

Appendix A – Policy Review

Table A-1: Policy Review

Document	Purpose	Objectives	Key Points of Relevance
National			
<p>A Nation with Ambition: The Government's Programme for Scotland 2017-18¹</p> <p><i>Scottish Government, 2017</i></p>	<p>In September 2017, the Scottish Government published the Programme for Government setting out the ambition to build a modern, dynamic, open economy which benefits everyone in Scotland.</p>	<p>The Programme highlights the importance of major transport infrastructure investment projects to support the economic health of the nation by increasing productivity and the growth of key sectors throughout the country, while meeting the expectations of the travelling public.</p>	<p>The Programme outlines the Government's commitment to examining improvements in transport links in the South West of Scotland, indicating that it shall "...commence work for the second Strategic Transport Projects Review in the Dumfries and Galloway area. This will include looking at the access to the ports at Cairnryan". The South West Scotland Transport Study responds to this commitment.</p>
<p>National Transport Strategy²</p> <p><i>Transport Scotland, 2016</i></p>	<p>Scotland's National Transport Strategy (NTS) was published in December 2006 to act as an enabler of economic growth, supporting businesses in achieving their local, national and international objectives. It also acted to improve the lives of individuals and communities by connecting them with their economic future. The 2016 refresh considers the progress made in the previous ten years.</p> <p>It is to be noted that at the time of writing, the NTS is undergoing a period of review with a new NTS anticipated to be published in summer 2019. As the NTS2 is developed, the emerging strategic vision and outcomes for the NTS2 will be considered as and when available.</p>	<p>The five high level NTS objectives are to:</p> <ul style="list-style-type: none"> • Promote economic growth; • Promote social inclusion; • Protect our environment and improve health; • Improve safety of journeys; and • Improve integration. <p>The three key strategic outcomes of the strategy are to:</p> <ul style="list-style-type: none"> • Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport; • Reduce emissions, to tackle the issues of climate change, air quality and health improvement; and • Improve quality, accessibility and affordability, to give people a choice of public transport, better quality transport services and value for money or an alternative to car. 	<p>Although the NTS does not specifically reference key routes in the study area, it is important that the vision, objectives and strategic outcomes outlined in the Strategy are taken into consideration as the study progresses. Interventions identified through the South West Transport Study should support the NTS objectives.</p>

¹ A Nation with Ambition: The Government's Programme for Scotland 2017-18 (available at: <https://www.gov.scot/Resource/0052/00524214.pdf>)

² National Transport Strategy (available at: <https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>)

<p>Strategic Transport Projects Review³</p> <p><i>Transport Scotland, 2009</i></p>	<p>Transport Scotland undertook the Strategic Transport Projects Review (STPR) in 2009. As part of the review, it stated that in order to ensure Scotland's transport system is fit for the demands placed upon it; plans must be made for all types of future improvement. The report defines the key strategic transport issues that were identified during the review process, and outlines the transport investments which most effectively support the Scottish Government's stated purpose.</p> <p>It is to be noted that outcomes from the South West Scotland Transport Study will feed into STPR2.</p>	<p>One of the Draft Investments detailed in STPR specific to the study area is 'Intervention 11 – Targeted Programme of Measures to Improve Links to the Loch Ryan Port Facilities from the Trans European Network'. This committed to improve measures such as:</p> <ul style="list-style-type: none"> Physical works aimed at providing safer overtaking opportunities such as 2+1 sections, climbing lanes and overtaking lay-bys and improvements to the operation of junctions around Dumfries; Improvements to the strategic access around Stranraer (A751); and Driver Information System. <p>It is envisaged that individual elements would be delivered in a targeted programme to improve journey time reliability for travel to port facilities to Loch Ryan. The physical works aspect of this intervention would improve journey time reliability by addressing additional constraints along the route. This would result in efficiency gains for freight traffic travelling to and from the Loch Ryan ports.</p>	<p>Key points highlighted in STPR included:</p> <ul style="list-style-type: none"> Strategic access to Northern Ireland is highlighted as being relatively poorly connected by both the A77 and A75. The A77 was identified as a targeted road quality improvement, highlighting it as an important link to the ferry ports and Prestwick Airport. Local road improvements were listed as part of a programme of improvements, including road widening, lay-bys, climbing / overtaking lanes, possible grade separation at key junctions and local bypasses for significant towns on the route. Targeted investment in local interventions on the A76 was also noted.
<p>Infrastructure Investment Plan⁴</p> <p><i>Scottish Government, 2015</i></p>	<p>The Infrastructure Investment Plan sets out priorities for investment and a long term strategy for the development of public infrastructure in Scotland. It sets out why the Scottish Government invests, how it invests and what it intends to invest in over the 2015 spending review period and beyond.</p>	<p>No specific objectives have been identified for the Plan, but it does list how it contributes to making Scotland "<i>the place (the Scottish Government) want it to be</i>", including:</p> <ul style="list-style-type: none"> A Stronger Fairer Scotland; A Strong Sustainable Economy; Protecting and Reforming our Public Sector; and Strengthening our Communities. 	<p>The document details a number of pipeline projects associated with the Plan including A77 Maybole Bypass (at construction stage at the time of writing) with the key objective of maintaining links to the Irish sea ports at Cairnryan and improving the quality of life within the town.</p>
<p>National Planning Framework 3⁵</p> <p><i>Scottish Government, 2014</i></p>	<p>The NPF3 sets out the long-term vision for the spatial development of Scotland and is the spatial expression of the Government Economic Strategy.</p>	<p>Outlines the Scottish Government's vision for Scotland.</p> <ul style="list-style-type: none"> A successful, sustainable place. We have a growing low carbon economy which provides opportunities that are more fairly distributed between, and within, all our communities. We live in high quality, vibrant and sustainable places with enough good quality homes. Our living environments foster better health and we have reduced spatial inequalities in well-being. There is a fair distribution of opportunities in cities, towns and rural areas, reflecting the diversity and strengths of our unique people and places. A low carbon place. We have seized the opportunities arising from our ambition to be a world leader in low 	<p>Within the NPF3, Dumfries is recognised as a gateway town and the regional capital of the south west of Scotland. Tourism, food and drink and primary industries will continue to be important for Dumfries. Wider opportunities for economic growth are also likely to be located along the A74 Corridor.</p> <p>Stranraer and Cairnryan are Scotland's gateway to Northern Ireland. Since relocation of the ferry terminal from the centre of Stranraer, regeneration plans for the</p>

³ Strategic Transport Projects Review (available at: <https://www.transport.gov.scot/media/26366/j11260a.pdf>)

⁴ Infrastructure Investment Plan (available at: <https://www.gov.scot/Resource/0049/00491180.pdf>)

⁵ National Planning Framework 3 (available at: <https://www.gov.scot/Resource/0045/00453683.pdf>)

