

# 9. Regional Transport Vision, Objectives and Policies

## 9.1 Regional Transport Vision

SWestrans vision is a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region's economy and communities whilst minimising the impact of transport on the environment.

In doing this, the RTS should:

- facilitate access to jobs and public services;
- support key sectors, vibrant places and inclusive communities;
- enable goods to reach their markets;
- provide travel choices that promote equality, social inclusion and support quality of life;
- enhance the quality and integration of public transport;
- support walking and cycling, not only as a leisure pursuit but as a means of healthy, active travel;
- add value to the broader Scottish economy and assist the Scottish Government in attaining its national targets for increased sustainable economic growth, road traffic stabilisation, and reduced carbon emissions.

In a large rural area such as Dumfries and Galloway, this is not easy: the long distances involved, and the fragile nature of many of the region's isolated communities, makes it harder to provide alternatives to private transport than might be the case in many urban areas. Nonetheless, and with the obligation placed upon the region to assist the Scottish Government in attaining its national targets for road traffic stabilisation and reduction of carbon emissions, this means that where it is possible to provide significantly enhanced public transport and cycling and walking facilities, we will seek to do so.

A more committed approach to the environment does not, however, mean that key transport infrastructure, including roads, should be fossilised in its existing condition. In the preparation of the RTS, we have examined the approaches of similar regions across Europe, noting how the standard of their road and rail networks is higher than that currently achieved in Scotland. SWestrans will continue to press for improvements to these routes to enhance the safety, reliability and journey quality they offer, in line with the aspirations of the NTS published in 2006.

The RTS sets out a series of priorities for transport investment in the region designed to support broader economic, social and environmental objectives. The strategy takes account of the Scottish Government's new Policy Framework as set out in Chapter 8. At the Regional level this strategy takes as its starting point a vast number of regional policy documents including the Dumfries and Galloway Structure Plan, the Dumfries and Galloway Community Plan and the 5 Year Economic Development Strategy. These documents have been reviewed by SWestrans, and the objectives below derived from analysis of the top-level objectives for improved economic, environmental and social performance of the region as a whole.

## 9.2 Regional Transport Objectives

In reflecting this overall Vision, the Strategy has a number of complementary objectives:

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

## 9.3 Regional Transport Policies

Six policies have been developed to summarise SWestrans' approach to transport in the South West of Scotland as promoted in this Strategy:

### Policy 1

The Partnership will promote schemes which will not only benefit Dumfries and Galloway but will add value to the broader Scottish economy and underpin increased sustainable national economic growth, aligning to local and national policy objectives.

### Policy 2

Transport interventions promoted through the Regional Transport Strategy will support the regional economy in relation to local jobs and also facilitate sustainable connectivity internally as well as externally to key business centres in the central belt and other locations such as Ayrshire and Cumbria.

### Policy 3

The Regional Transport Strategy seeks to improve quality of life by promoting vibrant places which provide access for all to employment, healthcare, education and other services.



#### **Policy 4**

Transport interventions incorporated in the Regional Transport Strategy seek to address peripherality between the region's main settlements and outlying areas, and between the region and its external markets.

#### **Policy 5**

The Partnership will adopt a balanced approach to competing needs, recognising the role transport plays in sustaining local economies while at the same time making use of alternative approaches in locations where different transport policies focused on minimising car use are more appropriate and more effective.

#### **Policy 6**

The Partnership will assist the Scottish Government in delivering on its five high level national objectives and the National Transport Strategy. A presumption will be given in favour of transport improvements linked to the strategic vision based on well defined economic, social and environmental objectives.

## 10. Developments since the RTS was submitted in March 2007

At a meeting between the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP and the SWestrans Board in Dumfries on 30 August 2007, the Minister advised the Board that if they were confident in the contents of the Regional Transport Strategy, Interventions should be taken forward.

The following projects have been progressed/implemented utilising SWestrans Capital and Revenue funding:

- A Scottish Transport Appraisal Guideline (STAG Part 2) Appraisal of a possible Southern Bypass for Dumfries. This continued the works undertaken on a STAG Part 1 Appraisal in 2006/07;
- A new Bus Interchange in Newton Stewart;
- Provision of Bus Stances and Cycle Facilities at the new DGOne Regional Leisure Centre at Dumfries;
- Provision of enhanced Bus Stop/Shelters across the region;
- Provision of cycling/walking infrastructure across the region;
- DGTripshare.com online journey sharing database;
- Establishment of the Dumfries South Travel Planning Group;
- Progression of Phase 3 of the Maxwelltown Cyclepath utilising SWestrans capital funding to match fund £230,000 from a successful Big Lottery award;
- Engagement with partners in Scotland and Northern Ireland to progress an Interreg project to complete National Cycle Route 73 which will link the National Cycle Network in Scotland with the National Cycle Network in Northern Ireland via the Loch Ryan Ferry ports;
- Development of a Bus Information Strategy;



The following projects have also been progressed by partner organisations:

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



In accordance with the letter received from the Cabinet Secretary for Finance and Sustainable Growth on 7 January 2008, further Interventions are set out in a Delivery Plan (Accompanying Document 4).

