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Welcome



A75 looking south at Crocketford

In March 2025, we held a 'Meet the Team' event to introduce the people working on the A75 Springholm and Crocketford Improvements scheme and provide an opportunity to find out more about the design and assessment work involved in taking the project forward.

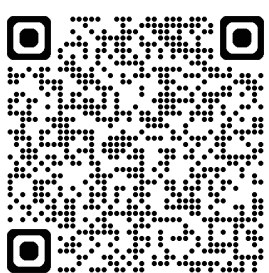
Since then, Transport Scotland and its technical advisors, Jacobs, have been reviewing studies undertaken as part of previous strategic assessment work and developing a clearer picture of the key challenges to be faced and opportunities available through making improvements to the A75 around Springholm and Crocketford.

This exhibition presents the findings of the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment, the improvement strategies identified and the early development of route options as part of the ongoing DMRB Stage 2 Assessment. Detailed development and assessment of the initial route options presented here today has yet to be undertaken and we are seeking your feedback which will help inform this work going forward.

We'd like to hear your views on:

- Local features or constraints that you think may be important for us to know about
- How the different options may affect you
- Any other options that you think we should consider

Please take the time to review the information on display, speak to a member of our team and provide your feedback by completing a feedback form or sending it to us after today's event.



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DMRB Assessment Process

Transport Scotland uses a three-stage assessment process to determine the preferred route for trunk road improvement projects. This is based on the Design Manual for Roads and Bridges (DMRB).



This process involves:

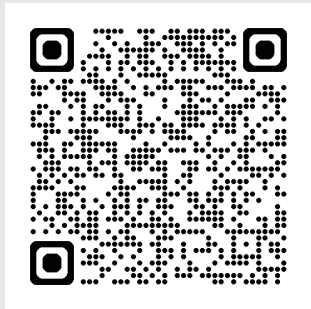
- Survey work (including Environmental, Ecological, Geotechnical, Geodetic and Traffic)
- Consultations with specific bodies
- Development and assessment of route options to consider engineering, environment, traffic and economic factors
- Public and stakeholder engagement

We developed and assessed broad improvement strategies as part of the DMRB Stage 1 assessment. To inform this assessment stage, we used previously completed strategic assessment work and carried out broad engineering, environmental, traffic and economic assessments of the impacts and opportunities of each improvement strategy. This stage has now been completed and the findings are in the DMRB Stage 1 Assessment Report which is available for you to view at today’s event and on Transport Scotland’s website.

The work being taken forward (DMRB Stage 2) covers the development and assessment of route options within the broadly defined improvement strategies which were progressed from DMRB Stage 1. This will include more detailed engineering, environmental, traffic and economic assessments of the potential impacts and opportunities of each route option.

We will use all feedback we receive to help inform, develop, refine and assess the route options. The next stage will include more detailed consideration of junction layouts, access to properties, laybys, and facilities for pedestrians, cyclists and horse riders.

We will continue to engage with landowners, local communities and the public as we develop the route options for the DMRB Stage 2 Assessment. This will help identify the preferred route option for the scheme.



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Scheme objectives

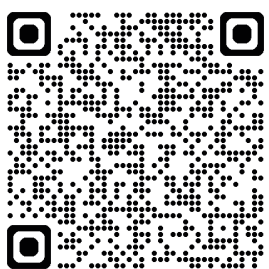


The A75 as it enters the village of Springholm

Developing clearly defined objectives is an important part of the assessment process. Objectives also help us to monitor and evaluate how effective the improvements are once they are in place. The assessment process takes into account the scheme objectives and the Scottish Government's five appraisal criteria, namely: Environment; Climate Change; Health, Safety and Wellbeing; Economy; and Equality and Accessibility.

