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**S**Westrans  
**REGIONAL**  
**TRANSPORT**  
**STRATEGY**  
**2023-2042**

**Delivery Plan** June 2025



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# Introduction

**SWestrans Regional Transport Strategy**

**Delivery Plan**



# 1 Introduction

## 1.1 Background

- 1.1.1 The South West of Scotland Regional Transport Partnership (SWestrans) has set out its Regional Transport Strategy (RTS) which provides a long-term, strategic framework for transport in the Dumfries and Galloway region. Its delivery will be dependent on a combination of actions by SWestrans, Dumfries and Galloway Council, South of Scotland Enterprise, NHS Dumfries and Galloway, and partnership working with other key industry bodies.
- 1.1.2 To guide the implementation of the RTS, a Delivery Plan will be prepared each year to accompany the strategy. The purpose of the Delivery Plan is to set out the programme of activity over the coming year that will support in the delivery of the RTS. This document provides a summary of the interventions that will be delivered during the period April 2025 to March 2026. The delivery plan will be reviewed and updated on an annual basis throughout the lifetime of the strategy, as part of the ongoing monitoring process which will be undertaken every two years.
- 1.1.3 The Delivery Plan should be read alongside the Annual Report, which details activity delivered in support of the RTS over the previous year. The 2024/25 SWestrans RTS Annual Report will be published in October 2025, after being presented to SWestrans Board in September 2025.
- 1.1.4 The interventions contained within the Delivery Plan are at a range of different stages in the project lifecycle from concept to construction and the regular review will enable their status to be updated accordingly.
- 1.1.5 All actions within the Delivery Plan are closely linked to the RTS priorities as well as being set within the context of the Vision,



Strategy Objectives and RTS Themes as set out in the following chapters.



# Vision & Strategy

## Objectives

**SWestrans Regional Transport Strategy**

Delivery Plan

## 2 Vision & Strategy Objectives

### 2.1 Vision

- 2.1.1 The Regional Transport Strategy vision outlines what type of region we want Dumfries and Galloway to be along with how transport can help to facilitate that. It draws upon national, regional and local policy aspirations. It also provides an overarching context for the strategy objectives.

#### *Vision:*

*The South-West of Scotland will be an inclusive, prosperous, and attractive place to live, work and visit, supported by an integrated and sustainable transport system that:*

- reflects the needs of communities and expectations of people living, working and consuming in the region*
  - is safe, affordable and accessible to all*
  - allows healthier lifestyles*
- is resilient to climate change, supporting a contribution to net zero emission targets reflecting the regional circumstances*

## 2.2 Strategy Objectives

### Strategy Objective 1 – To facilitate and encourage safe active travel (walking, wheeling, and cycling) for all by connecting communities and travel hubs



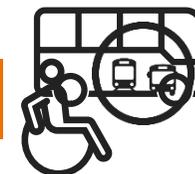
2.2.1 This strategy objective encompasses **sub-objectives** covering:

- Improvements to the physical environment for active travel for all groups
- Improve existing and provide new active travel connections, between settlements and linking transport hubs and communities
- Promotion of walking, wheeling and cycling for travel and leisure
- Wider access to bicycles and potentially micro-mobility

2.2.2 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Improved public health due to increased levels of physical activity
- People taking advantage of new employment, education, training, and social / leisure opportunities provided by improved connectivity, supporting the region's economic opportunities
- Reductions in car travel as people switch from car to active travel, reducing emissions (carbon and pollutants), reducing noise etc.
- Additional walking and cycle-based tourism
- Supporting 'local living / liveability'<sup>1</sup> principles, including where practical communities which reflect the principles of the '20-minute neighbourhood' concept within our settlements

### Strategy Objective 2 – To improve the quality and sustainability of public transport within, and to / from the region



2.2.3 This strategy objective encompasses **sub-objectives** covering:

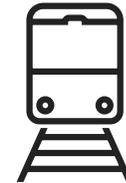
- Quality (actual and perceived), accessibility and comfort of vehicles
- Travel information provided to passengers
- Punctuality and reliability of services
- Facilities at halts and stations and passenger access for all groups

<sup>1</sup> The basic principle of 'local living' is providing people with the opportunity to meet the majority of their daily needs within a reasonable distance of their home. The concept is broader than the '20-minute neighbourhood' concept and reflects the need for a more flexible approach, particularly in more rural locations.