A Bus Action Plan has been developed (Accompanying Document 5). It is intended that this will be the first of a series of Action Plans which SWestrans will develop.



# 11. Consultation and Engagement

The SWestrans RTS has been developed in accordance with specific guidance and a programmed timetable from the Scottish Executive. The Scottish Executive Guidance states that “meaningful and effective engagement with regional stakeholders and the wider public should have a significant bearing on the overall direction of the RTS”. It is in addressing this vision that the consultation process has been carried out.

The process began with a review of the critical issues, constraints and objectives informing transport in Dumfries and Galloway. These were identified from the wide range of existing strategies implemented by the region’s existing policies, including the Dumfries and Galloway Structure Plan, various Local Area Plans, the Local Economic Strategy, and other specific policies for transport, health, economic development, and social inclusion. The issues were also tested for coherence with Scottish Executive policies in each relevant field.

A Workshop held in May 2006 provided the opportunity for the RTP board and representatives from the Council and other key partners (including NHS Dumfries and Galloway and Scottish Enterprise Dumfries and Galloway) to discuss how the new RTS should articulate these top level objectives. This whole day session was critical in reaching agreement over what the key issues, constraints and objectives for transport in the region should be.

Consultation on the RTS has involved three separate consultation exercises.

## 11.1 First Consultation

The first Key Stakeholder Consultation was a four week consultation period on the Option Generation Report, which ran from 9 June to 7 July 2006. This consultation presented the opportunity for key partners in the region to comment on the Issues and Objectives and Option Generation phases of the RTS development process.

Comments were received from 15 Key Stakeholders and these were presented to the SWestrans Board at its meeting on 30 August 2006. All comments received are included in the accompanying Consultation and Engagement Report (Accompanying Document 3).

It should be noted from the outset that there was a clear consensus from this consultation that the RTS should prioritise supporting and enhancing the regional economy, whilst minimising the environmental impact of new transport developments as much as possible, thus supporting the regional vision of the “natural place to live”.

Following this consultation, the options developed through the Option Generation Report and the first Key Stakeholder Consultation were sifted to identify those interventions which best meet local and national objectives. This involved a standard approach to project prioritisation across all RTPs through guidance issued by the Scottish Executive. Some 77 interventions were considered for assessment to produce a Prioritised Options Report.

## 11.2 Second Consultation

A second Key Stakeholder Consultation ran for five weeks from 8 September to 13 October 2006. During this period, respondents were asked to give their views on the contents of the Prioritised Options Report.

Specifically, Key Stakeholders were asked for their views in relation to the following questions:

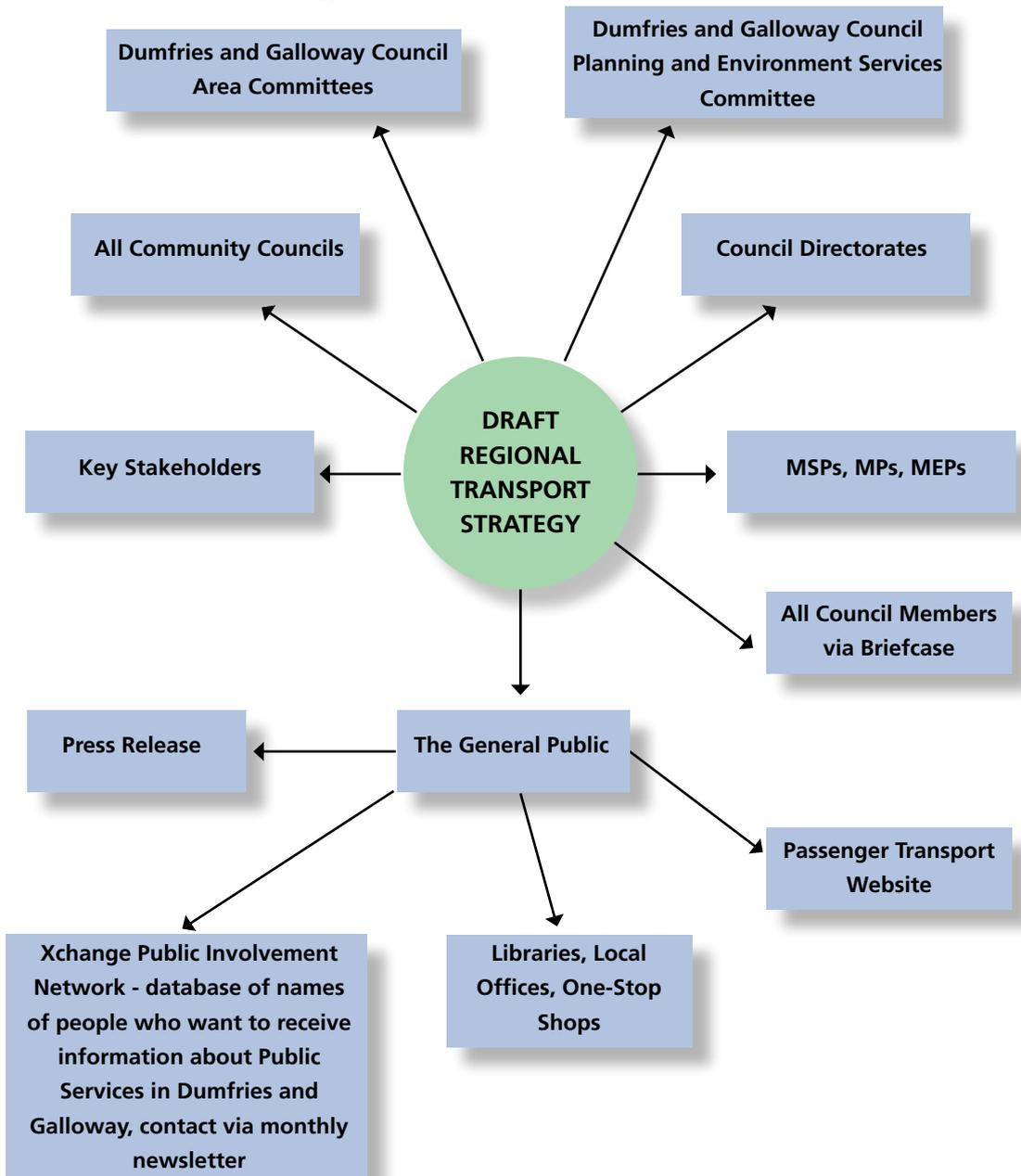
- What are your overall views on the Prioritised Options Report?
- What are your views in relation to possible inter-relationships/conflicts within the Prioritised Options Report?
- Do you think any of the projects should be grouped for strategic reasons?
- Do you have any views on particular interventions in relation to their:
  - Feasibility and Deliverability?
  - Effectiveness?
  - Acceptability?
  - Policy Implications?

Comments were received from 18 Key Stakeholders and these were presented to the SWestrans Board at its meeting on 1 November 2006. Feedback was obtained from the Scottish Executive on progress with the RTS at this stage and a letter from the Executive is included in the accompanying Consultation Engagement Report (Accompanying Document 3).

### 11.3 Third Consultation

The final stage in the consultation process involved an 8 week Public Consultation on the draft RTS. A Public Consultation Strategy for the draft RTS was agreed by the SWestrans Board at its meeting on 1 November 2006, and is shown in the diagram below.

#### Public Consultation Strategy For Draft RTS



The draft RTS was agreed by the SWestrans Board at its meeting on 6 December 2006, and was issued for consultation on 15 December 2006 for a period of 8 weeks until 9 February 2007.

As part of the public consultation SWestrans issued some 300 letters to a variety of identified individuals, groups and organisations, inviting comments on the draft Strategy. The letter indicated details of a document website and also advised that should hard copies of the document be required these were available on request.

Presentations were also made to Dumfries and Galloway Council's Planning and Environment Services Committee, to the Council's Area Committees and to the Wigtown West Federation of Community Councils. Meetings were also held with the Accessible Transport Forum and the Glenkens Transport Association.

77 responses were received and these are included in the accompanying Consultation Engagement Report. Responses were received from:

- The Scottish Executive;
- Transport Scotland;
- Five MSPs;
- An MP;
- An MEP;
- Dumfries and Galloway Council Planning and Environment Services Committee;
- Dumfries and Galloway Council Area Committees;
- A Dumfries and Galloway Council Member;
- Two Officers from Dumfries and Galloway Council;
- Ten Community Councils;
- Two neighbouring RTPs;
- Two neighbouring Local Authorities;
- Twenty-nine Organisations/Groups;
- Fourteen Members of the Public.

A Workshop was held on 16 February 2007 involving Members of the SWestrans Board and Officers. The workshop considered the many and varied representations received to the public consultation.

The draft RTS was generally well received and has been further strengthened by the incorporation of insightful comments elicited by the consultation. In a consultation process of this nature, which inevitably highlights conflicting views, it has not been possible to incorporate all perspectives in the final RTS.