The scheme objectives are:

- Reduce the environmental impacts and severance caused by strategic traffic using the A75 trunk road within Springholm and Crocketford, by achieving a reduction in traffic of at least 50%, and enhance placemaking opportunities from year of opening.
- Improve the resilience and reliability of the A75 trunk road, including for freight travelling to and from the ports at Cairnryan, by reducing time lost due to slower moving vehicles and incidents locally to increase the average speed and reduce the variation in average speed from year of opening.
- Reduce local accident rates and severity through reducing Killed or Seriously Injured statistics by 65% in line with Road Safety Framework targets, and contribute to improving safety on the A75 trunk road within five years of opening.
- Contribute towards sustainable economic growth locally and for the region by creating potential for local land-use opportunities to increase planning applications over the longer term.
- Increase sustainable travel choices and increase the local sustainable transport mode share by 50%, within a year of opening.



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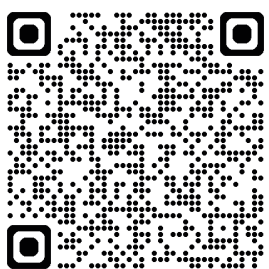
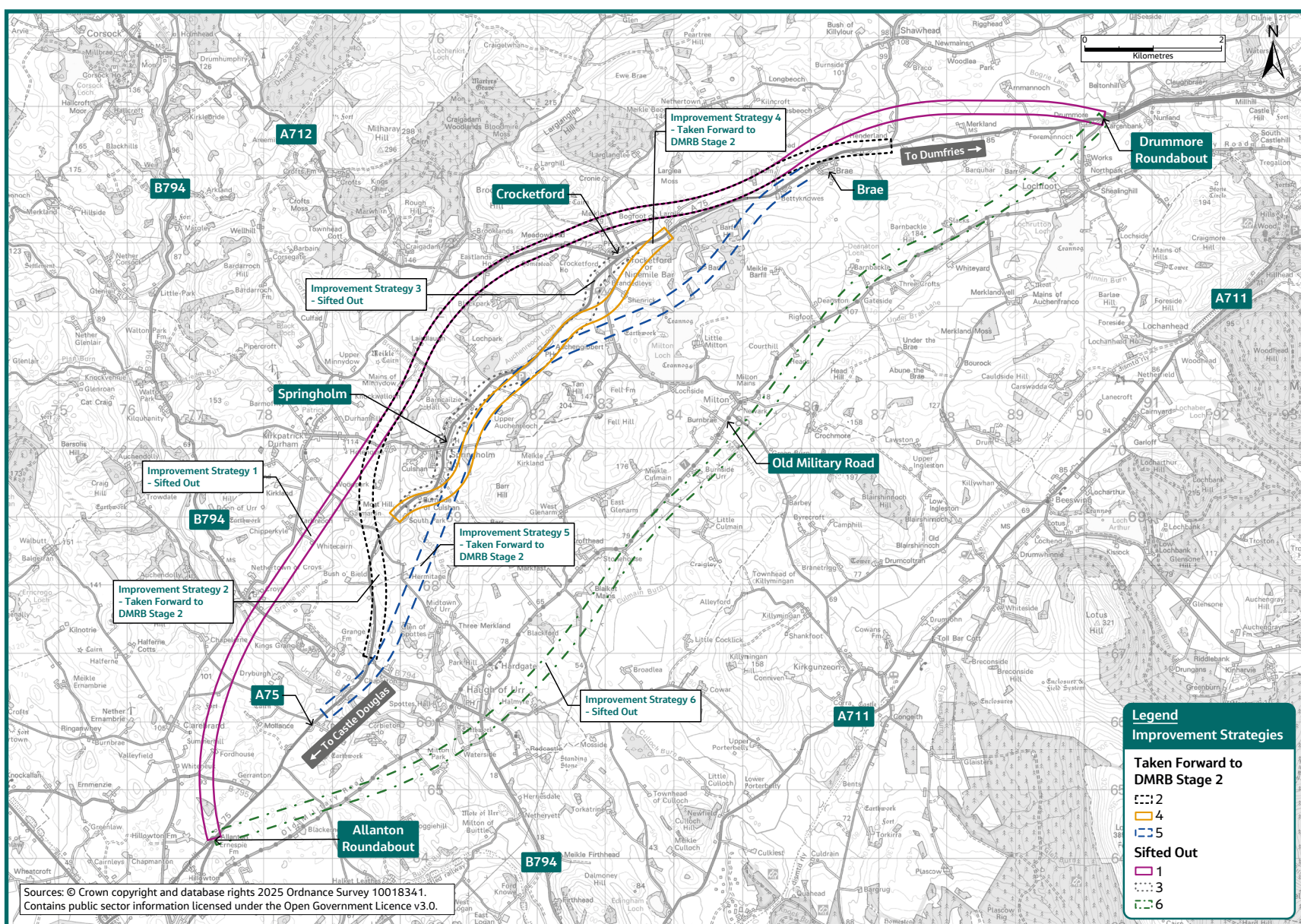
DMRB Stage 1 Assessment – Assessment Corridor and Improvement Strategies

