 sqm	460 sqm	646 sqm
Building Cost	£6,060,000	£1,875,000	£1,725,000	£2,422,500
<b>FOOTWAY (WAITING AREA)</b>				
Footway Area (approx.)	437 sqm	1,452 sqm	803 sqm	704 sqm
Footway Cost	£21,850	£72,600	£40,150	£35,200
<b>FORECOURT</b>				
Forecourt Area (approx.)	1719m <sup>2</sup>	1719m <sup>2</sup>	2188m <sup>2</sup>	1842m <sup>2</sup>
Forecourt Cost	£206,280	£206,280	£262,560	£221,040
<b>SITE ACCESS</b>				



ITEM	OPTION 1: HORSESHOE	OPTION 1A: REDUCED HORSESHOE	OPTION 2: DRIVE IN, DRIVE OUT	OPTION 3: INVERSE HORSESHOE
Site Access Costs	£300,000	£300,000	£300,000	£300,000
<b>SUB-TOTAL</b>	<b>£6,209,380</b>	<b>£2,453,880</b>	<b>£2,327,710</b>	<b>£2,978,740</b>
Design Fee (15%)	£931,407	£368,082	£349,157	£446,811
Contractors Profit (7%)	£434,657	£171,772	£162,940	£208,512
Risk (40%)	£2,483,752	£981,552	£931,084	£1,191,496
<b>TOTAL</b>	<b>£10,059,196</b>	<b>£3,975,286</b>	<b>£3,770,890</b>	<b>£4,825,559</b>
Optimism Bias (44%)	£2,732,127	£1,079,707	£1,024,192	£4,795,083
<b>TOTAL</b>	<b>£12,791,323</b>	<b>£5,054,993</b>	<b>£4,795,083</b>	<b>£6,136,204</b>

7.2.2 As a result of the high indicative cost of Option 1, associated with the costs of construction of the large building enveloping the horseshoe design, a secondary Option 1A has also been proposed which reduces the size of the building footprint to only be in the vicinity of the two bus stops to the north-west of the bus station (Bus Stops 4 and 5 on [Figure 16](#)).

7.2.3 The remaining stops would be accessed via a footway and bus shelter waiting areas provided, with access controlled through railings or similar to avoid unwanted pedestrian movement.

7.2.4 An allowance of £300,000 has been attributed for works to create the site access onto Shakespeare Street and associated pedestrian and cycle crossings.

### 7.3 Cost Estimate Assumptions

7.3.1 The cost estimates outlined in [Table 9](#) do not include for the following:

- Any works to divert or connect to statutory undertakers equipment;
- Any ground remediation works;
- Any significant ground works, as it is anticipated that the proposed bus station would be constructed as near to existing levels as possible;
- Costs associated with any remedial works that may be required given potential land contamination issues that are understood to exist underneath the current car park surface; it is assumed that, as far as possible, sub-surface works will be minimised;
- Land acquisition / purchase costs, with an assumption all land sits within Council ownership; and
- Any landscaping or buffers to adjacent uses.

- 7.3.2 The costs associated with facilities within the building, such as toilet facilities, are not accounted for at this stage, given the uncertainties (at concept stage) of the extent of such facilities.
- 7.3.3 Given the current stage of design development, a 40% allowance for risk. This is a standard industry practice for cost estimates at concept design stage. A 15% uplift has been include to account the potential cost of fully design the proposed concept layouts. Additionally, an allowance has been made for 7% for contractor’s profit on top of the works estimate. These are standard practice for designs at this level of detail.
- 7.3.4 We have provided costs including allowances for Optimism Bias. This is to redress the tendency of being optimistic about the project; therefore, it is recommended to make explicit, empirically based adjustments to the estimates of a project’s costs, benefits, and duration. Use of 44% is set out in Table 1 of the Supplementary Green Book Guidance. This is the “upper band” figure which has been used to provide a better estimate of the likely capital costs and to provide an element of contingency due to the volume of potential ‘unknowns’ with costings at this stage of the project.

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		White Sands Private Car Park	Brooms Road Car Park	Old Cinema Site	Hoods Loaning	Cairndale Hotel Car Park	Dumfries Station	Loreburn Street Car Park	Robert Burns Statue	Art School Car Park	Maxwelltown High School
		1	2	3	4	5	6	7	8	9	0
		White Sands Private Car Park	Brooms Road Car Park	Old Cinema Site	Hoods Loaning	Cairndale Hotel Car Park	Dumfries Station	Loreburn Street Car Park	Robert Burns Statue	Art School Car Park	Maxwelltown High School
Plot Characteristics	Public / Private	Private	Public	Private	Public	Private	Public	Public	Public	Public	Private
	Plot Size Suitability	Suitable size.	Suitable size.	Spatially constrained (i.e. too small).	Suitable size.	Spatially constrained (i.e. too small).	Spatially constrained (i.e. too small).	Suitable size.	Spatially constrained (i.e. too small).	Suitable size.	Suitable size.
Plot Location	Current Use	Car Park	Car Park	Vacant Site	On-Street	Car Park	On-Street	Car Park	On-Street	Car Park	Vacant Site
	Proximity to Residential Areas	Close to residential units.	Close to residential units.	Close to residential units.	Less close to residential units.	Less close to residential units.	Close to some residential units.	Less close to residential units.	Less close to residential units.	Close to residential units.	Close to residential units.
	Proximity to Employment Uses	Close to town centre and employment uses.	Close to town centre and employment uses.	Less close to town centre and employment uses.	Cairndale Hotel, DG1 Leisure Centre adjacent.	Cairndale Hotel, DG1 Leisure Centre adjacent.	Less close to town centre and employment uses.	Close to town centre and employment uses.	Close to town centre and employment uses.	Less close to town centre and employment uses.	Outside of the town centre, however area subject to redevelopment proposals.
	Proximity to Retail Uses	Close to town centre and retail units, including those on White Sands and Friars Vennel. Walkable distance to the High Street.	Close to town centre and retail units, including Loreburn Shopping Centre. Walkable distance to the High Street.	Less close to town centre, but within walk distance of some retail units.	Less close to town centre, but within walk distance of some retail uses.	Less close to town centre, but within walk distance of some retail uses.	Less close to the town centre and retail uses.	Close to town centre and retail units, including those on the High Street, close to Queensbury Street.	Sits within the town centre and retail heart, at the northern end of the High Street.	Less close to the town centre and retail uses, but walkable distance to northern end of the High Street.	Outside of the town centre, however area subject to redevelopment proposals.
	Future Development	Adjacent to the White Sands Flood Relief Project, which will incorporate public realm works and improve area's attractiveness (and reduce flooding risk).	Within Burns Quarter development area.	N/A	Understood that the Cairndale Hotel has future development / expansion plans.	Understood that the Cairndale Hotel has future development / expansion plans.	N/A	N/A	N/A	N/A	Located within an area subject to significant redevelopment proposals.
	Proximity to Other Trip Attractors	Close to town centre, including direct access onto Friars Vennel and to the River Nith.	Close to town centre, Robert Burns House, River Nith.	Limited (compared to other locations).	Close to DG1 and Cairndale Hotel.	Close to DG1 and Cairndale Hotel.	Limited, except Dumfries Station.	Close to town centre.	Close to town centre, including the High Street.	Limited (compared to other locations).	Limited (compared to other locations).
	Parking Impact	Necessitates closure of car park; privately owned at present, subject to low levels of utilisation. Requires some on-street car parking to be removed to facilitate turning movements.	Necessitates removal of some parking capacity within Brooms Road car park.	N/A	N/A	Necessitates closure of car park.	N/A	Necessitates removal of some parking capacity within Loreburn Street car park.	N/A	Necessitates closure of car park.	N/A
	Surrounding Urban Realm Quality	Good; subject to improvements as part of flood relief scheme.	Mixed, but Shakespeare Street subject to public realm improvements as part of active travel programme.	Mixed, but Shakespeare Street subject to public realm improvements as part of active travel programme.	Good; use of this location would impact upon some existing public realm.	Good on Hoods Loaning, mixed on Leaffield Road.	Generally good.	Generally good.	Good.	Mixed.	Mixed (but subject to redevelopment).
Interaction with Other Modes	Proximity to Current Bus Hubs	Very close to White Sands bus hub (to be removed / reduced as part of flood relief scheme).	Adjacent to major bus corridor on Shakespeare Street.	Adjacent to major bus corridor on Shakespeare Street.	Close to bus stops on Hoods Loaning, English Street and Leaffield Road.	Close to bus stops on Hoods Loaning, English Street and Leaffield Road.	Limited (compared to other locations).	Close to bus corridors on Academy Street and Great King Street.	Adjacent to major bus corridor/ existing 'hub' at Robert Burns Statue.	Limited (compared to other locations).	Limited (compared to other locations).
	Strategic Walking Network	Adjacent to walking routes alongside the River Nith and pedestrianised Friars Vennel.	Shakespeare Street subject to pedestrian route improvements.	Shakespeare Street subject to pedestrian route improvements.	N/A	N/A	N/A	Close to pedestrian routes towards the town centre.	Adjacent to pedestrianised High Street.	N/A	N/A
	Strategic Cycling Network	Cycle route runs alongside White Sands adjacent to River Nith.	Shakespeare Street subject to cycle improvements.	Shakespeare Street subject to cycle improvements.	N/A	Limited proximity.	N/A	N/A	N/A	N/A	N/A
	Access Complexity for Buses	Medium; requires some on-street car parking to be removed to facilitate turning movements.	Limited complexity; option for bus-only access from Shakespeare Street.	Complex due to spatial constraints.	Limited complexity.	Complex due to spatial constraints.	Access possible but complex due to spatial constraints.	Limited complexity.	Limited complexity.	Complex due to narrow width of Charlotte Street / George Street.	Complex due to narrow widths of some surrounding roads.
Overall 'Score'	Existing Modal Interchange	Close to existing bus 'hub' at White Sands which is to be removed. Limited service re-routing required for access as large number use White Sands at present.	Adjacent to bus corridor on Shakespeare Street; limited access to other modes.	Adjacent to bus corridor on Shakespeare Street; limited access to other modes.	Limited access to other modes.	Limited access to other modes.	Rail services at Dumfries station.	Limited access to other modes.	Limited access to other modes.	Limited access to other modes.	Limited access to other modes.
		White Sands Private Car Park	Brooms Road Car Park	Old Cinema Site	Hoods Loaning	Cairndale Hotel Car Park	Dumfries Station	Loreburn Street Car Park	Robert Burns Statue	Art School Car Park	Maxwelltown High School



## SOUTH WEST COASTAL PATH

### 1. Reason for Report

1.1 To raise the Board's awareness of an attempt to establish a continuous 500km coast path **Appendix 1** from the England/Scotland border to Cairnryan. Connecting the Cumbrian section of the England Coast Path continuing along the Dumfries and Galloway coastline to Ayrshire.

1.2 It will create a new world-class outdoor and environmental tourism offer by investing in the natural capital of Dumfries and Galloway and promote collaboration between cross border local authorities and strategic partners.

### 2. Background

2.1 Development of a coastal route along the North Solway has been mooted for the past decade. Dumfries and Galloway was identified as one of the most outstanding sections during the discussions about the feasibility of establishing a mainland continuous route from Gretna to Berwick. It is the missing link between existing coastal routes in Cumbria and Ayrshire, and with promotion, offers visitors the opportunity to experience the regions spectacular coastline, whilst simultaneously generating economic, health and environmental benefits. A feasibility study 'Towards a North Solway Coastal Way' (2012) **Appendix 2** identified the potential of a coast path and a phased approach to delivery.

### 3. Principles of the development

3.1 Tourism is a key economic sector in the South of Scotland, which has national growth potential. Dumfries and Galloway has a spectacular coastline, which includes three National Scenic Areas and a Biosphere. Visit Scotland identified that walking to explore the natural, cultural and historic environment as the number one activity for tourists in Dumfries and Galloway.

3.2 The development of a Dumfries and Galloway coastal path will:

- Develop the role of people and place within a high quality environment based economy in the main communities along the coast; Gretna, Annan, Dumfries, Kirkcudbright, Gatehouse of Fleet, Stranraer.
- Build on identified existing infrastructure, core path network

3.3 In the Regional Transport Strategy there is reference to the 'promotion of walking, wheeling and cycling for travel & leisure', leading to 'additional walking and cycle-based tourism'. With the focus on our strategic objective being connectivity between communities:

**Connecting Our Communities:** facilitating walking, wheeling and cycling within villages and towns as well as providing active travel connections between them and to regional centres

Which then results in a two-pronged approach:

- Physical incremental improvements to existing active travel routes (including crossings, lighting, surfacing, obstructions, etc.)
- New bespoke routes for walkers, wheelers and cyclist

#### 4. Delivery

4.1. Investment over the last 5 years has made some sections of the coast path route accessible but more investment is required.

4.2. A funding package of £1.2million was secured by Dumfries and Galloway Council Core Paths team to deliver the 120km Rhins of Galloway peninsular section, complimenting the regeneration of Stranraer harbour.

4.3 In addition, the Dumfries and Galloway Council Core Path team are currently working in partnership with the Southern Upland Partnership to identify infrastructure improvements **see Appendix 3** on the designated coastal core path network, secure funding and undertake access improvements. Negotiation with landowners to address the missing links section along the coast is ongoing.

4.4 Through the Active Travel Capital Expenditure programme 24/25 SWestrans is funding a 40km coastal path that will be delivered by the community and help connect the town to the coast.

4.5 The Solway Coast and Marine Project (SCAMP) in partnership with SWestrans and other partners provides an ideal opportunity to maximise available resources to complete the remaining sections of the route and improve associated coastal infrastructure **see Appendix 4** and realise the full economic potential benefit of connecting communities along the Dumfries and Galloway Coast and encourage visitors to discover the scenic Solway coastline.

#### 5. Next Steps

5.1 Dumfries and Galloway Council Core Path team are progressing the submission of a final Lottery bid and a SWestrans 'Agreement in Principle' could help support their bid.

5.2 SWestrans could then to write to Transport Scotland to ask that 500km Coastal Path becomes a reference point in the regional priorities for the South West in Scottish Transport Projects Review 2 (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 and we explore a Scottish Transport Approval Guidance (STAG) -type appraisal before any funding commitment is made.

5.3 At 29 November Board meeting, a draft copy of the Lottery Bid application can be presented along with any early findings from the STAG. At that point, any funding only references the next stage in the design process, perhaps for an element of the link, rather than a commitment for the whole 10-year project. The Board can then decide on SWestrans involvement on an incremental basis rather than a long term commitment due to the uncertainty of long term funding.

<b>8. Implications</b>	
<b>Financial</b>	An incremental basis as opposed to long term commitment
<b>Policy</b>	Fully aligns with D&G Active Travel Strategy 2 and the recently approved Regional Transport Strategy.
<b>Equalities</b>	Accessibility will be considered throughout the project
<b>Climate Change</b>	Improving and expanding the coastal paths will support progress towards net zero in encouraging a reduction in car-based transport.
<b>Risk Management</b>	There is a clear financial risk in a long term commitment but the Board are asked to consider a missing link. A large part of existing coastal paths are Core Paths and enshrined in law. Negotiations with remaining landowners are still ongoing. Flood Risk and coastal erosion have all been given due consideration and amendments identified and included in project costs.

## **9. Recommendations**

Members of the Board are asked to:

1. Note the South West Coastal Path project as a priority in the Regional Transport Strategy as detailed in paragraph 3.3;
2. Approve the Lead Officer to write to Transport Scotland requesting the project to be referenced in the Strategic Transport Project Review 2 (STPR2) for the South West;
3. Approve that Dumfries and Galloway Council Core Path team use SWestrans Agreement in Principle towards a National Lottery Bid for funding; and

- |  |
|--|
| 4. Approve a STAG for the Coastal Path project and that officers will provide an update report on progress to the 29 November Board meeting. |
|--|

Report Author – Grant Coltart Date of Report: 29 August 2024 File Ref: SW2/Meetings/2024	Approved by: Natalie McKail Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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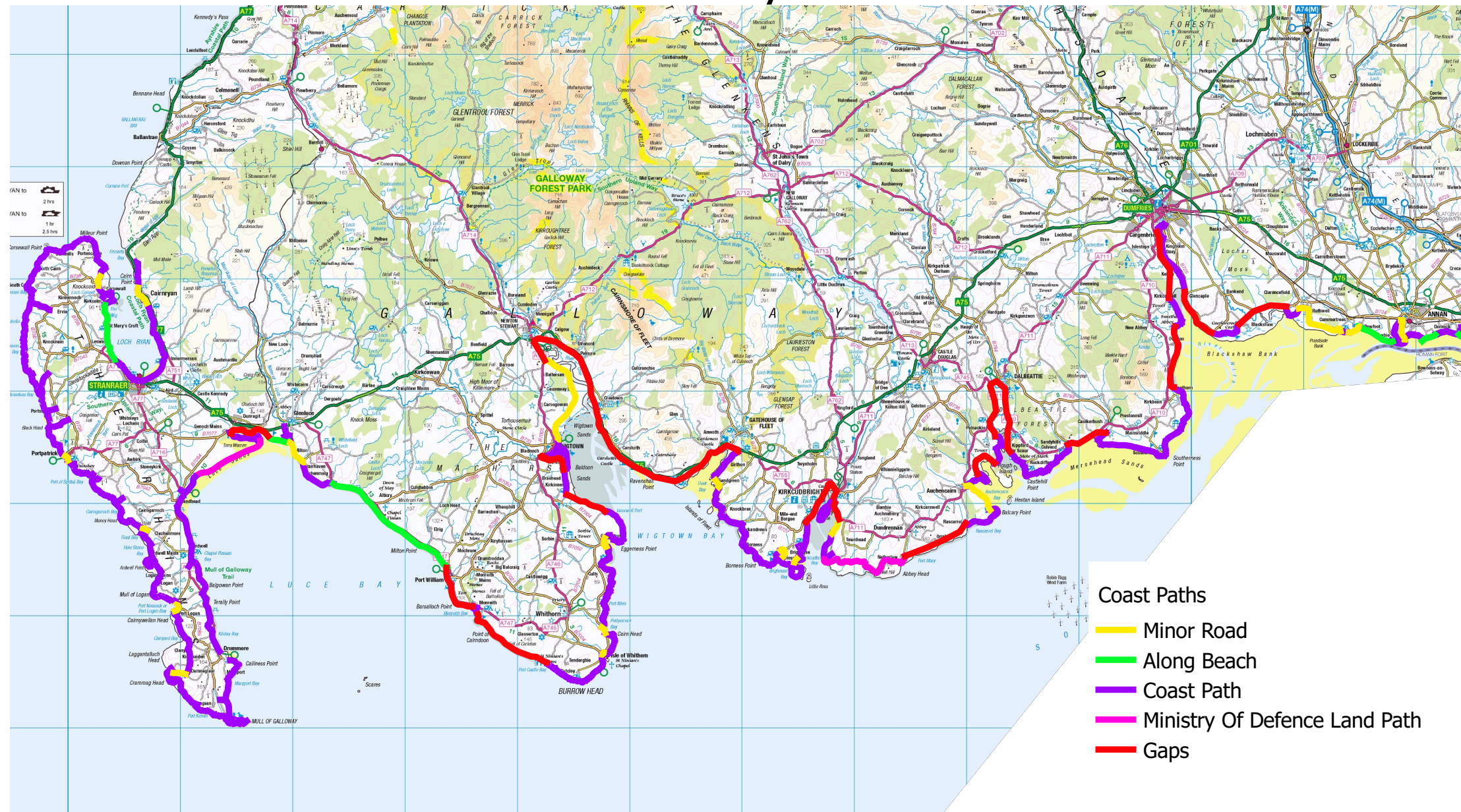
Appendix 1 – Map D&G Coastal Paths Detail

Appendix 2 – Towards a North Solway Coastal Way (2012)

Appendix 3 – Coastal Design Report

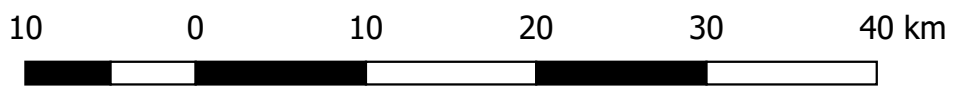
Appendix 4 – Good Practice Design Guide

# Dumfries and Galloway Coast Paths



- Coast Paths**
- Minor Road
  - Along Beach
  - Coast Path
  - Ministry Of Defence Land Path
  - Gaps

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**Report to**  
**Southern Uplands Partnership**

**TOWARDS A  
NORTH SOLWAY COASTAL WAY**

March 2012

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# **1. INTRODUCTION**

Development of a coastal path along the North Solway coast has been mooted for many years. Dumfries and Galloway was identified as one of the outstanding sections – in every sense - during discussions about the feasibility of establishing a continuous mainland Scotland coastal route from Gretna to Berwick. It is the missing link between coastal routes in Ayrshire and Cumbria, and with appropriate promotion, offers the opportunity for visitors and residents alike to experience the region's spectacular coastline, whilst simultaneously generating economic, health and environmental benefits. At least part of the route exists already but hitherto, work to identify and address the gaps, develop and promote a route has been limited by constrained resources and lack of any single organisation willing or able to take on the challenge.

In November 2011, a joint meeting between Scottish Natural Heritage (SNH), Southern Uplands Partnership (SUP) and Dumfries and Galloway Council (DGC) identified potential for a multi-party approach to route development. With the benefit of funding from SNH, a short contract was advertised to research and document options for development and promotion of a mainly off-road route along or close to the North Solway coast. Detailed route survey was neither practical nor feasible within the limited budget and restricted timeframe. The aim of the study was rather to review issues and opportunities relating to route development, both physically and in terms of implementation and funding options. Following competitive tender, the contract was awarded to Vyv Wood-Gee, a freelance Countryside Management Consultant based in Dumfries and Galloway.

The report which follows summarises the conclusions of consultations with existing and potential stakeholders, considers scope to promote and link existing paths and tracks, identifies work required to address gaps and current restrictions on route development, and sets out implementation options. A list of individuals and organisations consulted in the course of the study is included as Appendix A.

## **2. CONTEXT FOR ROUTE DEVELOPMENT**

### **2.1 National context**

#### **2.1.1 Scottish Coastal Way Development**

Wikipedia suggests that there is a “national coastal path around the coast of the Scottish mainland”, but although some coastal paths already exist - including coastal paths in Fife, Ayrshire, Berwickshire, Aberdeenshire and Moray, and around the Kintyre and Cowal peninsulas – the concept of a continuous path around the coast is aspirational rather than actual. Elsewhere “virtual” paths have been developed which are not waymarked on the ground and have not involved any capital improvement, such as the Cape Wrath Trail. The real issue in developing a complete Scottish Coastal Way was (and remains) how to fill the gaps.

Prompted by ministerial interest in establishment and promotion of a coastal path around the entire Scottish mainland, in November 2009 SNH hosted a conference involving local authorities and other interested parties to explore potential ways forward. It was agreed that development of a “Scottish Coastal Way” offered potential to contribute to a range of Scottish Government’s strategic priorities for enjoying our cultural and natural heritage, health and wellbeing, promoting tourism, and supporting stronger communities and local economies.

South of the border, commitment to development of a single long distance coastal path is enshrined in law. Natural England has received significant government funding to help co-ordinate creation of the route to rigorous standards, in conjunction with access authorities. In contrast, in Scotland government enthusiasm for a coastal path has not been matched by funding commitment, and a different approach has therefore been required.

SNH’s aim was to develop a comprehensive approach to promoting all of Scotland’s coastal paths and routes under one umbrella through provision of information, consolidation and improvement of existing paths, and longer-term development of new opportunities. Proposals were produced for three pilot areas (Angus, West Dunbartonshire, and Caithness and Sutherland), but in early 2012 SNH concluded that resource shortages and strong political focus on developing the Central Scotland Green Network necessitated a less hands-on approach to coastal route development. The vision of a complete coastal route around Scotland still exists, but there is no specific initiative or funding to develop the route or sections of it. Further development of the Scotland’s Great Trails (SGT) network is being used where possible, coupled with ad hoc initiatives (such as this study in Dumfries and Galloway) exploring scope to link and better promote existing paths and tracks along or close to the coast.

The website for “Scotland’s coastal path” ([www.nationalcoastpath.co.uk](http://www.nationalcoastpath.co.uk)), which also claims the name Scottish Coastal Way, was established to promote the idea and development of a continuous coastal route. It includes links to existing formally recognised long distance coastal paths around parts of Scotland, sectional maps which purport to provide a route for the remainder, and a blog of someone who has walked the entire length of the coast and subsequently established the website. Although sound in principle, the suggested “route” does not necessarily correlate to other maps, or what exists on the ground. For example, the route between Dumfries and Annan does not appear to follow any existing path, road, or even the shoreline.

#### **2.1.2 SNH perspective**

Development of a long distance coastal route ties in with various SNH strategic priorities, and falls within two of the nine business management programmes identified in SNH’s

current corporate plan. Nature and landscape are recognised as making a strong contribution to tourism and the economy, and SNH is also keen to enable people living near the coast to understand and make the most of their local environment. Although SNH is reducing spend on creation of new regional and local paths, development and promotion of SGTs is one of the identified measures of success under the People, Place and Landscape programme. SNH would therefore encourage development of a new coastal route to meet the necessary standards to become part of the branded SGT network (see section 3). Nature based tourism (NBT) is one of the measures of success for the Economic and Social Development programme, hence SNH would be keen to see scope for NBT maximised in relation to route development.

## **2.2 Regional context**

### 2.2.1 Dumfries and Galloway Regional Economic Strategy Action Plan

This regional plan sets out DGC's commitment to the development of "an innovative and sustainable rural economy that rewards residents with an outstanding quality of life and investors with a stimulating business environment." Development of a long distance coastal potentially has an important role to play in all respects.

### 2.2.2 Dumfries and Galloway Outdoor Access Strategy 2012-17

Open Outdoors, the Dumfries and Galloway Outdoor Access Strategy approved by DGC in March 2012, provides a vision for outdoor access and the strategic framework for planning, managing and developing access in Dumfries and Galloway. The strategy states that one of its key functions is to increase the diversity of walking opportunities in Dumfries and Galloway, and confirms commitment to enhancing the quality and diversity of walking experiences across Dumfries and Galloway.

The strategy confirms DGC's commitment to continuing to support two long distance routes – Southern Upland Way and the Annandale Way. It makes no reference to development of a long distance coastal path because this is not recognised by DGC as a priority. Consultations undertaken as part of the strategy ranked coastal access as high on the priority list but long distance routes very low, which DGC believe partly reflects negative perceptions and experience of the Southern Upland Way.

### 2.2.3 Core Path Plan

The vision of the draft core path plan produced by DGC is to provide "safe and well maintained access that increases the health and recreational opportunities of local residents; inviting and well promoted routes which encourage visitors to Dumfries and Galloway and a relationship of mutual respect between access takers and land managers based on responsible behaviour." Development and implementation of the core path plan is the main focus for DGC's access staff and resources, and likely to remain the dominant priority for the next few years. Recognition of routes as core paths is of key significance to potential development of a coastal path in that many funding agencies favour work on core paths over access development, and although there is no maintenance obligation on access authorities, DGC's commitment to providing high quality paths and infrastructure is concentrated very much on key core path routes.

### 2.2.4 Dumfries and Galloway Regional Tourism Strategy 2011-2016

Tourism is vital to the Dumfries and Galloway economy, in the top three employment sectors, and a key sector which DGC and its partners will continue to support in its growth and diversification. The national "ambition" is to grow the value of Scottish tourism by 50% between 2006 and 2015, equating to an annual 4% growth rate. The value of tourism in the region increased 19% between 2006 and 2009, and the ambition is to achieve an annual

£340 million into the local economy by 2015. The tourism strategy's vision is to establish Dumfries and Galloway as a world class destination in which our visitors receive a superb quality of service and where our products and services exceed visitors' expectations.

### 2.2.5 Proposed Galloway and Southern Ayrshire Biosphere Reserve

Decision is currently awaited on the proposal which has been submitted to UNESCO for designation of the majority of Galloway and parts of South and East Ayrshire as a new biosphere reserve, an international accolade demonstrating how nature conservation and environmentally sustainable development go hand in hand. The Galloway coast between Glenluce and Kirkcudbright falls within the transitional area which would provide the focus for sustainable development, which might logically include development of a continuous coastal path which links to the Ayrshire Coastal Path.

## **2.3 Relevant projects and initiatives**

The following is not intended as a comprehensive list of relevant projects and initiatives, but presents a summary selection of some of those consulted in the course of the study and their response to suggestion of development of a North Solway Coastal Path.

### 2.3.1 Caerlaverock Community Council

Caerlaverock and surrounding villages have a very pro-active community council who are acutely aware of the importance of tourism to the local economy and are directly involved in tourism development, for example purchase of two former phone boxes and conversion into tourism information points. The community council is very much in support of outdoor activity, and the development of a long distance route, but does not necessarily see itself taking an active or hands-on role in relation to access development.

*"People come here for activity holidays, not guaranteed sunshine. Development of a long distance coastal path can only help attract more people and improve paths for local residents too. Lots of people walk to Glencaple to pick up their paper, so development of any off-road links are of benefit to local people as well as visitors."*

### 2.3.2 Colvend Community Council

The section of coast between Sandyhills and Kippford is one of the most popular coastal walks in south-west Scotland, and a very high proportion of visitors to Colvend and surrounding area are walkers and cyclists. The community council is in favour of anything which can be done to attract more tourists, which in turn will help keep the local shop open and bus services running. Development of a long distance coastal path is seen as wholly beneficial to the local economy and population, particularly if it helps improve existing paths and establish missing links.

### 2.3.3 Destination Dumfries and Galloway

Destination Dumfries and Galloway (DDG)'s mission is to represent, develop and promote Dumfries and Galloway's Tourist Industry. As part of their LEADER funded project, DDG are currently working on a project to revitalise and promote the pre-existing but much under-publicised Solway Coast Heritage Trail. This road-based trail linking Annan and the Rhins of Galloway was established by Dumfries and Galloway Tourist Board in 1987. In 2007/8, Solway Heritage produced two booklets to promote coastal landscape and wildlife, and seafood and wildlife. to highlight the natural and cultural heritage of the Solway Coast. The route is waymarked east to west, and was previously promoted via two brochures. DDG are hoping to develop either a new leaflet or an app, reinforcing links with communities along the route. Development and promotion of a coastal walking route around Dumfries and Galloway is considered by DDG to be entirely complementary to both the Solway Coast Heritage Trail and other DDG initiatives.



#### 2.3.4 Gatehouse Development Initiative

Gatehouse Development Initiative is a voluntary charity whose role is to identify, pursue and implement things which the people of Gatehouse of Fleet would like to see done. This includes paths, the importance of which is recognised for local people and visitors for recreation, and as a means of getting from one place to another. The Initiative is already involved through the Fleet Valley National Scenic Area volunteers in path maintenance projects, and has been involved in past development and creation of paths in Cally Woods. Tourism is critical to the local economy, local shops providing goods and services for local people throughout the year would not survive without the swell in trade during the summer from visitors. As competition increases between visitor destinations, Gatehouse is concerned to improve its product and is very much aware of the benefits of environmental enhancement (including improved access opportunities) for local people and visitors. On balance the Initiative is in favour of development of a long distance coastal path on the basis that it would provide increased opportunities and incentive for people to explore the area, and encourage people to return to the area to walk the route in sections. The Initiative would be keen to be involved in future route promotion but sees its short term role as being more consultative rather than involved in route construction. The Initiative does not have access to funding.

#### 2.3.5 Making the Most of the Coast

Solway Firth Partnership has secured LEADER funding towards a £200k two-year partnership project which aims to increase appreciation and understanding of the rich resources which the Solway Coast offers, and to encourage people to care for the coast and improve certain management aspects such as addressing the causes and impacts of marine and coastal litter. The project will be delivered by a coastal ranger who will work with local community groups, schools, businesses and the wider population of Dumfries and Galloway. Activities will include supported beach cleans, production of a Solway Heritage Coast Trail good beach guide, commissioning appropriate environmental art, developing World Oceans Week events programme, working with local schools to support marine and coastal themed education, and encouraging and supporting local voluntary groups to carry out tasks which improve the visual appeal, amenity and safety of the coast for people or enhance coastal wildlife habitat. The project also aims to lead a series of guided coastal walks and educational activities tailored to a range of audiences including local residents, visitors, community, rehabilitation and recovery groups. Overall the project will promote and improve the Dumfries and Galloway coastline, and is entirely complementary to development of a long distance coastal path, although it does not include any physical path improvement or establishment work.

#### 2.3.6 Loch Ryan Coastal Path and Mull of Galloway Route

Having successfully initiated and co-ordinated development of the Ayrshire Coastal Way, in 2007 Ayr Rotary Club challenged the chairman of Stranraer Rotary Club to “pick up the baton” and develop a continuation route south from Glenapp to Stranraer in celebration of the Rotary Club centenary. £33k funding was secured from SNH, Entrust (through Solway Heritage for Dumfries and Galloway), Lendal Trust (landfill funder for Ayrshire), on top of which volunteers contributed £10k of their time surveying, negotiating and implementing the route. A retired roads engineer provided valuable advice on route alignment and helped produce detailed specifications which formed the basis of tender documentation for hired contractors. A retired art teacher, also a member of Stranraer Rotary Club, designed a logo and waymark disk. 10 panels were erected providing information about local history, researched by a Rotary Club member with a keen interest in local history. The resultant 11 mile Loch Ryan Coastal Path was officially opened in August 2009, and has since been widely publicised through a leaflet distributed by the Rotary Club to TICs, hotels and all accommodation in the area. It is estimated that over 2,000 walkers used the route in the first year. Stranraer Rotary Club agreed to SNH grant conditions which stipulated that they maintain the route for a minimum of 5 years in Wigtownshire and 10 years in Ayrshire (where

a higher rate of grant was secured). Members of the group walk the route at least twice per annum to inspect facilities, surfacing and waymarking, and report back any problems such as gate catches requiring adjustment, which are then undertaken by other members of the Rotary Club.

Inspired by the success of the Loch Ryan Coastal Path, and goaded on by Ayr Rotary Club, Stranraer Rotary Club are currently working on implementation of a 24 mile route linking Stranraer to the Mull of Galloway down the east side of the Rhins. The route has been developed in similar fashion to previously. 50% of the estimated cost of £75k has come from LEADER on the basis of providing opportunities for healthy exercise (LEADER advised this was more likely to attract support than economic development). Matched funding has been obtained to the tune of £10k from Awards for All, £7k from the Robertson Trust and the remainder from Stranraer and District Local History Trust (of which the Rotary Club chairman is treasurer), specifically for provision of on-site information panels. DGC Area Committee are not providing direct funding, but agreed to underwrite the project to £6k should costs over-run. Local community councils have confirmed their support in writing but are not directly involved financially or otherwise. The route is scheduled to open in July, and together with the Loch Ryan, Ayrshire Coastal Path and routes currently under development by Gourrock and Milngavie Rotary Clubs, has been recognised as part of the International Appalachian Trail.

#### 2.3.7 Whithorn Trust

Whithorn Trust's key aim is to promote the profile of Whithorn, including development of pilgrimage routes linking Whithorn to Glasgow and Edinburgh. The Trust is keen to develop Whithorn as the natural hub from which to access the Machars, but the lack of off-road paths and tracks leading to/from Whithorn has been identified as one of several constraints limiting how many people visit the area. The Trust is also keen to develop links between communities for both local residents and visitors, but path development has to date been constrained by livestock grazing issues such as bulls in fields. Projects with which Whithorn Trust is involved of relevance to the coastal path are:

- HLF funded project training volunteers to survey archaeological sites on the Machars which it is hoped will then form the basis for future development of themed heritage trails exploring the history of the area, which it is hoped to develop through the proposed Landscape Partnership bid. Funding for the current HLF project finishes at the end of May, although volunteers will continue working on the project thereafter.
- Proposals for development of the Saints and Sinners route.
- Resurrection / development of the vehicular Solway Coast Heritage Trail in conjunction with Destination Dumfries and Galloway (£7k has been identified to be spent by June 2012, database being produced as precursor to developing an app and downloadable trail). The aim is to flag up to visitors what is accessible and available directly off the trail – which might include short and longer distance walks.
- Development and promotion of a cycle route linking Glenluce Abbey to Whithorn, for which a leaflet is going to be produced shortly. Longer-term it is hoped to link this route to the train station at Barrhill

#### 2.4 English Coastal Path development

The existing coastal path around Cumbria, the Cumbria Coastal Way, was developed and opened in the early 1990s, based at least 50% on permissive path agreements. As various walkers have commented on the internet, "Anyone expecting to walk entirely along the coast will be disappointed, as the route meanders inland for substantial sections." Sections around Sellafield have been closed for the past six years, and the route is no longer promoted by Cumbria County Council. No monitoring of route usage has ever been undertaken.

The Marine and Coastal Access Act 2009 established a legal right of access around all of England's open coast, including where appropriate "spreading room" along the way where they can rest, relax or admire the view. The new rights are not yet in force, but are being implemented through development of a new coastal path right around England, co-ordinated by Natural England. Access authority staff are responsible for identifying, negotiating, establishing and asserting the route. Sections are being developed sequentially, one of the first being Allonby to Whitehaven on the West Cumbria coast, progressing 90 km either north or south of that in successive years. The section north to the border may use part of the existing Cumbria Coastal Way, but it is hoped to establish a route closer to the sea for most of the way, for example around the floodbank west of Rockcliffe Marsh instead of diverting inland. However, it may be some years before this northerly section is complete.

Simultaneously with development of the English coastal path, the North West Coastal Trail is in course of development, linking Chester to Carlisle. This 1400 km multi-use route initiated by the North West Coastal Forum aims to create a major economic attraction by linking together existing coastal trails and improving access where necessary. There is currently no fixed timetable for route development, which is being done on a "bottom up" basis involving a wide range of national, regional and local partners, funders, businesses, communities, user groups, volunteers and other stakeholders.

## **3. CRITERIA FOR SUCCESSFUL DEVELOPMENT OF LONG DISTANCE ROUTES**

### **3.1 Criteria for successful development of long distance routes**

Research into experience of long distance routes both in the UK and around the world has identified the following criteria common to successful long distance routes:

- Easily accessible start and finish points, preferably accessible by public transport.
- Challenge without being over-daunting.
- Change in scenery or character at least every half-day.
- Accommodation and services spaced at regular intervals along the route, matched to route users' needs (e.g. overnight accommodation every 10-15 miles minimum. Ideally food available inbetween).
- Minimum length on hard tarmac road.
- Clear signage and waymarking.
- Routes achievable within 4-5 days are in the UK more popular than those which take several weeks to complete.
- Scope to complete the route in different sections, sometimes over a number of years.

### **3.2 Scotland's Great Trails**

For a long distance route to be included in the SGT branded network, it should:

- Be a continuous, clearly identifiable and appropriate waymarked route between defined start and end points (or defined access points in the case of circular routes)
- Be largely off-road (generally no more than 20-30% on road);
- Be at least 40 km /25 miles and have potential for multi-day journeys by foot, bike and/or horse, or canoe;
- Offer at least a basic range of visitor services, with information on the route, facilities and services available to users in appropriate formats;
- Offer opportunities to appreciate the natural, cultural and historic interest in the area through which it passes;
- Be designed, maintained and managed with user experience as a key consideration.

### **3.3 Key principles**

There are no national guidelines or prescriptive specifications for the proposed Scottish Coastal Way. In addition to the above, the following key principles have been used as the basis for route identification in the following section.

- Existing paths and tracks will be used wherever possible. Paths proposed for inclusion in the regional core path plan will usually be the first choice.
- Sections of route along the shoreline may be included even where there is no formally recognisable path (as on other coastal paths such as Fife and Ayr Coastal Way). Ideally these sections should be accessible even at high tide. Route promotion should identify sections where this is not the case, together with high tide alternatives.
- Elsewhere (i.e. other than on core paths or along the shoreline) the route should follow a clearly defined path or track wherever possible, although there is no presumption of surfacing. Well drained, beaten earth is in many circumstances favourable to a formally surfaced path, provided it is capable of withstanding anticipated level and types of use.
- Scope to link sections by public transport where there is no off-road alternative at present is useful, but not a substitute for a continuous coastal route.

## **4. PHYSICAL ROUTE**

### **4.1 Start point**

The proposed start point is the national border at Gretna. Logically, a North Solway coastal route would link directly with the English coastal path. The existing Cumbria Coastal Way terminates at the River Esk. There are no plans to develop or promote a route to fill the gap between the River Esk and the England/Scotland border at the River Sark, nor is there any off-road right of way across this stretch, but following opening of the “Cumbrian Gap” motorway extension between Carlisle and Gretna, walkers, cyclists and horse riders now have option to use the old service road which runs parallel to the motorway from Metal Bridge to Gretna.

“Touchstone” markers at the beginning and end of long distance routes are very popular, and arguably even more important at the start (or finish) of a Scottish Coastal Way at Gretna. If and when the Gretna Landmark project goes ahead, it might provide a good starting point for the North Solway Coastal Way. Alternatively some other marker at the start of the route would be recommended, at the very least an information panel.

### **4.2 Finish point**

The study brief stipulated Cairnryan as the finish point, which as the main ferry port linking across to Northern Ireland is an important hub, although the boundary between Dumfries and Galloway and South Ayrshire is equally relevant.

### **4.3 Mapped route**

The appended sectional Ordnance Survey map extracts (GIS mapped at 1:50k scale) summarise the proposed route, based on information provided during consultations or readily available from local knowledge or past experience. Electronic copies of the sectional maps, and an overview map of the whole route, have been provided to facilitate zooming in to view at larger scale.

Route sections have been categorised as follows:

Proposed core paths	Paths relevant to the proposed long distance coastal route which are included in the latest version of the draft core path plan. This includes some paths which do not currently exist on the ground (such as on the Rhins) but which DGC is committed to developing. DGC is also committed to bringing all of agreed core paths up to a “usable” standard within the next two years, and has allocated requisite resources with which to do so. Hence the anticipation is that no further capital work would be required on these sections of path, other than signage and waymarking as part of the overall route.
Mull of Galloway route	Currently under development by Stranraer Rotary Club, including landowner negotiation and capital improvement work, which it is therefore anticipated would not require significant further improvement.
Existing tracks, LMCs, aspirational core paths	Farm tracks, established paths or other routes which already exist on the ground and over which there is an undisputed right of public access but which are not currently proposed as core paths (some were included as aspirational core paths). This

category includes some paths (e.g. between Rascarrel and port Mary) currently promoted or managed under Land Management Contract (LMC). These sections have not been surveyed, but map research suggests there should not be major problems with inclusion in a long distance coastal route, but would require negotiation with landowners and potentially capital improvement work such as installation of appropriate gates or other access facilities.

Public road	Sections of proposed route on public road, wherever possible on quiet roads with grass verge allowing space to step out of the way of traffic, or where there is adequate pavement along short sections of busier road.
Coastal access	Sections of shoreline where there is not necessarily a fixed path but which are usually accessible even at high tide, which are of a similar standard to shoreline stretches on other promoted coastal paths (such as Ayrshire Coastal Way and Fife Coastal Path)
Agreed route across MOD Land	The agreed path across Dundrennan Ranges, near Kirkcudbright, and along the beach at West Frew (Luce Sands), are subject to intermittent closure during live firing operations. Alternative routes on public road or proposed core paths are shown for use when these routes are closed.
Potential alternative route subject to negotiation and/or funding	Mapped paths, tracks or desire lines which do not necessarily exist on the ground at present but which might potentially be negotiated or developed, subject to funding and/or land manager agreement. Some of these sections of route would require establishment of new links, construction of bridges or other such work to enable inclusion within the coastal path, with capital cost implications.
Busy main road missing sections	Key section(s) of busy main road where there is no pavement or facility to get off the road to avoid traffic, and no obvious or easily negotiated off-road alternative

#### **4.4 Summary statistics**

Category of access	Approximate length (km)	Approximate % of overall route
Proposed core path	271.64	54.2%
Route under development by Stranraer Rotary Club (excluding core path sections)	16.53	3.3%
Shoreline or coastal access (accessible even at high tide)	29.1	5.8%
Public road (quiet/with pavement)	97.2	19.4%
Agreed access across or around MOD land subject to intermittent closure	16.4	3.3%
<b>Total path/route already in existence or in course of development on which it is anticipated no further capital work required other than signage</b>	430.87	85.96%

<b>or waymarking</b> (inc. all above categories)		
Existing tracks, LMCs, aspirational core paths with established access but which may require capital improvement	24.0	4.8%
<b>Total path/route for which no real problems anticipated, including all above categories</b>	<b>454.87</b>	<b>90.75%</b>
Busy main road/missing sections where off-road route needs negotiating and capital improvement required	46.35	9.25%
<b>Approximate total length</b>	<b>501.22</b>	<b>100%</b>
Potential/alternative route which would reduce proportion on road, subject to negotiation and/or funding	5.5	
Alternative route (core path or road) during live firing on MOD land or if access cannot be agreed around shoreline of MOD land at Eastriggs	26.9	

#### **4.5 Key gaps and physical restrictions on route development**

The current physical gaps in coastal access provision around the North Solway are summarised in the table below.

<b>Location</b>	<b>Limitations in terms of development or promotion of long distance coastal route</b>	<b>Considerations</b>
<b>Annandale</b>		
West of Gretna – Stormont to Redkirk Point	Lack of bridge at mouth of Kirtle Water forces walkers to divert inland on quiet lane over public road bridge. Involves extra distance on road but no real issue in terms of LDR.	New paths and bridge included in draft core path plan. After spending considerable time and effort negotiating required access and spec'ing bridge, DGC abandoned proposals due to flood risk in exceptionally high tides
Eastriggs: Brownhouses to Dornockbrow	No public access across MOD ordnance depot. Public right of access along shoreline at all times but at high tide no space on beach, although there is ample space to walk on grass above tideline immediately adjacent to the security fence. Alternative suggested by DGC involves diversion along quiet public road and inland farm tracks (proposed core path hence physically viable but sandwiched between noise of railway and busy A75). The only advantage to this diversion is that it takes in facilities in Eastriggs.	MOD previously resisted suggestion of signing or promoting a path along the coastal fenceline on security grounds. Technically the area outwith the wire is still within the designated MOD ordnance site. The depot is no longer used, which may favour agreement to path promotion along south side of boundary fence. MOD is reluctant to consider inland path across depot which might prejudice future sale negotiations, and considers the site still sensitive at present. Promotion of a path along the fenceline would require MOD permission.
<b>Nithsdale</b>		

Ruthwell – Glencaple – Caerlaverock	Long section on public road, albeit very quiet, to avoid coastal marsh.	Length on road could potentially be reduced by development of path from Priests side to Brow Well (map suggests existing track at least part of the way) and new link from Nether Locharwoods to WWT Reserve but latter would require high cost bridge across Lochar Water, with tidal issues, and of little wider public access benefit
Caerlaverock (Castle Corner) to Glencaple	Very limited alternative to B725 which can at times be busy/fast with little opportunity to get off the road	Community council very keen to develop off-road link, and potential wider benefit in doing so to complete off-road access right through from Dumfries to Caerlaverock, but no current plans. Various people suggested fencing off field headlands east of road to create new path but productive farmland so unlikely to be popular with farmers. Potential scope to develop/sign path on drier sections west of road, and a short section through shelterbelt west of Kenneth Bank.
Dumfries to New Abbey (Laghall to Isle steps)	Existing cycle path follows the west bank of the Nith to Laghall, but there is no functional path south beyond this point. DGC suggest linking via Mabie but dangerous section of busy road along A701 between Laghall and Islesteps, and would involve crossing main road east to Kirkconnel Flow.	Ideally coastal path would follow path shown on OS map south from Laghall and then west along north bank of Cargen Pow to Islesteps which is understood to be subject to intermittent flooding. Consultations suggest that burn crossings, flooding and merse restrict scope for development of a new path south from the mouth of the Cargen Pow to Gibbonhill. DGC are committed to developing a safe link between Dumfries and Mabie, probably via the recorded right of way west from Islesteps. There is potential to link on forest tracks directly through from Mabie to New Abbey keeping west of A701, alternatively more coastal route via existing paths/track through Kirkconnel Flow links to promoted coastal path around Airds Point into New Abbey.
New Abbey (Ardwall)	No existing coastal access south	Consultations suggest that in



to Carsethorn	from New Abbey. DGC suggest route follows well established tracks to Ardwall, offering option for the keen to climb Criffel. There is no existing path or off-road link between Ardwall and Carsethorn, walking along A701 is not an option.	theory it is possible to walk (other than at high tide) along the shoreline from North Corbely, but may require diverting back up to the A710 to cross the Drum Burn and Kirkbean Burns. Preferable alternative would be to create a link from Ardwall to the existing path up Kirkbean Glen. Reputedly there was formerly a link (fishing) path between Loch Kindar and Airdrie, and various sections of track are shown on the OS map which offer potential for development, but access is currently restricted by the high march dyke between Airdrie and Criffel House and various other field boundaries.
Caulkerbush to Sandyhills	One of the most significant gaps in the proposed route, and one of the most difficult to resolve. Relatively narrow, busy main road dangerous to walk along. Regular bus service provides link but not within the spirit of long distance walking.	Steep cliffs and narrow strip of land between A710 and sea limit potential path south of road. Consultations and OS map suggest potential for development of off-road track north of road climbing over Millbank and Laggan Hills but latter is currently fenced as deer park and landowner understood to be averse to public access.
<b>Stewartry</b>		
Dalbeattie to Palnackie	Too long a stretch on busy A711, requires development of off-road alternative	Consultations suggest no existing path but may be potential to develop down west side of Urr Water
Almorness House to Orchardton House	Missing link with potential for route development linking existing woodland and farm tracks although DGC argue that this is of minimal public benefit	No existing path but variety of existing tracks, would require negotiation and establishment of some new sections of path, e.g. around Loch Ling
Kirkcudbright ranges	East-west off road path which bisects the range is intermittently closed during live firing (on average once or twice per month), during which time the only viable alternative is either along the dangerous A711, or to follow minor roads via Dundrennan to Kirkcudbright, which although quiet and relatively attractive, involves a very long stretch on tarmac	Live firing times are publicised at least a month in advance through TICs, libraries and other local venues but are subject to change at short notice and are not readily accessible via the internet. MOD are looking into resolving the latter issue. Meanwhile walkers unaware of the restrictions in advance would meet a barrier with explanatory information panel.
Kirkchrist to Back	Busy B727 south from	Existing track is claimed right of

Newton	Kirkcudbright hugs close to the River Dee and is not a viable route for walk promotion. Alternative diversion inland using existing tracks is good contrast with previous section, attractive scenery and should not be too costly.	way, and aspirational core path, not surveyed but should not be out of the question to include or improve as part of the coastal route.
Gatehouse to Creetown	Some sections of very popular and attractive coastal path but frequent obstruction in the form of coastal caravan sites which are very difficult to circumnavigate. Route south of main road would also involve repeat crossings of busy A75. Suggested alternative involves fairly significant inland diversion but good contrast to rest of route and potential wider public benefit.	Old military road is claimed right of way which legally should not be difficult to develop access along, although some physical issues to resolve e.g. cattle ring feeders on track and consequent severe poaching
<b>Wigtownshire</b>		
Wigtown to Crook of Baldoon	No current link between Wigtown and Baldoon, only existing alternative is busy A714, but reconstruction of bridge over River Bladnoch has much wider potential benefits, including link to newly acquired RSPB reserve	Requires bridge replacement (considered easier in line of disused railway than closer to mouth of river) and development of new path across airfield
Balfern to Innerwell	No existing coastal route, shoreline not accessible, only current alternative follows road or climbs fences.	Access officers do not think it would be too difficult to negotiate access around the coast to link existing core paths to north and south
St. Ninian's Cave to Monreith	Walkable along coast but opposition to promotion as path, alternative involves long diversion inland, which provides valuable link (for which there is much local demand) to Whithorn but currently with no option other than public road.	Included in core path plan but withdrawn following objections from landowners about need for fencing to segregate path from cattle grazing and concerns raised by SNH about potential negative effects on vegetation and habitat for breeding choughs. Whithorn is currently totally devoid of any off-road paths accessible directly from the town. Whithorn Trust are very keen to develop off-road paths). Potential route marked on map is entirely aspirational from desk exercise.
Glenluce to Torrs Warren	No existing path or route other than along beach or A75 and B7084. Key missing link.	Good core path down west side of Water of Luce to golf club, open access across beach or around edge of golf course, but currently only way across

		Plitanton Burn is wading at low tide. Alternative would be to develop new path around shoreline south of Whitcrook, and install new bridge across burn linking directly into forest track/core path through Torrs Warren Plantation.
Luce Sands (MOD West Frew)	Public access is prohibited through the MOD range but there is open access along the beach other than when live firing is ongoing	Test and evaluation facility for new weapon systems, used on average once or twice a month.

#### **4.6 Promotion of existing coastal route(s) around Dumfries and Galloway**

Short sections of existing coastal path are already promoted through various publications. Most promote the same routes, or sections of path, albeit under different walk titles.

<b>Publication</b>	<b>Promoted sections of coast path</b>
<b>DGC Walking in and around series – short mainly circular walks, average 1-3 miles</b>	
Stranraer and the North Rhins	Kirkcolm/Wig Bay, short walk around Stranraer to McCulloch's Point, Portpatrick to Killantringan Lighthouse, Dunskey Glen, Water of Luce
South Rhins	Mull of Galloway, East Tarbet to Portankil, Ardwell Bay
The Machars	Wigtown Harbour, Cruggleton Castle and Galloway House Gardens, St. Ninian's Cave, Burrow Head to Port Castle Bay, Stairhaven to the Cock Inn (Auchenmalg)
Newton Stewart and Creetown	Newton Stewart Riverside,
<b>Loch Ryan Coastal Path</b>	
Produced and distributed by Stranraer Rotary Club	Stranraer to Glenapp
<b>Dumfries and Galloway 40 Coast and Country Walks</b>	
Short circular walks, average 1-3 hours, mostly family friendly. A6 guide for sale in TICS and shops	Mull of Galloway Ardwell Bay and Doon Broch Portpatrick coast and glen Wig Bay round Cruggleton castle clifftop walk Isle of Whithorn and Burrow Head Gatehouse-Anworth Gatehouse to Sandgreen Brighthouse Bay circular St. Mary's Isle (Kirkcudbright) Smuggler's coast from Balcary Bay (to Rascarrel) Kippford to Rockcliffe Sandyhills to Rockcliffe Caerlaverock (castle corner to castle)
<b>Walking Dumfries and Galloway (Clan Walk Guides)</b>	
Mainly circular walks of varying length 1-10	Mull of Galloway

miles average	Portpatrick and Dunskey Glen Glenluce, Auchenmalg, Stairhaven Monreith to Kirkmaiden Isle of Whithorn to St. Ninian's Cave Garlieston Bay and Craggleston Castle Wigtown castle and lovers walk Gatehouse of Fleet and Anwoth Rascarrel to Balcary Point Almorness House to White Port Portling to Rockcliffe Caerlaverock Castle and Nature Reserve
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## **5. OPPORTUNITIES AND ISSUES**

### **5.1 Potential tourism, economic, health and wellbeing benefits**

Development of a long distance route along the North Solway offers very significant scope to increase visitor numbers with associated local economic benefits. Although realistically the number of people likely to have time or inclination to walk the whole route in one go is relatively limited, experience elsewhere (including the South-West Coast Path and Fife Coastal Path) clearly demonstrates that creation and designation of a long distance coastal route inspires many people to walk the route in sections over successive years. Experience elsewhere also suggests that signage as part of a long distance route is in itself enough to inspire many people to walk coastal paths they might not otherwise use, to be able to say that they have walked part of the long distance route (who is to know that might only be 2 miles?).

Key promotional opportunities linked to development of a North Solway Coastal Way include:

- long distance coastal route;
- long distance circular route combining coastal route from Annan to Portpatrick, Southern Upland Way to Moffat, and Annandale Way back to Annan;
- shorter (max. 1 day) circular walks based on the long distance coastal route;
- medium distance (2-3 day) circular walks taking in part of the long distance coastal route.

### **5.2 Experience elsewhere – Fife Coastal Path**

A usage and economic impact study for the Fife Coastal Path was completed in 2007, approximately four years after opening of the route. Over the 12 months from July 2006-June 2006, it is estimated that approximately 480,000 – 580,000 visits were made to the path, double the number visiting other key visitor attractions such as Deep Sea World, and eight times more than the number visiting St. Andrews Castle. Numbers using the coastal path are continuing to increase annually.

Annual net expenditure associated with the Fife Coastal Path was estimated at between £24 and £29 million. At the time of survey, the Fife Coastal Path supported 80-90 full-time equivalent jobs. The route is very highly valued by local businesses, with 89% considering it had a very positive effect. The majority do not depend primarily on the coastal path, but it is a very valuable source of extra income and business for them.

52% of users were on a short trip from home, 20% on a day out from home, 26% on holiday. Of those on holiday, 55% were from Scotland, 32% from elsewhere in the UK, and 13% from overseas. Two-thirds of respondents were very likely to visit the route again.

### **5.3 Potential outcomes of route development**

Long term outcomes for coastal path development would include:

- Consolidation and enhancement of the existing path network, including creation of new links.
- Increased opportunities for local residents and visitors to access, enjoy and benefit from coastal paths and routes.
- Increased opportunities for Scottish people to improve their health and wellbeing through physical activity and the restorative qualities of the natural heritage.
- Increased economic benefits for businesses and communities.

#### **5.4 Support for route development**

The vast majority of those consulted in the course of the study are in favour of developing a continuous route along, or close to, the coastline of Dumfries and Galloway. Many were surprised that this was not already in hand or necessarily considered a priority. Most saw it as entirely complementary to other access, tourism and economic development initiatives.

The notable, and only, exception were several of the Dumfries and Galloway Council access officers who maintain that the focus of any further access development and/or promotion should be on independent (i.e. unlinked) circular regional routes including some coastal stretches. The main justification for this argument is belief that shorter routes are likely to be of greater appeal to visitors, and of greater economic benefit, than a continuous long distance coastal route. Other concerns identified by DGC access officers about further long distance route development in Dumfries and Galloway include (not in any particular priority order):

- lack of resources within DGC to address any access other than core paths;
- insufficient resources to maintain existing access, particularly long distance routes such as Southern Upland Way;
- maintenance implications of any additional paths developed or promoted;
- risk of raising user expectations about standards if paths or a route are promoted without sufficient capital investment to establish a common standard;
- perceived lack of demand for long distance routes, not least because of previous experience of under-use of Southern Upland Way;
- focus of limited resources should be on paths for local residents and communities rather than visitors;
- perceived difficulties resolving the missing gaps in terms of coastal access;
- capacity of external initiatives outwith DGC to develop or maintain access to an acceptable standard. DGC's ability and willingness to assume maintenance for any route depends on the quality to which the route has been established initially, the relationship with organisations undertaking the project, and the future cost and liability implications for DGC.

On a more positive note, DGC and SNH are both keen to encourage community involvement and volunteering, and to support symbiotic relationships and closer partnership working. DGC have confirmed that if local organisations, such as Rotary Clubs, community councils or others, are keen to establish a route to an agreed standard and willing to help maintain the route in future, then DGC would be much keener to see how they might offer support and advice. If a long distance coastal path could be established as a recognisable asset, and level of use be clearly demonstrated, then DGC might in future consider inclusion of the route in future core path plan revisions, and taking responsibility for the route. DGC's main concern is long-term continuity and as such they are keen to see a long-term management and maintenance strategy for any future routes which are considered for development.

#### **5.5 Other restrictions on route development**

- Gaps in the proposed route which are not easily resolved, including several sections subject to intermittent closure during MOD operations where the only obvious alternative involves long stretches on road.
- Lack of resources – nationally, regionally and locally.
- Lack of a vision or clear aims and objectives.
- Lack of an effective project champion.
- Lack of political impetus for route development.
- No other initiative(s) or organisation(s) with the remit, motivation or resources to take forward development of a continuous coastal route without further inspiration or support.

## **6. FUNDING OPTIONS**

### **6.1 Coastal Communities Funding**

The Coastal Communities Fund has been set up by the government to support the economic development of coastal communities by promoting sustainable economic growth and jobs so that people are better able to respond to the changing economic needs and opportunities of their area. All projects have to meet the first of four outcomes and at least one of the remaining three:

- (i) Coastal communities are better able to use their assets (physical, natural, social, economic and cultural) to promote sustainable economic growth and jobs.
- (ii) Coastal communities have a greater capacity to create a sustainable economic future and are better equipped to adapt to change.
- (iii) Partnerships are developed to support economic innovation, enterprise and investment either within a community and/or across a number of coastal communities.
- (iv) People have more opportunities for training and skills development, including volunteering.

Proposals must also meet the following criteria:

- (a) Encourage sustainable economic growth.
- (b) Demonstrate that the proposal fits with the broad economic priorities of the local area where possible linking to a wider economic vision which has private sector commitment and support from the community.
- (c) Demonstrate that the proposal unlocks a barrier, addresses a need or opportunity within the area.
- (d) Demonstrate, where appropriate, how they will contribute to green economic growth.
- (e) Provide clear evidence of how they plan to work with other key partners.
- (f) Demonstrate that the project is unlikely to go ahead without Coastal Communities Fund support.

2012 is the first of three annual funding rounds, with £2.05 million to be awarded for projects in Scotland (outwith the Highlands and Islands). Proposals for both capital and revenue projects are invited, with a minimum threshold of £50k. Matched funding is encouraged but not essential. Applications are particularly encouraged from strong cross-sector partnerships working together for the benefit of the community. Priority in Scotland will be given to small and medium sized communities (<60k inhabitants) facing economic challenges, and to projects promoting sustainable economic growth and jobs in tourism, fisheries or aquaculture. The deadline for the first application stage for the 2012 funding round is 27<sup>th</sup> April.