Main themes highlighted and actions taken from the Public Consultation are included in Appendix 1. A full Consultation and Engagement Report is included as Accompanying Document 3.

## 11.4 Engaging With Adjoining RTPs and Other External Agencies

Comments were submitted to both Strathclyde Partnership for Transport and the South East of Scotland Transport Partnership on their draft Strategies.

Comments were submitted to Strathclyde Partnership for Transport on the following:

- Opportunities for improved rail services for Dumfries and Galloway residents interchanging at Carstairs;
- A77, which is an important corridor for access to Loch Ryan;
- A76 improvements;
- Glasgow-Kilmarnock-Dumfries-Carlisle rail line improvements with opportunities for frequency and journey time improvements and also freight movements;
- Access to Loch Ryan and commitment to work in Partnership to examine all possible multimodal solutions;
- Rail Access to Prestwick Airport;
- Local Services on the West Coast Main Line.

Comments were submitted to South East of Scotland Transport Partnership on the following:

- Possible Waverley Line extension between Tweedbank and Carlisle
- Improved rail, road and public transport connectivity to Edinburgh, including the West Coast Main Line and the A74(M) Motorway.

In addition to these formal comments, officers from SWestrans have also attended meetings of the Strathclyde Partnership for Transport Regional Transport Partnership Officer Group to highlight cross-boundary issues and areas of joint interest.

Comments were received from Strathclyde Partnership for Transport, the South East of Scotland Transport Partnership, Scottish Borders Council and Cumbria County Council on the South West of Scotland Transport Partnership draft Strategy. Agencies in Northern Ireland were also advised of the progression of the RTS.

These matters are also included in the Conservation and Engagement Report (Accompanying Document 3).

## 12. Equality Impact Assessment

The Transport (Scotland) Act 2005 requires that Regional Transport Partnerships include provision about how transport will be provided, developed, improved and operated so as to encourage equal opportunities and the observance of equal opportunities requirements.

The former Scottish Executive's Guidance on Regional Transport Strategies recognises that one of the unifying objectives of a RTS is to promote economic and social well being, both for the regional population at large and for particular groups within it. This is in line with the Scottish Government's Equality Strategy that highlights "restricted access to employment, goods, services and other material resources that are considered essential to the economic well being of people in contemporary Scottish society" as a common feature of inequality. It is also an essential part of the Scottish Government's vision for a Wealthier and Fairer Scotland, which recognises the importance of ensuring improved equity across different social groups as a critical element of national policy.

In order to be consistent with national policy and guidance SWestrans recognises the need for an Equality Impact Assessment to ensure that the strategy does not have an adverse impact on equality groups.

In developing its RTS, SWestrans has taken a number of steps to ensure that the diversity of the South West areas residents and communities are taken into account, particularly those who experience most difficulty in accessing and utilising the transport network.

### 12.1 Equality in Policy

In the development of its policies and objectives this strategy recognises the need for the identification of explicit transport outcomes linked to broader economic, social and environmental goals and this has been well reflected in the scheme selection, appraisal and prioritisation process. The policy statements contained in the strategy highlight that recognition has been given to the needs of equality groups, forming an integral part of strategy development. Most notably:

*"The Regional Transport Strategy seeks to improve quality of life by promoting vibrant places which provide access for all to employment, healthcare, education and other services."*

*"Transport interventions incorporated in the Regional Transport Strategy seek to address peripherality between the region's main settlements and outlying areas, and between the region and its external markets."*

*"The Partnership will seek to present a balanced approach to competing needs, recognising the role transport plays in sustaining local economies while at the same time making use of alternative approaches in locations where different transport policies focused on minimising car use are more appropriate and more effective"*

*"The Partnership will seek to assist the Scottish Government in delivering on its five high level national objectives and the National Transport Strategy. A presumption will be given in favour of transport improvements linked to the strategic vision based on well defined economic, social and environmental objectives"*

These explicit statements form part of an overall vision for the future of Transport in the South West area, recognising the diversity of residents and the unique characteristics of communities.

## 12.2 The Importance of Consultation

The former Scottish Executive Guidance on Regional Transport Strategies states that *“meaningful and effective engagement with regional stakeholders and the wider public should have a significant bearing on the overall direction of the RTS”*.

In developing its RTS, SWestrans has recognised the importance of consultation with equality groups in the form of two Key Stakeholder consultations and an eight week public consultation. Among the many identified Key Stakeholders was the “Accessible Transport Forum” which brings together a number of equality groups such as the Coalition of Disabled People, Transport to Employment, The Elderly Forum, Mental Health NHS, Education and Community Services, the WRVS and Community Transport schemes throughout Dumfries and Galloway.