The assessment corridor for the scheme is shown below and has been defined by considering existing constraints and potential improvement strategies that would give us opportunities to realign the existing A75 around Springholm and Crocketford, taking account of the design standards set out in the DMRB

Six improvement strategies have been identified within the assessment corridor and were developed to inform the DMRB Stage 1 Assessment. These strategies vary in proximity to the existing A75 and also tie back into the existing route at various locations.

Five of the improvement strategies bypass Springholm and Crocketford. One improvement strategy follows the existing A75 alignment and passes through Springholm and Crocketford.

The improvement strategies considered are broadly defined and do not represent a single route option. The purpose of these strategies is to identify key constraints that may be affected by a route option developed within the improvement strategy and allows the potential effects to be considered.



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DMRB Stage 1 Assessment Outcome

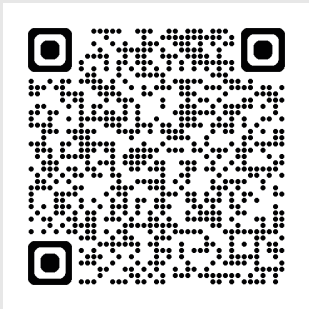
The improvement strategies were assessed to broadly determine their potential impacts from engineering, environmental, traffic and economic perspectives. The improvement strategies were then compared to determine their relative performance against each other. Those that did not perform as well have not been taken forward.

The outcome of the DMRB Stage 1 assessment is summarised below:

Improvement Strategy	Project Objectives	Environment	Engineering	Economics
Improvement Strategy 1	Good	Poor	Poor	Poor
Improvement Strategy 2	Good	Fair	Fair	Fair
Improvement Strategy 3	Poor	Fair	Poor	Poor
Improvement Strategy 4	Good	Good	Good	Fair
Improvement Strategy 5	Good	Fair	Fair	Good
Improvement Strategy 6	Good	Poor	Poor	Fair

Following this robust assessment against the wide range of criteria, we recommended that Improvement Strategies 2, 4 and 5 be taken forward to DMRB Stage 2.

The full DMRB Stage 1 Assessment Report is available for you to view at today’s event and on the Transport Scotland website by scanning the QR code below.