		<p>carbon energy generation, both onshore and offshore. Our built environment is more energy efficient and produces less waste and we have largely decarbonised our travel.</p> <ul style="list-style-type: none"> • A natural, resilient place. Natural and cultural assets are respected; they are improving in condition and represent a sustainable economic, environmental and social resource for the nation. Our environment and infrastructure have become more resilient to the impacts of climate change. • A connected place. The whole country has access to high-speed fixed and mobile digital networks. We make better use of our existing infrastructure and have improved internal and international transport links to facilitate our ambition for growth and our commitment to an inclusive society. 	<p>waterfront have become of critical importance to the town and wider region.</p> <p>NPF3 also notes the following in relation to the ports at Cairnryan and the A75 and A77:</p> <p><i>"It is important that the momentum gained from designating Port Facilities at Loch Ryan as a national development in NPF2 is not lost – following opening of the new facilities in 2011, targeted interventions are being made to improve the A77 and A75...the A75 is a Euroroute, providing a vital link from Northern Ireland across the region to the rest of Scotland, England and Europe."</i></p>
<p>Scotland's Economic Strategy⁶</p> <p><i>Scottish Government, 2015</i></p>	<p>Scotland's Economic Strategy reaffirms the Scottish Government's commitment to creating a more successful country through increasing sustainable economic growth. The Strategy presents an overarching framework based on two key pillars: increasing competitiveness and tackling inequality.</p> <p>The Strategy recognises that increasing Scotland's economic performance requires development of the human capital and productivity of the workforce, to invest in Scotland's infrastructure and to increase the ability of people to participate in the labour market. In addition to increasing competitiveness, the Strategy outlines the importance of addressing inequality to create the conditions to deliver sustainable economic growth over the long term.</p>	<p>The approach to delivering sustainable economic growth is characterised by four key priorities:</p> <ul style="list-style-type: none"> • An economy where growth is underpinned by long-term sustainable investment in people, infrastructure and assets; • An economy where growth is based on innovation, change and openness to new ways of doing things; • A society that promotes inclusive growth and creates opportunity through a fair and inclusive jobs market and regional cohesion to provide economic opportunities across all of Scotland; and • A country with an international outlook and focus, open to trade, migration and new ideas. 	<p>A central feature of the Strategy is the approach to supporting investment. As set out in the Strategy, infrastructure investment attracts business investment, stimulates economic activity and deepens access to the labour market. Physical and digital infrastructure improves connectivity between cities, towns and regions, helping to drive growth and competitiveness. It is in this context that the Strategy outlines the Government's commitment to investment in transport and the benefits that major projects will deliver.</p> <p>The Strategy notes that significant variations exist in levels of economic activity across Scotland. For example, average GVA output per person in Edinburgh is £38,000 compared to approximately £16,000 in Dumfries and Galloway which is also lower than the Scottish average of £20,000.</p>

⁶ Scotland's Economic Strategy (available at: <https://www.gov.scot/Resource/0047/00472389.pdf>)

<p>Strategic Road Safety Plan⁷</p> <p><i>Transport Scotland, 2016</i></p>	<p>The Strategic Road Safety Plan sets out the Scottish Government's priorities and key actions to support implementation of a Safer Systems Approach to road safety and in doing so contributing to delivery of the national 2020 Casualty Reduction targets.</p>	<p>The Framework's strategic aims are:</p> <ul style="list-style-type: none"> • Helping to join up the strands of road safety across Scotland's delivery partners, so as to work more effectively; • Reinforcing the message of all road users' responsibility for their own safety and that of others; • Reducing the tolerance of risk on the roads; and • Upholding the rights of all road users to expect safe road travel. 	<p>The Strategic Road Safety Plan promotes a Safer Systems approach to improving road safety based on the five pillars of:</p> <ul style="list-style-type: none"> • Road safety management; • Road infrastructure; • Safe vehicles; • Road User behaviour; and • Post-crash response. <p>It outlines a number of potential interventions that should be considered in seeking to improve the safety of all road users, including vulnerable groups. Options designed to improve road safety in the study area should be developed in line with this approach.</p>
<p>Scotland's Railways⁸</p> <p><i>Transport Scotland, 2006</i></p>	<p>The document sets out Transport Scotland's twenty year plan for potential interventions over the short, medium and longer term to ensure that Scotland's railway network continues to improve.</p> <p>The purpose of the document was to:</p> <ul style="list-style-type: none"> • Summarise the evidence base relating to our railways. • Set out the key challenges ahead. • Set out our vision for rail in Scotland. • Set out how we will deliver that vision. 	<p>The document has high level objectives:</p> <ul style="list-style-type: none"> • To promote economic growth by focusing on the rail network moving large volumes of people quickly and reliably within and between city regions as a priority. • To protect the environment and improve health by recognising the role of rail as an integral part of Scotland's National Transport Strategy and the contribution rail makes to a sustainable, efficient and effective transport system which minimises the impact of travel on the environment. 	<p>In the context of the South West Scotland rail network, the Strategy provides an implementation plan related to the development of Anglo-Scottish Routes and Rural Routes. This includes the following in relation to the study area:</p> <p><i>Anglo-Scottish Route</i></p> <ul style="list-style-type: none"> • Capacity enhancements on the Glasgow and South Western route to assist freight movements. (Short term) <p><i>Rural Routes</i></p> <ul style="list-style-type: none"> • Improvements to class 156 trains for passengers using South Western services. (Short term) • Revise train services in the light of changing travel patterns and markets including tourism developments. (Short term) • Take advantage of synergies with upgrade of Glasgow and South Western (GSW) route to improve passenger service journey times to Carlisle. (Medium term)

⁷ Strategic Road Safety Plan (available at: https://www.transport.gov.scot/media/10323/ts_strategic_road_safety_plan_2016_digital_sep_2016.pdf)

⁸ Scotland's Railways (available at: <https://www.webarchive.org.uk/wayback/archive/20180517074111/http://www.gov.scot/Publications/2006/12/04104648/12>)

			It is noted that promoting social inclusion is a driver of rural routes, as is economic growth through tourism.
Scotland Route Study⁹ <i>Network Rail, 2016</i>	<p>The purpose of the Route Study is to provide an evidence base that will inform funders in Scotland when considering rail industry investment choices for Control Periods 6 and 7 between 2019 and 2029.</p>	<p>Key strategic themes of the Study:</p> <ul style="list-style-type: none"> • Defining what capacity is available, based on current and future expectations of what passengers and freight customers are likely to require. • Optimising timetables to make the most of the network as it is today. • Enhancing train lengths as a first step to meeting capacity requirements where possible. • Segregating different types of traffic where possible to remove capacity constraints. • Taking advantage of planned renewals to ensure that the enhancements that are required deliver maximum value for money. • Taking a whole-life, whole-industry view of the enhancements. • Taking an overall corridor view to ensure that individual enhancements deliver outputs in a way that delivers benefits as early as possible, given the requirement to deliver good value for money. 	<p>Within the Route Study, the route between Glasgow and Carlisle via Dumfries and the Stranraer line between Ayr and Stranraer are defined as Rural Markets. A high-level summary of Scotland Market Study results for rural markets show that Compound Annual Growth Rate (2012-23) will be 4.4% across future economic scenarios.</p> <p>In terms of network improvements relevant to the study area, proposed gauge enhancements to the West Coast Main Line to Grangemouth and Glasgow to Carlisle via Dumfries are proposed. This offers the opportunity for more efficient freight operations and enables operators to better meet freight demand.</p> <p>The Route Study also highlighted that consultation noted the importance of the GSWL as an alternative route to the WCML for cross-border trains whenever there is disruption on one of the lines. Respondents also identified line speed improvements and enhanced freight capability as key aspirations for lines serving rural areas, particularly the Stranraer Line.</p>
Regional			
Regional Transport Strategy¹⁰ <i>SWestrans, 2008</i>	<p>The purpose of the RTS is to determine and deliver better transport solutions, both regionally and nationally, and to act as a catalyst for regeneration of the region's economy.</p> <p>Interventions are designed to support SWestrans vision for "a transport system for the South West of Scotland that delivers the</p>	<p>The objectives of the RTS are as follows:</p> <ul style="list-style-type: none"> • 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; 	<p>The RTS provides an overview of the transport network in the region and plays an important role in providing context and an evidence base for the South West Scotland Transport Study.</p> <p>Though it is noted that the RTS dates from 2008, a number of the issues remain relevant. In line with the RTS and other regional and local plans, the Council has produced the plan, "Dumfries and Galloway Council's</p>