### **6.2 Rural Dumfries and Galloway LEADER funding**

Stranraer Rotary Club have secured LEADER funding for development of their Mull of Galloway Trail, and in the past LEADER might have been an obvious funding source for development of the remainder of the coastal route. However, all funds for the current programme to 2013 have been fully allocated. LEADER are willing to register expressions of interest from potential applicants, in the form of a completed Stage 1 application form, which will be kept on hold in case Scottish Government allocate additional funding, but there is nothing at present to suggest that this is likely to happen. Discussions are ongoing at European level about what form the next programme may take, but no details are yet available and it is likely to be 2014 at the earliest before applications open.

For future reference, LEADER would accept individual applications from different groups for route development, for example local rotary clubs, but all of the applications would need to

be submitted simultaneously and demonstrate co-operation between the various partners. Ideally LEADER would prefer a single unified application with a clear lead partner to fulfil the coordinating role. SUP might in theory fulfil this umbrella role, but would only be considered if clear evidence was provided as to why other organisations were not fulfilling this role themselves. Lack of administrative capacity or unwillingness to take on the burden of administering the grant would not be considered sufficient reason, but LEADER would consider funding the costs of officer time (e.g. a project co-ordinator) appointed by a number of voluntary groups working in partnership.

### **6.3 Scottish Natural Heritage**

SNH locally is keen to support development of a long distance coastal path around Dumfries and Galloway, but is unable to fund any capital work which would qualify for SRDP (see below), and due to SNH's budgetary restraints, is no longer usually in a position to fund other capital access work. SNH would, however, be prepared to consider supporting innovative approaches to coastal path development, for example contributing towards the cost of a project officer who might encourage and assist individual land managers apply for SRDP funding.

### **6.4 Scottish Rural Development Programme**

In theory, funding for improvement of public access on privately owned farmland and woodland is eligible for financial support from the Scottish Rural Development Programme (SRDP). At present there are two possible avenues for funding:

Land Managers Options (LMOs) – the only access related items currently eligible for funding are boardwalks, bridges and culverts, limited to a maximum of £150 per capital item. Installation of access facilities such as kissing gates or self-closing bridlegates would not currently qualify under LMO.

Rural Priorities programme – applications from individual land owners and managers, or from a number of land owners/managers applying jointly, are assessed competitively against agreed priorities.

The deadline for SRDP applications for the 2012 calendar year has now passed. Scottish Government Rural Payments and Inspectorate Division (SGRPID) advise that since most of the limited funding has already been allocated, they do not necessarily anticipate another funding application round in 2013. Representations to Scottish Government have been made by the National Access Forum and others to try and positively influence financial support through SRDP, but eligibility criteria for the new successor programme commencing 2014 have yet to be announced. It is anticipated that rules may well change.

### **6.5 Whithorn Trust Landscape Partnership Bid**

Whithorn Trust are currently the lead organisation developing a Heritage Lottery Fund (HLF) Landscape Partnership bid, in partnership with various other organisations. There may be potential to include development of path links or improvement of existing paths as part of the bid, but this will depend in part on the future of Whithorn Trust.



## **7. FINDING A WAY FORWARD**

### **7.1 Agreeing a vision**

Without a clear vision for which formal support can be sought and commitment fostered, on the basis of past experience, development of a long distance path around the North Solway Coast is likely to remain a pipedream rather than ever becoming a reality. DGC's concerns are duly acknowledged, and it is recognised that there are undoubtedly virtues in the development of a series of shorter, circular, regional routes incorporating sections of coastal path. However, these will never provide a real substitute for a continuous coastal path. Suggestion that the missing sections are travelled by bus or car may be pragmatic, but is anathema to long distance walkers, and takes no account of the motivation and satisfaction gained from setting off at the beginning of a route and travelling to the end entirely by people power (i.e. on your own two feet or otherwise). A series of regional routes might be developed from a continuous coastal route, but if given priority could easily distract resources which are already in short supply from the focus of a long distance route, which ultimately is likely to create a far more significant tourist attraction. With all of these points in mind, **it is recommended that the vision to be pursued should be development of a continuous, largely off-road coastal path around Dumfries and Galloway, starting at Gretna and finishing at Cairnryan.**

More specifically, it is proposed that development of a long distance coastal route around Dumfries and Galloway should adopt the following objectives:

- Route alignment should seek to minimise the length on tarmac public road, particularly on busy or main roads. Opportunities for off-road alternatives to be explored wherever possible.
- Overall, the route should seek to provide a variety of scenery and experiences for users, including sites and features of scenic, cultural and heritage interest as well as different topography, gradient and character.
- Capital establishment work including specifications for gates or other access facilities, drainage and surfacing should seek to maximise sustainability and minimise future maintenance requirements.
- Route development and promotion should not detract from or adversely impact upon the wildlife, heritage and scenic interest of the area through which the route passes.
- By definition the route should mainly be designed to follow the coast, although some sections may deviate inland where there is no viable sustainable alternative due to physical obstructions such as steep cliffs, proximity of main road to the shore, or land management issues. It is recognised that such deviations may also have benefits in affording contrasting views and taking in local services, but should adhere to the other key principles.
- Links should be identified to local communities, services and facilities to maximise economic benefits and usability.
- The route should be accessible to as wide a range of users and abilities as possible, recognising that some narrow or steep sections are unlikely to be able to sustainably support use by cyclists or horse-riders.
- Presumption should be on use of the least restrictive option for design of all access facilities, with self-closing gates or where necessary kissing gates in preference to stiles, which do not usually comply with the principles of the Land Reform Act or Disability Discrimination Act, and unnecessarily restrict people of different abilities.
- Minor modification to the alignment of most long distance routes is often inevitable. Identifying and negotiating sections which are less than perfect but where there might be scope for later improvement may be preferable to deciding against route development in pursuit of perfection from the outset.

## **7.2 Route name**

Naming of any route has important consequences in terms of promotion and marketing. Experience with long distance routes around the UK confirms that how readily potential route users (and others) can locate a route geographically, the picture conjured in the mind by the route name and its relationship to other routes all influence potential appeal to the generable public, and level of use. This report adheres to the name in the brief, i.e. the North Solway Coastal Way, but it is suggested that in pursuing route development, an alternative name be adopted for the proposed coastal route on the following grounds:

- Route names which are not easily located geographically are a disadvantage in marketing terms. Even in the UK, many people would struggle to locate the Solway Firth.
- The route extends beyond the North Solway coast, around the Irish Sea coast to Loch Ryan.
- Tourism marketing is trying to establish Dumfries and Galloway as a destination.

Possible alternatives include:

<b>Suggested route name</b>	<b>Advantages</b>	<b>Disadvantages</b>
Dumfries and Galloway Coastal Way	- Builds on D&G identity and Destination D&G	Many people (even in the UK) do not have a clue where D&G is
South West Scotland Coast Path	- Immediately evident where in the UK the route is. - Includes key word "Scotland" which is useful in attracting foreign visitors. - Potential spin off from internet searches for SW Coast Path in England	The word "path" implies there is an actual path whereas some of the route is likely to be around the shoreline, although this is also true of other coastal paths e.g. Fife.  Risk of confusion with SW Coast Path

## **7.3 Achieving the vision**

Experience elsewhere suggests that successful development of any long distance route depends on an individual or organisation championing and driving forward the idea. Other key stages in achieving the vision will be:

- Identification, survey and negotiation of appropriate option(s) to address the missing gaps, and where possible to reduce the length of route on road.
- Development and erection of effective signage and waymarking for the full length of the route.
- Identification of appropriate locations for information and interpretative provision.
- Website development.
- Promotion and marketing of the route.

## **7.4 Potential partners**

All of the above stages need to be developed and undertaken in partnership with relevant individuals and organisations. Potential partners will include:

Dumfries and Galloway Council  
Destination Dumfries and Galloway  
Solway Firth Partnership  
Scottish Natural Heritage  
Whithorn Trust

## **7.5 Development options**

Taking account of all the information, comments and suggestions gathered during the course of consultations, and research into experience elsewhere, several options present themselves as the most obvious for taking forward proposals for development of a North Solway Coastal Way. The options summarised below are not necessarily mutually exclusive. All are subject to securing necessary funding.

<b><u>Potential development option</u></b>	<b><u>Pros</u></b>	<b><u>Cons</u></b>
1. <b><u>Project officer</u></b> – role(s) might include working with community groups (e.g. Rotary clubs and others) to develop firm proposals for route establishment, deliver necessary training and advice to establish consistent route standards, and/or liaising with land managers and co-ordinating funding applications (including potentially SRDP). negotiating route, managing implementation of necessary improvement work and establishment of website	<ul style="list-style-type: none"> <li>• Dedicated time to develop further community involvement and/or implement route.</li> <li>• Scope to reallocate or make use of spare capacity in existing staff time as an alternative to new appointment.</li> <li>• Provides access to requisite skills and professional experience.</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of long-term commitment or facility for route management, promotion and maintenance</li> </ul>
2. <b><u>Ad hoc approach in partnership with local initiatives</u></b> e.g. Whithorn Landscape Partnership, local development initiatives	<ul style="list-style-type: none"> <li>• Builds on existing local knowledge, expertise and commitment.</li> <li>• Bottom-up approach appeals to funders.</li> <li>• Ties in with work already being done locally.</li> </ul>	<ul style="list-style-type: none"> <li>• Some sections of coast do not have a readily identifiable local initiative ready and/or willing to become actively involved in coastal path development.</li> <li>• Risk of more piecemeal approach and lack of consistent standards.</li> <li>• Lack of cohesive delivery programme.</li> <li>• Still requires co-ordination.</li> <li>• Questionable longer term commitment to maintenance or promotion.</li> </ul>
3. <b><u>Partnership project with local Rotary Clubs</u></b> throughout Dumfries and Galloway	<ul style="list-style-type: none"> <li>• Stranraer, Ayr and more northerly Rotary Clubs provide good role model.</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of experience of access, particularly required standards.</li> <li>• Without overarching</li> </ul>

	<ul style="list-style-type: none"> <li>• Potential long-term community commitment sought by DGC.</li> <li>• Access to wide range of expertise.</li> <li>• Good local contacts and business links.</li> <li>• Local knowledge.</li> <li>• Bottom-up community based approach.</li> </ul>	<p>umbrella co-ordination risks piecemeal approach and does not guarantee continuous route.</p> <ul style="list-style-type: none"> <li>• Depends on interest and commitment of at least one figurehead within each club to pick up and run with the idea, and an enthusiastic nucleus of people within each club.</li> </ul>
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DGC have confirmed that they would not be averse to any of the above approaches, including proposal for route development by local voluntary organisations such as Rotary Clubs, provided DGC were consulted from the outset and kept informed. Training regarding access legislation and appropriate standards for route development would be desirable, together with guidance and advice re. appropriate structures for access facilities.

### **7.6 Lead organisation**

Regardless of which delivery mechanism is pursued, a suitable lead organisation is required to initiate, champion and promote route development. DGC have made it clear that their priority must be on implementation of the core path plan, and that they lack the staff or other resources to take forward any additional path development. They are concerned that any organisation which might take a lead in development of a coastal path has the capacity and commitment for longer-term route maintenance, and promotion., ideally with long-term community commitment. None of the community councils or local development initiatives consulted were willing or able to take the lead on coastal route development, nor were local walking and ramblers clubs interested in committing to such a role.

Solway Firth Partnership were suggested by DGC as the most obvious choice of lead partner, but are already over-committed and do not see coastal path or access development as falling within their remit. Solway Firth Partnership in turn confirmed suggestion by many others that Southern Uplands Partnership are the obvious lead organisation to take forward route development, although DGC have expressed concerns about longer-term responsibility for route promotion and maintenance.

### **7.7 Recommended action and next steps**

Taking account of scope for further promotion and consolidation of existing sections of route, key gaps in the proposed route which are potentially resolvable short-term, ongoing core path development, other initiatives such as development of the Mull of Galloway route and funding opportunities, a recommended realistic action plan would be:

- Agree with potential partners vision for development of a continuous South West Scotland coast path.
- SUP consider capacity to act as lead organisation in coastal path development and how to respond to DGC concerns.
- Produce proposals for and submit expression of interest to Coastal Communities Funding for initial project to support dedicated project officer/staff time to work with RSPB, Rotary Clubs, Whithorn Trust, community councils, local development initiatives and other local community groups. The first phase might focus on the section of coast between Kirkcudbright and Glenluce (ideally Torrs Warren or Dunragit, linking directly to the Mull of Galloway route. Funding application would

ideally include a nominal budget for capital work such as installation of necessary gates etc., with costed specifications for major items such as wide-span bridges researched in the first phase for inclusion in a second funding application in 2013, which would also include development of the remainder of the route east from Kirkcudbright.

- Initiate discussion with Rotary Clubs. Approach to other clubs needs to come from an existing club. Tom Stevenson (chair of Stranraer Rotary Club) has already confirmed his willingness to meet with other groups, but has no direct contact or links with those to the east of Stranraer, which are in a different region. Someone (SUP?) needs to initiate the meeting.
- Maintain contact with Whithorn Trust re. potential partnership working and HLF Partnership bid.
- Lobby appropriate DGC officers and members to secure project support.
- Identify and pursue potential champion to help promote the concept of the route.

## **8. CONCLUSIONS**

Dumfries and Galloway has a spectacularly varied and attractive coastline. To quote from the Solway Coast Heritage Trail leaflet:

“... between the vast tidal flats of the Solway Firth at Annan and the towering sea cliffs of the Rhins....the magnificent coastline is richly endowed with estuaries, rocky headlands, sandy bays, stony beaches, cliffs and caves that will inspire your imagination.”

The very significant wildlife interest of this coastline is recognised in a host of European, national, regional and local designations: two European marine sites, three National Scenic Areas (NSAs) recognised for their outstanding natural beauty; three Special Areas of Conservation (SACs), a Special Protection Area (SPA), 21 Sites of Special Scientific Interest (SSSIs), local and national nature reserves, all designated because of the wealth of wildlife they support, and proposals for a national park and regional park, both of which would encompass part of the coastline. The rich cultural heritage is evidenced by a plethora of archaeological sites, including over 100 scheduled ancient monuments, as well as numerous conservation areas and listed buildings. Yet many people are unaware of the riches which the coast of South-West Scotland has to offer, or the potential to fully appreciate the region by walking along the coast.

Several coastal projects have recently attracted LEADER funding – Making the Most of the Coast and DDG’s revitalisation of the Solway Coast Heritage Trail. Stranraer Rotary Club are busy developing a new path between Stranraer and the Mull of Galloway, and DGC is working hard to implement the draft core path plan, which includes various sections of new path around the Rhins. But despite Scottish Government enthusiasm and support for a continuous coastal path around Scotland, nothing is currently being done to develop a largely off-road coastal path around Dumfries and Galloway.

Consultations and mapping undertaken through this study suggest that over 90% of a potential route already exists and, taking account of work already in hand through various organisations, would require only signage and waymarking to establish a functional coastal path. Approximately 55% of the mapped route is on paths already included within the draft regional core path plan, a further 3.3% is under development as the Mull of Galloway Route, and nearly 6% is on accessible shoreline. In total this equates to roughly two-thirds of existing off-road route. A further 5% of the proposed route follows existing tracks, paths already promoted as LMCs, or paths identified in the core path plan as aspirational core paths along which no significant problems are anticipated in route development. The proportion of the proposed route currently on quiet road, or on short stretches of busier road with a pavement, is under 20%, well within the criteria for Scotland Great Trails. There is scope for further reduction of the proportion of route on road, subject to funding and landowner negotiation. The tourism, economic, health and recreational benefits of linking these existing sections of path together to create a long distance route are potentially great.

At the outset of the study, it was (quite wrongly) assumed – or hoped - by many that “all” that was required to develop a continuous functional coastal route was to agree an appropriate mechanism and secure the necessary funding to carry out capital improvements to bridge any gaps in the existing path network. In reality, the situation is somewhat different. Although no significant problems are anticipated in negotiating promotion of existing tracks and LMCs as part of the coastal path, the outstanding 9.25% of the route where there is currently no alternative to sections of busy main road are less easily resolved and would require detailed survey of potential options, tactful negotiation with landowners, and funding of necessary capital work. Other current restrictions to route development and promotion include:

- lack of political impetus for route development;
- lack of resources or commitment within DGC to take forward route development;
- resistance from some access officers to the concept of a long distance coastal route;
- no other initiative(s) or organisation(s) with the remit, motivation or resources to take forward development of a continuous coastal route without further inspiration or support.

In the current financial climate, coinciding with the expiry of current LEADER and SRDP funding, some would argue there could not be a worse time to try and develop a long distance coastal route. Conversely, in many other ways, development of a South-West Scotland coastal path has never been more pertinent. Over and above the potential economic benefits, the proposed route has potential to do for walking in South-West Scotland what the 7-Stanes project has done to put the region on the map as one of the top UK destinations for mountain biking. Indeed a long distance coastal path is entirely complementary to mountain biking – providing simultaneous opportunities and challenge to satisfy the differing interests of individual family or group members. Coastal access epitomises Dumfries and Galloway’s “naturally inspiring” tagline, and offers potential new products for marketing as part of DDG.

The Coastal Communities Fund offers a unique opportunity to fund route development through a bottom-up community based partnership approach. Stranraer Rotary Club have already confirmed their willingness to meet with other Rotary Clubs in Dumfries and Galloway to discuss potential for parallel projects to their Mull of Galloway route. SUP are ideally placed to provide the necessary facilitation and co-ordination role, and could potentially link coastal path development to the lead role which SUP has taken in relation to development of the proposed Galloway and South Ayrshire Biosphere Reserve by focusing initially on the section of coast between Kirkcudbright and Glenluce, which falls within the proposed transitional zone of the biosphere. Application for project officer funding could provide necessary dedicated time to work with and support local communities, and to provide training and advice in response to DGC’s concerns about consistent standards of route establishment, signage, waymarking and a cohesive approach to route development and promotion.

**APPENDIX A –  
LIST OF ORGANISATIONS AND INDIVIDUALS CONSULTED DURING THE STUDY**

<b>Organisation</b>	<b>Contact name/role (at time of consultation)</b>	<b>Tel. No.</b>
Annan Walking Group	Archie Smith	01461 203250
Ayr Rotary Club	Dr. Jimmy Beg – founder of Ayrshire Coastal Path	
Caerlaverock Community Council	Douglas Anderson – Chairman	01387 770111
Colvend Community Council	Stuart King – Chairman (also Chairman of Dumfries and District branch of Ramblers Scotland)	
Cumbria County Council	Guy Timperley – Countryside Access Officer Dave Clare – Access Officer Bob Muscat – Countryside Ranger	01228 673083 0777 3819101
Destination Dumfries and Galloway	Inga McVicar – Project Officer Wilma Findlay – Chair	01557 814040
Dumfries and Galloway Council	Anna Johnson – NSA Officer David Clyne – Nithsdale Access Officer Karen Morley – Wigtownshire Access Officer Jo Mercer – Stewartry Access Officer Richard Masters – Annandale Access Officer Simon Fieldhouse – Team Leader Gilbert Clarke – Access Maintenance	
Fife Coast and Countryside Trust	Amanda MacFarlane – Chief Executive	01592 656080
Gatehouse Development Initiative	David Steel	01557 814226
Kirkbean Community Council	John McMyn – Secretary/Treasurer	01387 880326
Ministry of Defence	Ian Brown – Maintenance (previously NSA Ranger) Dave Crosby - Range Safety and Liaison Officer Scott Ashworth – MOD Access Officer	0141 224 8520
Rural Dumfries and Galloway LEADER Programme	Nicola Hill	
Scottish Natural Heritage	Barry Dunne – Area Officer (Dumfries and Galloway) Ron McCraw – Recreation and Access Manager	01786 450362
Smiths Gore	Tom Florey – Factor Caerlaverock Estate	
Solway Firth Partnership	Pam Taylor Claire MacFarlane	01387 702161
South Ayrshire Council	Neil Feggans	01292 61612
Stranraer Rotary Club	Tom Stevenson, President	01776 707408
Whithorn Trust	Janet Butterworth	019885 00508



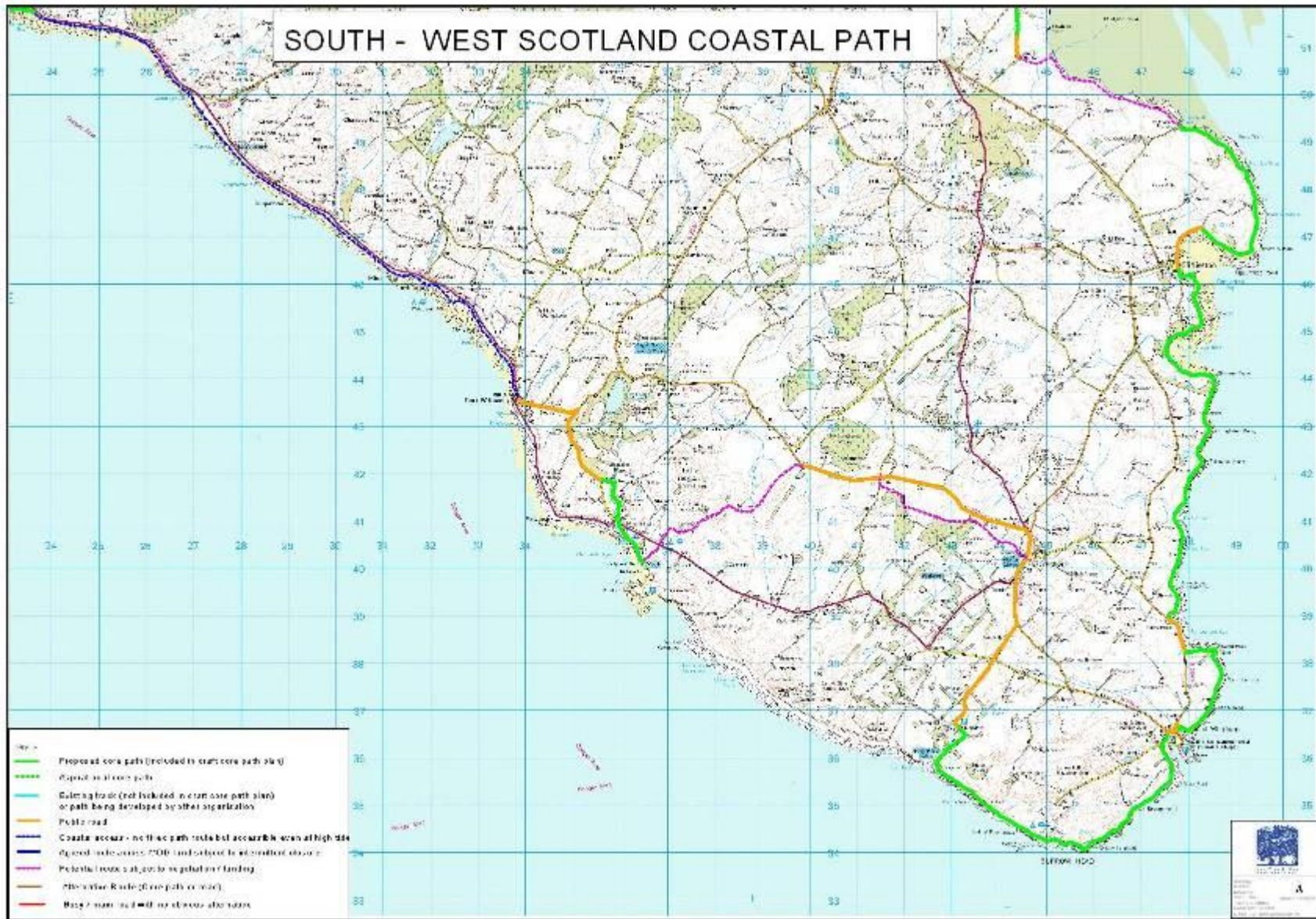




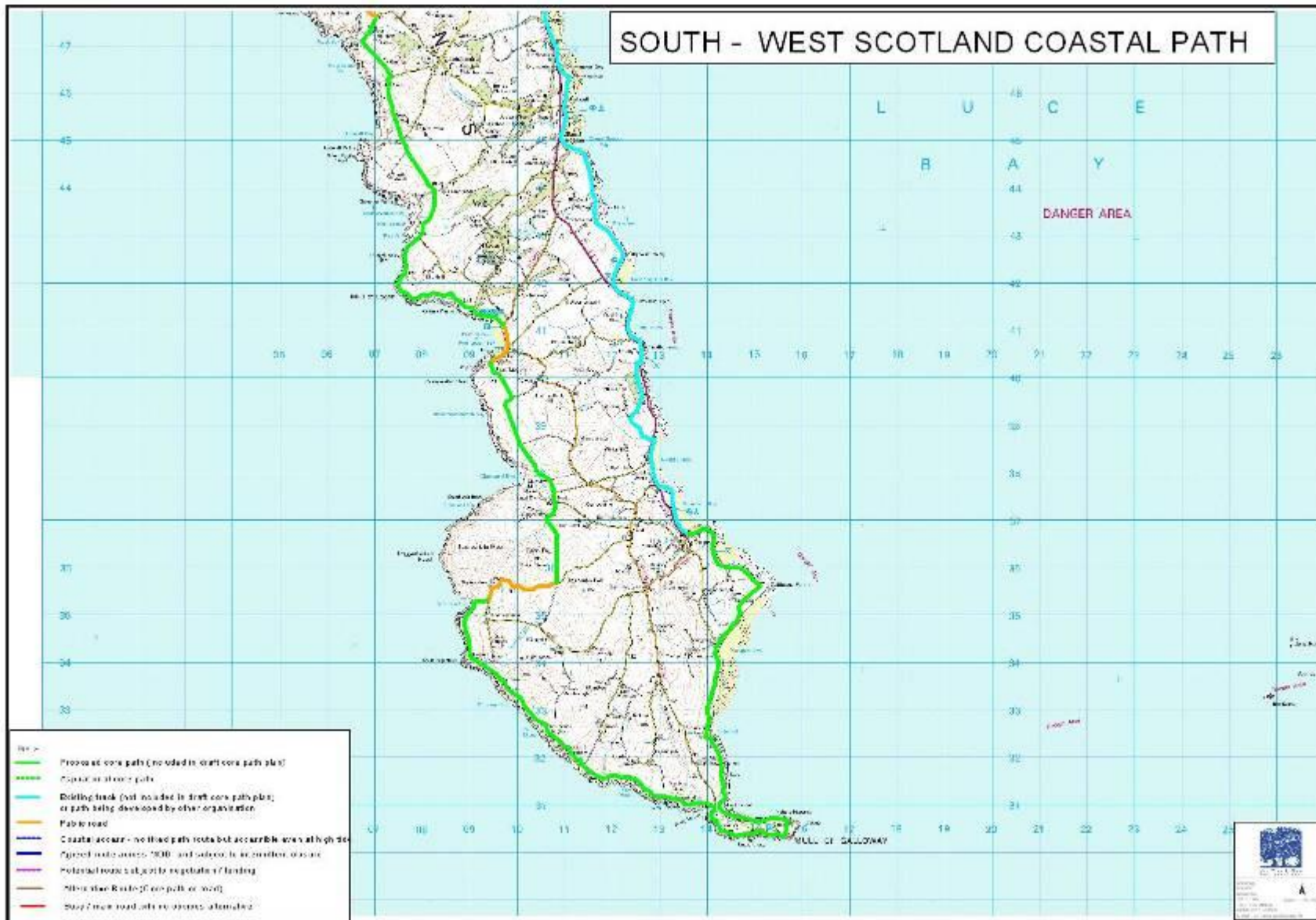


















**Dumfries and Galloway Council**

**Dumfries and Galloway Coast and  
Uplands Tourism Study  
Coastal Sites Appraisal**

**Final Report**  
March 2023  
Prepared by LUC

## Dumfries and Galloway Coast and Uplands Tourism Study - Upland Sites Appraisal

Version	Date	Status	Prepared	Approved
1.0	February 2023	Final	NE/BN	MT
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### Project

Dumfries and Galloway Coast and Uplands Tourism Study

### Date

March 2023

### Client

Dumfries and Galloway Council

### LUC Project Number

12090

### Project Team

The Upland and Coastal appraisals have been carried out by LUC. All comments and contributions to the development of the study are gratefully acknowledged.

### LUC project team

Martin Tabor, Project director & landscape manager  
Neil Elliot, Project manager & landscape architect  
Glen Wallace, Project manager & landscape architect  
Bobbie Nicol, Landscape architect

### Note

This document and its contents have been prepared by LUC for Dumfries and Galloway and is intended solely for use in relation to the Dumfries and Galloway Coast and Uplands Tourism Study. LUC assume no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

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# Chapter 1

## Introduction

### Background

In June 2022, LUC was commissioned by Dumfries & Galloway Council (DGC) to undertake a 'Coast and Uplands Tourism Study'. The brief for this commission requires the assessment of visitor pressures and of infrastructure/ management needs at:

- Coastal gateway and access points along the coastline; and
- Along key scenic routes in the uplands to the north-east of the region.

This study aims to identify and assess visitor pressures and mitigation requirements for better tourism infrastructure and visitor management. The findings of this report will be used to inform and develop a 'development plan' suitable for use by DGC in support of two bids to the Scottish Rural Tourism Infrastructure Fund, and for match funding applications.

Within the South of Scotland, tourism is a prominent economic drive, offering substantial employment, particularly within the rural areas. Online polls indicate that 2/5 adults are likely to book a non city-UK holiday in the next 6 months, with crowd avoidance and switching off from daily life being the most influential factors in choosing a holiday destination (*South of Scotland Destination Alliance, 2021*). Dumfries and Galloway is highly regarded as a popular destination due to the landscape, nature, and wildlife prominent in the area. Scottish Tourism Alliance have a vision for Scotland to become the world leader in 21st century tourism, detailed within 'Scotland Outlook 2030 – Responsible Tourism for a Sustainable Future', aspiring to grow the sector by delivering high quality sustainable visitor destinations which benefit the local community and also the environment.

This development plan will assess how key sites could be enhanced to provide better visitor management, increased capacity for visitor & motorhome overnight/day parking, relieve nuisance and anti-social behaviour and offer a consistent welcoming experience and safe access at the key stopping points along the coast and in the uplands of Dumfries and Galloway.

**The following report focuses on the appraisal of coastal sites, with a separate report which focuses on upland sites.**

### Identification of Candidate Sites

The first stage in the study was to identify sites where visitor pressures and infrastructure condition warrant interventions. A list of coastal sites, which have been identified and surveyed through a prior commission by DGC, were provided at the outset of the project. This list included 142 coastal sites. This list is provided in Appendix A. Previous survey work provided an indication of site usage and surface improvement needs.

A high-level desktop study (including the study of aerial photograph and constraints mapping) along with an analysis of the findings of the previous coastal sites study was undertaken to refine the list of 142 coastal sites down to a list of 36 nr candidate sites.

These 'candidate sites' have been agreed through consultation with the client team.

### Overall Approach and Outputs

Each of the 36 nr candidate sites has been assessed in more detail to determine the relative needs and strategic benefits to be gained from undertaking environmental and infrastructure improvements. The methodology for the appraisal of candidate sites is set out in the following section. **This report sets of the findings of the evaluation of candidate sites. The output from this assessment is the identification of a shortlist of 20 sites, as priorities for infrastructure investment.**

For each of the shortlisted sites, and in addition to desk top study and fieldwork, a broad range of stakeholder engagement has been carried out to inform the study and to provide site-specific information on visitor management issues, aspirations, constraints, and priorities for action. This has included engagement with DGC departments, NTS, Buccleugh Estates, Nature Scot, land managers, visitors and community & special interest groups. Stakeholders will be consulted on the shortlisted sites if not before shortlisting. Face to face visitor surveys were held at 10nr selected sites and the findings from this exercise has augmented those from previous surveys undertaken by DGC. The findings from stakeholder engagement are documented in Appendix B.

For each of the sites shortlisted, design and visitor management proposals have been developed to RIBA Stage 2 (18nr sites) and RIBA Stage 3 (2 sites). Proposals aim to improve visitor facilities in a manner that is sympathetic to the local landscape, and which enables visitors to explore the coastline without detriment. This report will be supported by further documentation and plans which describe and illustrate proposals and provide cost plans to support funding bids for the various shortlisted sites.

Supporting outputs will also include a '*Good Practice Design Guide*', a separate document which will distil the design approach and typical design proposals for coastal (and upland) sites.

## Chapter 2 Candidate Site Appraisal

### Methodology for Appraisal of Candidate Sites

#### Task 1 - Mapping

The 36 nr candidate sites for the Dumfries and Galloway coast have been mapped in context showing their accessibility to landscape assets and visitor attractions, visitor car parks, viewpoints, and proximity to environmental designations/ heritage features/ recreational areas. Different access routes (e.g. Rights of Way, trails, tourist routes, mountain bike routes, marine access routes) and linkages to public transport have also been mapped. For each candidate site a plan on 1/10,000 mapping has been prepared, to help support fieldwork.

#### Task 2 - Assessment of Candidate Sites

A site visit has been undertaken to each of the candidate sites. The site appraisals record the condition and use of the sites at the time of the visit but have also been informed by research and the previous survey work findings in the context and any specific issues or sensitivities. This was recorded in site visit proformas (refer to Appendix C). A photographic record of the sites, associated access routes and the local landscape has been undertaken with GPS-based data recording used as appropriate.

The site visits also include a review of recorded parking, illicit camping and traffic congestion issues. This will help inform project proposals and potentially assist in the development of mitigation.

Following the site visits, further desktop evaluation of the 36 nr candidate site has been undertaken. The following assessment criteria has been considered:

#### Baseline Context

- Alignment with DCG policy & RTIF objectives
- Accessibility/ inclusivity / range of user benefits

#### Environmental Consideration / Site Prominence

- Heritage protection/ environmental enhancement benefits & opportunities

#### Visitor Pressures

- Condition & need for interventions
- Visitor numbers to benefit

#### Scope for enhancement

- Scale, complexity, and potential cost of project
- Likely timescale & ease of implementation
- Ownership & management constraints or opportunities
- Stakeholder support

High	High potential to benefit from enhanced visitor management and tourism infrastructure (a well used site with a clear need for improvement)
Medium	Medium potential to benefit from enhanced visitor management and tourism infrastructure
Low	Lower potential to benefit from enhanced visitor management and tourism infrastructure (a less frequented site with a less obvious need to improvement)

A 'traffic light' approach is used to score the overall potential of the site, as follows:

#### Table 1: Appraisal Categories

The conclusions of this evaluation are reported in Chapter 3. These findings have been agreed with DGC and form the basis of the shortlist for design development (those sites which display higher potential to benefit from enhanced visitor management).

#### Task 3 - Visitor Surveys

In tandem with appraisal fieldwork, visitor surveys have been undertaken for a select number of shortlisted sites.

These visitor surveys have sought to determine visitor reactions, concerns and aspirations for the sites surveyed, and for other relevant sites known to the visitors. This approach captures both site specific information and general feedback applicable to the project.

The findings of the visitor surveys are included in Appendix D.

### Appraisal of Candidate Sites

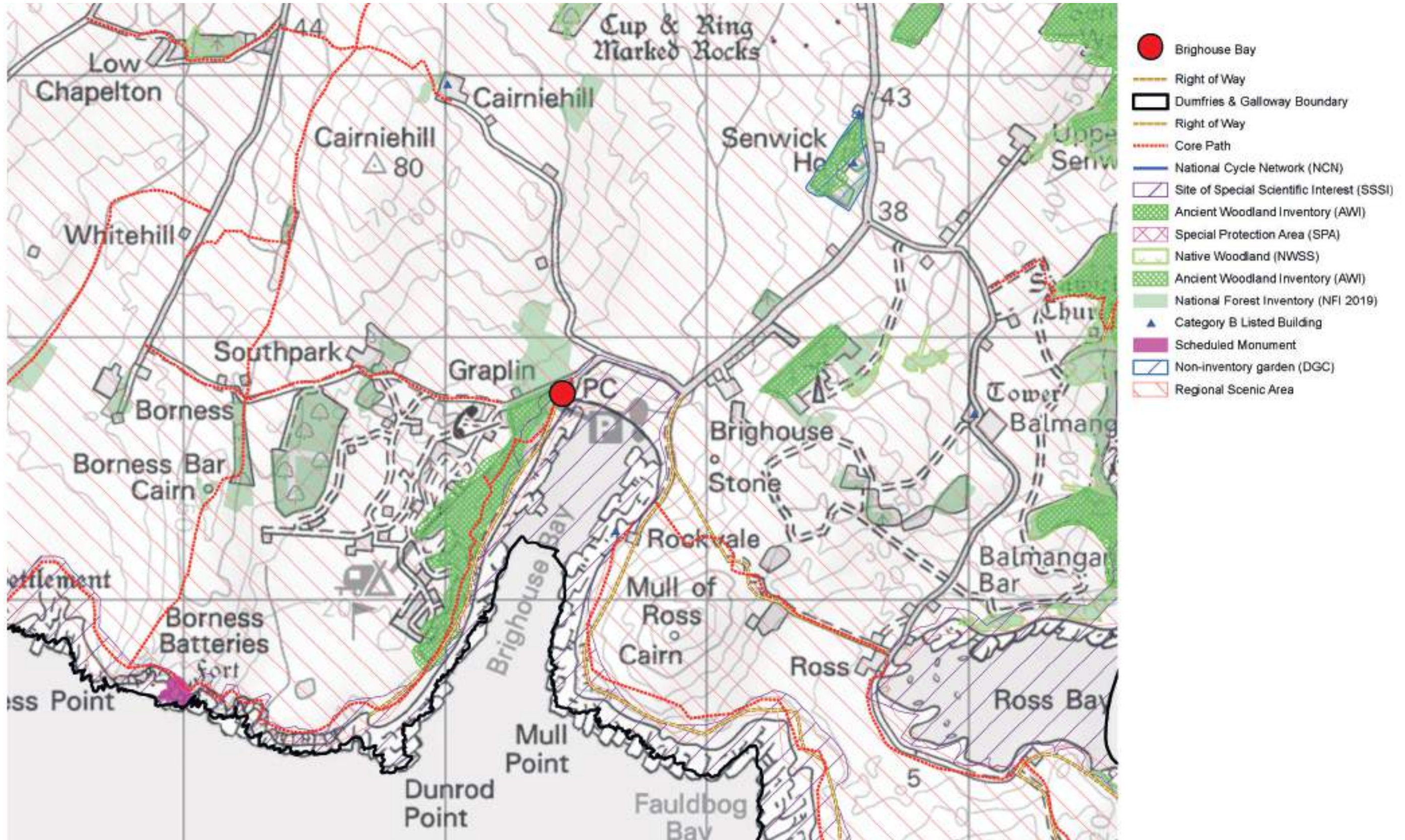
The candidate sites have been broken down into two sections. Section 1 provides an assessment of the 20 nr. Candidate sites proposed for Stage 2 development. Section 2 provides an assessment of the remaining number of sites which are not being taken forward for development at this time.

## Coastal Sites Appraisal Section 1

Candidate Sites Chosen For Stage 2/3 Design  
Development



### Candidate Site Appraisal 14 - Brighthouse Bay





## Candidate Site Appraisal

### 14 - Brighthouse Bay

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>14 – Brighthouse Bay</p> <p>Refer to Map Index 14 and Field Map 6</p>	<p>This small car park is located between Borness and Ross, and is accessible via a single-track road with passing places, branching off from the B727, following signs for 'Beach Toilets' The site is also accessible via core path route 'Borness Coast'</p> <p>Access to the coast is via a short steep route through the treeline linking the car park to the beach.</p> <p>The car park has a surface of asphalt and gravel, with no delineated car parking bays. The parking is split between two areas and would accommodate approximately 10 cars. With some additional parking available using an overflow parking area.</p> <p>There is a toilet block containing separate toilets for male and female identifying individuals, as well as a large double bin and automatic information signage.</p>	<p>This is a secluded site, accessible via an unnamed single-track road with passing places.</p> <p>The site is located within the Regional Scenic Area of the Solway Coast and within a SSSI (Borgue Coast).</p> <p>The site is also located within an area of ancient woodland.</p>	<p>On the day of site visit 3 vehicles – all cars – were using the site. Seemingly beachgoers and dog walkers.</p> <p>On the day of the previous D&amp;GC survey there were 25 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include heavy wear of surfacing, evidence of littering, and bags of rubbish left on top of bins. There is evidence of cars parking on the grass verges when there is limited space in the designated parking areas.</p> <p>A visitor survey was undertaken on this site on 1st August 2022. The findings of this survey are presented in Appendix D.</p>	<p>The site is in council ownership.</p> <p>Whilst there are some facilities currently provided, the site would benefit from upgraded facilities. The presence of the toilet block may present an opportunity to introduce waste-water disposal facilities for motorhomes/ campervans. The local electrical infrastructure may also present an opportunity to introduce electrical vehicle charging facilities within the site.</p> <p>The site would benefit from upgrading of surfacing, delineation of parking bays, and increased quantity/ capacity of litter bins. A sensitive and cohesive design approach is required for all interventions.</p>	<p><b>HIGH</b></p>

## Candidate Site Appraisal 14 - Brighthouse Bay



Image 01 - Car parking area



Image 02 - Car parking area



Image 03 - Car parking area



Image 04 - Path to beach

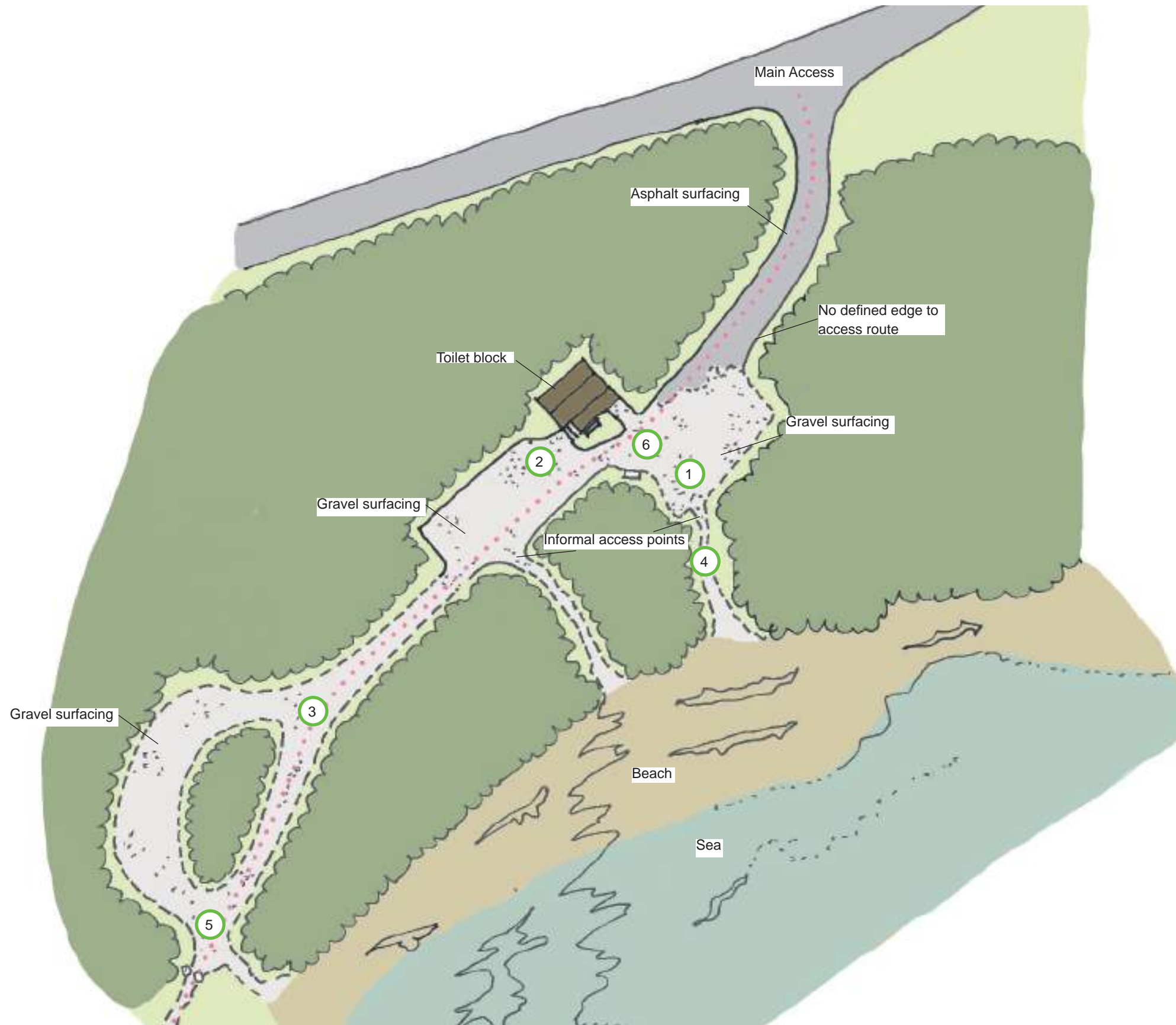


Image 05 - Car parking area



Image 06 - Toilet block and information signage

# 14 - Brighouse Bay Existing Conditions



- Grass Sward
- Shrubs/Tree Thicket
- Asphalt Surfacing
- Gravel Surfacing
- Beach
- Sea
- Core Path Route
- Reference Image locations

## 14 - Brighthouse Bay Design Proposals



- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Asphalt Surfacing
- Proposed Self-Binding Aggregate Surfacing
- Proposed feature paving
- Beach
- Sea
- Core Path Route

The proposals for Brighthouse Bay focus on creating a more formalised car parking area through installation of asphalt surfacing in lieu of aggregate and timber bollards as parking guides.

The proposals look to utilise existing electricity, water and drainage connections to install EV charging points and retrofit waste-water disposal facilities to the existing toilet block for larger motorhomes. These would be located outside the existing toilet building and would have separate disposal points for grey and black waste. The area around the toilet block will be upgraded to include feature paving, upgraded and formalised signage, and cycle parking to create a small public amenity 'hub' space within the car park.

The proposals look to retain the remainder of the existing car park (to the south-west) as a seasonal overspill car park, which could be opened throughout the busier summer months to account for large traffic volumes. This would use demountable bollards which would be lowered to allow access into the overspill car park area when needed. This overspill car parking area will be water-bound/self-binding aggregate surfacing to offer a sympathetic yet practical parking surface.

Consideration has been given to the potential expansion of the car park due to the high demands at this site, however this has not been taken forward due to the natural heritage designations and associated sensitivities surrounding the car park. There is opportunity to formalise existing informal parking to the Eastern edge of the bay to accommodate parking demands in this area.

## 14 - Brighthouse Bay Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Interpretation signage - Wild Atlantic Way - Ireland



Timber clad toilet facilities with integrated signage



Self-binding gravel surfacing - Claypits - LUC Glasgow



Natural stone feature paving



Cycle parking and seating - Claypits - LUC Glasgow

### Candidate Site Appraisal 16 - Brow Well



## Candidate Site Appraisal 16 - Brow Well

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>16 – Brow Well</p> <p>Refer to Map Index 15 and Field Map 7</p>	<p>This small car park is located to the west of Ruthwell and is accessible from the B725. The site is also accessible via NCR7. The site serves visitors to the Brow Well (Robert Burns) attraction.</p> <p>The site does not have direct access to the coast but provides access to the Caerlaverock NNR.</p> <p>Car parking is accommodated in a grass layby adjacent to a dirt track road with no delineated parking bays. The parking area is roughly 45 metres in length.</p> <p>The facilities within the car park itself are limited, but the Brow Well attraction is marked by a Flying Scottish Flag. It contains a large timber bench, a bin, information panels, and a plaque dedicated to Robert Burns.</p>	<p>This is an open site with private residences nearby and a path through to the Caerlaverock National Nature Reserve.</p> <p>The site is located within National Scenic Area the Nith Estuary, and the Regional Scenic Area the Terregles Ridge. The site is adjacent to the RAMSAR and SSSI of The Upper Solway Flats &amp; Marshes.</p> <p>It is also adjacent to the Special Protection Area of the Solway Firth, and the National Nature Reserve of Caerlaverock.</p> <p>The site is also part of the Burns Heritage trail.</p>	<p>1 vehicle was observed on the day of site visit.</p> <p>On the day of the previous D&amp;GC survey there were 2 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include heavy wear of surfacing and no defined entrance area.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from upgrading of surfacing, defined parking spaces, defined entrance area, and upgrades to existing facilities. The use of natural stone – in particular sandstone, could be used throughout any redesign of the area to reflect the designed landscape around the Brow Well.</p>	<p><b>HIGH</b></p>

## Candidate Site Appraisal 16 - Brow Well



Image 01 - Car parking Area



Image 02 - Entrance to Caerlaverock Nature Reserve



Image 03 - Approach to parking area



Image 04 - Entrance area



Image 05 - Steps to Brow Well



Image 06 - Brow Well

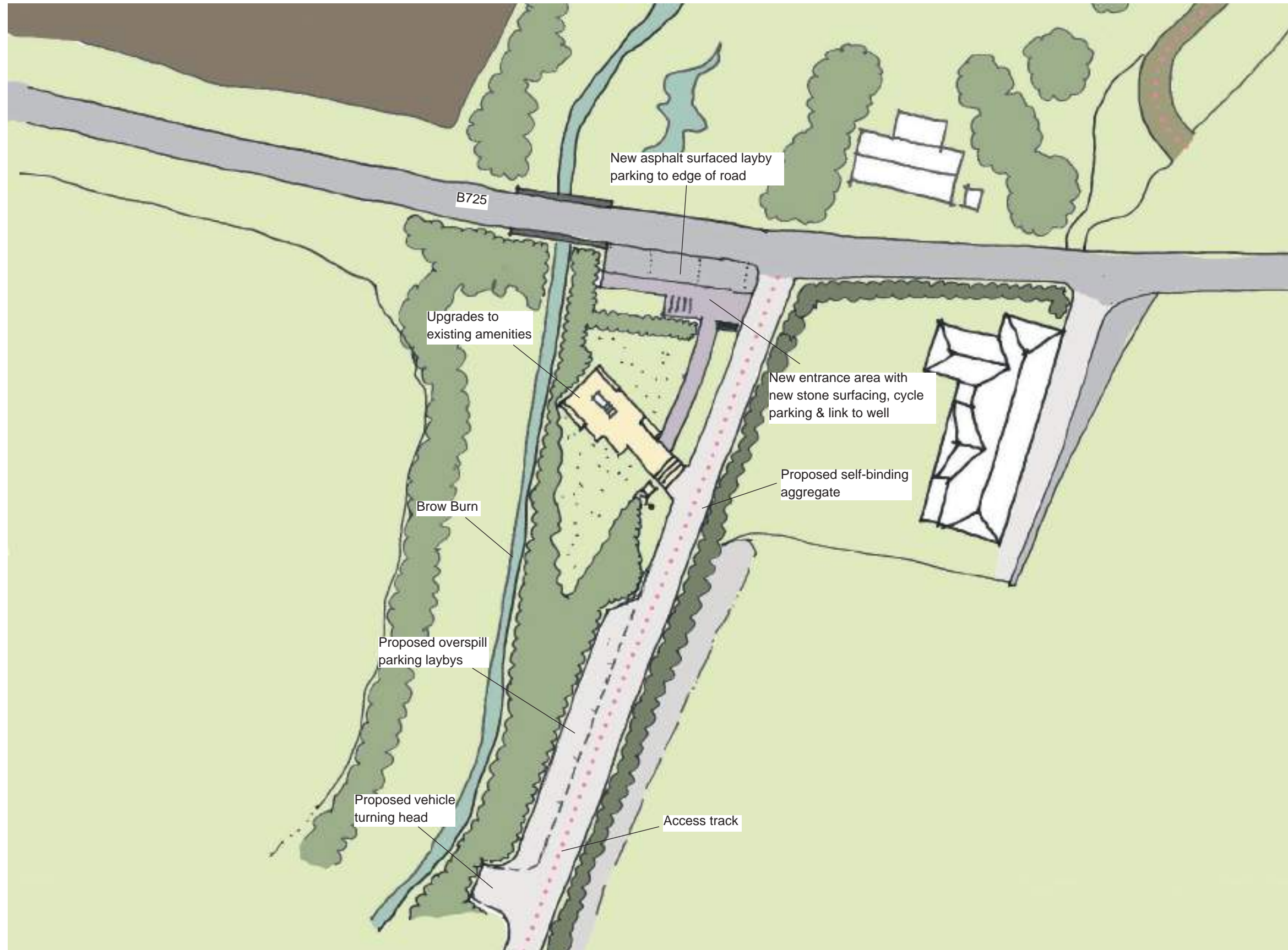


## 16 - Brow Well Existing Conditions



- Grass Sward
- Shrubs/Tree Thicket
- Shrub/Hedgerow
- Asphalt Surfacing
- Gravel Surfacing
- Stone Surfacing
- Agricultural Field
- Brow Burn
- Core Path Route
- Reference Image locations

## 16 - Brow Well Design Proposals



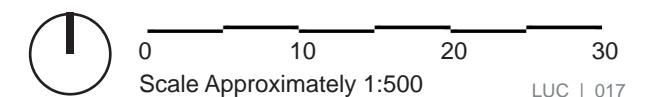
The proposals for Brow Well look to create more formalised car parking provisions, relieving the current pressures of undefined parking on the adjacent landscape and enhancing the visitor experience.

It is proposed to split the parking into two sections:

- an asphalt surfaced layby to the side of the road at the entrance to the site, to accommodate 3 nr cars. Development of this area would require removal of the temporary barriers adjoining the bridge
- a further layby parking area with aggregate surfacing adjacent to the access track that defines the eastern boundary of the site. This layby will accommodate a further 6nr cars.

The parking area at the site entrance will be framed by natural stone surfacing and will include information signage and cycle parking to help create a sense of arrival. A stone paved ramp will be introduced to link the entrance area to the well.

Around the well the existing stone pavement will be refurbished, and new seating introduced. Signage and interpretation at the well will be reviewed and refreshed as appropriate.



## 16 - Brow Well Precedent Images



Natural stone feature paving



Self-binding gravel surfacing - Claypits - LUC Glasgow



Cycle parking and seating - Claypits - LUC Glasgow

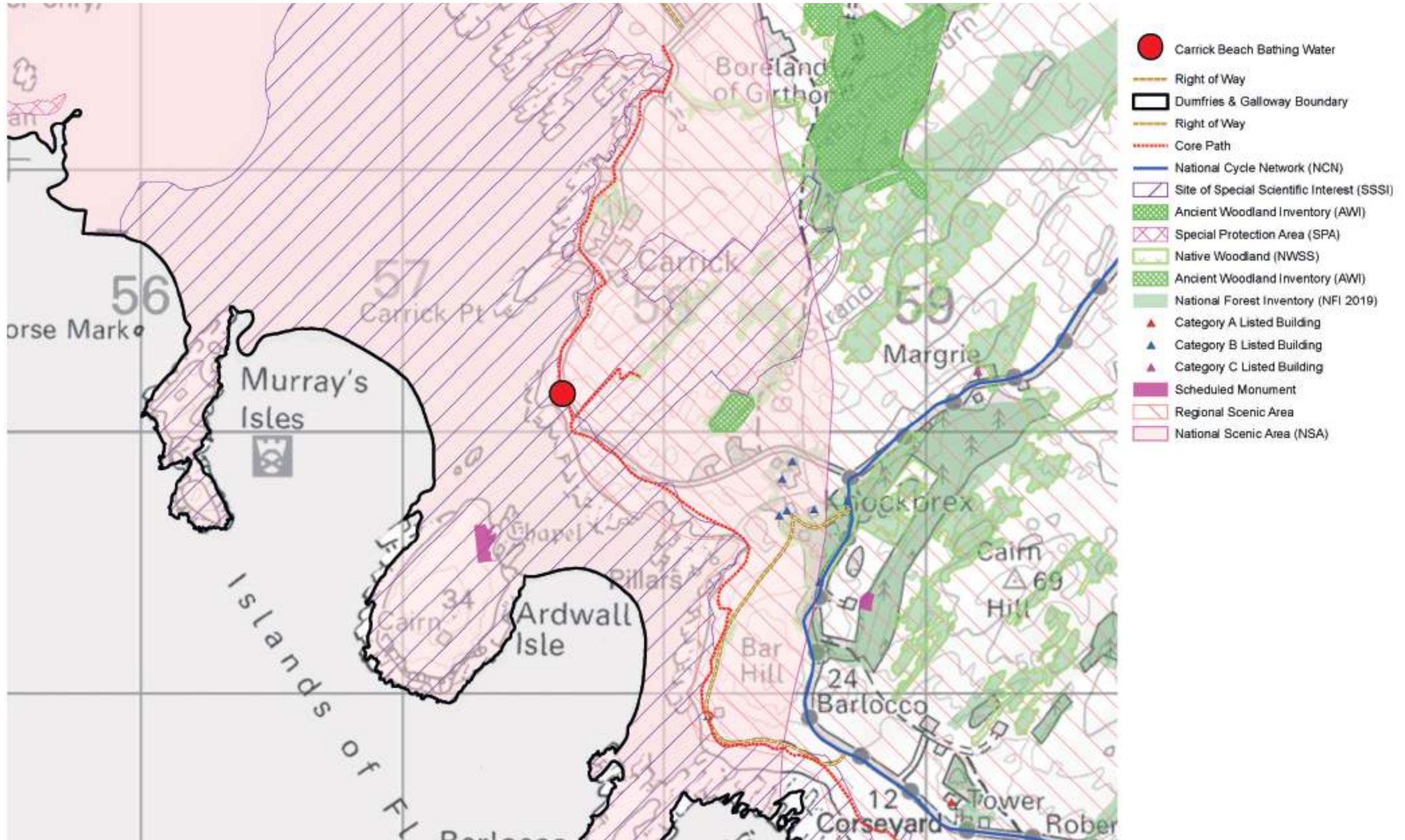


Timber bench



Interpretive signage

### Candidate Site Appraisal 28 - Carrick Beach Bathing Water



## Candidate Site Appraisal

### 28 - Carrick Beach Bathing Water

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>28 – Carrick Beach Bathing Water</p> <p>Refer to Map Index 10 and Field Map 10</p>	<p>This medium sized car park is located to the west of Knockbrev and is accessed via a minor road from the A75 towards Sandgreen, following the road for 3.7miles. The site is also accessible via a core path route ‘Carrick’</p> <p>Access to the coast is via a steep walk down from the edge of the car park, connecting the parking area to the coast.</p> <p>The car park is on a large expanse of grass with some gravel areas, parking spaces are not delineated. The site is approximately 60m long, and 30m wide, tapering down to meet the roadside.</p> <p>The beach is designated as ‘sufficient bathing water’ by SEPA.</p>	<p>This is an open site, approximately 5 minute drive from Carrick Bay.</p> <p>The site is located within the Fleet Valley National Scenic Area and the Galloway Hills Regional Scenic Area. The coastal viewpoint at Knockbrev Hill is accessed from the car park. The site is also adjacent to the SSSI of The Borgue Coast.</p>	<p>On the day of site visit there were 3 vehicles using the site, 2 cars and 1 caravan.</p> <p>On the day of the previous D&amp;GC survey there were 27 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include heavy wear of surfacing both on the car parking area and on the private roads. There is evidence of littering, overnight campervan use, and small recreational fires on the beach.</p> <p>A visitor survey was undertaken on this site on 31st July 2022. The findings of this survey are presented in Appendix D.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from upgraded surfacing, and some edge protection treatments to prevent parking encroaching onto the coastal areas. The site would also benefit from the introduction of visitor facilities such as litter bins and benches, in a cohesive design palette reflecting its coastal location. The site has prominent geological rock formations on the beach which could be replicated through the edge protection treatments for a site specific sensitive approach.</p> <p>More regular maintenance of the private roads would facilitate access but also encourage greater use.</p> <p>There is no evidence of utility infrastructure within the site which would constrain opportunities for certain facilities</p>	<p><b>HIGH</b></p>

March 2023

## Candidate Site Appraisal 28 - Carrick Beach Bathing Water



Image 01 - Car parking area



Image 02 - Views over beach



Image 03 - Approach road



Image 04 - View back towards the parking area



Image 05 - Parking area



Image 06 - Parking area

## 28 - Carrick Beach Bathing Water Existing Conditions



- Grass Sward
- Shrubs/Tree Thicket
- Shrub/Hedgerow
- Gravel Surfacing
- Beach
- Sea
- Core Path Route
- Reference Image locations

## 28 - Carrick Beach Bathing Water Design Proposals

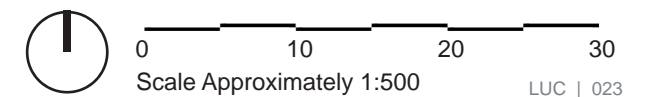


- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Existing Shrub/Hedgerow
- Asphalt Surfacing
- Proposed Grasscrete
- Proposed Timber Knee Rail
- Beach
- Sea
- Core Path Route

The proposals for Carrick Beach Bathing Water focus on creating a sympathetic parking arrangement that prevents further encroachment of parking into the natural environment. The areas damaged by parking and vehicle movements will be resurfaced or restored as grass. The areas provided for parking will be surfaced using a permeable 'grasscrete' system ( e.g. Marshall's Grassguard with aggregate infill) , which offers a naturalistic approach to highly trafficked parking areas.

The boundary of the parking area will be defined by a timber knee rail (500mm high) which will prevent vehicle encroachment onto the grass slopes above the bay, while having a low visual impact on the space (and views from parked cars). Defined breaks through the timber rail will allow public access to the beach.

