

25 November 2024

TO ALL MEMBERS OF SWESTRANS

Any enquiries please contact

Kirsty Dunsmore

Interim Team Leader

South West Scotland Transport Partnership
(SWestrans)

E-mail Kirsty.Dunsmore@dumgal.gov.uk

Dear Board Member,

SWESTRANS – 29 NOVEMBER 2024

I enclose for your attention the report marked to follow for consideration at the meeting of 29 November 2024 which was not available at the time of the original despatch:

Item 5. SOUTH WEST COASTAL PATH (Pages 1 - 128)

Recommendations: (1) approve Stantec to provide a presentation on the Gretna to Cairnryan Coastal Path Assessment; (2) note the update on the progress of the SCAMP project Natural Heritage Lottery application; and (3) consider match funding for the Gretna to Cairnryan Coastal Path from the SWestrans Capital Expenditure 25/26 at the June 2025 Board Meeting pending budgets.

Yours sincerely

Kirsty Dunsmore
Interim Team Leader
South West Scotland Transport Partnership (SWestrans)

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SOUTH WEST COASTAL PATH

1. Reason for Report

1.1 This report updates the Board following the 27 September 2024 meeting on the same subject. It was agreed that a paper would be brought to the 29 November Board on the Gretna to Cairnryan Assessment. Stantec, who are the authors of a high-level outline business case, will provide a presentation at the 29 November meeting with the Board's approval.

1.2 The full report and appendices are attached as **Appendix 1** to this report. Any funding reference only refers to the next stage in the design process, potentially for an element of the link, rather than a commitment for funding of 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.

1.3 As per the instruction from the last Board, the Lead Officer wrote to Transport Scotland requesting the project be referenced in the Strategic Transport Project Review 2 (STPR2) for the South West. Transport Scotland issued a response which can be found in **Appendix 2**.

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.

3. Principles of the development

3.1 In the Regional Transport Strategy there is reference to the 'promotion of walking, wheeling and cycling for travel & leisure 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 cyclists

4. Delivery

4.1. Investment over the last 5 years has made some sections of the coastal 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 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 will 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. This will improve associated coastal infrastructure and help realise the full potential economic benefit of connecting communities along the Dumfries and Galloway Coast and encouraging visitors to discover the scenic Solway coastline.

5. Next Steps

5.1 Keep the SWestrans Board updated on Dumfries and Galloway Council's Corepath Team's National Lottery Heritage Bid progress.

5.2 Once an outcome of the submission is known then a report will be brought to SWestrans Board with options on possible funding for the next stage in the design process. 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.

8. Implications

Financial

An incremental basis as opposed to long term commitment. This will be a decision for the Board

Policy	Fully aligns with D&G Active Travel Strategy 2 and the recently approved Regional Transport Strategy.
Equalities	Accessibility will be considered throughout the project
Climate Change	Improving and expanding the coastal paths will support progress towards net zero through encouraging a reduction in car-based transport.
Risk Management	There is a clear financial risk in a long term commitment but the Board is 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. Approve Stantec to provide a presentation on the Gretna to Cairnryan Coastal Path Assessment.
2. Note the update on the progress of the SCAMP project Natural Heritage Lottery application.
3. Consider match funding for the Gretna to Cairnryan Coastal Path from the SWestrans Capital Expenditure 25/26 at the June 2025 Board Meeting pending budgets.

Report Author – Grant Coltart Date of Report: 05 November 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 – Gretna to Cairnryan Assessment

Appendix 2 – Transport Scotland response

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Gretna to Cairnryan Coastal Path Assessment

This is a high-level outline business case, including a phasing and prioritisation exercise for the development of a 500km coastal path along the North Solway Coast, from Gretna to Cairnryan.

Prepared for:
SWestrans

21 November 2024

Prepared by:
Stantec

Project/File:
332611980



Gretna to Cairnryan Coastal Path Assessment

Revision	Description	Author	Date	Quality Check	Date	Client Review	Date
1.0	First Draft	GS	08/10/24	GB	23/10/24	BS	12/11/24
1.2	Second Draft	GS	12/11/24	GB	13/11/24		
1.3	Third Draft	GB	18/11/24	GS	19/11/24		
1.4	Fourth Draft	GB	19/11/24	GS	20/11/24		
1.5	Final Draft	GB	21/11/24	GS	21/11/24		



Gretna to Cairnryan Coastal Path Assessment

The conclusions in the Report titled Gretna to Cairnryan Coastal Path Assessment are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Prepared by GCS

Signature

G C Steel

Printed Name

Reviewed by GB

Signature

G Bow

Printed Name

Approved by GS

Signature

G Scott

Printed Name



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Gretna to Cairnryan Coastal Path Assessment

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Executive Summary

The Gretna to Cairnryan Coastal Path Assessment outlines the development of a 500km coastal path along the North Solway Coast, from Gretna to Cairnryan. This high-level strategic business case, prepared by Stantec for SWestrans, includes a phasing and prioritisation exercise for the proposed route.

The project goal is to establish a continuous coastal path that enhances the region's natural and cultural heritage, promotes tourism, and supports local economies.

Key project aims include:

- Developing a high-quality, interconnected path network.
- Increasing tourism and local economic benefits.
- Improving accessibility for all users.

The project aligns with and can contribute to several national and regional policies, including Scotland's National Strategy for Economic Transformation, Dumfries and Galloway's Active Travel Strategy as well as a variety of environmental and public health policies.

The proposed path is expected to deliver significant socio-economic benefits, including:

- Increased tourism and associated spending.
- Health benefits from increased physical activity.
- Enhanced community cohesion and well-being.

The economic assessments found that with a minimum of a £2m investment the tourism industry could achieve a 40% increase in spending on overnight stays and a 69% increase in overnight visits from 2019 data. It was estimated that with the programme commencing in 2025 by the end of 2027 the project could generate 14 new businesses and 10 Full Time Equivalent (FTE) jobs within a 2km buffer around the route only.

The social value assessment looked at indirect cultural benefits that the route can generate on local communities and found that a £2m investment has a Return on Investment (ROI) ratio of 4.8:1.

The health economic assessment found that a £2m investment on the project with a 30% increase on people walking for leisure for 30% additional minutes compared to baseline data could prevent 38 premature deaths on the local population alone over 10 years and nearly £86m in health benefits or savings to the national healthcare system.

A mapping exercise segmented the entire route into 32 standalone sections. Each segment was appraised and ranked in order of prioritisation to inform a phased approach to the programme delivery.

Prioritisation criteria include:

- Existing infrastructure and gaps.
- Potential economic impact.
- Accessibility and deliverability.

Financial considerations were analysed producing a plan for investment according to type of infrastructure proposed under a holistic approach for which infrastructure work is supported by softer



Gretna to Cairnryan Coastal Path Assessment

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measures of behaviour change, community activities, promotion and monitoring and evaluation. A list of available funding is provided.

This study also proposes a management structure for the delivery of this programme of works. It is advised to consider a multi-partnership approach overseen by D&GC and the Southern Upperlands Partnership. A project board is recommended supported by local delivery partners including community councils and constituted community groups. A system of steering groups with deliberative authority for different geographies is also recommended.

A commercial case was developed highlighting the most efficient procurement routes for the project.

In conclusion, this study identifies the cultural, social, economic and health impacts this project could generate with an appropriate amount of funding.

The development of a Dumfries and Galloway Coastal Path has great potential in developing the role of people and place in the region within a high-quality, environment-based economy for communities along the coast.

It is pivotal to recognise that investment should cover all spheres of delivery including infrastructure, behaviour change, promotion, monitoring and evaluating.



1 Introduction

1.1 This Project

The development of a coastal path along the North Solway coast has been an aspiration for [Dumfries and Galloway Council](#) (D&GC), local groups and the wider community for many years. The Dumfries and Galloway coastal line was identified as one of the outstanding sections to establish 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.

The development of this coastal route offers the 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. The development of a Dumfries and Galloway coastal path shall develop the role of people and place within a high-quality environment-based economy for communities along the coast, including Gretna, Annan, Newton Stewart, Dumfries, Kirkcudbright, Gatehouse of Fleet, and Stranraer.

The aspiration is to build on identified existing infrastructure and bridge the gap in the local core path network to guarantee route continuity.

Stantec was commissioned by [SWestrans](#) to develop a Strategic Business Case (SBC) for the proposed long-distance coastal path between Gretna and Cairnryan based on a high-level Five-Case Model, and to carry out a prioritisation exercise for a phased approach to route delivery.

1.2 This Document

The purpose of this document is to support efficient spending, investment decisions and appropriate procurement for 500km of continuous coastal path from Gretna to Cairnryan. This report aims to provide a rationale and evidence for whether the proposed long-distance route should proceed to development. This SBC includes mapping and various assessments to inform the Five Case Model for the proposed project. An outline of the content of a Five Case Model is summarised in **Figure 1-1** below.



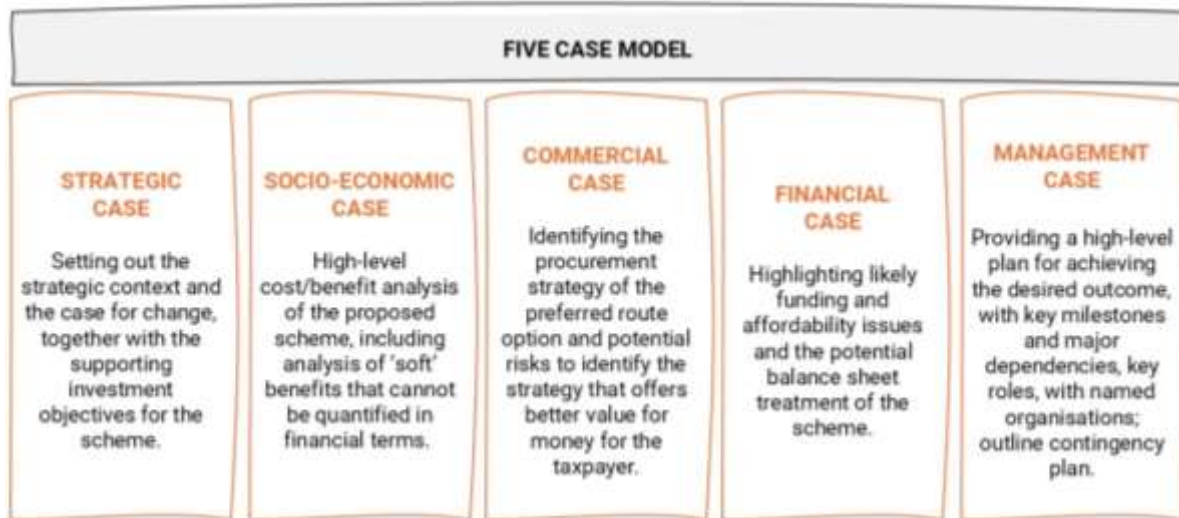


Figure 1-1 Summary of [STAG](#) Five Case Model

Finally, this document shall identify route segments and proposes a phased approach in the context of deliverability, accessibility and Government objectives. This SBC has been prepared based on [HM Treasury](#) guidance on how to appraise and evaluate transport policies, projects and programmes, which is the standard adopted by SWestrans for the preparation of Business Cases.

1.3 Structure and Content

The structure and content for this document is summarised in **Figure 1-2** below.



Figure 1-2 Summary of Document Structure and Content



1.4 Previous Work

The idea of a long-distance coastal route in Dumfries and Galloway has been discussed within the community for years. Several studies were commissioned to better understand project extent, funding opportunities and the work needed to develop the entire route. **Table 1-1** below summarises the key findings from previous studies.

Table 1-1 Summary of Previous Work

Document	Key Findings
Towards a North Solway Coastal Way (2012)	Assessment of the potential of a coast path for the Dumfries and Galloway section between Gretna and Cairnryan. The study reviewed issues and opportunities relating to route development, both physically and in terms of implementation and funding options.
Dumfries and Galloway Coastal Path	Alignment of the proposed Gretna to Cairnryan Route with gaps in existing infrastructure identified.
Dumfries and Galloway Coastal Path Detail	Alignment of the proposed Gretna to Cairnryan Route with path quality (minor road, along beach, ministry of defence land path, coast path) and gaps identified.
D&GC Core Paths Plan 2013	Consultation and adoption of the Core Paths Plan which designated as core path much of the coastal route. This core path plan has provided much of the framework for the proposed coastal path route. The Plan aligns with the Outdoor Access Strategy, which is currently out of date but still relevant.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal (2023)	Development plan and assessment of how key sites could be enhanced to provide better visitor management, increased capacity for visitor and motorhome overnight/day parking, relieve nuisance and anti-social behaviour and offer a consistent welcoming experience and safe access at key stopping points along the coast and in the uplands of Dumfries and Galloway.
Dumfries & Galloway Council - Good Practice Design Guide	This document provides design guidance for coastal and upland sites across Dumfries and Galloway. There is a strong emphasis on improving the condition of parking sites through their parking layout, surface and boundaries. Accessibility and inclusivity should be a core part of design to ensure nobody is marginalised from accessing sites and viewpoints. Infrastructure improvements such as toilets, EV charging points, site furniture should all be included to enhance the current condition of the site but should not take away from the informal character and 'wilderness' feel that these sites provide for visitors.
Rhins of Galloway Coast Path overview	A map of the Rhins of Galloway, the double-headed peninsula west of Stranraer. Includes the route alignment of the North and South Thins Coast Path, the Mull of Galloway Trail, the Southern Upland Way and the Core Path network.
Rhins of Galloway Coastal Path	A map and kml file of the latest Rhins of Galloway Coast Path route that is being used for the interactive map on the Dumfries & Galloway Council website.
South West Scotland Coast Path Proposal	A proposal to establish a continuous 500km coast path from England/Scotland to Cairnryan following on from the North Solway feasibility study. The development of a Dumfries and Galloway coast path aims to



Document	Key Findings
	increase tourism by developing the role of people and place withing a high-quality environment-based economy.
Footpath proposal Monreith Isle of Whithorn	A proposal for a coastal route around the Machars and linking up with the Rhins of Galloway to transform the economy and align with Whithorn's strengths and assets. The proposal offers two routes: from Lobbocks to Isle of Whithorn and another from Port of Counan ending at Monreith golf course, linking with Monreith village.
Sandyhills Calkerbush	Ordinance Survey map clip of A710 road section between Sandyhills Bay and Caukerbush.
A77 Amey Active Travel Route Location Plan	A map of the location for a new active travel route along the A77 from the southern end of the existing footway within Cairnryan to the north end of the shared footway at Beoch Bridge.

A full review of previous work and data gap analysis can be found in **Appendix A**.

2 The Strategic Model

2.1 Project Vision

The vision for this project is for Dumfries and Galloway to be a renowned sustainable tourism destination offering a variety of active travel nature routes for all abilities.

2.2 Project Aim

This project aims to:

- Develop the role of people and place within a high-quality environment-based economy. Main communities along the coast; Gretna, Annan, Dumfries, Kirkcudbright, Newton Stewart, Gatehouse of Fleet and Stranraer.
- Improve identified existing infrastructure and the local core path network where possible.

2.3 Project Objectives

Smart Objective	Output	Outcome
Develop a continuous 500km coastal path from Gretna to Cairnryan by 2030.	Some 500km of safe, attractive, interconnected path network for a tourist coastal route between Gretna to Cairnryan.	More people choosing to visit the area to walk all or part of the route.
Some 30% increase in tourism GVA/head in the region by 2035.	Increase in GVA/head in the region.	More people spending money at local businesses as part of their visit to the route.



Smart Objective	Output	Outcome
Some 30% of total route km to be accessible for all by 2030.	Provision of all-access segments of the route	More people with access needs choosing to visit the area to walk designated segments of the route.

3 Mapping

We developed a map of the entire route alignment which identifies sustainable transport connections, tourist attraction, viewpoints, settlements, and hospitality businesses in the area. We classified each route segment according to existing type of infrastructure or gaps and used the mapping to rank each segment by prioritisation for phased delivery. **Figure 3-1** shows the entire route mapped and categorised.



Figure 3-1 Proposed Route Segmentation



4 The Strategic Case

4.1 Organisational Overview

D&GC is the Road Authority for Dumfries and Galloway and as such is responsible for road safety on the local road network. The [1988 Road Traffic Act](#) attributes a 'statutory duty' on local authorities to provide a safe local network of roads, paths and footpaths. The [Transport \(Scotland\) Act 2005](#) placed a duty on Scottish Ministers to create Regional Transport Partnerships (RTPs). The South West of Scotland Transport Partnership (SWestrans) is one of the seven RTPs across Scotland. SWestrans is an independent statutory body but operates in close cooperation with Dumfries and Galloway Council, NHS Dumfries and Galloway, and Scottish Enterprise. The SWestrans area is contiguous with that of Dumfries and Galloway Council.

SWestrans and D&GC are key delivery partners of the [Active Travel Framework](#) and as such, receive annual Active Travel Transformation funds to contribute to delivery of active travel projects in the region. Together they coordinate the delivery of a People and Place Programme in Dumfries and Galloway, comprising of interventions across themes including Schools and Young People, Workplaces, Accessibility and Inclusion, Capacity, and Capability Building.

D&GC is the access authority and as such it retains statutory duty under the Land Reform (Scotland) Act 2003 to plan maintain and develop core paths under a Core Paths Plan.

Figure 4-1 below summarises the actions led by D&GC with the support of SWestrans pertinent to this project, as part of the [Dumfries and Galloway Active Travel Strategy and Action Plan 2022-2023](#).



Figure 4-1 Active Travel Strategy Actions Relevant to the Project



4.2 The Policy Context

A policy review was carried out to assess the strategic relevance of this project in the achievement of national and regional policy. This project encompasses several policy spheres. **Figure 4-2** below summarises economic growth policies as relevant to this project.

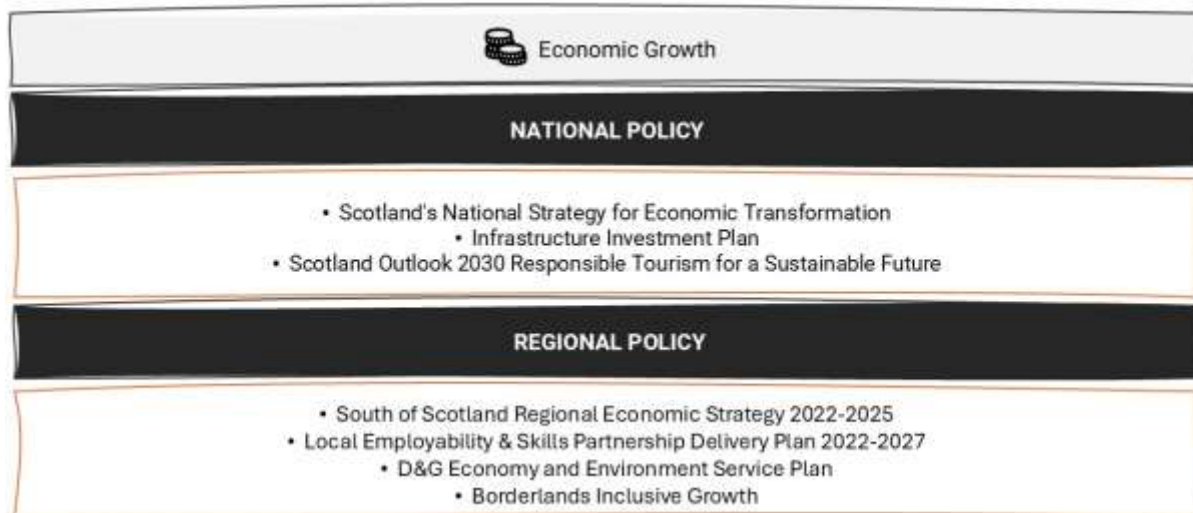


Figure 4-2 Economic Growth Policies

Parts of the route have potential to have some commuting or every-day journey value and deliver on national transport objectives. **Figure 4-3** below lists transport policies relevant to this project.



Figure 4-3 Transport Policies

The proposed route should be developed with planning and placemaking legislative requirements in mind. **Figure 4-4** below summarises development planning policies related to this project.





Figure 4-4 Development Planning Policies

The proposed route has great potential to positively impact population' health. **Figure 4-5** below lists public health policies relevant to this project.

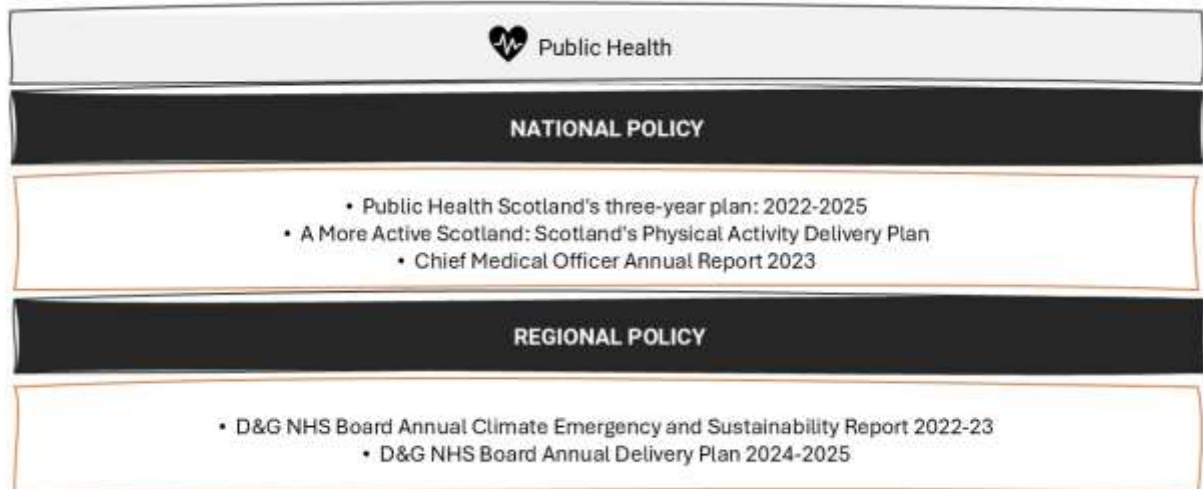


Figure 4-5 Public Health Policies

The proposed route should be developed with environmental net gain in mind. **Figure 4-6** below shows environmental policies relevant to this project.



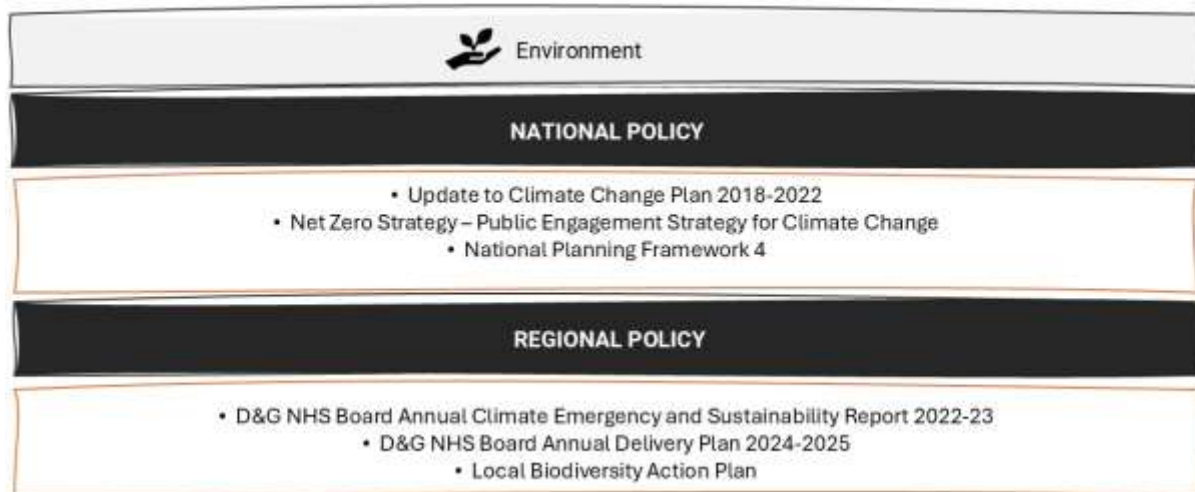


Figure 4-6 Environmental Policies

A full policy review document can be found in **Appendix B**.