⁹ Scotland Route Study (available at: <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/Scotland-Route-Study.pdf>)

¹⁰ South West of Scotland Transport Partnership, Regional Transport Strategy, June 2008 (available at: <http://swestrans.org.uk/9691>)

	<p><i>internal and external connectivity required to sustain and enhance the region's economy and communities whilst minimising the impact of transport on the environment."</i></p>	<ul style="list-style-type: none"> • 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. 	<p><i>Priorities in Lobbying for Transportation Infrastructure Developments and Transportation Service Improvements within Dumfries and Galloway</i>". This document outlines a number of interventions across all modes for action and implementation over the short, medium and long-term which have been considered as part of this study.</p>
<p>A Catalyst for Change – The Regional Transport Strategy for the West of Scotland 2008 – 21¹¹</p> <p><i>Strathclyde Partnership for Transport, 2008</i></p>	<p>The document sets out SPT's vision for transport, the goals they share with partner organisations, transport objectives, strategic priorities for transport and the indicators they will use to measure delivery of the Strategy's implementation.</p>	<p>SPT's RTS sets out the following transport objectives:</p> <ul style="list-style-type: none"> • Safety and Security: To improve safety and personal security on the transport system. • Modal Shift: To increase the proportion of trips undertaken by walking, cycling and public transport. • Excellent Transport System: To enhance the attractiveness, reliability and integration of the transport network. • Effectiveness and Efficiency: To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight. • Access for All: To promote and facilitate access that recognises the transport requirements of all. • Environment and Health: To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system. • Economy, Transport and Land-use Planning: To support land-use planning strategies, regeneration and development by integrating transport provision. 	<p>SPT's RTS covers the East Ayrshire and South Ayrshire parts of the study area. In detailing the strategies outcomes and priorities, it sets out principles which this study will take into consideration.</p> <p>It is also to be noted that, at the time of writing, SPT are embarking on the refresh of its RTS. It is anticipated that analysis and key findings of relevance to parts of the study area that lie within SPT's remit are shared to inform the development of the Strategy.</p>

¹¹ A Catalyst for Change – The Regional Transport Strategy for the West of Scotland 2008 – 21 (available at: http://www.spt.co.uk/wmslib/Documents_RTS/catalyst_for_change.pdf)

<p>Freight Strategy for Strathclyde¹²</p> <p><i>Strathclyde Partnership for Transport, 2018</i></p>	<p>The Strategy sets the context for freight in Strathclyde and outlines proposals over the short, medium and long term to promote the safe and efficient movement of freight transport across the region.</p>	<p>The Freight Strategy outlines six ambitions as follows:</p> <ul style="list-style-type: none"> • Improve air quality and environment; • Increase the safety of freight movement; • Encourage and facilitate intermodal freight movement; • Enhance quality of life and well-being; • Facilitate and support economic competitiveness; and • Enable communication. 	<p>While the Strategy is primarily focused on the Strathclyde region, reference is made to the importance of efficient routes to Cairnryan for freight and it is noted that research revealed the routes to the Cairnryan port via the A75 and A77 are unable to cope with the current levels of freight traffic.</p> <p>The Strategy identifies a wide range of potential interventions to improve the efficiency of freight movements, a number of which may be considered as part of this study. Options include</p> <ul style="list-style-type: none"> • Development of schemes to improve road safety, including schemes such as the Community and Logistics Freight Operator Cycle Safety Scheme and the Fleet Operator Recognition Scheme; • Lorry Parking Review; and • Initiatives to encourage intermodal freight movements.
<p>Ayrshire Freight Strategy¹³</p> <p><i>Ayrshire Roads Alliance, 2016</i></p>	<p>SPT, North Ayrshire Council and Ayrshire Roads Alliance developed this strategy to provide a strategic road network and freight access strategy to key freight locations along with an associated signing strategy. The strategy seeks to identify opportunities to provide HGV parking and examine options for transport hubs for freight transfer or local distribution.</p>	<p>The objectives of the strategy are as follows:</p> <ul style="list-style-type: none"> • To facilitate the sustainable transport of freight across and within Ayrshire; • To serve key freight generators and attractors with appropriate and robust transport networks; and • To develop and maintain a strategic freight route hierarchy. 	<p>The priority for the Freight Strategy is to ensure that the main freight generators and attractors are linked by a suitably robust transport network that is fit for purpose and meets the needs of each individual location. Each location has its own access and specific freight requirements that must be considered and planned for. Ports and airports in the region are regarded as gateways for both Ayrshire and the West of Scotland as they provide access for both the importing and exporting of goods – the need for reliable and efficient transport links is therefore important.</p>
<p>Dumfries & Galloway Transport Summit – Final Report¹⁴</p>	<p>The Summit discussed the role of transport and associated infrastructure to support the economy and communities in Dumfries and Galloway.</p>	<p>No specific objectives were developed as part of the Summit. However, a cross section of individuals and organisations were invited to attend the Summit, which</p>	<p>The summit was held following a commitment by the Deputy First Minister to hold a Transport Summit in the South West of Scotland within 100 days of a new Scottish Government. The report provides a summary of</p>

¹² Freight Strategy for Strathclyde available at: (http://www.spt.co.uk/wmslib/Documents_RTS/Action_Plans/Freight-Strategy.pdf)

¹³ Ayrshire Freight Strategy: Effective Movement, Peter Brett, March 2016

¹⁴ Dumfries & Galloway Transport Summit – Final Report (available at: <https://www.transport.gov.scot/media/10063/dumfries-and-galloway-transport-summit-final-report-4.pdf>)

<p><i>Transport Scotland, 2016</i></p>		<p>ensured a focussed discussion took place about the role of transport and associated infrastructure.</p>	<p>the main issues and options highlighted at the summit. Potential options include:</p> <ul style="list-style-type: none"> • Improving single carriageway A75 and A77 roads, leading to the Loch Ryan ports. • To install average speed cameras on the A75 in Springholm and Crocketford in the short term. • Dual A75 road with consideration of new Euro-Route roads. • Re-open stations at Beattock, Eastriggs and Thornhill. • Electrification of Nith Valley Line. • Allow Dumfries & Galloway to act as a PSV Bus Operator. • Improve the co-ordination between bus and train services. • Increase overall affordability and frequency of the bus service. • Improve access to healthcare • Improve cycling & active travel modes infrastructure.
<p>Ayrshire Transport Summit¹⁵</p> <p><i>All Ayrshire Alliance, 2018</i></p>	<p>Summit held in Kilmarnock organised by the Ayrshire Growth Deal team to outline the potential for Ayrshire and how investment in an improved transport network will help achieve this, with transport recognised as key to a “<i>vibrant Ayrshire</i>” in transforming the local economy.</p>	<p>No specific objectives were developed as part of the Summit. The event provided the opportunity for a focussed discussion on the role of transport and associated infrastructure to support the economy and communities of Ayrshire and Arran. Through a series of workshops, initial views were sought at the summit from a broad spectrum of individuals and organisation on the multi-modal strategic transport problems and opportunities facing Ayrshire and Arran.</p>	<p>While it is to be noted that the scope for the Summit was Ayrshire and Arran and therefore includes large areas out with the scope of the South West Scotland Transport Study, the summit did highlight a number of problems relevant to the study area, including:</p> <ul style="list-style-type: none"> • The lack of integration between public transport, particularly in rural areas, which adversely impacts access to public facilities and employment opportunities. • The Glasgow and South Western Line (GSWL) is considered sub-optimal for passenger trips to England, with slow journeys, infrequent services and aged rolling stock. • Lack of early buses in morning impacts on access to employment. • The high infrequency of bus services in some villages (with instances of two services per day), leads to extremely long journeys. • In general it was considered that there is a poor rail service in South West Scotland, and there would be economic benefits if better links to England were established.