To the north-west of the parking area a grass terrace currently provides a popular space for picnicking and barbecues. It is consequently proposed to create a designated area for these activities. This area will incorporate low-key measures to prevent burning or damage to the grass. This will involve the use of natural stone circles set into the ground for the siting of barbecues. In addition, there are proposals to upgrade the surfacing to the adjacent road along the boundary to the car park development.





## 28 - Carrick Beach Bathing Water Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Grasscrete surfacing



Timber knee rail and parking demarcation - Forvie Nature Reserve - LUC Glasgow



BBQ picnic areas

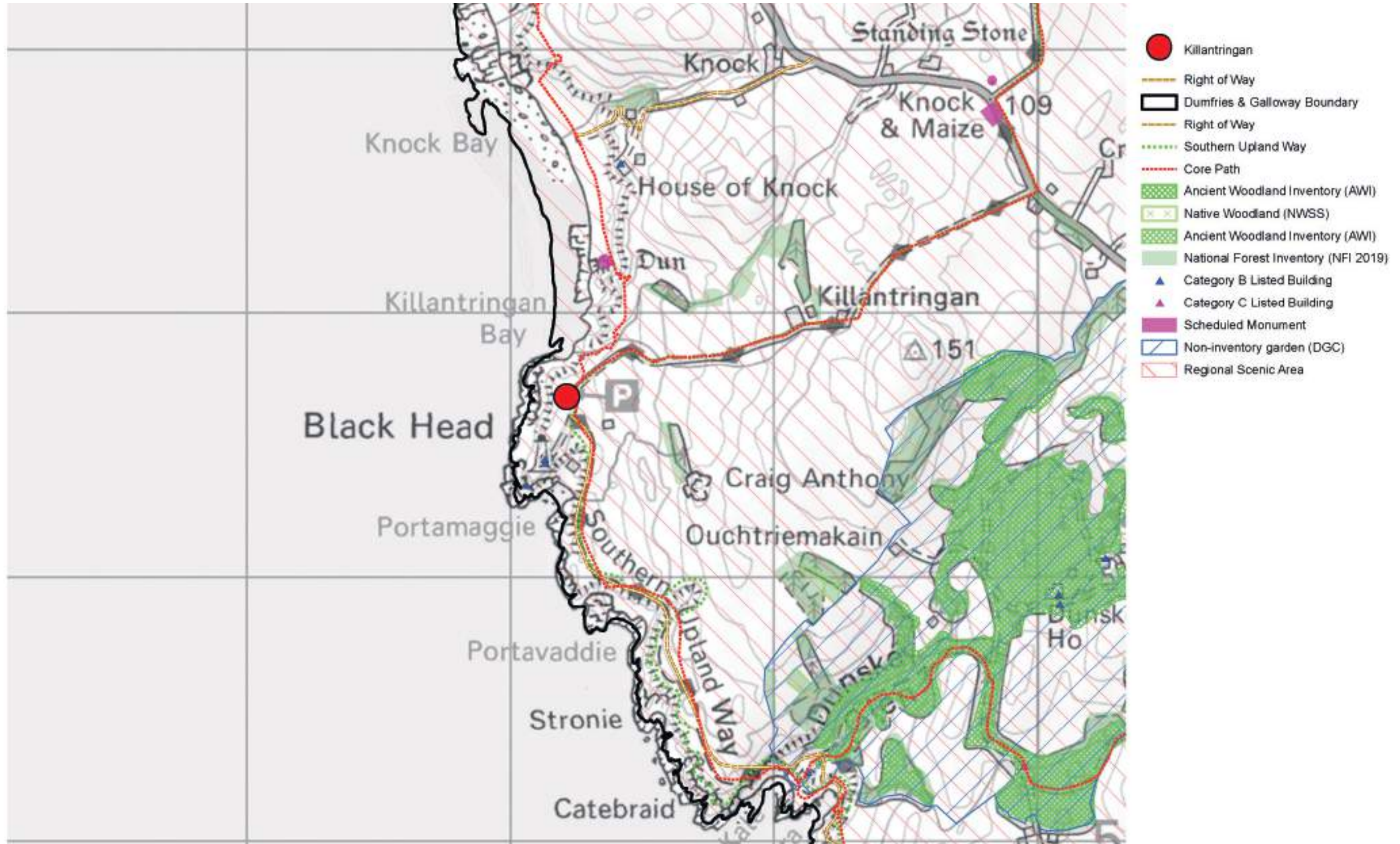


Bespoke in-ground seating



BBQ picnic furniture

## Candidate Site Appraisal 57 - Killantringan



## Candidate Site Appraisal

### 57 - Killantringan

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>57 – Killantringan</p> <p>Refer to Map Index 3 and Field Map 16</p>	<p>This coastal car park is located to the south of Killantringan Bay, on the west of the Rhins. It is accessed by the local road network, which links into the B738 to the east. The site is on the Southern Upland Way (which links into Portpatrick to the south) and on the Core Path network, which follows the western coastal edge of the Rhins Peninsula. There is no direct bus link.</p> <p>Access to the coast is via established paths through a grassy/ rocky area with a steep incline.</p> <p>The car park is formed by a mixture of tarmac with areas of gravel and grass. The area of parking is approximately 20m long by 15m wide. There are some benches and some signs (take your litter home).</p>	<p>This is an open site, which sits above the rocky/ grassy coastal edge south of Killantringan Bay. Killantringan Lighthouse (B listed) forms a notable feature in close proximity coastal views to the south. There is further parking provision at the lighthouse site.</p> <p>From the open coastal edge and lower lying bay, there are long distance views west over the Firth of Clyde.</p> <p>The site is in the Rhins Coast RSA.</p>	<p>On the day of site visit 2 cars and 3 camper vans were using the site. It seemed likely that some of the camper vans had been staying overnight at the site.</p> <p>On the day of previous D&amp;CG survey, 5 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include a high usage relative to the small size of the site and use by camper vans for overnight stays. Some evidence of erosion at the grassy edges around the gravel area of parking.</p> <p><b>A visitor survey was undertaken on this site on 30th July 2022. The findings of this survey are presented in Appendix D.</b></p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from an enhanced free draining car park surface, with an appropriate system of delineation for parking spaces. Site sensitive measures to contain vehicles and protect surrounding areas from overrun are required.</p> <p>The site would benefit from new facilities, with seating, interpretation, and litter bins of a more coherent design palette and which reflect the coastal location.</p> <p>The site may benefit from an 'invitation to pay' parking scheme, given its popularity with camper vans.</p> <p>This is a well-used area probably due to its location next to a very scenic bay and near the start of a popular long distance walking trail.</p>	<p>HIGH</p>

March 2023

## Candidate Site Appraisal 57 - Killantringan



Image 01 - Informal parking area



Image 02 - Seating and informal signage



Image 03 - Seating area below parking



Image 04 - Access to coast

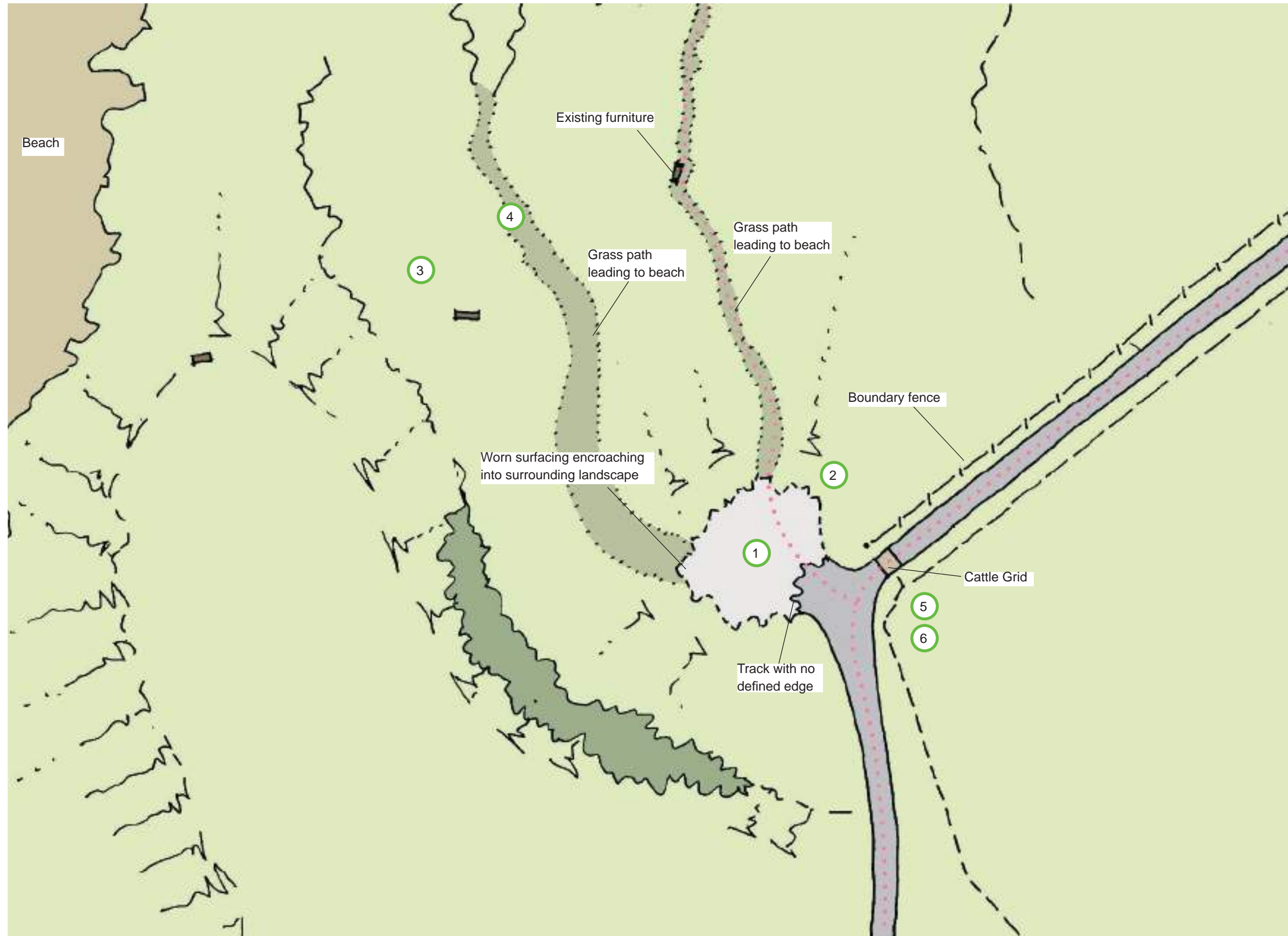


Image 05 - Informal signage



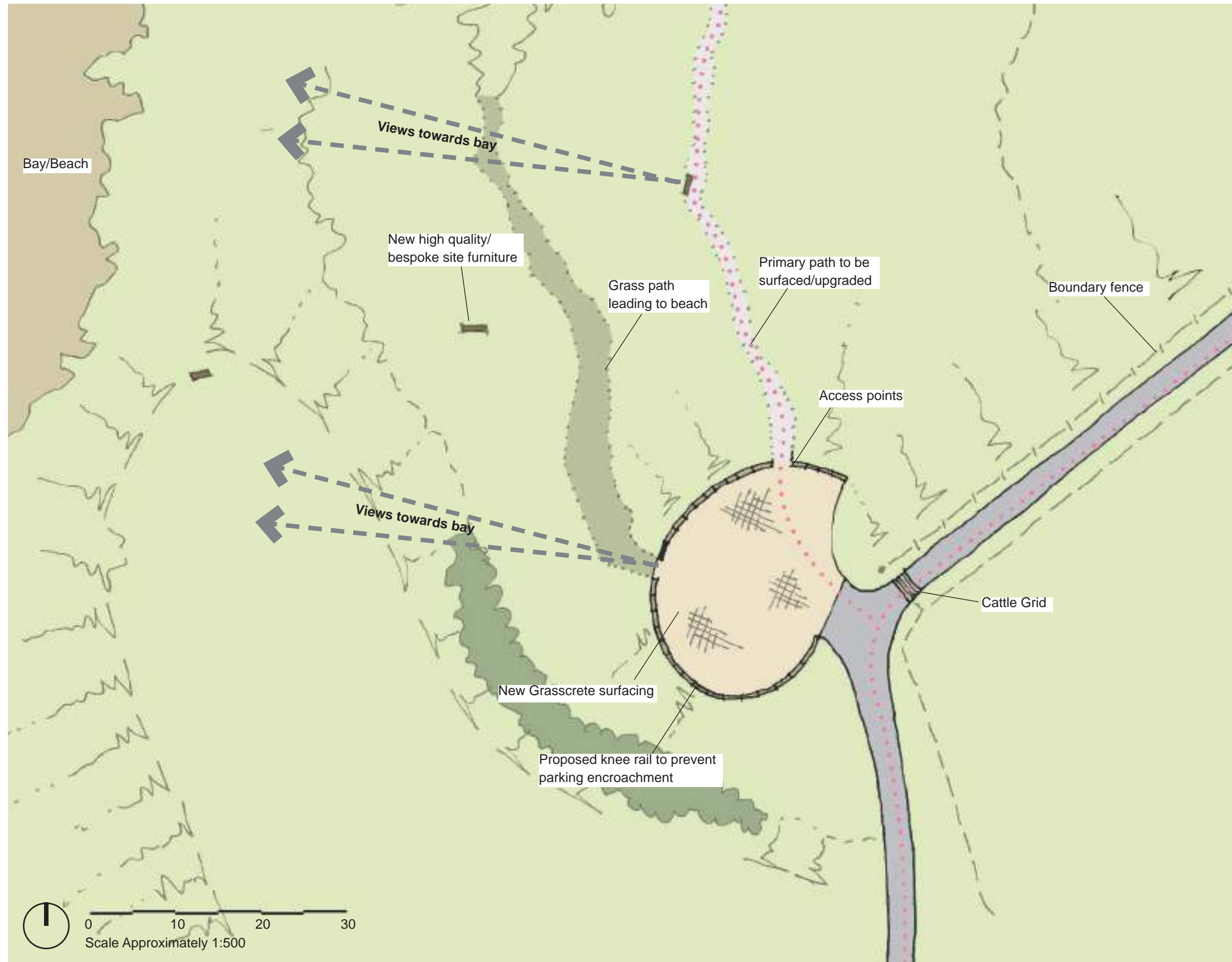
Image 06 - Cattle grid access

## 57 - Killantringan Existing Conditions



- Grass Sward
- Grass Path
- Shrub/Hedgerow
- Asphalt Surfacing
- Gravel Surfacing
- Beach
- Furniture
- Core Path Route
- Reference Image locations

## 57 - Killantringan Design Proposals



- Existing Grass Sward
- Grass Path
- Existing Shrub/Hedgerow
- Existing Asphalt Surfacing
- Proposed Grasscrete
- Self-binding Aggregate Path
- Bay/Beach
- Proposed Timber Knee Rail
- Proposed Bespoke Timber Seating Elements
- Core Path Route

The proposals for Killantringan focus on creating a sympathetic parking arrangement suitable for its exposed location, that prevents further encroachment of parking onto the steep grass slopes above the bay. This is proposed through the use of a heavy duty, permeable 'grasscrete' system ( e.g. Marshall's Grassguard with aggregate infill), which offers a naturalistic approach to high trafficked parking areas. The grasscrete surfacing would replace the worn plateau and provide a robust low maintenance solution. Currently parking bays are not defined but vehicles tend to face the bay for optimum views. The proposed shape of the new parking surface will also accommodate this arrangement without the need for formal definition of parking bays.

As for Carrick Beach, the boundary of the parking area will be defined by a timber knee rail (500mm high) which will provide a safety barrier and prevent vehicle encroachment onto the grass slopes above the bay. Importantly it will have a low visual impact and will provide an informal seating ledge for visitors to overlook the bay. Defined breaks through the timber rail will allow public access to the beach. Two existing grass paths lead to the beach. These are steep and irregular. The primary route will be upgraded using upland path techniques to provide a safer route for visitors. This will be constructed as a self-binding aggregate path with stone pitched steps at the steepest points. Gradients make an accessible route infeasible, but the path improvements will facilitate access by a greater range of mobilities.

The paths to the beach will have resting points in the form of benches located at intervals. These will also provide viewpoints from which to appreciate the panorama over the bay. There is a requirement to rationalise the existing signage and seating. The scenic nature of the bay at Killantringan deserves that the benches are of a bespoke sculptural quality, to complement the landscape setting and create a special impression for visitors.

## 57 - Killantringan Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Interpretation signage - Wild Atlantic Way - Ireland



Robust timber seating



Timber knee rail and parking demarcation - Forvie Nature Reserve - LUC Glasgow



Bespoke seating



Bespoke seating

### Candidate Site Appraisal 75 - Mill Hall (Dhooon Bay)





## Candidate Site Appraisal

### 75 - Mill Hall (Dhoon Bay)

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>75 – Mill Hall (Dhoon Bay)</p> <p>Refer to Map Index 10 and Field Map 19</p>	<p>This large car park located between Kirkcudbright and Ross is accessible via the B727 and National Cycle Route 7.</p> <p>Access to the coast is via informal paths which connect the parking area to the coast. There are warning notices regarding quicksand near the shipwreck which is located within the bay.</p> <p>The car parking area is split into two areas and the surfacing is a mix of asphalt, gravel and grass, with no delineated parking bays.</p> <p>There are a number of facilities on the site including a large toilet block, bins, picnic benches, seats, information points and signs. The bay has a prominent view of an old shipwreck.</p>	<p>This is a sheltered site, accessible via the B727. The site is surrounded by hedgerow to the roadside and a treeline which separates the beach from the car park.</p> <p>The site is situated within the Regional Scenic Area of the Solway Coast.</p> <p>There is a national cycle path which bypasses the site, and a scheduled monument to the north.</p>	<p>On the day of site visit 12 vehicles – 11 cars and 1 caravan - and 1 campervan were using the site.</p> <p>On the day of the previous D&amp;GC survey there were 27 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, worn surfacing, worn public facilities, full bins, evidence of recreational fire use.</p>	<p>The site is in council ownership.</p> <p>The site already contains a range of facilities which could provide the basis for upgrades and extensions utilising the existing services infrastructure e.g. provision of waste -water disposal at the toilet block, and EV charging for different vehicle types.</p> <p>The site would benefit from the upgrading of surfacing, delineation of parking bays, a reconfigured toilet block, introduction of more bins, and the potential to include parking charges. The site has prominent soft landscape features including hedgerows and tree planting which could be utilised for future designs. The view of the shipwreck could be framed.</p> <p>There is also a need for enhancements to the quality of the parking area landscape, facilities &amp; fixtures.</p>	<p><b>HIGH</b></p>

## Candidate Site Appraisal 75 - Mill Hall (Dhoon Bay)



Image 01 - Car Parking Area



Image 02 - Parking area



Image 03 - Parking area



Image 04 - Recreational fire use



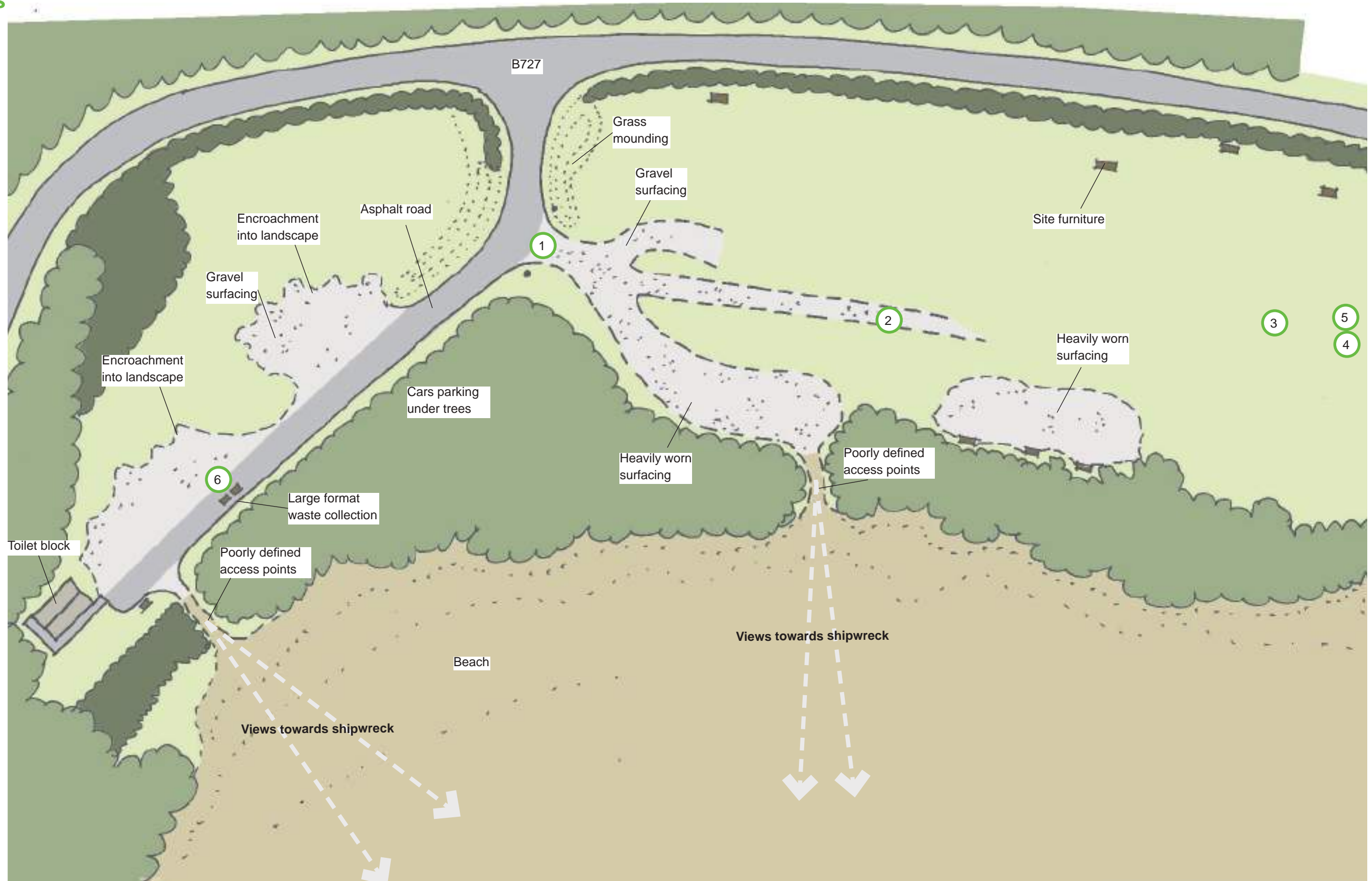
Image 05 - Picnic area



Image 06 - Litter bins

## 75 - Mill Hall (Dhoon Bay) Existing Conditions

- Grass Sward
- Shrub/Tree Thicket
- Shrub/Hedgerow
- Asphalt Surfacing
- Gravel Surfacing
- Beach
- Site furniture elements
- Reference Image Locations

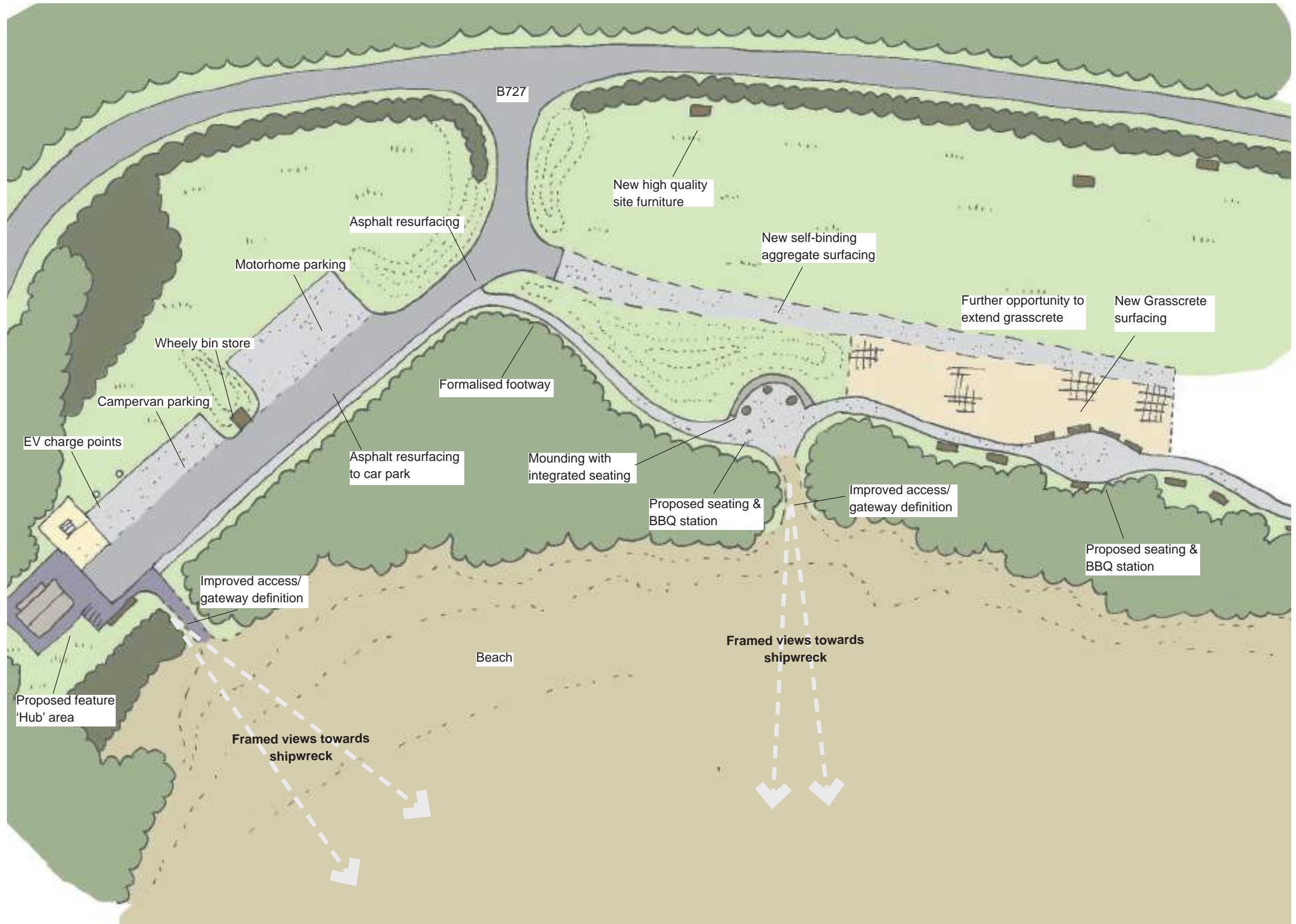


## 75 - Mill Hall (Dhoon Bay) Design Proposals

- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Existing Shrub/Hedgerow
- Proposed Asphalt Surfacing
- Proposed Self-Binding Aggregate Surfacing
- Proposed Natural Stone Feature Paving
- Beach
- Site furniture elements

The proposals for Mill Hall focus on expanding on the current parking situation by formalising areas of parking specifically for those in campervans and motorhomes. Within these areas, the proposals are to use existing electricity and water connections to install EV charging points and retrofit waste-water disposal close to the existing toilet block. The proposals consequently propose a bay for grey water disposal adjacent to the toilet block. This bay would be large enough to accommodate a motorhome. A black water disposal tank would also be sited close to the toilet block and would have facilities for cleaning.

The proposals seek to better utilise the existing toilet block and create a feature 'hub' area for visitors. This would be defined and enhanced through feature paving, introducing cycle parking and signage to this area. Within the larger camping area, it is proposed to introduce grasscrete surfacing to tackle problematic areas of surface wear identified during the site analysis. There will be an opportunity to extend this treatment in the future depending on demand. Throughout the remainder of the site there will be defined entrance points to the beach to prevent damage to the tree line, and grass mounding will be introduced help control vehicle movements and prevent parking in sensitive areas. Mounding together with seating walls will also be used to create gathering spaces. The proposals also look to upgrade existing site furniture for seating, picnicking, and barbecuing. For the latter fire-proof surfaces will be used.



## 75 - Mill Hall (Dhoon Bay) Precedent Images



Timber clad toilet facilities with integrated signage



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Grasscrete surfacing

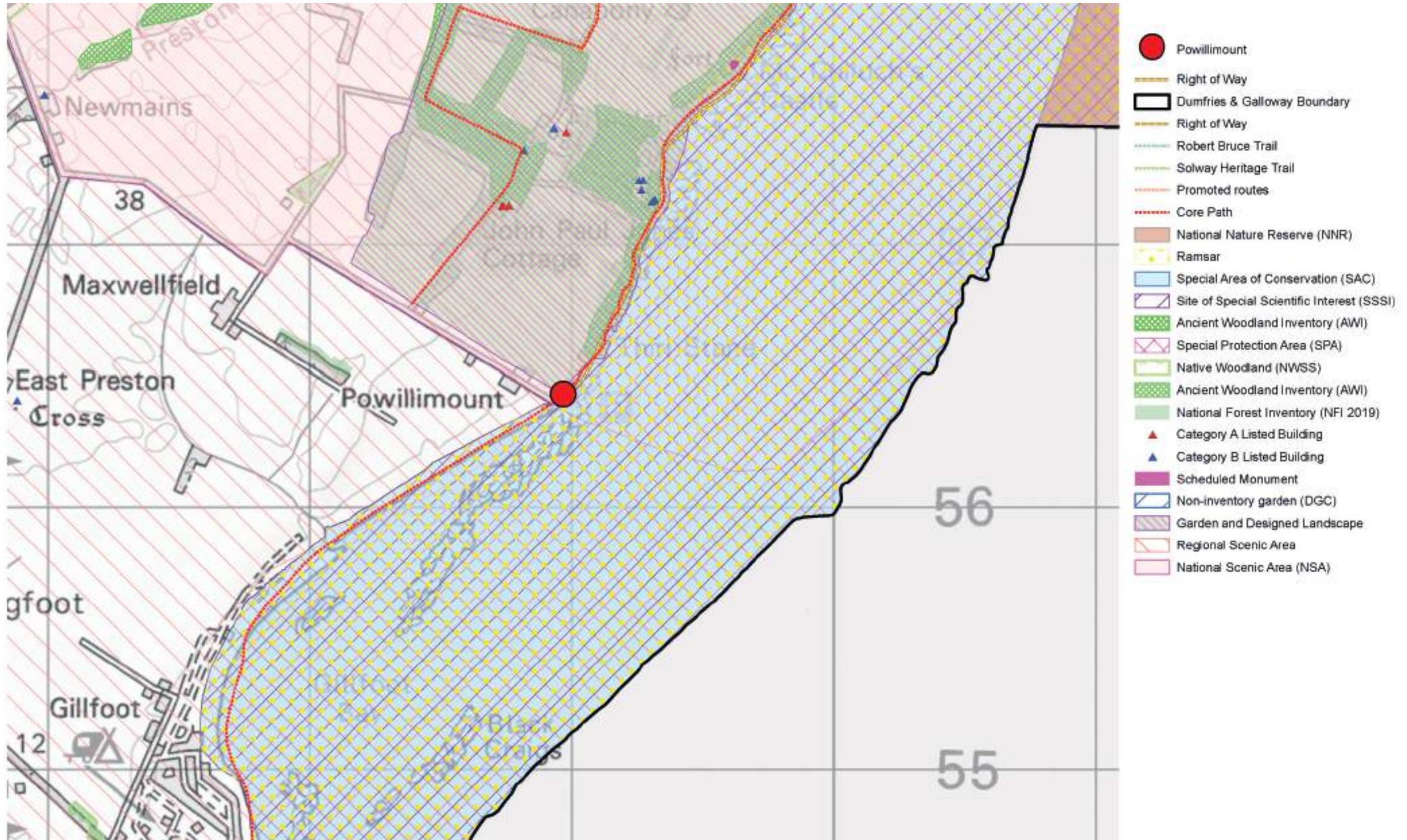


BBQ picnic furniture



Natural stone feature paving

### Candidate Site Appraisal 107 - Powillimount



## Candidate Site Appraisal 107 - Powillimount

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>107 – Powillimount Refer to Map Index 13 and Field Map 28</p>	<p>This large coastal car park is located between Southernness and Arbigland. The site is accessible from the A710 following signs for Southernness. The site is accessible via the core path route 'Carse Bay to Southernness (Via Carsethorn)'</p> <p>Access to the coast is via short informal routes which connect the car park to the beach.</p> <p>The parking area has a mix of asphalt and gravel surfacing with no delineated car parking bays. The site is approximately 70m x 10m.</p> <p>There are a few facilities on the site including wheelie bins, benches, and information signs.</p>	<p>This is an open site with direct outlook onto Powillimount Beach.</p> <p>The site is situated within the RAMSAR and SSSI site Upper Solway Flats &amp; Marshes. It is also within the Special Area of Conservation and Special Protection Area Solway Firth. The site sits within the National Scenic area of the Nith Estuary, and the Regional Scenic area of the Solway Coast.</p> <p>The site is also adjacent to a designated Garden and Designed landscape – Arbigland,</p>	<p>On the day of site visit there were 12 vehicles using the site – 9 cars, 2 vans and 1 campervan.</p> <p>On the day of the previous D&amp;GC survey there were 23 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, worn surfacing, worn informal routes to the beach, littering, recreational fire use on the beach and coastal erosion. There was evidence of fire-setting on one of the benches.</p> <p>A visitor survey was undertaken on this site on 2nd August 2022. The findings of this survey are presented in Appendix D.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from the upgrade of surfacing, introduction of delineated parking bays, introduction of accessible paths to the beach and coastal defence works.</p> <p>The site would benefit from an upgrade to the existing facilities with an emphasis on achieving a cohesive and robust design for all site elements. The beach contains interesting geological rock formations which could inform future designs.</p> <p>Design proposals should consider the visual impact of new interventions in this open landscape and measures to achieve sensitive containment/ integration.</p>	<p><b>HIGH</b></p>

## Candidate Site Appraisal 107 - Powillimount



Image 01 - Car parking area



Image 02 - Seating area with damage



Image 03 - Information signage



Image 04 - Informal path to beach



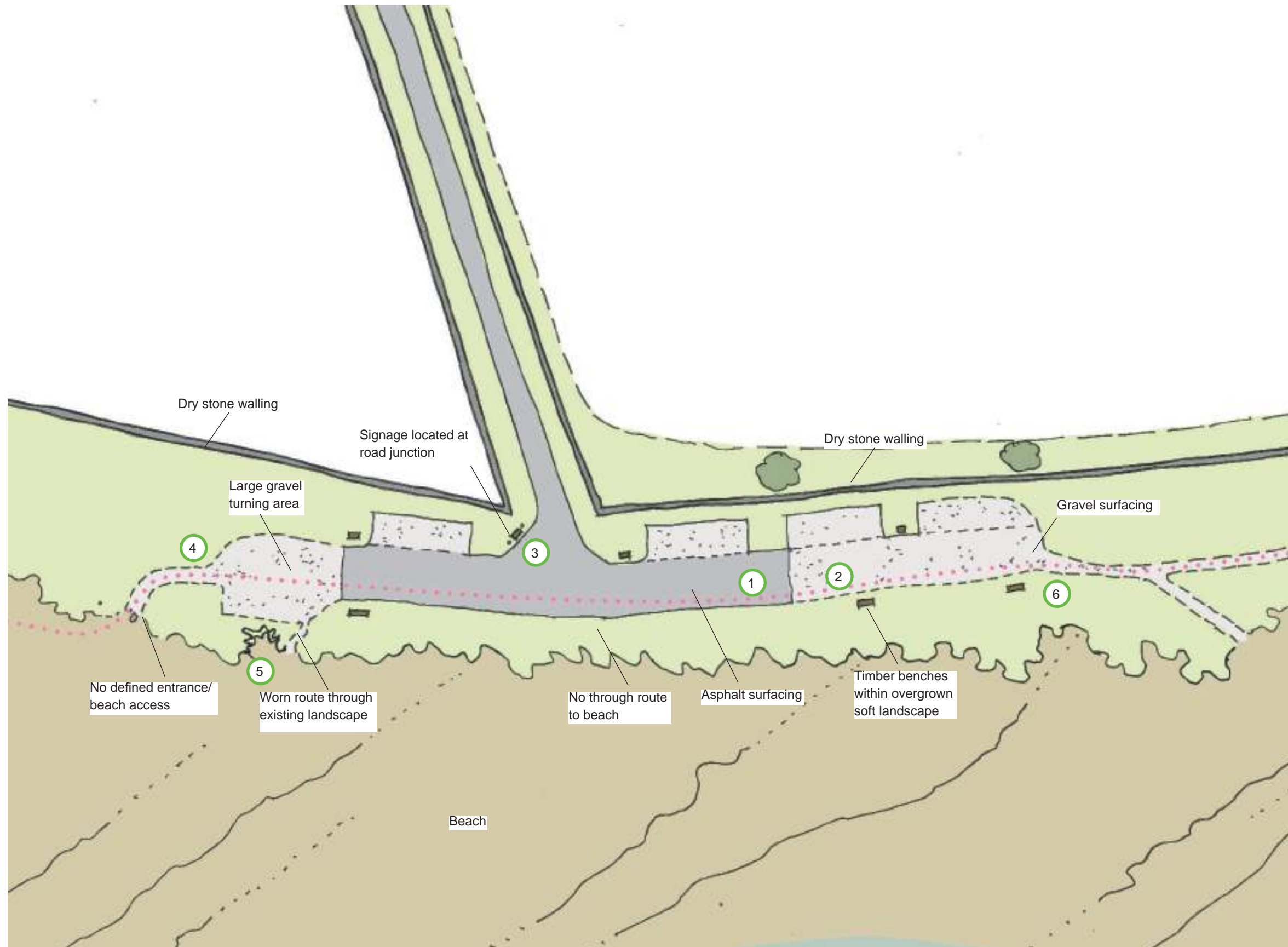
Image 05 - Erosion/damage of adjacent landscape



Image 06 - Informal path to beach

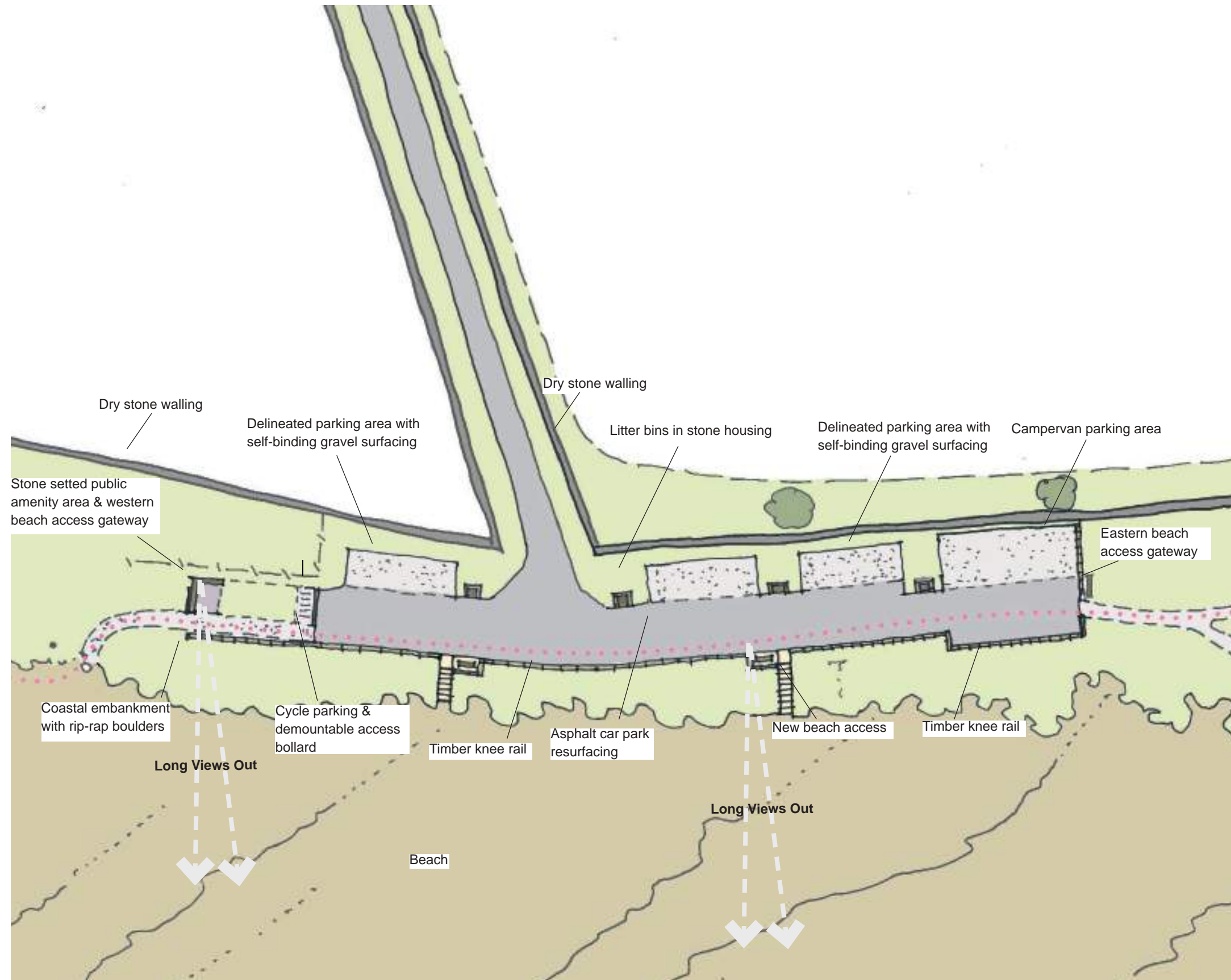


## 107 - Powillimount Existing Conditions



- Grass Sward
- Shrub/Tree Thicket
- Asphalt Surfacing
- Gravel Surfacing
- Site Furniture Elements
- Dry stone wall
- Beach
- Core Path Route
- Reference Image Locations

## 107 - Powillimount Design Proposals



- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Asphalt Surfacing
- Proposed Self-Binding Aggregate Surfacing
- Proposed natural stone Feature Paving
- Stone Access Ramp
- Site Furniture Elements
- Dry stone wall
- Beach
- Core Path Route

The proposals for Powillimount focus on creating more formalised car parking bays through the extension of the existing asphalt road and the creation of delineated parking bays.

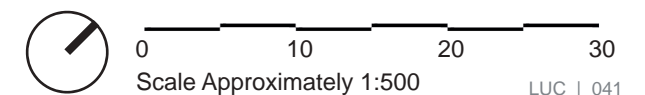
The parking bays will utilise a self-binding/water-bound aggregate surfacing with natural stone setts to delineate the bays. The proposals have identified an area for larger vehicles (such as campervans) at the eastern end of the site, where campervans currently congregate .

The proposals include the introduction of a timber and galvanised steel knee rail along the coastal edge of the road. This would prevent encroachment of vehicles onto the vulnerable embankment and green margin that separates the car park from the beach. The low height of the knee rail (500mm) will however permit views across the bay from the car park.

The proposals also include a designated public amenity space at the western end of the site. This will have cycle parking, feature paving, furniture and signage. This area would be separated from the parking area and would utilise a demountable bollard to prevent illicit parking within the area but to allow access for emergency or maintenance vehicles. Site furniture would also be improved in other areas, including litter bins within stone built housings sited between parking bays, a viewpoint seat at the central access point, and information signs at beach gateways.

The proposals address the need for a central formalised entrance to the beach through the introduction of a natural stone ramp connecting the car park to the beach. The proposals also include for path links at the western and eastern ends of the car park. These would also provide access to the beach and would pass through gateways flanked with information signs.

The Powillimount proposals would reinstate damaged areas of the coastal embankment and would protect this embankment from further erosion using rip-rap boulders.



## 107 - Powillimount Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Robust timber seating



Pedestrian gateway hub with integrated signage

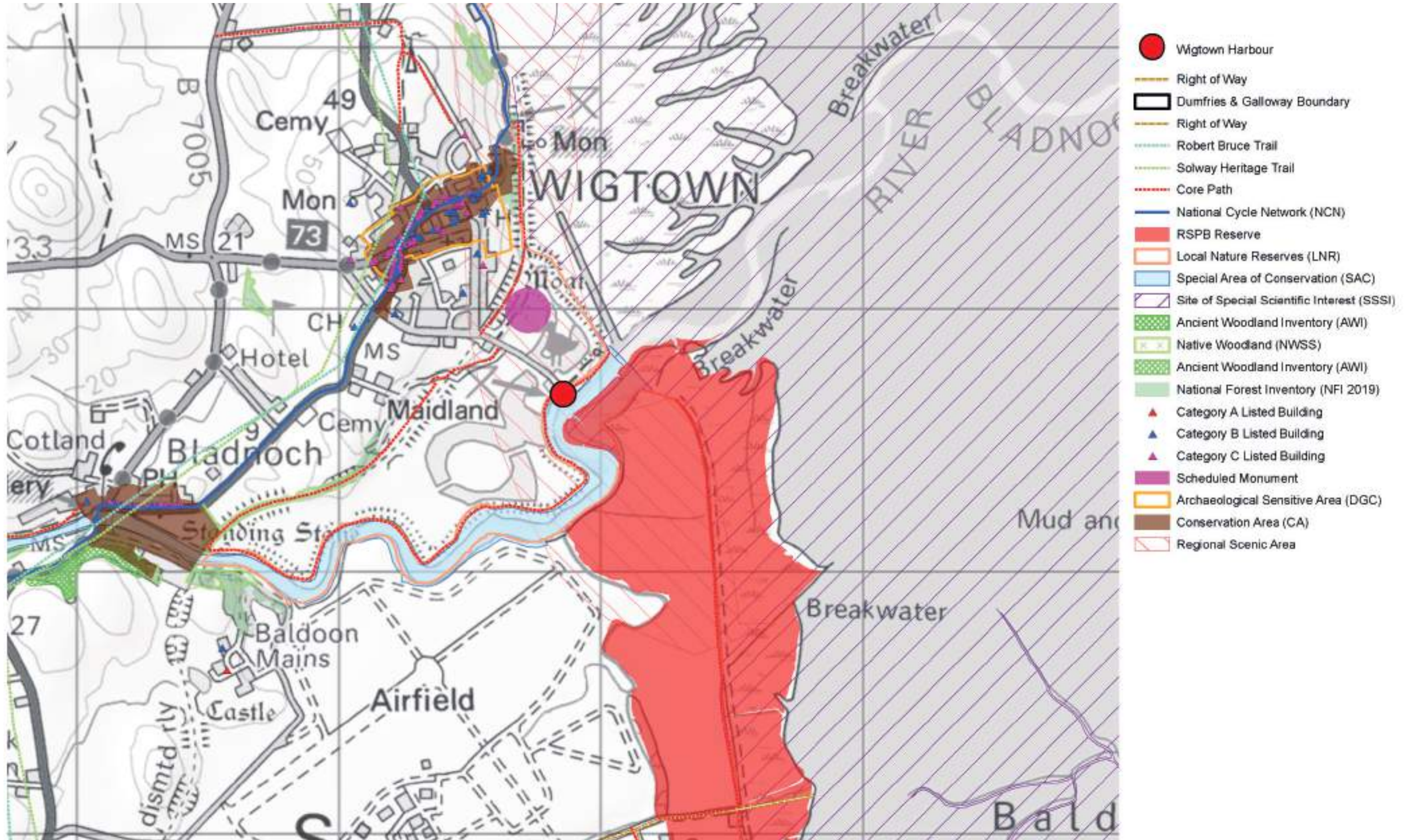


Natural stone feature paving



Natural stone ramped access

### Candidate Site Appraisal 140 - Wigtown Harbour



## Candidate Site Appraisal 140 - Wigtown Harbour

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>140 – Wigtown Harbour</p> <p>Refer to Map Index 9 and Field Map 36</p>	<p>This large car parking area to the south of Wigtown is accessible via road following the Harbour Rd. The site is also accessible via the core path route 'Wigtown Harbour'</p> <p>There is no access to the coast as the car park serves the River Bladnoch area. The site however offers access to core paths throughout the area. The site occasionally floods as the river is tidal.</p> <p>The parking area comprises of asphalt and gravel surfacing. There are no delineated parking bays. The site contains old harbour docks which are partially in ruin, as well as old boating ramps.</p> <p>The site is adjacent to the RSPB reserve Crook of Baldoon. The site contains timber benches, information sign, a bird hide to the north (accessible via a short informal path and boardwalk), a commemorative plaque, a memorial bench, and picnic benches.</p> <p>The site attracts a large number of visitors during the Wigtown Book Festival.</p>	<p>This is a secluded site accessible via the Harbour Road and sheltered by vegetation.</p> <p>The site sits adjacent to a Special Area of Conservation – River Bladnoch. The site is near the RSPB reserve Crook of Baldoon. The site provides access to Wigtown Bay Local Nature Reserve.</p> <p>The historic dock structures are particularly interesting features but located in an area subject to tidal inundation, placing restrictions on visitor access.</p>	<p>On the day of site visit there was 1 car using the site.</p> <p>On the day of the previous D&amp;GC survey there were 6 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, wearing of the car park surfacing, increasing dilapidation of the old dock area, worn site furniture. The existing interpretation panels on the site are in poor condition. There are speed bumps on the road to the site which are unmarked.</p> <p><b>A visitor survey was undertaken on this site on 31st July 2022. The findings of this survey are presented in Appendix D</b></p>	<p>The site is in private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from complete refurbishment, including restoration of the docks, harbour walls, surfacing renewal, improvements to the access to the bird hide, and the site furniture. The site would also benefit from the installation of litter bins. There is ample opportunity for provision of overnight stays for campervans.</p> <p>The sites proximity to the RSPB nature reserve provides ample opportunity for bird watching. The historical dock features could be utilised as a path or cycle path around the car park if fully restored.</p>	<p><b>HIGH</b></p>

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## Candidate Site Appraisal 140 - Wigtown Harbour



Image 01 - Entrance to car park



Image 02 - Old harbour



Image 03 - Looking along the car park towards the bird hide



Image 04 - View towards the harbour



Image 05 - Picnic area



Image 06 - View towards the car park

# 140 - Wigtown Harbour

## Existing Conditions



## 140 - Wigtown Harbour Design Proposals

The proposals for Wigtown Harbour focus on improving the car parking area and restoring the historic harbour structures to allow them to be accessed by visitors and the community.

The main car park would be upgraded through the introduction of Grasscrete surfacing as a robust, free-draining surface capable of withstanding occasional inundation whilst providing a sympathetic parking surface.

The design looks to reinstate the existing harbour dock, transforming this into a public boardwalk with a timber tension wire balustrade. The boardwalk level is below that of the concrete harbour wall and this provides an opportunity for the existing wall to serve as a linear seat providing a view across to the RSPB nature reserve. The proposals also include for a self-binding/water-bound aggregate walkway around the harbour edge. This would be separated from the grasscrete parking area by an inlaid stone trim.

The proposals look to introduce demountable bollards to control vehicular access to the western part of the site which is largely grassed and serves as a seasonal overflow area. There is opportunity to extend the grasscrete surfacing in this location depending on the demand for parking. The proposals also include for upgrades to existing site furniture to provide cohesive design approach across the site. This will focus on the existing niches along the rear boundary wall where seats and information signs are sited





## 140 - Wigtown Harbour Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Timber boardwalk - Ruken Glen, Glasgow



Boardwalk with tension wire balustrade - Claypits, LUC Glasgow



Grasscrete



Self-binding gravel surfacing - Claypits - LUC Glasgow



Cycle parking and seating - Claypits - LUC Glasgow

### Candidate Site Appraisal 112 - Sandhead



## Candidate Site Appraisal 112 - Sandhead



Image 01 - Informal parking on grass verge



Image 02 - Public toilet near village main street



Image 03 - Walled garden near site access



Image 04 - Seating area nearby



Image 05 - Litter bins nearby



Image 06 - Play area

## Candidate Site Appraisal 112 - Sandhead

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>112 – Sandhead</p> <p>Refer to Map Index 4 and Field Map 30</p>	<p>This coastal car park is located to the south of Sandhead and accessed via the Main Street (and 407 No. bus route) which links to the A716 to the west.</p> <p>The site is on the Core Path network (Sandhead Village Walk). From the bus stop access is via an open grassy area. The site is on the Mull of Galloway Long Distance Trail. Access to the coast is via well-worn paths through vegetation which separates a long grassy strip of parking from the bay.</p> <p>The car park is formed by areas of tarmac, gravel and dirt with uneven grass parking on the eastern side of Shore Road. There is no car parking space delineation. In terms of facilities there is a playpark, litter bins, picnic benches and interpretation panel. Across an open grassy area there are public toilets (open 9am-4pm daily), a disabled toilet, recycling bins and local shops.</p>	<p>This is a prominent site on the coastal edge of Sandhead village which offers access to Sandhead Bay and Luce Sands (further north-east). There are open views east over Luce Bay.</p> <p>Sandhead Bay is an SAC.</p> <p>The site is on the edge of the Rhins Coast RSA. There are areas of ancient woodland to the west of Main Street, near the site.</p>	<p>On the day of site visit approximately 8 vehicles were using the site (the number changed during survey time).</p> <p>On the day of previous D&amp;CG survey, 16 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, included potholes in the road, some benches in a state of disrepair, areas of erosion in grass areas of parking.</p>	<p>The site is in council ownership.</p> <p>Whilst there is a good provision of facilities, the site would benefit from a more sensitive and free draining car park surface, with parking spaces delineated to direct parking into appropriate areas. Given the location, near the village, electric charging points may also be a useful addition.</p> <p>The site would benefit from upgraded facilities, with seating, interpretation, and litter bins of a more coherent design palette and which reflect the coastal location. The public toilets would also benefit from upgrading. There is a small walled garden area in the site, which could potentially become an interesting feature with some upgrading.</p>	<p><b>HIGH</b></p>

# 112 - Sandhead Existing Conditions



## 112 - Sandhead Design Proposals



The proposals for Sandhead focus on combating the damage to the coastal landscape caused by vehicular overrun and parking adjacent to the beach road. This would be achieved through the introduction of a reinforced grass surface ('grasscrete') capable of providing a permeable, green and visually sympathetic solution. This treatment would be applied adjacent to the formal parkland and play area where visitor pressures are most intense. It would be possible to extend the grasscrete protection eastwards in the future if required. On its coastal edge the limit of the grasscrete parking area would be defined by a timber knee rail (500mm high). This would prevent vehicles from encroaching onto the beach. It would be augmented by seats installed at regular intervals. Breaks in the knee rail would allow access to the seats.

- Other proposals for this site include:
- repairs to the existing stone wall surrounding the enclosed community garden space,
  - improvements to the furniture within the adjacent parkland
  - refurbishment of the existing toilet facilities.

## 112 - Sandhead Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Timber Bench



Grasscrete

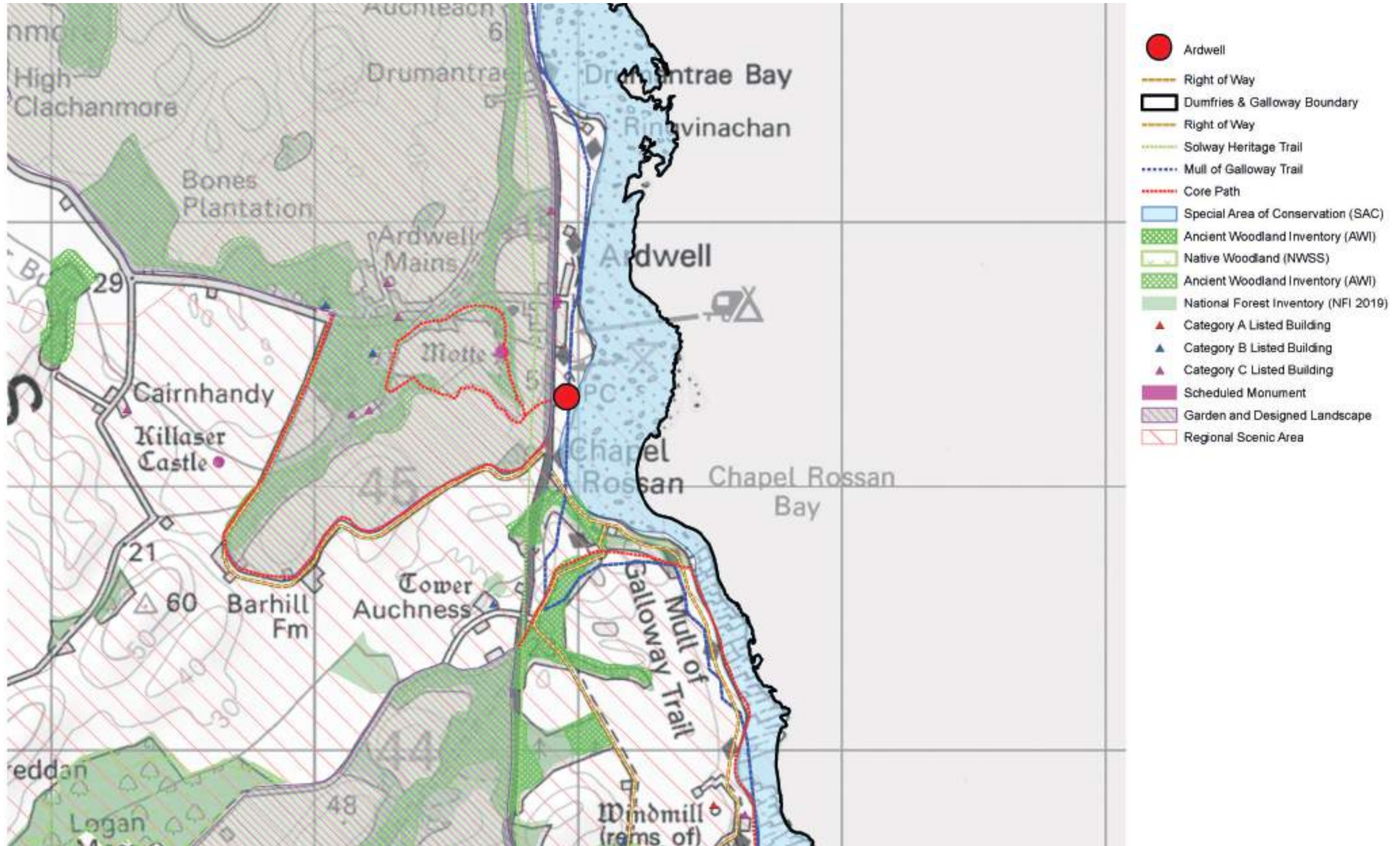


Accessible Play Area - Toryglen - LUC Glasgow



Play Area - Claypits - LUC Glasgow

### Candidate Site Appraisal 5 - Ardwell





March 2023

## Candidate Site Appraisal 5 - Ardwell



Image 01 - Informal camping



Image 02 - Informal parking and access to coast



Image 03 - Site furniture and out of use toilet facilities



Image 04 - Picnic area with recreational fire evidence



Image 05 - Informal parking area



Image 06 - Site furniture

## Candidate Site Appraisal 5 - Ardwell

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>5 – Ardwell</p> <p>Refer to Map Index 4 and Field Map 2</p>	<p>This coastal car park is located to the south of Ardwell. It is accessed by the A716 (and 407 No. bus route) on the eastern side of the southern Rhins. There is a formal caravan and camping site in Ardwell, to the north of this site.</p> <p>The site is on the Core Path network, which follows the eastern coastal edge of the Rhins Peninsula and the Mull of Galloway Long Distance Trail.</p> <p>Access to the coast is via a slipway and direct access with an informal step down from the grass car park area to a shingle beach. On the day of site visit there were some repairs underway in vicinity of the slipway.</p> <p>The car park is formed by tarmac, gravel/ dirt and grass. There are no car parking space delineations in the hard surface areas or within the longer strip of grass parking (approximately 100m in length) to the east of the site. In terms of facilities there is an accessible unisex Toilet (open April-Sept, 9am-4pm daily), litter bins, picnic benches and interpretation panels.</p>	<p>This site is somewhat secluded, with mature vegetation surrounding it to the west. From the shingle bay, there are open and long- distance views east over Luce Bay.</p> <p>The site is in the Rhins Coast RSA. The coastal edge is designated as SAC. There is a GDL (Ardwell Mains) to the west of the site, with listed buildings and areas of Ancient and National Forest Inventory woodland.</p>	<p>On the day of site visit 1 camper van was using the site.</p> <p>On the day of previous D&amp;CG survey, 3 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include erosion in the areas of grass parking, some potholes in the tarmac and gravel roads, campfires, some litter and the toilet was currently out of order.</p> <p><b>A visitor survey was undertaken on this site on 29th July. The findings of this survey are presented in Appendix D.</b></p>	<p>The site is in council ownership.</p> <p>Due to the adjacent provision of a formal camping and caravan site and lower visitor numbers, this site is of high potential to benefit from enhanced visitor management and tourism infrastructure.</p>	<p><b>HIGH</b></p>

## 5 - Ardwell Existing Conditions



## 5 - Ardwell Design Proposals

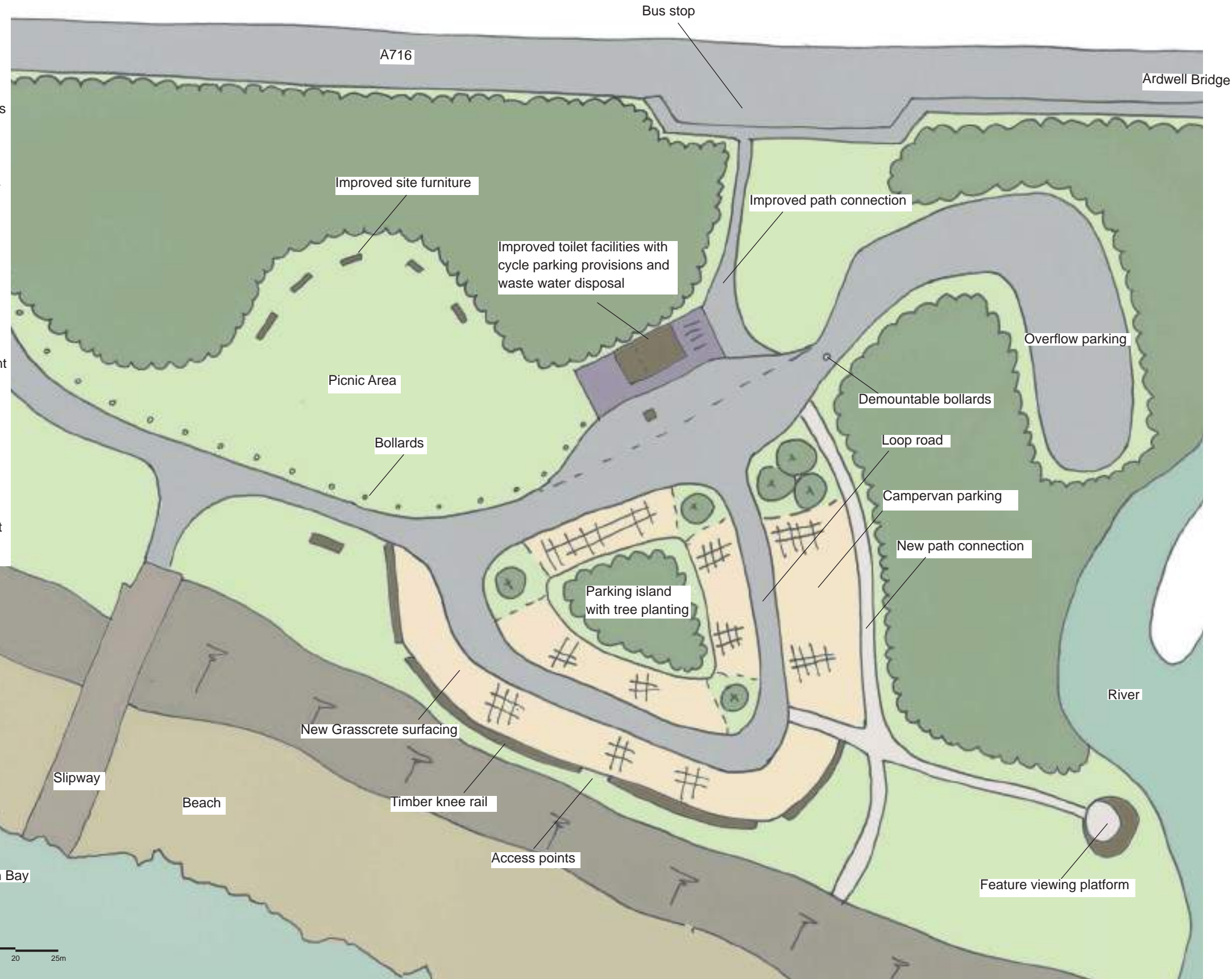
The proposals for Ardwell aim to rationalise and extend the existing parking facilities by creating a loop road flanked by perpendicular parking bays. The road loop would connect areas currently used for parking in a manner that allows vehicles to circulate within the site. The new roads would be surfaced in asphalt and the parking bays would be constructed with concrete reinforced grass surfaces (grasscrete). The latter would be permeable thereby minimising the need for surface water drainage infrastructure. On the coastal edge the limit of the parking bays would be defined by a galvanised steel and timber knee rail. This would prevent vehicles from encroaching onto the beach and onto adjoining grass areas.