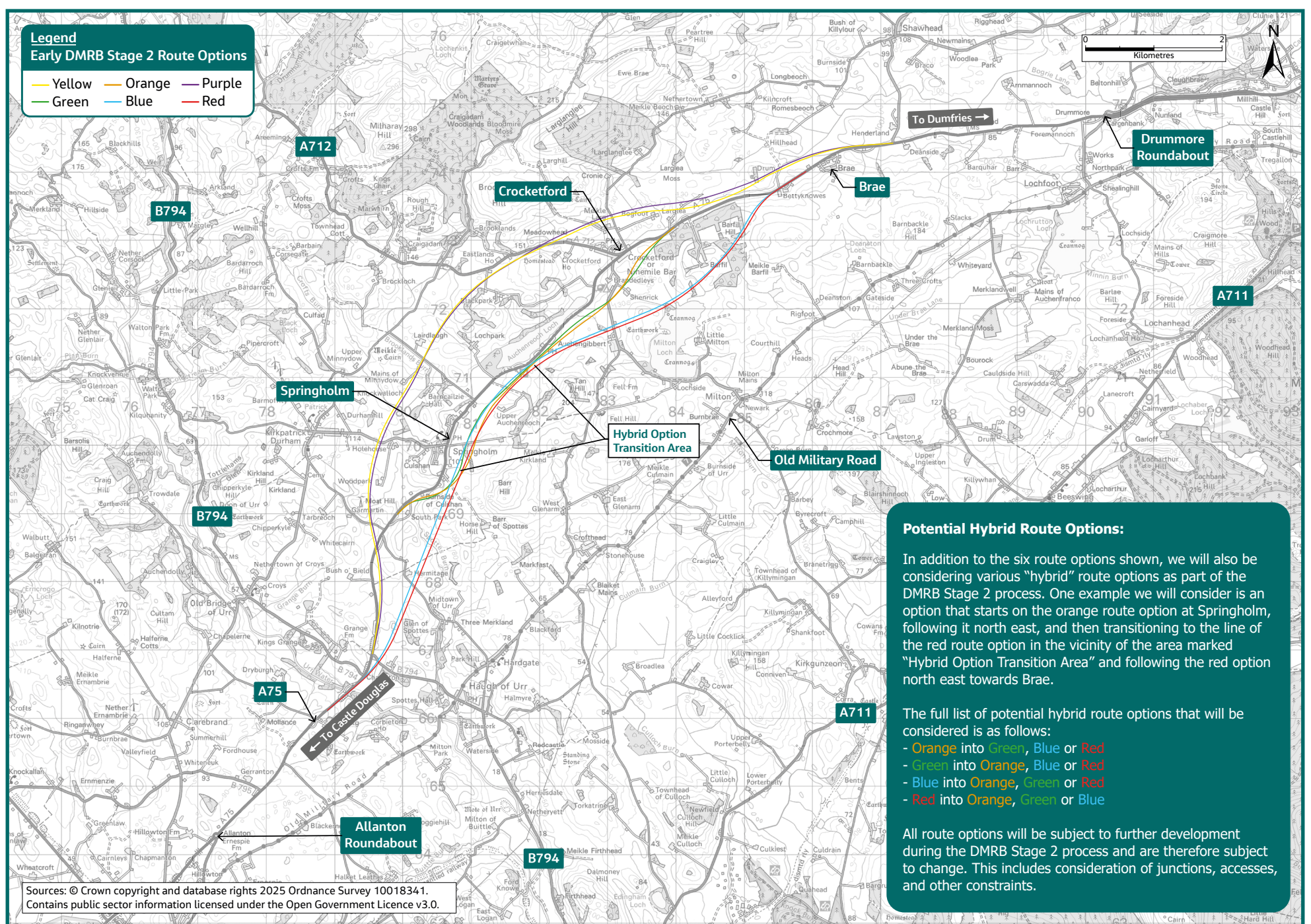
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Options identified for DMRB Stage 2

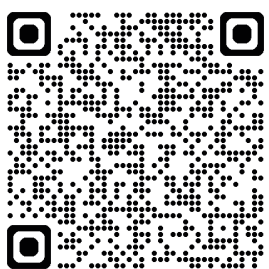
We are now working to develop route options considering constraints identified nearby.

These include:

- Land holdings, properties and businesses
- Ancient woodland
- Environmentally designated sites such as Milton Loch Site of Special Scientific Interest
- Ground conditions, including areas of peat
- Floodplains
- Bridges
- The existing road network, including junctions, local roads and accesses.



The route options lie within the improvement strategies taken forward to DMRB Stage 2. There are also potential hybrid route options which we will be considering.