¹⁵ Ayrshire Transport Summit – Draft Event Summary Ayrshire Growth Deal, SYSTRA March 2018

			<ul style="list-style-type: none"> • The A76 south of Sanquhar is in very poor condition. • Several ports on the west coast of the UK (including, Heysham, Liverpool, Holyhead and Pembroke Dock) have recently benefitted from significant improvements in their strategic transport connectivity, with it being noted by numerous delegates that Ayrshire is being 'left behind' in this respect. • The A77 south of Ayr is not fit for purpose given the level of trade traffic to/from Northern Ireland which passes through the port. <p>The outputs from the summit will in turn form part of the consultation process to assist in scoping the Regional Transport Appraisal as part of the Ayrshire Growth Deal.</p>
<p>Dumfries & Galloway Regional Economic Strategy 2016 - 2020¹⁶</p> <p><i>Dumfries & Galloway Council</i></p>	<p>The Regional Economic Strategy was developed to ensure that the strategic economic priorities for the region are clearly identified and that interventions to support these are prioritised by all partners involved.</p> <p>The Strategy is founded on the key principle of addressing inequality through economic growth and adopts a vision that <i>“By 2020, Dumfries and Galloway will have a more diverse and resilient economy. One which is capable of taking advantage of opportunities by combining an appropriately skilled workforce and connected infrastructure to support more prosperous and inclusive communities where every member of every community has equality of access to that prosperity.”</i></p>	<p>The document includes six strategic objectives; the main objectives of relevance are:</p> <ul style="list-style-type: none"> • Developing Places: Empower the region's communities to address their distinct economic challenges and opportunities; • Better Skills, Better Opportunities: Create a vibrant culture of opportunity in the region to retain and attract people of working age and improve the competitiveness of individual businesses; • Well Developed Infrastructure: Enhancing regional connectivity, removing barriers to business competitiveness and improving access to economic opportunities for individuals and businesses; and • Investment Projects: Large investment projects that will make a significant impact on the regional economy. 	<p>The Strategy provides an overview of the economic challenges Dumfries and Galloway faces thus providing useful context for this Pre-Appraisal study. The document notes that economic opportunities are strengthened given that parts of the region have good links to the strategic transport network, including connectivity to the A74(M) in the west and the west of the region linked to Northern Ireland by ferry ports at Cairnyan. However, the need to invest in effective transport links is identified as key to strengthening regional connectivity.</p>
<p>Dumfries and Galloway Regional</p>	<p>The Regional Tourism Strategy is based upon a partnership approach between public, private</p>	<p>The Strategy adopts the vision that <i>“By 2020 Dumfries and Galloway will be the destination of choice for quality, value</i></p>	<p>The Strategy states that tourism is worth £302 million to the local economy and identifies the importance of</p>

¹⁶ Dumfries & Galloway Regional Economic Strategy 2016 – 2020 (available at: <http://scottishtourismalliance.co.uk/uploads/Dumfries%20and%20Galloway%20Regional%20Tourism%20Strategy%202016-2020%20-%20Final.pdf>)

<p>Tourism Strategy 2016-2020¹⁷</p> <p><i>Dumfries & Galloway Council</i></p>	<p>and community stakeholders to jointly influence, guide change and grow the value, volume and resilience of the tourism sector in the region.</p>	<p><i>and memorable experiences delivered by skilled and passionate hosts”.</i></p>	<p>transport infrastructure that is fit for purpose and customer needs. The Strategy recognises the importance of “<i>working with transport providers to develop growth of passenger visits and local partnership tourism products to enhance connectivity</i>” and recognises the tourism opportunities afforded by improved active travel provision.</p>
<p>Ayrshire Growth Deal, Heads of Terms Agreement¹⁸</p> <p><i>UK Government, Scottish Government, East Ayrshire Council, North Ayrshire Council, South Ayrshire Council, 2019</i></p>	<p>The Heads of Terms document commits the Scottish Government and UK Government to work collaboratively with the local authorities and other Ayrshire regional partners to deliver a Deal that will help transform the Ayrshire economy. The Scottish Government will invest up to £103 million over 10 years, and the UK Government will invest up to £103 million over 15 years, subject to approval of final business cases for each project outlined in the Agreement.</p>	<p>The Ayrshire Growth Deal will help drive inclusive economic growth across the region. The Deal will enable the creation of new high quality jobs and opportunities across Ayrshire, which will help secure the future prosperity of its many communities.</p>	<p>A particular point of relevance from the Ayrshire Growth Deal is the regional transport appraisal. This will inform the review of emerging NTS policies and the work on STPR2 and ensure that appropriate consideration is given to Ayrshire’s transport infrastructure and the Growth Deal projects when setting the regional and national policy and intervention priorities.</p>
<p>Borderlands Inclusive Growth Deal¹⁹</p>	<p>The Borderlands Partnership brings together the five cross-border local authorities of Carlisle City Council, Cumbria County Council, Dumfries and Galloway Council, Northumberland County Council and Scottish Borders Council to promote the economic growth of the area that straddles the Scotland-England border.</p> <p>£345 million worth of funding has been announced by the UK and Scottish Governments and at the time of writing it is</p>	<p>The Borderlands Inclusive Growth Proposition seeks to deliver the shared ambition to play a full part in the Scottish and wider UK economy through the development of five ‘Strategic Growth Corridors’, locally supplied with clean low carbon energy, driven by the latest in digital technology.</p>	<p>The Borderlands Initiative sets out a number of regional priorities to support inclusive growth. Under the theme of Transport and Connectivity, priorities are focused on ensuring the region has appropriate physical and digital infrastructure to connect people and places. The Initiative states that it will promote and lobby for investment in roads, rail, and digital assets to make the Borderlands the most connected rural region in the UK. Potential projects as part of the Growth Deal include:</p> <ul style="list-style-type: none"> • Borders Railway Extension – Feasibility Study • Road projects, including A75, A7 and A77 • Junction 45-M6, Fast-link onto M74 • Rural Bus Services

¹⁷ Dumfries and Galloway Regional Tourism Strategy 2011-2016, Dumfries and Galloway Council (available at: https://www.dumgal.gov.uk/media/19228/Regional-Tourism-Strategy-2016-20/pd/f/Dumfries_Galloway_Regional_Tourism_Strategy_2016-2020.pdf?m=636592281054800000)

¹⁸ Ayrshire Growth Deal Heads of Terms Agreement (available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784363/AGD_-_Heads_of_Terms_-_February_2019_-_Agreed_Final.pdf)