The design includes a specific area for campervan/ motorhome parking. This has enlarged bays and would accommodate 5nr motorhomes for parking or 4nr for overnight stays. An informal overflow parking area will be defined on the north-eastern side of the site and seasonal access to this area would be controlled by a demountable bollard. Parking facilities at this site could be subject to parking charges if required by the Council.

The design proposals include for the development of new path connections between the bus stop and the beach, and between parking bays and site facilities. A footpath spur would also connect to a new viewing point overlooking the adjacent river on the eastern edge of the site. This would provide opportunities for bird watching.

The existing grass picnic areas would be enhanced with new furniture and open spaces created for visitor activities and community events. These grass areas would be protected by bollards to prevent vehicle overrun and illicit parking.

The existing toilet block would be upgraded to include facilities for waste-water disposal and an external drinking water dispenser. An in-ground/ drive-over grey water disposal facility would also be introduced within the layby in front of the toilet block. Cycle parking provisions would also be included adjacent to the toilet block.



## 5 - Ardwell Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Timber clad toilet facilities with integrated signage



Timber viewpoint platform - Innsbruck - Austria

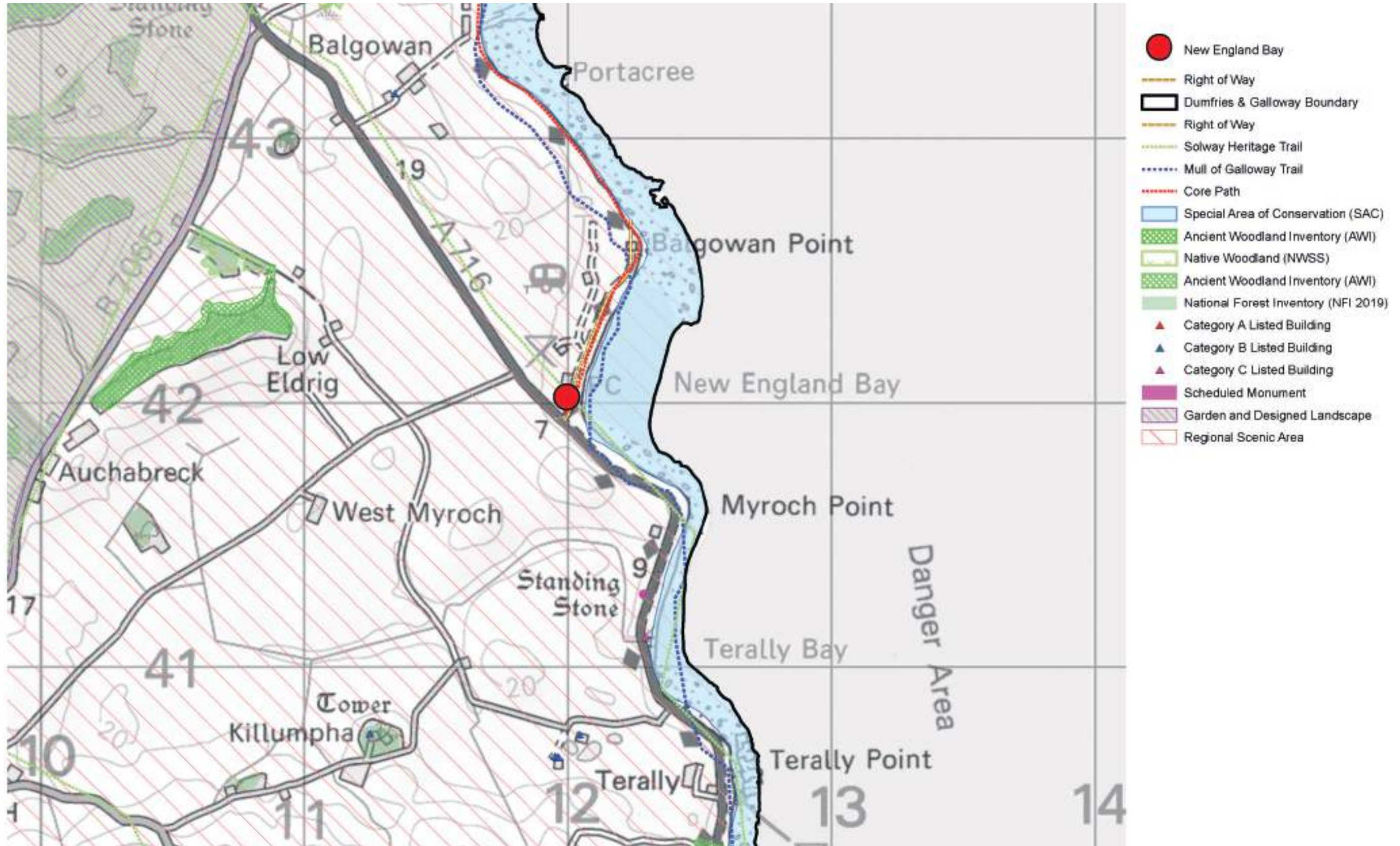


Timber knee rail and grasscrete - Forvie Nature Reserve - LUC Glasgow



Timber Bench

### Candidate Site Appraisal 79 - New England Bay



## Candidate Site Appraisal 79 - New England Bay



Image 01 - Informal parking on grass



Image 02 - Interpretation signage



Image 03 - Access to coast



Image 04 - Public toilets with waste-water facilities for campervans



Image 05 - Camping area



Image 06 - Camping area

## Candidate Site Appraisal

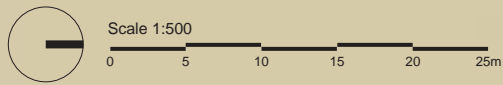
### 79 - New England Bay

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>79 – New England Bay</p> <p>Refer to Map index 5 and Field Map 22</p>	<p>This coastal car park is located to the west of New England Bay and south of New England Bay Caravan Park. It is accessed by the A716 on the eastern side of the southern Rhins. There is no direct bus link.</p> <p>The site is on the Core Path network, which follows the eastern coastal edge of the Rhins Peninsula and the Mull of Galloway Long Distance Trail.</p> <p>Access to the coast is via well-worn paths.</p> <p>The car park is formed by a grass area of parking (approximately 85m in length), with tarmac and gravel roads. There are no car parking space delineations. In terms of facilities there is a public toilet block (open April - Sept, 9am-4pm daily) with waste disposal/ litter bins/ signs.</p> <p>There is an information panel about birds (needs replacing as unreadable) and picnic tables.</p>	<p>This site is an open site, visible from the A716 on the southern approach. There are long distance views east over Luce Bay.</p> <p>The site is in the Rhins Coast RSA. The coastal edge is designated as SAC.</p>	<p>On the day of site visit 1 car was using the site. There were further cars, vans and tents in the area to the east of the car park. Camping here appeared to be associated with the caravan park and there was signage which requested payment for camping is arranged with the caravan park.</p> <p>On the day of previous D&amp;CG survey, 5 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include uneven ground with some signs of erosion in the grassy parking area and campfires.</p> <p>A visitor survey was undertaken on this site on 29th July 2022. The findings of this survey are presented in Appendix D.</p>	<p>The site is in council ownership.</p> <p>Due to the adjacent provision of a formal camping and caravan site and lower visitor numbers, this site is of high potential to benefit from enhanced visitor management and tourism infrastructure. The presence of the nearby caravan site indicates it is likely that some of the existing maintenance is likely undertaken by the owners of the caravan site.</p>	<p><b>HIGH</b></p>



## 79 - New England Bay Existing Conditions

- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Asphalt Surfacing
- Loose Aggregate Surfacing
- Sea
- Beach
- Site Furniture Items
- Core Path Route
- Reference Image Locations



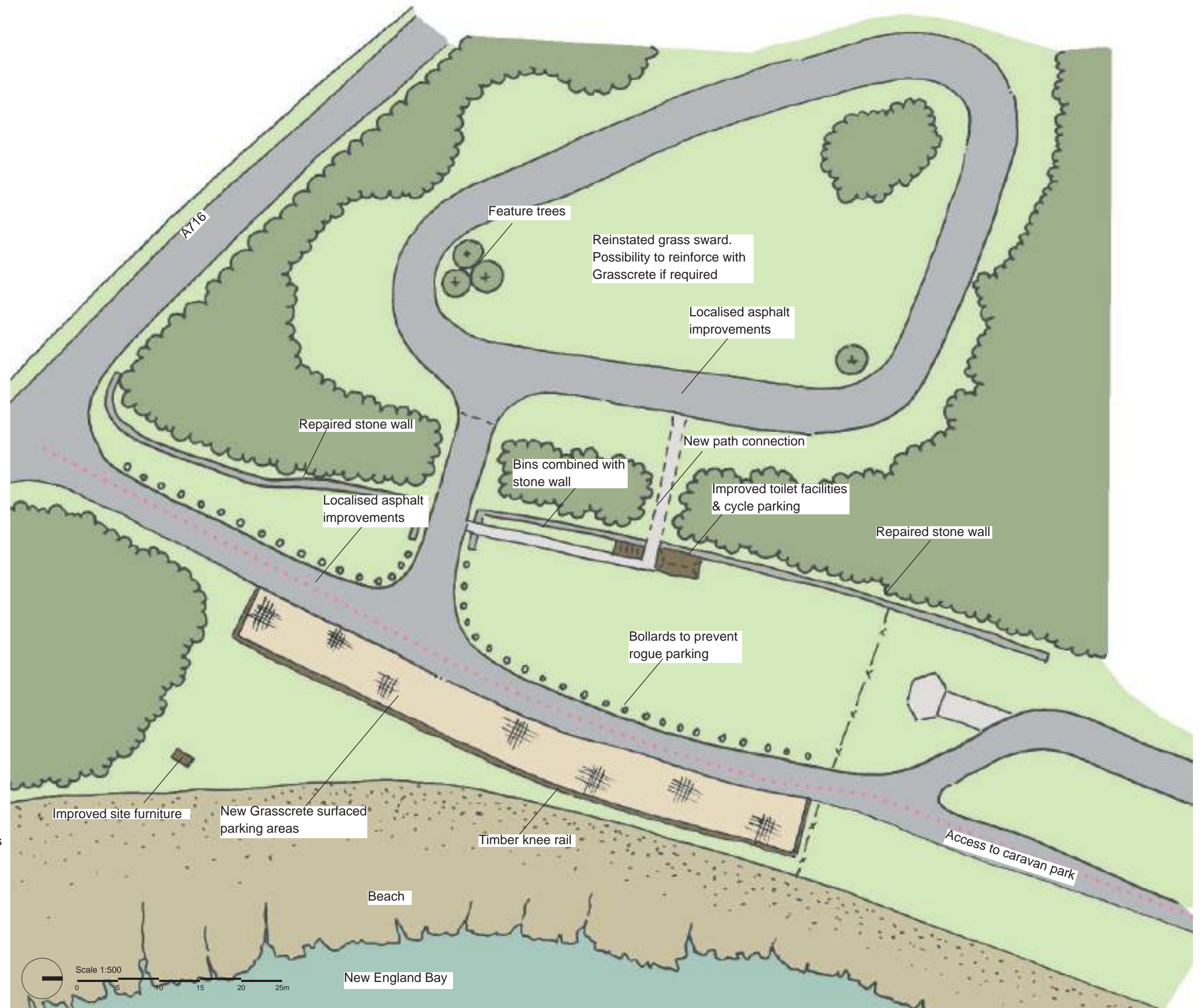
## 79 - New England Bay Design Proposals

- Grass Sward
- Shrub/Tree Thicket
- Asphalt Surfacing
- Self-Binding Aggregate Surfacing
- Grasscrete
- Beach
- Sea
- Proposed Site Furniture Items
- Core Path Route

The proposals for New England Bay look to combat the damage to the existing coastal landscape caused by vehicular overrun and parking between the access road and the beach. This grassed area is currently worn and compacted leaving large areas of exposed soil. Proposals aim to restore and protect the grass cover through the introduction of grasscrete surfacing (e.g. Marshall's Grassguard- heavy duty to allow overrun by motorhomes). The latter would be permeable thereby minimising the need for surface water drainage infrastructure. On the coastal edge the limit of the parking area would be defined by a galvanised steel and timber knee rail. This would prevent vehicles from encroaching onto the beach.

Other proposals for this site include:

- Repairs/ rebuild of the existing stone boundary wall and definition of the gateway into the adjacent camping area, with integrated litter bin housings
- Local repairs to the asphalt access road
- Reinstatement of bollards to prevent parking within the grass amenity areas.
- Replacement of the existing toilet block with a new building with integrated waste-water disposal facilities and an external drinking water dispenser. This new toilet block may be integrated within the line of the stone wall.
- Development of a new access path between the camping area and the toilet block, including a gateway in the stone boundary wall.
- Reinstatement of grass areas adjacent to the road loop within the camping site
- Improvements to site furniture and signage



## 79 - New England Bay Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Bollard parking definition - Forvie Nature Reserve - LUC Glasgow

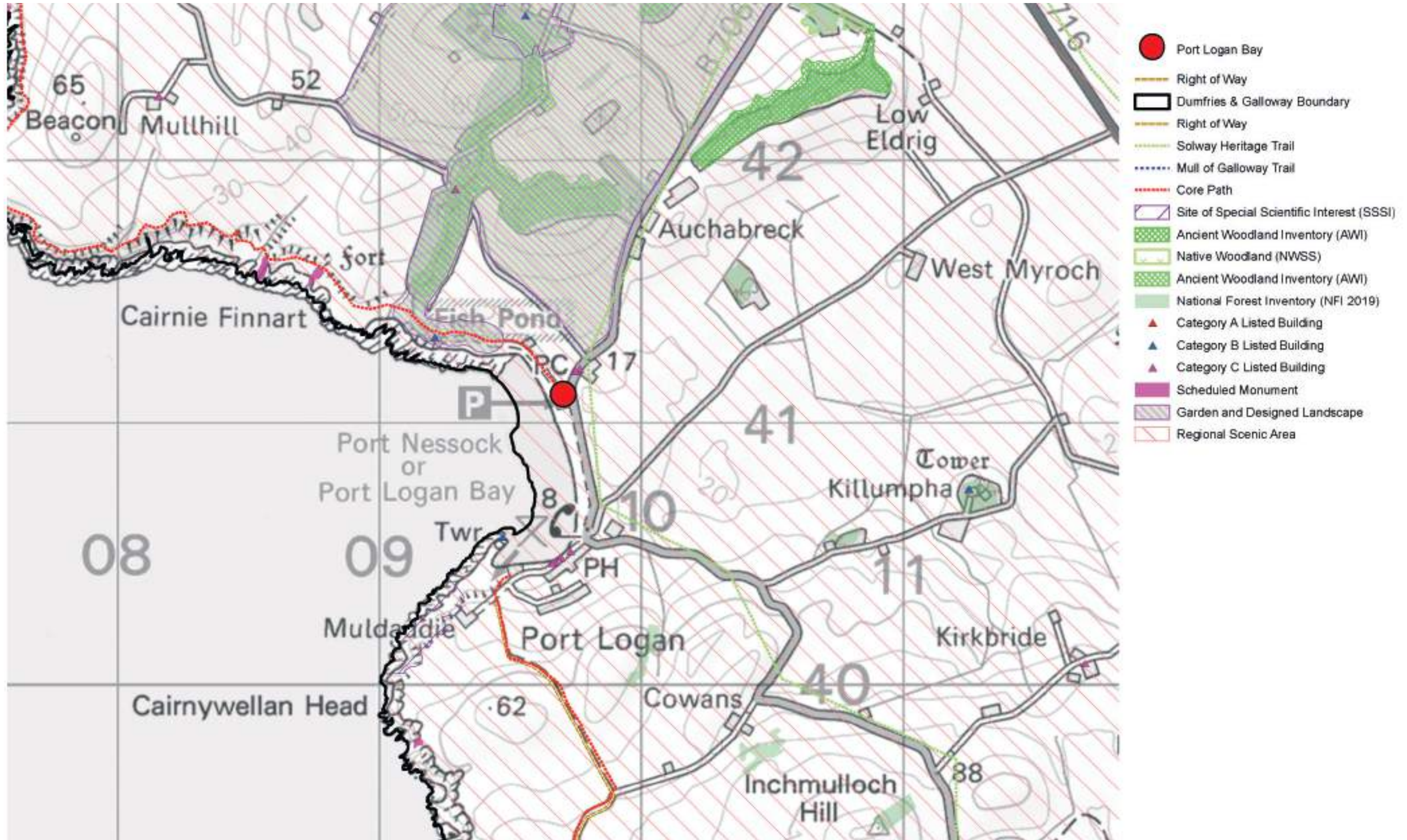


Bollard parking definition



Timber clad toilet facilities with integrated signage

### Candidate Site Appraisal 91 - Port Logan Bay



March 2023

## Candidate Site Appraisal 91 - Port Logan Bay



Image 01 - Boardwalk bridge in need of repair



Image 02 - Toilet block



Image 03 - Parking surfacing and bins



Image 04 - Signage



Image 05 - Access steps



Image 06 - Access to beach

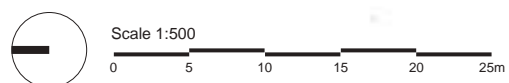
## Candidate Site Appraisal

### 91 - Port Logan Bay

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>91 – Port Logan Bay</p> <p>Refer to Map Index 5 and Field Map 24</p>	<p>This coastal car park is located to the north-east of Port Logan Bay. It is accessed by the B7065 (and No. 407 bus route).</p> <p>The site is on the Core Path network, which follows the western coastal edge of the Rhins Peninsula.</p> <p>Access to the coast is via a boardwalk and down steps with a handrail.</p> <p>The car park is formed by an area of crushed stone aggregate approximately 55m long by 25m wide. There are no car parking space delineations. In terms of facilities there is a unisex (ramp access) accessible toilet and some bins. A set of concrete steps links the B7065 to the car parking area.</p>	<p>This site is an open site, visible in views north from the settlement of Port Logan. There are long distance views west over the Irish Sea.</p> <p>The site is in the Rhins Coast RSA.</p>	<p>On the day of site visit 1 car and 2 camper vans were using the site.</p> <p>On the day of previous D&amp;CG survey, 3 vehicles were using the site.</p> <p>There is a Marine Life Centre, at Port Logan.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include one of the bridge boardwalks was in a state of poor repair and closed to the public. Camper vans were parked at the site and may have been using the site overnight.</p>	<p>The Council is a tenant of the site.</p> <p>Port Logan appears to be a popular site, with a number of people on the beach on the day of the survey. There is an urgent need to make repairs to unsafe facilities at the site (bridge to beach boardwalk).</p> <p>The site would also benefit from an enhanced free draining car park surface, with parking spaces to maximise the capacity of the site. Given the location, near the village (and electrical infrastructure), electric charging points may also be a useful addition as would an invitation to pay parking scheme, given the site's popularity with camper vans.</p> <p>The site would benefit from enhanced facilities, with seating, interpretation and litter bins of a more coherent design palette and which reflect the coastal location.</p> <p>The toilet would also benefit from some upgrading.</p>	<p><b>HIGH</b></p>

## 91 - Port Logan Bay Existing Conditions

- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Existing Long Grass
- Steep Grassy Bank
- Asphalt Surfacing
- Concrete Surfacing
- Loose Aggregate Surfacing
- Bridge Boardwalk
- Sea
- Beach
- Site Furniture Items
- Core Path Route
- Image Reference Locations



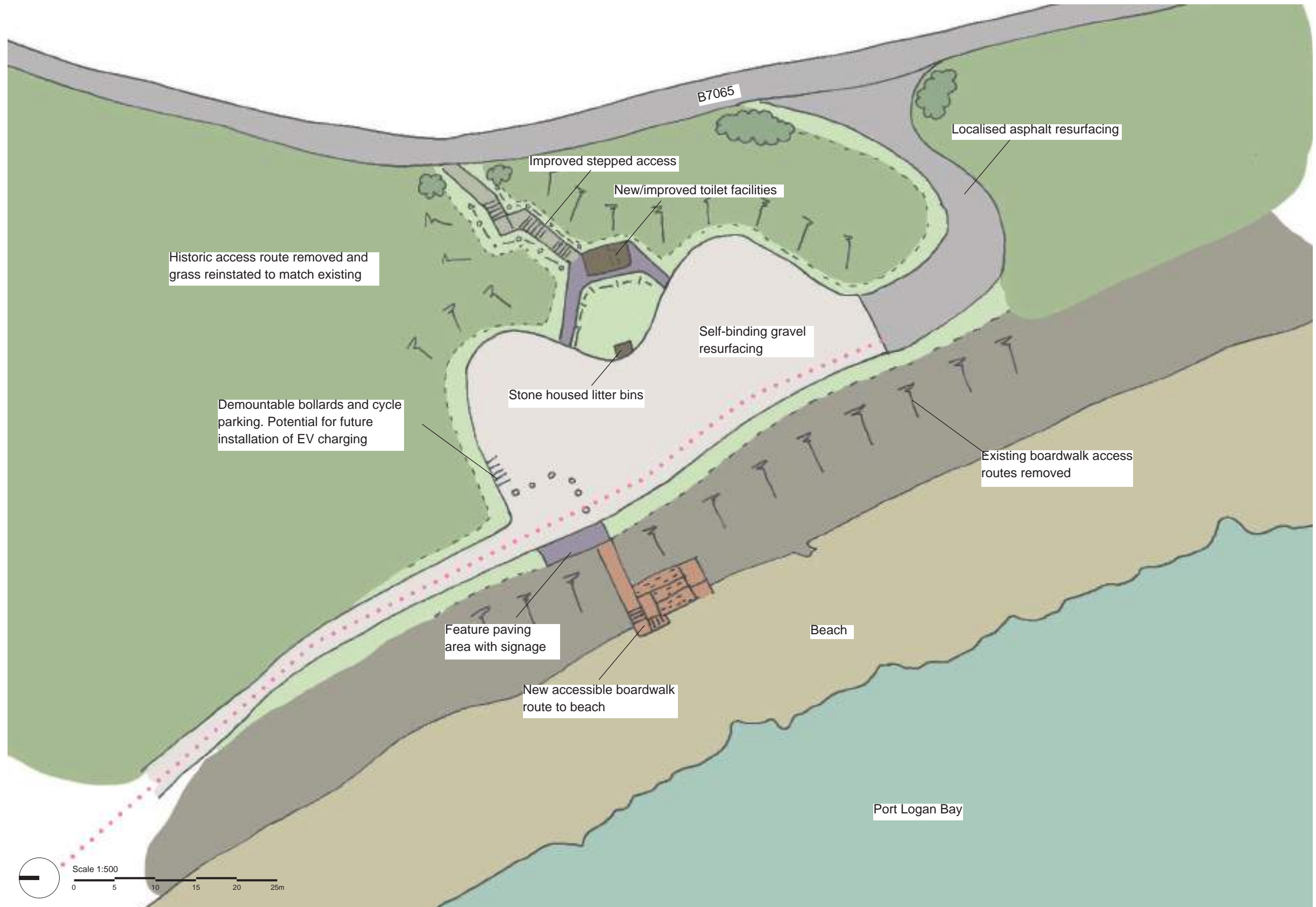
## 91 - Port Logan Bay Design Proposals

- Shrub/Tree Thicket
- Amenity Grass Margin
- Long Grass
- Steep Grassy Bank
- Asphalt Surfacing
- Self-Binding Aggregate Surfacing
- Concrete Surfacing
- Feature paving
- Bridge Boardwalk
- Sea
- Beach
- Site Furniture Items
- Core Path Route

The proposals for Port Logan Bay primarily look to create an accessible route from the parking area down to the beach. This will involve replacement of the existing timber steps with a structure that allows ramped access to the beach. Complementary stepped access would also be provided for other site users. At the top of the new ramps a paved threshold would be introduced with information signage. This threshold area would be protected from illicit vehicular access and parking by demountable bollards. This private access route requires 24hr access and so the bollards would be taken down when access was required.

At the higher level, the existing concrete steps that link the public road to the car park would be retained but enhanced through new surfacing and the addition of handrails.

The existing toilet facilities will be replaced with a new facility, or substantially improved. Cycle parking facilities will be incorporated within the car park area, and new litter bins will be introduced within a robust / fire- proof housing.





## 91 - Port Logan Bay Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Timber bench



High quality natural stone paving

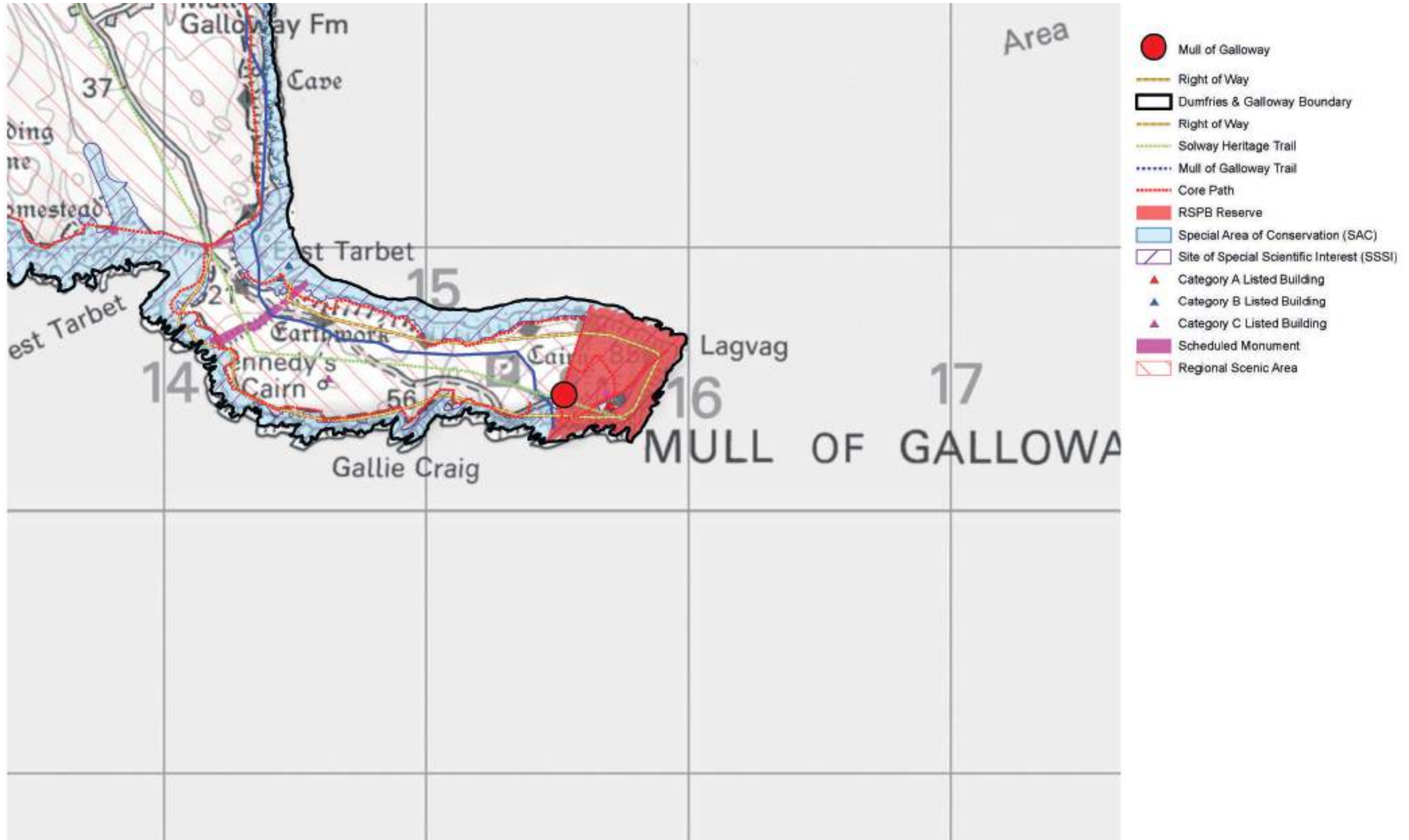


Timber boardwalk - Ruken Glen, Glasgow



High quality timber clad toilet pre-fab cabin

### Candidate Site Appraisal 77 - Mull of Galloway



## Candidate Site Appraisal 77 - Mull of Galloway



Image 01 - Main car park site



Image 02 - Overflow parking along main access to site



Image 03 - Access to RSPB reserve, bins and interpretation



Image 04 - Interpretation signage



Image 05 - Information signage



Image 06 - Information signage

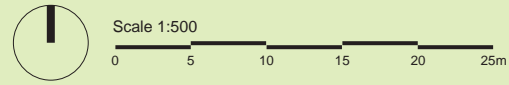
## Candidate Site Appraisal

### 77 - Mull of Galloway

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>77 – Mull of Galloway</p> <p>Refer to Map Index 5 and Field Map 22</p>	<p>This coastal car park is located on the minor road network, at the very south of the Rhins. There is no direct bus link.</p> <p>The site is on the Core Path network, which follows the coastal edge to the south of the Rhins Peninsula. It is also on the Mull of Galloway Long Distance Trail.</p> <p>The coastline is rocky with dramatic cliffs to the south of the Rhins, which limits access to the sea. There are various trails through the RSPB nature reserve, in this area.</p> <p>There is a well-defined tarmac car park (approximately 30m square) and areas of overflow parking made of gravel on the approach to the main car park. There is further overflow parking in a grassy field.</p> <p>Facilities include interpretation panels, Gallie Craig Coffee Shop (with toilets), disabled parking and litter bins. From a short walk from the car park, facilities include toilets at the RSPB Visitor Office (including a unisex accessible toilet), RSPB Visitor Office and the Mull of Galloway Lighthouse.</p>	<p>This is an open site, at a prominent location to the south of the Rhins, with long distance coastal views to the east, south and north. The lighthouse forms a prominent feature in coastal views.</p> <p>The site is in the Rhins Coast RSA and an RSPB reserve. The coastal edge is designated as SAC and SSSI.</p>	<p>On the day of site visit approximately 47 vehicles (mainly cars with a small number of camper vans) were using the site.</p> <p>On the day of previous D&amp;CG survey, 100+ vehicles were using the site.</p> <p>The site is popular but presents the appearance of a well maintained and established tourist destination.</p>	<p>The site is in private ownership (council as tenant) so any enhancement proposals would need to be agreed with the owner.</p> <p>The site is popular but presents the appearance of a well maintained and established tourist destination. The local presence of facilities and associated services infrastructure suggests there may be an opportunity to introduce electric charging facilities and possibly waste disposal facilities for motorhomes. The gravel area of overflow parking could probably benefit from some improvements/ delineation of spaces to help maximise use.</p> <p>Due to the high usage of the site, this site is of high potential to benefit from enhanced visitor management and tourism infrastructure.</p>	<p><b>HIGH</b></p>

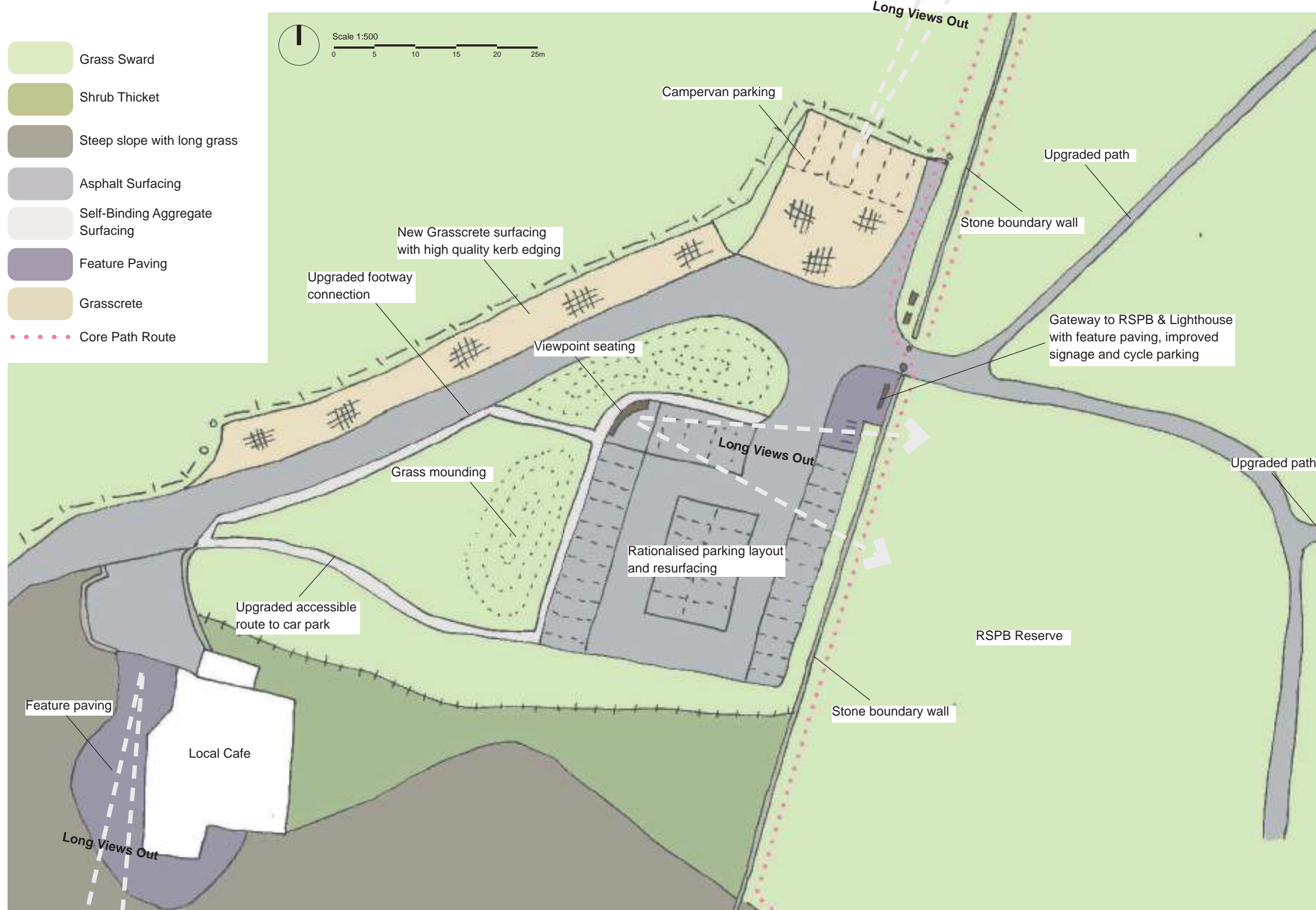
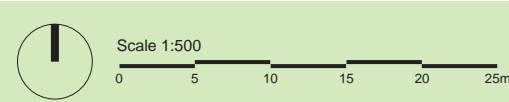
## 77 - Mull of Galloway Existing Conditions

- Existing Upland Grass Sward
- Existing Shrub Thicket
- Asphalt Surfacing
- Loose Aggregate Surfacing
- Cliff top margin
- Core Path Route
- Reference Image locations



## 77 - Mull of Galloway Design Proposals

- Grass Sward
- Shrub Thicket
- Steep slope with long grass
- Asphalt Surfacing
- Self-Binding Aggregate Surfacing
- Feature Paving
- Grasscrete
- Core Path Route



The proposals for Mull of Galloway aim to upgrade the parking facilities and associated pedestrian access routes. Currently the linear overflow parking on the northern edge of the site is heavily worn and poorly defined. This area of parking would be renewed as a reinforced grass or gravel surface. (e.g. Marshall's heavy duty Grassguard 180 with aggregate infill) with kerb edging adjacent to the field. An area would be designated for campervan/motorhome parking in the northern part of the site.

The main asphalt surfaced car park is in reasonable condition but requires definition of parking bays to maximise parking efficiency and to highlight disabled parking bays.

Pedestrian routes from the main car park to the adjacent café/ visitor centre and to the lighthouse and /or RSPB visitor facility would be upgraded involving the creation of new routes along the boundary of the car park, and across the grass to the café. These paths would provide both accessible and stepped routes to the local facilities. A new visitor threshold would be created at the gateway to the lighthouse and RSPB routes. This would have feature stone paving and renewed orientation/ information signage.

Site furniture and signs would be improved and rationalised to reduce clutter where possible. A new seating element would be introduced at the north-west corner of the main car park as a viewpoint and visitor congregation facility.

## 77 - Mull of Galloway Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Self-binding gravel surfacing - Claypits - LUC Glasgow



Grasscrete and parking demarcation - Forvie Nature Reserve - LUC Glasgow



Cycle parking and seating - Claypits - LUC Glasgow

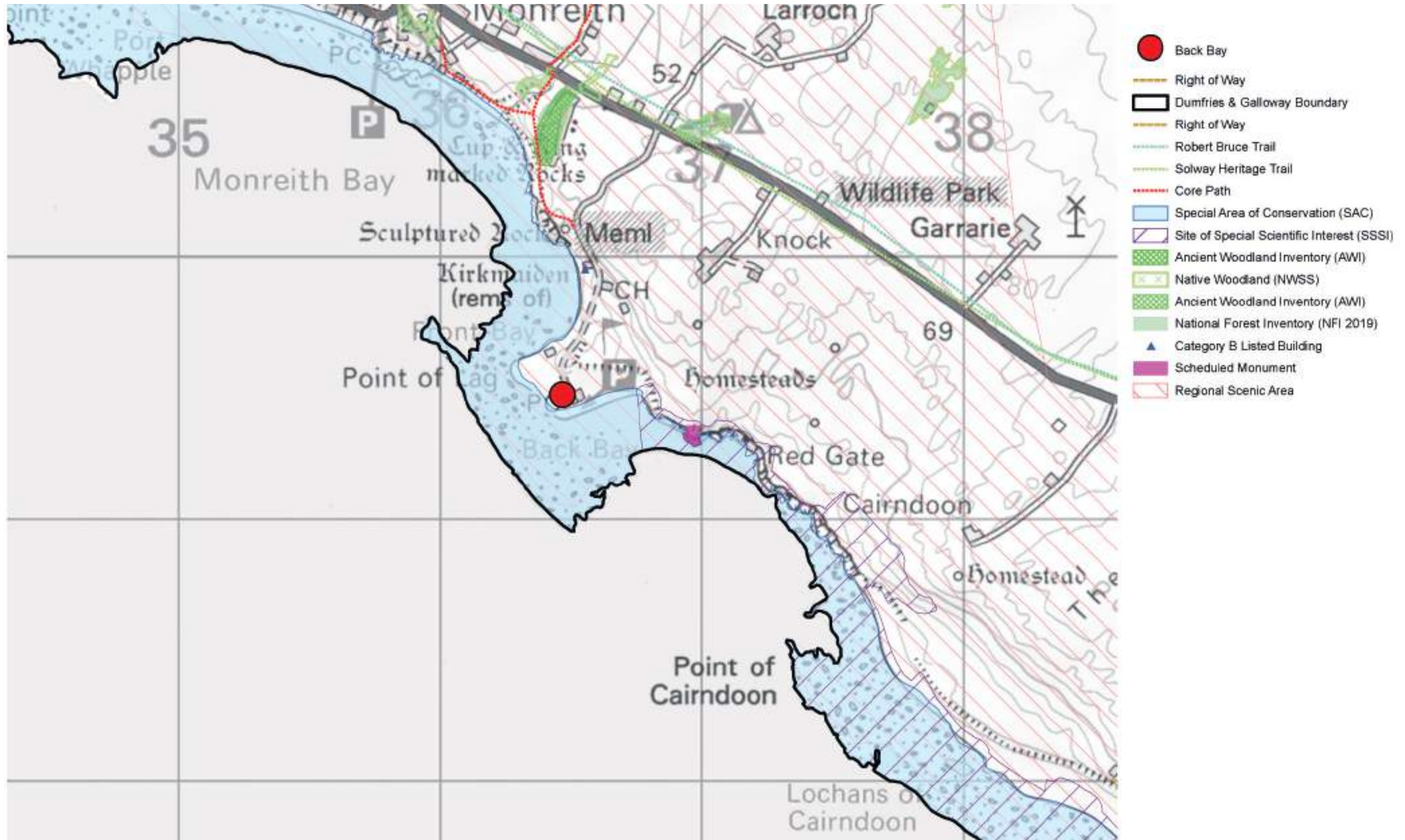


Natural stone feature paving



Timber Bench

## Candidate Site Appraisal 9 - Back Bay





March 2023

## Candidate Site Appraisal 9 - Back Bay



Image 01 - Car parking area



Image 02 - Car parking area



Image 03 - Toilet cabin



Image 04 - Litter bins



Image 05 - View towards car park entrance



Image 06 - Path to beach

## Candidate Site Appraisal

### 9 - Back Bay

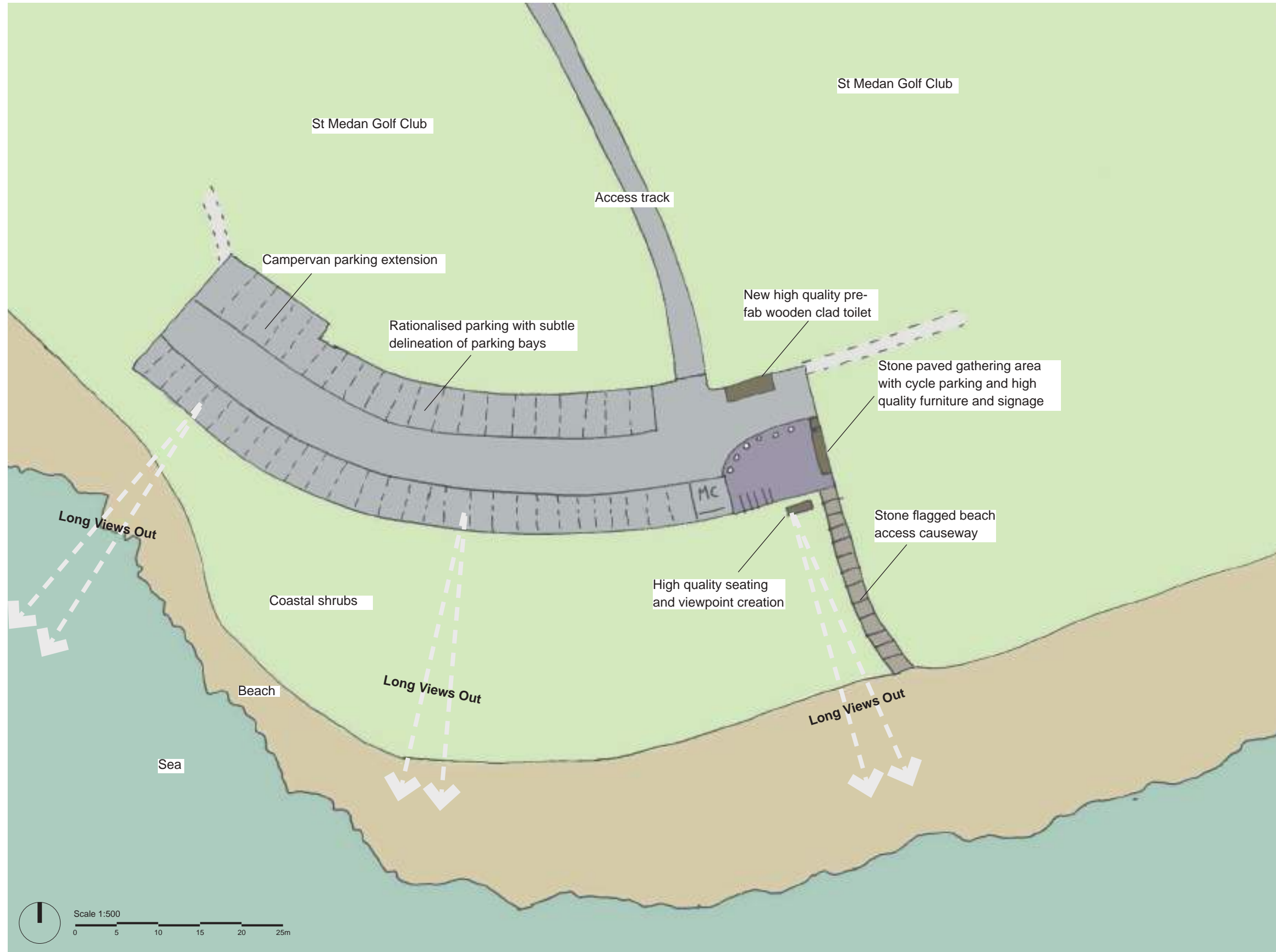
Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>9 – Back Bay</p> <p>Refer to Map Index 7 and Field Map 4</p>	<p>This coastal car park is located to the South-east of Monreith and accessed via a private road off the A747.</p> <p>Access to the coast is via a short steep path through sand dunes (and other worn paths) which links the car park directly to Back Bay.</p> <p>The car park is formed by a mix of asphalt and gravel surfacing, including a section with delineated parking bays. The remainder of the car park has no delineations. The parking area measures approximately 60m long by 10m wide.</p> <p>There are two bins, and a metal container toilet block located adjacent to the main path to the coast. There is also a sign 'Leave only your footprints on the beach'</p>	<p>This is a secluded site, accessible only via a private road which passes through a golf course.</p> <p>The site is situated within the Regional Scenic Area of Machars Coast.</p>	<p>On the day of site visit 12 vehicles, 11 cars and 1 campervan were using the site. Many seemed to be beachgoers enjoying the hot weather. There were also a few bird watchers.</p> <p>On the day of the previous D&amp;GC survey, there were 5 vehicles using the site.</p> <p>There is minimal evidence of visitor pressures, based on 2022 field survey findings. The site is in a good condition.</p>	<p>The site is in council ownership.</p> <p>Whilst there is currently good provision of facilities, the site would benefit from some upgrades, particularly on the quality of components and a more cohesive design palette.</p> <p>The site would benefit from upgrading the public toilet to a more substantial toilet block. This may provide an opportunity for waste-water disposal from motorhomes. If local electrical infrastructure is available, this might also provide an opportunity for electric charging facilities.</p>	<p><b>HIGH</b></p>

## 9 - Back Bay Existing Conditions



- Existing Coastal Grass Sward and Shrub Habitat
- Asphalt Surfacing
- Loose Aggregate Surfacing
- Beach
- Sea
- 1 Image Reference Locations

## 9 - Back Bay Design Proposals



- Existing Coastal Grass Sward and Shrub Habitat
- Asphalt Surfacing
- Loose Aggregate Surfacing
- Natural Stone Feature Paving
- Beach
- Sea
- Improved site furniture

The proposals for Back Bay aim to improve the efficiency of the existing car park, and to enhance the quality of its landscape and facilities. These proposals seek to retain the informality of the site by sensitively defining parking spaces (e.g. using studs or inlaid setts). A designated parking area for campervans/ motorhomes would also be provided, involving a small extension of the hard standing into the adjacent grassland. The proposals also include for the creation of a pedestrianised gathering area with a setted surface and containing cycle parking, information signs and benches. This area could be protected by bollards to prevent vehicular access. A designated motorcycle parking area is also proposed adjacent to the beach access threshold. An upgrade to the access route to the beach is proposed through the introduction of a stone flagged walkway, a characteristic feature of other beaches, such as Stairhaven, in Dumfries & Galloway.

The site appraisal has highlighted the inadequacy of the existing public toilet and consequently it is proposed to replace the existing facility with a new toilet block. This may be suited to a pre-fabricated solution customised to fit the local landscape character (e.g. through cladding design)

## 9 - Back Bay Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Interpretation signage - Wild Atlantic Way - Ireland



Robust timber seating



Self-binding gravel surfacing - Claypits - LUC Glasgow

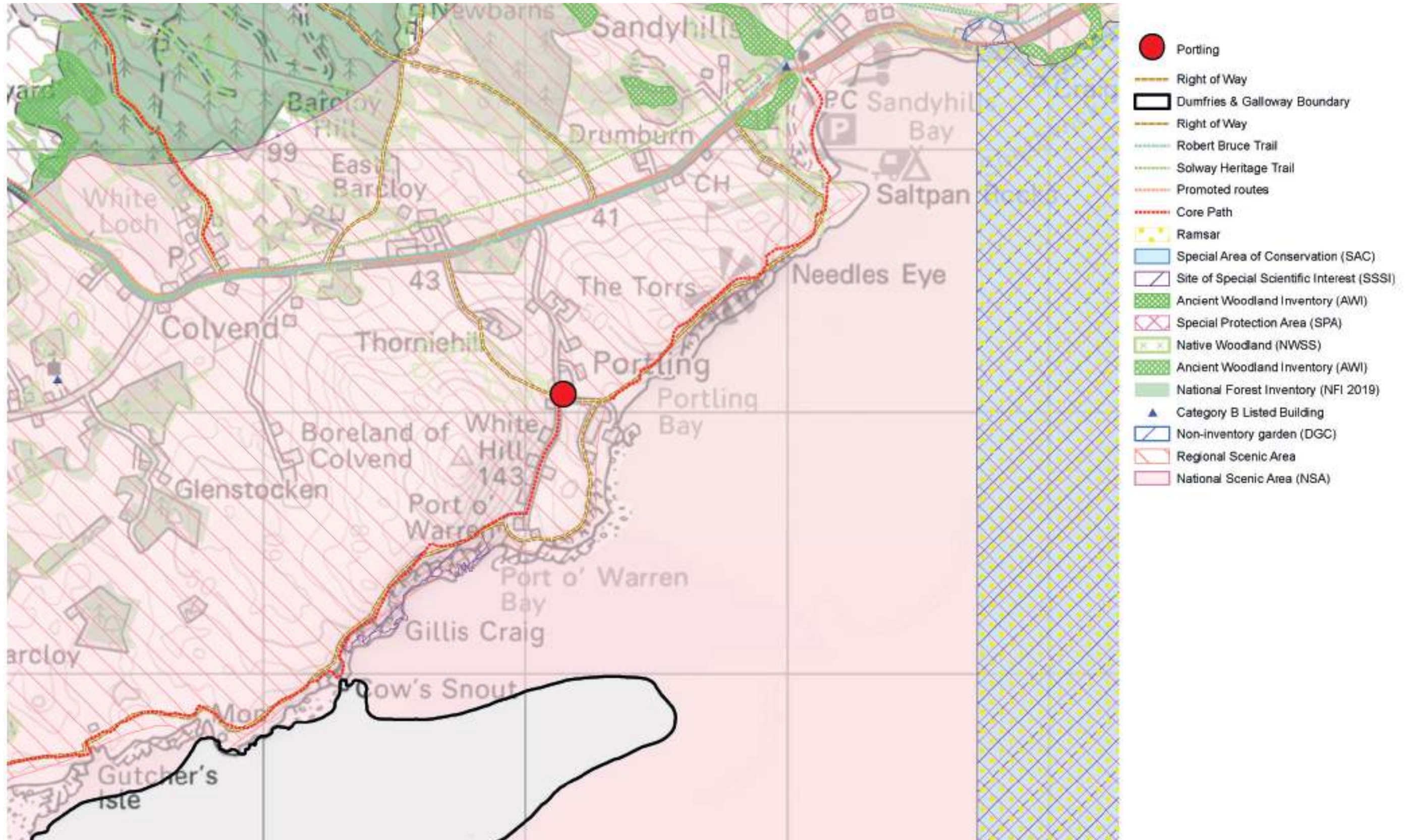


Natural stone feature paving



Natural stone ramped access

## Candidate Site Appraisal 101 - Portling



March 2023

## Candidate Site Appraisal 101 - Portling



Image 01 - Car parking area



Image 02 - Drop adjacent to parking area



Image 03 - View to road



Image 04 - View along access track



Image 05 - Information signage



Image 06 - Information signage

## Candidate Site Appraisal

### 101 - Portling

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>101 - Portling</p> <p>Refer to Map Index 12 and Field Map 26</p>	<p>This is a small car park located in Portling, between Colvend and Douglass Hall. The site is accessible via road from the A710. The site is also accessible via the core path route 'Rockcliffe to Portling'</p> <p>Access to the coast is via a short walk along a private road which connects the parking area to the coast.</p> <p>The parking area has an asphalt surface with no delineated car parking bays. There is space to accommodate approximately 3 cars.</p> <p>There are minimal facilities on the site. There is a wayfinding finger signpost which indicates the direction of the beach.</p>	<p>This is a small car park located in Portling, between Colvend and Douglass Hall. The site is accessible via road from the A710. The site is also accessible via the core path route 'Rockcliffe to Portling'</p> <p>Access to the coast is via a short walk along a private road which connects the parking area to the coast.</p> <p>The parking area has an asphalt surface with no delineated car parking bays. There is space to accommodate approximately 3 cars.</p> <p>There are minimal facilities on the site. There is a wayfinding finger signpost which indicates the direction of the beach.</p>	<p>On the day of the site visit there were 2 vehicles using the site – 1 car and one small van.</p> <p>On the day of the previous D&amp;GC survey there were 2 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings, include wear of the surfacing.</p>	<p>The road is in private ownership</p> <p>The site would benefit from the upgrading of surfacing, and upgrading of signage to reflect the location.</p>	<p><b>HIGH</b></p>



## 101 - Portling Existing Conditions



## 101 - Portling Design Proposals



- Existing Grass Sward
- Existing Shrub/Tree Thicket
- Existing Buildings
- Asphalt Surfacing
- Loose Aggregate Surfacing
- Delineated Bay Parking
- Core Path Route

Portling is a small site with space for 3nr parked cars. It is however a popular place for visitors to the beach. The proposals for Portling look to define a parallel parking area within the width of the existing road. This would involve the introduction of a setted surface with 3 delineated parking bays. The parking bays would be located adjacent to the field boundary which is defined by a stone retaining wall. A post and rail fence will consequently be introduced along the top of the wall to prevent visitors from falling into the field (i.e. a drop of c. 600mm). Adjacent asphalt surfaces would be repaired or re-laid to provide a robust and consistent treatment around the parking area. Signs would be refurbished and / or replaced.

Due to the limited capacity of this site, there is opportunity to explore an alternative site with an increased capacity for parking.