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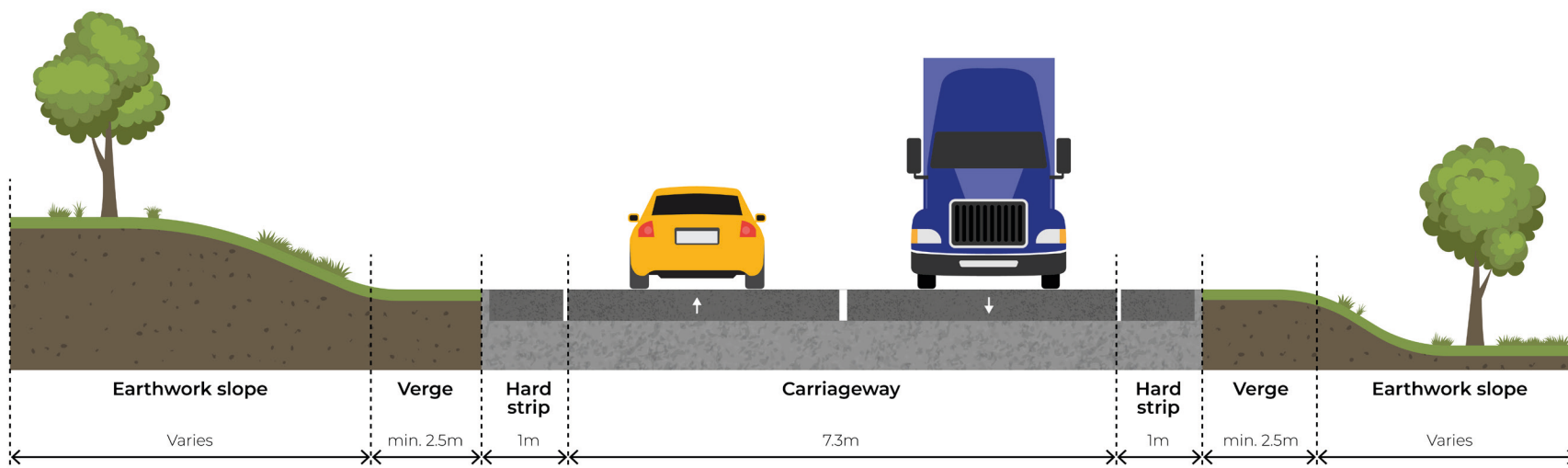
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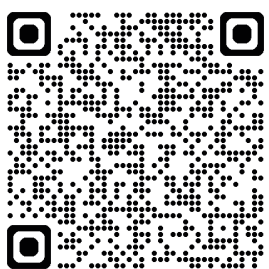
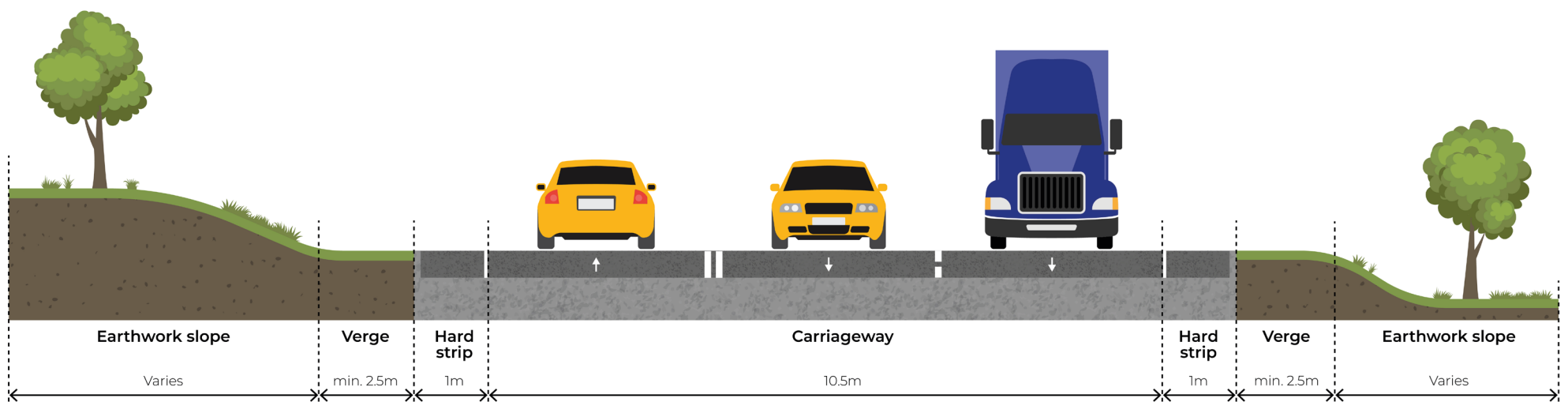
Options identified for DMRB Stage 2 (cont.)