¹⁹ Borderlands Inclusive Growth Deal (available at: <http://www.borderlandsgrowth.com/>)

	anticipated a Heads of Terms Agreement will be agreed in 2019.		<ul style="list-style-type: none"> • Electric Cars and Charging Network • Integrated and Smart Ticketing • Place based projects, including the redevelopment of Chapelcross former power station and Mountain Bike Innovation Centre in the Scottish Borders
Local			
Dumfries & Galloway Local Transport Strategy 2011-2016 ²⁰ <i>Dumfries & Galloway Council</i>	<p>The Dumfries & Galloway LTS sets out Council's Action Plan for transport in the area between 2011 and 2016. SWestrans and Dumfries and Galloway Council share the same boundary and the RTS and LTS consequently cover the same geographic area. However, the LTS is focussed upon local networks and services whilst the RTS focuses upon wider connectivity issues. The LTS adopts the vision <i>"To develop better transport systems where they are most needed to support an ambitious, prosperous and confident Dumfries and Galloway where people achieve their potential"</i>.</p>	<p>The LTS has five strategic objectives, as follows:</p> <ul style="list-style-type: none"> • Assist Economic Growth through the provision of the best possible transport infrastructure and services; • Promote Social Inclusion through the provision of transport services suitable for all residents; • Protect our Environment by coordinating land use planning and transport and, where travel is necessary, encourage efficient and sustainable transport; • Improve Road Safety by reducing the likelihood of accidents through Engineering, Education and Enforcement initiatives; and • Improve Integration of Journeys through the encouragement of better transport. 	<p>The LTS outlines a strategy which balances demand management and the promotion of alternative modes of transport and includes an action plan of key measures.</p>
Accessing a sustainable future. The East Ayrshire Local Transport Strategy 2009 - 2014 ²¹ <i>East Ayrshire Council, 2009</i>	<p>The LTS sets out the strategic transport vision and objectives to guide the actions and priorities of the Council in terms of the development of transport infrastructure and services in East Ayrshire.</p>	<p>There is an overarching Vision within the LTS: <i>"To promote sustainable transport, accessibility and opportunities to maximise the economic potential of East Ayrshire and to improve the quality of life and safety of all its residents"</i>.</p> <p>There are also five strategic objectives based around the following:</p> <ul style="list-style-type: none"> • Economic Growth • Accessibility and Social Inclusion • Environment • Safety and Personal Security • Sustainability and Integration 	<p>The LTS identifies a number of issues related to transport and access to job market areas, areas of high deprivation and accessibility issues, particularly around the Cumnock and Doon Valley rural areas.</p> <p>The key issues to be addressed by the LTS are noted as follows:</p> <ul style="list-style-type: none"> • Access to education, employment and health care; • Access for users of all abilities; • Providing reliable and efficient journey times for the movement of goods and access for economic activity; • Managing traffic levels; • Road safety measures; and

²⁰ Local Transport Strategy 2011-2016, Dumfries & Galloway Council

²¹ Accessing a sustainable future. The East Ayrshire Local Transport Strategy 2009 - 2014, East Ayrshire Council

			<ul style="list-style-type: none"> • Protecting the environment.
<p>South Ayrshire Council Local Transport Strategy 2009 - 2014²²</p> <p><i>South Ayrshire Council, 2009</i></p>	<p>The LTS sets out the transport policy position of the Council and the transport project programme up to 2014 as well as longer-term schemes that require consideration through Transport Scotland and Strathclyde Partnership for Transport.</p>	<p>The objectives of the LTS are to:</p> <ul style="list-style-type: none"> • Encourage modal shift to walking and cycling to assist in the promotion of a healthier lifestyle and lessen environmental impact during the period of the LTS; • Prioritise the protection of human health in urban areas and flora and fauna in more rural areas, from the adverse effects of transport activities; • Achieve a year-on-year reduction in the number of road users killed and seriously injured and enhance the personal safety of those in South Ayrshire; • Identify locations of concern for the safety and security of the travelling public and work with partners to address these; • Support economic development by promoting interventions that reduce constraints such as congestion and parking, and enhance the efficiency of the transport network for both users and operators; • Better integrate transport and land-use planning in order to promote economic vitality and inform the Development Plan process; • Better integrate different modes of travel and contribute to the development of multimodal interchanges; • Provide guidance to users, operators, developers and others on matters of local policy, priorities and potential schemes; • Increase opportunities, for walking and cycling and improve the quality, affordability and accessibility of public transport for accessing key community facilities; and • Provide a deliverable and measurable action plan covering all aspects of transportation over the short, medium and longer term as part of the LTS. 	<p>Amongst other elements, the Strategy provides an overview of transport related problems and opportunities. Although not all of South Ayrshire is included in the study area for the South West Scotland Transport Study, the LTS references key settlements that are within the study boundary, including Maybole, Girvan and Barrhill.</p> <p>Issues identified include congestion in Maybole and Girvan, some rural communities being poorly served by buses and a lack of overtaking opportunities on the A77 south of Ayr. This study examines these issues further.</p>
<p>Dumfries and Galloway Council Local Development Plan²³</p>	<p>The LDP sets out the strategy to guide future land use and development within Dumfries and Galloway until 2024.</p>	<p>The LDP's vision for the region includes:</p> <p><i>"It will be a thriving region with a sustainable economy built on sustainable principles that safeguard the landscape, natural and historic environment, promote growth, maximise the use of existing infrastructure and enhance connectivity.</i></p>	<p>Understanding potential future development in Dumfries and Galloway is an important element to consider as any development has the potential to impact on the local and/or strategic road networks. Settlement maps are available which show the locations of LDP sites, including allocated Housing and Business and Industry.</p>

²² South Ayrshire Council Local Transport Strategy 2009 – 2014 (available at: <https://www.south-ayrshire.gov.uk/documents/lts%20main%20doc%20issued%20with%20sea.pdf>)

²³ Dumfries and Galloway Council Local Development Plan (available at: [https://www.dumgal.gov.uk/media/17412/Local-Development-Plan-Section-1/pdf/Section1_LDP_\(policy\).pdf](https://www.dumgal.gov.uk/media/17412/Local-Development-Plan-Section-1/pdf/Section1_LDP_(policy).pdf))