## 101 - Portling Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland

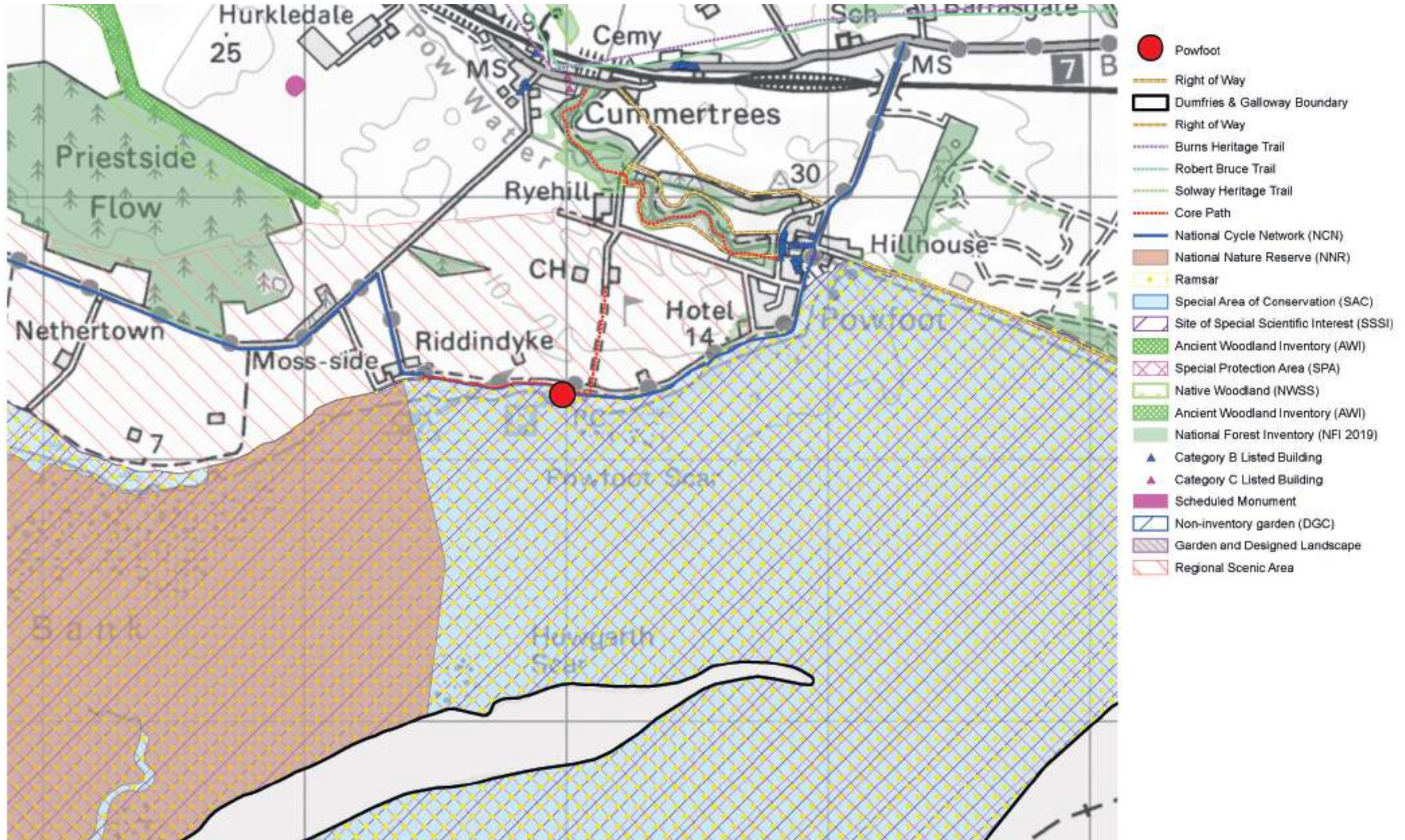


Interpretation signage - Wild Atlantic Way - Ireland



Boardwalk with tension wire balustrade - Claypits, LUC Glasgow

### Candidate Site Appraisal 105 - Powfoot



March 2023

## Candidate Site Appraisal 105 - Powfoot



Image 01 - Car parking area and gate restriction



Image 02 - Toilet block



Image 03 - Path to beach



Image 04 - View back towards the parking area



Image 05 - NCN route marker



Image 06 - Picnic area

## Candidate Site Appraisal 105 - Powfoot

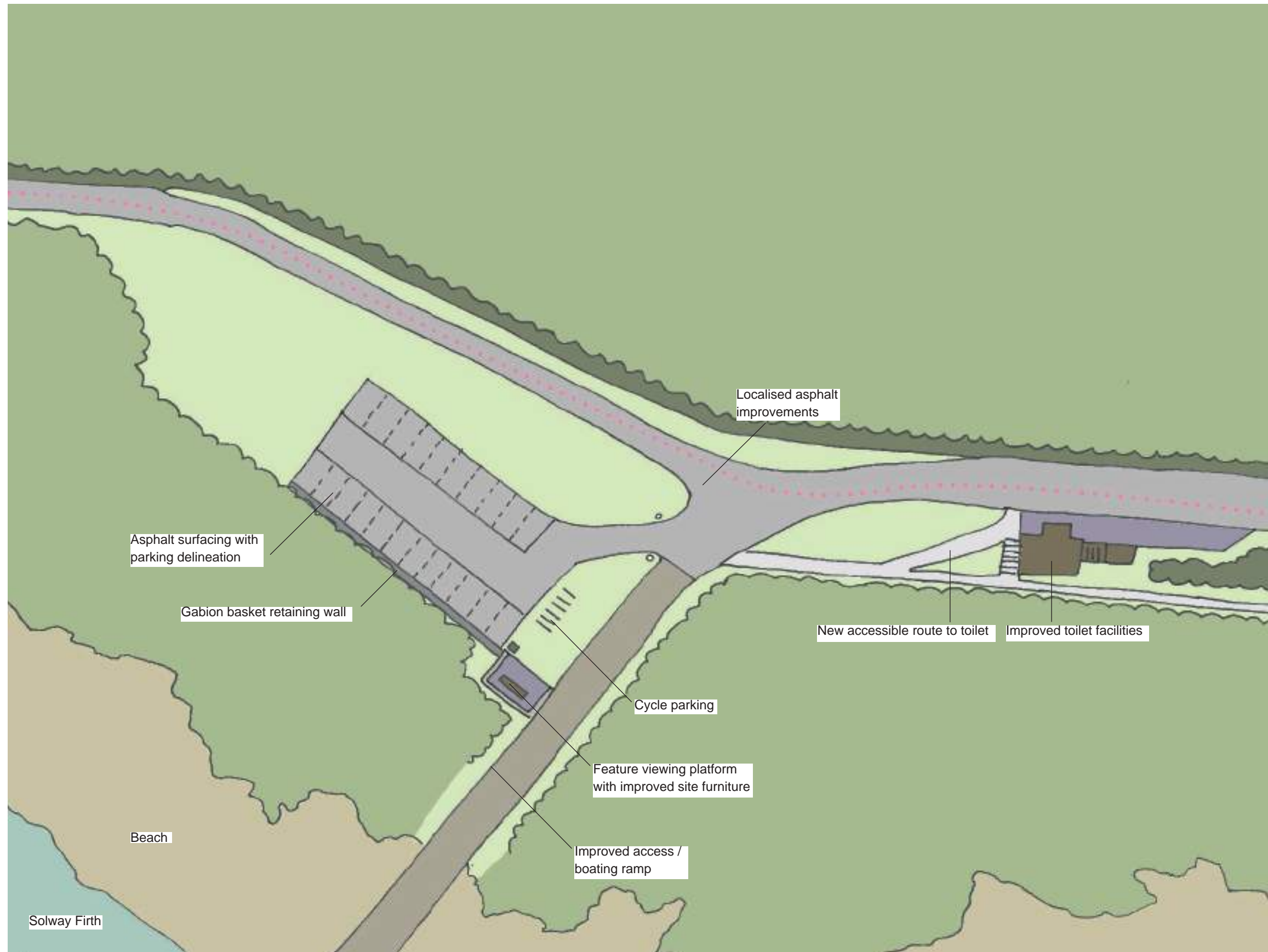
Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>105 – Powfoot Refer to Map Index 15 and Field Map 27</p>	<p>This medium sized coastal carpark is located in Powfoot and is accessible via the B724. The site is also accessible via National Cycle Route 7 and the Core Path Route 'Riddindyke'</p> <p>Access to the coast is via a short informal path through sand dunes.</p> <p>The parking area is on poured concrete with no delineated car parking bays. The car parking area measures approximately 25m x 15m.</p> <p>There are a few facilities on site including a toilet block, a picnic bench, and a litter bin.</p>	<p>This is an open site located between the town of Powfoot and the Queensberry Bay Leisure Park.</p> <p>The site is situated within the RAMSAR and SSSI site Upper Solway Flats &amp; Marshes. It is also within the Special Area of Conservation and Special Protection Area Solway Firth. The site is within walking distance of the Caerlaverock NNR.</p>	<p>On the day of the site survey there was 2 cars using the site.</p> <p>On the day of the previous D&amp;GC survey there were 16 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include wear of surfacing to the entrance and worn access routes to the beach.</p> <p>A visitor survey was undertaken on this site on 2nd August 2022. The findings of this survey are presented in Appendix D.</p>	<p>The car park is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from the upgrade of surfacing and existing facilities. The presence of the toilet block may provide services infrastructure for the addition of waste-water disposal and possibly EV charging points.</p> <p>The site would benefit from the introduction of an accessible path access to the beach and a range of landscape enhancements sympathetic to the locality.</p> <p>As with other privately owned sites open to the public, it would be advantageous to provide consistency of quality across sites within DGC whether private or publicly owned</p>	<p><b>HIGH</b></p>

## 105 - Powfoot Existing Conditions



- Grass Sward
- Coastal Meadow
- Concrete Surfacing
- Gabion Baskets
- Shrub/Hedgerow
- Asphalt Surfacing
- Loose Aggregate Surfacing
- Beach
- Sea
- Core Path Route
- Image Reference Locations

## 105 - Powfoot Design Proposals



- Grass Sward
- Coastal Meadow
- Stone Access Ramp
- Proposed Natural Stone Feature Paving
- Existing Shrub/Hedgerow
- Proposed Asphalt Surfacing
- Proposed Self-Binding Aggregate Surfacing
- Beach
- Sea
- Core Path Route

The existing car park at Powfoot has an insitu concrete surface in reasonable condition and requires minimal repairs. Parking bays would however be defined to achieve more efficient use of the space. The proposals look to introduce a small viewing platform at the south-east corner of the car park, adjacent to the beach access ramp. This would be at the same level as the car park and would contain benches and interpretation signage regarding the ecological protections of the nearby shore. Cycle racks would also be introduced at the south-eastern end of the car park. The proposals would include general upgrades to surfacing, the introduction of footpath connections to the toilet block, and upgrades to the existing 'ramp' to the beach, using large flagstones to provide an accessible route to the water. The community of Powfoot are considering this site to implement safe access from the village to the beach.

The proposals also include refurbishment of the adjacent toilet block, including an opportunity to introduce waste-water disposal facilities and an external drinking water dispenser. Cycling facilities including a maintenance area would also be located within the framework of existing brick walls adjacent to the toilet block.



## 105 - Powfoot Precedent Images



Interpretation signage - Wild Atlantic Way - Ireland



Interpretation signage - Wild Atlantic Way - Ireland



Natural stone feature paving



Self-binding gravel surfacing - Claypits - LUC Glasgow



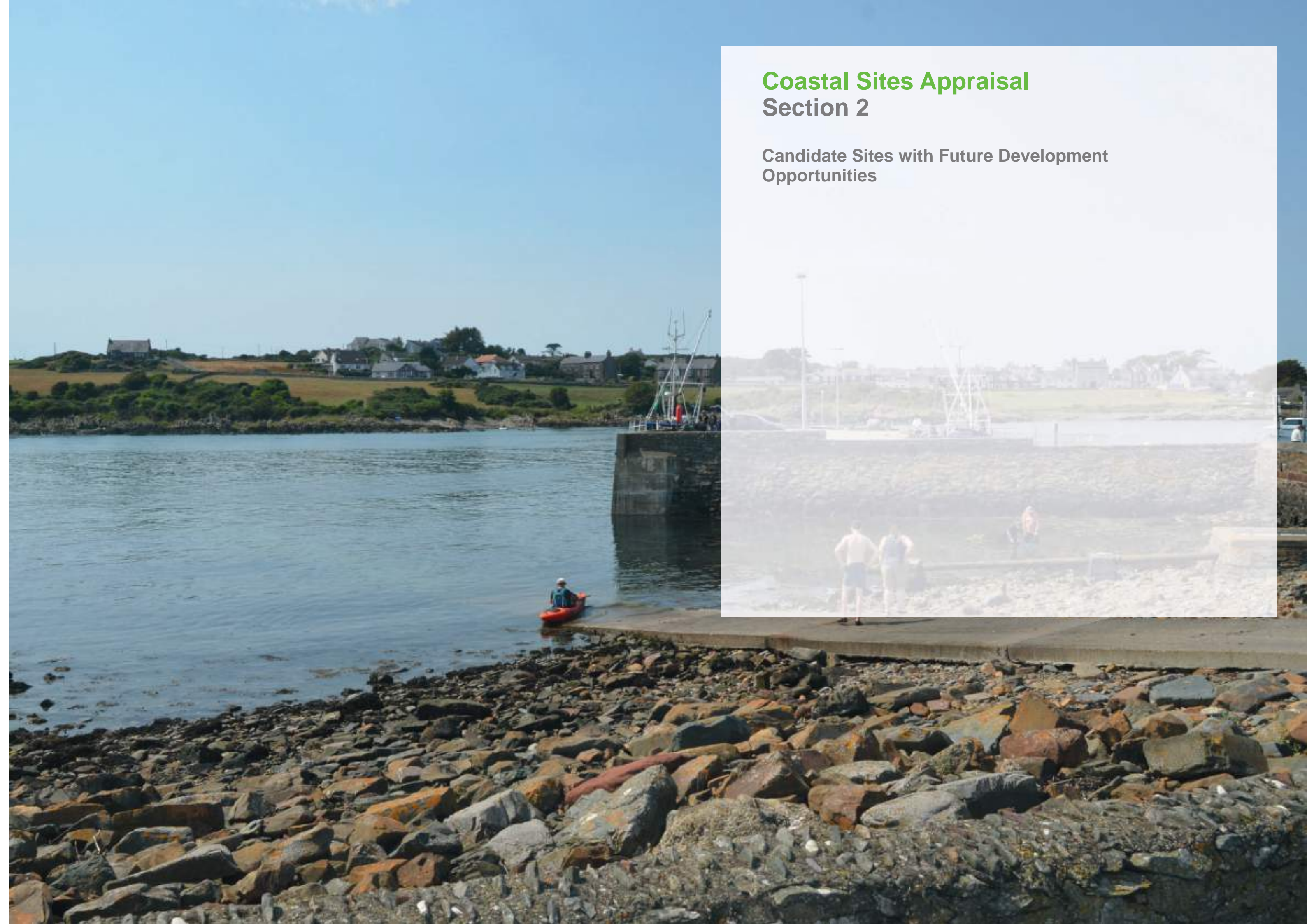
Cycle parking and seating - Claypits - LUC Glasgow



Hand faced welded mesh stone Gabion retaining wall

## Coastal Sites Appraisal Section 2

Candidate Sites with Future Development  
Opportunities



### Candidate Site Appraisal 65 - Kirkcolm (Wig Bay)



March 2023

## Candidate Site Appraisal 65 - Kirkcolm (Wig Bay)



Image 01 - Car parking area



Image 02 - Link to coastal core path



Image 03 - Interpretation



Image 04 - Coastal core path



Image 05 - Information signage

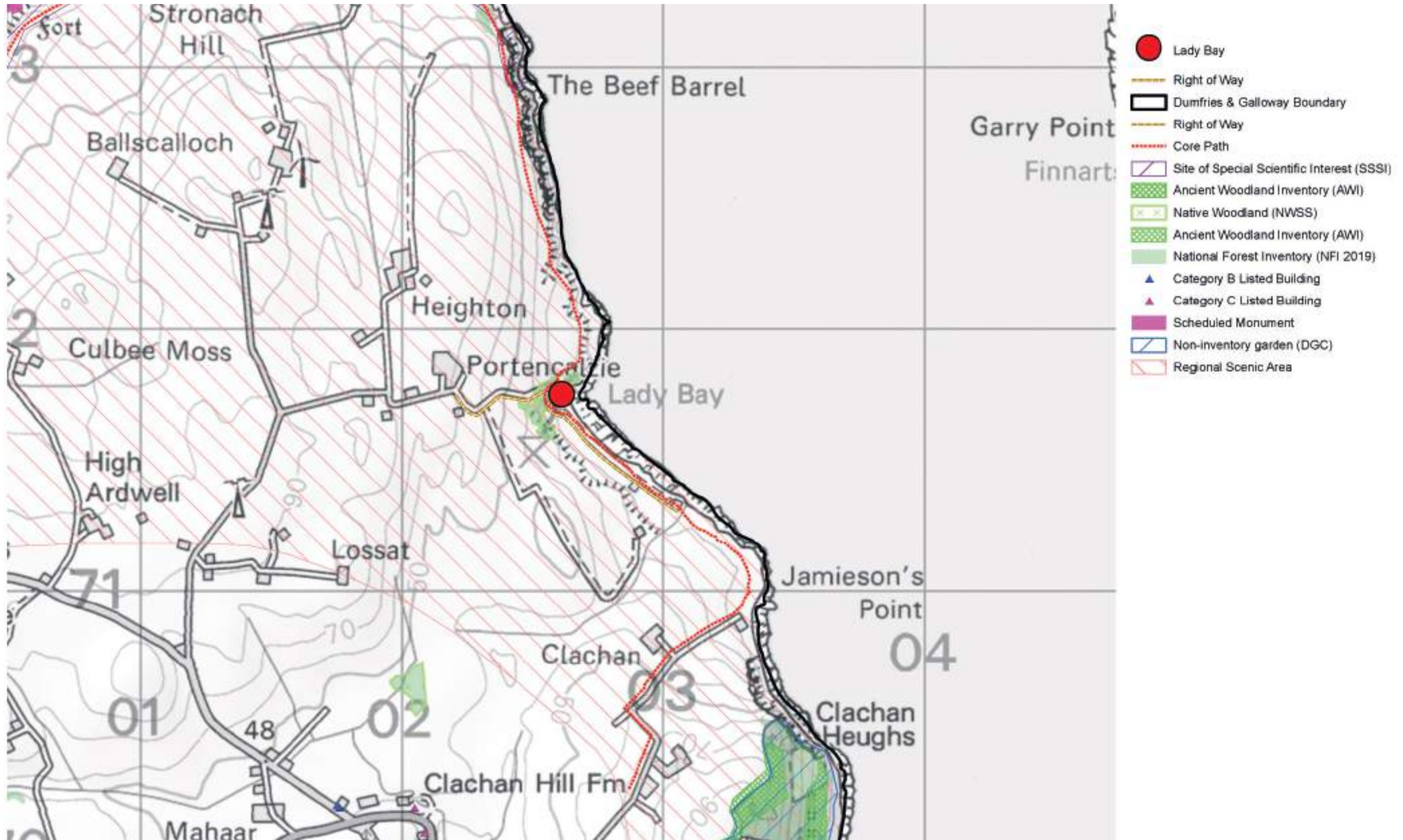


Image 06 - Old rowboat installation

## Candidate Site Appraisal 65 - Kirkcolm (Wig Bay)

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>65 – Kirkcolm (Wig Bay) Refer to Map Index 2 and Field Map 17</p>	<p>This coastal car park is located to the north-west of Wig Bay and accessed directly by the A718 (and 408 No. bus route), to the west.</p> <p>Access to the coast is via a short informal rocky path (and other well-worn paths) which links the car park directly to Wig Sands. A tarmac path, on the Core Path network, provides access along the coastal edge to the north-east.</p> <p>The car park is formed by concrete and there are no car parking space delineations. The L shaped area of hardstanding is approximately 10m wide and 80m long.</p> <p>There are benches and picnic tables on a grassy area to the south of the car park, overlooking Wig Bay. There is a boat with ornamental planting near the car park entrance and there are litter bins and interpretation panels. There is a bike maintenance stand near the entrance.</p>	<p>This is an open and prominent site, visible from an A road on the approach/ departure from the settlement of Kirkcolm.</p> <p>The site offers access to the southern facing bay on Wig Sands and views to the east and south over Loch Ryan.</p> <p>The site is on the edge of the Rhins Coast RSA.</p>	<p>On the day of site visit 6 vehicles (mix of cars and vans) were using the site. Many seemed to be local residents coming to exercise/ walk the dog.</p> <p>On the day of previous D&amp;CG survey, 4 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include some evidence of littering and problems with people not picking up dog waste.</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from a more sensitively designed and freer draining car park surface, with better delineation of parking spaces to maximise the capacity of the site.</p> <p>The site would benefit from upgraded facilities, with seating, interpretation, and litter bins of a more coherent design palette and which reflect the coastal location.</p> <p>Proximity to the village of Kirkcolm and major transport route may provide potential for electric car charging points.</p>	<p>Medium</p>

## Candidate Site Appraisal 70 - Lady Bay



March 2023

## Candidate Site Appraisal 70 - Lady Bay



Image 01 - Gated Access to site



Image 02 - Informal parking area



Image 03 - Access to coast



Image 04 - Access to coast



Image 05 - Wayfinding signage



Image 06 - Road conditions

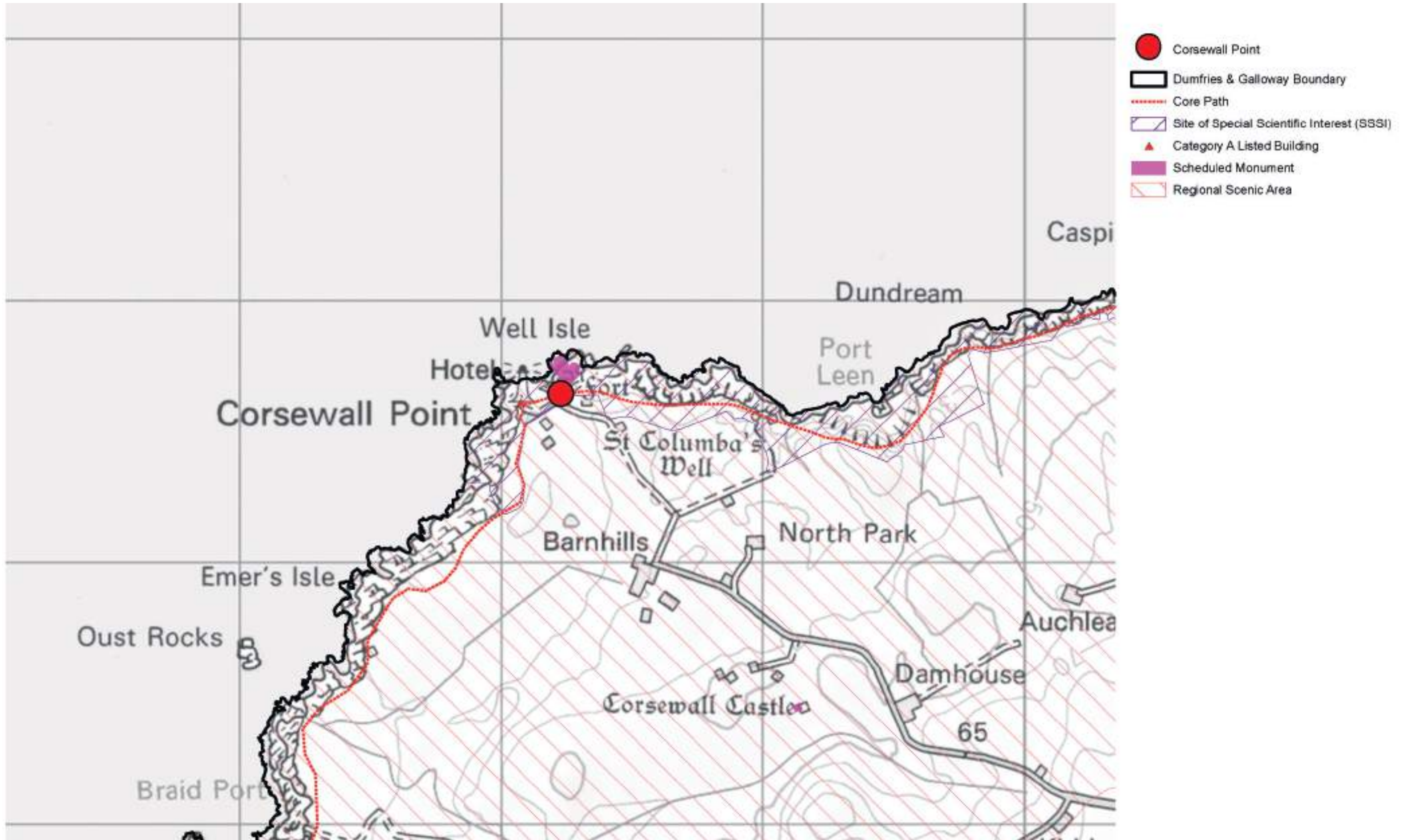
## Candidate Site Appraisal

### 70 - Lady Bay

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>70 – Lady Bay</p> <p>Refer to Map Index 2 and Field Map 18</p>	<p>This coastal car park is located to the east of Lady Bay. It is accessed by the minor road network, to the north-west of the B738. There is a long and rough stone farm track, with gated access at one point.</p> <p>The site is on the Core Path network, which follows the north-eastern coastal edge of the Rhins Peninsula. There is no direct bus link.</p> <p>Access to the coast is via a slipway and well-worn paths (some with a very steep gradient) though an overgrown area which separates the area of car parking from the bay.</p> <p>The car park is formed with a crushed stone surface approximately 40m long by 10m wide. There are no car parking space delineations. There are no facilities.</p>	<p>This is a secluded site, where the terrain and vegetation screen the site on approach.</p> <p>From Lady Bay there are open views east, over the northern extents of Loch Ryan.</p> <p>The site is in the Rhins Coast RSA. Vegetation around the site is identified as Native Woodland.</p>	<p>On the day of site visit 0 vehicles were using the site.</p> <p>On the day of previous D&amp;CG survey, 1 vehicle was using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, suggest that illicit camping/ overnight stays are a problem. There are several signs which prohibit overnight stays on approach to the site. There was some litter at the site and evidence of campfires.</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>Due to the more remote and secluded nature of the site and lower visitor numbers, this site is of medium potential to benefit from enhanced visitor management and tourism infrastructure.</p>	<p>Medium</p>



### Candidate Site Appraisal 36 - Corsewell Point



March 2023

## Candidate Site Appraisal 36 - Corsewell Point



Image 01 - Interpretation board



Image 02 - Informal parking area and access road to site



Image 03 - Access path to coast



Image 04 - Warning signs



Image 05 - Views towards lighthouse



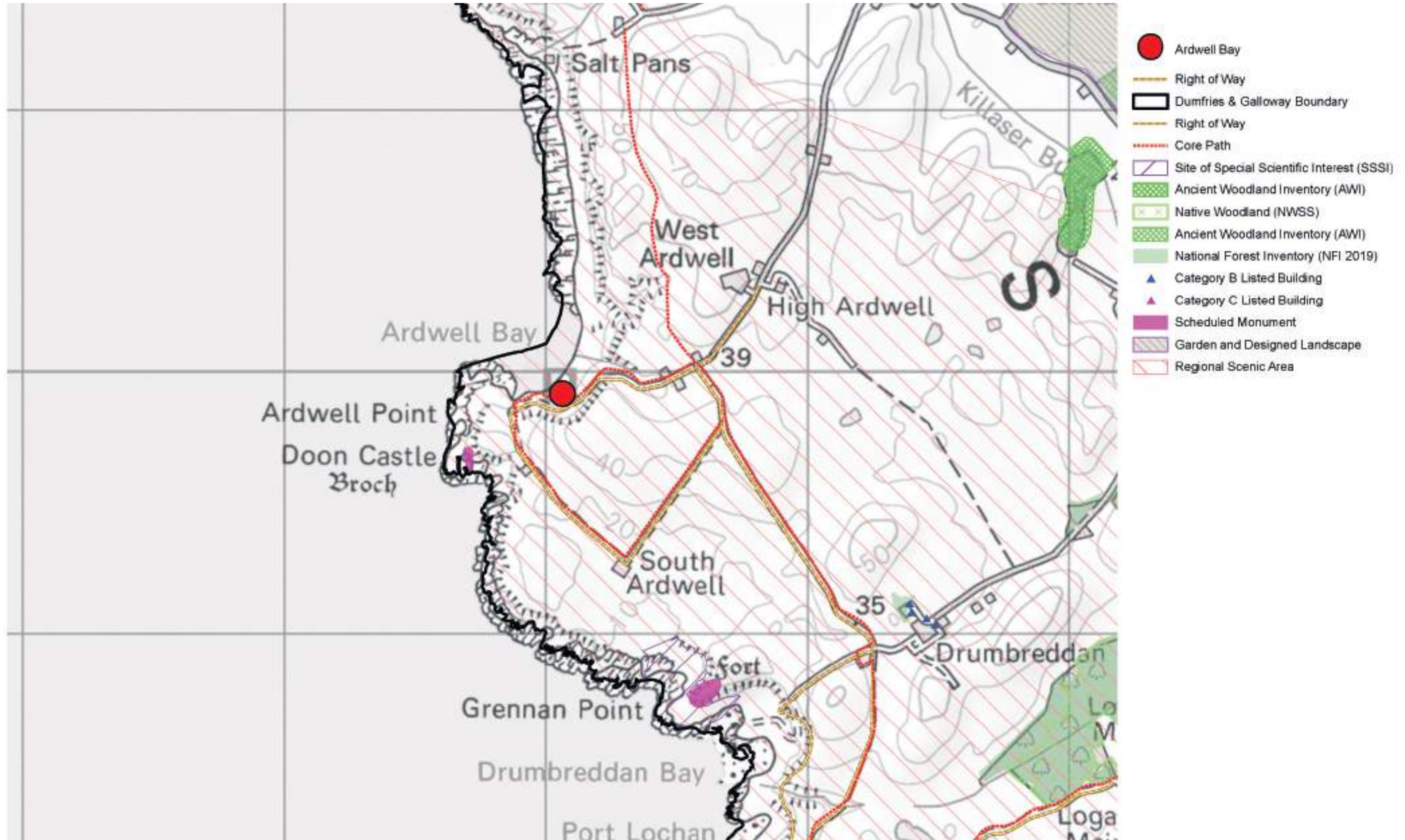
Image 06 - Access track to site

## Candidate Site Appraisal

### 36 - Corsewell Point

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>36 – Corsewell Point</p> <p>Refer to Map Index 2 and Field Map 11</p>	<p>This coastal car park is located south of the rocky coastal edge to the north of the Rhins. It is accessed by the local road network, which links into the B738 to the south. Parts of the approach track to the site are very rough, with large potholes in the track.</p> <p>The site is on the Core Path network, which follows the northern coastal edge of the Rhins Peninsula. There is no direct bus link.</p> <p>Access to the coast is via well-worn paths down to the rocky coastline and worn paths over the rocky coast.</p> <p>The car park is unmade and formed by gravel, grass and rocks and is approximately 30m long by 10m wide. There are no car parking space delineations. There is an interpretation panel which is very weathered.</p>	<p>This is an open site, which sits above the rocky coastal edge to the north of the Rhins. Corsewell Lighthouse represents a notable feature in close proximity and in coastal views to the west (there is further parking provision at this site). The undulating (open) landform to the south of the site somewhat screens the site on approach via a minor road/ rough track.</p> <p>From the open coastal edge, there are long distance views north and north-west over the Firth of Clyde.</p> <p>The site is in the Rhins Coast RSA and in a SSSI. There are some Scheduled Ancient Monuments (SAMs) along the coastal edge, to the north of the site.</p>	<p>On the day of site visit 0 vehicles were using the site. A local resident was walking their dog.</p> <p>On the day of previous D&amp;CG survey, 1 vehicle was using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include potential illicit camping/ overnight use (signs prohibiting this).</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>Due to the adjacent facilities at Corsewell Lighthouse/ lower visitor numbers/ rocky nature of the coastline (which is less likely to attract people staying for longer periods of time) this site is of medium potential to benefit from enhanced visitor management and tourism infrastructure.</p>	<p>Medium</p>

## Candidate Site Appraisal 6 - Ardwell Bay



## Candidate Site Appraisal 6 - Ardwell Bay



Image 01 - Matrix parking surface and toilet facilities



Image 02 - Secondary area with informal grass parking



Image 03 - Site access track condition



Image 04 - Access to beach



Image 05 - Litter bin typologies

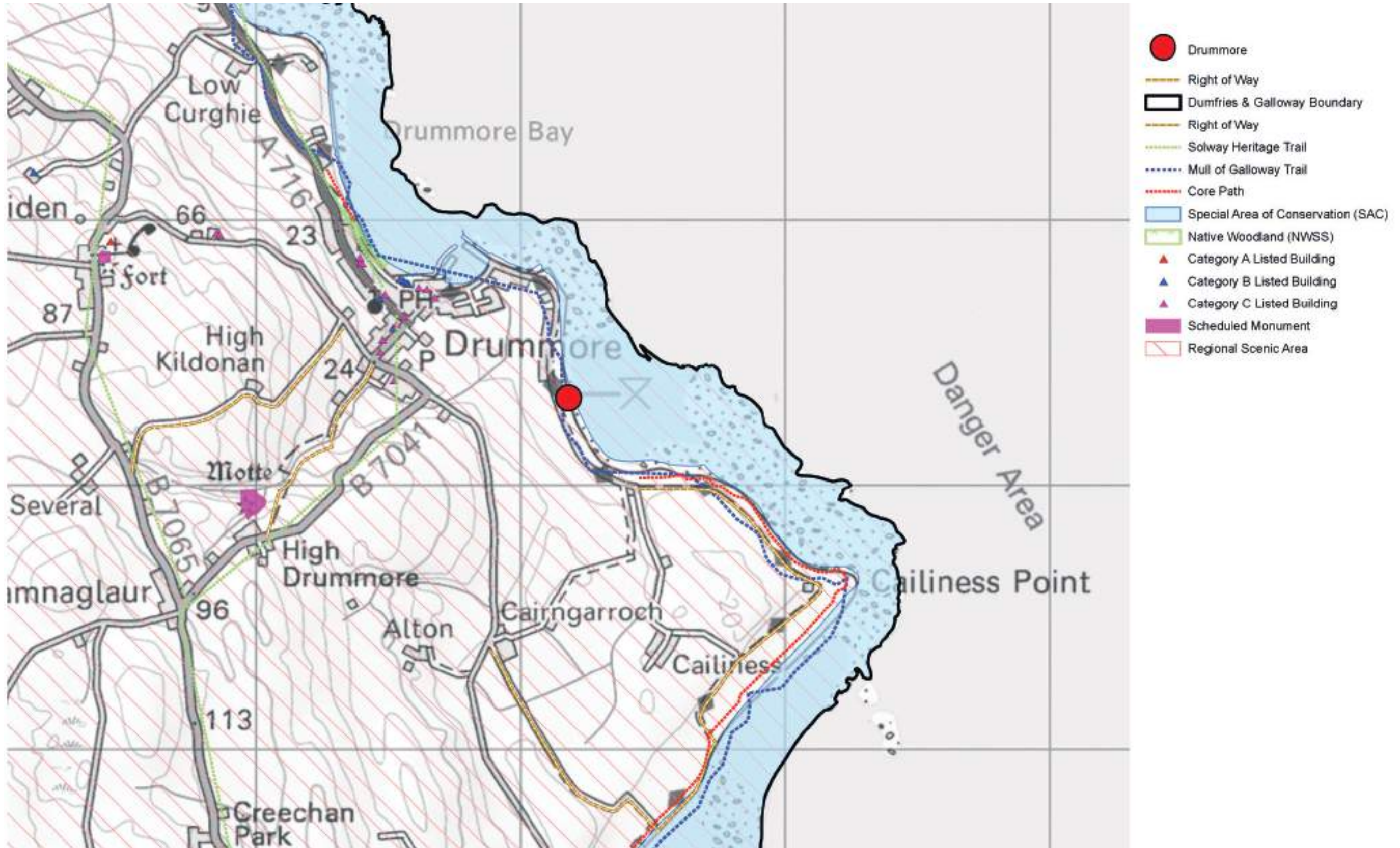


Image 06 - Access track and parking area

## Candidate Site Appraisal 6 - Ardwell Bay

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>6 - Ardwell Bay</p> <p>Refer to Map Index 4 and Field Map 3</p>	<p>This coastal car park is located to the south of Ardwell Bay. It is accessed by the minor road network, which links to the A716 on the eastern side of the southern Rhins. The track on approach to the site is in a poor state of repair and very uneven with large potholes.</p> <p>The site is on the Core Path network, which follows the western coastal edge of the Rhins Peninsula. There is no direct bus link.</p> <p>Access to the coast is via informal paths.</p> <p>The car park is formed by a concrete matrix base with grass growing through (approximately 25m wide by 25m long). There are no car parking space delineations. There are litter bins and a portaloo toilet. There is a further smaller area of grass parking, at the southern extents of Ardwell Bay, near a slipway.</p>	<p>This site is slightly secluded in nature, due to the undulating landform to the east and the long approach track.</p> <p>From Ardwell Bay there are open long views west, over the Irish Sea.</p> <p>The site is in the Rhins Coast RSA.</p>	<p>On the day of site visit 1 car and 1 camper van was using the site.</p> <p>On the day of previous D&amp;CG survey, 3 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include overnight use by camper vans and a number of campfires. The litter bins were also very full of rubbish.</p> <p><b>A visitor survey was undertaken on this site on 29th July 2022. The findings of this survey are presented in Appendix D</b></p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>Due to the more remote and secluded nature of the site and lower visitor numbers, this site is of medium potential to benefit from enhanced visitor management and tourism infrastructure.</p>	<p>Medium</p>

### Candidate Site Appraisal 41 - Drummore



March 2023

## Candidate Site Appraisal 41 - Drummore



Image 01 - Informal parking on grassy areas



Image 02 - Danger area signage



Image 03 - Bins and seating and access point



Image 04 - Picnic area



Image 05 - Approach road



Image 06 - Surfacing wear



## Candidate Site Appraisal

### 41 - Drummore

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>41 – Drummore</p> <p>Refer to Map Index 5 and Field Map 13</p>	<p>This coastal car park is located to the south of Drummore, on the eastern side of the southern Rhins. It is accessed by the minor road network which links into the A716 (and 407 No. bus route) in the village to the north.</p> <p>The site is on the Core Path network, which follows the eastern coastal edge of the Rhins Peninsula and the Mull of Galloway Long Distance Trail.</p> <p>Access to the coast is via a well-worn path through an area of vegetation which separate the parking area from the bay.</p> <p>The car park is unmetalled with areas of tarmac, gravel and grass and the ground is very uneven. The parking area is approximately 70m long by 20m wide. There are no car parking space delineations. In terms of facilities there are litter bins and picnic benches.</p>	<p>This site is an open site with long distance views east over Luce Bay.</p> <p>The site is in the Rhins Coast RSA. The coastal edge is designated as SAC.</p>	<p>On the day of site visit 2 cars were using the site.</p> <p>On the day of previous D&amp;CG survey, no vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include some evidence of illicit camping (sign prohibiting this use). At time of the visit the site was very tidy.</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>Due to the generally tidy condition and lower visitor numbers, this site is of medium potential to benefit from enhanced visitor management and tourism infrastructure.</p>	<p>Medium</p>

### Candidate Site Appraisal 136 - West Tarbet



## Candidate Site Appraisal 136 - West Tarbet



Image 01 - Gated Access



Image 02 - Access track to bay



Image 03 - Informal parking and camping in grassy area of bay



Image 04 - Nearby Cattle



Image 05 - Access track



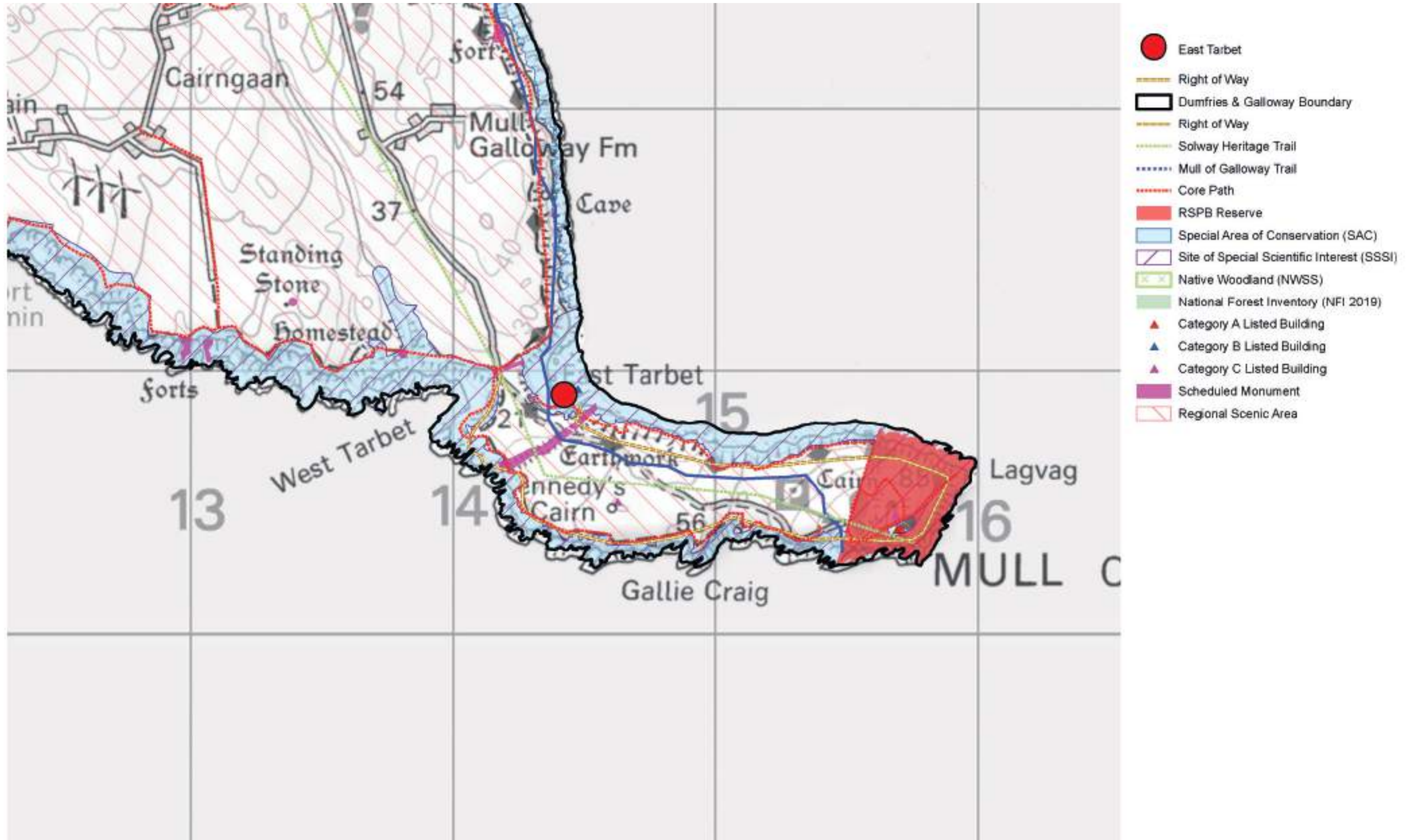
Image 06 - Information Signage

## Candidate Site Appraisal

### 136 - West Tarbet

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>136 – West Tarbet</p> <p>Refer to Map Index 5 and Field Map 34</p>	<p>This site is located off (west) of the minor road network, to the south of the Rhins. There is no direct bus link.</p> <p>The site is on the Core Path network, which follows the coastal edge to the south of the Rhins Peninsula. It is also located in proximity to the Mull of Galloway Long Distance Trail.</p> <p>The site consists of a grassy area behind a secluded shingle bay. The site is accessed via a rough gravel track, with gated access at the entry point.</p> <p>The car park is unmetalled with areas of grass and crushed stone aggregate. The grassy area used for parking is approximately 120m in length. There are no car parking space delineations. There are no facilities.</p>	<p>The rising terrain somewhat screen the site from inland views. There are long distance views west over the Irish Sea, from the bay.</p> <p>The site is in the Rhins Coast RSA. The coastal edge is designated as SAC and SSSI.</p>	<p>On the day of site visit 3 cars were using the site.</p> <p>On the day of previous D&amp;CG survey, 1 vehicle was using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include illicit camping (at least 3 tents pitched), campfires and areas of erosion in the grassy area, used for parking.</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from an enhanced free draining car park surface, with parking spaces delineated to focus car parking to an appropriate area of the site.</p> <p>The site would benefit from enhanced facilities, with seating, interpretation and litter bins of coherent design palette and which reflect the coastal location.</p> <p>The site provides a spectacular spot for wild camping. Improvement works should focus on allowing this activity to happen in a responsible manner. The site may benefit from an 'invitation to pay' parking scheme, given its popularity with camper vans.</p>	<p>Medium</p>

### Candidate Site Appraisal 44 - East Tarbet



March 2023

## Candidate Site Appraisal 44 - East Tarbet



Image 01 - Informal camping in the bay



Image 02 - Access road to bay with small, abandoned cottage



Image 03 - Access to coast and evidence of campfires



Image 04 - View back towards the parking area



Image 05 - Interpretation signage



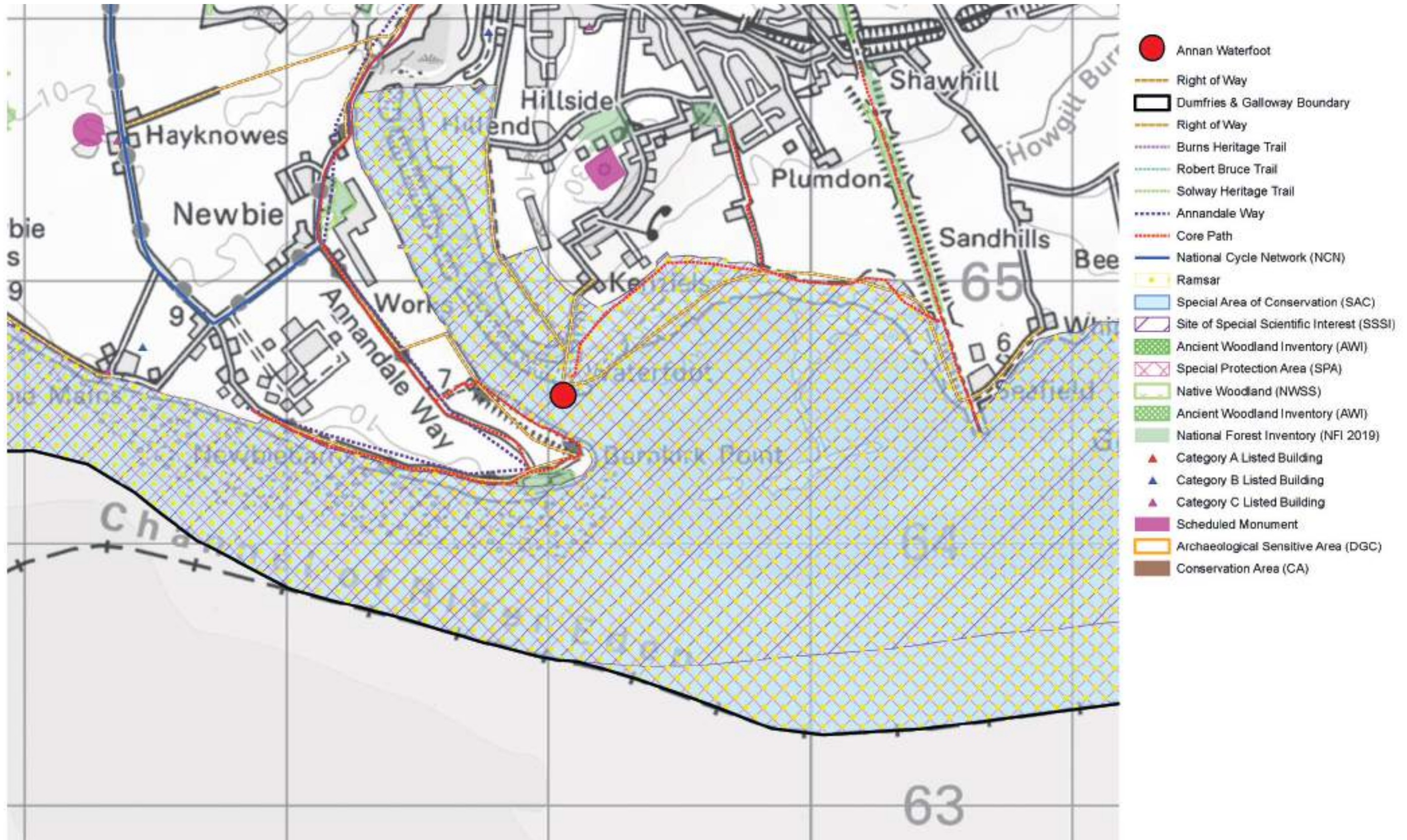
Image 06 - Information Signage

## Candidate Site Appraisal

### 44 - East Tarbet

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>44 – East Tarbet</p> <p>Refer to Map Index 5 and Field Map 14</p>	<p>This site is located off (east) of the minor road network, to the south of the Rhins. There is no direct bus link.</p> <p>The site is on the Core Path network, which follows the coastal edge to the south of the Rhins Peninsula. It is also on the Mull of Galloway Long Distance Trail.</p> <p>Access to the coast is via a rocky vehicle access with well-worn paths to the shingle/ sandy bay. There is a slight incline from the coast to the parking area, with various access points.</p> <p>The area used for parking is unmetalled with areas of grass, rock and dirt. The grassy area used for parking is approximately 180m in length. There are no car parking space delineations. There are no facilities.</p>	<p>This site is slightly secluded in nature, with rising landform to the east. There are long distance views east over Luce Bay.</p> <p>The site is in the Rhins Coast RSA. The coastal edge is designated as SAC and SSSI. There is a linear SAM to the south of the site.</p>	<p>On the day of site visit 9 cars and vans were using the site.</p> <p>On the day of previous D&amp;CG survey, 11 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include illicit camping (approximately 9 tents were pitched), campfires and areas of erosion on the grassy area used for parking. This appears to be a very popular spot for fishing, kayaking and camping.</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from an enhanced free draining car park surface, with parking spaces delineated to focus car parking to an appropriate area of the site.</p> <p>The site would benefit from enhanced facilities, with seating, interpretation and litter bins of coherent design palette and which reflect the coastal location.</p> <p>The site provides a spectacular spot for wild camping. Improvement works should focus on allowing this activity to happen in a responsible manner. The site may benefit from an 'invitation to pay' parking scheme, given its popularity with camper vans.</p>	<p>Medium</p>

### Candidate Site Appraisal 4 - Annan Waterfoot





March 2023

## Candidate Site Appraisal 4 - Annan Waterfoot



Image 01 - Car Parking Area



Image 02 - Parking area



Image 03 - Parking area



Image 04 - Interpretation signage



Image 05 - Wayfinding Signage



Image 01 - Seating

## Candidate Site Appraisal

### 4 - Annan Waterfoot

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>4 – Annan Waterfoot</p> <p>Refer to Map Index 15 and Field Map 1</p>	<p>This coastal car park is located to the south of Annan, at the mouth of the River Annan, and is accessed via a private road through a livestock field from Waterfoot Road. The site begins/terminates on a core path.</p> <p>Access to the coast is via a short ramp, and an informal dirt path out to the waterside.</p> <p>The car parking area is informal, and there are no car parking space delineations. The grass verge layby utilised for parking could fit approximately 2-3 cars, with further informal parking at the waterside.</p> <p>There is a timber and galvanised steel bench, an information sign, and a cairn dedicated to Robert Burns located on a grassy area adjacent to the parking.</p>	<p>This is a secluded site, a short drive through an open livestock field on a private road.</p> <p>The site offers access to the south-facing bay at the mouth of the River Annan.</p> <p>The site falls within a Ramsar site &amp; SSSI (Upper Solway Flats &amp; Marshes), and Special Protection Area (Solway Firth).</p>	<p>On the day of the site visit, there were 0 vehicles using the site.</p> <p>On the day of previous D&amp;GC survey, 0 vehicles were using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include some evidence of littering and worn surfacing within the parking area and road on approach.</p>	<p>The site is in private ownership, so any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from improved surfacing, both within the parking area and on the approach to the parking area.</p> <p>The site would benefit from upgraded facilities, with the addition of a litter bin, and improved signs with a more cohesive design palette which reflects the coastal location.</p>	<p>Medium</p>

### Candidate Site Appraisal 10 - Balcary



March 2023

## Candidate Site Appraisal 10 - Balcary



Image 01 - Car Parking Area



Image 02 - Stone wall



Image 03 - Refuse and information sign area



Image 04 - View towards beach



Image 05 - View back towards the parking area

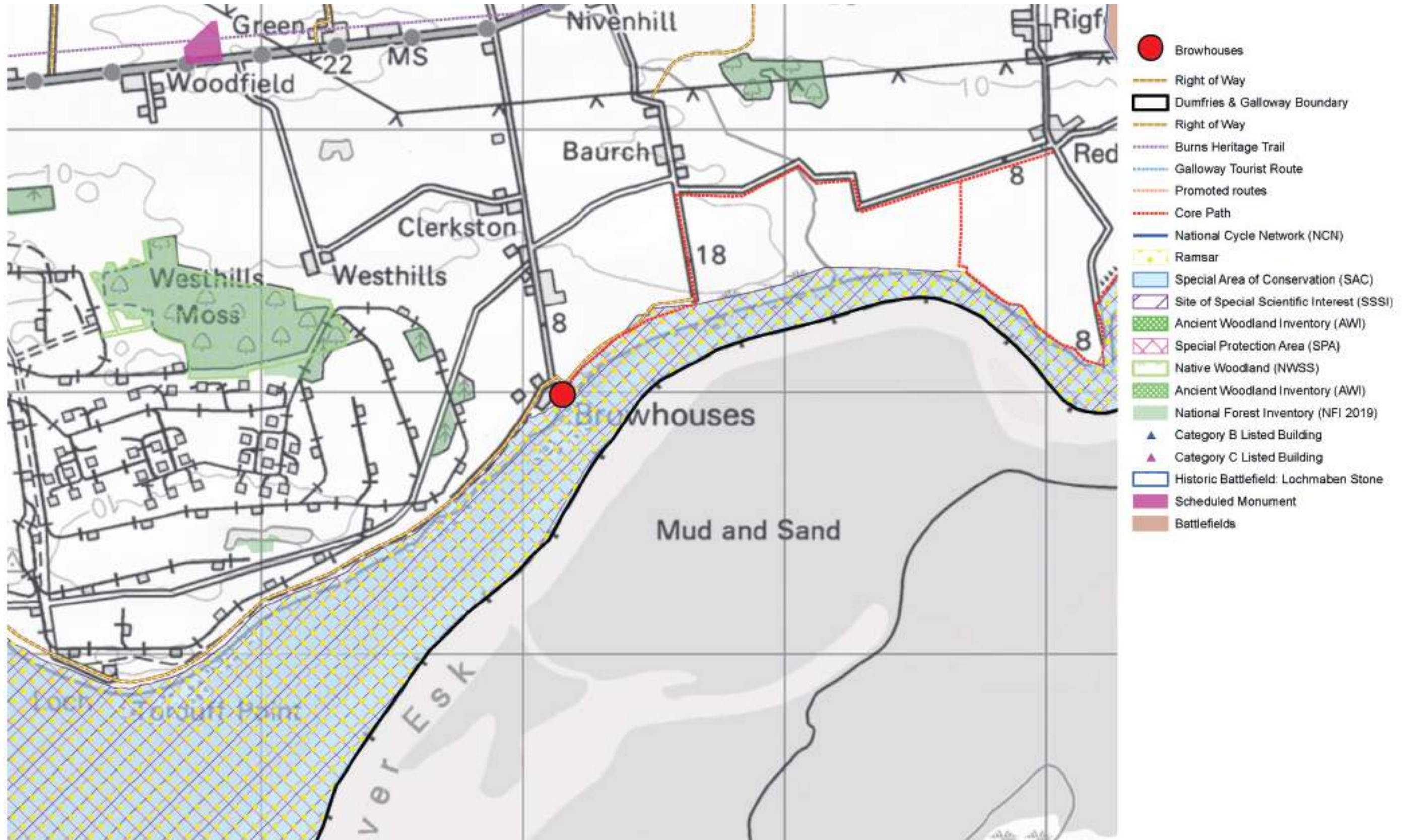


Image 06 - Path to Balcary Point

## Candidate Site Appraisal 10 - Balcary

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>10 – Balcary</p> <p>Refer to Map Index 11 and Field Map 5</p>	<p>This small car park is located to the rear of a large hotel and residential dwellings, a short walk to the coast. The site is accessed via the A711, following the Shore Road. The road to the site is a single-track road with passing places.</p> <p>The site is on the core path network (Balcary Bay).</p> <p>Access to the coast is via a private road, and an informal path access to the beach.</p> <p>The car park has an asphalt surface with delineated car parking bays for 17 cars.</p> <p>The car park contains a large area designated to bins, and an information sign to the rear of the bins.</p> <p>There is a field next to the car park which requires a clearway to the gate for 24hr access.</p>	<p>This is an open site, with private residencies and a large hotel directly adjacent to the site.</p> <p>The site is situated within the National Scenic Area of East Stewartry Coast and within the Regional Scenic Area of the Solway Coast.</p> <p>The site is also adjacent to areas of ancient woodland.</p>	<p>On the day of the site visit, 7 vehicles – all cars - were using the site.</p> <p>On the day of the previous D&amp;GC survey there were 15 vehicles using the site.</p> <p>There is minimal evidence of visitor pressures, based on 2022 field survey findings. The site is in a good condition.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from upgraded facilities, with the relocation of the information sign to a more suitable and accessible location, and a more cohesive design palette which reflects the coastal location.</p>	<p>Medium</p>

### Candidate Site Appraisal 17 - Browhouses



March 2023

## Candidate Site Appraisal 17 - Browhouses



Image 01 - Car Parking Area



Image 02 - Turning circle



Image 03 - Area of damaged land



Image 04 - Burned ground



Image 05 - View from car park



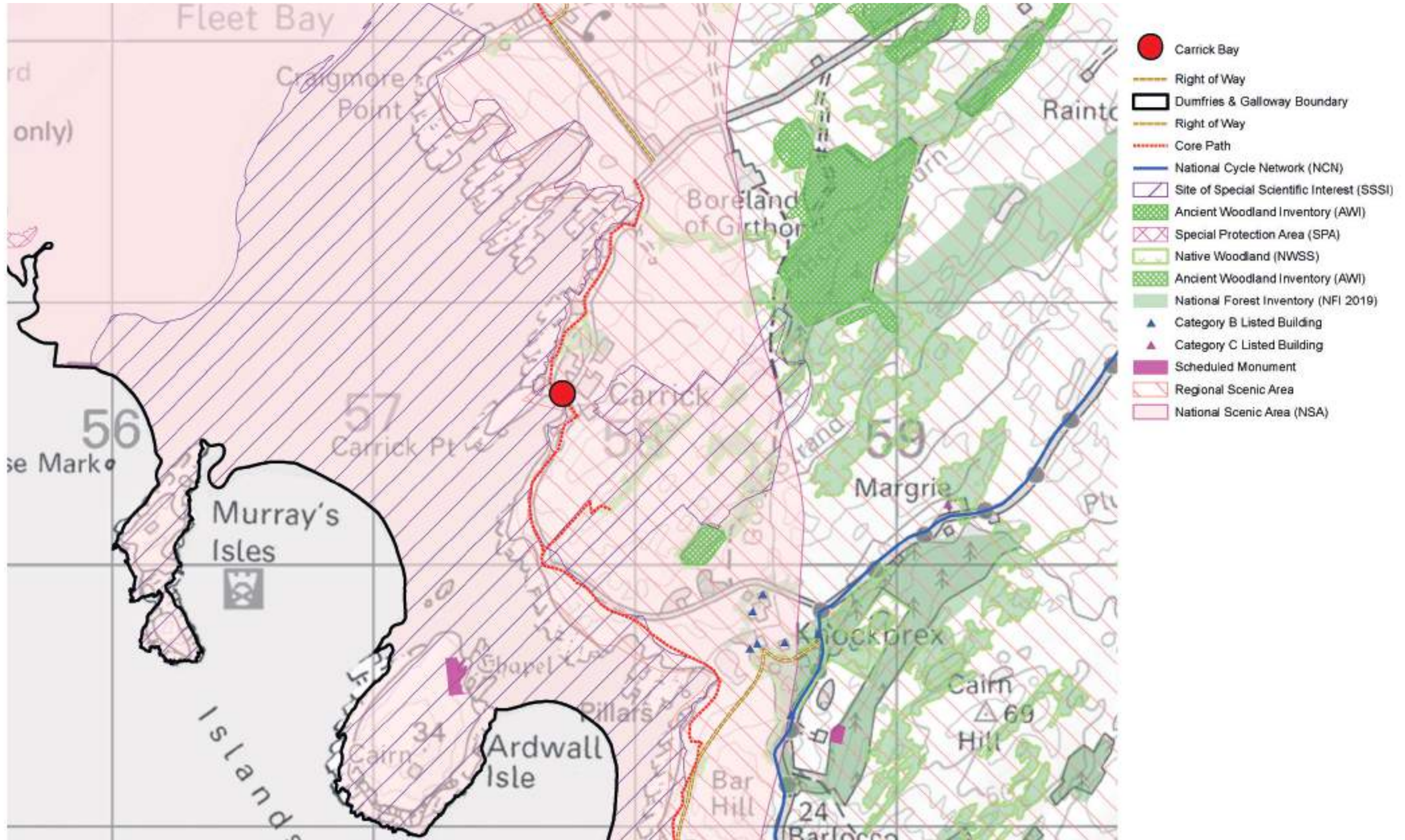
Image 06 - View towards car park

## Candidate Site Appraisal 17 - Browhouses

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>17 – Browhouses Refer to Map Index 17 and Field Map 8</p>	<p>This small coastal car park is located between Gretna and Eastrigg and is accessible from the B721. The site begins/terminates the core path 'Browhouses to Redkirk point'</p> <p>Access to the coast is via a desire line which connects the coast to the parking area.</p> <p>The car park has a gravel surface, with no delineated car parking bays. The parking is within a turning circle and would accommodate 5 – 6 vehicles.</p> <p>There is a memorial bench located within the area which faces the coast.</p>	<p>This is a secluded site, accessible via an unnamed road off the B721.</p> <p>The site is located adjacent to the RAMSAR and SSSI of The Upper Solway Flats &amp; Marshes.</p> <p>It is also adjacent to the Special Protection Area of the Solway Firth.</p>	<p>On the day of site visit there were 0 vehicles using the site.</p> <p>On the day of the previous D&amp;GC survey there were 2 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include evidence of anti-social behaviour as evidenced by a burned-out area of ground. This divides the parking area, and it can no longer be used as a turning circle.</p>	<p>The site is in private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from upgraded and additional facilities, with the introduction of a bench and a bin, utilising a more cohesive design palette which reflects the coastal location.</p>	<p>Medium</p>



### Candidate Site Appraisal 27 - Carrick Bay



## Candidate Site Appraisal 27 - Carrick Bay



Image 01 - Car Parking Area



Image 02 - Approach road



Image 03 - Steps to beach



Image 04 - View towards boating area



Image 05 - View over the bay



Image 06 - Parking area

## Candidate Site Appraisal 27 - Carrick Bay

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>27 – Carrick Bay</p> <p>Refer to Map Index 10 and Field Map 9</p>	<p>This small coastal car park is located to the south of Sandgreen and is accessed via a minor road from the A75 towards Sandgreen. The site is also accessible via the core path route 'Carrick'</p> <p>Access to the coast is across a road and via a short flight of steps, connecting the car parking area to the coast.</p> <p>The car park is on a large expanse of grass, with no delineated car parking. The site could accommodate approximately 10-12 vehicles.</p>	<p>This is an open site which is overlooked by a holiday home park.</p> <p>The site is located within the Fleet Valley National Scenic Area and the Galloway Hills Regional Scenic Area. The site is also adjacent to the SSSI of The Borgue Coast.</p>	<p>On the day of site visit there were 0 vehicles using the site.</p> <p>On the day of the previous D&amp;GC survey there were 10 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include heavy wear of surfacing on the private roads and around the parking area.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from measures to prevent and withstand heavy wear from visitor traffic along the private road and within the parking area. The site also requires new and improved visitor facilities such as litter bins and benches, in a cohesive design palette reflecting its coastal location.</p>	<p>Medium</p>