For the eight week public consultation, letters were sent to a wide-range of local and national organisations representing a variety of equality groups. These included groups representing people with disabilities; older people; young people; women, people from black and minority ethnic communities, and asylum seekers; people who are lesbian, gay, bisexual or transgender; people whose first language is not English; people with religious or political beliefs; parents, guardians and carers. All members of the Dumfries and Galloway Access Panel were also advised of the public consultation.

In addition to this SWestrans has a number of observers to the Board who were either nominated by groups and organisations or are members of the public with a strong interest in transport issues. Observers represent a wide range of interests and backgrounds and have had the opportunity to contribute to discussion of the Strategy at meetings of the Partnership Board. Such meaningful and effective engagement has informed the development of the RTS.

## 12.3 Equality in Delivery

In identifying Priority Intervention Packages, SWestrans has achieved the aim to promote economic and social well being, both for the regional population at large and for particular groups within it. The aspirations of Equality Groups have been articulated in this process, with the issue of access well reflected in the Priority Intervention Packages.

These schemes (as identified in the Delivery Plan – Accompanying Document 4) provide excellent fit with local and national policy objectives, provide a mix of public and private transport related projects and reflect the balance of opinions as articulated through the consultation process.

The Strategy also recognises the need for continued support to innovative arrangements for transport in order to foster social participation in the form of Community Transport and Demand Responsive Transport.

Delivery of the Equality Impact Assessment requires that consideration be given to the needs and issues of equality groups prior to and at all stages of the implementation process. SWestrans intends that the implementation of the RTS will have a positive impact on equality groups, improving quality of life and promoting access for all.

## 12.4 Public Sector Equalities Duties

As a Public Sector body SWestrans is under a statutory obligation to publish an Equalities Scheme as required by equalities legislation:

- The Race Relations (Amendment) Act 2000
- The Disability Discrimination Act 2005
- The Equality Act 2006

SWestrans has addressed the three statutory areas of race, gender and disability equality under a single scheme, as well as discrimination related to age, religion/belief, and sexuality on the same basis.

It is intended through this scheme to identify measures that will make a real difference to the travel experience of diversity groups, and in so doing reflects our commitment to the objectives of the Scottish Government's Safer and Stronger high level policy priority.

An Equalities Scheme has been approved by the SWestrans Board and submitted to the Equalities and Human Rights Commission, and published on the SWestrans website.

# 13. Single Outcome Agreement and Monitoring

## 13.1 Single Outcome Agreement

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

As indicated in Chapter 8, the Scottish Government has set out 5 High Level Objectives:

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

A set of 15 National Outcomes have been established to help deliver the High Level Objectives. These National Outcomes are set out in Section 8.4 of this Strategy.

Transport can make a contribution to all 15 of these National Outcomes but has particular relevance to the following:

1	We live in a Scotland that is the most attractive place for doing business in Europe;
2	We realise our full economic potential with more and better employment opportunities for our people;
6	We live longer, healthier lives;
7	We have tackled the significant inequalities in Scottish society;
8	We have improved the life chances for children, young people and families at risk;
9	We live our lives safe from crime, disorder and danger;
10	We live in well-designed, sustainable places where we are able to access the amenities and services we need;
11	We value and enjoy our built and natural environment and protect it and enhance it for future generations;
14	We reduce the local and global environmental impact of our consumption and production;
15	Our public services are high quality, continually improving, efficient and responsive to local needs.

Dumfries and Galloway Council along with its Community Planning Partners (including SWestrans) has developed a joint Single Outcome Agreement, which is the first step on the journey towards agreeing and delivering a Dumfries and Galloway shared vision for 2020.



We shall work together to bring about a Dumfries & Galloway in which people, making the most of the region's natural and cultural assets, are listened to, treated equally and respected; earn more, from a wider range of activities; live more active and healthy lives; are better equipped for a changing world; tread more lightly on the planet and feel better connected, secure and at home making it the natural place to live, work, learn and visit.

To deliver this vision, 5 Local Outcomes have been developed:

- 1 An innovative and sustainable rural economy;
- 2 A region where people live more active and healthy lives;
- 3 A place where people feel better connected, secure and at home;
- 4 People are better equipped for a changing world;
- 5 The region's natural and cultural assets are enhanced in a sustainable and environmentally friendly way.

The Regional Transport Strategy will be a key document in assisting with the delivery of National and Local Outcomes in Dumfries and Galloway. The objectives set out in the Strategy are closely aligned with both the National and Local Outcomes.

At a scheme specific level the RTS Delivery Plan (Accompanying Document 4) maintains the close correlation with the National and Local Outcomes.

## 13.2 National and Local Indicators

There are a number of National and Local Indicators which are being developed through the Single Outcome Agreement procedures which have a particular relevance to the RTS. Some of these are directly related to transport and others are indirectly linked.