The cross section of the road is also being considered, including:

- Single carriageway (one lane in each direction)



- Single carriageway with climbing lane (additional lane provided on uphill sections to allow slower-moving vehicles to maintain speed without obstructing faster traffic)



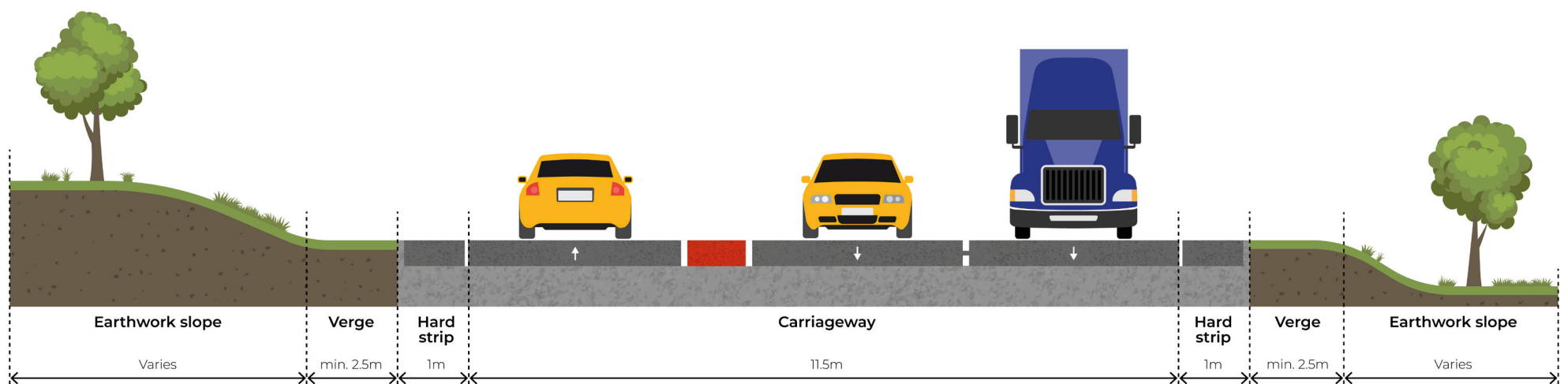
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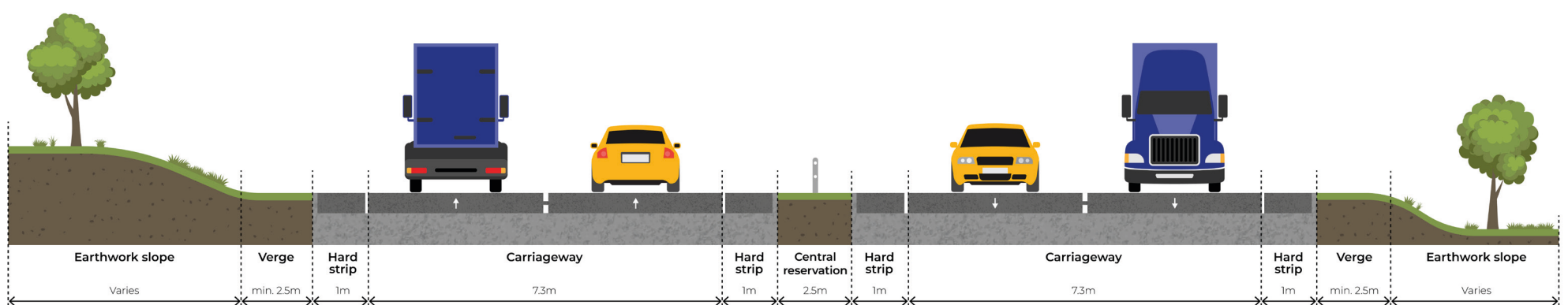
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Options identified for DMRB Stage 2 (cont.)