### Candidate Site Appraisal 37 - Craignarget



## Candidate Site Appraisal 37 - Craignarget



Image 01 - Car Parking Area



Image 02 - Entrance to parking area



Image 03 - Ministry of defence property



Image 04 - Pebble beach



Image 05 - Picnic area



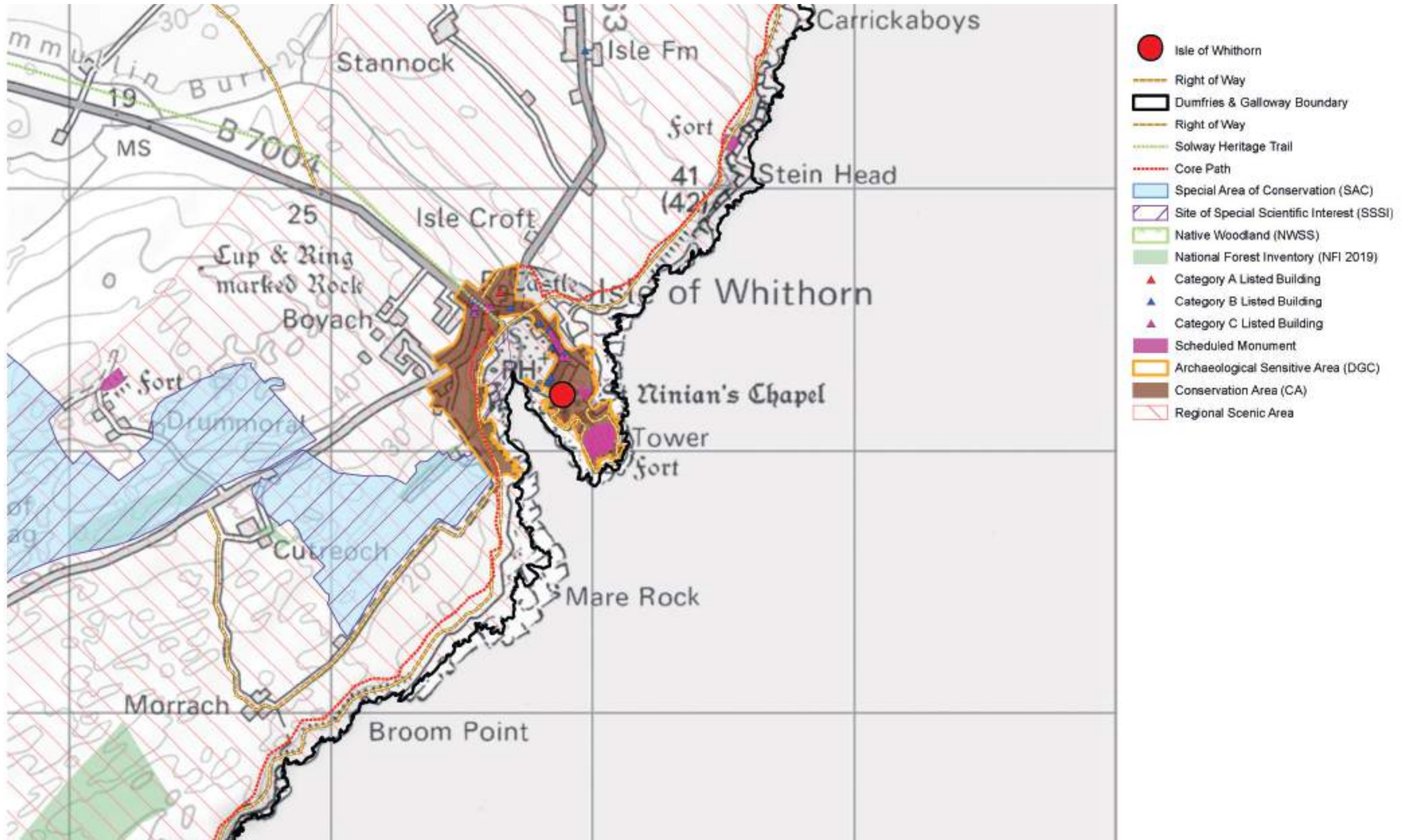
Image 06 - Picnic area

## Candidate Site Appraisal

### 37 - Craignarget

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>37 – Craignarget</p> <p>Refer to Map Index 6 and Field Map 12</p>	<p>This large car park is located to the east of Auchenmalg and is accessible via road from the A747. The site has multiple entrances along a stretch of road. The site is accessible via core path route 'Craignarget', it is also accessible via the Robert Bruce and Solway Heritage Trail which pass by.</p> <p>Access to the coast is via informal routes across a pebble strip which connect the parking area to the coast.</p> <p>The car park is on a large expanse of grass with some gravel areas and a gravel track. There is no delineated car parking. The site is upwards of 200m in length and 20m in width.</p> <p>There are 2 bins, 2 picnic benches, a bench and some information signs present on site. There is Ministry of Defence property within the site.</p>	<p>This is a large open site accessible directly from the A747.</p> <p>The site is within the Luce Bay and Sands Special Area of Conservation. The site is adjacent to the Regional Scenic Area of Mochrum Lochs.</p>	<p>On the day of site visit there were 9 vehicles using the site, 3 cars and 6 caravans.</p> <p>On the day of the previous D&amp;GC survey there were 4 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include evidence of recreational fires, heavy wear of surfacing. There are multiple worn entrances to the site.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from upgraded surfacing and protection measures to prevent heavy wear and improve accessibility. Measures to control and deter irresponsible behaviour are also required including management of barbecues. The site would benefit from the introduction of visitor facilities such as litter bins, benches and signs, in a cohesive design palette reflecting its coastal location. The beach is primarily silvery grey pebbles of varying size which spill onto the parking area, this could be utilised to provide a site sensitive approach to surfacing. There is no evidence of utility infrastructure within the site which would constrain opportunities for certain facilities such as EV charging and waste-water disposal.</p>	<p>Medium</p>

### Candidate Site Appraisal 53 - Isle of Whithorn



March 2023

## Candidate Site Appraisal 53 - Isle of Whithorn



Image 01 - Car Parking Area



Image 02 - Interpretation signage



Image 03 - Refuse area



Image 04 - Parking area



Image 05 - Parking Area



Image 06 - Entrance to parking area

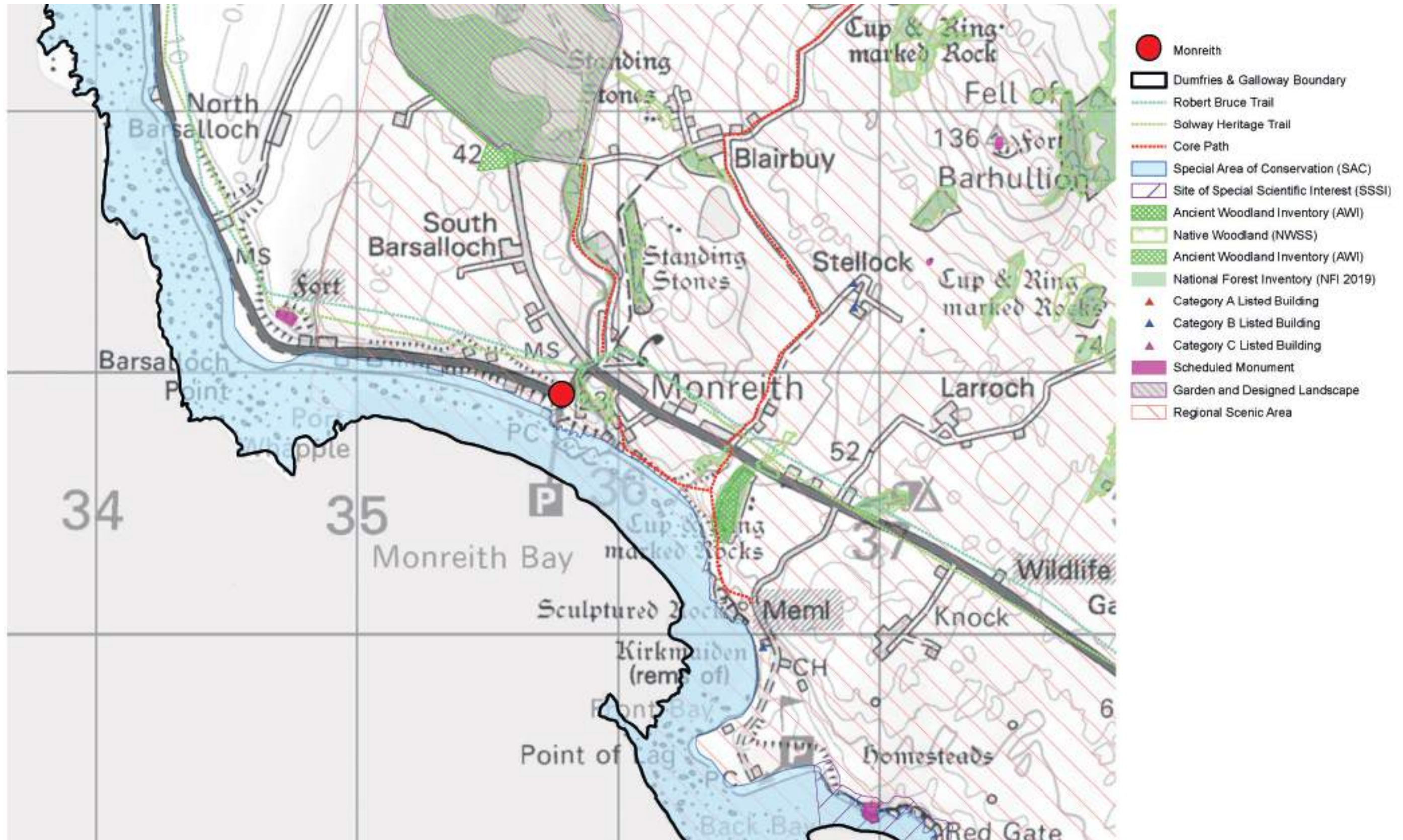


## Candidate Site Appraisal

### 53 - Isle of Whithorn

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>53 – Isle of Whithorn</p> <p>Refer to Map Index 8 and Field Map 15</p>	<p>This large car park located within the Isle of Whithorn Harbour is accessible via the Main Street. The site is near a popular visitor attraction, St Ninians Chapel.</p> <p>Access to the coast is via a boating ramp and path which connects the parking area and the coast. At the time of the visit several people were participating in pier jumping.</p> <p>The car park has an asphalt and gravel surface, with no delineated parking bays. The parking area is popular with caravans and campervans.</p> <p>There is a large storage area for bins within the site.</p>	<p>This is a partially secluded site, accessible off the main street in Isle of Whithorn. The site is passed frequently by visitors to St Ninians Chapel.</p> <p>The site is situated within the Conservation and Archaeological Sensitive Area of the Isle of Whithorn. There are multiple listed buildings nearby.</p> <p>The site sits within the Regional Scenic Area of the Machars Coast.</p>	<p>On the day of site visit 20 vehicles (18 caravans, 2 cars), 2 boats and 1 camper were using the site.</p> <p>On the day of the previous D&amp;GC survey there were 8 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, heavy wear of surfacing.</p>	<p>The site is in council ownership.</p> <p>Whilst there are some facilities currently provided, the site would benefit from upgraded facilities potentially including waste-water disposal facilities for campervans and EV charging points. The site would also benefit from upgrading of surfacing, delineation of parking bays, and there is a potential to include parking charges.</p>	<p>Medium</p>

### Candidate Site Appraisal 76 - Monreith



## Candidate Site Appraisal 76 - Monreith



Image 01 - Car Parking Area



Image 02 - Viewpoint



Image 03 - Steps to beach



Image 04 - Kerb movement



Image 05 - Litter Bin



Image 06 - Car parking area

## Candidate Site Appraisal

### 76 - Monreith

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>76 – Monreith</p> <p>Refer to Map Index 7 and Field Map 20</p>	<p>This is a small layby car park to the south of Port William, accessible via the A747. The site is on the Robert Burns and Solway Heritage Trail.</p> <p>Access to the coast is via a steep flight of steps which connects the parking area to the beach.</p> <p>The parking area has an asphalt surface with no delineated parking bays. The layby accommodates approximately 15 cars.</p> <p>There are number of facilities on the site including picnic benches, seats, a bin, and some signage.</p>	<p>This is an exposed site on the edge of a steep drop down to sea level.</p> <p>The site sits within the Regional Scenic Area of Machars Coast, and adjacent to a Special area of Conservation – Luca Bay and Sands.</p>	<p>On the day of site visit 14 vehicles were using the site.</p> <p>On the day of the previous D&amp;GC survey there were 7 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, worn surfacing and land slippage which could present a health and safety hazard.</p> <p>A visitor survey was undertaken on this site on 30th July 2022. The findings of this survey are presented in Appendix D.</p>	<p>The site is in council ownership.</p> <p>The site would benefit from upgrading of surfacing and introduction of pedestrian protective barriers along the top of the slope.</p> <p>Whilst there are facilities currently provided, the site would benefit from upgraded facilities with an emphasis on a cohesive design palette.</p>	<p>Medium</p>

## Candidate Site Appraisal 80 - Newbybarnes



## Candidate Site Appraisal 80 - Newbybarnes



Image 01 - Car Parking Area



Image 02 - Entrance to Annandale Way



Image 03 - Path to bench



Image 04 - Seating area



Image 05 - Litter bin



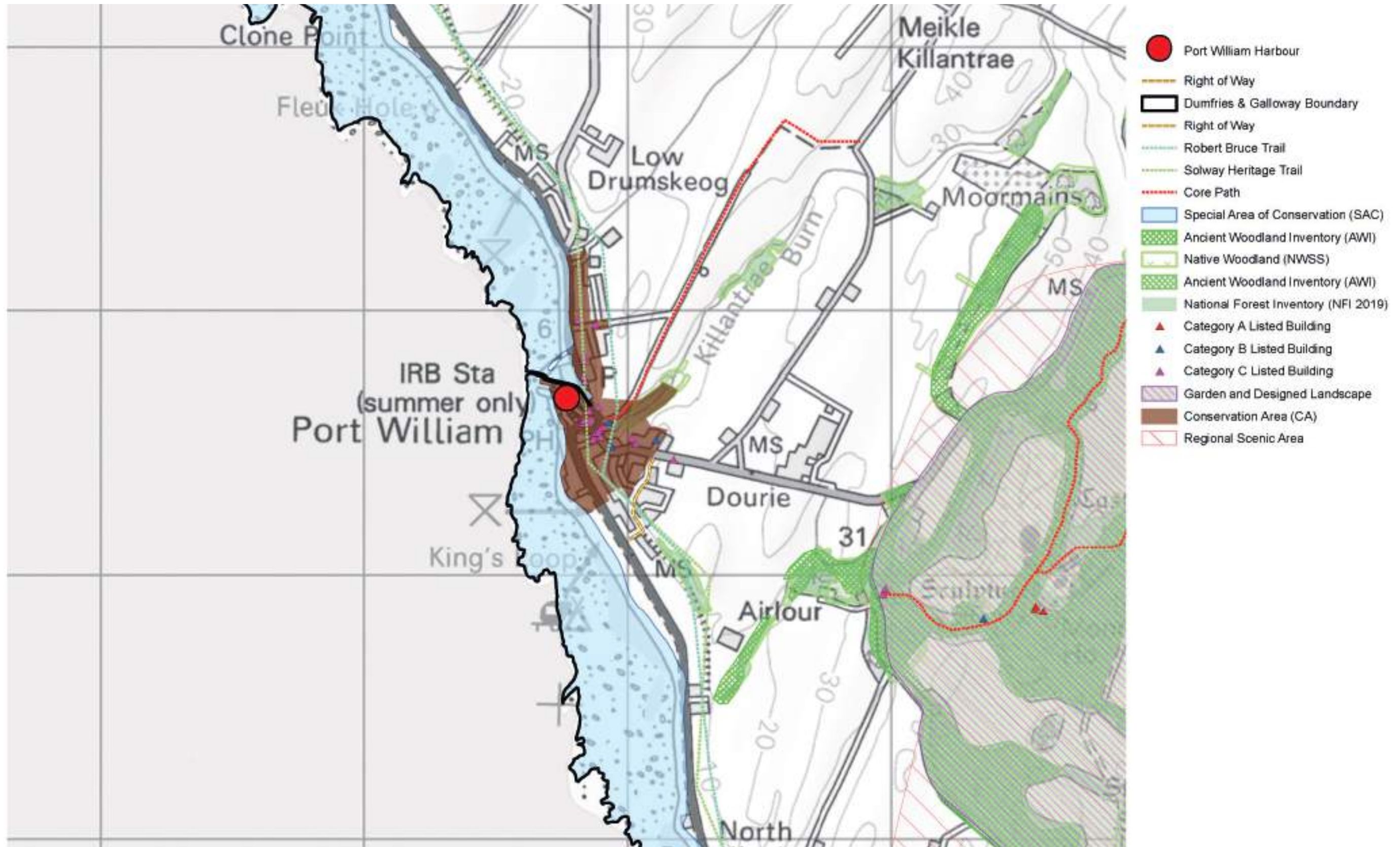
Image 06 - Information Signage

## Candidate Site Appraisal

### 80 - Newbybarnes

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>80 – Newbybarnes</p> <p>Refer to Map Index 15 and Field Map 23</p>	<p>This is a small car park to the west of Annan, accessible via the B724 and the Annandale way.</p> <p>Access to the coast is limited and is achieved by climbing down large rocks.</p> <p>The parking area is on a gravel verge with no delineated car parking bays. There is space to accommodate approximately 8-10 cars.</p> <p>There are a few facilities on the site including a bin and a metal bench. There is a sculpture and some information signage marking the Annandale way.</p>	<p>This is a secluded site to the end of a road to residential dwellings.</p> <p>The site is situated adjacent to the SSSI and RAMSAR site Upper Solway Flats &amp; Marshes, and the Special area of conservation and special protection area the Solway Firth.</p>	<p>On the day of site visit there were 0 vehicles using the site. There was a bin lorry which used the site as a turning circle before returning towards the residential dwellings.</p> <p>On the day of the previous D&amp;GC survey there were 0 vehicles using the site.</p> <p>Evidence of visitor pressures, based on 2022 field survey findings, include heavy wear of surfacing on the car parking area and on the private road. Dog fouling appears to be a local issue as evidenced by hand-written notes pinned to fencing by the local community. There is no longer level access to the bench which overlooks the Solway Firth, a bund has been introduced which obstructs the route.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from the upgrade of surfacing and landscape alterations to allow access to the viewpoint bench and to make access to the beach safer, and suitable for a wider range of abilities . There is also scope to improve and introduce new visitor facilities which have a cohesive design palette.</p>	<p>Medium</p>

### Candidate Site Appraisal 96 - Port William





## Candidate Site Appraisal 96 - Port William



Image 01 - Car Parking Area



Image 02 - View towards seating area



Image 03 - Art installation



Image 04 - View towards parking area over village green



Image 05 - Gabion retaining wall



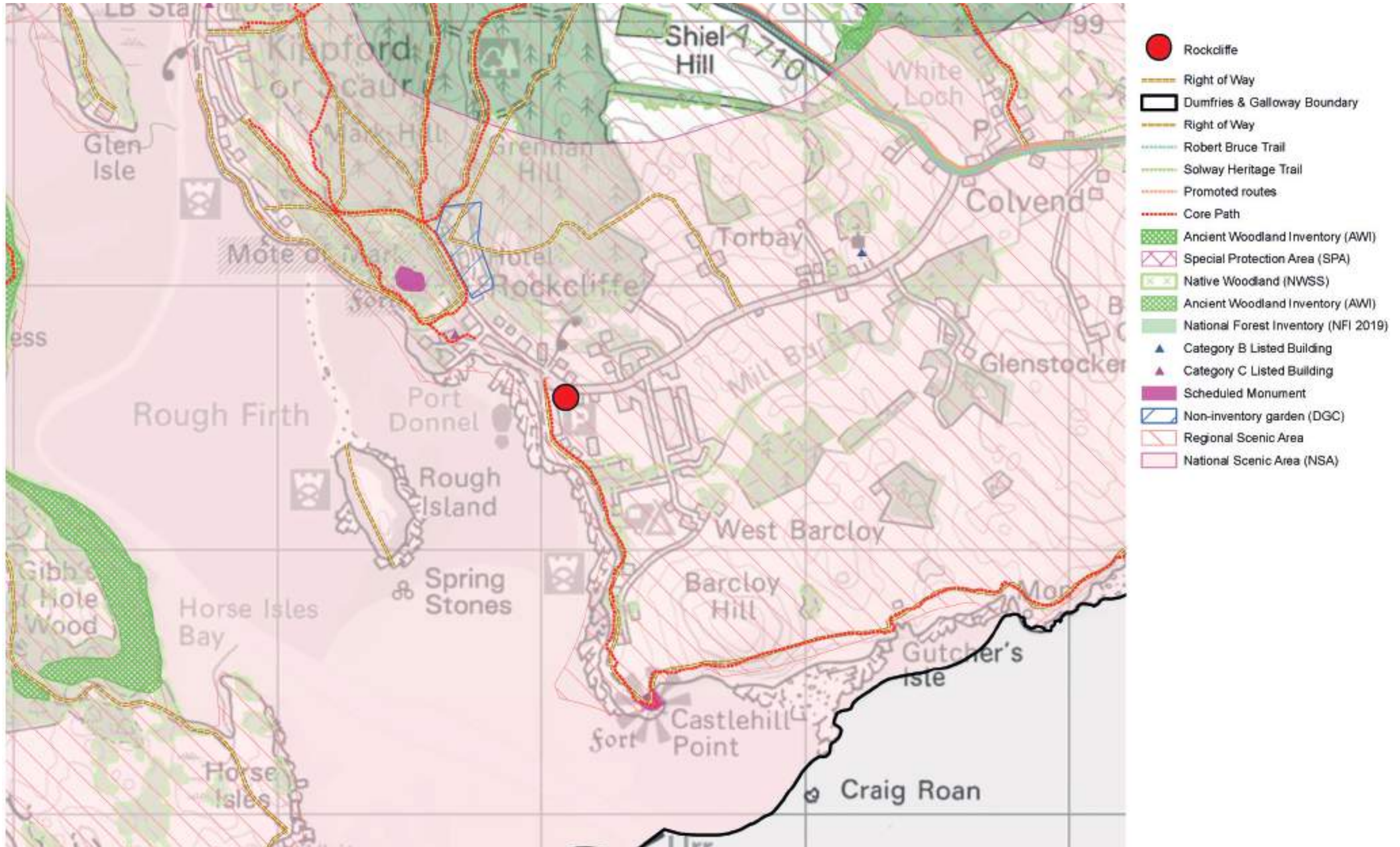
Image 06 - EV Charge points

## Candidate Site Appraisal

### 96 - Port William

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>96 – Port William</p> <p>Refer to Map Index 7 and Field Map 25</p>	<p>This medium sized coastal car park is located in Port William and is accessible via the A747 and B7085. The site is near the Core Path ‘Garnets Walk’.</p> <p>Access to the coast is via a shingle path which connects the car park to the beach.</p> <p>The car park has been recently resurfaced with gravel. The site has no delineated parking spaces.</p> <p>There are multiple facilities on the site including a restaurant/café, benches, picnic benches, seating areas, public toilets, EV charge points, a public green and memorial benches. There is also additional outdoor seating for the restaurant.</p>	<p>This is an open site within the town of Port William.</p> <p>The site is situated within the Conservation area of Port William, and adjacent to a special area of conservation – Luce Bay and Sands.</p> <p>The site is also on the Solway Heritage Trail. There are also several listed buildings nearby.</p>	<p>On the day of site visit there were 13 vehicles using the site – 11 cars and two campervans.</p> <p>On the day of the previous D&amp;GC survey there were 13 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings, include wear of the site furniture.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from the upgrade of existing visitor facilities, particularly furniture. Ideally new furniture and signs would present a cohesive and high quality image for the visitor sites within Dumfries &amp; Galloway.</p>	<p>Low</p>

## Candidate Site Appraisal 109 - Rockcliffe



## Candidate Site Appraisal 109 - Rockcliffe



Image 01 - Car Parking Area



Image 02 - Parking area



Image 03 - Picnic area



Image 04 - Litter bins



Image 05 - Information signage typologies



Image 06 - Entrance to car park

## Candidate Site Appraisal 109 - Rockcliffe

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>109 – Rockcliffe</p> <p>Refer to Map Index 12 and Field Map 29</p>	<p>This large car park is located within Rockcliffe, and is accessible via road from the A710, following signs for Rockcliffe. The site is also accessible via the core path route 'Rockcliffe to Portling'</p> <p>Access to the coast is via a short walk to the beach following the road towards the village.</p> <p>The parking area has a mix of asphalt and gravel surfacing with no delineated car parking bays. The site measures approximately 70m x 10m.</p> <p>There are a few facilities on site including picnic benches, information signs and bins.</p>	<p>This is a sheltered site, surrounded by tree lines on all sides.</p> <p>The site sits within the National Scenic Area of East Stewartry Coast, and the Regional Scenic Area of the Solway Coast.</p>	<p>On the day of the site visit there were 15 cars on site, and 1 parked boat.</p> <p>On the day of the previous D&amp;GC survey there were 53 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, worn surfacing and potholes throughout the site.</p> <p><b>A visitor survey was undertaken on this site on 1st August 2022. The findings of this survey are presented in Appendix D</b></p>	<p>The site is within council ownership.</p> <p>The site would benefit from the upgrade of surfacing, and an upgrade to the existing facilities with an emphasis on the siting and design of bins, picnic facilities and signs. Protection of established tree lines should be incorporated within the proposals.</p> <p>As with other council owned sites new facilities and landscape treatments should demonstrate best practice in design and provide consistency of quality across DGC whilst responding to local characteristics.</p>	<p>Medium</p>

### Candidate Site Appraisal 119 - Southernness



## Candidate Site Appraisal 119 - Southernness



Image 01 - Car Parking Area



Image 02 - Public toilets



Image 03 - Refuse collection area



Image 04 - Parking Area



Image 05 - Parking Area



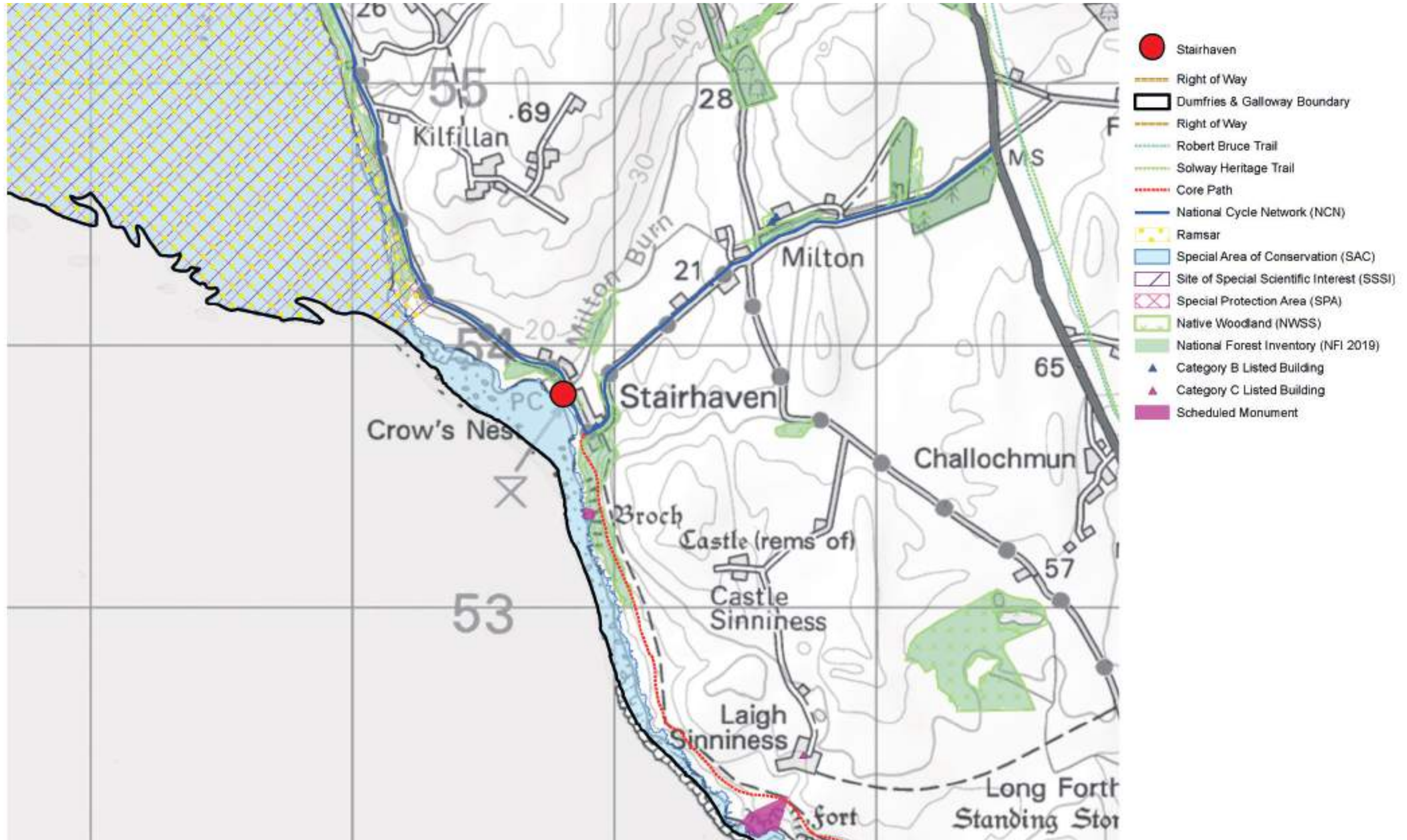
Image 06 - View towards car park from main road

## Candidate Site Appraisal 119 - Southernness

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>119 – Southernness</p> <p>Refer to Map Index 13 and Field Map 31</p>	<p>This large car park serves the town of Southernness and is accessible via road from the A710. The site is also accessible via the core path route 'Mersehead to Southernness'</p> <p>Access to the coast is via a short walk along a public road. This road connects the car park and the coast.</p> <p>The parking area is on a large expanse of asphalt surfacing with no delineated parking bays. The site measures approximately 30m x 40m.</p> <p>There are a few facilities on site including a toilet block, a phonebooth, and bins.</p>	<p>This is an open site, accessible off the main road through the town.</p> <p>The site is situated within the Regional Scenic Area of the Solway Coast.</p> <p>The site is located near the SSSI and the RAMSAR site of the Upper Solway Flats &amp; Marshes. The site is located near the Special area of Conservation and Special Protection Area of the Solway Firth.</p>	<p>On the day of site visit there were 24 vehicles on site – 22 cars, 1 van and 1 truck canopy.</p> <p>On the day of the previous D&amp;GC survey there were 22 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, worn surfacing with potholes and a lack of maintenance.</p>	<p>The site is within private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from the upgrade of surfacing, introduction of delineated parking bays, and an upgrade to the existing facilities. The presence of a toilet block may provide services infrastructure for the addition of waste-water disposal and possibly EV charging points.</p> <p>The site could introduce parking charges as it is a very popular site.</p>	<p>Medium</p>



### Candidate Site Appraisal 122 - Stairhaven



## Candidate Site Appraisal 122 - Stairhaven



Image 01 - Car Parking Area



Image 02 - Toilet Block



Image 03 - Seating area



Image 04 - View back towards the parking area



Image 05 - Ramp to beach

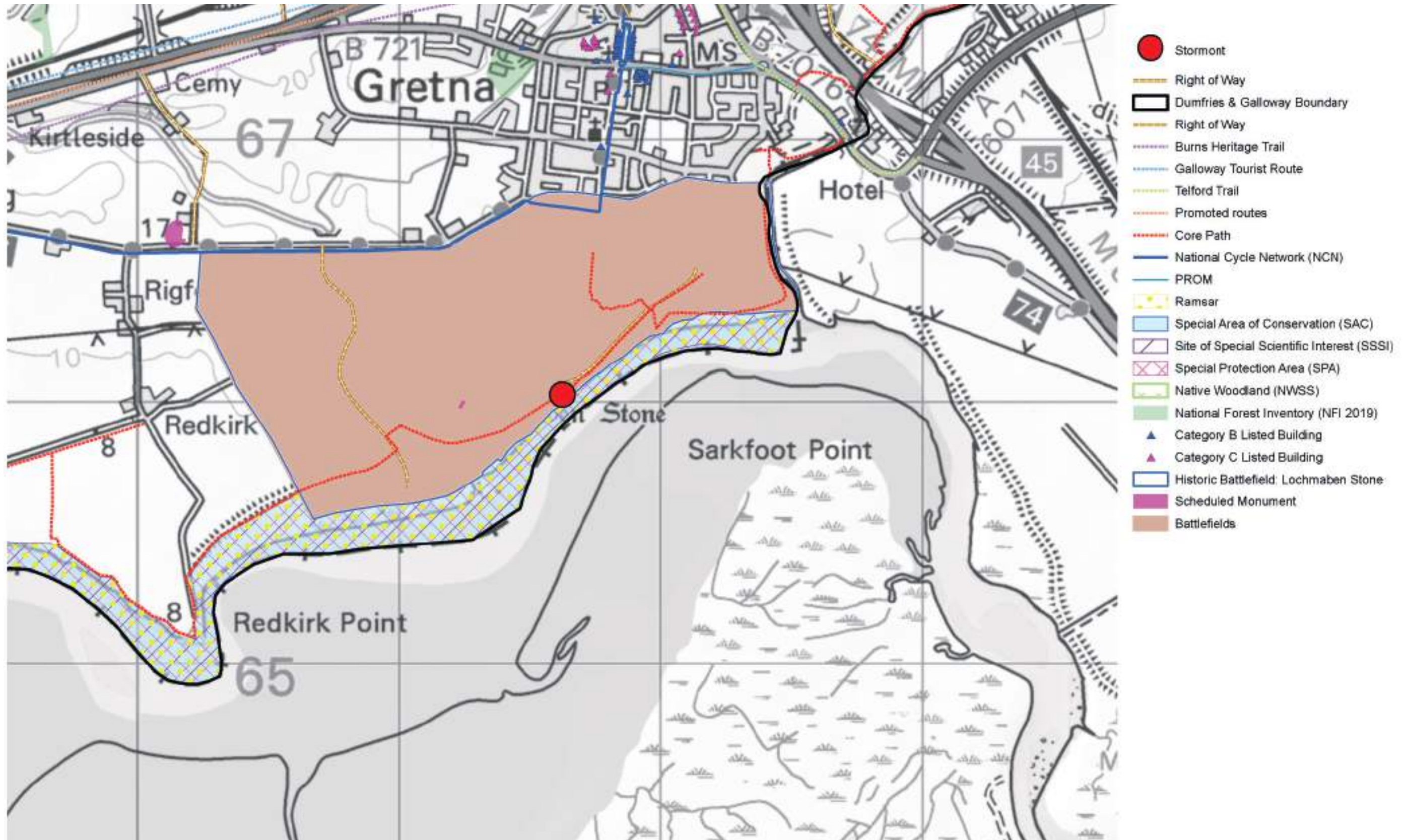


Image 06 - Picnic area

## Candidate Site Appraisal 122 - Stairhaven

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>122 – Stairhaven Refer to Map Index 6 and Field Map 32</p>	<p>This large car park is located within Stairhaven and is accessible via road from the A747. This site is also accessible via National Cycle Route 73.</p> <p>Access to the coast is via a short walk down a stone paved path which connects the car park to the beach.</p> <p>The parking area has a mix of gravel surfacing and grass, with no delineated parking bays. The site measures approximately 80m x 20m.</p> <p>There are existing facilities on site including a toilet block, bins, a bench, a picnic table and some information signs.</p>	<p>This is an open site, overlooked by residential dwellings.</p> <p>The site is situated adjacent to the Special Area of Conservation – Luce Bay &amp; Sands. The site contains some ancient woodland.</p>	<p>On the day of site visit there were 3 vehicles on site, 2 cars and 1 campervan.</p> <p>On the day of the previous D&amp;GC survey there were 2 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, worn surfacing and evidence of recreational fire use.</p>	<p>The site is in council ownership.</p> <p>The site would benefit from the upgrade of surfacing and introduction of measures to prevent wear in adjacent areas. There is also potential to upgrade the existing facilities in a site-sensitive manner.</p> <p>The presence of the toilet block may provide services infrastructure for the addition of waste-water disposal and possibly EV charging points.</p> <p>Signage should be rationalised and well sited and designed to reduce clutter</p>	<p>Medium</p>

### Candidate Site Appraisal 123 - Stormont



March 2023

## Candidate Site Appraisal 123 - Stormont



Image 01 - Car Parking Area



Image 02 - Interpretation Signage



Image 03 - Damage to Landscape



Image 04 - Damage to Landscape



Image 05 - Row Boats



Image 06 - View towards car park

## Candidate Site Appraisal 123 - Stormont

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>123 – Stormont</p> <p>Refer to Map Index 16 and Field Map 33</p>	<p>This small coastal car park is located to the south of Gretna and is accessible via the Old Graitney Road. The site is also accessible via the core path route 'Gretna to Redkirk Point'</p> <p>Access to the coast is via a short, wide sandy route which connects the beach to the car park.</p> <p>The parking area has a gravel surface, but there is evidence that parking is encroaching onto the beach itself causing localised damage. There are no delineated parking bays. The site measures approximately 10m x 10m</p> <p>The existing facilities on site include 2 information signs.</p>	<p>This is a secluded site, accessible via an unnamed road off Old Graitney Road in Gretna.</p> <p>The site is situated within the Historic Battlefield of the Battle of Sark. The site is also adjacent to the RAMSAR and SSSI site Upper Solway Flats &amp; Marshes, and the Special area of conservation and Special protection area of the Solway Firth</p>	<p>On the day of site visit there were 4 cars using the site.</p> <p>On the day of the previous D&amp;GC survey there were 3 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include wearing of surfacing and damage to the sand dunes due to overspill parking.</p>	<p>The site is in private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from the upgrade of surfacing and the introduction of delineated parking bays with measures to prevent vehicular access onto the dunes/ beach area. The latter should be accompanied by dune restoration works and measures to direct pedestrian access.</p> <p>There are abandoned boats to the north of the site which provide a visual interest, this could be enhanced through further designs for the area.</p> <p>Site information signs should reinforce messages re. responsible behaviour and should promote the sensitivities of the local landscape.</p>	<p>Medium</p>

### Candidate Site Appraisal 137 - Whinnyrig Annan Common Good



March 2023

## Candidate Site Appraisal 137 - Whinnyrig Annan Common Good



Image 01 - Car Parking Area



Image 02 - Entrance to viewing area



Image 03 - Seating area



Image 04 - View back towards the parking area



Image 05 - Interpretation signage



Image 06 - Information Signage



## Candidate Site Appraisal

### 137 - Whinnyrig Annan Common Good

Site Name / Number	Baseline Context	Environmental Considerations / Site Prominence	Visitor Pressures	Scope for Enhancement	Scoring
<p>137 – Whinnyrig Annan Common Good</p> <p>Refer to Map Index 15 and Field Map 35</p>	<p>This small coastal car park is located to the south of Annan, adjacent to the channel of the River Esk. The site is accessible via Seafield Road.</p> <p>Access to the beach is not advised and there are warning signs related to quicksand.</p> <p>The parking area has a gravel surface. There are no delineated parking bays. The site measures approximately 10m x 5m.</p> <p>The existing facilities on site include a bench, a telescope, and information signs.</p>	<p>This is a secluded site, accessible via a private road off Seafield Road.</p> <p>The site is situated adjacent to the SSSI and RAMSAR site of Upper Solway Flats &amp; Marshes, and the Special Conservation Area and Special Protection Area of the Solway Firth</p>	<p>On the day of site visit there were 3 cars using the site.</p> <p>On the day of the previous D&amp;GC survey there were 0 vehicles using the site.</p> <p>Evidence of visitor-based pressures, based on 2022 field survey findings include, wearing of surfacing.</p>	<p>The site is in private ownership and as such any enhancement proposals would need to be agreed with the owner.</p> <p>The site would benefit from upgraded surfacing (and measures to ensure adequate maintenance of informal surfaces in the future) There is also scope to upgrade existing facilities.</p>	<p>Medium</p>

## Chapter 3 Conclusion

### Summary

This report provides the findings of site appraisals undertaken for the candidate sites along the coast of Dumfries & Galloway. These appraisals have been undertaken as part of the Dumfries & Galloway Coast and Uplands Tourism Study. A companion report for the candidate upland sites is provided separately.

Dumfries & Galloway attracts a high quantity of visitors each year who seek a rural and remote experience which is prevalent throughout the region. Visitors seek not only interactions with the natural environment, but also experiences with the diverse range of culture and history present across the region. This highly valued sense of remoteness offered in the region limits access by public transport resulting in the majority of visitors travelling by car, campervans and bikes. Car parks therefore provide the majority of visitors their initial experience of the region, often as key access points and gateway spaces to the wider countryside and well established path networks.

A visitor survey involving face to face interviews at 10nr coastal sites was undertaken and the findings are included within Appendix D. Visitors noted enjoyment of the natural and 'unspoiled' nature of the sites with a hesitant reaction to suggestion of change. The most common complaints noted throughout the sites was the lack of maintenance to car park and road surfacings, lack of toilets, and lack of additional visitor facilities such as cafes.

The findings of this report combined with the visitor surveys demonstrate the need for investment in quality visitor infrastructure to manage current and future visitor pressures, providing a quality visitor experience and encouraging positive behaviours across the coast.

### Context of the Candidate Sites

The candidate sites were selected from an overall list of 142 coastal sites which were subject to desktop site analysis. 36 sites were selected from this list and subject to site surveys and analysis. From this list of 36 a total of 15 coastal sites were selected for further development. The sites were selected using a criteria based on a prioritisation of sites which would benefit the most from improvements to visitor facilities to improve the visitor experience and minimise the negative impact from visitor pressures.

The candidate sites surveyed are distributed along the length of the Dumfries and Galloway coast between the Rhins of Galloway in the west and Greta in the east. The sites consequently vary considerably in character reflecting changes in the local geology/geomorphology, landuse and heritage context. The sites are located in varying coastal landscapes including cliffs, intimate bays, rocky shorelines, sand dunes, estuarine flats and sandy beaches. Many sites have a context of high natural heritage value as represented by the local designations as SACs, SSSIs, RAMSAR sites. In addition, there are numerous heritage sites associated with lighthouses, castles, mansions, harbours, and designed landscapes. Social history is also important within Dumfries and Galloway particularly associations with Robert the Bruce and Robert Burns, both of which have promoted heritage tourist routes. Long distance trails and walkways also touch and follow the coast in several locations bringing visitors to a number of the sites.

Many of the coastal sites are valued by visitors for their amenity, seclusion, peace & quiet and for their views across bays, across the Solway Firth the Firth of Clyde and the Irish Sea. These views capture distant horizons, islands and mountains in good weather. They are part of what attracts visitors to the coast.

### Common Characteristics of the Coastal Sites

As outlined above the coastal sites are set within varying types of landscape, but they have some common characteristics which are important to the visitor experience and

to the design approach for visitor infrastructure. For the most part the visitor sites have an informal character and are not heavily developed, commercialised or 'spoiled' by inappropriate developments (although some are close to ubiquitous caravan sites). Visitor surveys confirmed that these informal and relaxed characteristics are highly valued despite the basic nature of facilities at many sites. The lack of formality and absence of enforced restrictions/ charges is also of appeal to some visitors who are seeking a sense of freedom and 'wildness'.

### Changing Visitor Pressures

The informal characteristics outlined above belie a number of issues resulting from the absence of site management, minimal maintenance and little investment in the infrastructure over many years. Visitor surveys confirmed that some visitors had been returning to the same site for many years and were worried that 'improvements' would attract more visitors and compromise the quiet / relaxed qualities they valued. Several of the sites are remote and have been relatively undiscovered by visitors until recent years. Dumfries & Galloway Council undertook tourism and visitor management campaigns to welcome visitors back after COVID-19 lockdown measures, and to encourage responsible behaviour when using sites, with a prominent focus on the shoreline and beaches, and a consideration of the pressures of increased motorhome use across the region. Recent years have seen an increase in 'staycations' and an explosion of motorhome/ campervan use, alongside a renewed interest in camping/ walking and a range of sports. The latter has included paddle boarding, kayaking and mountain biking. In water sports the use of inflatable canoes and paddle boards has increased dramatically, and the portable nature of this equipment increases opportunities at sites that would previously need vehicular access to transport rigid canoes and boards. The use of electric vehicles is also growing exponentially, and this includes cars/ vans and bikes. It is also expected to include more electric powered boats in the future. These changes in the visitor market will place new demands on sites and likely lead to increased pressures on areas that were hitherto quiet and little known.

### Typical Issues & Opportunities

The site appraisals recorded in this report enable the identification of existing and emerging pressures that warrant interventions to protect the character and sensitivities of the local landscape and to improve facilities for the visitors. In summary typical issues include the following:

#### Surface treatment and condition

Surface treatments vary across the sites and include tarmac, concrete, gravel, grass and bare earth. Erosion and potholes are common and where vehicle overrun occurs onto grass areas these cause damage to the adjacent habitats. In a number of locations, the areas used for parking appear makeshift and are not designed to withstand vehicular traffic or accommodate the turning requirements of typical vehicles.

There is consequently a need to upgrade hardstandings in many sites and this may provide an opportunity to improve the layout and introduce a sympathetic form of parking space delineation.

#### Containment and delineation

Most sites are not formally contained with boundary features, and most do not have defined parking bays. This results in inefficient parking during busy periods and encourages visitors to drive off the hardstandings, encroaching on soft grassland and dune areas. This leads to the incremental expansion of parking pressures causing damage in the adjacent areas (some of which are designated SSSIs and SACs). It is recognised that the introduction of

parking delineation can produce an unsympathetic urban character and consequently this must be addressed in a considered way to avoid compromising the inherent qualities of the sites.

Where the lined definition of parking bays is inappropriate there may be opportunities to define spaces more sympathetically e.g. through use of guide posts or inlaid blocks.

### Accessibility and Inclusivity

For a number of sites pedestrian access from the car park to the beach is difficult due to rough paths, steep slopes, vegetation encroachment and rocky inclines. There are also sites where several desire line paths cut through the adjacent landscape causing erosion, sometimes through dune areas. This issue requires the establishment of well-defined and maintained pedestrian routes, including suitable provisions for disabled access. At a number of locations core paths and tourism routes pass through or close by the car park sites. Often the connections to the core paths are disjointed or in some instances completely absent. There is a requirement to improve connectivity with the Core Paths and tourism routes to establish a well connected active travel infrastructure. In parallel there is a need to protect adjacent landscapes from severance and damage by desire line paths. This may require the rationalisation of paths together with better boundary and gateway definition. In busier car parks there may be a case for defining pedestrian routes through the car park to facilities or to connect with paths and associated gateways. There is a requirement to minimise any adverse effects future developments may have on biodiversity. Restoration of the natural landscape, biodiversity management, and biodiversity action plans should be included for all future developments.

### Boundary Treatments

The absence of rigid boundaries is a characteristic of several sites, especially where they are open to the coast and allow views over the bay or beach. However, some sites are contained by old field walls, fences and tree/ hedge lines and in these cases such features should be respected and potentially utilised as boundary features within site enhancement proposals. Where characteristic features exist (such as dry-stone walls) these may provide cues for the design of new boundary and / or gateway features.

### Toilets

Provision of toilet facilities is an essential requirement for increased visitor quantities experienced across the region, some of the car park sites have existing toilets and a range of associated facilities. These vary in quality and some warrant major upgrades or replacements. The presence of utility services at these toilets may present an opportunity to add/ connect facilities for car park users. The addition of grey and black waste-water disposal facilities would benefit those with motorhomes/ campervans. Electrical connections for the introduction of EV charging points may also be a possibility.

Architectural enhancements to toilet blocks and / or replacements with high quality modular systems may also be warranted and may present opportunities for these small buildings to demonstrate best practice in sustainability, accessibility and to provide a focus for information and shelter.

Sites lacking utility infrastructure would be less suitable for the above developments without significant investment. However, there may be opportunities for the seasonal placement of movable toilets at certain sites.

### EV Charging

There are currently few sites with EV charging facilities and there is an obligation for DGC to improve these facilities to assist with the government's objectives for modal shift and transition to electric vehicles. As mentioned above, sites with existing serviced facilities may provide the more straightforward opportunities for the introduction of EV charging facilities, however the nearby presence of electrical infrastructure might also enable connections for electrical services at sites without toilet blocks.

### Signs & Information

The candidate sites include those in council and in private ownership. Signage consequently varies in style and in condition across the region. In many places there are numerous signs producing visual clutter and lack of clarity regarding the key messages. Interpretation signs are also present, but several are weathered, and the original graphics are no longer legible.

There is a need and an opportunity to improve the quality of signs and to locate them strategically to reduce clutter and provide clarity. These improvements would complement any improvements to the car park layouts and to pedestrian routes.

Consistency of style and quality across signs and other furniture items would help to improve the image of the visitor sites along the coast and could help to reduce / simplify maintenance requirements.

### Furniture

Most candidate sites contained furniture elements, usually benches, but also picnic tables and bollards. It is evident that furniture elements have been replaced ad-hoc and without a distinctive furniture strategy. The variations in types of design and materiality does not reflect the quality of the natural environment. Most benches are located to optimise views over the bay or coastline, and some are in elevated positions. A small number of benches are sculptural features whilst the majority are of simple timber construction. Many of the benches are weathered and in need of refurbishment or replacement. Some picnic tables are scarred by the placement of portable barbecues. Bins are located throughout most sites though there is an absence of continuity in typologies both across the region but also evident within individual sites, with multiple types of bins present on one site. In several locations bins have been damaged and not replaced causing a build up of litter. There is a notable absence of bins in certain locations which have increased visitors and require installation of bins to account for this. The increased tourism and visitors to prominent sites across the region is evident through the increased refuse gathering at several sites, with litter bins often overflowing, with refuse bags placed nearby, or increased evidence of littering on site.

There is a need to renew furniture items within many of the candidate sites and this presents an opportunity to ensure they are located in optimum sites (for views and accessibility) and to introduce furniture items which are of high design quality, distinctive, durable and easily maintained. The precedent of sculptural benches on the Dumfries & Galloway coast suggests an attractive opportunity to introduce more sculptural benches as special features at prominent sites.

### Barbecues & Bonfires

Barbecues are a popular activity for those visiting and staying overnight at the sites. This takes place on the beaches and within the car parks (usually in the grass margins). These activities result in grass scorching and the remnants of bonfires on the beaches or in landscape areas. Some portable barbecues are placed on picnic tables. There is consequently a need and opportunity to provide facilities for barbecues which could reduce environmental damage.

### Cycle Facilities

Relatively few of the candidate sites have cycle parking and maintenance facilities, and there are no EV charging points for electric bikes at present. This suggests a need to provide better facilities for cyclists including secure cycle parking/ shelters in appropriate sites. Such facilities would be used by those following the National Cycle Route 7 and other local trails. They would be of particular benefit for those wishing the access the beach whilst leaving their bikes in a secure location.

### Versatility and overspill

Many of the candidate sites are small and closely contained with no capacity for overspill, however some sites are more extensive allowing vehicles generous spaces for parking and turning. The latter are better suited to use by larger vehicles such as motorhomes, minibuses, and coaches. On sites where space is limited this can lead to overcrowding, obstructions to movement and inefficient parking.

The typical parking space for cars is 4.8m x 2.4m but larger spaces and wider turning areas are required for motorhomes, horseboxes and trailers etc. These varying space requirements will have to be considered for the candidate sites and where possible opportunities for overspill and for accommodating larger vehicles should be provided.

## Chapter 4 Next Steps

### Further Work Requirements

The outline design proposals contained within this report provide the basis for further design development and associated feasibility work. This would normally involve progression to Developed Design (Stage 3) for statutory consent applications (if required) and to Technical Design (Stage 4) for tendering prior to Construction (Stage 5) and Aftercare (Stage 6).

The outline design proposals consequently provide the baseline for future funding applications to RTIF and other sources. Such funding will enable design development and ultimately support capital works. One coastal site (Dhoon Bay) has been further selected for detailed design proposals to inform how future development could be undertaken across the sites.

It is understood that Dumfries & Galloway Council will select projects for future implementation based on priorities, benefits, ease of implementation and availability of funding.

In addition to the individual projects for visitor infrastructure enhancements along the coast of Dumfries & Galloway and within the uplands, there are requirements for supplementary design and study work which will support the overall program. These further pieces of work are outlined below and are recommended to follow-on from the outline design proposals contained in this report, and to augment the Design Guide.

The following pieces of work are consequently recommended as the subjects of future RTIF applications with support from DGC and other stakeholders if feasible.

### Signage Strategy & Design Guide

A Signage strategy is required to define how visitor information is conveyed across Dumfries & Galloway's tourist sites. This would apply to sites owned by DGC but would also have the potential to guide and unify the approach to signage on privately owned sites where public access is allowed and encouraged.

A signage strategy and design guide should be commissioned and this should ideally provide guidance on:

- Sign typologies required for different functions and locations eg gateway signs; orientation signs; information signs; interpretive signs, interactive and wayfinding signs/ systems.
- Define how a suite of signs could be deployed across DGC providing consistency of quality and character for the region.
- Define how sign types could be customised according to context eg coastal signs could have some differences to upland signs.
- Consider how branding would apply to different sign types.

### Branding Guidelines

Branding design guidance is required to convey how messages within signs appear and reinforce the character of the local landscapes. Branding guidelines may also be contained within the above Signage Strategy. Branding guidelines should consequently address:

- Fonts /typeface to ensure legibility and potentially to represent Dumfries & Galloway Council's own branding
- Logos: how different logos should be incorporated where multiple stakeholders are involved eg DGC; NatureScot; National Trust for Scotland; Historic Environment Scotland, Estates and local trusts. This should consider how a requirement for multiple representation can still achieve a unified appearance and avoid the clutter of numerous signs.
- Colourways for different applications eg within lettering. Logos and for larger information signs. Colourways may vary according to context.

### Furniture Strategy & Design Guide

To complement the Signage Strategy and Design Guide, it is recommended that a similar guide be prepared to cover furniture and other infrastructure elements. This would aim to guide site owners and managers on the most appropriate types of furniture to use in popular visitor sites. It would aim to illustrate a suite of elements suited for coastal and upland sites (and possibly general use in visitor sites).

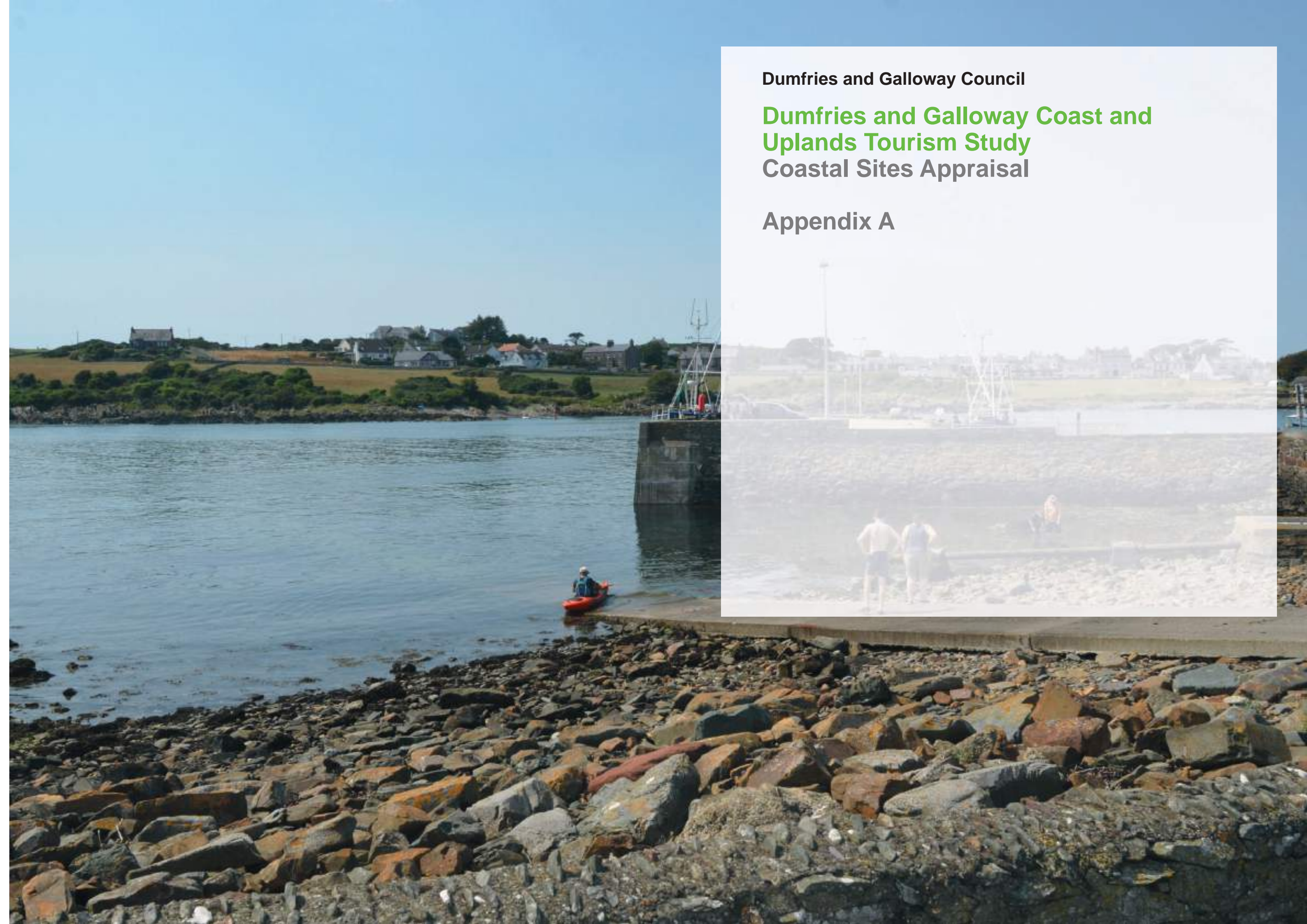
A furniture strategy and design guide should be commissioned, and this should ideally provide guidance on:

- Furniture and infrastructure element typologies required for different functions and locations eg Seats; litter bins; bollards; walls; fences; knee rails/ vehicle barriers; gates/ gateways; barbecue facilities; cycle racks; signage installation etc
- Define how a suite of furniture could be deployed across DGC providing consistency of quality and character for the region.
- Define how furniture types could be customised according to context eg use of stone within the upland areas, and timber in coastal areas.
- Outline specifications to assist in procurement and compliance with safety standards, and maintenance capabilities.
- If required by DGC the above could be extended to include the production of technical design details for key components. These could also facilitate procurement and guide installation by contractors.

Dumfries and Galloway Council

**Dumfries and Galloway Coast and  
Uplands Tourism Study**  
Coastal Sites Appraisal

Appendix A



## Appendix A

### List of Sites for Desktop Study

- Portpatrick
- Newbybarns
- Caerlaverock (Castle Corner)
- Glencaple
- Carsethorn
- Powillimount
- Southernness
- Rockcliffe
- Rockcliffe Beach
- Kippford Village Hall
- Palnackie Harbour
- Balcary
- Kirkcudbright
- Mill Hall (Dhoon Bay)
- Brighthouse Bay
- Carrick Beach Bathing Water
- Skyreburn
- Wigtown Harbour
- Crook of Baldoon
- Garlieston Village Hall
- Isle of Whithorn
- Monreith
- Port William
- Stairhaven
- Sandhead
- Ardwell
- New England Bay
- Drummore
- Mull of Galloway
- Port Logan Harbour
- Ardwell Bay
- Killantringan
- Kirkcolm (Wig Bay)
- Stranraer Harbour West
- Balyett (Bunker Snack Bar)
- Cairnryan
- Browhouses
- Whinnyrig - Annan Common Good Car Park
- Annan Waterfoot
- Brow Well
- Caerlaverock NNR
- Southwick Coast
- Portling
- Torr
- Torrs Point
- Martyrs Stake
- Back Bay
- Port William South
- Torrs Warren
- Drumantrae (South)
- Terally
- Kilstay Bay
- West Tarbet
- Barncorkrie
- Port Logan Bay
- Portpatrick Coast
- Larbrax
- Dally Bay
- Corsewall Point
- Lady Bay
- Corsewall
- Innermessen
- Powfoot Village
- Annan Harbour Car Park
- WWT Caerlaverock
- Caerlaverock Castle
- Kirkconnel Flow
- Kippford Slipway
- Kippford Community Nature Reserve
- Loch Machie
- Kirkcudbright Training Area
- The Skyreburn Teapot
- Auchenlarie Holiday Park
- Kirkdale
- Carsluith Castle
- Galloway Smokehouse
- A75 (Opposite Caird Leisure)
- Garlieston Harbour
- Garlieston Bay
- Isle of Whithorn Waterfront & St Ninians Hall (Point 106)
- Burrowhead Holiday Village
- Chapel Finian
- West Freugh (Point 110)
- Maryport Holiday Park
- East Tarbet
- Port Logan South
- Dunskey Street (Point 114)
- South Cairn (Point 115)
- Stranraer Old Harbour
- Caerlaverock NNR Parking
- Stormont
- Palnackie Town
- South Glen
- Carsluith Coast
- Skyreburn (West)
- Stranraer - Opposite Tesco
- Stranraer Harbour East
- Stranraer A77 Lay-by
- Cairnryan Village Hall
- Auchencairn Village
- Sandyhills Free
- Carrick Bay
- Princes Street Car Parks (Combined)
- New Abbey
- Almorness House
- Orchardton Tower
- Kippford Yacht Club
- Powfoot
- Port William Coast (Point 142)
- Port William Square
- Port William North Harbour (Point 145)
- Chapel Finian Field
- Point 155
- Soleburn (Point 155)
- Wig Bay Holiday Park (Point 159)
- Wig Bay Spit (Point 161)
- Corsewall Lighthouse Hotel (Point 162)
- Kilantringan Lighthouse (Point 163)
- Portpatrick Lighthouse (Point 164)
- Dyemill (Drumantrae Bay North)
- Brighthouse Bay East (Point 166)
- Jock's Bay (Point 167)
- Point 171
- Point 173
- Port William South Street
- Barsalloch Fort (Point 176)
- Wigtown Square
- Point 148
- Craignarget
- Point 149
- Point 181
- St Medan Golf Club
- Gladenoch Castle
- Burrowhead Holiday Park Reception / Sales Office Parking
- Stranraer West
- Port William Harbour
- North of Ardwell
- Kingholm Quayside
- Kingholm Quay Slipway
- Glenisle
- Rossbay



Dumfries and Galloway Council

**Dumfries and Galloway Coast and  
Uplands Tourism Study**  
Coastal Sites Appraisal

Appendix B

# Dumfries & Galloway Tourism Infrastructure Visitor Surveys

## Site Summaries

### Introduction

Visitor Surveys were undertaken at 10nr selected coastal sites agreed with DGC in advance. The surveys were conducted by Elizabeth Barre, subconsultant to LUC between 29<sup>th</sup> July and 2<sup>nd</sup> August 2022. Surveys were undertaken face to face and utilised a questionnaire which recorded information on the visitors’ place of residence, mode of transport, length of stay and recommendations for site improvements. Surveys at each site lasted 4 hours during which all users were approached and asked to participate. The survey period included a weekend and experienced variable weather which affected visitor numbers at some sites. Overall, there were 128 respondents.