- The sustainability of the services in terms of human resources and financial support

2.2.4 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Improved equality of access resulting in higher rates of uptake of employment, education, training and social / leisure opportunities amongst disadvantaged and minority groups
- Reductions in car travel as people switch from car to the higher quality public transport, reducing emissions (carbon and pollutants), reducing noise etc.
- Improved health and well-being, particularly for disadvantaged and minority groups



### Strategy Objective 3 – To widen access to, and improve connectivity by public transport within and to / from the region

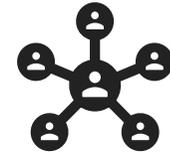
2.2.5 This strategy objective encompasses **sub-objectives** covering:

- Barriers to the use of public transport such as cost, physical access, personal security fears, safe access etc.
- Coverage of bus and rail services and infrastructure across the area
- Times of first and last services / days of the week operated
- Service frequencies
- Shorter, more reliable journey times
- Inclusive growth, access to education and employment as well as facilitating economic development

2.2.6 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- New travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- People taking advantage of new employment, educational, training and social / leisure opportunities provided by improved connectivity, supporting the region's economic opportunities
- Reductions in car travel as people switch from car to public transport with resultant reductions in emissions (carbon and pollutants) and noise etc.
- Improved health and wellbeing
- Increased tourism

## Strategy Objective 4 – To improve integration between all modes of travel and freight within and to / from the region



2.2.7 This strategy objective encompasses **sub-objectives** covering:

- Timetable integration between buses, and between buses and trains
- Travel planning and real time information provided to the public
- Ticketing arrangements and cost implications
- Bike / bus and bike / train travel
- Accessibility for all users to both transport infrastructure and vehicles
- Intermodal freight

2.2.8 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- New and improved travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity, supporting the region's economic opportunities
- Reductions in car travel as people switch from car to public transport in full or in part, with resultant reductions in emissions (carbon and pollutants) and noise etc.
- Increased tourism



## Strategy Objective 5 – To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan

2.2.9 This strategy objective encompasses **sub-objectives** covering:

- Journey times
- Journey time reliability
- Network resilience to extreme weather / climate change adaptation and diversionary routes
- Road safety and perceptions of safety for all users

- Rest areas and secure parking for freight

2.2.10 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Inclusive growth and facilitating economic development (including Cairnryan, Chapelcross etc.)
- Labour market efficiencies boosting economic growth
- Supply chain efficiencies – Cairnryan and other traffic
- Addressing perceptions of peripherality which will boost tourism, business investment and in-migration
- Increased active travel uptake where road safety and perceptions of road safety are improved for all users
- Reduced personal injury accidents (number and severity)
- Supporting the region's economic opportunities

### Strategy Objective 6 – To reduce the negative impact of transport on the people and environment of the region



2.2.11 This strategy objective encompasses **sub-objectives** covering:

- Decarbonisation of the transport system
- Traffic reduction, particularly in communities affected by through traffic
- Road safety and perceptions of safety for all users
- The delivery of transport projects in a more sustainable way in terms of the physical environment
- Protect and enhance biodiversity and ecosystem services

2.2.12 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Reduced carbon emissions and other atmospheric and non-atmospheric pollutants
- Reduced noise and vibration in affected communities
- Improved human health and wellbeing for all groups and ages
- Reduced personal injury collisions (number and severity)
- A sustainable transport system interconnected with a resilient and diverse natural environment
- Reductions in car travel as people switch from a car to active travel with resultant reductions in emissions (carbon and pollutants) and noise etc.