In summary, the Gretna to Cairnryan Coastal Path project aligns with a comprehensive array of national and regional policies aimed at fostering economic growth, sustainable transport, development planning, public health, and environmental sustainability. Transport policies focus on enhancing connectivity and promoting active travel while development planning policies ensure sustainable and community focused growth. Public health initiatives highlight the benefits of physical activity and sustainability, and environmental policies aim for net zero emissions and biodiversity protection. These policies provide a robust framework for the project's success, enhancing local tourism, improving infrastructure and contributing to the overall well-being of residents of Dumfries and Galloway and visitors to the region.

4.3 The Logic Model and Project Objectives

We prepared a logic model to demonstrate a logic for the proposed intervention and to support future monitoring and devaluation of the proposed route. **Figure 4-7** below summarises the logic model for the project.



CONTEXT	LOGIC FOR INTERVENTION				IMPACT
	Potential	Input	Activities	Output	Short-Term Outcome
Some 500km of fragmented coastal path	<ul style="list-style-type: none"> Funding RIBA Stage 0-4 Council Officer time Materials 	<ul style="list-style-type: none"> Funding applications Feasibility and design PM and project delivery Construction/upgrades 	Some 500km of safe, attractive, interconnected path network for a tourist coastal route between Gretna Green to Cairnryan	More people choosing to visit the area to walk all or part of the route	Increased levels of visitors to the Dumfries and Galloway region.
Potential for increased sustainable tourism	<ul style="list-style-type: none"> Funding Multidisciplinary expertise Council Officer time Materials 	<ul style="list-style-type: none"> Funding applications Marketing package PM and project delivery Advertising and incentives 	Increase in GVA/head in the region	More people spending money at local businesses as part of their visit to the route.	A more prosperous local population
Potential to deliver a number of all access segments	<ul style="list-style-type: none"> Funding Multidisciplinary expertise Council Officer time Technology 	<ul style="list-style-type: none"> Promotion Feasibility and design PM and project delivery Accessible infrastructure 	Designated segments of the route to be for all-access	More people with access needs choosing to visit the area to walk designated segments of the route	Increased levels of visitors with access needs to the Dumfries and Galloway region

Figure 4-7 Logic Model

We developed the following project objectives as summarised below in Figure 4-8.




 <p>Develop a continuous 500km coastal path from Gretna to Cairnryan by 2030</p>	 <p>Some 30% increase in tourism GVA/head in the region by 2035</p>	 <p>Some 30% of total route km to be for all-access by 2030</p>
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Figure 4-8 Project Objectives

A full monitoring and evaluation framework can be found in **Appendix B**.

5 The Social-Economic Case

5.1 How to Interpret the Socio-Economic Case

This section of the report aims to identify the potential benefits that could be achieved by the proposed route, considering levels of investment to monetise health or financial benefits as well as a forecast an uptake in active travel for leisure or commuting.

No data collection was carried out specifically for this commission. All assessments were conducted using freely available data as summarised in **Figure 5-1** below.





Figure 5-1 Primary Datasets Used for Socio-Economic Assessments

Assumptions were made based on projections generated from the datasets listed above.

5.2 Benefits of Long-Distance Routes

Longer distance route programmes and investment can help to achieve a wide range benefits and policy outcomes, including community, economic and environmental benefits, as summarised in Figure 5-2 below.



Figure 5-2 Benefits of Long-Distance Route Programmes



5.3 Health Economic Assessment

The World Health Organisation (WHO) [Health Economic Assessment Tool](#) (HEAT) was used to estimate the economic value from reduced mortality that can be achieved by implementing this project. The tool estimates the societal value of reduced premature mortality that results from regular walking or cycling in adults, based on a meta-analysis of relative risk data from published studies.

The question we are investigating here is:

If £2M is invested across funding sources to deliver a continuous coastal path between Gretna and Cairnryan, and 30% more people regularly walk 30% more than they currently do, what are the health impacts on premature mortality and their economic value over the next 10 years?

Two case scenarios were created for comparison; one using the most recent Scottish Census data for the region, versus one in which people spend 30% more time walking for leisure each day compared to the baseline case. A 10-year period was used to calculate the cost/benefit ratio of the proposed intervention based on reduced mortality. This exercise helps monetise the impacts of the proposed project on the health of the local population.

Our population sample for our baseline scenario includes people between the age of 16 and 74 who currently spend at least 30 minutes per week walking for leisure.

Our population sample for our hypothetical scenario forecasts an additional 30% of people to regularly walk for leisure and a 30% increase in time spent walking from baseline data as a consequence of improved active travel infrastructure and promotion in the area.

The volume data we used corresponds to an increase of 0.7 minutes per person per day. The assessed population is 134,678. As a result, 3.8 premature deaths are prevented per year. Over the full assessment period of 10 years, 38 premature deaths are prevented. Mortality is monetised using a Value of Statistical Life (VSL) of £3,035,000 per premature death. This corresponds to an economic value of £11,600,000 per year.

Over the full assessment period of 10 years, the total economic impact is £116,000,000.

Adjusted to 2024 value (i.e. discounted/inflated), the total economic impact is £85,900,000. The benefit-cost ratio for this assessment based on costs of £2,000,000 and impacts of £85,900,000 (Local Currency Unit, adjusted to 2024 value) is 43. Full details of the model can be found in **Appendix D**.

5.2 Infrastructure Impact Assessment

The importance of paths, path networks, signing and waymarking is illustrated by 74% of outdoor visits in 2007 involving the use of a path or path network, including 49% of all visits which were on signposted and/or waymarked paths ([TNS, 2009](#)). The key priorities to attract footfall are summarised in **Figure 5-3** below.



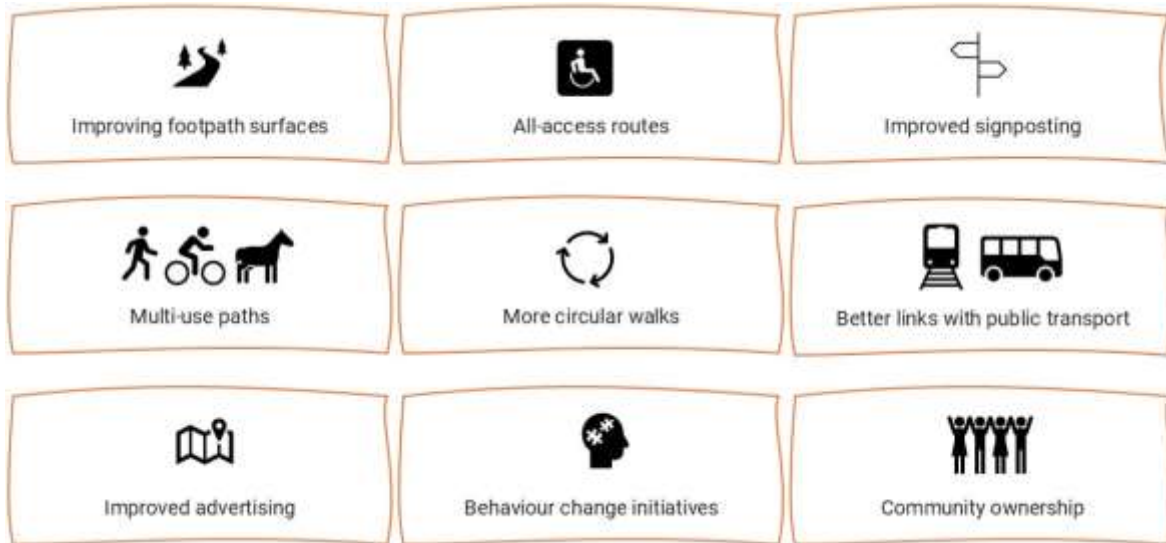


Figure 5-3 Key Priorities for Long-Distance Route Development

A recent literature review of eco-tourism, (Lukoseviciute, Pereira, & Panagopoulos, 2022) shows that routes that are named, that enable multi-day or short trips, and that are promoted to visitors as well as to local people generate more direct as well as indirect on visitor spending.

Impact of Minor Infrastructure Interventions

We used the Sustrans' [Infrastructure Impact Tool](#) to assess the impact of proposed infrastructure on volumes of cycle trips along those segments of route where cycle count data is available.

Figure 5-4, below, shows the potential modal shift and additional cycling trips that can be achieved by delivering minor interventions on the route segment running along the A714 between Newton Stewart and Bladnoch.

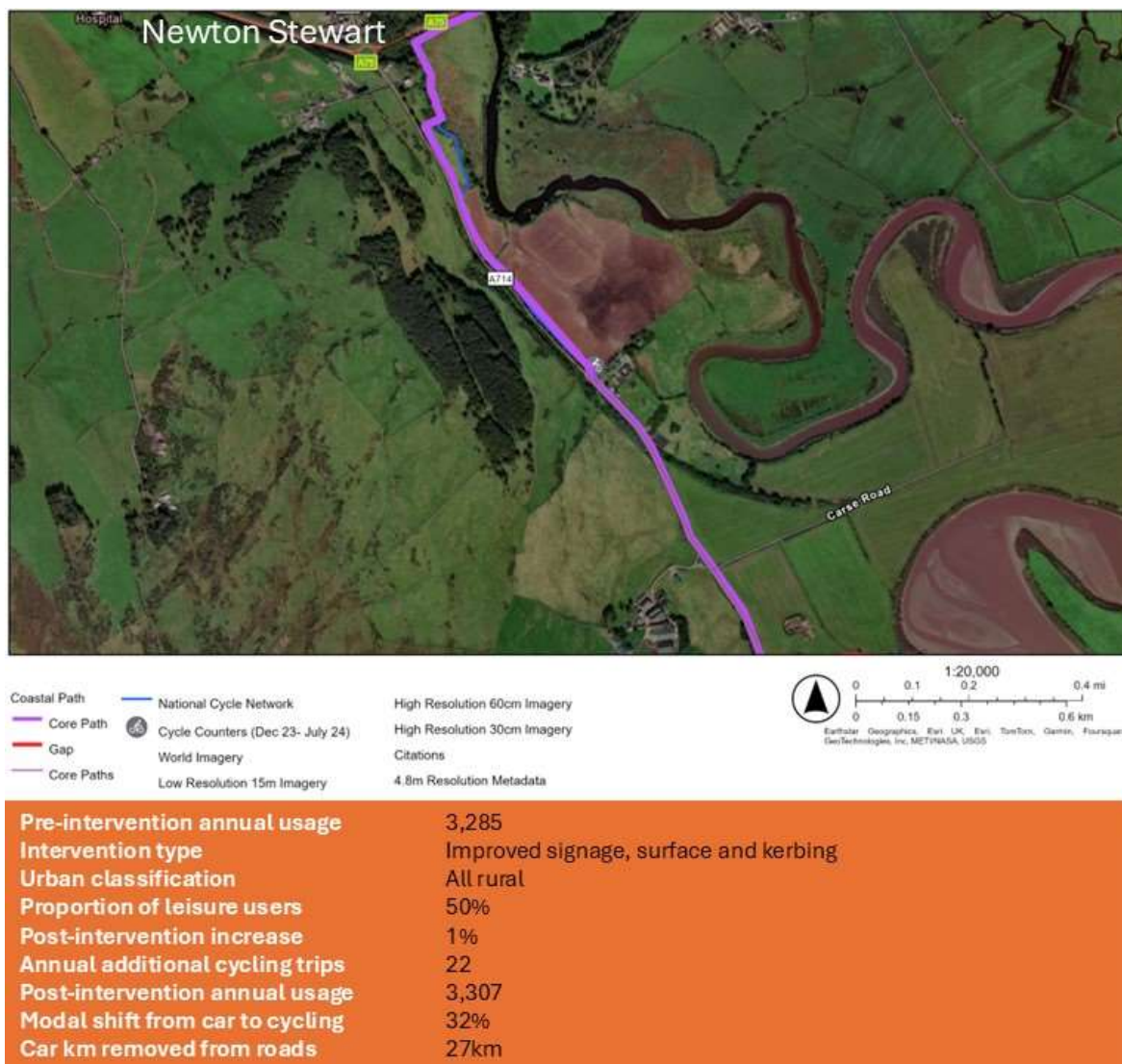


Figure 5-4 Infrastructure Impact Assessment for the Newton Stewart to Bladnoch Segment

Impact of Major Infrastructure Interventions

By comparison, a higher level of investment on greenways or high specification accessible active travel infrastructure at priority locations where the route can have commuting as well as leisure value would have a significant higher impact on the generation of new annual cycling trips. An example can be found below in **Figure 5-5**, where the segment running from Gatehouse of Fleet to Creetown was assessed.





Figure 5-5 Infrastructure Impact Assessment for the Gatehouse of Fleet to Creetown Segment

5.3 Footfall and Spending Projections

The [Office for National Statistics](#) found that the number of outdoor-related activities completed across Great Britain increased by 30% between 2011 and 2016. This factor will be used in our study to forecast incremented levels of sustainable tourism.

Figure 5-6, below, shows that 60% of people taking a holiday in Dumfries and Galloway in 2021 were for purposes related to outdoor activities, indicating the potential to invest on a long-distance route in the region.





Figure 5-6 Drivers for Taking a Holiday to Dumfries and Galloway in 2021

The amount spent when undertaking tourism and outdoor leisure trips can be broken down by specific expenditure items. These include various types of transport, eating and drinking out, special shopping, and tickets to different types of attractions or events. **Figure 5-7** below shows the annual expenditure on outdoor-related tourism and outdoor leisure activities in Great Britain between 2011 and 2019.

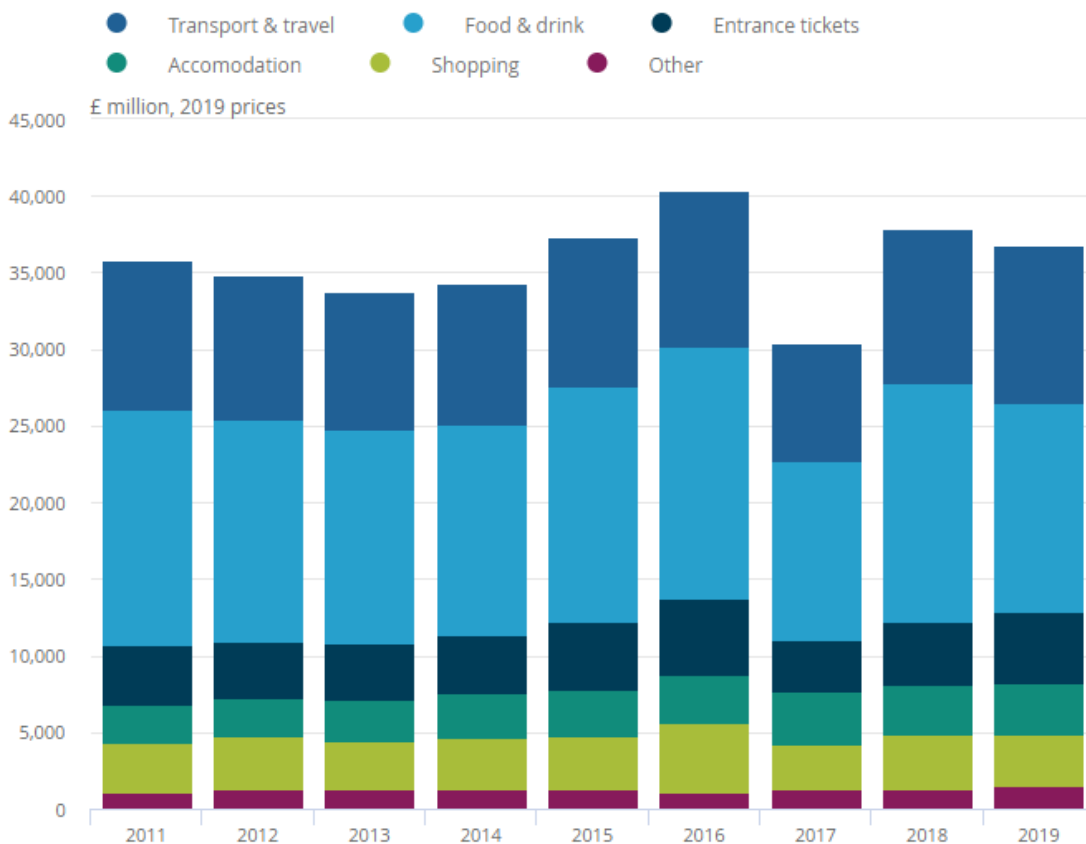


Figure 5-7 Annual Spent on Outdoor Tourism Trips by Type of Expenditure, (ONS)



Latest available data from the [Scottish Tourism Observatory](#) about overnight visits and spend in Dumfries and Galloway, show that in 2019 there were 708,000 overnight visits with an associated spending of £122,000,000.

A total number of 397 businesses were identified to be within a 1km buffer from the proposed route. These businesses included a mixture of hospitality business and food shops and were considered as potential beneficiaries of the increase footfall derived by the proposed route.

Figure 5-8 below summarises the forecasted increase in overnight stays and associated spending in 2030 for all types of tourism, including impacts of the proposed route.

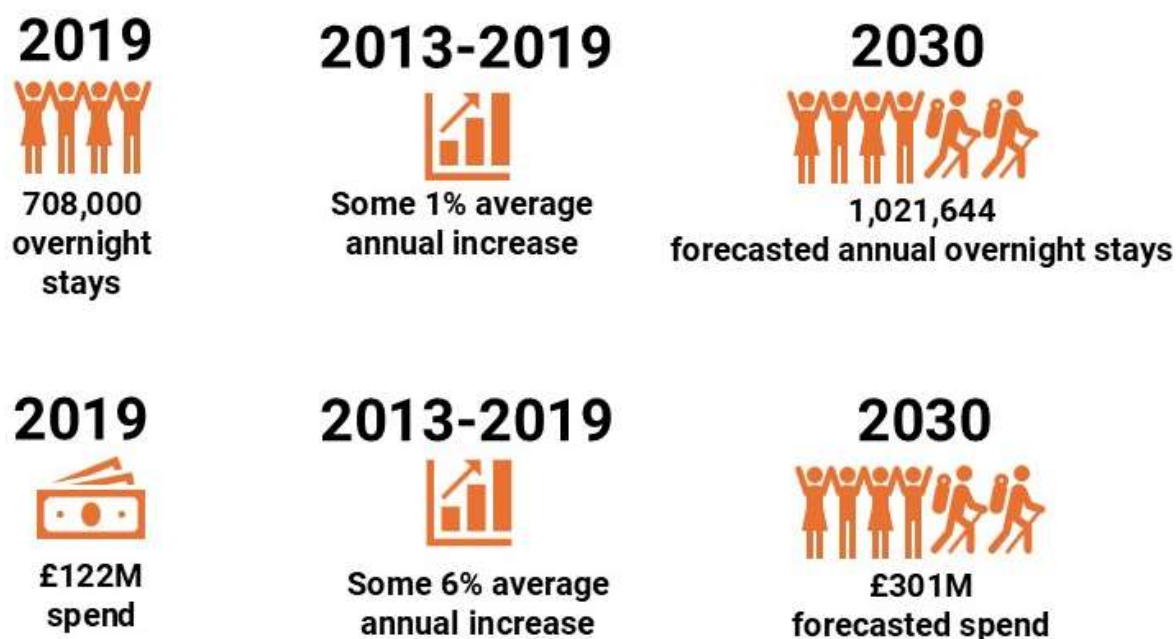


Figure 5-8 Projected Spending for All Tourism Overnight Stays in 2030

We used data from the West Highland Way to forecast total GVA (Gross Value Added) that the proposed route has the potential to generate. The route has the potential to generate a footfall of 389,610 walkers per year with a GVA/head of £16.68. This amounts to approximately £6.5M per year derived from spending associated with visitors to the route.

Monitoring and evaluation of similar projects found that on average the employment in each business within 2 km of the proposed route could achieve 8.6 full-time equivalent jobs (FTEs).

We used the data from a study carried out to evaluate the benefits to business generated by the Wales Coast Path, ([National Resources Wales, 2013](#)) to project potential benefits that can be created by the proposed route in Dumfries and Galloway.

The projections of benefits to businesses within the first year of opening of the proposed route are summarised below in **Figure 5-9**.





Figure 5-9 Projected Benefits to Businesses within the First Year of Route Opening

5.4 Recreational Expenditure Model for Cycling

For this assessment, we used Sustrans' Recreational Expenditure Model (REM). The REM is a tool for estimating the economic benefit of recreational cycling in terms of the expenditure it contributes to the local economy, something that is often excluded from appraisals of investments in cycling.

The REM is typically used in areas with high levels of recreational or tourist cycling and produces highest quality results when used to monitor an identifiable 'route' (such as a riverside path) rather than part of an urban network.

The model estimates the total annual spend and a 'spend per head' for all home-based recreational cyclists and all cycle tourists. It also calculates the number of full time equivalent (FTE) roles this spend would support.

For the Gretna to Cairnryan coastal path, figures were averaged from nearby NCN active travel counters at Creetown and Maxwelltown (NCN7) and Newton Stewart and Dunragit (NCN73) to give an idea of potential cycling figures on the new route. This gave an average annual cycle count of 9,737, of which an estimated 60%¹ were recreational or touring trips. Based on the ratio between the population of Dumfries and Galloway and the total visits to Dumfries and Galloway in 2019, 83% of these cycle trips were attributed to visitors. For both home-based trips and visitor trips, 30% of the total trips were considered to be short² 'round' trips, and a further 30% were considered to be short 'out and back' trips. The average trip length was set at 4.7km³ and average group size set at 2 people.

The calculated benefit of the Gretna to Cairnryan coastal route in terms of the annual social value of recreational trips as outlined above is £18,087. As a ratio to £2m investment, this represents a benefit cost ratio of 0.01:1.

¹ Based on low levels of reported cycling as a method of travel to work (1%) (Scottish Census 2011) and higher levels of participation in cycling in the past 4 weeks for the Dumfries and Galloway population (9%) (Scottish Household Survey 2022).

² Less than 3 hours.

³ Average (mean) distance travelled for journeys with cycle as the main mode across Scotland, according to the Scottish Household Survey 2018.



5.5 Social Impact Assessment

A social impact assessment was carried out to assess the potential social impact of the proposed scheme. The Impact Assessment includes a cultural and social value assessment, as well as a calculation of Return on Investment (ROI) in terms of social value. The report summarises the potential negative and positive impacts of implementing the proposed scheme between Gretna and Cairnryan and finds that the potential benefits significantly outweigh the potential negative impacts, with regards to cultural and social value.

The main benefits are found in the category of Wellbeing, particularly in relation to improving health outcomes, and community cohesion. In the procurement and construction of the scheme it is recommended that further consideration be given to how jobs and skill development as a result of the scheme's construction will be kept within the local area.

The project was found to have a potential ROI ratio of 4.8:1 on the basis of a £2m investment.

Therefore, from a cultural and social value perspective, the proposed scheme is considered a significant positive addition to the local area.

6 The Commercial Case

This section summarises the routes to procurement in relation to the development of the Gretna to Cairnryan Coastal Path that are available to SWestrans. In proposing routes for procurement, it is important to consider opportunities for achieving Value for Money (VfM), but this should not be done at the cost of quality. **Table 6-1** summarises the advantages and disadvantages of various procurement routes, in terms of both VfM and Quality, amongst other considerations.