Visitor surveys were undertaken at the following sites and the findings are summarised in the subsequent pages of this report.

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### Overview of Visitor Survey findings

The general overview from speaking to locals and holidaymakers along the Dumfries and Galloway coast was that people were grateful and enjoyed the sites as they are. The general consensus was that people lived in and returned to these places because they feel unspoiled and natural, and they would not like these qualities to change. By ‘unspoiled’ it is understood that this implies undeveloped and with minimal or no facilities.

Road / car park surface maintenance was the most common site improvement suggestion where roads were quite badly potholed. In terms of facilities and information, the most common suggestion was to install toilets on sites where there are none. Another common comment was the lack of shops and/or cafés along many stretches of long roads and that these facilities would also be welcome in some cases.



Even when people were suggesting improvements or the introduction of new facilities, this was often caveated by the opinion that they did not want to site to become busier or commercialised with many stating that “balance” was required. This opinion presents a challenge for the planning and design of potential enhancements for visitor sites, as inevitably new and improved facilities will attract additional visitors. This demands a responsive approach to site improvements wherein the inherent characteristics of the sites should determine their capacity and suitability for development. In all cases the positive characteristics of the sites should be safeguarded and any new interventions well integrated and sensitively designed. Where new facilities are feasible and justified then the planning process should ensure the sites and adjacent landscapes have the capacity and robustness to accommodate increased visitor use. These challenges will be explored in detail for the shortlisted sites selected for design development. Common themes will also be explored within the Design Guidance document.

## 1. New England Bay

Date of survey: Friday 29<sup>th</sup> July 2022 (09:30 - 13:30)

Number of surveys: 11

Number of visitors: 27 (20 adults, 7 children; all holiday makers)

Staying overnight: 7 (6 campervans, 1 tent; 12 adults)

Vehicles: 6 campervans (transit van size), 2 caravans, 1 small van, 5 cars

### Summary

New England Bay was highly regarded by the people who camped overnight at the site. It was noted on several occasions that the toilets were well maintained and stocked with toilet roll, soap, and hand towels. Visitors were also very happy with the bins on site (of which more were added over the past year) and with the “black” wastewater dumping facilities and freshwater tap.

The general viewpoint on site was that people did not want anything to change since they like it as it is (some coming to the same place for over 50 years) and felt that more facilities could attract too many people. People tended to like the peace and quiet of the site – this is what often attracted them.

### Suggestions for site improvement *(number of times suggested x suggestion)*

- 1x security cameras as there have been rare instances of wild campers being noisy and starting fires.
- 1x charging people to use site during busy times to prevent the site becoming overcrowded.

### Suggestions for new facilities and information

- 2x more publicising of the site as it is not well-known even among local people. However, the majority view was that people wanted the site to remain relatively unknown so that it stayed quiet.
- 1x “grey” wastewater dumping facilities. There are manhole covers at the front of the wastewater facility – the respondent believed they would have been access points to the sewers for the “black” wastewater and suggested changing one of these into a grate to allow “grey” wastewater to be dumped into the sewers.
- 1x moving the drinking water tap away from the wastewater dump for health and safety
- 1x showers

### Other comments

- One respondent praised DGC for allowing wild camping as they were camping here for their mental and physical health and would not be able to stay if it was not free.

## 2. Ardwell

Date of survey: Friday 29<sup>th</sup> July 2022 (13:40 - 17:40)

Number of surveys: 3

Number of visitors: 9 (7 adults, 2 children; 8 holidaymakers and 1 local)

Staying overnight: All

Vehicles: 2 campervans (transit van site), 1 caravan, 1 car

### Summary

All visitors to Ardwell were repeat visitors, some visiting every weekend, who very much appreciated the site. Visitors were happy that there was a toilet and bins on site.

### Suggestions for site improvement

- 1x jetty/slipway repaired following storm damage

### Suggestions for new facilities and information

- 2x outdoor tap
- 2x information on safe/responsible outdoor fires
- 2x playpark
- 1x organised activities for children
- 1x tourist information with places to visits
- 1x shower
- 1x wastewater disposal

### Anti-social behaviour and environmental damage

- All three survey responses highlighted that there was a local person who had left a tent pitched up for approximately 3 months who had been drinking, taking drugs, and fighting with people. One respondent advised they had made the council aware of this.
- Dog fouling

### 3. Killantringan

Date of survey: Saturday 30<sup>th</sup> July (08:30 - 12:30)

Number of surveys: 3

Number of visitors: 9 (8 adults, 1 child; all holidaymakers)

Staying overnight: 5 (2 campervans; 4 adults, 1 child)

Vehicles: 2 campervans (transit van site), 1 car

#### Summary

Killantringan was a very remote site with only a small space for parking. The people staying overnight were travelling as a group and were only stopping for one night. Two visitors were stopping for a short time to see the view and two visitors were walking the Southern Upland Way (SUW) which passes by the site.

#### Suggestions for site improvement

None

#### Suggestions for new facilities and information

- 1x bin – there was a sign to remind visitors to take litter with them. There are also bins further along the road but these might be missed so perhaps signposting to these.

#### Anti-social behaviour and environmental damage

- Very small amount of litter.

#### Other comments

- One of the visitors walking the SUW wanted me to note that there was a lack of waymarking at Port Kale.

## 4. Monreith

Date of survey: Saturday 30<sup>th</sup> July (13:30 – 17:30)

Number of surveys: 8

Number of visitors: 20 (14 adults, 6 children; 5 holidaymakers, 15 locals)

Staying overnight: None

Vehicles: 4 cars

### Summary

Monreith was predominantly visited by walking locals who visited the site most days for a short period of time. There was a community garden and benches at the site looked after by two locals (not part of survey population but told this by other locals) who started it on their own but have since received donations from others in the community and garden centres. The local community also arranged beach cleans – they leave full bin bags next the bin which are collected when the bin is emptied. There was a very strong sense of community at this site.

### Suggestions for site improvement

- 3x better access to the beach. There is no disabled/pram access to the beach and the stairs are very run down with some completely collapsed which prevents people from accessing beach. One local is in a wheelchair who advised that they have never been able to access this part of the coast even though they have lived there for a number of years. They have to access via St Medan golf course, however, the road to this site is poorly maintained.
- 1x road improvements. One local advised of a poorly maintained road with subsidence about 200 yards north of the site.

### Suggestions for new facilities and information

- 2x toilets. There are toilets at the bottom of the steps, but they are not well signposted and inaccessible to those in a wheelchair, with a pram, or walking difficulties. It was also noted that toilets are sometimes a bit of a mess.
- 1x small snack/drinks van
- 1x information to let people know there is disabled/pram access to beach at St Medan
- 1x better maintenance of the vegetation at the site going down the stairs as overgrown in front of benches

### Anti-social behaviour and environmental damage

- Sometimes litter washes up on the beach, but locals ensure beach is clean

## 5. Wigtown Harbour

Date of survey: Sunday 31<sup>st</sup> July (08:45 – 13:00)

Number of surveys: 11

Number of visitors: 19 (16 adults, 3 children; 11 holidaymakers, 8 locals)

Staying overnight: None

Vehicles: 2 campervans (transit van site), 3 small vans, 2 cars, 2 bikes

### Summary

Wigtown Harbour was regularly visited by repeat visitors for dog walking, walking or enjoying the views. Many people commented that they appreciated how “unspoiled” the site was.

### Suggestions for site improvement

- 2x footpath maintenance. One respondent advised the footpaths are very overgrown and another asked if they could be better waymarked to show when you are on a footpath or encroaching on farmland.
- 2x road maintenance as the road is badly potholed
- 1x sheep fields to be better fenced off to prevent manure at the site
- 1x harbour brickwork repointed

### Suggestions for new facilities and information

- 5x toilets
- 2x dog bins and bags
- 1x bags to allow people to litter pick
- 1x wastewater disposal
- 1x information map that points out local places of interest
- 1x small snack/drinks stall/van

### Anti-social behaviour and environmental damage

- Dog (and potentially human) fouling including full dog bags left in the landscape
- Small amounts of litter
- Rarely young local people come to drink and start fires
- Bird hide vandalised

### Other comments

- Several respondents advised that the site is usually packed with campervans but that they usually look after the site.

## 6. Carrick Beach Bathing Water

Date of survey: Sunday 31<sup>st</sup> July (14:00 – 17:45)

Number of surveys: 19

Number of visitors: 74 (53 adults, 21 children; 28 holidaymakers, 46 locals)

Staying overnight: None

Vehicles: 1 van, 1 hilux, 9 cars

### Summary

Carrick beach was a very loved site by locals and repeat holiday makers. The site is not owned by DGC and so locals spend time, energy, and money to ensure the site is kept in its beautiful state. The most prevalent response here was that there should not be any changes to this site – people (especially the locals) love it as it is, would not like it to become commercialised, and would not like it to get any busier. The items listed under anti-social behaviour/environmental damage were very rare at this site due to local input.

### Suggestions for site improvement

- 2x road maintenance
- 1x larger car park
- 1x more passing places on road
- 1x maintenance of steps onto beach – add handrail and level steps

### Suggestions for new facilities and information

- 7x toilet (1 suggestion of a composting toilet)
- 6x bins – there are bins for the residents (which they have to pay for) but non-locals use them which prevents locals from using them
- 2x coffee/snack shop/hut
- 1x ensuring water safety notices are noticeable and up to date

### Anti-social behaviour and environmental damage

- Litter – including toilet roll from wild campers, (visitors also noted that rubbish is washed in with the tide)
- Dog fouling
- Evidence of campfires and scorched ground/ grass
- House built on beach causes night pollution of dark sky

### Other comments

- Locals carry out works to the road i.e. repairing potholes. They do not want the road tarmacked and would prefer the road to remain uneven to prevent cars going fast, to ensure safety for children to play and to prevent beach from becoming even busier.
- Locals have input sea defences and vegetated some of the back areas of the beach to prevent erosion using a grant from the council and funding from locals.
- Car park becomes too busy with cars and campervans
- Campervans are urged to use space further along road from beach.

## 7. Brighthouse Bay

Date of survey: Monday 1<sup>st</sup> August (09:00 – 13:00)

Number of visitors: 62 (41 adults, 21 children; 61 holidaymakers, 1 local)

Number of surveys: 22

Staying overnight: None

Vehicles: 1 campervan, 1 van, 10 cars

### Summary

People were generally very happy with Brighthouse Bay and loved that it was very natural and not commercialised.

### Suggestions for site improvement

- 5x larger car park
- 2x road maintenance – especially large bump coming into carpark
- 1x clearing overgrowth on footpaths (not sure if these paths are campsite or DGC)
- 1x better accessibility to beach

### Suggestions for new facilities and information

- 3x café/shop/snack van selling local produce (onsite or nearby)
- 3x beach safety information e.g. quicksand, tides, jellyfish, water quality, protected sites
- 1x better light in toilet (think it's just natural light at the moment from small windows)
- 1x toilet renovation
- 1x toilets cleaned more often in summer
- 1x nature information signs
- 1x number to call for environmental damage
- 1x road safety signage e.g. slow down children playing
- 1x walkway across rocks at right hand side of bay (looking out to sea)
- 1x tourist information e.g. paths and places of interest (lack of internet signal to look up)
- 1x more bins
- 1x beach showers
- 1x more tree cover on left-hand side of bay (looking out to sea)
- 1x electric car charging
- 1x wildlife tours for children
- 1x better signage to beach from cycle route

### Anti-social behaviour and environmental damage

- Small amount of litter
- Dog fouling (children ended up playing in it)
- Campers playing loud music, left tents and rubbish on beach (one-off according to person coming for 20 years)
- Dead bird on beach during survey

### Other comments

- Electronic water quality signal intermittently working/not working
- Most people commented that they loved how natural the beach was
- Mostly positive comments towards toilets



## 8. Rockcliffe

Date of survey: Monday 1<sup>st</sup> August (14:00 – 18:00)

Number of surveys: 25

Number of visitors: 61 (46 adults, 15 children; 46 holidaymakers, 16 locals)

Staying overnight: None

Vehicles: 1 campervan (transit van size), 1 small van, 23 cars

### Summary

Visitors were very happy at Rockcliffe beach with many repeat visitors because they love the site as it is. The most common suggestion was for a shop/café to buy refreshments or for the existing café to increase opening times. It was very clear that people did not want Rockcliffe to become busier and commercialised.

### Suggestions for site improvement

- 3x road improvements in the car park (ie. The surface is too uneven for wheelchair access)
- 3x signs to warn people not to drive to other side of beach (towards toilets) as road gets very busy, there is very limited parking, and it is difficult to turn back
- 2x walkway maintenance – footpaths very overgrown
- 1x disabled bays
- 1x access path from carpark to beach (at the carpark end closest to the coast)
- 1x install speed restriction signs coming off main road

### Suggestions for new facilities and information

- 8x shop/café for refreshments or existing café to increase opening hours
- 2x replace picnic benches as rundown
- 2x toilets closer to car park
- 2x tidal information (at car park and other side of beach)
- 1x signage to keep dogs on lead in farmland
- 1x bus timetables
- 1x more information on the coastal walk
- 1x beach buggy

### Anti-social behaviour and environmental damage

- People parking on double yellow lines
- Dog fouling
- Litter

### Other comments

- One person commented that it was good there was a defibrillator at the toilets, and these should be at all sites as they do save lives.
- Conflicting opinions within community around having a shop/café

## 9. Powillimount

Date of survey: Tuesday 2<sup>nd</sup> August (09:00 – 13:00)

Number of surveys: 7

Number of visitors: 22 (13 adults, 9 children; 18 holidaymakers, 4 locals)

Staying overnight: 2 (2 campervans; 4 adults)

Vehicles: 2 campervans (transit van size), 5 cars

### Summary

The general overview from visitors at Powillimount was that they liked the site as it was with little facilities, off the main road, and quiet. Locals advised that the site could get busy with campervans but on the day of the survey there were only two vans, both staying for one night.

### Suggestions for site improvement

- 1x road maintenance
- 1x bigger parking (caveated that didn't want it to get too busy)
- 1x more signs to beach from main road

### Suggestions for new facilities and information

- 1x bin braces to stop bins blowing over
- 1x toilets (particularly in the summer)
- 1x water tap

### Anti-social behaviour and environmental damage

- Litter including broken glass

## 10. Powfoot

Date of survey: Tuesday 2<sup>nd</sup> August (14:00 – 18:00)

Number of visitors: 47 (36 adults, 11 children; 28 holidaymakers, 19 locals)

Number of surveys: 17

Staying overnight: None

Vehicles: 7 cars

### Summary

Powfoot was very well regarded by locals and holidaymakers – most people especially liked that it was quiet. The community in Powfoot massively contribute to the maintenance of the site, for example, they have set up a charity (Powfoot Charity Group) and local community group. The locals maintain the planters (plants possibly provided by the council) and benches, they have also concreted the poles of dog poo bins into the ground and put out extra wheelie bins along the road as well as on the beach that they then bring back in for collection. Locals also pick up litter and dog bags left on the beach and along the back of the beach/road for waste disposal .

### Suggestions for site improvement

- 3x road safety signage/works e.g. speed limit reminders, slow down signs, humps (there are no speed limit signs from the direction of the caravan park towards the main road and no reminders)
- 2x road maintenance – new large caravan park so very heavy loads going over a previously quieter road which is resulting in potholes and subsidence
- 1x sea defences – defences put in a few years ago (corner turning onto the road where the hotel is) which require repair

### Suggestions for new facilities and information

- |                                    |                            |
|------------------------------------|----------------------------|
| • 2x small shop                    | • 1x tourist information   |
| • 1x signs to show where toilet is | • 1x safer access to beach |
| • 1x more bins                     | • 1x tidal signage         |
| • 1x glass recycling               | • 1x playpark              |
| • 1x café                          | • 1x wildlife information  |

### Anti-social behaviour and environmental damage

- Parking on double yellow lines – makes the road very dangerous as its already narrow, makes it dangerous for gritting the road; this has also caused locals to move away from their home in the summer because they cannot park their car.
- Dog fouling

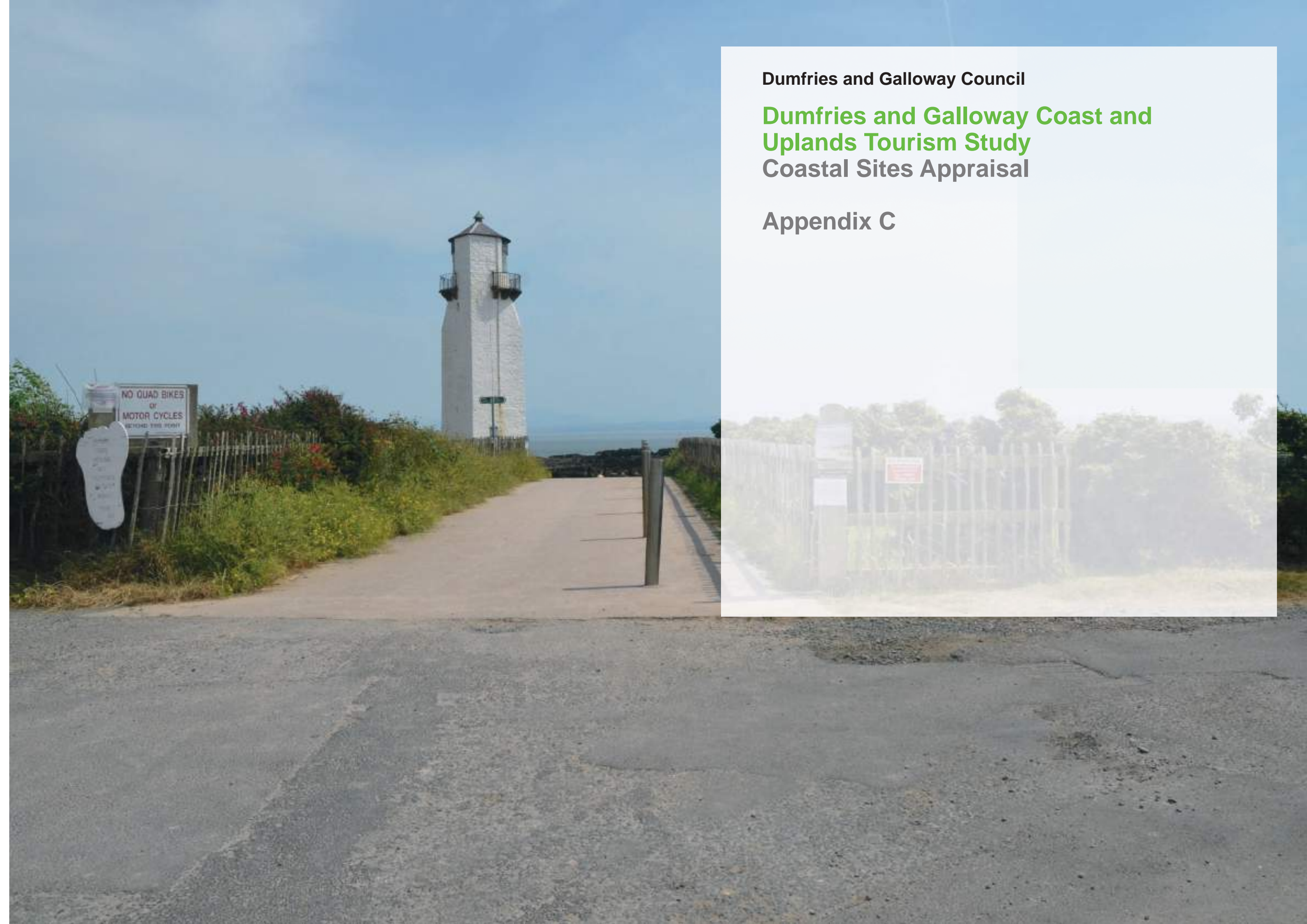
### Other comments

- One person commented that they really like that there are no streetlights allowing them to appreciate the spectacular dark sky.
- One person commented that locals are unhappy at the number of homes being sold as holiday homes which prevents locals from buying.
- There was no signage that a car park and toilets were further along the road when driving into the village.

Dumfries and Galloway Council

**Dumfries and Galloway Coast and  
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**Appendix C**





<b>Site Name/ Number</b>			
Survey Date	Survey Time	Weather conditions	Photo numbers
No. parking spaces/ approx. dimensions	No. vehicles using site (and mix)		
<p>Facilities:</p>  <p><b>Scoring: RED [ ] AMBER [ ] GREEN [ ]</b></p>			
<p>Site condition:</p>    <p><b>Scoring: RED [ ] AMBER [ ] GREEN [ ]</b></p>			
<p>Evidence of illicit camping/ traffic congestion/ antisocial use:</p>    <p><b>Scoring: RED [ ] AMBER [ ] GREEN [ ]</b></p>			
<p>Other Notes:</p>    			



# Dumfries & Galloway Council Good Practice Design Guide

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Prepared by LUC



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March 2023

### Note

This document and its contents have been prepared by LUC for Dumfries & Galloway Council and is intended solely for use in relation to the Coastal & Uplands Tourism Study.

LUC assume no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

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# Chapter 1

## Introduction

### Background

On behalf of Dumfries & Galloway Council and supported by the Rural Tourism Infrastructure Fund (RTIF), LUC has undertaken site appraisals of selected sites along the coast and within the uplands of north-east Dumfries & Galloway. Site appraisals together with stakeholder consultations has enabled LUC to identify the types of visitor pressure acting on typically rural tourist sites. This has informed the design guidance in this document. Wider experience of tourism projects elsewhere in Scotland and the UK has also informed the guidance with regard to current best practice. Refer to the Coastal / Upland site appraisals & design proposals for context.

### Visitor Pressures

The informal characteristics across both coastal and upland sites belie a number of issues resulting from the absence of site management, minimal maintenance and little investment in the infrastructure over many years. Several sites are remote and have been relatively unknown until recent years. Visitor surveys across a select number of coastal sites confirmed that some visitors had been returning to the same site for many years and were worried that 'improvements' would attract more visitors and compromise the quiet / relaxed qualities they valued. Recent years have seen an increase in "staycations" and an explosion of motorhome / campervan use, a renewed interest in camping/ walking and a range of sports. The latter has included paddle boarding, kayaking and mountain biking. In water sports the use of inflatable canoes and paddle boards has increased dramatically, and the portable nature of this equipment increases opportunities at sites that would previously need vehicular access to transport rigid canoes and boards. The use of electric vehicles is also growing exponentially, and this includes cars/ vans and bikes. It is also expected to include more electric powered boats in the future.

These changes in the visitor market will place new demands on sites and likely lead to increased pressures on areas that were hitherto quiet and little known.

### Purpose of the design guidance document

The purpose of this design guide is to address typical issues associated with increased visitor pressures which are prevalent across the Dumfries & Galloway coast and uplands. This design guide seeks to provide indicative solutions to the most common issues and visitor demands as identified by desktop and site analysis of popular tourist sites. This guide sets out design principles rather than providing site-specific solutions. It should be used assist the development of proposals and in setting briefs for site enhancements/ management measures. It is intended to help address typical problems experienced across the area but will require supplementary technical design to address the specific conditions of individual sites.

## Chapter 2

# Response to Context

### The Characteristics of the Dumfries & Galloway Landscape

Dumfries & Galloway is a large region encompassing a wide range of landscapes as described within the Dumfries & Galloway Landscape Character Assessment (published in 1998 by Scottish Natural Heritage). The region's solid and drift geology is a strong influence on topography, landcover, ecology and in the distribution of building materials across the region eg red sandstone buildings of Annan and other settlements in the east and use of granite near the major granite outcrops such as Dalbeattie.

#### Coastal Landscapes

The extensive coastline includes dramatic cliffs and headlands, sandy bays, estuaries, and tidal flats. Landcover within coastal areas is more varied than the uplands, with areas of arable and pastoral agriculture, coastal grasslands, native and plantation forestry. River courses and their estuaries also have riparian woodlands, marsh and reed habitats. Field boundaries vary according to locality with hedgerows, fences and walls used across the region. The diversity of the coastline and its hinterland affords rich experiences for visitors and provides innumerable vantage points for scenic views: long views down the coast, across the Solway or Irish Sea, and shorter views along beaches and across bays. Some coastal access and vantage points are elevated above cliffs or steep bluffs, and others are lower lying with easier access onto beaches. Levels of access also differ with some sites in proximity to public roads, and others accessible by private roads and public rights of way.

The coastal landscape contains many areas of built and natural heritage interest which attract visitors and nature-lovers. These areas have inherent sensitivities and require protection from potential damage resulting from visitor pressures.

A number of visitor surveys were undertaken at the coastal sites confirming that the informal and relaxed characteristics are highly valued despite the basic nature of facilities at many sites. The lack of formality and absence of enforced restrictions / charges is also of appeal to some visitors who are seeking a sense of freedom and 'wildness'.

#### Upland Landscapes

The upland sites have significantly different landscape characteristics, strongly influenced by the topography of the Southern Uplands which is typified by conical hills, and valleys carved and rounded by glaciation. The valleys or 'dales' that cut through the hills accommodate the main access routes and river courses (eg A708/ Moffat Dale; A76/ Nithsdale; A701 /Devil's Beeftub; A702/ Carron Water; B797/ Mennock Pass; B740/ Crawick Pass). The main visitor pressure points are located along these valleys and their public road corridors from where paths and cycle tracks lead into the hills. The visitor sites are therefore typically enclosed by the local topography of the valley sides, but vantage points from the connecting paths allow elevated views along the valleys and across the adjacent hills. Landcover in the uplands is generally less diverse than the coastal landscapes, with a predominance of grazing and moorland with some significant areas of forestry. Dry-stone walls and sheepfolds are typical features of the upland landscapes, contrasting with the hedgerows and fence lines of lower agricultural landscapes.

The uplands also contain many areas of heritage interest and sensitivity. Their scenic values are also recognised by designations. The glaciated geomorphology is a strong characteristic of the uplands creating dramatic landscapes with U-shaped valleys, hanging valleys and corries. The Grey Mare's Tail waterfall and the adjacent Moffat Dale is such an example.

The differences in character between the coastal and upland sites requires that the local context should be considered by design proposals for visitor infrastructure and facilities. Common to both areas is that most visitor sites have an informal character and are not heavily developed, commercialised or 'spoiled' by inappropriate developments. These characteristics are important to the visitor experience and to the design approach for visitor infrastructure.

## Design Objectives

### Common Objectives

Design objectives common to both coastal and upland sites can be summarised as follows:

- Infrastructure developments should preserve the intrinsic character of the sites and should generally maintain their informal character without the introduction of urbanising elements
- Opportunities for views should be optimised within the sites and along connecting routes
- Access for those with impaired mobility should be considered and provisions made to ensure access is possible to site facilities and to local viewpoints in situations where topography restricts access to more distant areas/ features
- New infrastructure, signs and site furniture should convey consistency of quality and of character across Dumfries & Galloway, whilst also responding to the local characteristics
- New infrastructure and features should be designed to withstand the prevailing climatic conditions and be resistant to vandalism especially in the more remote sites
- Measures to assist modal shift in transport should be considered for visitor sites including the provision of facilities for walkers, cyclists and for electric vehicle charging
- Sustainable design principles should be applied to all construction and site management, including sourcing of materials, embodied carbon, resilience/ life expectancy, potential for climate change adaptation
- Consideration must also be given to ease of maintenance and repair
- New signage should convey the sensitivities of the

local landscape and reinforce responsible behaviour by visitors

- Where sites are subject to abuse from illicit campervan waste disposal measures should be considered to provide waste disposal facilities or direct site users to nearby facilities

### Coastal Sites

The design objectives for the coastal sites can be summarised as follows:

- Views to the sea and across the bays should be unobstructed and optimised
- Opportunities to mitigate the visual impact of parked and moving vehicles in exposed coastal areas should be considered, but without blocking important coastal views
- Measures to enhance the character of coastal sites should be explored eg by screening nearby caravan sites and other discordant features, and / or restoration of site features such as dry-stone walls and gorse/ scrub vegetation
- Visitor access to the beaches and to recreational areas should be controlled and aligned to prevent damage to sensitive habitats and to prevent escalating erosion of soft landscape areas
- Measures to prevent the continued encroachment of vehicles onto beaches and over vegetated margins should be implemented
- Access for those with impaired mobility should be considered and provisions made to ensure access is possible to facilities and viewpoints where topography restricts access to the beaches
- New infrastructure and site furniture should be capable of withstanding coastal weather conditions and potential vandalism in the more remote sites
- New infrastructure should accommodate the frequent

demands for picnicking and barbecuing but counter the potential damage caused by fires and littering

- New furniture and structures should reinforce the coastal character in the choice of materials and design style
- New signs should convey essential information regarding dangers of coastal tidal/ water conditions and the sensitivities of local habitats (SSSIs / SACs etc)
- New signs should reinforce a positive identity for Dumfries & Galloway as a whole

### Upland Sites

The design objectives for the upland sites can be summarised as follows:

- Car and campervan parking pressures in the uplands can be acute in peak holiday periods leading to demands for overflow parking and illicit parking along verges. This requires the provision of clear directions to nearby overflow facilities coupled with measures to prevent dangerous overspill parking along verges and in farm gateways.
- Provision of overflow parking facilities should be considered in high demand areas, and potential suitable sites identified for development or for periodic use by landowner agreement
- Laybys provide useful stopping / supplementary parking areas in the uplands although many are in poor condition and require upgrading / possible enlargement.
- Access for those with impaired mobility should be considered and provisions made to ensure access is possible to the site facilities and to local viewpoints where this can be provided without having to negotiate difficult topography/ steep slopes

- Resting points should be accommodated along trails where steep gradients are encountered, and opportunities for viewpoint seating should be considered in these locations
- Visitor access from car parks should be clearly waymarked and reinforced by surfacing and/or stone pitching to prevent the escalating erosion of soft landscape areas, and associated drainage impacts
- New infrastructure and site furniture should be capable of withstanding harsh upland weather conditions and potential vandalism in the more remote sites
- New infrastructure at upland parking areas should accommodate demands for picnicking and barbecuing within the car park areas, but counter the potential damage caused by fires and littering
- New furniture and structures should reinforce the upland character through the use of natural stone with designs that respect the local vernacular of dry-stone walling and associated features e.g. sheepfolds, styles, gates and marker stones.
- New signs should convey essential information regarding local trails, access restrictions and dangers of the local topography to inform visitors of the environmental conditions and the sensitivities of local habitats or farming systems.
- New signs should reinforce a positive identity for Dumfries & Galloway as a whole, whilst also responding to the upland landscape characteristics

### Design Guidance by Subject

The following guidance addresses the key issues identified during site appraisals and seeks to provide useful information for application in setting design briefs for visitor infrastructure developments and enhancements. It deals with the main components and considerations for visitor sites, concentrating on visitor car parks and associated facilities as the main foci of visitor pressures.

## Design Matrix

Site Scenarios	Recommended Treatment	Stone Paved thresholds (recycled flagstone / setts). Refer to Chapter 4	Asphalt Car Park Surface. Refer to Chapter 4	Crushed aggregate surface. Refer to Chapter 4.	Reinforced grass or gravel surface. Refer to Chapter 4	Reclaimed stone kerbs. Refer to Chapter 3	Inlaid sett edgings / parking bay definition. Refer to Chapter 5	Timber edgings / parking bay definition. Refer to Chapter 5	Knee rail barrier to parking in galvanised steel & timber. Refer to Chapter 6	Knee rail barrier to parking in timber. Refer to Chapter 6	Earthwork and boulder barrier to parking. Refer to Chapter 6	Walled boundaries & gateways. Refer to Chapter 6	EV charging facilities for cars & campers. Refer to Chapter 9	Ebike charging facilities. Refer to Chapter 12	Cycle racks in stainless steel. Refer to Chapter 11	Motorhome parking bays & information on restrictions. Refer to Chapters 3 & 12	Motorhome waste-water disposal facilities. Refer to Chapter 8	Litter bins with timber housings. Refer to Chapter 11	Litter bins with stone housings. Refer to Chapter 11	Picnic tables with barbecue protection. Refer to Chapter 11	Benches. Refer to Chapter 11	Gateway, Information & wayfinding Signage suite. Refer to Chapter 13	Wayfinding signage. Refer to Chapter 13	Fire pits / ground protection. Refer to Chapter 14	Refurbishment of toilets incl drinking water outlets. Refer to Chapter 8	New prefab toilets customised to suit site. Refer to Chapter 8	Solar parking meters. Refer to Chapter 10	SuDs swales/ gravel drains	
Small Informal sites with unmetalled surfaces				✓				✓		✓	✓												✓						
Heavily used sites accessed by campervans and motorhomes		✓	✓		✓	✓	✓		✓				✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	
Sites readily accessible by cyclists														✓	✓						✓	✓		✓					
Erosion of vegetated areas by frequent vehicle parking & movements					✓				✓		✓																		
Coastal parking areas with views subject to vehicle encroachment into sensitive areas					✓		✓	✓	✓		✓										✓							✓	
Developed sites with existing serviceable toilets and existing electrical infrastructure		✓											✓	✓			✓				✓		✓		✓		✓	✓	



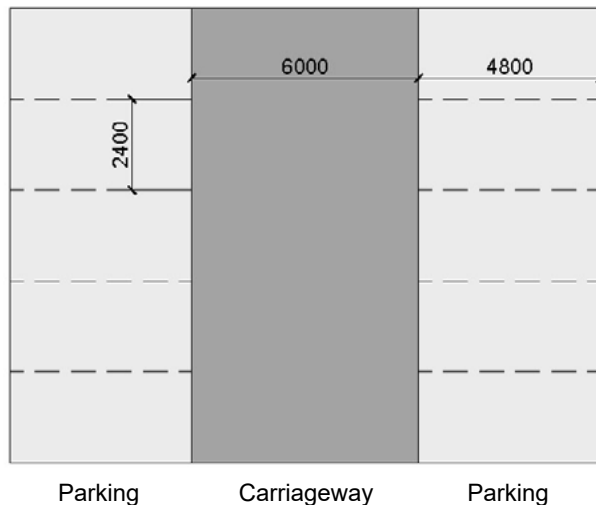
## Chapter 3 Parking Layout and Space Requirements

The following diagrams will highlight the general layout and parking bay requirements for different vehicle types / sizes

### Perpendicular Parking

Perpendicular parking is the optimum parking solution to maximise the parking capabilities within a site, however there are specific requirements to ensure optimum functionality within the space and adhere to guidance set out in *'Designing Streets - A Policy Statement for Scotland'*. Standard parking bays require a minimum space of 2400mm width x 4800mm length, with a minimum carriageway width at 6000mm, as indicated in the diagram below. Delineation of bays would help to obtain the optimum number of perpendicular parking spaces, and this can be carried out in a number of ways (Refer to Chapter 5).

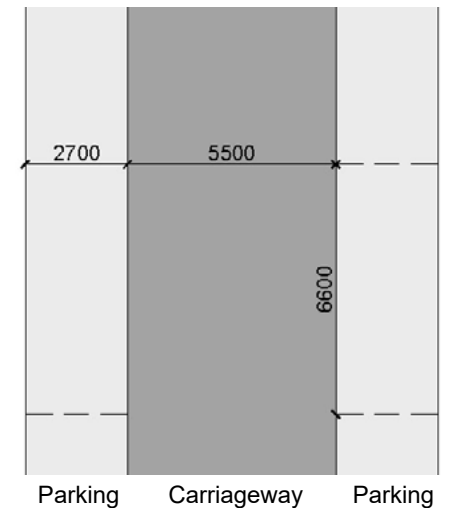
Perpendicular Parking Diagram



### Parallel Parking

Parallel parking is suitable for use where the width of the overall site is constrained. It is often the solution presented for on street parking arrangements to allow ease of parking from the carriageway. There are specific requirements to ensure optimum functionality of parallel parking and more details outlining these requirements can be found in *'Designing Streets - A Policy Statement for Scotland'*. Standard parallel parking bays require a minimum space of 2700mm width and 6600mm length, with a minimum carriageway width of 5500mm, as indicated in the diagram adjacent. Delineation of bays help to obtain the optimum number of parallel parking spaces, and this can be achieved through a number of options (Refer to Chapter 5). Where parallel parking is required to the edge of a road, for instance in a layby parking configuration, an edge treatment is required to define the edge between the road carriageway and the parking area. This can be achieved through a number of options (Refer to Page 10).

Parallel Parking Diagram

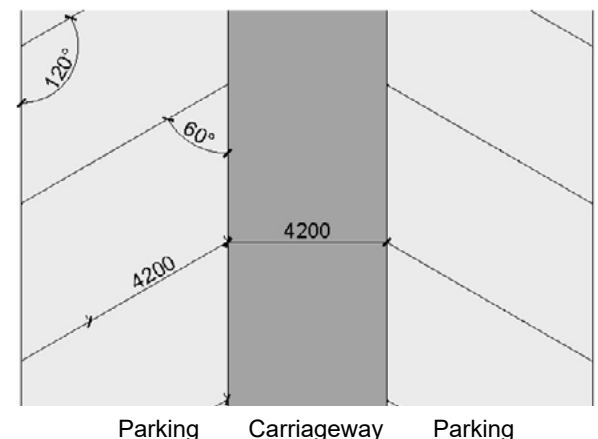


### Diagonal Parking - 60°

Diagonal parking is suitable for use where the width of the overall site is constrained. It is only suitable for use where there can be a one way route in operation, with separate entrances and exits, due to the angles the vehicles are required to park at. Delineation of bays is recommended to obtain the optimum number of parking spaces, and this can be achieved through a number of options (Refer to Chapter 5).

Further guidance outlining the requirements for parking at a 60° angle can be found *'Designing Streets - A Policy Statement for Scotland'*. Diagonal parking at a 60° angle requires a minimum bay size of 2400mm width x 4800mm length, with a minimum carriageway size of 4200mm, as indicated in the diagram adjacent.

60° Diagonal Parking Diagram

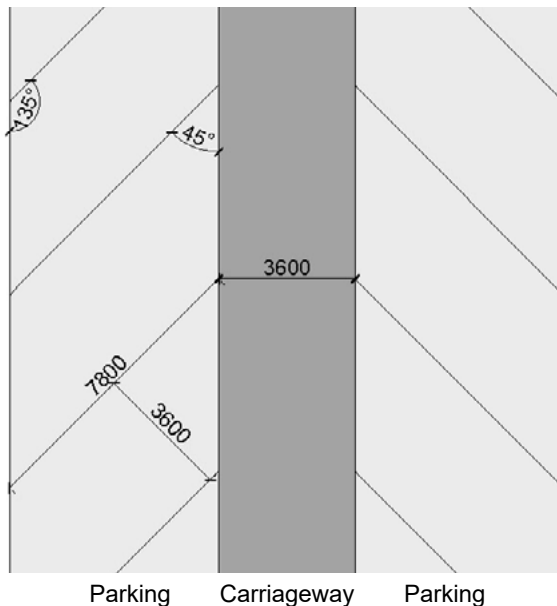


### Diagonal Parking - 45°

Diagonal parking is suitable for use where the width of the overall site is constrained. It is only suitable for use where there can be a one way route in operation, with separate entrances and exits, due to the angles the vehicles are required to park at. Delineation of bays is recommended to obtain the optimum number of parking spaces, and this can be achieved through a number of options (Refer to Chapter 5).

Further guidance outlining the requirements for parking at a 45° angle can be found 'Designing Streets - A Policy Statement for Scotland'. Diagonal parking at a 45° angle requires a minimum bay size of 2400mm width x 4800mm length, with a minimum carriageway size of 3600mm, as indicated in the diagram below.

45° Diagonal Parking Diagram

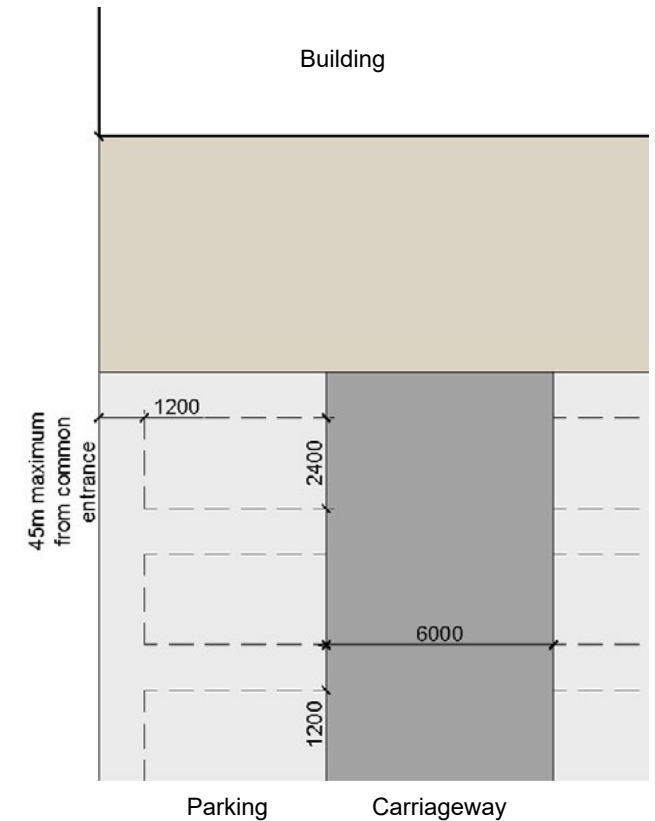


### Accessible Parking - Perpendicular

Accessible parking should be provided at all sites where space allows to ensure inclusivity of all abilities across Dumfries & Galloway. Accessible parking should be located no further than 45m from the common entrance of any building. At sites where there is no building, the accessible parking should be located closest to the entrance to the site attraction or main focal point (Refer to Chapter 7).

Perpendicular parking for accessible bays is subject to specific requirements outlined in 'Building Standards Technical Handbook: Non Domestic'. Accessible parking bays arranged in a perpendicular configuration require a minimum space of 2400mm width x 4800mm length, with a 1200mm border to three sides of the parking bay as indicated in the diagram adjacent. It is recommended that accessible parking bays are delineated in some way to highlight the specific user requirements associated with the parking bays. This can be achieved through a number of options (Refer to Chapter 5)

60° Diagonal Parking Diagram



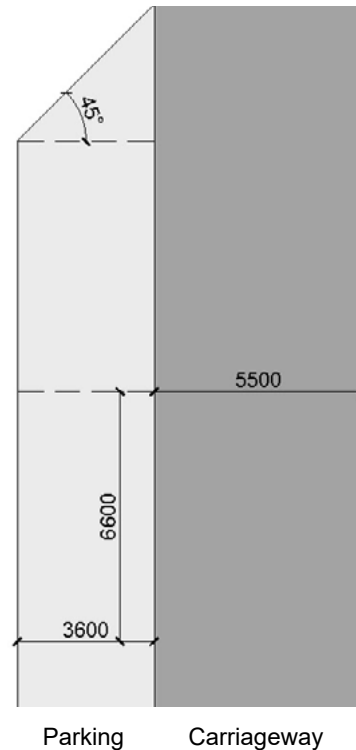


### Accessible Parking - Layby

Accessible parking should be provided at all sites where space allows to ensure inclusivity of all abilities across Dumfries & Galloway. Accessible parking should be located no further than 45m from the common entrance of any building. At sites where there is no building, the accessible parking should be located closest to the entrance to the site attraction or main focal point (Refer to Chapter 7).

Accessible parking which is located on a layby should ensure there is sufficient space for a user to exit the vehicle adjacent to the carriageway safely, and without impeding on the width requirements of the carriageway itself. Accessible bays arranged in a parallel parking configuration (such as in a layby) require a minimum space of 3600mm width x 6600mm length, with a minimum carriageway width of 5500mm, as indicated in the diagram adjacent. Further information on the requirements of accessible parking can be found in *'Building Standards Technical Handbook: Non Domestic'*. Where Accessible parallel parking is required to the edge of a road, for instance in a layby parking configuration, an edge treatment is required to define the edge between the road carriageway and the parking area. This can be achieved through a number of options (Refer to Chapter 5). It is recommended that accessible parking bays are delineated in some way to highlight the specific user requirements associated with the parking bays. This can be achieved through a number of options (Refer to Chapter 5).

Accessible Layby Diagram

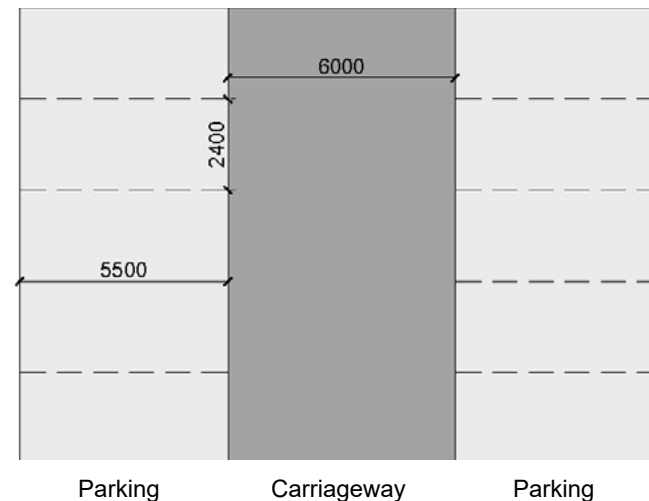


### Campervan Parking

Parking spaces to accommodate campervans should be provided where possible to accommodate the growing rate of 'staycations' across Dumfries & Galloway. The following information is provided on the assumption of a perpendicular parking configuration. Please refer to guidance by *'Campra'* for more information regarding alternative parking configurations for campervans.

The minimum requirements for a parking bay to accommodate a campervan is 2400mm width x 5500mm length with a minimum road carriageway width of 6000mm, as indicated in the diagram below. This parking configuration does not allow for overspill of campervans for overnight stays, and assumes all activity will remain inside the campervan. In the instance that overnight stays are to be encouraged, this would incur additional space requirements outlined by *'Campra'*. It is recommended that campervan bays are delineated in some way to highlight the additional space requirements associated with the parking bays (Refer to Chapter 5). This would prevent vehicle overrun into the soft landscape or protrusions into the required carriageway space.

Campervan Parking Diagram

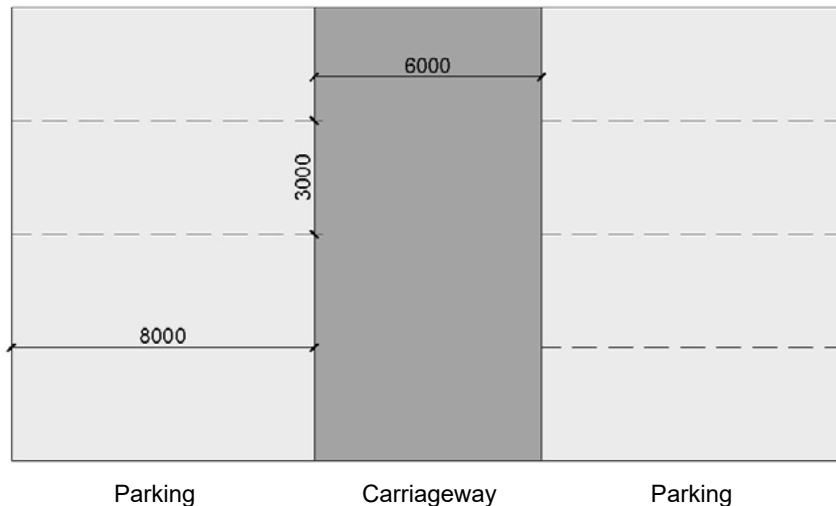


### Motorhome Parking

Parking spaces to accommodate motorhomes should be provided where possible to accommodate the growing rate of 'staycations' across Dumfries & Galloway. The following information is provided on the assumption of a perpendicular parking configuration. Please refer to guidance by 'Campra' for more information regarding alternative parking configurations for motorhomes.

The minimum requirements for a parking bay to accommodate a motorhome is 3000mm width x 8000mm length, with a minimum carriageway width of 6000mm, as indicated in the diagram below. This parking configuration does not allow for the overspill of motorhomes for overnight stays, and assumes all activity will remain inside the motorhome. In the instance that overnight stays are to be encouraged, this would incur additional space requirements, please refer to Motorhome Aires Parking, and further guidance by 'Campra'. It is recommended that Motorhome bays are delineated to highlight the additional space requirements associated with the parking bays (Refer to Chapter 5). This would prevent vehicle overrun into the soft landscape or protrusions into the required carriageway space.

Motorhome Parking Diagram

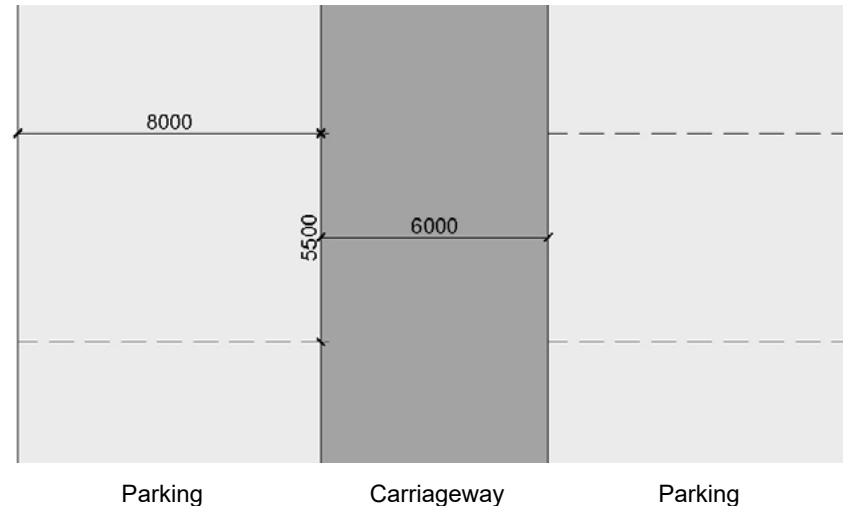


### Motorhome Aires Parking

Parking spaces to accommodate motorhomes for overnight spaces should be provided in localised areas where overnight stays are to be encouraged. The following information is provided on the assumption of a perpendicular parking space configuration. Please refer to guidance by 'Campra' for more information regarding alternative parking configurations for motorhomes.

The minimum requirements for a parking bay to accommodate motorhomes and allow for overspill from inside to outside of the vehicle is 5500mm width x 8000mm length, with a minimum carriageway width of 6000mm, as indicated in the diagram below. It is recommended that Motorhome bays are delineated in some way to highlight the additional space requirements associated with the parking bays (Refer to Chapter 5). This would prevent vehicle overrun into the soft landscape or protrusions into the required carriageway space.

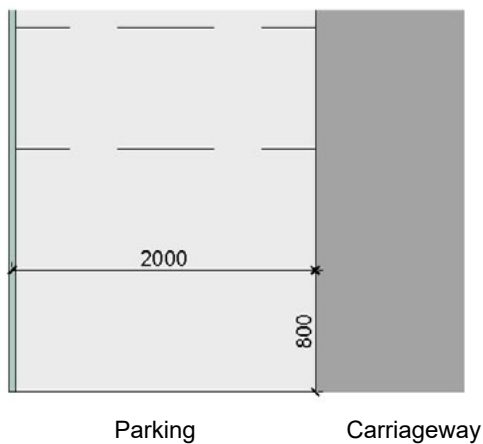
Motorhome Aires Parking Diagram



### Motorcycle Parking

Motorcycle parking should be considered across all sites to allow for vehicles of all sizes to access sites and park safely and securely. The minimum bay requirements for a motorcycle is 800mm width x 2000mm length as indicated in the diagram below. Motorcycle parking requires a low lying metal barrier approximately 400-600mm height, located at the top of the parking bay, to allow motorcycles to be secured. The barrier should be marine grade 316 stainless steel to maximise the longevity of the barrier. It is recommended that motorcycle bays are delineated in some way to highlight the space requirements associated with the bays, and to maximise the parking provisions. (Refer to Chapter 5). Please refer *'Designing Streets - A Policy Statement for Scotland'* for more information regarding motorcycle parking provisions.

Motorcycle Parking Diagram

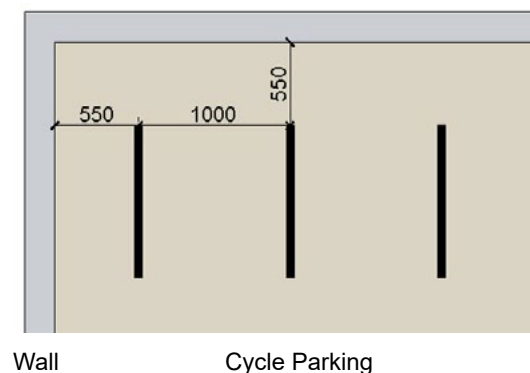


### Cycle Parking

Provisions for cycle parking should be considered at all sites across Dumfries & Galloway, to encourage and maximise active travel throughout the local authority area, and should be installed at all sites with a neighbouring National Cycle Route. Cycle parking can be offered through the introduction of individual cycle stands, cycle racks, or by introducing cycle stores (Refer to Chapter 12).

The diagram below outlines the space requirements for individual cycle stands, and additional information regarding space requirements for cycle racks and cycle stores can be found within the *'Metric Handbook: Planning and Design Data'*. Cycle stands should be spaced at 1000mm centres, and all cycle stands should be located minimum 550mm distance from any wall or vertical object to allow sufficient space for cycle parking, as indicated in the diagram below. All cycle storage provisions should be of high quality and follow best practice guidance (Refer to Chapter 12)

Cycle Parking Diagram



### Layby Parking

Throughout Dumfries & Galloway there are multiple instances of layby parking which vary in size. The laybys are often informal and located adjacent to a prominent view. The presence of site furniture varies dependent on location, and the typology of the site furniture varies from layby to layby. There is a need to upgrade laybys throughout the local authority area to prevent erosion of the carriageway edge and to the surrounding environment. A further study of all layby parking across the coastal and uplands is required to establish the quantity and requirements of each area. The following information is presented based on the minimum size of an accessible bay.

The minimum requirements for an accessible layby is 3.6m x 6.6m, with a minimum splay of 45° to allow vehicle manoeuvrability. In the instance that the layby is located adjacent to or on a blind corner, warning signage should be installed.

### Surfacing

All surfacing should be considered on a site by site basis and respond to and reinforce the characteristics of the surrounding environment. Some examples of suitable surfacing are shown adjacent.

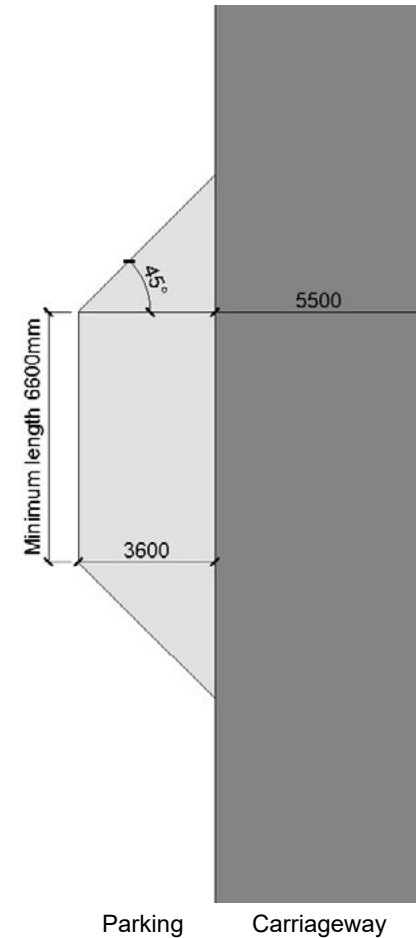
### Edge Treatment

There should be a definable edge to the surrounding of the layby to prevent encroachment from the layby into the wider landscape. There should also be a definable edge treatment separating the layby from the main carriageway to prevent encroachment of parking onto the main carriageway. Some examples of suitable edge treatments are shown adjacent.

### Furniture, Signage & Viewpoints

The requirement for furniture, signage and any viewpoint definition should be considered on a site by site basis. Some examples of suitable signage and viewpoint definition are shown adjacent.

Layby Parking Diagram



### Surfacing



Asphalt



Crushed Aggregate

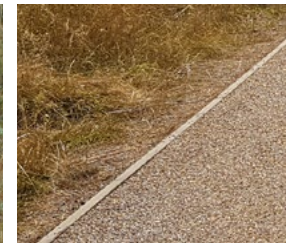


Grasscrete

### Edge Treatment



Reclaimed Whin Kerb



Flat Top Pin Kerb



Stainless Steel Studs

### Signage & Viewpoints



Dry-stone Gateway Monolith



Dry-stone Wall Horizon Map



Viewpoint Framing

## Chapter 4

# Surface Treatment and Condition

Surface treatments across Dumfries & Galloway vary, including; tarmac, concrete, gravel, grass and bare earth. Erosion and potholes are common and where vehicle overrun occurs onto grass areas this causes damage to the adjacent habitats. In several locations throughout the area, the locations used for parking appear makeshift and are not designed to withstand vehicular traffic or accommodate the turning requirements of typical vehicles. There is consequently a need to upgrade hardstandings in many sites and this may provide an opportunity to improve the layout, integrate better drainage, and introduce a sympathetic form of parking delineation. The following information is provided as a guide for materiality use across different landscape typologies within Dumfries & Galloway. Site specific design should be considered as the materiality of hardstanding in each site should respond to the locality, offering a sympathetic approach.

### Asphalt and Tarmac

Asphalt is commonly used as the surfacing for roads and car parks in the UK. They are generically referred to as 'blacktop' although tarmac is an older product used less often in modern construction. Asphalt is an aggregate of gravel, sand and a binding agent, for asphalt the binding agent is bitumen and for tarmac, tar was the binding agent. Asphalts generally take longer to cure than tarmac.

The specification for asphalt surfaces must respond to the levels and types of use eg numbers and weight of vehicles, speed of travel, expected turning and braking movements. For new construction this generally requires several layers of construction including a subbase of crushed stone, a road base and a wearing course. Combined roadbase and wearing course as single layer is common for car parks and lightly trafficked roads. The specification for individual sites should be

developed by engineers and informed by site investigations on the prevailing ground conditions.

Standard asphalt is black/ dark grey in colour although variations are possible using coloured binders and aggregates, as outlined below.

### Coloured Asphalt and aggregates

A range of coloured variations for both asphalt and tarmac are now available. This is the result of pigments added to the binders, and / or the use of coloured aggregates within the surfacing mix. A simple means of adding colour to asphalt surfaces is the application of coloured stone chippings which are rolled into the wearing course surface.

Fully coloured asphalts are available in a wide range of colours, but these may not be suitable for remote locations due to the manufacture and transportation constraints. Fully coloured asphalts may also be difficult and expensive to patch and maintain. They are consequently best suited to uses where future disturbance ( eg by utility companies) is unlikely and wear is low eg pedestrian and cycle routes. Coloured asphalts can however provide a more natural and informal appearance, contrasting with the urban qualities of 'blacktop'.

There are also options of applying coloured aggregates to blacktop surfaces. Two options suitable for pedestrian / lightly trafficked areas are:

- Resin-bound aggregates: this involves laying a mix of aggregates and clear resin as a wearing course (usually c. 12-15mm thick). This system allows the surface colour to be determined by the aggregate mix, which can be more naturalistic in the absence of coloured binders.
- Resin-bonded aggregates: with this system the aggregates are applied to a bed of resin, rather than pre-mixed. The aggregate layer is consequently thinner than



Hot Rolled Asphalt



Bitumen Emulsion-Bonded Surfacing

March 2023

resin-bound options and leaves some loose aggregate on the surface. This system also allows the surface colour to be determined by the aggregate mix, although it is more prone to wear and exposure of the blacktop base than resin-bound systems.

- Bitumen emulsion-bonded aggregates: with this system the aggregates are applied to a bed of bitumen emulsion sprayed onto the blacktop surface. This system also leaves some loose aggregate on the surface. Variants of this system use fibre-glass cuttings to added strength & cohesion to the aggregate layer.

#### Concrete reinforced system with grass infill

Concrete reinforced grass systems ('grasscrete') utilise permeable pre-cast concrete modules as the wearing surface. The voids within the concrete modules are filled with soil and seeded to allow grass to grow. Traffic loads are largely carried by the concrete modules rather than the grass, allowing the grass to survive in car parks and roads indefinitely. It is suitable for use when a natural look is desired and where a permeable surface is needed to facilitate drainage. Heavy duty systems are can carry large vehicles such as coaches and fire tenders.

#### Concrete reinforced system with gravel infill

Permeable pre-cast concrete modules can also be used with gravel infill to provide a permeable wearing surface with a more informal character than blacktop. In this case the voids within the concrete modules are filled with clean aggregate which facilitates drainage. Traffic loads and movements are largely carried by the concrete modules, and this prevents the gravel from becoming compacted, and from being eroded by vehicle movements. It is long lasting and prevents abuse by joy-riders. It is suitable for use when an informal appearance is desired (especially near pebble beaches) and where a

permeable surface is needed to facilitate drainage. Heavy duty systems can carry large vehicles such as coaches and fire tenders. The gravel infill should ideally utilise locally quarried stone to reinforce the site characteristics.



Porous Asphalt



Hot Rolled Asphalt with Coloured Chips

### Concrete Reinforced System with Gravel

Suitable for use in a high trafficked landscape where gravel is a prominent feature, such adjacent to a pebble beach. The gravel infill should utilise locally quarried stone to reinforce the site characteristics.



### Concrete Reinforced System with Grass

Suitable for use in a high trafficked landscape where a natural look is desirable, but reinforcements are required to withstand vehicular movements and to prevent erosion.