## 2.3 RTS Themes

2.3.1 Drawing upon the Strategy Objectives, a series of RTS Themes have been identified which ultimately form the foundation of the RTS by providing the outline of its structure. These are also closely related to the identified problems that underpin the RTS. The 10 RTS themes are:

- **1 - Enabling More Sustainable Development:** integrating land-use and transport planning, enabling access to developments for all groups by sustainable modes of transport, reducing the need to travel and facilitating an 'infrastructure first' approach to development
- **2 - Connecting Our Communities:** facilitating walking, wheeling and cycling within villages and towns as well as providing active travel connections between them and to regional centres
- **3 - Transforming Travel in Our Towns:** improving the public realm by reducing car dominance and delivering roadspace reallocation to prioritise buses and active travel
- **4 - Reducing the Negative Impact of Transport on Our Communities:** eliminating the negative impacts of through traffic on local settlements and supporting decarbonisation
- **5 - Enhancing Access to Transport Services:** providing safe and equal access to transport for all including vulnerable and minority groups by removing physical and non-physical barriers
- **6 - Sustainable and Extended Local and Regional Public Transport Connectivity:** extending the number of services and stops / stations on the public transport network
- **7 - Improving the Quality and Affordability of Our Public Transport Offer:** delivering affordable public transport solutions, enhancing the public transport infrastructure including accessible vehicles and stops as well as improving integration between services, information and ticketing provision
- **8 - Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Regional, National and International Locations:** enhancements to the strategic transport network that provides links to key economic destinations, gateways and development locations to increase efficiency and competitiveness
- **9 - Managing Our Car Traffic:** reducing car dependency and contributing to Scottish Government's target to reduce car km use by 20% by 2030 (measured in car km against a 2019 baseline) where possible and practical and subject to the updated route map to be published in Autumn 2024
- **10 - Making the Most of New Opportunities:** capitalising on innovations and new technology to enhance access to more sustainable modes of transport and the efficiency of the transport system

2.3.2 These themes provide the foundation of the policy in the RTS and under each a number of priorities have been formulated which set the direction for the delivery of the strategy. Therefore, this Delivery Plan builds upon this policy framework by setting out the actions that will be taken by SWestrans and its partners to take forward the priorities set out in the RTS itself.



# 2025/26

## SWestrans Regional Transport Strategy

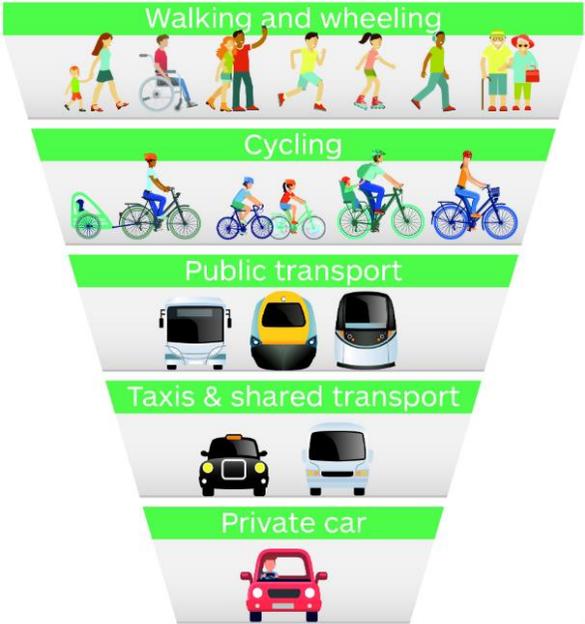
### Delivery Plan

# 3 Priorities

## 3.1 Overview

3.1.1 The Delivery Plan section below provides an overview of the planned activity to be delivered in 2025/26, structured by each of the ten RTS themes. The outcomes sought from each action are related to Transport Scotland's Sustainable Travel Hierarchy and Sustainable Investment Hierarchy, both shown below.

### Prioritising Sustainable Transport



## 3.2 Delivery Plan 2025/26

### Enabling More Sustainable Development

A key theme of activity contained within the RTS, is around enabling more sustainable development across Dumfries and Galloway. Integrating land-use and transport planning is essential to ensure that people can access employment, education, healthcare and other essential services in a sustainable manner

During 2025/26, the SWestrans team will work closely with Development Planning colleagues at Dumfries and Galloway Council to model transport across the region. Both SWestrans and Development Planning teams participate in Local Place Plan engagement sessions for settlements across Dumfries and Galloway. They will continue to do so in 2025/26, to ensure that the transport implications of development are understood, and where there are impacts on the transport network, these are managed and mitigated in an effort to promote sustainable transport. Continued close working between SWestrans and Development Planning will allow for development of the Local Development Plan 3 (LDP3) in a way that is more accurate and fully considers the transport implications. The LDP3 is due to be submitted to Scottish Government for approval in 2027.