- Wide single 2+1 carriageway (typically two lanes in one direction and one lane in the opposite direction to allow for safe overtaking manoeuvres.)



- Dual carriageway (typically two lanes in each direction)

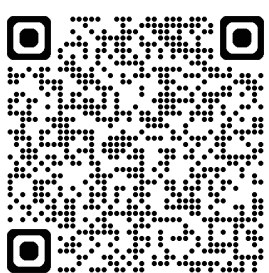


Route options will be assessed against criteria, including but not limited to:

- Scheme objectives
- Engineering including engineering characteristics, constraints and complexity
- Environment including potential impacts, likely mitigation and key issues
- Traffic and economics including traffic modelling and forecasting, the effects of options and economic performance of options.

As part of route options development, we are carefully considering access requirements for the settlements of Springholm and Crocketford, properties and land from the realigned A75.

More detailed information on this will be presented at future exhibition events once further design development has progressed. This will be informed by feedback we receive from members of the public and other stakeholders at or following this event.



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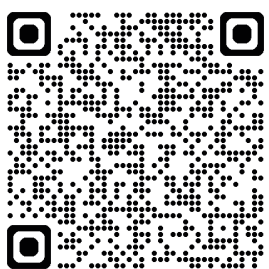
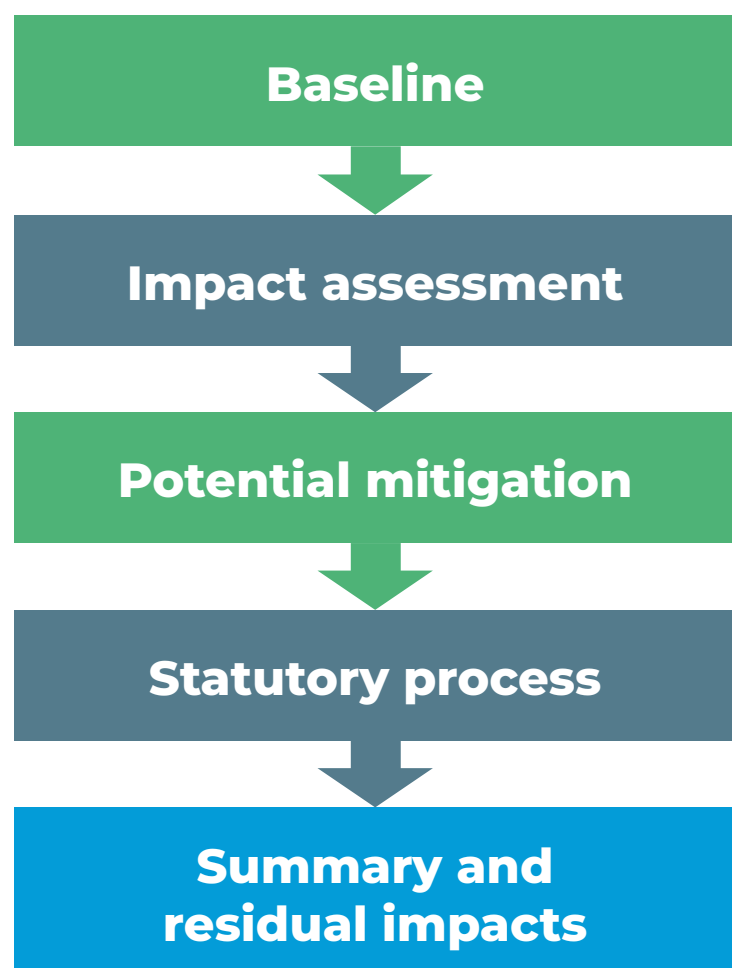
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Environmental assessment