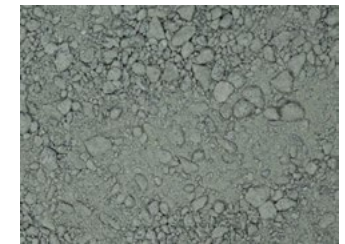


### Water Bound/Self Binding Aggregate

Water bound crushed aggregate surfacing is suitable for use in vehicular areas which experience low traffic and minimal wheel turning. It is also suitable for use on pedestrian footways. The aggregate surfacing offers a sympathetic, durable solution to creating formalised pedestrian routes. The gravel selected should utilise locally quarried stone to reinforce the characteristics of the site and its surroundings.



Crushed Granite



Crushed Greenschist

### Geogrid Systems

Suitable for use in a medium trafficked landscape where gravel is a prominent feature but a concrete reinforcement is not required. The gravel infill should utilise locally quarried stone to reinforce the site characteristics.



### Grass Netting

Suitable for use in vehicle areas which experience extremely low traffic, and in pedestrian areas where a natural look is desirable but reinforcements are necessary to prevent erosion to the landscape



Crushed Quartzite



Crushed Pink Granite

## Chapter 5

### Delineation of Parking Bays

Most sites across Dumfries & Galloway are not formally contained with boundary features, and most do not have defined parking bays. This results in inefficient parking during busy periods and encourages visitors to drive off the hardstandings, encroaching on soft grassland and dune areas. This leads to the incremental expansion of parking pressures causing damage to the adjacent areas, some of which are designated Sites of Special Scientific Interest (SSSI) and Special Areas of Conservation (SACS). It is recognised that the introduction of parking delineation can produce an unsympathetic urban character and consequently this must be addressed in a considered way to avoid compromising the inherent qualities of the sites. Where the lined definition of parking bays is inappropriate there may be opportunities to define spaces more sympathetically, e.g. through the use of guide posts or inlaid blocks.

#### Painted Lines

Suitable for use in high trafficked areas where there is a need to maximise the parking configuration. Painted lines are only suitable for asphalt surfacing, and an alternative method such as inlaid blocks should be considered for alternative surfacing.



#### Inlaid Blocks / Setts

Inlaid blocks are suitable for use in a high trafficked area where there is a need to maximise the parking configuration, but the surface treatment does not allow for painted lines (Refer to Chapter 4)



#### Guide Posts

Guide posts are suitable for use in a high trafficked area where there is a need to maximise the parking configuration but the surface treatment does not allow for painted lines or inlaid blocks (Refer to Chapter 4) Guide posts should be minimum 1.1m high and the suitability of installing vertical posts should be considered against the characteristics of the site and its surroundings.





### Boulders - Parking Deterrent

Landscapes which are level, contain a gentle slope, or have an informal natural edge, may require additional protection from rogue parking and erosion of the landscape. Large boulders are suitable for use in areas which require protection from vehicles, whilst still allowing pedestrian access. Boulders should be no less than 0.5m in height and 1m in length.



### Accessible Bay Demarcation - Inlays

Accessible bays should always be delineated to highlight the specific requirements of the parking bays. Vertical guide posts are suitable for use in areas where the surface treatment does not allow for inlaid blocks or features, such as gravel or grasscrete surfacing (Refer to Chapter 4).

Inlaid blocks or features are suitable for use as an alternative to vertical posts, where the installation of a vertical element to the site is not suitable or recommended.



### Accessible Bays - Guide Posts

Accessible bays should always be delineated to highlight the specific requirements of the parking bays. Vertical guide posts are suitable for use in areas where the surface treatment does not allow for inlaid blocks or features, such as gravel or grasscrete surfacing (Refer to Chapter 4).

Guide posts should be a minimum of 1.1m and suitability of installing vertical posts should be considered against the characteristics of the site and its surroundings.



## Chapter 6 Boundary Treatments

Across Dumfries & Galloway, the absence of rigid boundaries is a characteristic of several sites, especially where they are open to the coast and allow views over the bay or beach. However, some sites are contained by old field walls, fences, and tree/hedge lines. In these cases such features should be respected and potentially utilised as boundary features within site enhancement proposals. Where characteristic features exist (such as dry-stone walls) these may provide cues for the design of new boundaries and / or gateway features.

### Allowing Coastal Views

Views from coastal car parks and visitor destinations are an essential part of the visitor experience and these must be accommodated in new schemes or in site enhancement programmes. Where possible opportunities for introducing new viewpoints should be explored, or measures to improve facilities at viewpoints.

An important characteristic of several coastal visitor sites is the open aspect where views are possible from parked vehicles. In such cases the infrastructure improvements should ensure that views are not obstructed by high barriers or the intrusive placement of new structures or signs.

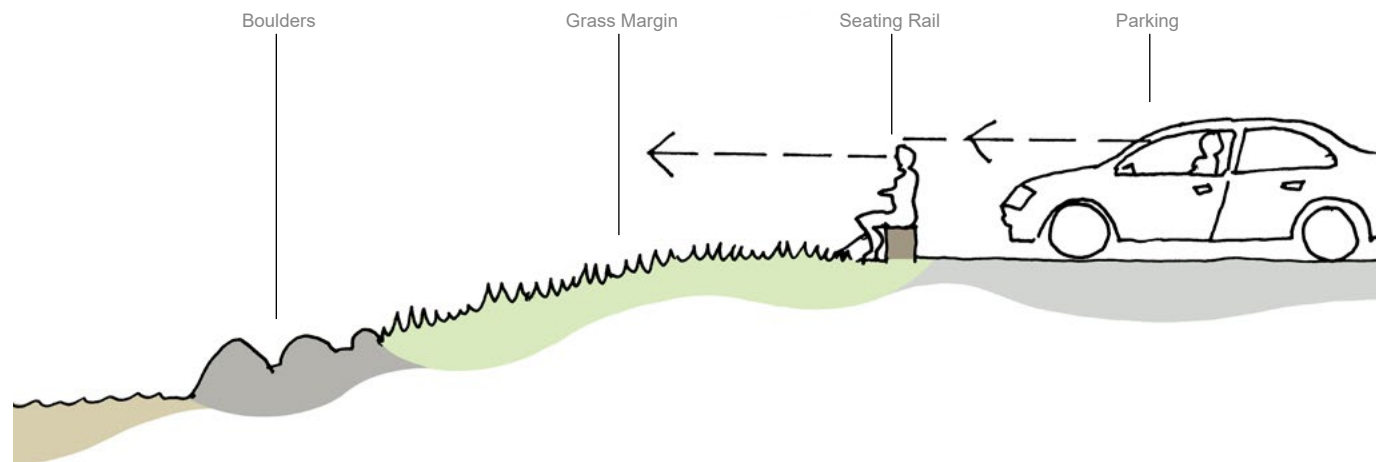
Where vegetation forms a barrier, allow views through existing gaps or potentially prune/ crown lift to create viewing windows.

The introduction of new seating should be sited or aligned to optimise views, and where suitable these elements could also function as barriers to vehicles.

Spaces for wheelchairs and prams should be considered in the siting of viewpoint furniture.

Consideration should be given to how structures could also function as seating elements eg low walls and knee rails could function as incidental seating or 'perching' locations.

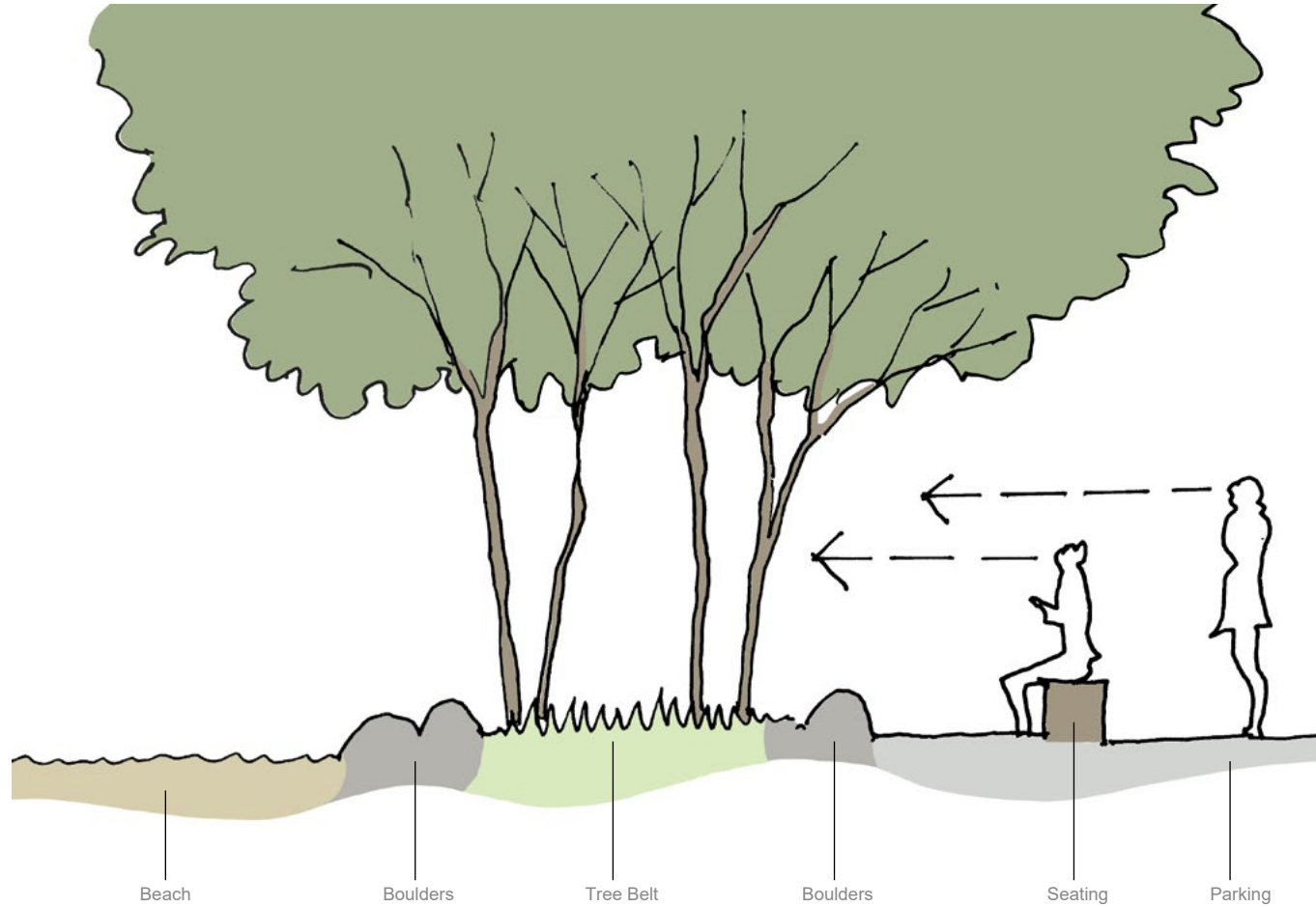
### Raised Coastal Parking Arrangement



Allowing Coastal Views

March 2023

### Coastal Parking Arrangement with Tree Belt

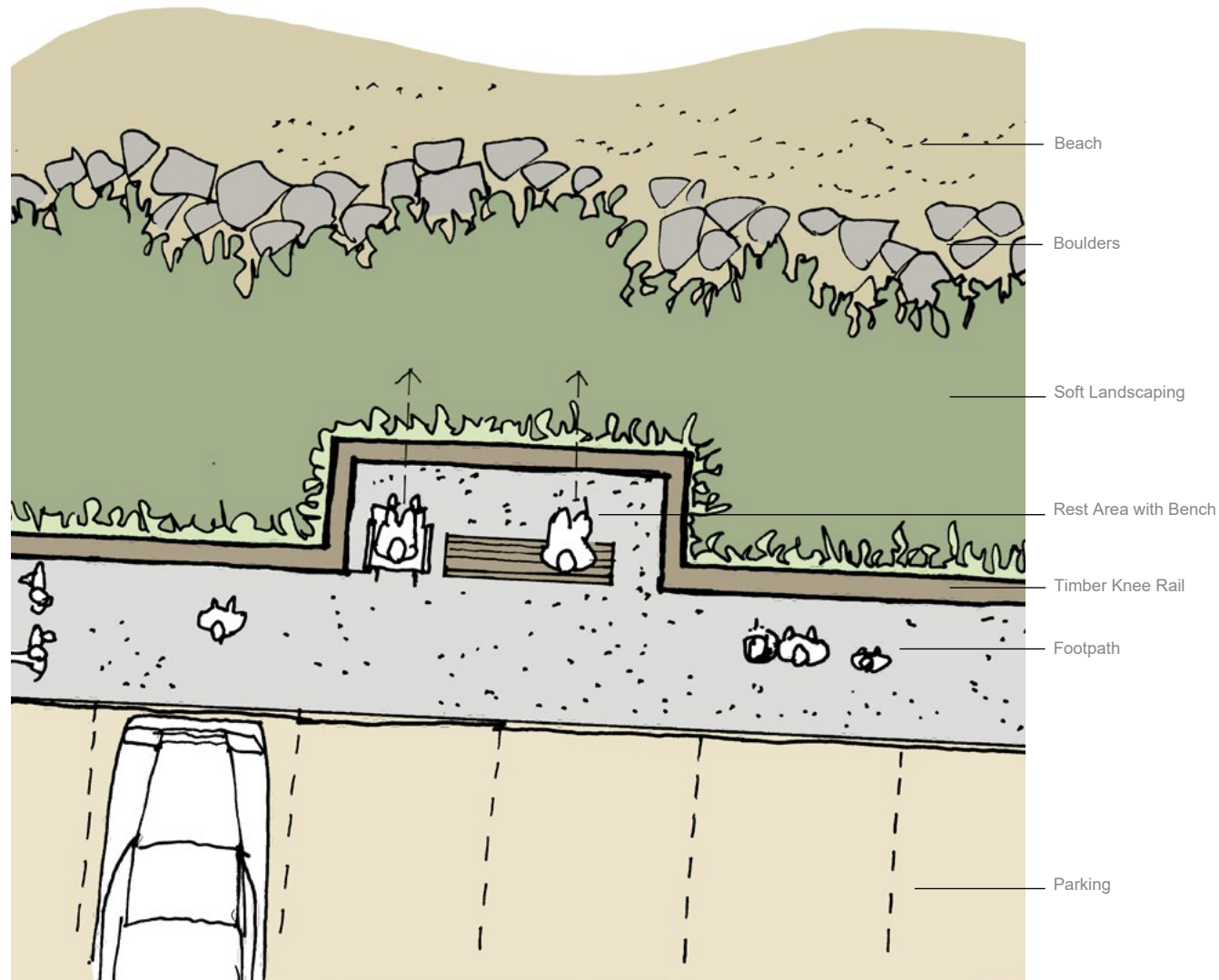


### Precedent Images



Views Through Tree Belt at The Dhoon

Coastal Views Accessed via Rest Point Along Route



Precedent Images



Seating with Backrest Offering Views Towards Coast



Seating Along Route Offering Rest Points

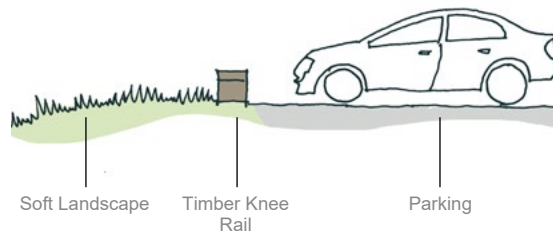
### Preventing Vehicle Encroachment

On many coastal sites the encroachment of vehicles into vegetated areas and onto beaches is causing local erosion and damage to sensitive habitats. It is also detrimental to the amenity of the beaches for other visitors. There is consequently a need to introduce barriers to limit the extent of vehicle access. These must however be sensitively sited and designed to suit the site conditions/ character, and to avoid introducing intrusive elements. Low barriers such as 'knee rails' in timber or in galvanised steel could provide robust barriers without blocking views. Such structures could also double for convenient incidental seating being close to parked vehicles.

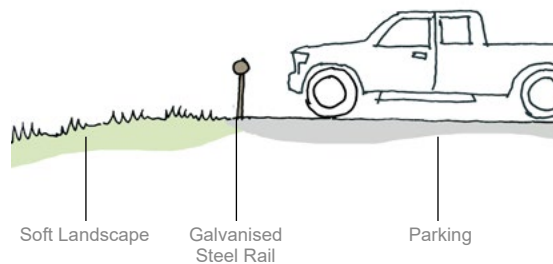
At more informal sites the use of boulders, timber posts or earthwork bunds could provide effective obstacles to vehicle encroachment. Ideally boulders would be used where the local coastline has similar features as a characteristic elements ie avoid importing boulders from an alien geology that would be uncharacteristic to the local landscape.

Recycled / salvaged Greenheart and similar resilient hardwoods are now available following the dountaking of maritime structures . These materials can be cut into new formats and would provide a suitable sustainable material for use in barriers, bollards and furniture in coastal sites.

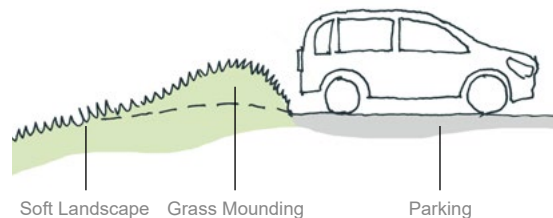
### Parking Arrangement with Timber Knee Rail



### Parking Arrangement with Galvanised Steel Knee Rail



### Parking Arrangement with Grass Mounding



### Precedent Images



Timber Knee Rail

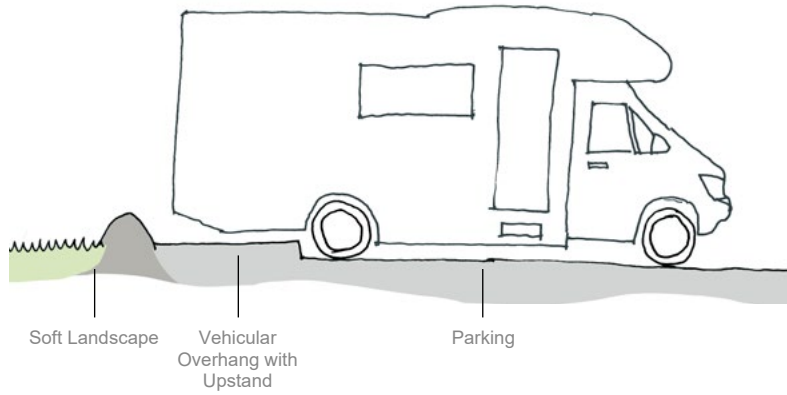


Galvanised Steel Knee Rail



Stone Boulder Parking Boundary

### Parking Arrangement with Vehicle Overhang Provisions

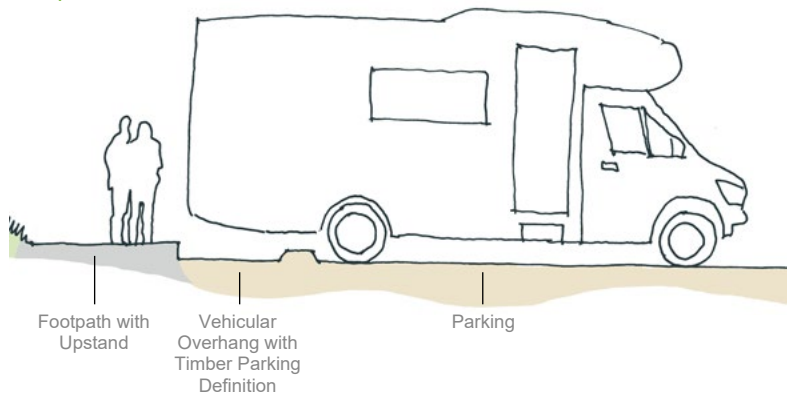


### Precedent Images



Raised Kerb Overhang Area

### Parking Arrangement with Vehicle Overhang Provisions and Designated Footpath



Timber Parking Delineation

### Visual Containment of Parked Vehicles

A number of coastal sites are located in landscapes which are exposed in large open areas, often in locations which would otherwise offer uninterrupted views along the coast. In such cases the parked vehicles can be intrusive in the landscape.

Measures to achieve visual containment of parked vehicles should be considered. For new developments the siting of the car park should ideally utilise the existing topography and site features such as walls, hedgerows, and trees, to provide visual containment or potentially to reduce the sight of parked vehicles (eg seeing only the roofs). The design of new car park developments for sensitive landscapes should ideally undertake a visual impact assessment to identify how it could be integrated in the landscape, and to influence the design layout eg ensuring the largest vehicles (motorhomes) are sited in the most visually-contained areas. In such cases there will be a requirement to allow views from convenient vantage points close to the parking areas

For existing car parks, it may be possible to achieve better visual containment by the introduction of screening measures such as grass mounding, walling or where suitable, tree planting. In such cases a balance may have to be reached between optimising views of the coast and visual containment of the parked vehicles. Where better visual containment is feasible then the design should also ensure that visitors have easy access to viewpoints from the modified parking areas.

Many of the upland visitor sites are located in large open areas overlooked from the adjacent hills and valley sides. In key visitor locations there is also limited tree cover which increases the exposure of parked vehicles. For upland sites there is consequently a need to ensure the parking areas are well designed with layouts that fit the local topography when viewed from higher ground. Informal parking areas should

be designed to ensure that surface erosion and scarring by vehicle movements is prevented through the use of grass reinforcement systems ie enabling the grass cover to be protected. These might involve integrated netting, geocell or concrete reinforced systems for high wear areas. In general vehicle parking in the upland areas should be contained to avoid detrimental impacts over large areas. Discreet laybys could suffice in many areas and should be enhanced. The presence of dry-stone walls throughout the uplands sets a precedent and walled areas could be used to effectively contain parked vehicles and concentrated visitor activities, thereby minimising the impact on the landscape.



Grass Mounding



Dry-stone Wall Boundary - Muir of Dinnet - LUC Glasgow Project



Tree Planting Screening - Muir of Dinnet - LUC Glasgow Project



Vegetation Screening - Kilmartin Glen - LUC Glasgow Project

### Gateway Definition

Defining gateway spaces is a means to control and direct the vast majority of pedestrian footfall through a site. Gateway spaces can be created across a number of scales from large feature totems to smaller entrance signage. The introduction of gateways across the sites should be utilised to help guide pedestrian traffic, but also to define the identity of each site. There is opportunity to combine gateway definition with a branding exercise to unify the signage across Dumfries & Galloway, whilst retaining elements of site characteristics and emphasising the locality of each site.

### Character of Boundary Areas

On some sites boundary elements already exist in the form of hedgerows, dry-stone walls, tree belts and ditches. These provide a useful basis for defining boundaries to visitor sites, and in providing visual containment of parked vehicles.

Existing boundary features may require restoration or extensions to fit the layout of the new development. Suitable materials and planting should be used to match the character and heritage values of the existing features. New or extended hedgerows and ditches also have the potential to improve biodiversity and create habitat corridor connections in the landscape.

The robustness, aftercare and maintenance of boundary features should be considered at the outset and factored into future site running costs.

### Gateway Definition Examples



Wooden Entrance Sign - Flanders Moss - LUC Glasgow Project



Corten Steel Entrance Sign



Wild Atlantic Way Gateway Feature - Ireland



Dry-stone Totem with Loch Lomond & the Trossachs Branding



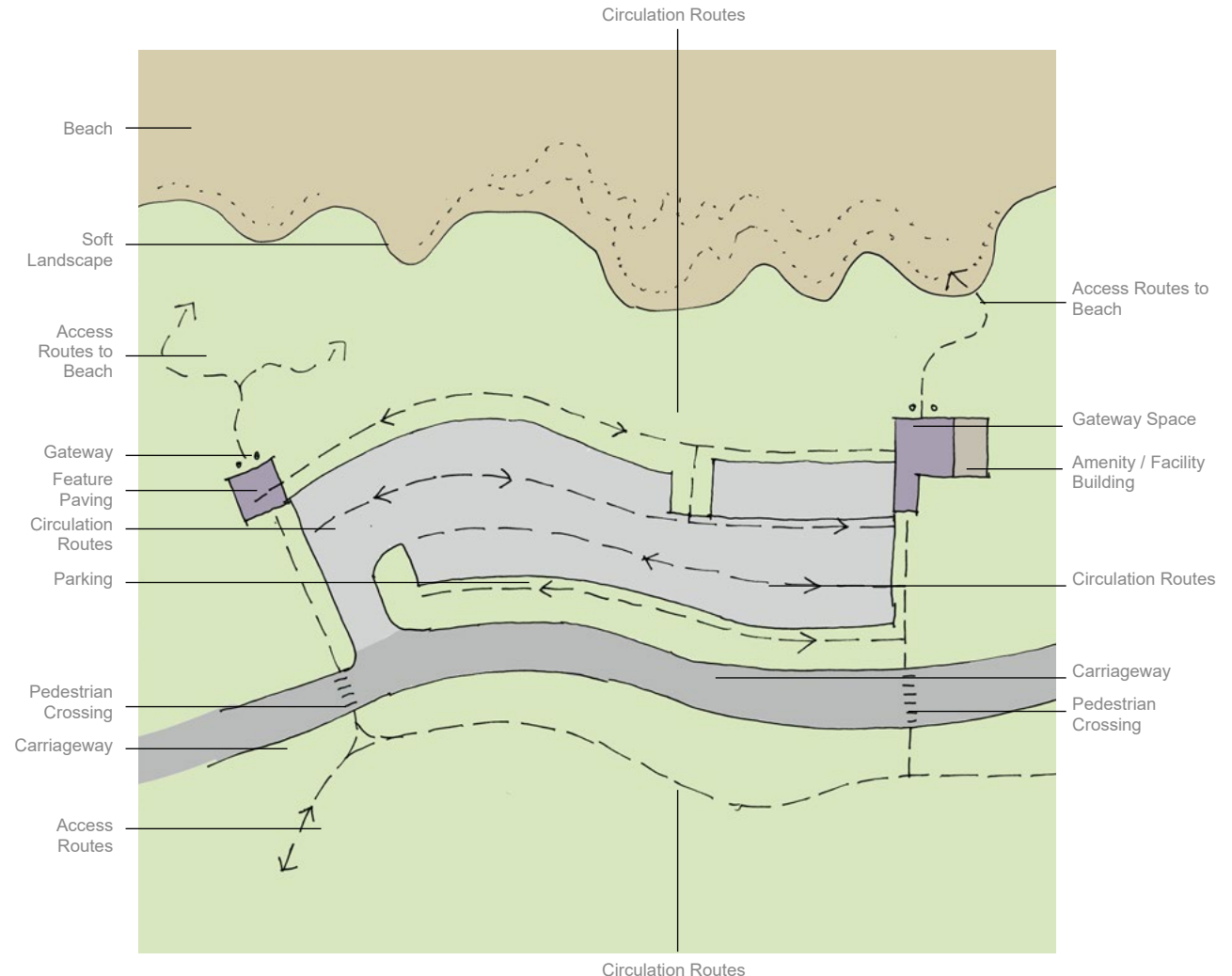
## Chapter 7 Accessibility and Inclusivity

For a number of sites pedestrian access from the car park to the beach is difficult due to rough paths, steep slopes, vegetation encroachment and rocky inclines. There are also sites where several desire line paths cut through the adjacent landscape causing erosion, sometimes through dune areas. This issue requires the establishment of well-defined and maintained pedestrian routes, including suitable provisions for access for all abilities. In parallel there is a need to protect adjacent landscapes from severance and damage by desire line paths. This may require the rationalisation of paths together with better boundary and gateway definition. In busier car parks there may be a case for defining pedestrian routes through the car park to facilities or to connect with paths and associated gateways.

The sequence of visitor movements should be considered and measures to ensure clarity of directions must be put in place. Key requirements include:

- Definition of routes for pedestrians from the parked vehicles to the site facilities. Where the layout allows this should include segregated routes avoiding potential conflicts with vehicle movements
- Location of disabled parking spaces close to visitor facilities
- Creation of visitor congregation and threshold areas to allow orientation and provide information before visitors progress into the landscape
- Development of robust well surfaced routes into the landscape from gateway locations. These should prevent erosion and allow focussed maintenance
- Introduce viewpoint and rest point facilities along pedestrian routes . These may include seating and leaning facilities and possibly shelters in special locations
- Where a public transport service is available well defined and constructed links to the visitor facilities and to site thresholds should be developed
- Connections to cycle routes and to long distance trails should be developed and clearly waymarked to visitor facilities in the sites

Typical Pedestrian Access Routes



### Gateways / Thresholds

On arrival at visitor sites clear orientation and local information should be provided to assist visitors in negotiating the local landscape, and in understanding its heritage sensitivities and or potential dangers eg tidal conditions or dangerous climbing conditions in the uplands. Threshold areas in logical, convenient locations should be provided. These may be at the main visitor building/ toilet block or at locations where visitors enter or leave parking areas.

The threshold areas should be differentiated by higher quality pavements and should potentially contain:

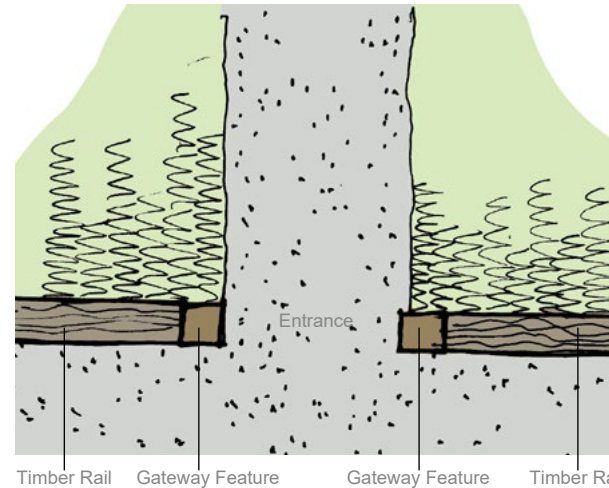
- Seating for visitors to use while waiting to enter the facilities or wider site
- Orientation signage providing information on the local access routes, gradients and facilities plus connections to strategic routes (cycle routes and long distance trails such as the Southern Upland Way)
- Local interpretation of the landscape and local heritage
- Local information eg of facilities in the local area, public transport services etc
- Cycle parking
- External drinking water dispenser

### Preventing Pedestrian Erosion

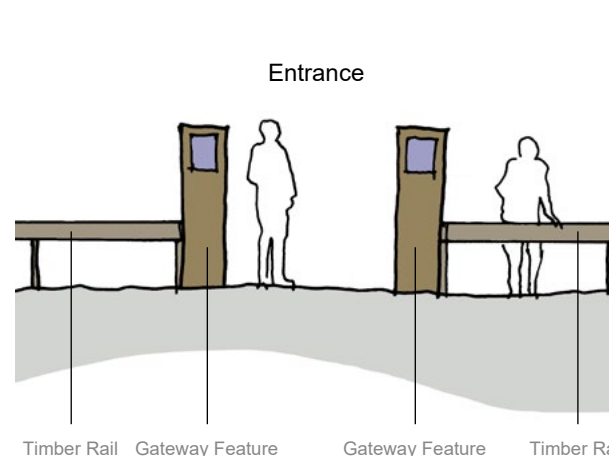
The high volumes of visitors moving from their parked vehicles to the beaches, or in upland areas to the hills, causes erosion and environmental damage along desire lines. In many places there are no clearly designated paths and this leads to the erosion of several routes, thus extending the damage to the landscape.

Measures to control and direct pedestrian movements are required in such situations. This should involve the definition of gateways and reinforcement of rationalised routes. The gateway definition could be through the use of walling eg drystone walls to match the local vernacular and possibly to tie in with local walls; fences and rails (knee rails) and / or boulders.

### Plan - Gateway Definition Integrated to Timber Rail



### Section - Gateway Definition Integrated to Timber Rail



### Precedent Images



Timber Branded Totem Entrance Signpost - Hutchinsons Bank



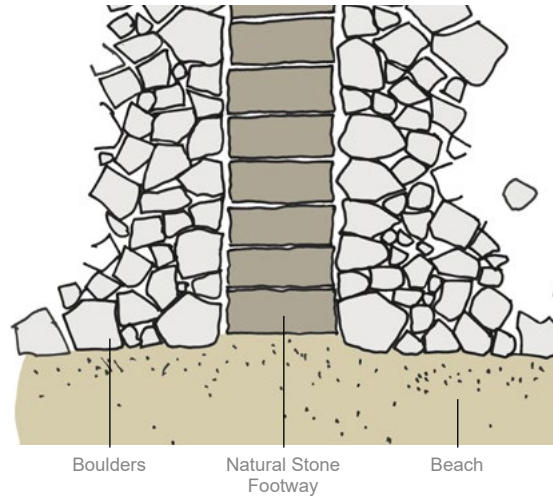
Wild Atlantic Way Gateway Feature - Ireland

**Preventing Pedestrian Erosion**

The reinforcement of path surfaces will likely be required for the primary routes to enable them to withstand the concentrated use. For coastal sites this may involve:

- Stone flagged walkways to provide routes through soft ground or boulder area. This treatment is characteristic of Dumfries & Galloway, using heavy slabs of local stone (ideally granite) or the contemporary use of concrete.
- Boardwalks through sand dunes or loose sand areas behind beaches. These could utilise timber in a traditional manner eg pressure treated larch, or contemporary alternatives. Many recycled composite products are available with low maintenance requirements and sustainability benefits.
- Stone pitched paths for upland areas, reinforcing heavily trafficked paths to prevent path braiding, water scour and escalating erosion.
- Crushed stone paths where these can be readily maintained and where they are not subject to tidal inundation or surface water scour.

**Footpath Through Rocky Margin to Beach**



**Precedent Images**

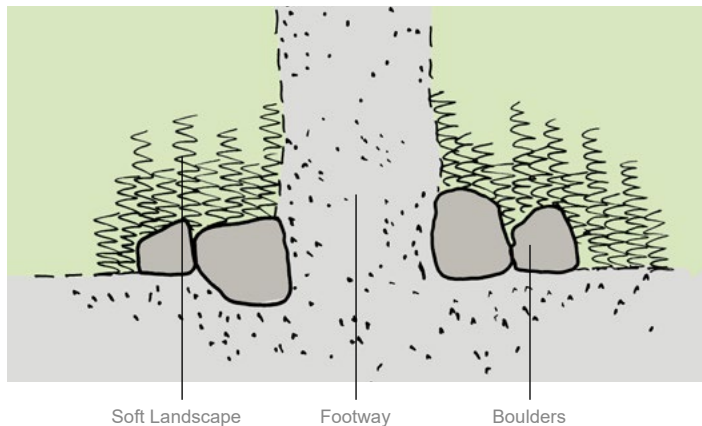


Stone Slipway - Stairhaven

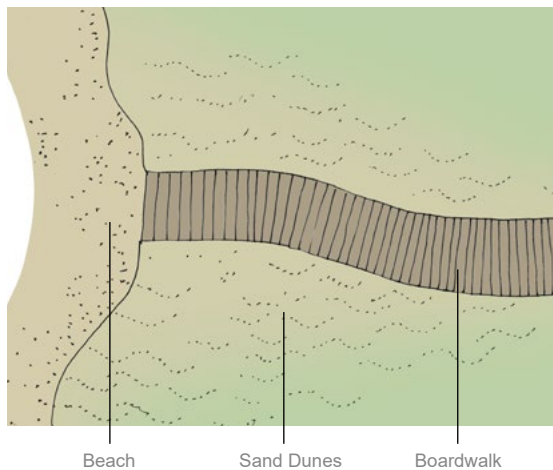


Boulder Footpath Delineation

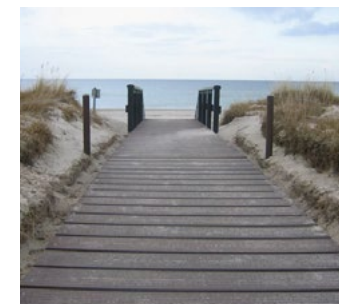
**Entrance to Footpath Delineated by Boulders**



**Footpath Through Sand Dunes**



Timber Boardwalk



Recycled Plastic Boardwalk

### Access for All

In both the coastal and upland sites the local topography may be a constraint to access for those who are disabled or who have mobility impairments. This requires that access is optimised within the areas where gradients permit. This should ideally involve the development of routes and circuits that can be negotiated by those with mobility impairments. These should have regular resting points and ideally accommodate strategic viewpoints from where the local landscape can be appreciated without the need for access to unreachable areas.

In addition the surfacing of paths should be suitable for wheelchairs (and prams) and appropriate safety / handrails should be introduced at high vantage points.

Interpretation and information boards should be accessible and readable by all abilities and spaces for wheelchairs should be accommodated at picnic tables and in seating configurations (Refer to Chapter 11)

## Chapter 8 Toilets

Some car park sites across Dumfries & Galloway have toilets and a range of associated facilities. These vary in quality and some warrant major upgrades or replacements. The presence of utility services at these toilets may present an opportunity to add / connect facilities for car park users. The addition of grey and black waste-water disposal facilities would benefit those with motorhomes / campervans. Electrical connections for the introduction of EV charging points may also be a possibility.

Architectural enhancements to toilet blocks may also be warranted and may present opportunities for these small buildings to demonstrate best practice in sustainability, accessibility and to provide a focus for information and shelter etc. Sites lacking utility infrastructure would be less suitable for the above developments without significant investment. However, there may be opportunities for the seasonal placement of movable toilets at certain sites. A further study of all sites should be carried out to establish the existence and condition of any utility infrastructure.

### Refurbishment to Existing Toilet Blocks

Refurbishment of existing toilet blocks is suitable where the existing toilet block structure is in a good structural condition. Refurbishments should include the introduction of timber cladding and a green roof where possible. Structural surveys should be carried out to determine the suitability for refurbishment.



### Modular / Prefabricated Toilet Blocks (Serviced & Unserviced)

Replacement of existing toilet blocks is suitable where the existing toilet block structure is no longer fit for purpose. Serviced prefabricated units can be installed in areas where there is an existing utility connection. Unserviced prefabricated units can be installed using a septic tank system, but require regular maintenance access. Any modular prefabricated unit located within the coastal sites should be timber clad with a green roof where possible. Any modular prefabricated unit within the uplands sites should be timber clad with a dry stone surround.

### Waste-Water Disposal - Black & Grey Waste

Waste-water disposal should be accommodated in locations with high campervan and caravan use. Waste-water disposals to be located adjacent to toilet blocks, operating through a separate storage tank which requires servicing periodically. A further study should be carried out to establish the demand on individual locations.

## Chapter 9 EV Charging

Few sites across Dumfries & Galloway contain EV charging facilities, and there is an obligation for Dumfries & Galloway Council to improve these facilities to assist with the government's objectives for modal shift and transition to electric vehicles. Sites with existing serviced facilities may provide more straightforward opportunities for the introduction of EV charging facilities, however the nearby presence of electrical infrastructure might also enable connections for electrical services at sites without toilet blocks. A further study of all sites should be carried out to establish the existence and condition of any utility infrastructure.

### EV Charging

Electrical vehicle charging points should be installed at all suitable sites across Dumfries & Galloway, to comply with the Scottish Building Regulations: Proposed Changes to Energy Standards Including Ventilation, Overheating and Electric Vehicle Charging Provision (July 2021). A typical car charger would use a 7.2kw dual charging point with associated feeder pillars and ducting. A data connection would be required for the EV chargers unless a mobile GSM data sim card is used within the unit. EV chargers can be supplied in a range of options, as pictured above. EV chargers provide an optimum location for site branding.



### Future-Proofing Measures

The increasing demand for electric vehicles is expected to result in a progressive modal shift from petrol & diesel vehicles to electric vehicles over the next decade. The increasing popularity of electric bicycles and electric motorcycles also requires consideration. The demand for electric charging facilities will consequently grow in the future. This will require future-proofing of parking areas to allow the installation of additional charging facilities in step with demand. Future-proofing works should ideally include:

- Investigation into any necessary electricity supply enhancements needed to power additional EV charging points
- The installation of ducts along parking bays to accommodate the roll out of additional charging points
- Provision of EV bike charging facilities

March 2023

## Chapter 10 Parking Controls / Management

Parking throughout Dumfries & Galloway is largely free, with a few private car parks operating a Pay and Display parking charge to use the car park. Introducing parking charges could be considered as a way to generate income for the council, in turn improving the maintenance and management of car parks across the area. Parking charges also help to regulate the supply and demand for parking spaces, which is particularly important in areas of high demand and frequent rogue parking. The introduction of Pay and Display parking throughout the local authority could be considered as a means to generate the income to improve maintenance of parking and all associated signage. Solar parking meters are a sustainable way of introducing parking meters. They can also provide an alternative to mains powered parking where there is an absence of existing utility infrastructure.

### Solar Parking Meters

In areas throughout Dumfries & Galloway where parking meters are to be considered, solar powered meters offering both card and cash payment options could be considered for installation. Where vandalism is of particular concern a card only payment system can be offered. A sleek contemporary design such as pictured below should be implemented, with one consistent meter type throughout the region.



### Invitation to Pay - Highland Council

In a number of locations throughout the Scottish Highlands, an invitation to pay scheme has been introduced in lieu of enforced parking charges. Invitation to pay is valued as a means to accrue income to be reinvested within the local area and contribute towards maintenance costs of the car park. As the car parks are well maintained, the invitation to pay scheme has been successful with most visitors happy to pay the small fee to maintain the car park to a high standard. Invitation to pay schemes are suitable for high trafficked areas and could be installed throughout Dumfries & Galloway where suitable, following a further study of the suitability of invitation to pay schemes.



## Chapter 11 Furniture

Most sites throughout Dumfries & Galloway contain furniture elements, usually benches, but also picnic tables and bollards. Most benches are located to optimise key views. A small number of benches are sculptural features whilst the majority are of simple timber construction. Many of the benches are weathered and in need of refurbishment or replacement. Some picnic tables are scarred by the placement of portable barbecues. There is no consistency of type or style of furniture to represent Dumfries & Galloway.

Subsequently there is a need to renew furniture across many sites throughout the area, and this presents an opportunity to ensure they are located in optimum sites (for views and accessibility) and to introduce furniture items which are of high design quality, distinctive, durable, and easily maintained. The precedent of sculptural benches on the Dumfries & Galloway coast suggests an attractive opportunity to introduce more sculptural benches as special features at prominent sites.

### A Suite of Furniture for Dumfries and Galloway Council

This Rural Tourism Infrastructure Project presents an opportunity to review furniture provision strategically. This should examine the possibility of designing and manufacturing a suite of furniture for council owned visitor sites in Dumfries & Galloway, and possibly for acquisition by private parties to enable consistency. Production of a Dumfries & Galloway range of furniture could enable a consistency of quality and style, which in turn could reinforce the identity of visitor sites across the region

Such a strategy could include customised options to reflect the differences in character within the region eg an upland and coastal range. Furniture designed and manufactured at a large scale would have economies and facilitate future maintenance. There are several outdoor furniture

manufacturers in Scotland and this would facilitate the placement of contracts and the commissioning of bespoke ranges of furniture and signs.

### Siting of Furniture

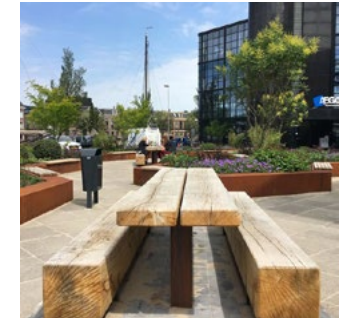
Furniture elements should be sited appropriately with consideration of the following:

- Accessibility by the path network and by disabled visitors ie providing resting points at regular intervals, especially where path gradients are steep or demanding for those with impaired mobility
- Viewpoints may be suitable locations for furniture but this should always consider the visual impact of the furniture and how it is integrated in the landscape
- Consideration should be given to whether landscape features could be multi-functional eg walls that act as a barrier and a seating structure, boulders in lieu of bollards, mounds in lieu of fences. This approach could reduce any urbanising influence and help to maintain the 'unspoilt' character valued by so many visitors to Dumfries & Galloway
- Ease of maintenance: this may influence the siting of furniture where vehicular access is required eg for emptying of litter bins
- Security: where anti-social behaviour is present on sites this should be combated by management, but also the siting of furniture should avoid vulnerable locations, choosing sites that have better intervisibility. Detailed adaptations may also help to prevent damage eg steel / concrete plates for barbecues.

### Suite of Furniture



Beam Bench with Back Rest



Picnic Table and Benches



Timber Bin Enclosure



Corten Trail Signage



Timber Wayfinding Signage



Galvanised Steel and Timber Knee Rail



## Furniture Considerations

Outdoor furniture in sites subject to heavy visitor use need to be robust and fit for purpose. Key considerations include:

- Resilience: all furniture must be robust and able to withstand the local weather conditions, wear & tear by visitors, and potential vandalism (including fires). Fixings should be vandal-proof and materials fire resistant,
- The choice of materials should consider whether sustainable & recycled options are possible eg recycled greenheart timber or other hardwoods ; recycled plastic or composite materials now available in sensitive colours and textures. Steel and concrete components may also provide resilience eg corten self-rusting steel requires little maintenance
- Foundations and ground fixings can be vulnerable to rot and so these require careful consideration, potentially using galvanised steel footings / shoes or timbers that are long lasting ( such as recycled greenheart)
- The use of backrests and armrests is important for comfort and for accessibility, but can create a more formal character so must be considered on a site by site basis. Where views are predominantly in one direction then backrests are recommended. Where views are in two or more directions then seats without backrests can be a more versatile option. For the latter armrests could be provided to aid the less mobile.

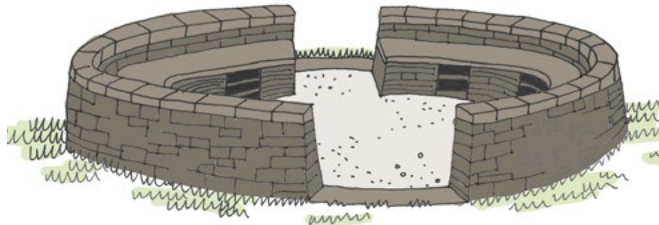
## Suite of Furniture



Bespoke Seating



Timber Bin Store for Larger Bins



Stone Barbecue and Seating Area

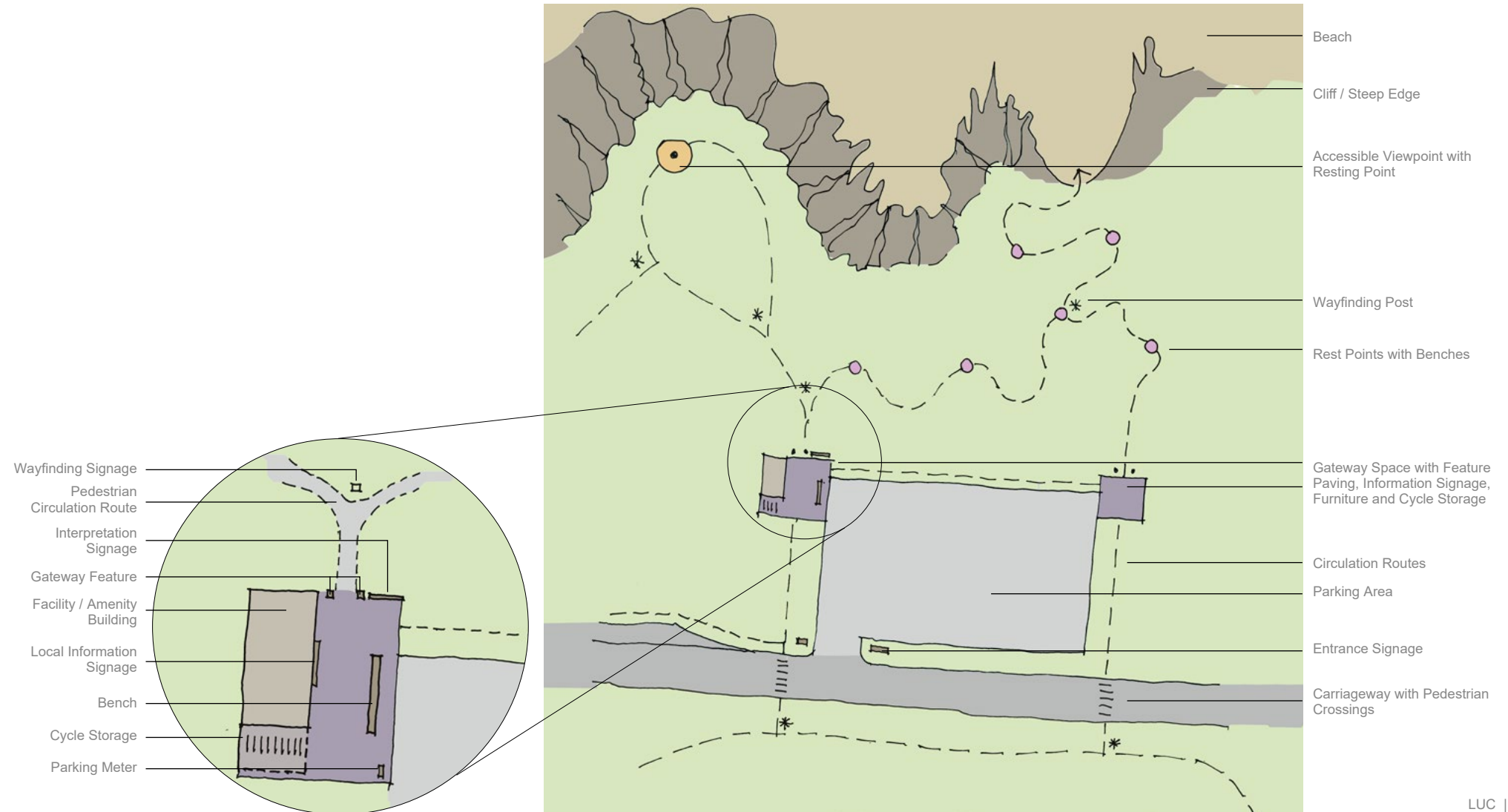


Beam Bench



Picnic Table and Benches

Typical Signage Locations and Access for All



### Picnic Benches with Portable Barbecue Provisions

In locations where picnic benches are proposed, these should contain provisions for portable barbecue protection to prevent damage to the tabletop. All picnic benches should be FSC recycled hardwood such as greenheart, with corten steel footing.



### Litter Bins

Litter bins should be provided at all sites across Dumfries & Galloway to prevent littering. At coastal sites, the use of timber claddings or housings would be appropriate. These should be FSC Hardwood timber (or possibly recycled marine hardwood) and the internal bins should be fire proof receptacles of a size suited to the levels of use experienced. Average bins have c. 120 litre capacity while larger (wheelie) bins will have c. 240 litre capacity. The latter will require less frequent emptying and may be suited to the busiest sites

In permanent locations it may be suitable to construct or install a housing unit to accommodate wheelie bins. These housings should potentially be constructed in timber or in stone. All timber should be provided in a fire resistance coating and have robust galvanised fixings. Timber should also be resilient FSC hardwood or potentially recycled marine hardwood.

Litter bins in the uplands should be housed within a stone walled structure with a robust / fire proof concrete roof

Bins should accommodate dog waste and in sites where recycled materials can be collected , recycling bins should be used, subject to agreement with Dumfries & Galloway Council

### Picnic Benches with Wheelchair Accessible Options

In locations where picnic benches are proposed, these should be constructed to include for wheelchair provisions, through introduction of an extended tabletop. All picnic benches should be FSC recycled hardwood such as greenheart, with corten steel footing.



### Cycle Racks

Cycle stands should be located across strategic sites to encourage active travel (Refer to Chapter 12). Basic cycle stand provisions should be installed as root fixed marine grade 316 stainless steel stands, adhering to the guidance in Chapter 12. Additional cycle stands such as timber alternatives should be considered on a site by site basis, considering the characteristics of each site and its locality.



### Bollards

Timber bollards should be utilised not only as parking guides (Refer to Chapter 5) but also as a parking deterrent and boundary edge definition. Bollards can be used to define areas of overspill parking and be installed as a 'hinged' system allowing occasional use of parking areas according to demand. All bollards should be supplied as FSC recycled hardwood such as greenheart.



### Seating Walls

Throughout the uplands dry-stone walls are a prominent feature which are often used to define areas of land. Where creation of dry stone walls are proposed, flexible elements such as introducing localised seating / rest areas should be considered as indicated in the image below.



### Seating Knee rails

Along the coastal sites installation of knee rails is recommended to prevent encroachment of vehicles onto the beach or bay whilst maintaining coastal views. Utilising timber top knee rails allows for provision of flexible seating as indicated in the images below. In the instance timber knee rails are to allow for flexible seating, they should be 0.6m high with timber components at 0.3m width, 0.2m depth, and 1.0m length.



### Signage & Shelters

Signage is a prominent feature throughout many of the sites across the coast and the uplands. The strategic location of these sites should be considered in reference to Chapter 13. The nature of the majority of the sites throughout the area is often exposed, and introducing signage with shelter options would allow for temporary shelter and use of signage in all weather conditions.



### Bespoke Furniture

Throughout the coastal sites there are a number of existing locations containing bespoke furniture elements which provide the sites with an interesting identity and focal point. Select sites throughout Dumfries & Galloway, such as Killantringan, which have prominent landscapes should consider the introduction of bespoke seating elements such as pictured in the images below. Any bespoke furniture should be undertaken by a local artist and defined on a site by site basis.



## Chapter 12 Cycle Facilities

Relatively few sites across Dumfries & Galloway have cycle parking and maintenance facilities, and there are no EV charging points for electrical bikes at present. This suggests a need to provide better facilities for cyclists including secure cycle parking / shelters in appropriate sites. Such facilities would be used by those following the National Cycle Routes and other local trails. They would be of particular benefit for those wishing to access the beach whilst leaving their bikes in a secure location. For further information regarding cycle parking and cycle route creation refer to 'Cycling by Design' by Sustrans.

### Best Practice for Cycle Hubs

Provisions should be made for secure cycle storage at select sites throughout Dumfries & Galloway. Sites which are adjacent to National Cycle Routes should contain an element of cycle storage to encourage users to stop and experience the area. Cycle hubs which are timber clad, with a green roof, and additional biodiversity encouraging elements such as bug and bee hotels should be considered to respond to the sensitive environmental surroundings. Cycle hubs located in areas adjacent to the National Cycle Routes should contain cycle repair stations where possible.

### Ebike Charging

Ebike charging provisions should be provided at strategic locations throughout Dumfries & Galloway to encourage active travel. Sites which are adjacent to National Cycle Routes should contain an Ebike charging station where utility provisions allow. Ebike charging stations range in size and typologies, A standard option of one external pillar containing two IP66 13A 1-gang weatherproof outdoor switched sockets and associated ducting should be provided as a minimum. Contemporary options such as dual purpose timber clad charging stations and seating elements should be considered on a site by site basis. Ebike charging provides an optimum location for site branding (Refer to Chapter 13)



## Chapter 13

# Signs & Information

Sites across Dumfries & Galloway vary between council and private ownership. Signage consequently varies in style and in condition across the region. In many places there are numerous signs producing visual clutter and lack of clarity regarding the key messages.

Interpretation signs are also present, but several are weathered, and the original graphics are no longer legible.

There is a need and an opportunity to improve the quality of signs and to locate them strategically to reduce clutter and provide clarity. These improvements would complement any improvements to the car park layouts and to pedestrian routes.

Consistency of style and quality across signs and other furniture items would help to improve the image of the visitor sites across Dumfries & Galloway ( along the coast, in the uplands and elsewhere). This could also help to reduce / simplify maintenance requirements.

There would consequently be benefits to preparing a signage strategy which examines the location, function, style and branding of signs used by visitors. Ideally there would be an opportunity to rationalise signs so that different types of information could be carried within a unified suite of signs, which would allow different trails and visitor information for privately owned sites to be included within an agreed suite of signs, rather than on separate mismatched signs. Tourist road signs ( brown signs) already provide a level of consistency but for individual visitor facility sites there is a lack of consistency. A signage system that could accommodate different logos but retain a strong identity for Dumfries & Galloway would potentially reduce clutter and help to project a unified character.

There should also be consideration of how the design of signs could respond to the local landscape character. This may be subtle variations within a suite of signs or the use of different graphics/ logos or colourways to represent the local landscape. Such measures could be achieved whilst retaining a strong identity for signs across the region.

### Hierarchy of Signs

Within individual sites there is a need to develop a logical sequence and hierarchy of signs that convey different messages and information to the visitors. For large sites a local signage strategy would be useful to define the distribution, function and format of signs. Typically the hierarchy might include the following:

- Site Entrance sign: in a large format providing the name of the site and carrying essential information on site ownership, possibly using logos. Such signs would normally be located adjacent to the entrance road or path, and may be built into flanking walls or structures
- Threshold sign: providing orientation and important local information to guide visitors and to inform them of the routes available, location of facilities / attractions/ viewpoints, levels of difficulty, and environmental constraints. This would typically include a map or graphic plan of the site. This type of sign would be located adjacent to gateways / gathering points from where visitors would venture into the wider landscape. This location may be at the end of parking areas or adjacent to facility buildings.
- Site interpretation signs: would be provided to convey information about the site's heritage, local features and people of interest. The subject matter would change for the individual sites. References to further information held by site owners/ managers should be included where relevant eg Nature Scot, HES, NTS and local heritage organisations.
- Local information signs/ notice boards: may be appropriate at certain sites close to settlements where visitor facilities and commercial opportunities are available. They would also be useful at sites where local events and activities are organised, enabling this information to be changed as required
- Waymarker signs: would typically be located at path junctions and places where directions are required to specific destinations , or to follow trail routes. Waymarkers can be provided in various forms and sizes eg finger posts, bollard signs (low level) and as attachments to existing structures such as walls, fences and gates.
- Traffic signs: ideally the design of car parks and stopping places for visitor traffic should be self- explanatory and require only minimal or no traffic signs to assist in directing visitors. A minimal approach will reduce the urbanising effect of road signs on these rural sites, but where there is restricted space, it may be necessary to define one-way routes and 'no entry' at boundaries with private land

### Interactive Signage

In addition to the unified signage suite across the coast and uplands of Dumfries & Galloway, there is opportunity to include additional interactive signage at strategic locations throughout the area. A number of interactive signage options are indicated below. QR Wayfinding posts could be displayed along a historic route as a location guide and also providing information to users along the route. Benches with engraved location maps could be placed at strategic locations, for example at key locations along the Annandale Way, to double as a location marker and a resting point. Wayfinding posts with viewpoint framing could be located along key routes to emphasise views across the landscape. Distance markers could be placed along circular routes to mark distance travelled. Interpretation signage should be placed at key locations to display facts or information about the site.



QR Code - Wayfinding Posts



Interactive Location Bench



Wayfinding Route Marker

### Branding

As part of the signage strategy, a design exercise should be undertaken to examine how branding might be used to reinforce the identity of Dumfries & Galloway and its dynamic landscapes. The images below display branding associated with the Wild Atlantic Way on the west coast of Ireland. A similar approach could be adopted for Dumfries & Galloway, with signpost totems located at key sites, and defining brands associated with the coastal sites, the upland sites, and any lowland sites. This defined brand creates a cohesive design approach whilst allowing for differentiation between the multiple landscape typologies throughout the area. The defined brand could be marketed as a 'route' similar to the NC500 in the highlands, showcasing the prominent and interesting landscapes throughout the area, allowing more visitors to experience the landscapes Dumfries & Galloway has to offer.



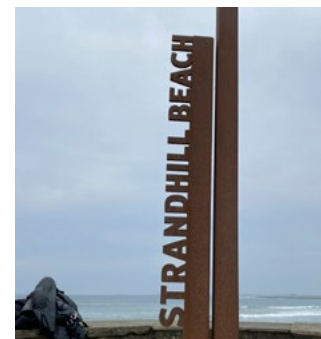
Viewpoint Route Marker



Location and Interpretation



Distance Marker



Wild Atlantic Way Trail - Branding and Signage



## Chapter 14 Barbecues & Bonfires

The introduction of barbecue and fire pit areas throughout sites in Dumfries & Galloway should consider location and suitability in the first instance. Barbecues and open fires should be located at a safe distance from areas of long grass and any dry landscape foliage to prevent ignition of wild fires. Monitoring of sites with provisions for barbecues and bonfire creation should be considered throughout the drier summer months.

Introduction of signposted warning signage should be installed across sites to emphasise any prohibition, or guide users to specific locations where barbecues and open fires are encouraged.

### Barbecues

Barbecues are a popular activity for those visiting and staying overnight at car parks throughout Dumfries & Galloway. This activity is largely concentrated within car parks, beaches and surrounding grass marginal areas. These activities result in grass scorching and the remnants of bonfires on the beaches and within landscaped areas. Some portable barbecues are placed on picnic tables causing surface damage. There is consequently a need, and opportunity, to provide facilities for barbecues which could reduce environmental damage and avoid accidental fire setting.

### Fire Pits

Informal fire pit creation is prominent throughout the coastal sites and localised sites within the uplands. Creating defined areas to allow for fire creation is essential to prevent landscape erosion and lower the possibility of wild fires.

The construction of barbecue stations or provision of barbecue tables may be warranted at busy sites where they could help to reduce the extent of environmental damage by providing communal facilities for more focussed barbecue activities. In the uplands the construction of stone barbecue stations could help to contain (and shelter) these activities. The outline proposal for Mennock Pass shows how the local vernacular of sheep folds could be applied in the design of a barbecue station. In such cases locally quarried stone should be used to reinforce the sites' existing characteristics.





### Warning Signage

Often the use of barbecues and creation of fires is prohibited or unwanted across sites throughout the coastal and upland sites. Introduction of signage to inform users of the restrictions is essential to prevent unwanted use, and also to indicate to users in the instance there is a specific location which has been designed to accommodate barbecue and fire creation.