Over 2025/26, SWestrans will work closely with Dumfries and Galloway Council Strategic Housing to contribute transport advice and guidance for input into Dumfries and Galloway's Local Housing Strategy. The SWestrans team will also provide help, support and guidance relating to new developments, as well as how active and sustainable transport infrastructure could be incorporated into design and funding applications.

At present, work is ongoing with the Lochside Regeneration Working Group, led by Dumfries and Galloway Council Strategic Housing, looking at how both active and sustainable transport infrastructure can be incorporated into the design of over 500 new/replacement housing units.

Proposal three in the RTS states '*Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate*'. Developer contributions for transport improvements must be in accordance with the requirements set out in Dumfries and Galloway Council's adopted Supplementary Guidance on Developer Contributions. Contributions will only be payable on very large strategic land releases, and in accordance with the settlement statements and site guidance. However, where these criteria are met, SWestrans and Dumfries and Galloway Council will push for measures that mitigate the transport impacts of a development and promote active and sustainable travel.

Proposal seven of the RTS states that *'At existing developments, sustainable transport and ancillary infrastructure measures should be introduced to encourage the uptake of more sustainable transport by coordinated engagement with employers and other large organisations'*.

For delivery during 2025/26, SWestrans has commissioned TravelKnowHow, an organisation that offers bespoke support to organisations for active and sustainable travel planning measures to reduce environmental impact, improve the health and wellbeing of workforce and contribute to net-zero targets. SWestrans is collaborating with other RTPs on a national basis, as well as delivering locally, to identify local employers (both public and private sector) through the region and carry out a travel survey for the organisation and its employees. Where applicable it will make a series of recommendations for the employer to introduce, along with possible external funding opportunities to enable the implementation of those recommendations.



## Connecting Our Communities

The second theme of activity in the RTS is to undertake work that supports in *'Connecting our Communities'* through *'high quality infrastructure that provides safe and attractive routes within our villages and towns, along with low-traffic or traffic free active travel connections between them and to regional centres.'*

In 2025/26, infrastructure will continue to be delivered through the ongoing combined SWestrans and Dumfries and Galloway Council capital infrastructure projects, funded through SWestrans Capital, Transport Scotland Tier 1 funding & if successful through the application process, Transport Scotland Tier 2 funding. A variety of active travel projects that support connections between communities will be progressed throughout 2025/26, including six RIBA Stage 0-2 schemes (including Wigton to Newton Stewart, Lochmaben to Lockerbie and Dalbeattie to Castle Douglas).

All projects that are being delivered will need to be designed in line with 'Cycling by Design' guidance & standards, as Cycling by Design is now replacing Sustrans design standards as the guidance to be followed. Transport Scotland is now requiring that projects are delivered to this standard for funding applications and so projects throughout 2025/26 will be delivered in line with this.

SWestrans and Dumfries and Galloway Council have been working with Sustrans to develop a prioritisation tool for all future active travel project requests and this will be applied throughout 2025/26. The tool is based on the Cycling by Design protocols and requirements. The tool will assist when applying for Transport Scotland funding to ensure that promoted schemes are consistent with the requirements, as explained above.

Proposal 11 of the RTS states that *'The Dumfries and Galloway Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented'*. Given the significant changes implemented in the funding model and the change in active travel responsibilities at Dumfries and Galloway Council, the delivery plan for the Active Travel Strategy 2 needs review. The delivery plan will be reviewed during 2025/26 and an annual update on delivery will be brought forward.

Collaboration between both Dumfries and Galloway Council and SWestrans active travel teams will continue through 2025/26, and officers will work in partnership and share resources to progress active travel initiatives.

In order to maximise the value of active travel infrastructure, it should be supported through measures to raise awareness, as stated in RTS priority 13. Year 2 of the new RTP People and Place funding delivery model will now include sustainable travel and will support

the delivery of a more curated programme to address specific local needs going forwards. Dumfries and Galloway Council's Physical Activity Strategy 2025 will be taken for Committee approval later in 2025.



## Transforming Travel in Our Towns

Theme three of the RTS explains how the application of a series of principles for design will help to support a transformation in Dumfries and Galloway's towns, towards forms of active, healthy, sustainable travel. The National Transport Strategy 2's Sustainable Travel Hierarchy, shown on page 15, will be employed to ensure that consideration of priority, road space, and investment is weighted towards the modes of travel prioritised in the hierarchy.