<p><i>Dumfries & Galloway Council, 2014</i></p>		<p><i>It will have maximised its location to attract investment to create employment and investment opportunities which will in turn attract people of working age to the region...there will be opportunities in the rural area for economic development, housing and recreation."</i></p>	<p>Transport and Travel is an overarching policy of the LDP, stating that "development proposals should minimise the need for travel by car and encourage active and other more sustainable forms of travel whilst avoiding or mitigating any adverse impact on the transport network or road safety".</p>
<p>East Ayrshire Local Development Plan²⁴ <i>East Ayrshire Council, 2017</i></p>	<p>This document sets out how the Council wants to see East Ayrshire develop over the next 10-20 years. As well as indicating where development should and should not occur, this LDP is more 'place' focussed than previous local plans. It takes a proactive look at how it can create more successful places as well as containing general placemaking and design principles that all development proposals will be required to meet.</p>	<p>The vision is that "East Ayrshire will be a desirable place in which to live, work, invest and visit".</p> <p>The LDP goes on to state that: <i>"It will have a buoyant, sustainable economy with varied and plentiful employment opportunities and pleasant, well designed and affordable places to live. It will contribute to providing a low carbon economy through the use of renewable energy technologies. Its town centres will provide an attractive, welcoming focus for living, shopping, working and leisure.</i></p> <p><i>East Ayrshire will have capitalised on its rich heritage, its quality historic built and natural environment and its close proximity and excellent road and rail links to Glasgow. This transformation will have taken place in a sustainable manner, ensuring that a careful balance is struck between economic growth and protecting the environment."</i></p>	<p>Understanding potential future development in East Ayrshire is an important element to consider as any development has the potential to impact on the local and/or strategic road networks within the study area. Settlement maps are available which show the locations of LDP sites, including Housing and Business & Industry opportunities.</p> <p>Promoting sustainable transport forms part of the Energy & Infrastructure policy within the LDP. The Plan states that "East Ayrshire's vision of a buoyant and sustainable economy relies on efficient transportation links, but it will also be partly achieved through the careful siting of new development opportunities in locations which are easily accessible by a range of transportation modes as well as encouraging the movement of more freight by rail".</p>
<p>South Ayrshire Local Development Plan²⁵ <i>South Ayrshire Council, 2014</i></p>	<p>The Plan sets out how the Council expects South Ayrshire to be developed over the 10 years from the plan's adoption and gives a broad idea of how much growth there will be in the area over a further 10 years, including proposed locations.</p>	<p>The Plan aims to:</p> <ul style="list-style-type: none"> • Provide the right conditions to help regenerate South Ayrshire's town centres and keep them vibrant, while conserving their historic character; • Encourage renewable energy developments without damaging the landscape and countryside; • Promote tourism while protecting the coastline and the other assets on which tourism is based; and • Help the development of Glasgow Prestwick Airport and the area's seaports, as well as support the principles of sustainable development. 	<p>Understanding potential future development in South Ayrshire is an important element to consider as any development has the potential to impact on the local and/or strategic road networks within the study area. Land use and transport form a major element of the LDP, providing a list of what development proposals should adhere to.</p>

²⁴ East Ayrshire Local Development Plan (available at: <http://docs.east-ayrshire.gov.uk/crpadmmin/2012%20agendas/council/23%20february%202017/local%20development%20plan%20volume%201.pdf>)

²⁵ South Ayrshire Local Development Plan (available at: https://www.south-ayrshire.gov.uk/documents/localdevplan_final.pdf)

			Details relating to proposed housing release sites are provided; there is an indicative capacity of 90 houses in Girvan. 97 houses in Minishant and 375 houses in Maybole.
East Ayrshire Economic Development Strategy 2014 – 2025²⁶ <i>East Ayrshire Council, 2014</i>	The Strategy outlines East Ayrshire Council's approach to ensuring the economy of the area grows in future years. It builds upon the success of previous work, adding new insights and understanding that has resulted from discussions with businesses and partners, and reflecting a strong commitment to work together to maximise opportunities locally for the benefit of business, employees, residents and visitors.	The vision for 2025 is to deliver a comprehensive plan for economic development building on existing strengths and opportunities. While the strategy sets out plans for the short term, the vision is for long term change, post-recession.	'Accelerate the pace of infrastructure improvements' is identified as a priority in the Strategy. It notes that traffic congestion and sustainable transport are important issues for the economy which will require capital investment.
East Ayrshire Community Action Plans²⁷ (various dates) <i>East Ayrshire Council</i>	Community-led action plans were developed across East Ayrshire, setting out community views about the community, important issues that require addressed and future action and project priorities.	Five Community led action plans have been identified which are of relevance to this study, each with their own priorities: <ul style="list-style-type: none"> • Dalmellington Parish • Drongan, Rankinston & Stair • Logan, Lugar and Cronberry • Netherthird, Craighens & Skerrington • New Cumnock 	The type of priorities identified in the Plans include developing and promoting walking, cycling, horse-riding and canoeing, improving public transport, improving road surfaces and parking, and implementing better signage.
South Ayrshire Economic Development Strategy 2013 – 2023²⁸ <i>South Ayrshire Council</i>	The South Ayrshire Economic Development Strategy sets out the overall aims for economic development in the area and the high-level activities to be taken forward to increase the area's competitiveness and secure a more sustainable economy.	The Shared Vision is for South Ayrshire to have " <i>an enterprising and sustainable economy where people are skilled, confident and successful in accessing employment.</i> " This Council aims to realise this by increasing the range of employment opportunities locally, strengthening local business networks, improving connections between the urban and rural areas and introducing measures to	A number of targeted improvements are set out to help the Council realise its vision, including a desire to have high quality connectivity by securing transport infrastructure and service improvements. Similar to East Ayrshire's Strategy, the Strategy states that the development of the economy requires excellent transport options.

²⁶ East Ayrshire Economic Development Strategy 2014 – 2025 (available at: <https://www.east-ayrshire.gov.uk/Resources/PDF/E/EconomicDevelopmentStrategy2014-2025.pdf>)

²⁷ Community Action Plans (available at: <https://www.east-ayrshire.gov.uk/CouncilAndGovernment/CommunityCouncilsAndAssemblies/CommunityCouncils-Information/Community-Led-Action-Plans.aspx>)

²⁸ South Ayrshire Economic Development Strategy 2013 – 2023 (available at: <https://www.south-ayrshire.gov.uk/documents/draft%20south%20ayrshire%20economic%20development%20strategy.pdf>)

		rediscover the distinctive characteristics of South Ayrshire as an attractive place to visit.	
Dumfries & Galloway Active Travel Strategy and Action Plan²⁹ <i>Dumfries & Galloway Council, 2014</i>	<p>The main focus of the strategy is to improve the opportunity for and uptake of active travel to assist in enhancing health and well-being outcomes, support tourism, economic growth, protect the environment and transport sustainability. The Strategy's vision is to see active travel being the normal choice for short, everyday journeys across all communities in the region.</p>	<p>The objectives of the strategy are:</p> <ul style="list-style-type: none"> • Developing infrastructure improvements that encourage active travel and seeks to prioritise maintenance of active travel infrastructure • Promoting walking, cycling and scooting as alternative transport modes, • Continuing to work with Students, school children, staff and parents to encourage more active travelling to and from school and further education • Working with employers and staff to encourage active travelling to and from work • Improving the safety of walking and cycling in the region and contribute to national road safety targets • Embedding active travel opportunities within new developments • Seeking and supporting funding opportunities within new developments • Encouraging and facilitating walking and cycling as leisure and tourist activities to provide benefits to Health and the local economy 	<p>The Active Travel Strategy includes an Action Plan to support delivery of the objectives. Relevant measures, including those identified from the subsequent Active Travel Audits work, have been considered as part of the South West Scotland Transport Study.</p>
Open Outdoors, The Dumfries & Galloway Outdoor Access Strategy 2012 – 2017³⁰ <i>Dumfries & Galloway Council</i>	<p>The Outdoor Access Strategy provides a vision for outdoor access and the strategic framework for planning, managing and developing access in Dumfries & Galloway. It aims to help residents lead more active lifestyles and increase opportunities for outdoor recreation and sustainable travel.</p>	<p>The strategy's vision is that within the next five years:</p> <ul style="list-style-type: none"> • Barriers to access will be reduced following the enhancement and promotion of core paths; • Communities will have developed a sense of responsibility for local paths; • Residents will be leading more active lifestyles; • The countryside will be used to support and promote local enterprise; • Developers will be contributing to enhancing and developing access; and • Public bodies will be working in partnership to support communities, reduce health inequalities, promote the region and protect the environment. 	<p>The document has a focus on sustainable transport modes and outlines that walking and cycling are important leisure pursuits, particularly given the significant network of local cycle routes, local walks and forest paths in the region. As such, the Access Strategy provides an evidence base of the issues and opportunities specific to outdoor pursuits.</p>
Previous and Ongoing Studies			
Dumfries & Galloway Settlement	<p>Several STAG appraisal studies were undertaken to identify and evidence the</p>	<p>In line with problems and opportunities identified, the following Objectives were developed for each study:</p>	<p>The studies identified a number of problems, issues, opportunities and constraints. Problems faced by the</p>