The DMRB Stage 2 Assessment is considering the impact of the route options on:

- **Air quality** in sensitive areas such as residential areas and schools
- **Noise and vibration** in sensitive areas such as residential areas and schools
- **Landscape character and visual amenity** for built and outdoor receptors
- **Habitats and biodiversity** for example designated sites, habitats and protected species
- **Cultural heritage** such as archaeological remains, historic buildings and historic landscapes
- **Geology and soils** including contaminated land and groundwater
- **Community and private assets (including agriculture)** due to land take and potential community severance
- **Land allocated** for development or with planning permission
- **All travellers** such as users of core paths, rights of way and the National Cycle Network (NCN) and impacts on vehicle travellers
- **Materials** including resources and waste management
- **The water environment** including water quality, fluvial geomorphology and flood risk.

The below diagram shows the step-by-step process we follow to assess and manage the potential environmental impacts of the scheme.



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Active travel

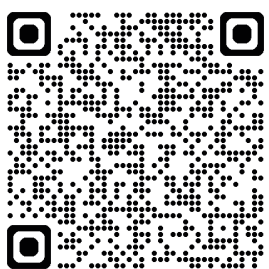


Existing active travel features in Springholm

The implementation of suitable active travel options for walking, wheeling and horse riding is an important part of the A75 Springholm and Crocketford Improvements. Any new active travel features proposed will blend with the existing network of paths and cycle routes and connect with public transport where possible.

The three improvement strategies recommended for detailed assessment are all expected to result in a significant reduction in traffic through Springholm and Crocketford. This will help to improve road safety and make active travel more attractive for local, everyday journeys.

The design of active travel features will be developed through the DMRB Stage 2 Assessment and we will engage and consult with interested groups and the local community to inform the design.



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What happens next?

Your comments on the options shown here will help shape the development of the scheme.

You can give your comments and opinion in many ways. You can:

fill out the survey now

by asking a member of the team

send an email to:

A75SpringholmAndCrocketford@transport.gov.scot

fill out the survey at home:

forms.office.com/r/LE2T5bkSnu

write to us at:

A75 Springholm and Crocketford Improvements Team, Transport Scotland, 177 Bothwell Street, Glasgow G2 7ER



Traffic signs at junction in Crocketford

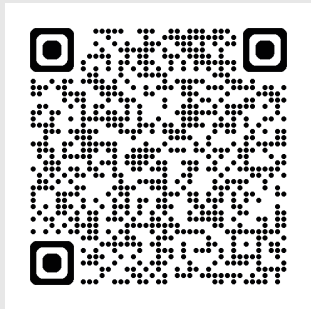
We ask that you provide your feedback by 5pm on 07 November 2025 which will enable us to analyse this and thereafter provide any responses that may be required.

The options presented today, together with any other options you identify during these exhibitions, will be subject to further design development and assessment. Further consultation through local drop-ins and one-to-one engagement is also planned in the months ahead. The Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment will consider the advantages, disadvantages and constraints of the proposed options, in relation to environmental, engineering, traffic and economic issues. A preferred option is expected to be identified once this stage is complete.

Stay Informed

Transport Scotland will keep you informed as the scheme develops. If you would like us to tell you about future events and consultations please give us your contact details. You can speak to a member of the team or contact us using the methods above.

You can also keep up to date and find the scheme’s Privacy Notice by visiting the project website: *www.transport.gov.scot/projects/a75-springholm-and-crocketford-improvements-scheme/*



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