Table 6-1: Advantages and disadvantages of potential procurement methods

Procurement method	Description	Main Advantages	Main Disadvantages
Scotland Excel Framework Lot 2	An engineering and technical consultancy framework running from March 2021 – March 2025. There are 9 lots of which Lot 2 – Transportation and Traffic may be most appropriate for procuring Active Travel support.	<ul style="list-style-type: none"> • Easy to use and aligned with other construction contracts • Supports a range of pricing models • Projected average savings opportunity of 3.7% with price stability measures embedded for each pricing model • Local community benefits provided by all framework suppliers • All suppliers pay the Living Wage • Suppliers have committed to minimising the environmental impact of works, particularly in relation to carbon footprint. • Scotland Excel’s ongoing management of the framework ensures that it continues to deliver value for members throughout its lifecycle. 	<ul style="list-style-type: none"> • Limited to suppliers linked to the Lot / Framework • Generally large international / multi-disciplinary suppliers – little scope for local / SME • Can be time-consuming to procure projects
Public Contracts Scotland	<p>The Public Contracts Scotland (PCS) portal was launched in August 2008 to provide a national advertising website for Scottish public bodies to post higher value regulated procurements, lower-value notices, and subsequent contract awards; prime contractors on public sector contracts can also advertise sub-contract opportunities.</p> <p>On the 18th April 2016 it became a legal requirement for all Scottish public sector bodies to use PCS to advertise all regulated procurements (£50k and over for</p>	<ul style="list-style-type: none"> • Free to register • Not specific to a sector • Larger pool of potential suppliers drives competitiveness and lower costs • Suppliers can complete a Supplier Finder Profile allowing them to build on the information in their company profile, providing buyers with detailed information regarding the goods, services or works which they can provide to the Public Sector, and enabling buyers to identify them as a potential bidder for relevant Quick Quotes. 	<ul style="list-style-type: none"> • Suppliers are not pre-approved which can lead to lower quality outcomes • Easier to access local / SME businesses • Can be time-consuming to procure projects • Can lead to cost being the determining factor rather than quality



Gretna to Cairnryan Coastal Path Assessment

6 The Commercial Case

	goods/services; £2m and over for works) and their subsequent awards; in addition, many organisations use PCS for direct requests for quotations (Quick Quotes) for lower value, non-regulated procurements.		
Direct appointment	For low value procurement. it is possible to directly appoint suppliers via internal procurement processes.	<ul style="list-style-type: none"> • Possible to directly approach local or interested organisations / businesses to deliver work • Can enable continuity of work if an organisation has completed a previous piece of work • Can enable work with a trusted supplier, ensuring high quality outputs 	<ul style="list-style-type: none"> • Generally limited to low-value procurements (less than £50k) • Non-competitive – potentially reducing drive for low costs
In-house capability	SWestrans can make use of the D&GC Roads Team and Embedded Sustrans Officer for in-house capability on design and delivery.	<ul style="list-style-type: none"> • Provides high value for money as resources are employed as part of the Council. • Higher control over Quality of outputs. • Shorter timescales for procurement and commencement of work. 	<ul style="list-style-type: none"> • Internal resources may not have capacity to deliver work within short timescales; other D&GC projects may take priority
Community Groups	Constituted community groups can access additional funding sources for projects within Dumfries and Galloway. This provides communities with autonomy over development that impacts them.	<ul style="list-style-type: none"> • Communities are empowered to influence and manage development in their area that impacts them. • Access to funding that may not be available otherwise via D&GC. • Reduces capacity demands on D&GC or SWestrans. 	<ul style="list-style-type: none"> • Community groups may not be accustomed to the process of designing or procuring work, which can lead to the inefficient use of funds or lower quality outputs. • Resource likely to be required from D&GC or SWestrans to manage / oversee the process, particularly if community groups involved are not accustomed to the process.



7 The Financial Case

8.1 Funding Sources

An application to the National Lottery Fund is being submitted by D&GC in November 2024. The application includes £1m matched by £1m from other sources to invest in the Coastal Path project.

To maximise the potential benefits attributable to this route, several other potential funding sources have been identified to complement a potential award from the National Lottery Found. Alternative or complementary fundings sources are summarised below in **Table 7-1** below.

Table 7-1 Potential Funding Sources

Source	Programme	Description	Availability
UK Government	The UK Shared Prosperity Fund	The fund will help places right across the country deliver enhanced outcomes and recognises that even the most affluent parts of the UK contain pockets of deprivation and need support.	
Scottish Rural Network	Community Led Local Development Fund (CLLD)	CLLD gives local communities the power to tackle their own, local challenges. By building knowledge and skills, supporting new ideas and encouraging cooperation, CLLD helps to create viable and resilient communities.	Yes (not yet confirmed for '25-'26)
Visit Scotland	Rural Tourism Infrastructure Fund	The fund aims to improve the visitor experience in rural parts of Scotland that have seen large increases in visitor numbers. In particular, it aims to help address pressure on local infrastructure or any negative impacts on communities.	Not yet confirmed for '25-'26
Foundation Scotland	Annandale and Nithsdale Community Benefit Company	Annandale and Nithsdale Community Benefit Company (ANCBC) is funded by the Scottish Power Renewables community benefit fund for Harestanes Windfarm in Dumfries and Galloway. The fund primarily supports community projects located within or directly benefiting one or more of 42 community council areas in Annandale and Nithsdale (not all community council areas in Annandale and Nithsdale are eligible).	May not be eligible (does not fund activities that are the responsibility of a statutory authority)
The Royal Countryside Fund	Supporting Rural Communities	Supports projects that fall under four key themes: Keeping young people in the countryside; Powering up rural communities; Increasing environmental sustainability; and Building emergency resilience in rural areas. Eligible organisations should be community-led,	Launching UK-wide in January 2025



Gretna to Cairnryan Coastal Path Assessment
7 The Financial Case

Source	Programme	Description	Availability
		have a long-term vision and facilitate collaboration / connectedness.	
Paths for All	Community Paths Grants	Community groups and charitable organisations, in Scotland, can apply for up to £1800 to maintain, upgrade, create and promote community path networks.	Up to £1,800 for community groups in Scotland.
Paths for All	Smarter Choices Smarter Places (SCSP)	The Smarter Choices, Smarter Places (SCSP) Open Fund aims to encourage people to change their everyday travel behaviours. Grants are available to encourage people to use public transport or other sustainable options such as buses and community car clubs for longer journeys; walking and cycling for short journeys, and home-working to replace daily commutes.	Grants of between £5,000 and £100,000 (match funding required) for public, third and community sector organisations.
SSE	Sustainable Development Fund	Creating opportunities – increase opportunities for education and employment Empowering communities – build resilience and protect vulnerable residents Building sustainable places – stimulate meaningful community regeneration	Available for projects in Dumfries and Galloway – due to open in Spring 2025.
Transport Scotland via Paths for All	Ian Findlay Path Fund	The Ian Findlay Path Fund (IFPF), now in its third year, supports the improvement of local path networks within and between communities, making it easier for people to choose to walk wheel or cycle for everyday journeys.	Funding of between £10,000 - £100,000 (30% match funding required); open to community groups, charities, CICs, Educational establishments, Community Councils or Development Trusts, and National Park Authorities
Transport Scotland	Active Travel Infrastructure Fund Tier I	This investment supports the design, development, and delivery of active travel infrastructure measures across all 32 LAs in Scotland, and replaces the former Cycling, Walking, and Safer Routes fund (CWSR).	2024-2025
Transport Scotland	Active Travel Infrastructure Fund	Replacing Sustrans' Places for Everyone with funding made directly available to Local Authorities.	From 2025
Transport Scotland and Trunk Road Operating Companies	Trunk Road Contributions	Through its Trunk Road Casualty Reduction Team (TRCRT), Transport Scotland has been working in partnership with the Trunk Road Operating Companies to develop and deliver active travel schemes on the	From 2021



Source	Programme	Description	Availability
		trunk road network as part of upgrading works along the network.	
Sustrans	National Cycle Network Fund	This fund is to upgrade existing or creating new NCN routes according to Sustrans' Network Development Plan.	Yes
SWestrans with D&GC	Active Travel to schools	These funding sources apply to community groups within D&GC. Constituted Third Sector, community or	Yes (to community groups) but not confirmed for 25-26
SWestrans with D&GC	Active Travel to work	voluntary groups, registered charities and social enterprises who meet the funding criteria can apply for project funding.	Yes (to community groups) but not confirmed for 25-26
SWestrans with D&GC	Active Travel Access and Inclusion D&G		Yes (to community groups) but not confirmed for 25-26
SWestrans	People and Place Programme	It replaces the previous direct funding from Scottish Government to individual delivery partners and organisations	From 2024
D&GC	Local Authority Direct Award	Funding Active Travel Officers, community Active Travel Projects, maintenance of existing cycling infrastructure, development of active travel strategies and plans, installation of supporting infrastructure such as bike stands and secure storage, and installation of school streets to tackle air pollution and congestion	From 2024
Transport Scotland	Community Projects Transition Fund	It replaces the Smarter Choices Smarter Places (SCSP) Open Fund and provides access to funding for behaviour change community-led projects. This is a transition fund to convert into the RTPs People and Place programmes from 2025/26 onwards.	2024-2025
NatureScot	NatureScot Fund	Funding to improve the path network.	Yes
Scottish Government via NatureScot	Nature Restoration Fund	Fund supporting activity to protect and restore Scotland's biodiversity.	Yes

8.2 Strategic Investment Model

We used Sustrans' [Strategic Investment Tool](#) to make a case for a holistic approach to the promotion of proposed infrastructure and maximise the number of tourism and functional journeys that can be achieved should all proposed interventions be delivered to Sustrans standards over an investment period of three years. The model forecast the annual number of new walking and new cycling trips that can be achieved with intensive investment on both infrastructure and targeted behaviour change initiatives. A summary of findings is visualised below in **Figure 7-1**.





Figure 7-1 Example of Three-Year Investment Programme

8 The Management Case

8.2 Management and Governance

The 2012 Report 'Towards a North Solway Coastal Way' summarises several conversations with relevant stakeholders about the development, construction, promotion and maintenance of the path. The report identifies the need for a lead organisation to manage the programme of works but does not make a clear recommendation for which organisation this should be.

To prevent over-commitment for the limited capacity at D&GC, and the support for local management of assets, the structure that is proposed has one governance structure for the overall programme, (i.e. D&GC, and a Senior Project Board), and a separate governance structure for each 'region' of the route. By delegating route development to a more local level, decision-making about the route can be done in line with the priorities of local community groups, but consistency along the route's length will be achieved by the overall programme management. Development of a separate steering group for each region of the route is recommended. Promotion should be dealt with at an overall programme level.

Figure 8-1 below illustrates a proposed management and governance plan, including proposed accountability and responsibilities for each project partners.



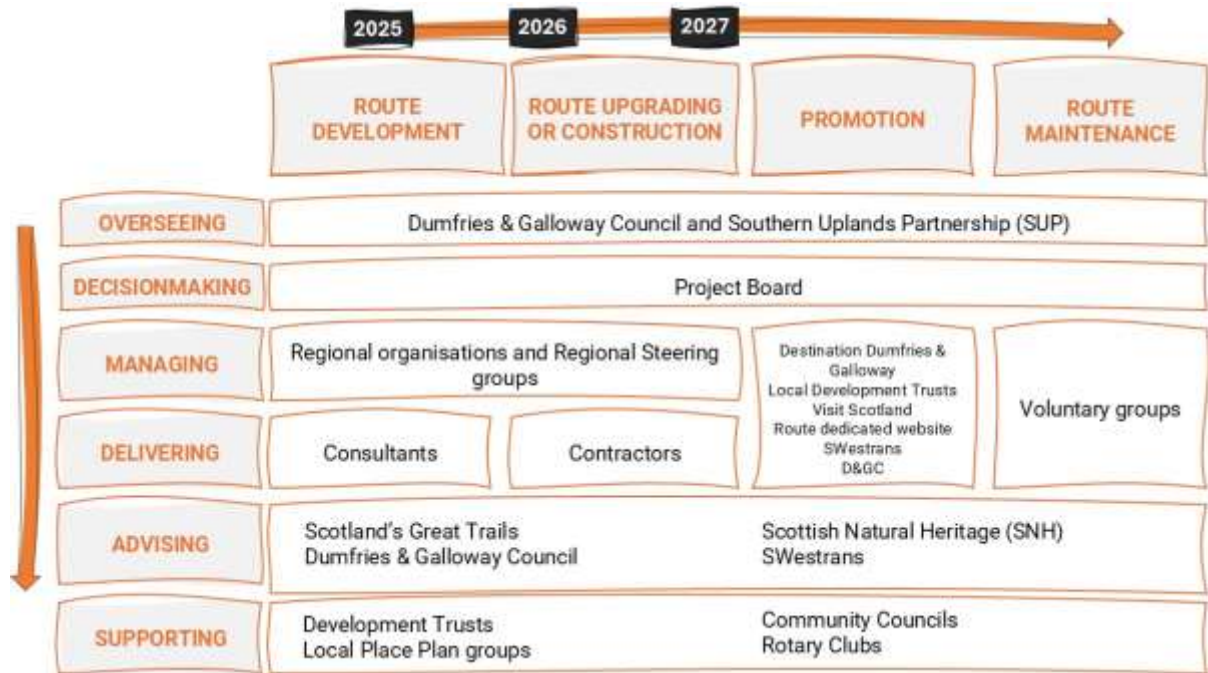


Figure 8-1 Management and Governance Plan

9 Prioritisation and Phasing

A GIS exercise was carried out to subdivide the entire 500km of route into smaller segments. Each segment would start and end at an identified origin/destination point. A total of 32 segments were identified. Each segment was assessed against key principles to rank each section in order of delivery prioritisation. **Figure 9-1** below shows the principles used to score each route segment.



Figure 9-1 Scoring Principles for Segment Prioritisation



Each principle was weighted according to its significance in maximising outcomes whilst ensuring deliverability and maintainability of proposed improvements. Five sections had already been identified by D&GC as a priority outwith this prioritisation exercise. These segments were scored accordingly as part of the prioritisation appraisal, and it was found that in the context of the wider principles considered only three prioritised sections ranked high. It is to be this prioritisation analysis aims at ranking each segment in order of maximum potential benefits gain rather than other strategic factors.

A full scoring matrix can be found in **Appendix D**.

This exercise provides an indication of how to manage the delivery of each section into three phases over a three-years programme of works.

Table 9-1 below lists all segments in order of prioritisation and by phase, detailing the type of infrastructure to consider in order to achieve maximum benefits.

Table 9-1 Prioritisation of Works and Phasing

Ranking	Segment	Type of Intervention to Consider
Phase 1		
1	Kippford to Sandyhills Bay	Minor infrastructure upgrades, wayfinding and placemaking
2	Auchenlarie Holiday Park to Gatehouse of Fleet	This is a priority section. New greenway, (this option would span across Phase 1-2)
3	St Medan Golf Course to Isle of Whithorn	This is a priority section. Minor infrastructure upgrades, wayfinding and placemaking
4	Kirkcudbright to Mutehill	Minor infrastructure upgrades, a new section to fill current gap, wayfinding and placemaking
4	Carrick Shore to Brighthouse Bay	Minor infrastructure upgrades, wayfinding and placemaking
6	Powfoot to Annan	Wayfinding and placemaking
6	Creetown to Auchenlarie Holiday Park	This is a priority section. New greenway, (this option would span across Phase 1-2)
8	Caulkerbush to Southerness	A new section to fill current gap, minor infrastructure upgrades, wayfinding and placemaking
9	Gatehouse to Creetown via Military Road	On-carriageway alternative to the Auchenlarie to Creetown sections but not coastal. Wayfinding and placemaking
10	Dalbeattie to Kippford	New section to fill a lengthy gap in the current network
11	Southerness to Carsethorn	Minor upgrades, wayfinding and placemaking
Phase 2		
12	Newton Stewart to Creetown	Some minor infrastructure upgrades throughout, a new section to fill a current gap, wayfinding and placemaking



Gretna to Cairnryan Coastal Path Assessment
9 Prioritisation and Phasing

Ranking	Segment	Type of Intervention to Consider
12	Luce Bay Holiday Park to Port William	Wayfinding and placemaking
14	Dumfries to Glencaple	Minor upgrades, wayfinding and placemaking
15	Garlieston to Bladnoch	Some minor infrastructure upgrades throughout, three new sections to fill the current gaps, wayfinding and placemaking
16	Brighthouse Bay to Millhall	Some minor infrastructure upgrades throughout, three new sections to fill the current gaps, wayfinding and placemaking
17	Annan to Browhouses	Some minor infrastructure upgrades throughout, three new sections to fill the current gaps, wayfinding and placemaking
18	Glencaple to Ruthwell	Some minor infrastructure upgrades throughout, three new sections to fill the current gaps, wayfinding and placemaking
19	Glenluce to Luce Bay Holiday Park	Minor infrastructure upgrades throughout, one lengthy new section to fill a current gap, wayfinding and placemaking
19	Isle of Whithorn to Garlieston	Minor infrastructure upgrades throughout, one short new section to fill a current gap, wayfinding and placemaking
21	Browhouses to Gretna	Some minor infrastructure upgrades throughout, three new sections to fill the current gaps, a new bridge, wayfinding and placemaking
22	Port Mary to Auchencairn	Minor infrastructure upgrades throughout, two new sections to fill the current gaps, wayfinding and placemaking
Phase 3		
23	Gatehouse of Fleet to Carrick Shore	Minor infrastructure upgrades throughout including addressing two off-road gaps, wayfinding and placemaking
24	Bladnoch to Newton Stewart	Minor infrastructure upgrades throughout, one lengthy new section to fill a current gap, wayfinding and placemaking
25	Rhins of Galloway to Glenluce	Minor infrastructure upgrades throughout, one lengthy new section to fill a current gap, MOD land, wayfinding and placemaking
26	Mutehill to Port Mary	Minor infrastructure upgrades throughout, two short new sections to fill the current gaps, MOD land, wayfinding and placemaking
27	Auchencairn to Palnackie	Minor infrastructure upgrades throughout, two short new off-road sections to fill a current gap, wayfinding and placemaking
28	Sandyhills Bay to Caulkerbush	This is a priority section and a gap in the network needing new infrastructure, wayfinding and placemaking



Gretna to Cairnryan Coastal Path Assessment
 9 Prioritisation and Phasing

Ranking	Segment	Type of Intervention to Consider
29	Ruthwell to Powfoot	Some minor upgrades throughout, two lengthy gaps in the network needing new infrastructure, wayfinding and placemaking
30	Millhall to Kirkcudbright	This is a priority section and a gap in the network needing new infrastructure, wayfinding and placemaking
31	Palnackie to Dalbeattie	Some minor upgrades to existing infrastructure, one lengthy gap in the network needing new infrastructure, wayfinding and placemaking

Figure 9-2 below shows all segments prioritised.

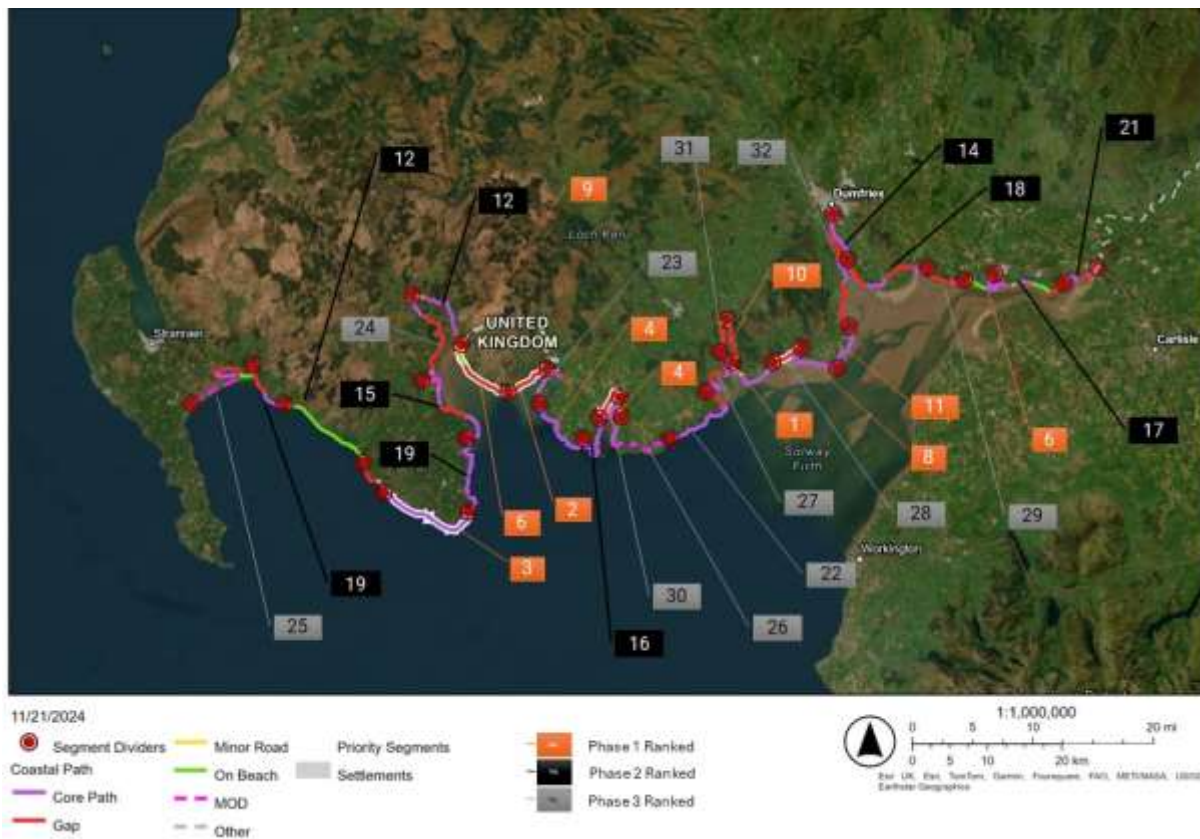


Figure 9-2 Prioritisation Map

A full assessment can be found in **Appendix F** and a description of each segment in **Appendix G**.



10 Conclusions

10.1 Summary of Findings

Dumfries and Galloway Council has an aspiration to create 500km of continuous walking route between Gretna and Cairnryan to offer a long-distance route to visitors and residents in the region. This study included a mapping exercise and various assessments to understand the potential benefits this route could deliver.

This is a high-level strategic business case to support decision making on the type and level of investment needed for the delivery of the proposed route.

A mapping exercise was carried out to plot the potential proposed route alignment. The GIS exercise review origin/destination points, route characteristics, amenities, transport and safety data to divide the route in segments for a phased delivery. Some 32 segments were identified and ranked for a suggested three-year delivery programme.

Findings for the social-economic case are summarised below in **Figure 10-1**.

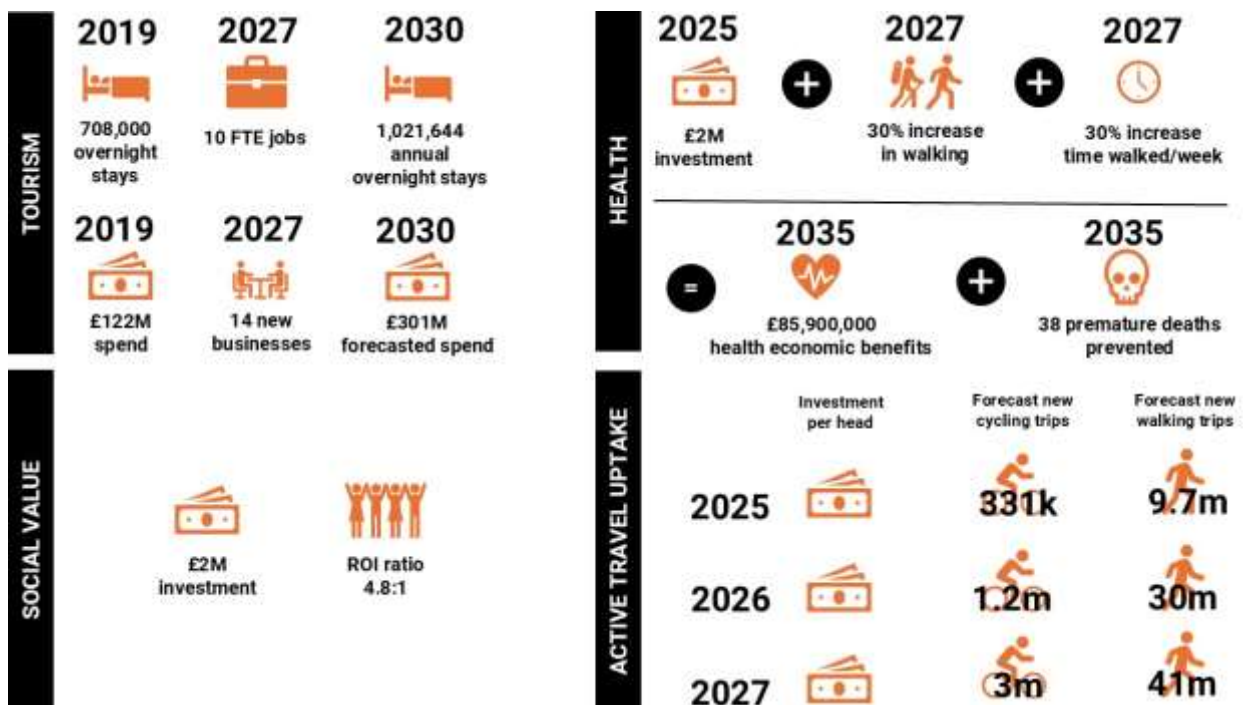


Figure 10-1 Summary of the Social-Economic Case

In support of the proposal and its potential benefits this paper advised on procurement routes for the programme of works and an associated management plan.