²⁹ Dumfries & Galloway Active Travel Strategy and Action Plan, 2014. Available at http://www.dumgal.gov.uk/media/19209/Active-Travel-Strategy/pdf/0047-15_Active_Travel_strategy_web.pdf

³⁰ Open Outdoors, The Dumfries & Galloway Outdoor Access Strategy 2012 – 2017 (available at: <https://www.gov.scot/seag/seagDocs/SEA-00511/12283.pdf>)

<p>Sustainable Transport Options STAG Studies³¹</p> <p><i>Dumfries & Galloway Council (ongoing)</i></p>	<p>transport problems and opportunities within three study areas (Eastriggs, Beattock & Moffat and Thornhill) and the most appropriate opportunities to address identified issues.</p>	<ul style="list-style-type: none"> • TPO1: Increase the mode share of sustainable transport for all journey purposes • TPO2: Increase transport integration • TPO3: Increase public transport accessibility 	<p>communities of Eastriggs, Beattock & Moffat, and Thornhill included limited travel mode choice, average public transport journey times being too long, long distances from the closest train station and limited off road cycle routes.</p> <p>Options identified through the STAG studies include reopening rail stations, bus priority measures, improved bus services and improved off-road cycling infrastructure. Key findings from the study, including potential interventions have been considered as part of the South West Scotland Transport Study.</p>
<p>Scottish Trunk Road Infrastructure Project Evaluation (STRIPE) Reports (A75, A76, A77)³²</p> <p><i>Transport Scotland</i></p>	<p>There are five STRIPE reports for improvement schemes on trunk roads in South West Scotland:</p> <ul style="list-style-type: none"> • A75(T) Cairntop to Barlae • A77(T) Park End to Bennane • A76(T) Glenairlie • A77(T) Glen App • A77(T) Haggstone <p>The reports provide a summary of key findings from One Year or Three Year (depending on the scheme) After Evaluation report. Amongst other aspects, the reports state how the project is operating.</p>	<p>Each scheme report has a set of objectives. Examples of objectives include: mitigating the environmental impact of new works, improving and increasing the number of overtaking opportunities, improving operational performance and incorporating the needs of pedestrians and cyclists.</p>	<p>The following provides a summary of how the project was operating (when the report was produced):</p> <ul style="list-style-type: none"> • A75(T) Cairntop to Barlae: Scheme is operating safely and generally as expected. • A77(T) Park End to Bennane: Post-opening surveys of speed and overtaking conditions suggest the scheme is operating as expected. Fewer platoons of vehicles are exiting the survey site than entering due to the improved overtaking opportunities. • A76(T) Glenairlie: The project is operating safely in the first three years of operation, with only one slight accident occurring within the vicinity of the project. The accident was not attributable to the design or layout of the project. • A77(T) Glen App: The project is operating safely in the first three years after opening, with only one accident occurring within the vicinity of the project. This accident was not attributable to the design or layout of the project. • A77(T) Haggstone: The project is operating safely in the first three years after opening, with no accidents occurring within the vicinity of the project.

³¹ Dumfries & Galloway Settlement Sustainable Transport Options STAG Studies

³² Scottish Trunk Road Infrastructure Project Evaluations, Transport Scotland (available at: <https://www.transport.gov.scot/transport-network/roads/project-evaluation/>)

<p>Dumfries Southern Bypass STAG 2 Appraisal³³</p> <p><i>SWestrans</i></p>	<p>The study was undertaken to survey the area where a Southern Bypass could be constructed in order to define a preferred alignment to improve the accessibility of the Crichton area and Dumfries and Galloway Royal Infirmary. The area currently suffers from restricted access as a result of the River Nith to the west and physically constrained junctions south of Dumfries town centre.</p>	<p>Planning objectives for the study related to the RTS Transport Planning Objectives, referenced earlier in this policy review.</p>	<p>The study notes that a Southern Bypass around Dumfries could assist in improving access to the Crichton area and the Royal Infirmary. Alternative options, including improvements to public transport and other road-based proposals, were considered but deemed to not offer the same benefits as a Southern Bypass. It is likely that complementary measures will be required within Dumfries in order to ensure the benefits which are accrued by the scheme are 'locked in' and not simply eroded by induced traffic.</p>
<p>Dumfries to A74 Fastlink, STAG Part 2 Appraisal³⁴</p> <p><i>SWestrans, 2009</i></p>	<p>The study focuses on road-based interventions carried forward from the initial STAG Part 1 appraisal and highlighted in the SWestrans Regional Transport Strategy. The study considered proposals for enhanced links between Dumfries and the motorway network. The multi-purpose A709 road is located between the A701 and the A75 between Dumfries and Lockerbie, which is also a key consideration in this study.</p>	<p>The following five TPOs were identified:</p> <ul style="list-style-type: none"> • Env1: To safeguard the environment and heritage of the study area • Env2: To reduce the impacts of traffic on local communities • S1: To improve safety for all road users by reducing total accidents by 25% on the routes linking Dumfries to the A74(M) • Ec1: To increase the reliability of journey times by 50% for all vehicles travelling between Dumfries and the A74(M) • Ec2: To aid economic prosperity and area regeneration by improving accessibility and reducing travel costs by 25% between Dumfries and the A74(M) 	<p>Four possible route corridors were identified in the Part 1 appraisal following preliminary traffic and economic appraisal and engineering and environmental scoping exercises. The sifting of options identified a preference for two corridor options:</p> <ul style="list-style-type: none"> • Option 1 – A75 Gretna to Dumfries – involves online dualling of the existing road between Dumfries and Gretna; and • Option 3 – Lockerbie to Dumfries (South) corridor – involves construction of a new offline road between Dumfries and Lockerbie. <p>Although both options present environmental challenges, those relating to the Lockerbie – Dumfries option in particular would require considerable mitigation measures.</p>
<p>A76 Corridor Study³⁵</p> <p><i>East Ayrshire and Dumfries & Galloway Council, 2015</i></p>	<p>In 2010, the A76 Transport Partnership produced a Five Point Action Plan which made a series of recommended infrastructure improvements based on analysis of the conditions and capacity of the A76 at that time. This A76 Corridor Study, which was carried out in line with STAG, provides a follow-up to this, based on a more current analysis and</p>	<p>The following six objectives were agreed for the study</p> <ul style="list-style-type: none"> • Deliver improved physical integration of transport infrastructure and improved integration of timetables to support multi-modal travel; • Continue delivery of cross-boundary collaborative working to support transport's contribution to economic development; • Deliver enhancements to transport services and infrastructure that support economic development; 	<p>Recommended outcomes from the Corridor Study relevant to the study area included: rail timetable alterations; a new rail station at Thornhill, improved waiting times / better integration between bus and rail, development of a safe cycle path adjacent to the A76, introduction of 'Keep your Distance' signage, and development of a freight loop to enable faster passenger trains to overtake freight trains (thereof minimising</p>