Measures that support a reduction in the dominance of the car will help to promote and encourage walking, wheeling and cycling and ensure that investment in active travel infrastructure leads to increased take up of these sustainable forms of transport.

Throughout 2025/26, activity delivered through the SWestrans and Dumfries and Galloway Council teams will be oriented towards the delivery of initiatives that promote walking, wheeling and cycling. Consideration of measures to promote and facilitate these active healthy forms of travel will be incorporated within all schemes where possible.



## Reducing the Negative Impact of Transport on Our Communities

Through 2025/26, SWestrans and its partners will continue to deliver activity to help mitigate the potential negative impact that transport in the region can cause. Specific locations will be addressed where appropriate, but wider measures will also be employed to facilitate the decarbonisation of the car, bus and commercial vehicle fleet in order to mitigate negative environmental impacts across the region.

Transport Scotland is allocating £5m funding to carry out a Feasibility Study for a bypass of the A75 around the settlements of Springholm and Crocketford. Initial design development and assessment work is progressing to consider bypasses of these settlements, that are the only ones on the A75 not bypassed. A Meet the Team event for the A75 Springholm and Crocketford Improvements Scheme took place in early March 2025 and this project will continue to be progressed throughout 2025/26, with support and assistance from SWestrans and Dumfries and Galloway Council teams.

A campaign group supporting upgrades and improvements to the A75/A77 has been formed and receives support from Dumfries and Galloway Council and SWestrans.

The receipt of Levelling Up Funding (LUF) by Dumfries and Galloway Council offers a significant opportunity to reduce the negative impact of transport and promote measures that reduce environmental impacts. The funding will be provided to Dumfries and Galloway Council in the 2025/26 financial year, to support three transport projects that aim to make greener transport accessible to residents and visitors, as part of the ongoing development of an integrated sustainable transport network for the region.

The three projects will consist of:

- **Multi-modal transport hubs** – to reduce emissions and provide an alternative to private vehicles, new hubs will provide a mix of active and sustainable transport options at convenient locations across the region. While linking in with bus and rail transport services, e-bikes and electric car club vehicles will be available to hire and public charging points will be provided.
- **Bus improvements** – to improve passenger experience and make journey planning easier and more accessible, new electric buses and charging points, upgrades to bus stops and a real time information service will be introduced. These will be focused on the routes serving the new transport hubs.
- **Cycle route improvements** – to support local businesses to attract more of the growing cycle tourism market to the region, a programme of upgrades to the long-distance Kirkpatrick Coast to Coast cycle route and local improvements to cycling infrastructure will be completed.

Work is underway at pace in 2025/26, with procurement of a supplier for the Electric Vehicle charging network a priority, with further confirmation of expansion plans from 2026/27.



## Enhancing Access to Transport Services

Providing equal access to transport for all, including vulnerable and minority groups, requires removing both the physical and non-physical barriers to travel. These barriers can create disadvantage, social exclusion and deprivation and are a major contributor towards transport poverty. Removing these barriers is necessary to enable people to access essential services like employment, education, healthcare and shopping.

In 2025/26, relevant Dumfries and Galloway Council teams will continue to carefully consider all users of the road environment when installing new infrastructure. All new hard standing areas will be constructed with equal access for all in mind. Tactile paving will be installed to support partially sighted users of our streets, as well as lowering kerbs for wheelchair users.

The accessibility of the public transport network will continue to be prioritised throughout 2025/26. Nine new buses were recently delivered, which all have low floor accessibility, to make access easier for anyone with mobility challenges. New contracts for the local bus and home to school transport network will commence in August 2025, and the contracts have prioritised accessibility for all, with the requirement for Public Service Vehicles Accessibility Regulations (PSVAR) incorporated. The Thistle Assistance card and mobile phone app will be promoted to all operators, alongside the Hidden Disabilities Sunflower to ensure that all residents and visitors to Dumfries and Galloway are able to make use of the public transport network.

New Equality Outcomes have been established for the period 2025-2029. These outcomes will act as a guide and source of strategic direction in the delivery of priority 21, for 'the public and active travel networks to provide equal access for all, including vulnerable groups such as women, older and younger people, ethnic minorities, disabled people as well as those on low incomes.'