10.2 Conclusions

This study identifies the cultural, social, economic and health impacts this project could generate with an appropriate amount of funding. It was found that a phased partnership programme would be most beneficial. It is advised for pre-construction works to led by local project delivery partners overseen by Dumfries and Galloway Council with the Southern Uplands Partnership and supported by several project steering groups. The development of a Dumfries and Galloway Coastal Path shall develop the role of people and place within a high-quality, environment-based economy for communities along the coast. It is pivotal to recognise that investment should cover all spheres of delivery including infrastructure, behaviour change, promotion, monitoring and evaluating.



Appendices



Appendix A Review of Previous Work

A.1.1 Constraints and Opportunities

Document	Item	Summary	Opportunities	Constraints
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Background	Land Use Consultants (LUC) was commissioned by Dumfries and Galloway to assess visitor pressures and infrastructure/management needs at coastal gateways and scenic routes.	Development of a plan to support funding bids. Potential for improved tourism infrastructure and visitor management.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Candidate Sites	Initial list of 142 coastal sites refined to a list of 36 sites that were assessed and then 20 sites were shortlisted for infrastructure investment.	Focus on sites with significant visitor pressures and infrastructure needs.	We only know information about the sites previously identified and surveyed.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Stakeholder Engagement	Engagement with various stakeholders including DGC departments, NTS, Buccleugh Estates, Nature Scot, land managers, visitors, and community groups.	Gathering comprehensive site-specific information on visitor management issues and priorities.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Candidate Site Appraisal Methodology	Mapping and assessment of 36 sites, including site visits and desktop evaluations. Each site was scored using a traffic light approach (red, amber, green), where red is high with a high potential to benefit from enhanced visitor management and tourism infrastructure and green is low. Surveys were also carried out at these sites to gather visitor feedback and concerns.	Comprehensive understanding of site conditions and visitors. Visitors inform the project proposals.	This requires a lot of data collection and analysis. Limited to the 36 sites assessed and doesn't capture all visitor's perspectives.
Dumfries and Galloway Coast and Uplands Tourism	Site 14 - Brighthouse Bay	Small car park accessible via single-track road, with basic facilities and there is evidence of visitor pressures.	Shortlisted Site. Potential for upgraded facilities, including waste-	Requires sensitive and cohesive design approach and addressing



Gretna to Cairnryan Coastal Path Assessment

Appendix A Review of Previous Work

Document	Item	Summary	Opportunities	Constraints
Study - Coastal Site Appraisal			water disposal and EV charging.	current wear and litter issues.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 16 – Brow Well	Small car park serving the Brow Well attraction, with limited facilities and evidence of visitor pressures.	Shortlisted Site. Potential for upgraded surfacing, defined parking spaces.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 28 – Carrick Beach Bathing Water	Medium-sized car park west of Knockbrev, accessible via a minor road from the A75 and a core path route.	Shortlisted Site. Potential for upgraded surfacing, edge protection treatments, and visitor facilities like litter bins and benches.	Private ownership requires owner agreement for enhancements.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 57 - Killantringan	Coastal car park south of Killantringan Bay, accessible via local roads. High visitor pressures.	Shortlisted Site. Enhanced free draining surface, delineated parking spaces, new facilities like seating and litter bins.	Private ownership requires owner agreement. Evidence of high usage, erosion, and overnight campervan stays.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 75 - Mill Hall (Dhoon Bay)	Car park located between Kirkcudbright and Ross via the B727 and NCR7. Site situated within Regional Scenic Area of the Solway Coast. High visitor pressures.	Shortlisted Site. Upgraded surfacing, delineated parking bays, provision of waste-water disposal at toilet block and EV charging.	Council ownership. Evidence of wear, full bins, recreational fires.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 107 - Powillimount	Large coastal car park between Southernness and Arbigland, accessible from the A710. Site situated within the RAMSAR and SSSI site Upper Solway Flats and Marshes.	Shortlisted Site. Upgraded accessible paths to the beach and coastal defense works.	Private ownership requires owner agreement. Beach contains geological rock formations that could inform future designs.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 140 – Wigtown Harbour	Large car park south of Wigtown, accessible via Harbour Rd. Site adjacent to	Shortlisted Site. Complete refurbishment including restoration	Private ownership.



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Uplands Tourism Study - Coastal Site Appraisal		RSPB reserve Crook of Baldoon.	of the docks, harbour walls, surfacing renewal, improved access to bird hide, new site furniture and litter bins. Also provision of overnight stays for campervans.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 112 - Sandhead	Coastal car park located south of Sandhead and accessed via Main Street which links to the A716 to the west. High visit pressures.	Shortlisted Site. Improvements to draining of car park surface, EV charging points, and upgraded facilities such as seating and litter bins with a costal design.	Council ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 5 - Ardwell	Coastal car park located to the south of Ardwell, accessed by the A716. Site is on Core Path network.	Shortlisted Site. Adjacent provision of camping and caravan site and lower visitor numbers, this site is of high potential to benefit from enhancement visitor management and tourism infrastructure.	Council ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 79 – New England Bay	Coastal car park located to the west of New England Bay and south of New England Bay Caravan Park	Shortlisted Site. Adjacent provision of camping and caravan site and lower visitor numbers, this site is of high potential to benefit from enhancement visitor management and tourism infrastructure.	Council ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 91 – Port Logan Bay	Coastal car park located north-east of Port Logan Bay accessed via B7065 and no. 407 bus route. Site is on Core Path network. Facilities include a unisex accessible toilet and bins. Visible from Port Logan with views over the Irish Sea.	Shortlisted Site. The car park surface could be enhanced with marked parking spaces along with electric charging points, pay and display parking, improved seating and litter bins.	Council is a tenant of the site. Bridge boardwalk is in poor repair, camper vans use the site overnight.



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Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 77 – Mull of Galloway	Coastal car park at the very south of Rhins, accessed via minor road network. No direct bus link. Part of the Core Path network and Mull of Galloway Long Distance Trail. Rocky coastline with dramatic cliffs. There is a coffee shop with toilets, disabled parking, litter bins. It's a prominent location with long-distance coastal views.	Shortlisted Site. It is an established tourist destination and could benefit from electric charging facilities and waste disposal for motorhomes.	Site is privately owned and would require agreement for enhancements. There is high usage with 47 vehicles present on the day of site visit.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 9 – Back Bay	Coastal car park to south-east of Monreith, accessed via a private road off the A747. Facilities have two bins and a metal container toilet. Secluded site within the Regional Scenic Area of Machars Coast.	Shortlisted Site. Toilet could be upgraded, there is potential for waste-water disposal from motorhomes and EV charging.	Council ownership. Secluded location with access only via a private road through a golf course.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 101 – Portling	Small car park in Portling, accessible via A710 and the core path route 'Rockcliffe to Portling'. Minimal facilities, with a wayfinding signpost to the beach.	Shortlisted Site. Need for upgrading surfacing and signage to reflect the location.	The road is in private ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 105 – Powfoot	Medium sized coastal car park in Powfoot, accessible via B724, National Cycle Route 7 and Core Path Route 'Riddindyke'.	Shortlisted Site. Upgrading surfacing and existing facilities, adding waste-water disposal and EV charging points. There is a need to introduce accessible path access to the beach, and landscape enhancements.	Private ownership. There is wear of surfacing at entrance and access routes to the beach.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 65 – Kirkcolm (Wig Bay)	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. A tarmac path, on the Core Path network, provides access along the coastal edge to the north-east. There is a	The site would benefit from upgraded facilities (seating and litter bins). Proximity to the village of Kirkcolm and major transport route may provide potential for	Private ownership. Access to the coast is via a short informal rocky path.



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		bike maintenance stand near the entrance.	electric car charging points.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 70 – Lay Bay	<p>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. Access to the coast is via a slipway and well-worn paths (some with a very steep gradient) and there are no facilities.</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>	Due to the more remote and secluded nature of the site there are lower visitor numbers, but it is surrounded by native woodland.	<p>Private ownership.</p> <p>There is no direct bus link.</p> <p>There is an existing issue with illicit camping/ overnight stays and there was some litter and evidence of campfires at the site.</p>
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 36 – Corsewell Point	<p>The car park is accessed by the local road network, which links into the B738 to the south. 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>	Due to the adjacent facilities at Corsewell Lighthouse/ lower visitor numbers/ rocky nature of the coastline this site is of medium potential to benefit from enhanced visitor management and tourism infrastructure.	<p>Private ownership.</p> <p>Parts of the approach track to the site are very rough, with large potholes in the track.</p>
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 6 – Ardwell Bay	<p>The car park 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. There are litter bins and a portaloo toilet.</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>Private ownership.</p> <p>The litter bins were also very full of rubbish.</p>
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 41 – Drummore	<p>The car park 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>	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.	Private ownership.



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		There are litter bins and picnic benches.		
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 136 – West Tarbet	<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. There are no facilities.</p>	<p>The site would benefit from enhanced facilities (seating, interpretation and litter bins). 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>	Private ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 44 – East Tarbert	<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 the coastal edge to the south of the Rhins Peninsula. It is also on the Mull of Galloway Long Distance Trail. There are no facilities.</p>	<p>This appears to be a very popular spot for fishing, kayaking and camping.</p> <p>The site would benefit from enhanced facilities (seating, interpretation and litter bins). 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>	Private ownership.
Dumfries and Galloway Coast and Uplands Tourism Study -	Site 4 – Annan Waterfoot	<p>The 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</p>	<p>The site would benefit from improved surfacing, both within the parking area and on the approach.</p>	Private ownership.



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Coastal Site Appraisal		path. There is a timber and galvanised steel bench, an information sign, and a cairn dedicated to Robert Burns.	The site would benefit from enhanced facilities (seating, interpretation and litter bins).	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 10 – Balcary	The 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 site is on the core path network (Balcary Bay). The car park contains 17 parking bays, a large area designated to bins, and an information sign to the rear of the bins.	The site is well used and in a good condition. The site could benefit from upgraded facilities (relocating the information sign to a more suitable and accessible location).	Private ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 17 – Browhouses	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.' There is a memorial bench.	The site would benefit from upgraded and additional facilities (bench and a bin).	Private ownership. Evidence of anti-social behaviour as shown by a burned-out area of ground which means it can no longer be used as a turning circle.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 27 – Carrick Bay	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'.	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.	Private ownership. Access to the coast is across a road and via a short flight of steps.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 37 – Craignarget	This large car park is located to the east of Auchenalg 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', the Robert Bruce and the Solway Heritage Trail which pass by. There are 2 bins, 2 picnic benches, a bench and	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	Private ownership. There is Ministry of Defence property within the site.



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		some information signs present on site.	required including management of barbecues. The site would benefit from the introduction of visitor facilities such as litter bins, benches and signs. There is no evidence of utility infrastructure within the site which would constrain opportunities for EV charging and wastewater disposal.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 53 – Isle of Whithorn	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. There is a large storage area for bins within the site.	The site is in council ownership. The site is very popular. 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.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 76 – Monreith	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. There are number of facilities on the site including picnic benches, seats, a bin, and some signage.	The site is in council ownership. The site would benefit from upgrading of surfacing and introduction of pedestrian protective barriers along the top of the slope. Whilst there are facilities currently provided,	Access to the coast is via a steep flight of steps. Evidence of worn surfacing and land slippage which could present a health and safety hazard were recorded.



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			the site would benefit from upgraded facilities.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 80 – Newbybarnes	Small car park to the west of Annan, accessible via the B724 and the Annandale way. 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.	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.	Private ownership. Access to the coast is limited and is achieved by climbing down large rocks. There is no longer level access to the bench which overlooks the Solway Firth.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 96 – Port William	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’. 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. The site is also on the Solway Heritage Trail.	The site is popular for visitors. The site would benefit from the upgrade of existing visitor facilities, particularly furniture and signs.	Private ownership.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 109 – Rockcliffe	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’. There are a few facilities on site including picnic benches, information signs and bins.	The site is within council ownership. The site is popular and 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.	Worn surfacing and potholes throughout the site.



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Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 119 – Southernness	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'. Access to the coast is via a short walk along a public road. There are a few facilities on site including a toilet block, a phonebooth, and bins.	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. The site could introduce parking charges as it is a very popular site.	Private ownership. Worn surfacing with potholes and a lack of maintenance.
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 122 - Stairhaven	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. There are existing facilities on site including a toilet block, bins, a bench, a picnic table and some information signs.	The site is in council ownership. 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. The presence of the toilet block may provide services infrastructure for the addition of waste-water disposal and possibly EV charging points. Signage should be rationalised and well sited and designed to reduce clutter.	The site is overlooked by residential dwellings. Worn surfacing and evidence of recreational fire use.
Dumfries and Galloway Coast and Uplands Tourism Study -	Site 123 – Stormont	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'.	The site would benefit from the upgrade of surfacing and the introduction of delineated parking bays with measures to prevent vehicular access	Private ownership. Findings include wearing of surfacing and damage to the sand dunes due to overspill parking.



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Coastal Site Appraisal		The existing facilities on site include 2 information signs.	onto the dunes/ beach area. The latter should be accompanied by dune restoration works and measures to direct pedestrian access. 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. Site information signs should reinforce messages re. responsible behaviour and should promote the sensitivities of the local landscape.	
Dumfries and Galloway Coast and Uplands Tourism Study - Coastal Site Appraisal	Site 137 – Whinnyrig Annan Common Good	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. The existing facilities on site include a bench, a telescope, and information signs.	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.	Private ownership. Wearing of surfacing and access to the beach is not advised as there are warning signs related to quicksand.
Dumfries & Galloway Council - Good Practice Design Guide	Introduction	LUC has undertaken site appraisals to identify the types of visitor pressures acting on rural tourist sites. This document outlines the design guidance based on these site appraisals.	By improving infrastructure and site management, more visitors can be attracted, and their overall experience can be enriched. Increased tourism can bring substantial economic benefits to the local community, boosting businesses and creating jobs.	Long-term visitors might be worried that through improvements the sites would attract more visitors and compromise the relaxed qualities that they sought.
Dumfries & Galloway Council - Good Practice	Context	The path is comprised of coastal and upland sites. Many visitors confirmed through a survey that they appreciate the relaxed characteristics of the	The coastal landscape is rich in natural heritage which attract many visitors. There are	The coastal landscape requires protection from potential damage that could



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Design Guide		sites and makes them very appealing despite the basic facilities. Therefore, the new infrastructure should reflect this and preserve the character of the sites.	<p>many opportunities to enhance views within the sites and along the routes. Consider accessibility and inclusivity for those with mobility impairments to access these viewpoints.</p> <p>New signage and site furniture should be consistent all through D&G and reflect the local environment.</p> <p>Prioritise active travel and sustainable transport include EV charging sites.</p> <p>Sustainable materials within site furniture should be applied to consider embodied carbon, life expectancy and climate change adaptation.</p>	<p>result from an influx in visitor pressures.</p> <p>New infrastructure needs to be guarded from vandalism and be weather resistant.</p> <p>Sites that are subject to campervan waste disposal must consider waste disposal facilities or nearby facilities.</p>
Dumfries & Galloway Council - Good Practice Design Guide	Parking Layout and Space Requirements	Gives design guidance for perpendicular parking, parallel parking, diagonal parking and accessible parking. It also provides parking design guidance for larger vehicles such as motorhomes, campervans.	Accessible parking should be provided at all sites if there is enough space to ensure inclusivity for all.	
Dumfries & Galloway Council - Good Practice Design Guide	Surface Treatment and Condition	Design guidance about asphalt and tarmac, coloured asphalt and aggregates, concrete reinforced system, geogrid system, grass netting and water bound/self-binding aggregate.		
Dumfries & Galloway Council - Good Practice	Delineation of Parking Bays	Design guidance on boundary features such as painted lines, guideposts and boulders to ensure defined parking bays and efficient parking.		



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Design Guide				
Dumfries & Galloway Council - Good Practice Design Guide	Boundary treatments	Enhance the visitor experience by providing opportunities to maximise the views at coastal sites. This could be through removing high barriers or signage/structure that are obstructing the view or improving facilities at viewpoints. Additionally, ensuring inclusivity of those with mobility impairments by optimising the views from parked cars (looking into most parking arrangements).		
Dumfries & Galloway Council - Good Practice Design Guide	Accessibility and Inclusivity	Define routes for pedestrians from parked vehicles and provide information for visitors entering the landscape, letting them know about rough paths, steep slopes etc and what the most appropriate path is for them. Provide connections to cycle routes and long-distance trails.		
Dumfries & Galloway Council - Good Practice Design Guide	Toilets	Toilets across the sites require upgrades or replacements. Introduction of pre-modular or prefabricated toilet blocks. Some sites would benefit from the presence of grey and black waste-water disposal facilities. Opportunity for temporary toilets at certain sites that are more seasonal than others.		
Dumfries & Galloway Council - Good Practice Design Guide	EV Charging	Very few sites across D&G have EV charging sites but as part of the government's mission for modal shift and transition to electric vehicles there is a need to include these facilities.	Electrical charging points should be installed at suitable sites across D&G.	
Dumfries & Galloway Council - Good Practice Design Guide	Parking Controls/ Management	The introduction of Pay and Display parking across Dumfries and Galloway could generate income to fund maintenance and associated signage.	Solar powered meters could be considered for installation. Invitation to pay scheme.	



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Dumfries & Galloway Council - Good Practice Design Guide	Furniture	Site furniture should be accessible to all by providing resting points and access to the path network. It should optimise for viewpoints and be integrated in the landscape.		Seating should be avoided at vulnerable locations, non-visible, where it could be subjected to anti-social behaviour.
Dumfries & Galloway Council - Good Practice Design Guide	Cycle Facilities	Better facilities need to be provided across D&G sites, such as secure cycle parking and shelters. Design guidance is available at 'Cycling by Design' by Sustrans.	Best practice for cycle hubs, e-bike charging.	
Dumfries & Galloway Council - Good Practice Design Guide	Signs and Information	Sites across D&G are council owned and private owned. Signage is different across different sites and must be consistent all throughout. Therefore, a signage strategy should be implemented that is consistent with function, style, location and branding, this will make them more easily recognisable to visitors.		
Dumfries & Galloway Council - Good Practice Design Guide	Barbecues and Bonfires	Barbecues and open fires should be located at safe distance from any long grass areas or landscape foliage that could result in wildfires. Signposted warning signage should be installed across sites to emphasise prohibition of these activities and alternate locations where they could be undertaken.		
Towards a North Solway Coastal Way	Introduction	The aim of this study was to review issues and opportunities relating to route development, both physically and in terms of implementation and funding options as a detailed route survey was neither practical nor feasible within the limited budget and restricted timeframe.	Review issues and opportunities identified relating to route development.	Part of the route already exists but work to identify and address the gaps, develop and promote a route has previously been limited by constrained resources. Scottish Natural Heritage (SNH) awarded this short



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				contract in 2011, but a detailed route survey was not included in the scope.
Towards a North Solway Coastal Way	National Context	<p>Scottish Coastal Way Development</p> <ul style="list-style-type: none"> Aspire to build a continuous path around the coast. Some coastal paths already exist in Fife, Ayrshire, Berwickshire, Aberdeenshire and Moray, and around the Kintyre and Cowal peninsulas. <p>Scottish Natural Heritage (SNH) Perspective</p>		
Towards a North Solway Coastal Way	Regional Context	<p>Dumfries and Galloway Regional Economic Strategy Action Plan</p> <p>Dumfries and Galloway Outdoor Access Strategy 2012-17</p> <p>Core Path Plan</p> <p>Dumfries and Galloway Regional Tourism Strategy 2011-2016</p> <p>Proposed Galloway and Southern Ayrshire Biosphere Reserve</p>		
Towards a North Solway Coastal Way	Engagement with stakeholders and similar initiatives	<p>Caerlaverock Community Council</p> <p>Colvend Community Council</p> <p>Destination Dumfries and Galloway</p> <p>Gatehouse Development Initiative</p> <p>Making the Most of the Coast</p> <p>Loch Ryan Coastal Path and Mull of Galloway Route</p> <p>Whithorn Trust</p>		
Towards a North Solway Coastal Way	English Coastal Path	<p>The Cumbria Coastal Way:</p> <ul style="list-style-type: none"> Developed in the early 1990s and some of the route comes further inland 	The northernmost section of the North West Coastal Trail (aka King Charles III England Coast	The Cumbria Coastal Way has gone into disrepairs.



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		<ul style="list-style-type: none"> 50% based on permissive path agreements No monitoring of route usage has ever been undertaken Sections around Sellafield have been closed for the past six years, and the route is no longer promoted by Cumbria County Council. <p>Natural England is co-ordinating the development of a new coastal path right around England, due to the right afforded by the Marine and Coastal Access Act 2009. It 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.</p> <p>The North West Coastal Trail:</p> <ul style="list-style-type: none"> 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 (Chester to Carlisle) and improving access where necessary 	<p>Path) from Gretna to Kirkandrews-on-Eden has been built. Opportunity to link up the end of England coastal path route with the start of is route to Cairnryan.</p>	
Towards a North Solway Coastal Way	Criteria for successful development of long distance routes	<p>Criteria:</p> <ul style="list-style-type: none"> 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 		



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		<p>(e.g. overnight accommodation every 10-15 miles minimum. Ideally food available inbetween).</p> <ul style="list-style-type: none"> • 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. 		
D&G Coast Path	Map	Alignment of the proposed Gretna Green to Cairnryan Route with gaps in existing infrastructure identified.	Existing path and gaps mapped can assist in the identification of route sections to be taken forward separately.	Extent of map makes the beginning and end of route sections difficult to decipher. Gaps do not seem to line up with core path and NCN route data.
D&G Coast Path Detail	Map	Alignment of the proposed Gretna Green to Cairnryan Route with path quality (minor road, along beach, ministry of defence land path, coast path) and gaps identified.	Existing path and gaps mapped can assist in the identification of route sections to be taken forward separately.	Extent of map makes the beginning and end of route sections difficult to decipher. Gaps do not seem to line up with core path and NCN route data.
Rhins of Galloway Coast Path overview	Map	Map of the Rhins of Galloway, the double-headed peninsula west of Stranraer. Includes the route alignment of the North and South Thins Coast Path, the Mull of Galloway Trail, the Southern Upland Way and the Core Path network.	Opportunity to identify connections and overlaps of the GG to Cairnryan route with other log distance tourism routes. These routes could also help break down route sections.	Currently do not have access the shapefiles of these nearby tourism routes. Have asked D&GC.