There are 45 National Indicators which have been developed by the Scottish Government in partnership with COSLA to allow progress made towards achieving the 5 High Level Objectives and 15 National Outcomes to be measured.

National Indicators and Targets	
1	At least halve the gap in total <b>research and development</b> spending compared with EU average by 2011
2	Increase the <b>business start-up rate</b>
3	Grow <b>exports</b> at a faster average rate than GDP
4	Improve <b>public sector efficiency</b> through the generation of 2% cash releasing efficiency savings per annum
5	Improve people's perceptions of the <b>quality of public services</b> delivered
6	Reduce the number of Scottish <b>public bodies</b> by 25% by 2011
7	Reduce the proportion of driver journeys delayed due to <b>traffic congestion</b>
8	Increase the percentage of Scottish domiciled <b>graduates</b> from Scottish Higher Education Institutions in positive destinations
9	Improve knowledge transfer from <b>research activity</b> in universities
10	Increase the proportion of <b>school leavers</b> (from Scottish publicly funded schools) in positive and sustained destinations (FE, HE, employment or training)
11	Increase the proportion of <b>schools</b> receiving positive inspection reports
12	Reduce number of working age people with severe <b>literacy and numeracy</b> problems
13	Increase the overall proportion of <b>area child protection committees</b> receiving positive inspection reports
14	Decrease the proportion of <b>individuals living in poverty</b>
15	60% of school children in primary 1 will have no signs of <b>dental disease</b> by 2010
16	Improve the <b>quality of healthcare experience</b>
17	Increase the proportion of <b>pre-school centres</b> receiving positive inspection reports
18	Increase the <b>social economy turnover</b>
19	Reduce the rate of increase in the proportion of children with their <b>Body Mass Index</b> outwith a healthy range by 2018
20	Increase the average score of adults on the Warwick-Edinburgh <b>Mental Wellbeing Scale</b> by 2011
21	Increase <b>healthy life expectancy</b> at birth in the most deprived areas
22	Reduce the percentage of the <b>adult population who smoke</b> to 22% by 2010
23	Reduce <b>alcohol related hospital admissions</b> by 2011
24	Achieve annual milestones for reducing <b>inpatient or day case waiting times</b> culminating in delivery of an 18 week referral to treatment time from December 2011
25	Reduce the proportion of people aged 65 and over admitted as <b>emergency inpatients</b> two or more times in a single year

### National Indicators and Targets

26	Reduce mortality from <b>coronary heart disease</b> among the under 75s in deprived areas
27	Increase the percentage of people aged 65 and over with high levels of care needs who are <b>cared for at home</b>
28	All unintentionally <b>homeless households</b> will be entitled to settled accommodation by 2012
29	Reduce overall <b>reconviction rates</b> by 2 percentage points by 2011
30	Reduce overall <b>crime victimisation rates</b> by 2 percentage points by 2011
31	Increase the percentage of <b>criminal cases</b> dealt with within 26 weeks by 3 percentage points by 2011
32	Increase the rate of <b>new house building</b>
33	Increase the percentage of adults who rate their <b>neighbourhood</b> as a good place to live
34	Decrease the estimated number of problem <b>drug users</b> in Scotland by 2011
35	Increase positive public perception of the general <b>crime rate</b> in the local area
36	Reduce overall <b>ecological footprint</b>
37	Increase to 95% the proportion of <b>protected nature sites</b> in favourable condition
38	Improve the state of Scotland's <b>Historic Buildings</b> , monuments and environment
39	<b>Biodiversity</b> : increase the index of abundance of terrestrial breeding birds
40	Increase the proportion of <b>journeys to work</b> made by public or active transport
41	Increase the proportion of adults making one or more <b>visits to the outdoors</b> per week
42	50% of electricity generated in Scotland to come from <b>renewable sources</b> by 2020 (interim target of 31% by 2011)
43	Reduce to 1.32 million tonnes of <b>waste</b> sent to landfill by 2010
44	Increase to 70% key <b>commercial fish stocks</b> at full reproductive capacity and harvested sustainably by 2015
45	Improve people's perceptions, attitudes and awareness of <b>Scotland's reputation</b>

Of these two relate directly to transport:

- National Indicator 7: Reduce the proportion of driver journeys delayed due to traffic congestion;
- National Indicator 40: Increase the proportion of journeys to work made by public or active transport.

There are also a number of National Indicators which are indirectly related to transport including Indicators 2, 3, 10, 14, 18, 19, 21, 26, 32, 33, 36, 41 and 45.

The Dumfries and Galloway Single Outcome Agreement outlines a number of Indicators in relation to each of the 5 Local Outcomes.