³³ Dumfries Southern Bypass STAG 2 Appraisal, SWestrans (available at: <http://swestrans.org.uk/9726>)

³⁴ Dumfries to A74 Fastlink (Available from SWestrans website: <http://swestrans.org.uk/CHttpHandler.ashx?id=6826&p=0>)

³⁵ A76 Corridor Study, East Ayrshire and Dumfries & Galloway Council, 2015

	evaluation of the existing multi-modal transport links on the A76 Corridor between Kilmarnock and Dumfries.	<ul style="list-style-type: none"> • Improve access to sustainable transport for all communities along the A76 Corridor; • Deliver safety-related improvements at identified high risk road locations; and • Deliver improved efficiency for freight transport into and out of the region. 	disruption to the freight timetable) and promoting freight modal shift on the corridor.
Dumfries & Galloway settlement Active Street Reviews³⁶ <i>Dumfries & Galloway Council</i>	Street reviews of existing and proposed active travel infrastructure were undertaken in ten towns across Dumfries and Galloway with a view to developing actions which could encourage increased use of active travel.	<p>The objectives of the Reviews were to:</p> <ul style="list-style-type: none"> • Develop infrastructure improvements that encourage active travel and seek to prioritise maintenance of active travel infrastructure. • Promote walking, cycling and scooting as alternative transport modes, particularly for short trips • Continue to work with students and school children, staff and parents to encourage more walking, cycling and scooting to and from school / further education • Work with employers and staff to encourage more walking and cycling to and from work. • Improve the safety of walking and cycling in Dumfries and Galloway and contribute to national road safety targets • Embed active travel opportunities within new developments • Seek and support funding opportunities for active travel • Encourage and facilities walking and cycling as leisure and tourists' activities to provide benefits to health and the local economy. 	<p>Active Street Reviews were undertaken at ten towns across Dumfries & Galloway: Annan, Lockerbie, Gretna, Langholm, Kirkcudbright, Moffat, Dalbeattie, Castle Douglas, Newton Stewart and Sanquhar and Kirkconnel.</p> <p>A wide range of improvements were identified through the Action Plan, including:</p> <ul style="list-style-type: none"> • Improved maintenance and cutting back of vegetation; • Review of existing signage and bus stops; • Installing dropped kerbs and tactile paving; • Implementing a travel signage strategy; and • Enforcing existing on-street parking restrictions. <p>Many of the actions listed in the Review documents are location specific but the general message around creating the conditions necessary to make walking and cycling more attractive is applied across all settlements.</p>
A714 South Ayrshire Route Action Plan³⁷ <i>Ayrshire Roads Alliance, 2014</i>	<p>The report presents a Route Action Plan for the A714 between Girvan and the South Ayrshire boundary at the River Cree. The study was commissioned following a number of traffic accidents and reported safety concerns on this stretch of road.</p> <p>The work was undertaken to identify improvement measures which should be implemented along the A714 within South Ayrshire.</p>	No specific objectives are identified in the Plan. However, it does reference local and national policy objectives, including those in the National Transport Strategy and South Ayrshire Council's Local Transport Strategy.	<p>The report identifies a range of potential road safety improvements on the A714 but notes that the road itself is not considered inherently unsafe if driven appropriately and is similar to many similar roads throughout the country. Measures considered for the A714 include:</p> <ul style="list-style-type: none"> • Comprehensive but proportionate programme of chevron installation. • Comprehensive review of roadside signing. • In the long term it is recommended that the Council investigate developing and implementing a strategy for comprehensive repairs to the carriageway. • The strategic installation of high friction surfacing should help to alleviate or reduce the number of these types of accidents.

³⁶ Dumfries & Galloway settlement Active Street Reviews

³⁷ A714 South Ayrshire Route Action Plan

			<ul style="list-style-type: none"> • General road markings; it was identified that significant areas of lining required refurbishment or reinstatement. • Installation of “stick-on” reflective road studs has been considered. • Implementation of gateway features at the settlement boundaries. This may include new boundary signage, improved lining, physical carriageway narrowings, rumble strips and vehicle activated signs. • Installation of lay-bys and rest areas. • Implement areas of localised carriageway widening. • Potential improvements to the infrastructure to facilitate or improve safe movement by pedestrians. • Potential measures for cyclists.
<p>Ayrshire Timber Transport Strategy³⁸</p> <p><i>Ayrshire Joint Structure Plan and Transportation Committee, 2005</i></p>	<p>The report provides strategic context for timber transportation in Ayrshire and sets out a framework for the future development of transport infrastructure in the region, considering the future requirements of the timber industry.</p> <p>The Strategy adopts a vision statement “<i>To develop a robust, flexible and integrated timber transport network in Ayrshire that maximises the economic benefit of Ayrshire’s woodland resource in a sustainable and locally sensitive manner</i>”.</p>	<p>The objectives of the Strategy are to:</p> <ul style="list-style-type: none"> • Minimise, and where possible remove altogether, the negative environmental and social costs of timber traffic on rural communities; • Direct timber traffic onto appropriate routes and away from weak, sub-standard public roads; • Ensure that the quality of the public road network is sufficiently robust to accommodate timber traffic where it is expected to do so; • Maximise the use of internal forestry roads wherever possible; • Maximise economic benefits to both the forestry industry and associated rural industries; • Encourage local processing of forestry produce to minimise distances travelled and maximize the economic benefit to all those associated with the industry in Ayrshire; • Minimise conflict between freight and recreational users of rural infrastructure; • Stimulate timber transportation via alternative modes to road haulage where practical; and • Minimise vehicle convoys by co-ordinated planning of HGV movements. 	<p>The Strategy notes that forestry is increasingly playing a key role in not just the rural economy but also the overall economy of Ayrshire.</p> <p>It further notes that transportation of timber from source to processing point is a fundamental requirement to allow the economic benefits of Ayrshire’s forestry resource to be reaped and that the economy of Ayrshire is heavily dependent upon the movement of goods via road haulage.</p>
<p>NFI 25-year projection of timber</p>	<p>This report provides a detailed picture of the 25-year forecast of timber availability in Ayrshire and Arran.</p>		<p>The report set out an estimate of future timber availability in Ayrshire and Arran based upon field samples assessed between October 2009 and August 2013. The</p>

³⁸ Ayrshire Timber Transport Strategy (available at: <https://timbertransportforum.org.uk/attachments/article/44/Ayr%20TTG%202005%20Ayrshire%20Timber%20Transpor%20Strategy.pdf>)

<p>availability in Ayrshire and Arran³⁹</p> <p><i>Forestry Commission, 2014</i></p>			<p>estimates in the report are described as provisional. The 25 year forecast of annual softwood timber availability (Ayrshire & Arran) is 681,000 m3 obs 2015-19, decreasing to 481,000 m3 obs 2035-39. Conversely, hardwood timber is forecast to increase from 4,000 m3 obs in 2015-19 to 11,000 m3 obs 2035-39.</p>
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³⁹ NFI 25-year projection of timber availability in Ayrshire and Arran (available at: https://timbertransportforum.org.uk/attachments/article/41/TTG_Report_Ayrshire_Arran.pdf)