Gretna to Cairnryan Coastal Path Assessment
Appendix A Review of Previous Work

Document	Item	Summary	Opportunities	Constraints
South West Scotland Coast Path Proposal	Background	The route aims to establish a continuous 500km coast path from the English border to Cairnryan to fill the missing link between existing coastal routes in Cumbria and Ayrshire.	Will connect up the west coast and enable visitors to experience regions of spectacular coastline, which will generate economic, health and environmental benefits.	Development of this coastal route has been discussed for a decade, but progress has been slow.
South West Scotland Coast Path Proposal	Tourism	Tourism is a key economic sector in the South of Scotland with great potential for growth. Visit Scotland identified that walking to explore the natural, cultural and historic environment as the number one activity for tourists in D&G.	Develop the role of people and place within a high-quality environment-based economy within the main communities along the coast (Gretna Annan, Dumfries, Kirkcudbright, Gatehouse of Fleet, Stranraer.)	n/a
South West Scotland Coast Path Proposal	Simultaneous projects	<p>Core Paths Plan – enabled limited improvements over the last 5 years to 200km of core paths along the coast, making some sections accessible,</p> <p>Rhins of Galloway - £1.2 million funding package was secured to deliver the 120km route.</p> <p>Regeneration of the Stranraer harbour -</p> <p>Southern Upland Partnership – identifying infrastructure improvements on the designated coast core path network, secure funding and undertake access improvements.</p> <p>The Solway Coast and Marine Project (SCAMP) - D&G Sustainable Travel and partners aim to complete the remaining sections of the route and improve associated coastal infrastructure and realise the full economic potential benefit of connecting communities and encouraging visitors.</p>	Collaborate with existing projects to improve efficiencies and gain local knowledge.	Land is not all owned by D&GC so negotiations with landowners on the missing links section along the coast are underway by the Southern Upland Partnership.
South West Scotland	Cost	A minimum investment of £3-5 million has been estimated for	n/a	Significant cost to deliver the new



Gretna to Cairnryan Coastal Path Assessment

Appendix A Review of Previous Work

Document	Item	Summary	Opportunities	Constraints
Coast Path Proposal		the infrastructure improvements and promotion/marketing.		tourism route, so smaller projects will need to be identified.
Footpath proposal Monreith Isle of Whithorn	Existing Footpaths from Whithorn	<p>2018 - the Whithorn Trust received LEADER funding to create the first stretch of off-road path which connected Whithorn with the countryside as part of the Whithorn Way</p> <p>Whithorn Way - aimed to revive walking routes which trace the path of historic pilgrimages, like a route from Glasgow Cathedral to Whithorn, from the Middle Ages.</p> <p>2020 - the All Roads Lead to Whithorn charity raised capital funds for the New Town Hall, which Dumfries and Galloway Council contributed £150,000 grant towards for a new footpath. The new footpath was designed to be further back from the cliff edge than the rocky core path, avoiding the SSSI and making the paths more accessible to all (cyclists, mobility scooters and push-chairs).</p>	After completion in 2023 the route has been very popular with walkers and cyclists.	
Footpath proposal Monreith Isle of Whithorn	Ambition	A coastal route around the Machars – and perhaps linking up with the Rhins of Galloway – could be transformative for the economy and align strongly with Whithorn’s strengths and existing assets.	Travel on foot and by bicycle is of benefit to the All Roads bunkhouse and hub, while increased footfall and public understanding of the original walking tourist – the pilgrim of the Middle Ages – will benefit the Whithorn Trust and strengthen the brand of the Whithorn Way.	
Footpath proposal Monreith Isle of Whithorn	Proposal 1	1) extend the path from Lobbocks to Isle of Whithorn (6.94km), where an existing footpath, not surfaced, links the Isle to Garlieston. Claymoddie to Golf Course	Tie in with wider coast route.	



Gretna to Cairnryan Coastal Path Assessment
Appendix A Review of Previous Work

Document	Item	Summary	Opportunities	Constraints
		2) from Port of Cunan along the shore and ending at Monreith Golf course (and car park), where an existing public path can be taken from the Otter memorial to Monreith village (5.73km)		
Footpath proposal Monreith Isle of Whithorn	Landownership	<p>1) Between the lands of Kidsdale, where the existing path ends, and Isle of Whithorn, there are effectively three landowners – Alastair Scoular (with tenant), Robin Simpson and a small stretch within Burrowhead Caravan Park.</p> <p>2) from Port of Cunan north to Monreith Golf course there are four landowners – R and C Johnston Stewart, McTiers and Kevan Forsyth.</p>	<p>1) The owners already have a public core path going through their lands, so this would increase the physical size and nature of the path, but not the legal agreements already allowing public access.</p> <p>2) There is no pre-existing public path, but there is an old coastal cart track which might be reused as a basis, from Port of Cunan.</p>	<p>1) The Trust has made contact with two out of three of these landowners, with relatively favourable responses but yet to contact the third.</p> <p>2) The Trust have made contact with two and are progressing with contacting the remaining owners.</p>
Footpath proposal Monreith Isle of Whithorn	Cost	<p>Route creation – surfacing and fencing = £253,400</p> <p>Legal Fees x 4 owners = £20,000</p> <p>Planning fees x 2 = £800</p> <p>Marketing, interpretation, project management = £19,000</p> <p>Total = £293,200</p>	<p>SWestrans have provided grant funding to All Roads Lead to Whithorn charity, and they are hoping to start the work in early 2025.</p>	<p>Costs will increase overtime.</p>
Sandyhills Calkerbush	Map	<p>Ordinance Survey map clip of A710 road section between Sandyhills Bay and Caulkerbush. The map was emailed over by Jonathan Barrett, the Land Management and Access officer at D&GC, with some information on the gap in the coastal route.</p> <p>The core path (shown in purple) between the two places has a gap of 4.5km which requires walkers to use the A710 which has no footway and often no way to escape traffic. This gap is partly as a result of topography (ie sea</p>	<p>Pre-identified coastal path gap. Include this gap in the coastal path map.</p>	<p>There is an un-sympathetic landowner at Sandyhills Bay.</p>



Gretna to Cairnryan Coastal Path Assessment
Appendix A Review of Previous Work

Document	Item	Summary	Opportunities	Constraints
		cliffs) and partly an un-sympathetic landowner of land at Sandyhills Bay. The route from Sandyhills Bay west to Rockcliffe is a particularly popular section of path.		
A77 Amey Active Travel Route Location Plan	CAD Plan	Map of the location for the development of an active travel route along the A77 from the southern end of the existing footway within Cairnryan to the north end of the shared footway at Beoch Bridge. (Just south of the Cairnryan Ferry Terminal to just before the Dalminnoch junction). The current status update from Amey is that they are hoping/expecting to construct in thier 25/26 financial year. The design is ongoing, however they are far from having definitive dates for construction as they need to resolve several issues (e.g. land ownership)	Include this shared-use path in the coastal path map.	The A77 active travel route is experiencing delays in its delivery timeline due land ownership challenges.
Rhins of Galloway Coastal Path (RGCP) Map & kml	Map	A PDF map and a KML of the latest Rhins of Galloway Coast Path route that is being used for the interactive map on the D&GC website.	Update long distance coastal path alignment to match this route.	

A.2 Data Gap Analysis

Dataset	Theme	Summary	Gap	Rationale
Paths for All National survey of attitudes and barriers to walking in Scotland	Walking data	<ul style="list-style-type: none"> 55% of Scottish adults walk every day and 26% walk several times a week. Walk most frequently for leisure or exercise (59% daily or several times a week) Adults either 'strongly agree' or 'tend to agree' that they like to walk because of its benefits to their health, because it helps them to relax or because it is good for the environment (78%, 72% and 62% respectively). Levels of participation were lower amongst those aged 55 and over, 	No	To determine potential usage of proposed route



Gretna to Cairnryan Coastal Path Assessment

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Dataset	Theme	Summary	Gap	Rationale
		<p>people who were not working, and people with no children.</p> <ul style="list-style-type: none"> A number of factors could encourage further increases in walking, especially amongst women. Having someone to walk with, feeling safer at night and improved local paths would have most impact. 		
Scottish household survey 2018: annual report	Leisure walking data	<ul style="list-style-type: none"> In 2018 approximately four fifths of adults (80 per cent) participated in physical activity. The most prevalent activity by far was walking for at least 30 minutes (for recreational purposes), reported by 68 per cent of adults. 	No	To determine potential usage of proposed route
West Highland Way	Leisure walking data	<ul style="list-style-type: none"> Over 45,000 walker-finishers complete the 96 miles each year. At least 45,000 are estimated to part-walk and complete day or weekend itineraries. It contributes at least £12M to the local economy each year. Around 200 SMEs operate along the route supporting rural communities. 	No	To determine potential usage of proposed route with similar mileage and forecast economic impact on local businesses.
AGOL	Phasing and mapping	<ul style="list-style-type: none"> Number of hospitality businesses along the route. Number of settlements along the route. Number of bike shops along the route. 	Yes	To calculate CBR
Tourism businesses in Scotland data	Economic case	<ul style="list-style-type: none"> Number of businesses by area, employing force, turnover and gross value added (GVA) 	No	To calculate CBR
AGOL	Transport	<ul style="list-style-type: none"> Number of bus stops or train stations for sustainable transport interchange. 	No	To identify phased delivery
Nature Scot	Economic case	<ul style="list-style-type: none"> Some 8.7M walking and cycling trips generated an estimated £85M of expenditure in the local economy. 	No	To calculate CBR
North Solway Coastal Path	Phasing and mapping	<ul style="list-style-type: none"> Categorisation of identified route. Summary of statistics of identified route. Key identified gaps in the route. 	No	To map, phase and prioritise
Usage and economic impact study for the Fife	Leisure walking data	<ul style="list-style-type: none"> Approximately 480,000 – 580,000 visits in year 2006. Some 52% of users were on a short trip from home. 	No	To determine potential usage of proposed route



Gretna to Cairnryan Coastal Path Assessment

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Dataset	Theme	Summary	Gap	Rationale
<u>Coastal Path (2007)</u>		<ul style="list-style-type: none"> Some 20% on a day out from home Some 26% on holiday. 		
<u>Usage and economic impact study for the Fife Coastal Path (2007)</u>	Economic case	<ul style="list-style-type: none"> Annual net expenditure associated with the Fife Coastal Path was estimated at between £24 and £29 million. The Fife Coastal Path supported 80-90 full-time equivalent jobs in 2006. 	No	To calculate CBR
<u>Tourism in Scotland – The Economic Contribution of the Sector</u>	Economic case	<ul style="list-style-type: none"> Scottish Government’s Sustainable Tourism Growth Sector by SIC code. 	No	To calculate CBR
<u>Scottish Annual Business Statistics (SABS) 2020 - Time Series Table</u>	Economic case	<ul style="list-style-type: none"> Local authority by sector data. Sustainable tourism by local authority. 	No	To calculate CBR
<u>Walking and Cycling Index</u>	Economic case	<ul style="list-style-type: none"> 		
<u>Economic Benefits of Walking and Cycling</u>	Economic case	<ul style="list-style-type: none"> 	No	To calculate CBR
<u>SWestrans Transport Data</u>		<ul style="list-style-type: none"> 		
<u>TRICS Data</u>		<ul style="list-style-type: none"> 		
<u>Shetland Way Outline Business Plan</u>		<ul style="list-style-type: none"> The market. Operating revenue and maintenance costs. Visitor growth scenarios. 	No	To calculate CBR
<u>Sustrans - Improving Access for Local Journeys</u>	Economic case	<ul style="list-style-type: none"> Some 6.9 FTE jobs per £1M spent on the project Some 13.8:1 BCR over 30 years when usage by children is included. In the three rural case studies an estimated spend per head for tourists was found to be £25.43. In the three rural case studies an estimated spend per head for home-based recreational users was found to be £12.30. 	No	To calculate CBR
<u>Scotland Census 2011</u>	Health Benefits Analysis	<ul style="list-style-type: none"> Population’s health data Population’s demographics. 	No	To calculate CBR






Dataset	Theme	Summary	Gap	Rationale
Office for National Statistics – Census 2021	Health Benefits Analysis	<ul style="list-style-type: none"> Some 66,796,807 people in 2019, (49.4% male and 50.6% female). Breakdown by age band. 	No	To calculate CBR
Sustrans Active Travel Strategic Investment Tool Guidance Notes	Investment assessment	<ul style="list-style-type: none"> Notes and methodology 	No	To calculate CBR and prioritisation
Sustrans Recreational Expenditure Model Guidance Notes	Economic Case	<ul style="list-style-type: none"> Notes and methodology 	No	To calculate CBR and prioritisation
Sustrans Infrastructure Impact Tool Guidance and Notes	Investment assessment	<ul style="list-style-type: none"> Notes and methodology 	No	To calculate CBR and prioritisation

Appendix B Policy Review


B.1 Economic Growth

Document	Policy Type	Policy Level	Life Cycle	Summary
<p>South of Scotland Regional Economic Strategy</p> 	Strategy	Regional	2021- Ongoing	<p>Promotes the development of coastal routes to boost tourism and local economies.</p> <p>Encourages active travel initiatives to improve connectivity and reduce carbon emissions.</p> <p>Aims to create a green and sustainable economy with a focus on inclusive growth.</p>
<p>Dumfries and Galloway Economy and Environment Service Plan</p> 	Plan	Regional	2024-2025	<p>Supports the development of active travel infrastructure to enhance accessibility and reduce environmental impact.</p> <p>Focuses on sustainable economic growth through local development projects.</p> <p>Includes initiatives to protect and enhance natural capital, benefiting both the economy and the environment.</p>





Document	Policy Type	Policy Level	Life Cycle	Summary
<p><u>Borderlands Inclusive Growth Deal</u></p> 		Regional	2021-Ongoing	<p>Invests in infrastructure projects, including improvements to coastal routes, to enhance connectivity.</p> <p>Promotes active travel and green growth to support sustainable economic development.</p> <p>Aims to create 5,500 jobs and boost the regional economy by £1.1 billion.</p>
<p><u>Scotland's National Strategy for Economic Transformation</u></p> 	Strategy	National	2022-Ongoing	<p>Supports Scotland's transition to a net zero economy by 2045, through investment in renewable energy, green technologies and sustainable infrastructure.</p> <p>Focuses on building a culture of innovation and supporting high growth sectors like digital technology and renewable energy.</p> <p>Aims to remove structural barriers to services through affordable, cleaner and improved transport options. Highlighting the importance that transport investment has on Scotland's economic growth.</p> <p>Focuses on the decarbonisation of transport through high value manufacturing and high value zero emission vehicles.</p>
<p><u>Infrastructure Investment Plan</u></p> 	Plan	National	2021 – 2026	<p>This Plan provides additional detail to support the commitments made within the Programme for Government and sets the context of future investment in transport to deliver an effective response to the COVID-19 pandemic.</p> <p>By aligning strategy, project and programme funding, the Capital Spending Review, it provides confidence that the announced plans are affordable and fully funded.</p> <p>Key investments in active travel include over £550 million to be invested over 5 years in active travel, including £50 million dedicated to Active Freeways.</p>
<p><u>Scotland Outlook 2030 Responsible Tourism for A Sustainable</u></p>	Strategy	National	2020-2030	<p>Promotes barrier-free travel ensuring the information and infrastructure is inclusive and accessible.</p>







Document	Policy Type	Policy Level	Life Cycle	Summary
<p>Future</p> 				<p>Supports local communities through personalised marketing and information and involves residents in the development process.</p> <p>Aims to make Scotland a world leader of tourism in the 21st century.</p> <p>The tourism sector will contribute fully to net zero targets by 2045.</p> <p>Emphasises responsible tourism practices, including the development of coastal routes to attract visitors.</p>



B.2 Transport

Document	Policy Type	Policy Level	Life Cycle	Summary
<p>National Planning Framework 4 (NPF4)</p> 	Framework	National	2023-2024	<p>Promotes sustainable travel and decarbonisation of transport, with a strong focus on cycling, walking and public transport (Policy 13).</p> <p>Addresses flood risk management and the need for water resilience, especially in response to climate change impacts (Policy 22).</p> <p>Supports low-carbon development, renewable energy and green infrastructure to help Scotland meet its net zero targets by 2045 (Policy 20).</p> <p>Promotes sustainable urban design, including 20-minute neighbourhoods (Policy 15).</p>
<p>National Transport Strategy 2 (NTS2)</p> 	Strategy	National	2020-2040	<p>Sets the 4 priorities for Scotland's transport system:</p> <ul style="list-style-type: none"> Reduces inequalities. Takes climate action. Deliver inclusive economic growth. Improves our health and wellbeing <p>Outlines Scotland's long-term plan for sustainable transport, promoting active travel, public transport and the decarbonisation of the transport sector.</p> <p>Emphasises on investment in active travel and the modernisation of public transport.</p>
<p>Transport Scotland Active Travel</p>	Framework	National		<p>The framework sets key policy approaches to improving the uptake of walking and cycling in Scotland for travel.</p> <p>Active travel outcomes include:</p> <ul style="list-style-type: none"> Increase the number of people choosing walking, cycling and wheeling in Scotland.




Document	Policy Type	Policy Level	Life Cycle	Summary
<p>Framework</p> 				<p>High quality walking, cycling and wheeling infrastructure is available to all.</p> <p>Walking, cycling and wheeling is safer for all.</p> <p>Delivery of walking, cycling and wheeling is promoted and supported by a broad range of partners.</p> <p>Walking, cycling and wheeling is available to all</p>
<p>Dumfries & Galloway Active Travel Strategy</p> 	Strategy	Regional	2022-2032	<p>The strategy targets reducing the region's dependence on cars for short journeys. It promotes a shift to walking, cycling and public transport for trips in urban areas.</p> <p>Safer walking and cycling routes to schools, encouraging more children and parents to choose active travel for their daily commute.</p> <p>Raising awareness about the environmental benefits of active travel.</p>
<p>Strategic Transport Projects Review 2</p> 	Review	National	2021	<p>STPR2 helps to inform transport investment in Scotland for the next 20 years.</p> <p>STPR2 involves conducting an evidence-based review of the performance of Scotland's strategic transport network across active travel, bus, ferry, rail and the trunk road network.</p> <p>The outcomes from STPR2 will:</p> <ul style="list-style-type: none"> Enhance accessibility across Scotland for residents, visitors and businesses. Create better connectivity with sustainable, smart and cleaner transport options. Highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.
<p>Let's get Scotland Walking –The National Walking Strategy</p> 	Strategy	National	2014 -	<p>Strategic aims:</p> <ul style="list-style-type: none"> Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being. Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone. Enable easy, convenient and safe independent mobility for everyone



Document	Policy Type	Policy Level	Life Cycle	Summary
<p><u>SWestrans Regional transport Strategy</u></p> 	Strategy	Regional	2008 - 2023	<p>The Strategy seeks to:</p> <ul style="list-style-type: none"> • Contribute to improved economic growth and social inclusion in the region whilst minimising the environmental impacts of transport. • Assist in getting visitors/tourists to the region from other parts of Scotland, England, Ireland and beyond. • Support vibrant places that provide employment, healthcare, educational and other services that people need and want, so that their quality of life is maximised. • Support improvements to the built environment that encourage and facilitate active travel. <p>A new regional transport strategy will be published soon.</p>
<p><u>Cycling Framework for Active Travel – A Plan for Everyday Cycling</u></p> 	Framework	National	2023-2030	<p>Aims to promote cycling as a key part of active travel in Scotland, improving infrastructure and safety.</p> <p>Focuses on effective resourcing, staffing and maintenance. Training and education for adults of all ages and cycle awareness training.</p> <p>Emphasises fair access of cycling infrastructure, training and education to adults of all ages, network planning and monitoring.</p>

B.3 Development Planning

Document	Policy Type	Policy Level	Life Cycle	Summary
<p><u>Scottish Planning Policy</u></p> 	Policy	National	2014 -	<p>The purpose of the SPP is to set out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development¹ and use of land.</p> <p>It relates to:</p> <ul style="list-style-type: none"> The preparation of development plans The design of development, from concept to delivery The determination of planning applications and appeals. <p>The SPP should provide accessibility to transport networks by walking, cycling and public transport and their integration with and access to existing transport networks.</p>



Document	Policy Type	Policy Level	Life Cycle	Summary
				The planning system should support patterns of development which provide safe and convenient opportunities for walking and cycling for both active travel and recreation and facilitate travel by public transport.
<u>Creating Places</u>	Guidance	National	2013 -	<p>This policy statement sets out the Scottish Government's position on architecture and place. Designing places that are distinctive; safe and pleasant; easy to move around; welcoming; adaptable; and resource efficient.</p> <p>The six qualities of successful places are set out as:</p> <ul style="list-style-type: none"> Distinctive Safe and pleasant Easy to move around Welcoming Adaptable Resource efficient
<u>Designing Streets</u>	Guidance	National	2010 -	<p>This document provides guidance to design and deliver streets that are:</p> <ul style="list-style-type: none"> Safe and pleasant Easy to move around Welcoming Adaptable Resource efficient <p>The street user hierarchy should consider pedestrians first and private motor vehicles last.</p> <p>Streets should be designed as places first, considering place before movement.</p>
<u>Local Development Plan (LDP2)</u>	Plan	Regional	2019 -	<p>The Strategy seeks to:</p> <ul style="list-style-type: none"> • Promote a more sustainable pattern of development, creating opportunities for sustainable economic growth and active travel, reducing carbon emissions, and minimising the need to travel. • Developers to improve accessibility for all to and from the town providing sustainable and/or active travel access. • New housing developments should be integrated with public transport and active travel. • Development proposals will be expected to be well served by the most sustainable modes of travel and via active travel.
<u>Community Participation and Engagement Strategy</u>	Strategy	Regional	2016 -	<p>Objectives include:</p> <p>To ensure our decision-making structures and processes are understood and</p>



Document	Policy Type	Policy Level	Life Cycle	Summary
				<p>accessible for individuals and communities.</p> <p>To increase opportunities for individuals and communities to participate and engage in our Council's services and projects.</p> <p>To provide opportunities for individuals and communities to engage with Elected Members at a local and strategic level.</p> <p>To review and implement effective engagement opportunities for Community Councils, MSPs, MPs and MSYPs.</p> <p>To provide support for those seldom heard to enable them to be involved in our participation and engagement opportunities.</p> <p>To improve the quality of engagement activity across all Council services.</p> <p>To ensure that our statutory engagement requirements are effective and efficient.</p> <p>To make the best use of our resources.</p>
<u>Council Plan</u>	Plan	Regional	2023 - 2028	<p>Outcomes include:</p> <p>Roads, paths, cycling and walking networks in the region are improved.</p> <p>Communities are protected from the impact of floods.</p> <p>Sustainable travel in the region contributes to net zero2.</p> <p>The Council is a low carbon organisation. have access to services that are modern, efficient and responsive.</p> <p>Digital connectivity supports thriving rural communities.</p>
<u>A Cultural Strategy for Dumfries and Galloway</u> <u>Another Link</u>		Regional	2022-2030	<p>Emphasises on the creator economy, supporting industries such as arts, crafts and cultural tourism.</p> <p>Strong focus on community involvement in cultural activities.</p> <p>Emphasises the importance of local heritage and place making in shaping the identity of Dumfries and Galloway.</p> <p>The cultural strategy is aligned with environmental sustainability.</p>

B.4 Health

Document	Policy Type	Policy Level	Life Cycle	Summary
<u>A Scotland where everybody thrives:</u>	Plan	National	2022-2025	Aims to create a healthier Scotland through equitable access to services.