The LUF project will be delivered at pace throughout 2025/26, including bus stop upgrades and the incorporation of real time passenger information (RTPI). The integration and roll out of RTPI will support in the delivery of RTS priority 23, which seeks to support and improve access to bus passenger information for all, through the use of RTPI.

The Transport Scotland People and Place behaviour change fund for both RTP, Community and Council funding will continue to be delivered in 2025/26, with a focus on accessibility and supporting walking, wheeling and cycling. SWestrans will be working closely with Dumfries and Galloway Council teams to deliver this and complement the LUF programme.

In support of priority 28, to further improve the safety of taxi users in the region, SWestrans will continue discussion with Dumfries and Galloway Council Licensing, to understand the potential for even more robust safeguarding measures, including the enhanced

use of the Protecting Vulnerable Groups (PVG) scheme, as well as prioritising the age and condition of vehicles. This will be carried out in partnership with Dumfries and Galloway Council Fleet Management who carry out six monthly vehicle checks of all taxi operators in the region.



## Sustainable and Extended Local and Regional Public Transport Connectivity

The overview and enhancement of the local and regional public transport network will continue to be a priority for SWestrans, Dumfries and Galloway Council and other RTP partners throughout 2025/26.

A review of the local bus network has been carried out over the course of the last 18 months - two years, and this process is culminating in new contracts being issued to operators for local bus and home to school services in early August 2025. The three tier public transport model outlined in priority 29 of the RTS will be at the heart of improvements to the public transport network. Dumfries and Galloway Council, as well as NHS Dumfries and Galloway will continue to fund community transport operators in the region, as well as Third Sector Dumfries and Galloway (TSDG) to coordinate, support and enhance the activities of community transport, including in relation to patient transport. TSDG will continue to take the lead in the development of a social enterprise for community transport to better integrate the model of community transport operation, deliver economies of scale and improve access.

During 2025/26, further work will be carried out to capture the opportunities presented through the letting of new contracts for the local bus network, to ensure that the network goes from strength to strength through a partnership approach. The delivery of new vehicles on bus routes, through investment from Dumfries and Galloway Council as well as through LUF funding will provide a better standard of service across the public transport network.

Further data analysis and optioneering will be carried out throughout 2025/26, in collaboration with Scottish Borders Council, to explore the opportunities for further enhancements to the bus network in future. The use and analysis of new datasets will help to identify locations of need and improvements that may be necessary in future to further improve public transport connectivity.

Priority 35 and the RTS commitment to develop and implement a network of mobility hubs will progress substantially over the course of 2025/26, as the delivery of the LUF project continues. Nine mobility hubs have been identified, funding has been secured through the LUF project and delivery will be completed in 2025/26.

Priority 43 states '*The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre*'. SWestrans and Dumfries and Galloway Council have engaged with Network Rail and ScotRail throughout 2024/25 and will continue to do so in 2025/26 as part of a feasibility project for relocation of the rail station. SWestrans and Dumfries and Galloway Council will push for this project to be progressed as rapidly as possible, to identify a solution to the challenge of the current rail station location.

The theme to deliver sustainable and extended local and regional public transport connectivity includes a key theme of lobbying for and improvements and explore opportunities for rail upgrades. Whilst it is not within the scope of any of the RTP partners, SWestrans has quarterly meetings with all key rail stakeholders including Transport Scotland, TransPennine Express, Scotrail and Network Rail. These meeting are an opportunity for issues to be raised and updates to be provided by all parties and for SWestrans to push rail partners for improvements. These meetings will continue through 2025/26 and SWestrans will continue to present the case for upgrades in the region.

Most recently, SWestrans has asked Transport Scotland for funding to carry out a feasibility study using Scottish Transport Appraisal Guidance (STAG) on the Dumfries to Stranraer line. SWestrans is awaiting a response on this.



## Improving the Quality and Affordability of Our Public Transport Offer

Further to the previous theme that outlines proposed improvements to the public transport network, it is important that we continue to enhance and improve public transport services and expand network coverage. To address transport poverty in the region and ensure the network remains available to all, SWestrans will also seek to ensure that public transport provision is affordable and that existing infrastructure, including vehicles and stops, is of a high standard. Furthermore, there is more to do in the region to improve the integration between services and transport modes, along with the quality of ticketing provision.