It is intended that outcomes and indicators will be developed with Community Planning Partners as the Dumfries and Galloway Single Outcome Agreement develops.

### **13.3 Monitoring**

Monitoring of the RTS is very important in order to assess the extent to which the aims and objectives of the strategy are being achieved and to decide whether any amendments are required.

It is intended that once the Single Outcome Agreement procedure has been fully established, the success of the RTS will be measured against relevant National and Local Indicators on an annual basis.

A range of other indicators will be identified which have specific relevance to the RTS and transport in general. This would allow a full monitoring framework which would include National and Local Indicators to be established. Thereafter SWestrans will publish an annual monitoring report, and will refine and quantify timescales in partnership with the Scottish Government and Community Planning Partners.

Environmental monitoring is also a requirement of RTS implementation and the proposals for the monitoring framework are detailed in Section 11 of the Environmental Report (Accompanying Document 2)

It is intended that the RTS will be the subject of ongoing monitoring and will be reviewed every four years.

# Appendix 1 - Public Consultation: Main Themes and Actions

Main Themes Hilighted		Action Taken in Final RTS	No.of Similar Theme Responses
<b>General Structure and Content</b>	Chapter 10 (Scheme Selection, Appraisal and Prioritisation) of the draft RTS requires further clarity.	Chapter re-drafted to improve clarity and more detailed work included in accompanying Scheme Selection, Appraisal and Prioritisation and Scottish Transport Appraisal Guidance (STAG) Report.	4
	The RTS objectives are not SMART and there should be better linkage to proposed interventions	Objectives linked to Priority Intervention Packages and Targets and Monitoring Chapter	1
	Delivery Agents, Costings and Implementation Timetable should be included	Included in Strategy	1
	Need for Policies	RTS policies developed and included in Strategy	1
	RTS requires monitoring, evaluation and performance indicators	Targets and Monitoring Chapter included	2
	Need to take account of emerging national issues	These are reflected in Strategy	2
<b>Environmental/ Travel Planning Issues</b>	Not enough emphasis is placed upon issues of Climate Change, Air Quality, Water environment, Emissions Reduction, Global Warming	Strengthened in relation to these issues together with a commitment to Climate Change Programme included in section - Safeguarding the Environment	9
	Need further information on how the environment is protected or enhanced during specific projects	Included in SEA and interface between SEA and Final Strategy	1
	Need to explore car share, car clubs, wheels to work, Travel Plans and incentives	Included in Strategy under work of Work Place Travel Plan Co-ordinator	1
	Need to develop proposals to reduce need to travel	Included in Strategy under work of Work Place Travel Plan Co-ordinator	1
	Need to consider the benefits of flexible working	Included in Strategy	1

Main Themes Highlighted		Action Taken in Final RTS	No. of Similar Theme Responses
<b>Walking and Cycling</b>	Need for more on healthy and active travel including walking and cycling, and access to health care.	Incorporated in Strategy	4
	Importance of the National Cycle Network is underestimated, particularly the linkage to the National Cycle Network in Northern Ireland.	Completion of the National Cycle Network included as a Priority Intervention Package in Strategy	6
	Need to consider a policy on the need for cycling and walking audit for transport interventions	Commitment to consider all modes as interventions are developed and implemented - no need for separate policy	1
	More additional cycle interventions needed	Cycle Interventions form part of the Priority Intervention Package in Strategy. Other cycle interventions will be considered during the lifetime of the Strategy	2
<b>Walking and Cycling (Contd.)</b>	Core Path Plan needs to be fully recognised in the Strategy and will be suitable for commuting, shopping and getting to school and for community links	Core Path Plan aspects reflected in the Strategy	2
	Increased cycle usage is not sustainable because of weather conditions	No action required	1

Main Themes Highlighted		Action Taken in Final RTS	No. of Similar Theme Responses
<b>Roads Issues</b>	The Strategy is unbalanced towards roads and road infrastructure	No action taken	4
	Support for Dumfries Southern Bypass	No action required	4
	Dumfries does not need a Southern Bypass, access should be presented through Southern Access Strategy	No action taken	1
	Support for Dumfries to A74(M) road link	No action required	6
	No mention of Road Traffic Reduction Act in draft RTS	RTS aims to assist Scottish Executive in meeting targets to stabilise road traffic levels - no action taken	1
	Contradiction between assisting with traffic stabilisation and traffic growth	No action required	1
	A75 dualling in total is unrealistic	No action taken	1
	Support for dualling A75 and A77	No action required	1
	Need for improvement to trunk roads, particularly A75, A77 and A76	Included in Strategy	1
	More emphasis required on road safety and casualty reduction required.	Road Safety issues highlighted in Strategy	2
<b>Rail Issues</b>	Need to progress a feasibility study into re-opening of railway line between Stranraer and Cairnryan	Considered in Strategy	5
	Need for improvements to Rail Frequency and Journey Times	Included in Strategy	2
	Need for better Integration between trains and buses	Included in Bus Action Plan	3
	Should consider re-introduction of Dumfries to Stranraer Railway Line	To be considered during the lifetime of the Strategy	2
	Need to include interventions currently being progressed by First Scotrail	Included in Strategy	1
	Current Network Rail schemes should be included	Included in the Strategy	1
	There are capacity issues on the West Coast Main Line	Will be considered further as interventions are developed	1