<u>Public Health</u> <u>Scotland's three-year</u> <u>plan: 2022-2025</u>				<p>Focuses on reducing health inequalities to improve life expectancy in deprived areas.</p> <p>Prioritises prevention and early intervention for long term public health to support those struggling with mental wellbeing.</p> <p>Scale up their whole system modelling (WSM) to better improve health and social care services through data and intelligent driven solutions.</p>
<u>A More Active</u> <u>Scotland: Scotland's</u> <u>Physical Activity</u> <u>Delivery Plan</u>	Plan	National	2018-	<p>Aims to increase walking and cycling as a form of active travel through Smarter Choices Smarter Places initiative and behaviour changes programmes.</p> <p>Increased investment in travel infrastructure to £80 million (2018-19).</p> <p>Referral programme for NHS patients to community-based interventions to support them with physical activity.</p> <p>Focuses on long term active lifestyle strategies through local wellbeing programmes and community support.</p> <p>Ensures children develop the physical and psychological competence to lead an active lifestyle through investment in schools and community groups.</p>

B.5 Environment

Document	Policy Type	Policy Level	Life Cycle	Summary
<u>COP26 Glasgow</u> <u>Climate Pact</u>	Not legally binding	International	2006 -	<p>Finalises the Paris Agreement to drive action across the globe on:</p> <p>Mitigation: reducing emissions. Pledges and Net Zero 1.8 °C</p> <p>Adaptation: helping those already impacted by climate change</p> <p>Finance: enabling countries to deliver on climate change goals</p> <p>Collaboration: working together to deliver even greater action</p>
<u>Update to the Climate</u> <u>Change Plan</u>	Plan	National	2018-2032	<p>This update to Scotland's 2018-2032 Climate Change Plan sets out the Scottish Government's pathway to our new and ambitious targets set by the Climate Change Act 2019. It is a key strategic document on our green recovery from COVID-19.</p> <p>In transport, actions include:</p> <p>Reduce car km by 20% by 2030</p> <p>Phase out the need for new petrol and diesel cars and vans by 2030</p>



Establish a Zero Emission Heavy Duty Vehicle programme

Decarbonise scheduled flights within Scotland by 2040

Support transformational active travel projects



Appendix C Logic Framework

Project Aim	Objective --> Outcome --> Output	Opportunity	Indicator	Definition	Baseline	Target	Data source	Frequency	Responsible	Reporting
<p>Develop the role of people and place within a high-quality environment-based economy. Main communities along the coast; Gretna, Annan, Dumfries, Kirkcudbright, Gatehouse of Fleet & Stranraer.</p> <p>Build on identified existing infrastructure and the local core path network where possible.</p>	<p>SMART Objective 1 Develop a continuous 500km coastal path from Gretna to Cairnryan by 2030.</p>	<p>Some x km of path to be upgraded, and some x km of new route to be delivered by 2030.</p>	<p>Total number of km of continuous route.</p>	<p>Total number of km segments delivered each year divided by total planned length of the coastal path (500km), multiplied by 100.</p>	<p>133.7 km</p>	<p>Baseline + 366.3km</p>	<p>Council records</p>	<p>At project completion</p>	<p>SWestrans / D&GC</p>	<p>Evaluation report 5 years post-delivery</p>
	<p>Outcome 1 More people choosing to visit the area to walk all or part of the route.</p>									
	<p>Output 1 Some 500km of safe, attractive, interconnected path network for a tourist coastal route between Gretna Green to Cairnryan.</p>									
	<p>SMART Objective 2 Some 20% increase in tourism GVA/head in the region by 2035.</p>	<p>Increase tourism GVA/head, boosting local economy.</p>	<p>Total tourism GVA/head</p>	<p>Total £ of tourism GVA/head five years post-delivery, divided by</p>	<p>£16.68</p>	<p>Baseline + 20%</p>	<p>Visit Scotland Tourism Fact Sheets</p>	<p>5 years post-delivery</p>	<p>SWestrans / D&GC</p>	<p>Evaluation report 5 years post-delivery</p>



Gretna to Cairnryan Coastal Path Assessment

Appendix C Logic Framework

Project Aim	Objective --> Outcome --> Output	Opportunity	Indicator	Definition	Baseline	Target	Data source	Frequency	Responsible	Reporting
	Outcome 2 More people spending money at local businesses as part of their visit to the route.			total £ of tourism GVA pre delivery, multiplied by 100.						
	Output 2 Increase in GVA/head in the region.									
	Objective 3 Some 30% of total route km to be for all-access by 2030.	Deliver several km of all-access route.	Total number of all-access route km.	Total number of all-access route km at project completion, divided by total number of all-access route km pre delivery, multiplied by 100.	TBC	Baseline tbc	Council records	1 year post-delivery	SWestrans / D&GC	Evaluation report 5 years post-delivery
	Outcome 3 More people with access needs choosing to visit the area to walk designated segments of the route.									
	Output 3 Some 30% of total route km to be for all-access by 2035									



Appendix D HEAT



General results for your assessment

Summary of your input data

The volume data you have entered corresponds to an increase of 0.7 minutes per person per day. Your assessed population is 134,678.

Summary of impacts for mortality

As a result, 3.8 premature deaths are prevented per year. Over the full assessment period of 10 years, 38 premature deaths are prevented.

Economic value of impacts

Mortality is monetized using a Value of Statistical Life (VSL) of 3,035,000 LCU per premature death. This corresponds to an economic value of LCU 11,600,000 per year.

Over the full assessment period of 10 years, the total economic impact is LCU 116,000,000.

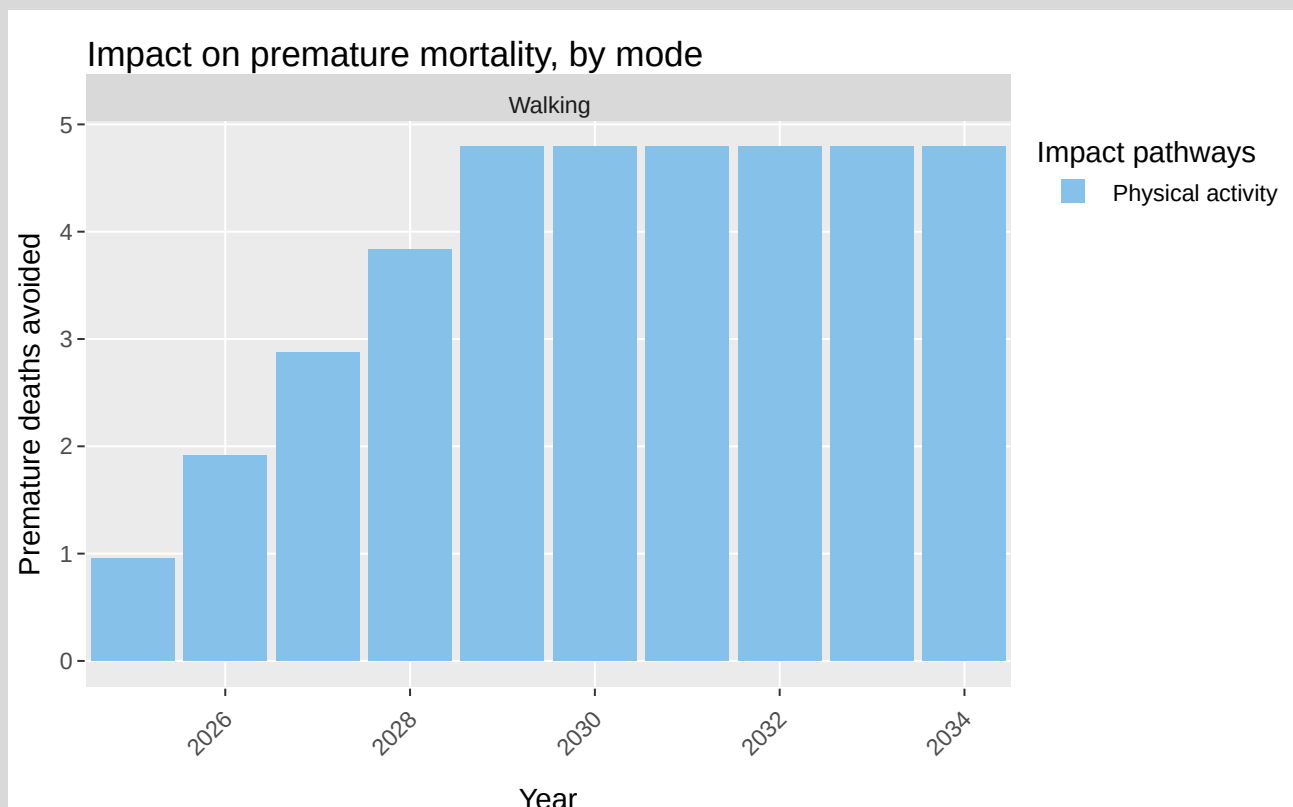
Adjusted to 2024 value (i.e. discounted/inflated), the total economic impact is LCU 85,900,000.

Benefit-cost ratio

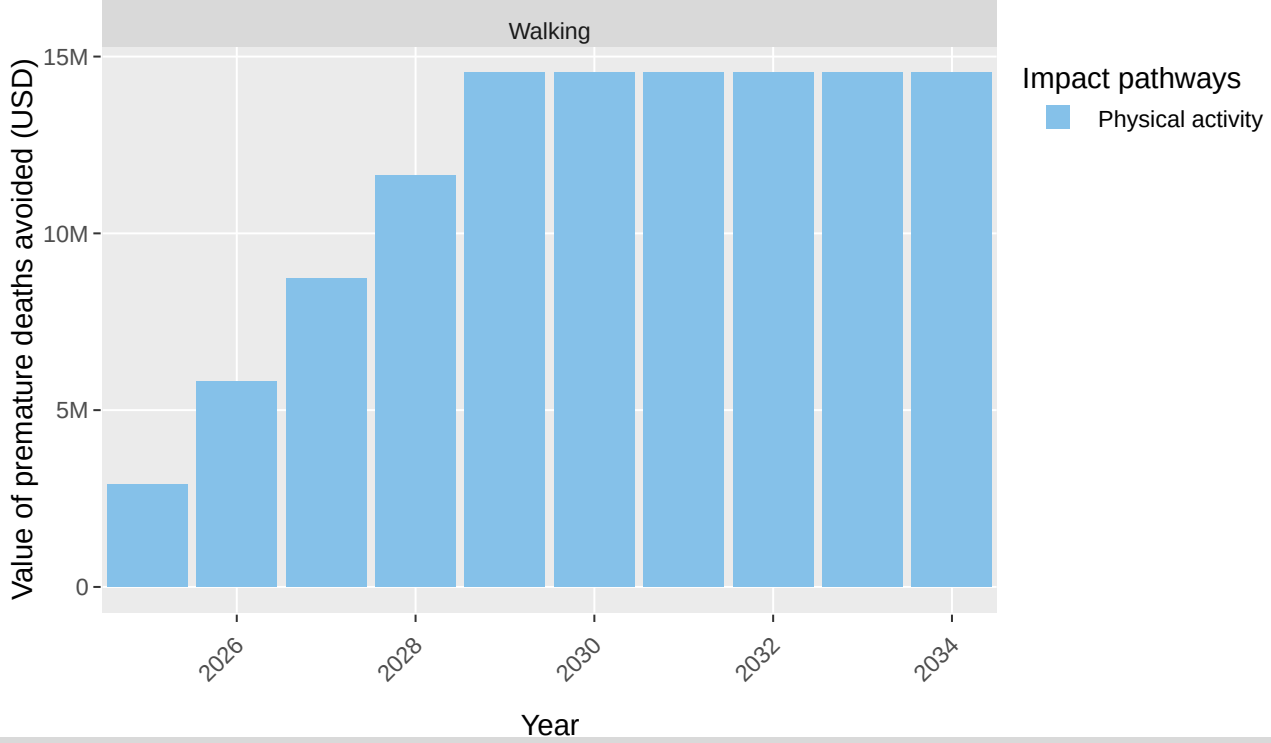
The benefit-cost ratio for this assessment based on costs of LCU 2,000,000 and impacts of 85,900,000 (LCU, adjusted to 2024 value) is 43.

Figures for your assessment

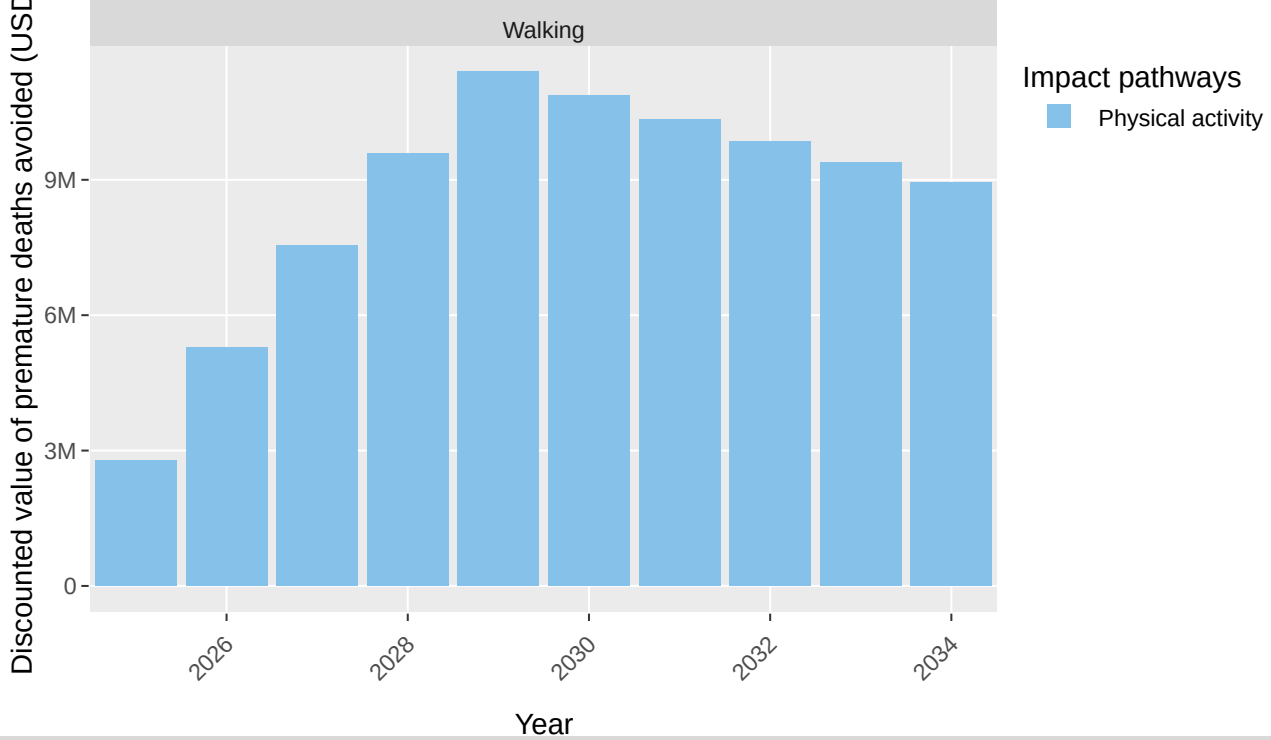
Figures for impacts on premature mortality



Value of impact on premature mortality, by mode



Discounted value of impact on premature mortality, by mode



Appendix E Prioritisation Scoring Matrix

Metric	All ability path	Priority sites	Commuting value	Attractiveness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability
Description	Design should have minimal slope, a smooth surface and seating.	Route segments should start and end at the car parking sites that improvements to have been prioritised.	If route segment connects two commuting points, is the distance walkable or cyclable.	Route segments should include viewpoints where possible.	Route segments should provide economic benefit to local hospitality businesses where possible.	Many route segments will require land acquisition so the more landowners there are, the higher the risk is of project delay.	Route segments should start and end at sustainable transport nodes to allow for transport interchange.	What is the current status of the route segment and does it need upgrading.	Route segment has been identified by the Council as a priority.	How constraints (including physical constraints that could inhibit buildability) and objections would be overcome in delivery timeframe.	A high-level indication of the maintenance outcomes and liabilities likely from the option being proposed.
+3	Flat paved off-road path with seating.	There are multiple high priority sites or a mix of high, medium and low priority sites along the segment.	The route is a short walkable distance between two commuting points.	Actual number of identified viewpoints within the segment (positive).	Actual number of hospitality businesses linked by the route at the origin, destination	Actual number of land parcels along the route segment (negative).	Route segment has bus stops at either end and is close to a rail station.		Route segment has been identified by the Council as a priority.		



Gretna to Cairnryan Coastal Path Assessment

Appendix E Prioritisation Scoring Matrix

Metric	All ability path	Priority sites	Commuting value	Attractiveness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability
+2	Flat paved off-road path without seating.	There is one high priority site along the segment.	This route is a long walkable distance between the two commuting points.		and along the segment (positive).		Route segment has bus stops at either end or bus and rail stops at one end with nothing at the other end.	Segment covers an existing route (CP, NCN, other), and does not need much work.		Design is unconstrained and broadly supported by the general public	Design requires low amounts of maintenance that are well-within the capabilities and capacity of the Client; the maintenance burden is reduced compared to the existing layout
+1	Undulating path with even unpaved surfacing and may have seating.	There are two medium or low priority sites along the segment.	The segment is a cyclable distance between the two commuting points.				Route segment has a bus stop at one end.	Segment covers an existing route (CP, NCN, other), but needs an upgrade.		Design has some constraints and/or opposition but there is a clear path to overcome this	Design requires medium-high amounts of maintenance that are well-within the capabilities and capacity of



Gretna to Cairnryan Coastal Path Assessment
Appendix E Prioritisation Scoring Matrix

Metric	All ability path	Priority sites	Commuting value	Attractiveness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability
											the Client; the maintenance burden is reduced compared to the existing layout
0	Undulating path with uneven surfacing and may have seating.	There is one medium priority site along the segment.	The segment is too long to commute via active travel.				Route segment has no bus stops at either end.	Segment covers a mix of existing routes and gaps that need upgrading to improve continuity.	Route has not been identified by the Council as a priority.	Design has some constraints and opposition but there are precedents for how to overcome these	Design requires maintenance at a similar level to the existing layout
-1	Undulating path with uneven surfacing and no seating or an on-road path.	No identified priority sites along the segment.						Segment covers a gap, but has a completed feasibility study.		Design has some constraints and/or opposition that is likely to impact somewhat on	Design requires low amounts of maintenance that may create some issues for the capabilities and



Gretna to Cairnryan Coastal Path Assessment
 Appendix E Prioritisation Scoring Matrix

Metric	All ability path	Priority sites	Commuting value	Attractiveness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability
										delivery timeframe	capacity of the Client; the maintenance burden is increased compared to the existing layout
-2	Steep path sections (i.e. cliff scrambles) with seating.							Segment covers a gap, and no previous work has been undertaken.		Design has some constraints and/or opposition that is likely to impact significantly on delivery timeframe and/or require significant changes to the design	Design requires medium-high amounts of maintenance that will create issues for the capabilities and capacity of the Client; the maintenance burden is increased compared to



Gretna to Cairnryan Coastal Path Assessment
 Appendix E Prioritisation Scoring Matrix

Metric	All ability path	Priority sites	Commuting value	Attractiveness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability
											the existing layout
-3											

Steep path sections (i.e. cliff scramble) with no seating.



Appendix F Prioritisation Assessment

Segment	All-ability path	Priority sites	Commuting value	Attractiveness (viewpoints)	Business value	Landowners	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability	Total Score	Rank
Scoring Weight	2	1	1	1	2	2	1	2	10	2	2		
Kippford to Sandyhills Bay	-2	3	0	6	25	0	2	0	0	2	2	65	1
Auchenlarie Holiday Park to Gatehouse of Fleet	2	-1	3	6	17	-8	2	-1	3	-1	1	60	2
St Medan Golf Course to Isle of Whithorn	-2	3	0	4	5	0	1	1	3	3	3	58	3
Carrick Shore to Brighthouse Bay	1	3	0	6	8	0	1	2	0	3	3	44	4
Kirkcudbright to Mutehill	-1	-1	0	3	19	-1	2	-1	0	2	2	44	4
Creetown to Auchenlarie Holiday Park	2	-1	3	3	16	-14	2	-1	3	-1	1	43	6
Powfoot to Annan	1	0	2	6	16	-5	3	1	0	1	2	43	6
Caulkerbush to Southerness	1	0	1	4	19	-7	2	1	0	1	2	41	8
Gatehouse to Creetown via Military Road	-2	-1	0	3	13	0	2	0	0	3	3	38	9



Gretna to Cairnryan Coastal Path Assessment
Appendix F Prioritisation Assessment

Segment	All-ability path	Priority sites	Commuting value	Attractiveness (viewpoints)	Business value	Landowners	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability	Total Score	Rank
Dalbeattie to Kippford	-1	-1	1	3	24	-7	2	-2	0	1	1	37	10
Southernness to Carsethorn	-2	1	0	3	10	0	2	1	0	3	3	36	11
Port William to St Meden Golf Course	1	3	2	1	9	-1	1	1	0	2	2	35	12
Luce Bay Holiday Park to Port William	-2	1	-2	2	11	0	2	0	0	3	3	33	13
Newton Stewart to Creetown	-1	-1	0	4	18	-2	2	-1	0	-1	1	33	13
Dumfries to Glencaple	2	-1	1	1	10	-4	3	2	0	2	2	32	15
Garlieston to Bladnoch	1	0	0	3	17	-7	2	-1	0	-1	1	25	16
Brighthouse Bay to Millhall	-1	0	0	1	7	-3	2	0	0	2	2	17	17
Annan to Browhouses	1	3	0	1	11	-6	2	-2	0	-1	2	16	18
Glencaple to Ruthwell	-1	2	0	5	11	-4	2	-2	0	-2	1	15	19
Glenluce to Luce Bay Holiday Park	0	0	0	2	7	-4	2	-1	0	1	2	14	20
Isle of Whithorn to Garlieston	-1	0	0	10	17	-17	2	-2	0	2	2	14	20
Browhouses to Gretna	1	1	1	2	10	-7	2	-1	0	-1	1	12	22
Port Mary to Auchencairn	1	0	0	2	7	-8	1	0	0	2	2	11	23



Gretna to Cairnryan Coastal Path Assessment
Appendix F Prioritisation Assessment

Segment	All-ability path	Priority sites	Commuting value	Attractiveness (viewpoints)	Business value	Landowners	Sustainable travel	Gaps	Identified priority section	Deliverability	Maintainability	Total Score	Rank
Gatehouse of Fleet to Carrick Shore	-1	0	1	3	6	-6	1	0	0	1	2	9	24
Bladnoch to Newton Stewart	-1	2	0	3	18	-15	2	-2	0	-2	1	5	25
Rhins of Galloway to Glenluce	-2	-1	-1	1	8	-3	1	-1	0	-2	2	4	26
Mutehill to Port Mary	-1	-1	0	1	0	-1	1	0	0	1	2	3	27
Auchencairn to Palnackie	-1	0	-1	6	4	-8	2	-1	0	-1	2	-3	28
Sandyhills Bay to Caulkerbush	-2	0	1	3	9	-25	2	-2	3	-2	1	-6	29
Ruthwell to Powfoot	2	2	1	2	11	-26	2	-2	0	1	2	-17	30
Millhall to Kirkcudbright	-1	2	1	1	6	-34	2	-2	3	-2	2	-26	31
Palnackie to Dalbeattie	-1	-1	2	1	16	-28	2	-2	0	-2	1	-28	32
Carsethorn to Dumfries	-1	-1	0	1	12	-26	1	-2	0	-2	1	-35	33



Appendix G Route Segment Description



Route Segment Factsheet



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Map Key

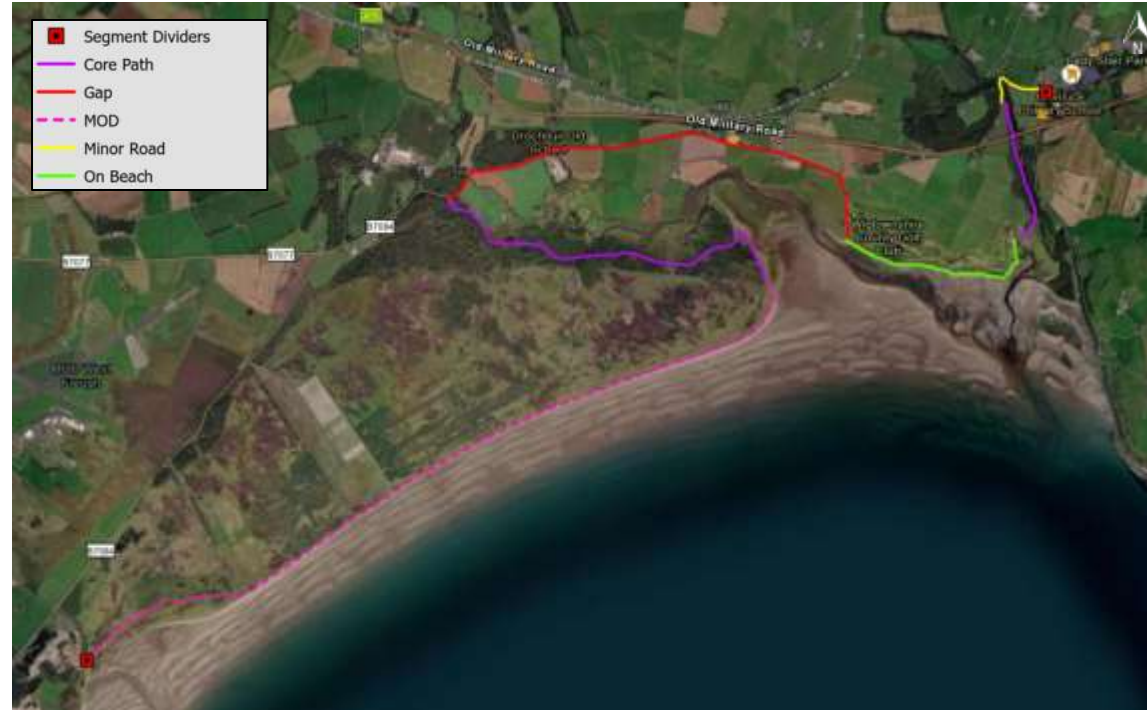
Gretna to Cairnryan Coastal Path		
	Core Path	
	Gap	
	MOD	
	Minor Road	
	On Beach	
	Other	
Rhins of Galloway Coastal Path		
	Completed and fully accessible	
	In progress	
	Mull of Galloway Trail	
	D&GC Prioritised Route	
	Railway Station	
	Railway Line	
	Bus Station	
	Bus Stop	
Prioritised Coastal Car Parks		
Scoring		
	High	
	Medium	
	Low	
Ped and Cycle Collisions (19-23)		
severity		
	fatal	
	serious	
	slight	
	Viewpoints	
	Restaurant	
	Pub	
	Cafe	
	Convenience Store	
	Accommodation	
	Drinking Water	
	Refurbished Toilet	
	Toilet	

1. Rhins of Galloway to Glenluce

Length: 18.5 km

Opportunities and Constraints

- A large part of this segment passes through an MOD site, which presents some potential issues for access. Alternative routing options may need to be considered, likely to involve appraisal of the B7084 / B7077.
- Two parts of the segment are sections of core path as part of Torr Warren as developed by Forestry and Land Scotland towards Ringdoo Point.
- Some sections are minor (B) roads with no current pathway provisions.
- The route passes a bus stop on the B7084, and the segment ends / starts in the village of Glenluce which offers bus stops and several amenities.



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Elevation Profile

This section contains steep inclines, and some parts follow the coastline along the beach which make it unsuitable as an all-access path.



Prioritisation Matrix

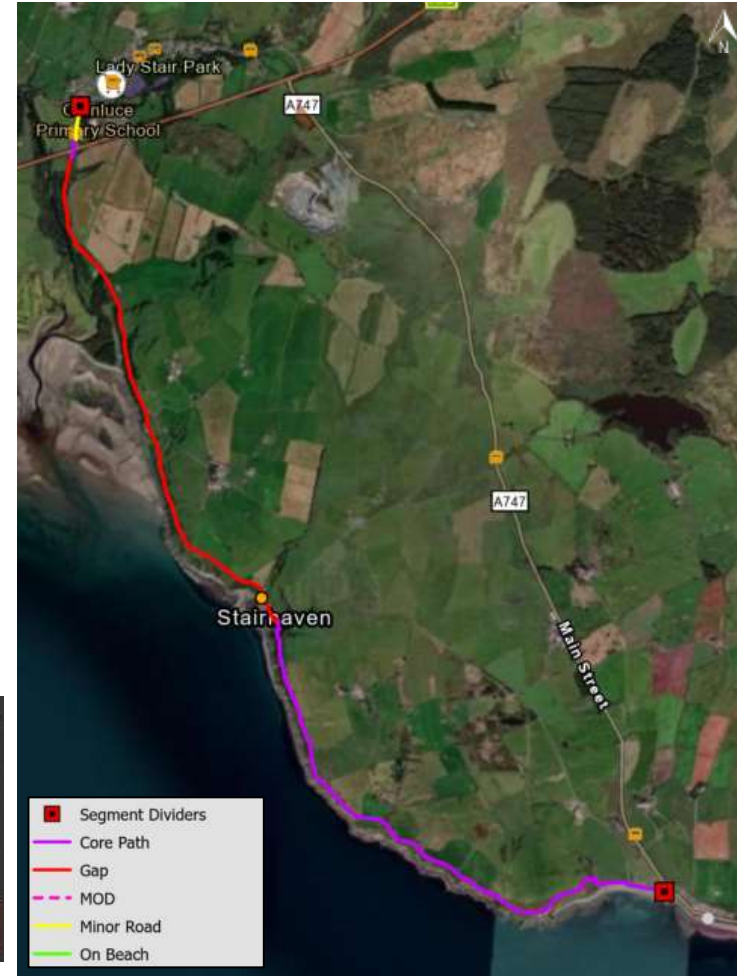
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-2	-1	-1	1	8	-3	1	-1	0	-2	2	4	26

2. Glenluce to Luce Bay Holiday Park

Length: 8.3 km

Opportunities and Constraints

- The northern half of this route uses an existing minor two-way road which also forms part of NCN7. This segment could benefit from an unbounded path along the carriageway.
- The southern half of the route is an existing core path.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive-ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver-ability	Maintain-ability	Total Score	Rank
0	0	0	2	7	-4	2	-1	0	1	2	14	20

3. Luce Bay Holiday Park to Port William

Length: 14.3 km

Opportunities and Constraints

- This route is fully located along the beach between Luce Bay Holiday Park and Port William.
- The on-beach route is directly parallel to the A747.
- There is a medium priority car park site towards the north end of the route, as well as some seating.
- There are several bus stops on the A747 that are accessible from this section.
- The route along the beach itself is unlikely to be suitable as an all-access path due to the terrain.



Elevation Profile

The elevation profile shows the route along the shore. This section contains some steep inclines which make it unsuitable as an all-access path.

Prioritisation Matrix

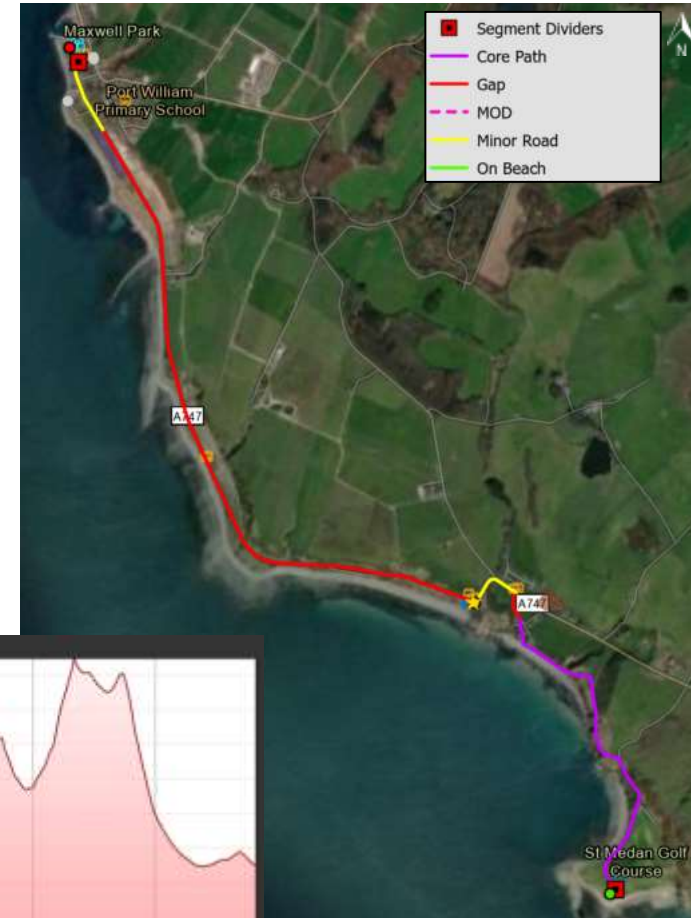
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-2	1	-2	2	11	0	2	0	0	3	3	33	13

4. Port William to St Medan Golf Course

Length: 5.9 km

Opportunities and Constraints

- This segment comprises of roads, (including A747) and a section of core path.
- The section along the A747 is considered a gap in the overall route.
- There are bus stops along the route.
- Each side of the carriageway is characterised by hedgerows, drainage, vegetation, access roads to private property and runs along private fields.
- There a few viewpoint, medium priority car park and non-refurbished toilets located at the mid-point of the route.
- The is a high priority car park and non-refurbished toilets located at the southern end of the route.



Elevation Profile

The northern half of this segment is fairly level (although on an A road). The more southern half of this segment has much steeper sections and is less suitable to become an all-ability path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	3	2	1	9	-1	1	1	0	2	2	35	12

5. St Medan Golf Course to Isle of Whithorn

Length: 15.8 km

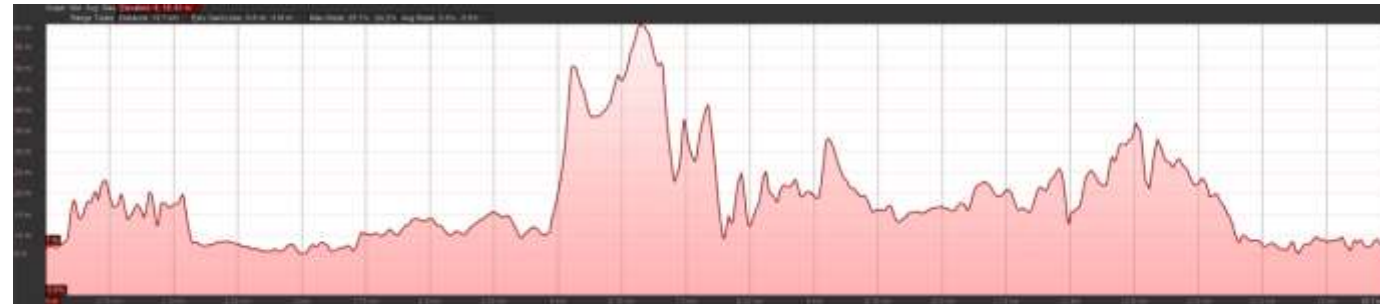
Opportunities and Constraints

- This entire segment follows an existing core path possibly comprising of narrow dirt paths. From the areal map it was difficult to ascertain whether the core paths route is continuous.
- There are some amenities including benches, toilets, bus stops and one hospitality business in Isle of Whithorn and along the route alignment.



Elevation Profile

This section contains steep inclines, especially in the middle of the segment on the cliffs above St Ninian's cave, which make it unsuitable as an all-access path.



Prioritisation Matrix

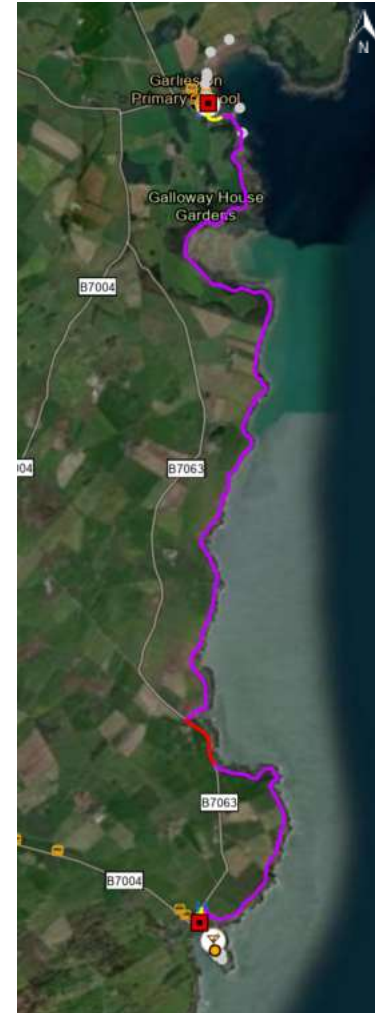
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-2	3	0	4	5	0	1	1	3	3	3	58	3

6. Isle of Whithorn to Garlieston

Length: 14.2 km

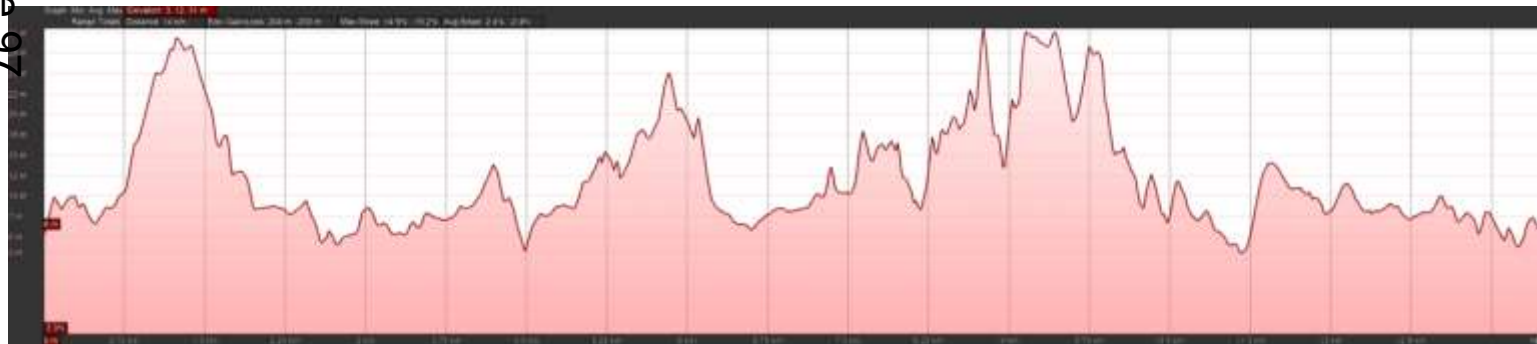
Opportunities and Constraints

- This route mostly follows existing core paths, with a small section of on-road, (B7063) which is considered to be a gap in the segment.
- The gap segment presents dense vegetation on each side of the carriageway.
- This segment needs upgraded to define an intuitive path alignment.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	0	0	10	17	-17	2	-2	0	2	2	14	20

7. Garlieston to Bladnoch

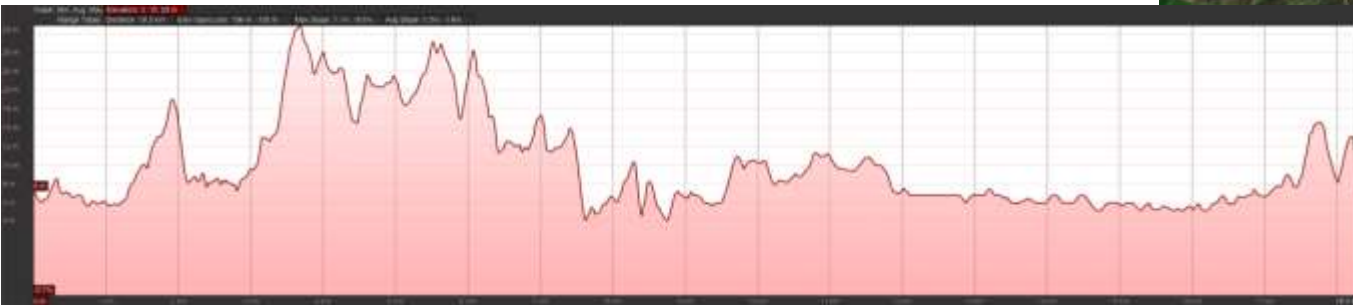
 Length: 18.5 km

Opportunities and Constraints

- This segment is a combination of gaps (on-road sections) and existing core path sections.
- This section presents primarily an opportunity for a leisure route.
- There are various businesses that can benefit from increased footfall.

Elevation Profile

The southern half of this route contains a number inclines. The average slope is 1.3% to 1.6% with a maximum sloping ranging from 7.1% to -9.5%. This route has the potential to be an all-access route especially if mobility scooters and adequate surfacing are considered. The northern half of the route is much flatter and may be more appropriate for an all-ability path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	0	0	3	17	-7	2	-1	0	-1	1	25	16

8. Bladnoch to Newton Stewart

Length: 16.9 km

Opportunities and Constraints

- The majority of this route is a gap in the overall route along the
- There is an option to assess the A714 road alignment and provide safe and more direct active travel infrastructure.
- There is also an option to assess feasibility for a path along the River Cree.
- At either end of the route there are sections of existing core paths.

Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



	Segment Dividers
	Core Path
	Gap
	MOD
	Minor Road
	On Beach



Prioritisation Matrix

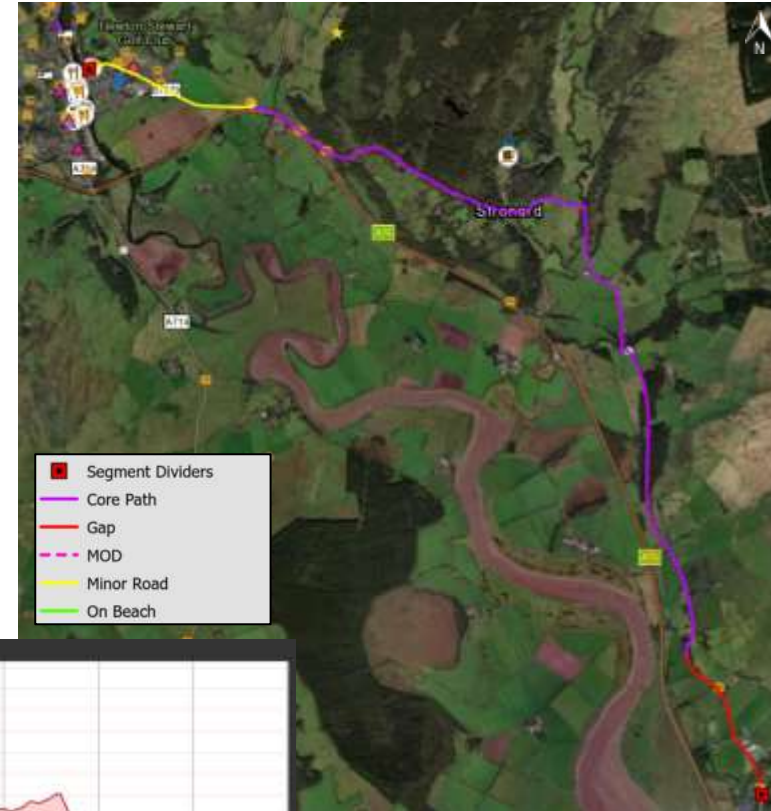
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	2	0	3	18	-15	2	-2	0	-2	1	5	25

9. Newton Stewart to Creetown

Length: 11.3 km

Opportunities and Constraints

- The majority of this route uses existing core paths and some minor roads.
- This section follows NCN 7.
- This section has little commuting value due to elevation and due to a potential more direct option along the A75 but presents some business value.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	-1	0	4	18	-2	2	-1	0	-1	1	33	13

10. Creetown to Auchenlarie

Opportunities and Constraints

- This segment represents a gap in the overall network, using mostly major roads, (A75).
- The area shown as a yellow line in the diagram presents some substandard sealed-surface active travel infrastructure that can be upgraded.
- This section offers good commuting value as well as business value.

Elevation Profile

The two halves of this route are reasonably level, but there are some inclines in the central section of the route. The maximum sloping ranges from 7.7% to 8.7% with an average sloping of 1.8% -1.4%. Should adequate surfacing be considered this has the potential to be an all-access route especially when electric mobility aids are considered.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
2	-1	3	3	16	-14	2	-1	3	-1	1	43	6

11. Auchenlarie to Gatehouse of Fleet

 Length: 6.6 km

Opportunities and Constraints

- This segment covers a gap in the overall route which is currently designated to use the road for this stretch, (A75).
- A Feasibility Study has been completed for this segment.
- The segment presents both commuting value and business value.



Elevation Profile

The topography this section can be considered for all-access when considering electric cycles and electric mobility aids..



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
2	-1	3	6	17	-8	2	-1	3	-1	1	60	2

11a. Gatehouse of Fleet to Creetown Via Military Road

Length: 21.06 km

Opportunities and Constraints

This segment provides an alternative to the proposed Greenway along the alignment of the A75.

This route would provide a good alternative for sustainable tourism and leisure walking however would not provide the commuting aspect the greenway would achieve. This segment follows forms part of NCN7.



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Elevation Profile

This section of Old Military Road presents severe inclines and is therefore unsuitable for all-access.

Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-2	-1	0	3	13	0	2	0	0	3	3	38	9

12. Gatehouse of Fleet to Carrick Shore

Length: 9.7 km

Opportunities and Constraints

- Most of this segment comprises of core path sections, with two sections on roads, (A75 and a minor road) which are considered gaps in the overall route.
- To avoid major works, it is advised to consider linking the paths at Cardoness Castle to the corepath into Sandgreen via the access road for Cally Mains Dairy, under the A75.
- There is a short section on the beach at Sandgreen.
- There is a medium priority car park site at the southern end of this segment.
- There is an opportunity to assess feasibility to use the dirt track from Cally Mains Dairy to Cardoness Castle going under the A75. This would improve directness and decrease construction work and therefore costs.



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Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

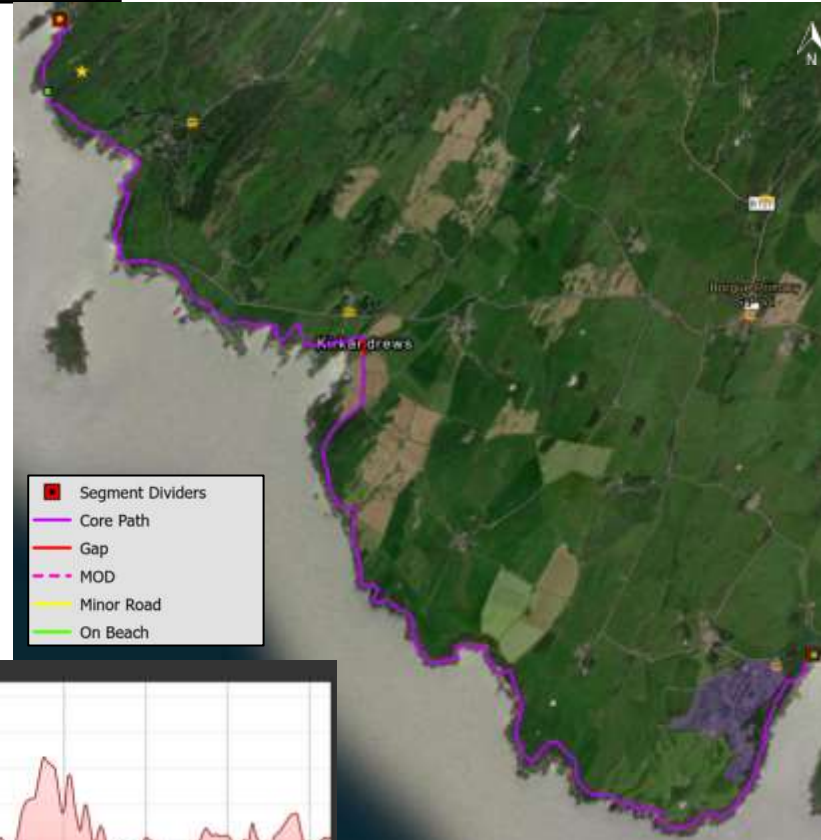
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	0	1	3	6	-6	1	0	0	1	2	9	24

13. Carrick Shore to Brighthouse Bay

Length: 13.1 km

Opportunities and Constraints

- This segment is almost entirely comprised of existing core path .
- This segment has undulating topography.
- There is an existing, unsurfaced path for much of this segment.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	3	0	6	8	0	1	2	0	3	3	44	4

14. Brighthouse Bay to Millhall

Length: 11.4 km

Opportunities and Constraints

- This segment is mainly comprised of core path sections, with three small gaps which are on-road.
- Path alignment at Ross Bay Retreat should be further investigated.
- The identified gap at Millhall could be bridged by negotiating right-of-way through a private road.
- There is a viewpoint on the route.
- There is a low priority car park site at the southern end of the segment.



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Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	0	0	1	7	-3	2	0	0	2	2	17	17

15. Millhall to Kirkcudbright

Length: 5.5 km

Opportunities and Constraints

- This segment is considered a priority section as identified by Dumfries and Galloway Council.
- The majority of this segment is considered a gap in the overall route, using a fairly minor road, (B727).
- This route alignment follows NCN7.
- The topography of this section is undulating.
- The inland side of the road sees a number of private properties adjacent to the carriageway requiring substantial land negotiation.
- The coast side of the road presents dense vegetation, trees and possible loadbearing weakness due to proximity to the sandy beach.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	2	1	1	6	-34	2	-2	3	-2	2	-26	31

16. Kirkcudbright to Mutehill

Length: 7.1 km

Opportunities and Constraints

- This segment is made up of established core paths and route sections on road, one of which are considered gaps in the overall network because of substandard footpaths along the carriageway.
- This segment could represent little commuter value as a more direct option between Mutehill and Kirkcudbright exists.