Main Themes Highlighted		Action Taken in Final RTS	No. of Similar Theme Responses
<b>Rail Issues (Contd.)</b>	There is conflict between additional station stops and journey times on rail	Will be considered further as interventions are developed	1
	Support to re-balance Stranraer Rail Timetable	No action required	1
	Need to highlight differing costs in Public Transport between Dumfries and Galloway and SPT boundaries	Included in Strategy	1
<b>Bus Issues</b>	Importance of Bus Transport and the need for a Bus Action Plan	Bus Action Plan included in Strategy	1
	Improvements needed to bus services, publicity and information	Issue addressed by Bus Network Quality Strategy and Bus Action Plan	2
	Need to explore additional bus priority measures	Included in Bus Action Plan	1
	Need to explore Statutory Bus Quality Partnership	Included in Bus Action Plan	1
	Consider Bikes on Buses	Included in Bus Action Plan	1
	No mention of integrated ticketing	Included in Bus Action Plan	1
	Need for interchanges at key towns	Included in Bus Action Plan	1
<b>Community Transport</b>	Need more rural and accessibly transport	Included in Strategy	4
	Need to develop community transport/voluntary sector and social inclusion	Included in Strategy	2
<b>Freight /Timber Issues</b>	Need more emphasis on movement of manufactured goods and business needs	Commitment to develop a Freight Action Plan	1
	Local communities have commercial vehicle road use as an essential aspect of local businesses	Commitment to develop a Freight Action Plan	1
	Need more details on freight (road and rail) and consideration of Freight Quality Partnership	Commitment to develop a Freight Action Plan	2
	Need to move freight from road to rail	Commitment to develop a Freight Action Plan	1

Main Themes Highlighted		Action Taken in Final RTS	No. of Similar Theme Responses
	Need to highlight limited national awareness of problems associated with the timber sector and likely increase in timber on Regions roads	Timber Section enhanced to reflect comments	1
<b>Dumfries Town/ The Crichton</b>	Access to Crichton needs sorted out urgently	Included in Strategy	1
	Need improved access to Dumfries and Galloway Royal Infirmary	Included in Strategy	1
	Should consider Dumfries as a demonstration town for Sustainable Travel	To be considered as the Strategy develops	1
<b>Other Issues</b>	The Strategy too readily accepts connectivity is related to economic health	No action taken	1
	Need mention of increased use of the Internet for shopping	No action taken	1
	More emphasis needed on Modal Shift	Included in Strategy	3
	Less emphasis should be placed on long distance commuting	Objective reconsidered and revised	5
	There is no mention of the Sustainable Development Strategy or National Planning Framework	Land Use Planning Chapter enhanced	2
	Cross-Border issues and schemes should be included	Importance of cross-boundary issues highlighted and evidence included	9
	More initiatives required to assist motor-cyclists	Commitment to address needs of all modes in implementation stage	1
	A number of local issues were highlighted	These will be addressed through Dumfries and Galloway Council's Local Transport Strategy	

## Appendix 2 Glossary Of Terms

<b>DGRI</b>	Dumfries and Galloway Royal Infirmary
<b>DRT</b>	Demand Responsive Transport
<b>GSW</b>	Glasgow and South Western Railway Line
<b>NHS</b>	National Health Service
<b>NTS</b>	National Transport Strategy
<b>RTPs</b>	Regional Transport Partnerships
<b>RTS</b>	Regional Transport Strategy
<b>SEA</b>	Strategic Environmental Assessment
<b>SEStran</b>	South East of Scotland Transport Partnership
<b>SPP17</b>	Scottish Planning Policy 17 “Planning for Transport”
<b>SPT</b>	Strathclyde Partnership for Transport
<b>SMART Measures</b>	Measures which encourage sustainable travel, typically travel plans, public transport information, travel awareness campaigns, travel to school campaigns, car clubs, car sharing schemes, car free housing zones and teleworking.
<b>STAG</b>	Scottish Transport Appraisal Guidance
<b>SWestrans</b>	The South West of Scotland Transport Partnership
<b>WCML</b>	West Coast Main Line



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