Elevation Profile

This section contains steep inclines and off-road dirt paths which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive-ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver-ability	Maintain-ability	Total Score	Rank
-1	-1	0	3	19	-1	2	-1	0	2	2	44	4

17. Mutehill to Port Mary

Length: 15.7 km

Opportunities and Constraints

- This segment passes through an MOD site for much of its length. This may require an alternative option for occasions when the MOD site is in live use.
- There is one section of existing core path on this segment.
- There are two sections in this segment that are considered gaps in the overall network, which use minor roads.



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Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

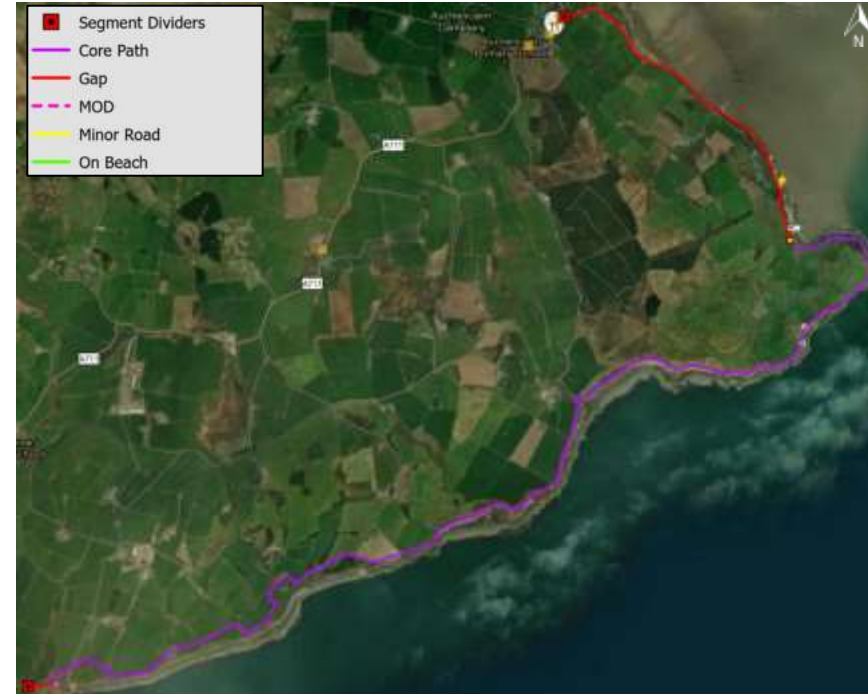
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	-1	0	1	0	-1	1	0	0	1	2	3	27

18. Port Mary to Auchencairn

Length: 14.5 km

Opportunities and Constraints

- This segment mostly consists of an existing core path along the coast, with two sections that are considered gaps at the beginning and end of the segment. Both gap segments already present a dirt access track. Landownership needs to be established.
- There are two viewpoint along this segment.
- There is a medium priority car park site along this segment.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	0	0	2	7	-8	1	0	0	2	2	11	23

19. Auchencairn to Palnackie

Length: 11.6 km

Opportunities and Constraints

- This segment is a mix of identified gaps and core paths.
- There is a significant gap from one side of Orchardton Bay to the other.
- There are six viewpoints along this route.
- The gap identified on the approach to Palnackie appears to be a forest track that leads to Roughfirth Glenisle Viewpoint. Land ownership needs to be established.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	0	-1	6	4	-8	2	-1	0	-1	2	-3	28

20. Palnackie to Dalbeattie

Length: 5 km

Opportunities and Constraints

- This segment is largely made up of a gap in the overall route, using the A711 for almost its entire length.
- It is assumed that all of the roads identified for this segment are adopted by Dumfries and Galloway Council.
- There is an opportunity to investigate feasibility for a greenway along the carriageway, but earth works, and land negotiations will most likely be necessary.
- Each side of the carriageway is characterised by hedgerows, drainage, vegetation, access roads to private property and runs along private fields.

Elevation Profile

This segment has a fairly levelled gradient in the north half but does contain step inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

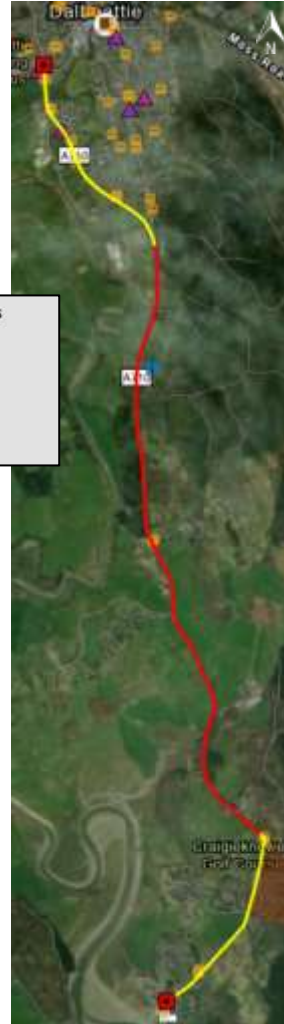
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	-1	2	1	16	-28	2	-2	0	-2	1	-28	32

21. Dalbeattie to Kippford

Length: 6.4 km

Opportunities and Constraints

- This segment is largely made up of a gap in the overall route, using the A710 for almost its entire length.
- The A710 along the identified gap area, does not present any footpaths or active travel infrastructure.
- Each side of the carriageway is characterised by hedgerows, vegetation, access roads to private property and runs along private fields.
- The segments identified as minor roads (yellow line) present some kerbed footpath.
- It is assumed that all of the roads are adopted by Dumfries and Galloway Council.



Elevation Profile

This segment has a fairly levelled gradient in the northern half of the segment but does contain steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive-ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver-ability	Maintain-ability	Total Score	Rank
-1	-1	1	3	24	-7	2	-2	0	1	1	37	10

22. Kippford to Sandyhills Bay

Length: 10.2 km

Opportunities and Constraints

- This segment is largely made up of existing core paths.
- It includes segments of minor roads through settlements.
- This part of the route could generate good business benefits with increased footfall and some commuting value for employees of local businesses residing in the nearby settlements.
- There are two priority car park sites along this route, (one medium priority, one high priority).



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive-ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver-ability	Maintain-ability	Total Score	Rank
-2	0	1	3	9	-25	2	-2	3	-2	1	-6	29

23. Sandyhills Bay to Caulkerbush

Length: 4.6 km

Opportunities and Constraints

- This segment is considered a gap in the overall route.
- It follows the alignment of the A710. The carriageway does not currently include any safe active travel path and presents several access roads to private properties along its course, hedgerows, fencing and dense vegetation.
- This segment is an identified priority section for the route.
- It might be possible to appraise an alternative along the coastline on the hedge of private farm fields.



Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

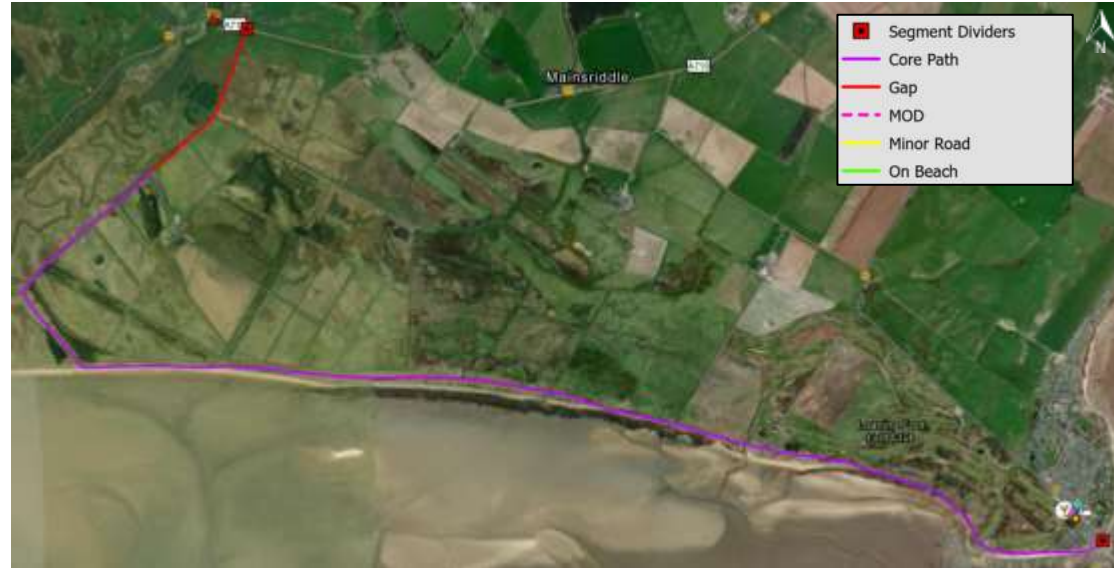
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-2	0	1	3	9	-25	2	-2	3	-2	1	-6	27

24. Caulkerbush to Southerness

 Length: 8.4 km

Opportunities and Constraints

- This segment is mostly made up of existing core path, with a section that is considered a gap using a minor road.
- The core path seems to proceed along the beach with the opportunity to assess feasibility for a right of access through Driftwood Cottage into Southerness Golf Club.
- There is a medium priority car park site along this segment in Southerness.



Elevation Profile

This segment presents a maximum sloping of 4.0% with an average sloping ranging from 0.6% to 0.8%. This offers an opportunity to assess feasibility for an unsealed but accessible path for all-abilities.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	0	1	4	19	-7	2	1	0	1	2	41	8

25. Southernness to Carsethorn

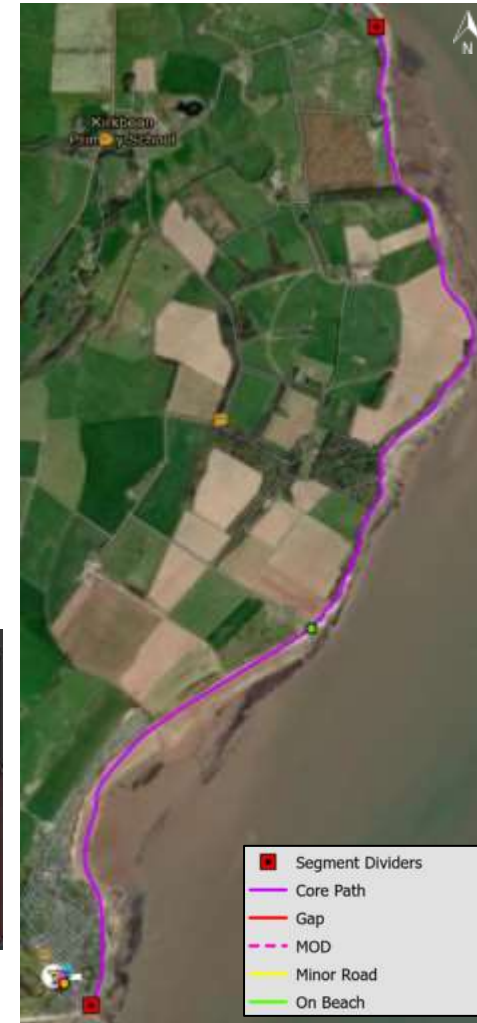
Length: 6.7 km

Opportunities and Constraints

- This entire segment is comprised of existing core path.
- The majority of core paths run along the shoreline wither along a sandy beach or an unbound path along the beachline and vegetation.
- There are two priority car park sites along this segment, one medium priority and one low priority.
- There are several businesses at Southernness and Carsethorn which could benefit from increased footfall and increased levels of sustainable tourism.

Elevation Profile

This section contains steep inclines which make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-2	1	0	3	10	0	2	1	0	3	3	36	11

26. Carsethorn to Dumfries

Length: 17.5 km

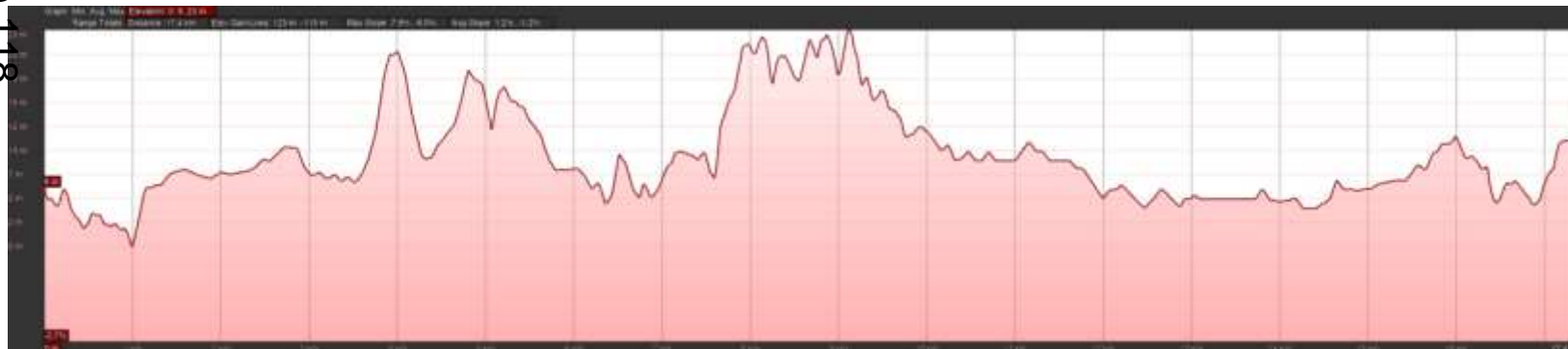
Opportunities and Constraints

- This segment is comprised of a mix of existing core paths and gaps.
- There is a viewpoint along this segment.
- There are a number of businesses in Dumfries that could benefit from the path here but are not in direct proximity to the route itself. The businesses to the south of Dumfries have been included as a potential business benefit.
- The route alignment suggest the crossing of the Numbly Burn and New Abbey Pow and it is unclear from areal imaging if bridges are currently available.
- A coastal path along the gap area would involve considerable landowner engagement.
- The alternative to a coastal path is to provide safe active travel infrastructure along the A710.



Elevation Profile

This section contains steep inclines which together with the path distance make it unsuitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	-1	0	1	12	-26	1	-2	0	-2	1	-35	33

27. Dumfries to Glencaple

 Length: 7.4 km

Opportunities and Constraints

- This segment comprises mainly of existing core paths, with a small section that is considered a gap , although this uses a minor residential road and does not present a major issue for the delivery of the route.
- There are a number of businesses in Dumfries that could benefit from the path here but are not in direct proximity to the route itself. The businesses to the south of Dumfries have been included as a potential business benefit.

Elevation Profile

This segment is relatively levelled and short distance providing sustainable transport options to return to the starting point at each end. With adequate surface treatment it may be appropriate as an all-ability path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
2	-1	1	1	10	-4	3	2	0	2	2	32	15

28. Glencaple to Ruthwell

 Length: 15.2 km

Opportunities and Constraints

- This segment is comprised of existing core paths and sections that are considered to be gaps.
- There is a high priority car park site along this segment.
- The alignment of the middle gap crosses the Lochar Water, and it is unclear from areal mapping if a bridge is already in place. Alternatively, the route can follow NCN7 along the B725 with the installation of adequate footpaths throughout but drainage, irrigation ditches and hedgerows on each side of the carriageway might pose a constraint.



Elevation Profile

This section contains some sloping inclines that range from 4.1% to -4.2% with an average sloping of 1% to -0.9% which opens the opportunity to assess if part of the route can be upgraded for all-access.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
-1	2	0	5	11	-4	2	-2	0	-2	1	15	19

29. Ruthwell to Powfoot

 Length: 6.9 km

Opportunities and Constraints

- The majority of this route is categorised as a gap, with a small section of core path Queensberry Bay Caravan Park.
- The segment along Roxburgh's Road and Moss Road is part of NCN7 and depending on expected vehicular traffic it might be appropriate for visitors to walk on the carriageway. Alternatively, there is enough verge space to assess feasibility for a verge path in discussion with landowners.
- The route includes one high priority car park and two toilets, one of which has recently been refurbished.



Elevation Profile

This segment has a fairly levelled surface besides from one hill at the start to come down from Ruthwell to the coast and one hill in the middle part. The maximum sloping does not exceed 3.9% and -4.8% and therefore provides a good opportunity to assess feasibility for an all-ability path especially when considering electric cycles and mobility aids.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
2	2	1	2	11	-26	2	-2	0	1	2	-17	30

30. Powfoot to Annan

 Length: 7.9 km

Opportunities and Constraints

- This segment utilises an existing off-road path on an old railway which is part of the NCN7, a core path and a long section along the beach.
- There is one medium priority car park and one viewpoint along this segment.
- There is a high likelihood that this path could be used by commuters between Newbie and Annan with adequate footway widening and accessibility improvements.
- The B724 has no footpath provisions so with realignment off the shoreline the section between Powfoot and Three trees Road can also provide commuting value linking to NCN 7 at Newbie to proceed toward Annan.



Elevation Profile

This segment has a fairly levelled undulating surface with some steeper sections and some sections along the beach. The maximum sloping ranges between 4.6% and -4.7%, with an average sloping of 1% and -1%. An all-ability path could be considered from Annan to the employment and residential properties in Newbie via the NCN7 on the old railway line, but footways would need to be upgraded.



Prioritisation Matrix

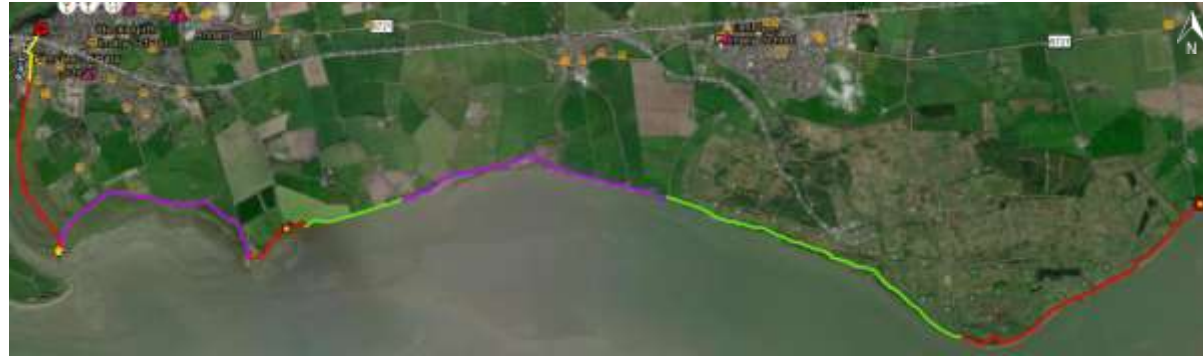
All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	0	2	6	16	-5	3	1	0	1	2	43	6

31. Annan to Browhouses

 Length: 12.6 km

Opportunities and Constraints

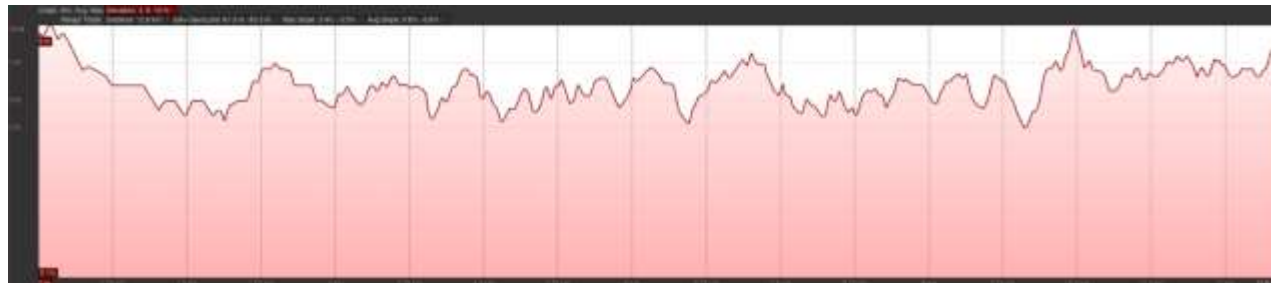
- This segment starts on a minor road with footways in Annan. The rest of the route is comprised of existing off-road core paths and sections along the beach with three gaps.
- There are three medium priority car parking sites along this segment.
- The gap area shows several access tracks along the coastline via Torduff Point, offering an opportunity to assess right-of-way or access.



Elevation Profile

This segment has an undulating surface and some sections along the beach. An all-ability path could be constructed from Annan to the coast next to the single-track paved road which is about 2km one way.

Other parts of this segment can be considered for improvements to accommodate all access assessing public transport, car parks, with path surface treatments and elevation.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	3	0	1	11	-6	2	-2	0	-1	2	16	18

32. Browhouses to Gretna

 Length: 7.1 km

Opportunities and Constraints

- Most of this segment is comprised of existing core paths through farm fields, with two gaps. There is one gap in the middle which would require a bridge across the Kirtle Water and another gap at the end on the B7076, which is also NCN7, where consideration must be given to what the path would connect to when it crosses the border to England.
- There is a medium priority car park site at the western end of this segment and another medium priority car park along the route at Stormont.



Elevation Profile

This segment has a level gradient in the eastern half of the segment, but there is one steep section at the western end when the path turns in-land from the shore. Therefore, the section of the path from Gretna to Kirtle Water (approx. 5.5km round trip) could be suitable as an all-access path.



Prioritisation Matrix

All ability path	Priority sites	Commuting value	Attractive -ness	Business value	Land acquisition	Sustainable travel	Gaps	Identified priority section	Deliver -ability	Maintain -ability	Total Score	Rank
1	1	1	2	10	-7	2	-1	0	-1	1	12	22



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Transport Strategy and Analysis

George House 36 North Hanover St,
Glasgow, G1 2AD

colin.kerr@transport.scot



Natalie McKail
SWESTRANS
Cargen Tower
Garroch Business Park
Dumfries, DG2 8PN
By Email
natalie.mckail@dumgal.gov.uk

Our ref:
202400435023

Your ref:
SW2/NMK011024

Date:
24 October 2024

Dear Natalie McKail,

South West Coastal Path

Thank you for your email and attached letter dated 4 October 2024 to the Cabinet Secretary for Transport, Fiona Hyslop, requesting the Outline Business Case (OBC) for the South West Coastal Path (500km) project be referenced in the Scottish Transport Projects Review 2 (STPR2). As this matter is delegated to Transport Scotland I have been asked to respond.

To be clear the STPR2 was a Scotland-wide transport appraisal informed by significant stakeholder engagement through the Regional Transport Working Group (RTWG) forums, which comprised officers from Regional and Local authorities. As part of the appraisal process the initial stakeholder engagement developed a list of over 14,000 options and ideas and even after significant refinement the lengthy list of options numbered around 2,500 individual entries.

It is for that reason that similar projects, such as those for active travel, were grouped together to allow a meaningful appraisal to be undertaken. It is also for that reason, given this was a national appraisal that you will not see an extensive list of projects or schemes listed under each of the 45 STPR2 recommendations. What we ended up with is a sub-set of STPR2 active travel related recommendations (Recommendations [1](#), [2](#), [3](#), [4](#) and [5](#)) which are not geographically specific and are intended to provide benefits across most parts of Scotland.

Having reviewed the [SWEstrans board papers](#) from September and the details within related to proposed SW Coastal Path, I note the scale and ambition of the project and would further note that this seems to align with ambitions set-out in STPR2 recommendations for active travel. As to your request, about including the Coastal Path as a named project it is not the intention that we would continue to add “specific projects” to the review over time, rather it was the intention the review outcomes form the necessary broad evidence base for which new and emerging projects can align themselves to.



Transport Scotland recognise the transport challenges faced by the South West of Scotland, particularly in relation to the provision of Active Travel infrastructure and we look forward to liaising with SWestrans on this exciting project.

Yours Sincerely



Colin Kerr
Correspondence Officer
Transport Scotland