The Convention of the South of Scotland (COSS) met earlier this year in Dumfries to focus on one of the “grand challenges” of the Regional Economic Partnership (REP), namely transport and in particular public transport, its operating model, fares and ticketing. A sub-group of the REP, the Strategic Action Group on Transport (SAGT), meets regularly, and includes SWestrans partners (Dumfries and Galloway Council, SWestrans, SOSE and the NHS) and other South of Scotland partners including Scottish Borders Council, South of Scotland Destination Alliance and others.

This forum will provide a focus for continued discussion and progress on better integration between rail and bus ticketing, amendments to the allocation of grants and concessionary reimbursement, and sharing and analysis of data. Over the course of 2025/26, SWestrans partners will continue to engage with this group to identify and deliver improvements to the public transport offer in Dumfries and Galloway.

During 2025/26, quarterly meetings with Transport Scotland, ScotRail and other train operating companies that operate in the region will continue, and SWestrans will use these opportunities to continue to call for improvements and progress on the RTS priorities included within this theme, including access to concessionary travel schemes (priority 47) decarbonisation of the rail network in the region (priority 52) and opportunities for the carriage of bikes on trains (priority 55).

Priority 51 of the RTS explains how *‘Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users’*. Through 2025/26, SWestrans will continue to install new bus shelters, as well as replacing old infrastructure in need of repair, all with accessibility in mind. A procurement process is underway for a contractor to support in cleaning, maintenance and repair of existing assets. An ongoing programme will continue across the year to replace panels, for example where they include offensive graffiti and the LUF project will further support through investment in bus stop infrastructure improvements across the region.

Priority 53 states 'The replacement of the bus fleet with low emissions vehicles will be taken forward in conjunction with partners' and this is an area where good progress will be made in 2025/26. Through the LUF project, ten new electric buses will be incorporated into the bus fleet in 2025/26 support of this priority, and the decarbonisation of public transport across Dumfries and Galloway.



## Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Regional, National and International Locations

This theme highlights the importance of SWestrans and its partners providing safe, effective and resilient access across the region, in particular to locations of strategic importance for broader regional, national and international connections. The strategic ports at Loch Ryan, Lockerbie rail access point and strategic roads including the A74(M), A7, A75, A76, A77 and A709 all play a vital role in facilitating wider connectivity, and during 2025/26, further action will be taken to build resilience and efficiency whilst prioritising safety.

SWestrans will continue discussions during 2025/26 with Network Rail to understand how improvements can be made relating to access to Lockerbie station and the availability of funding.

Priority 57 outlines how *‘Enhancements to the strategic road network including the A7, A75, A76, A77, A701 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region’*. This priority links closely with priority 18, which sets out the activity related to bypasses on these routes to the benefit of local communities. As described under the theme relating to *‘Reducing the impact of transport on our communities’* SWestrans and its partners will continue to push Transport Scotland and the Scottish Government to invest in these routes to improve their resilience and fulfil the vital role they play in the local, regional and national economy.

The safety of the Dumfries and Galloway road network will continue to be paramount through 2025/26 and a range of improvements will be taken forward to help prevent injury collisions, including at locations that have experienced clusters of collisions in the past.

Both Dumfries and Galloway Council and the operators of the region’s trunk road network have access to funding from Transport Scotland aligned to Transport Scotland’s Road Safety Framework. This will allow Dumfries and Galloway Council to the opportunity to be more proactive in identifying casualty prevention projects that seek to reduce road danger before serious injury collisions could occur. This activity will help to support the delivery of priority 60, *‘Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users’*.

The delivery of Dumfries and Galloway Council’s Public Realm Capital 'Road Safety' Programme will be the focus for delivery of schemes to prevent collisions across the region at locations with three or more injury accidents in a three-year period within a 50m radius with common causations.

In addition, Active Travel Infrastructure Fund Tier 1 and 2 funding from Transport Scotland can be used to reallocate road space, deliver accessibility improvements and provide traffic calming as part of an active travel intervention, with Tier 2 funding available for delivery at scale. The Public Realm Capital Programme and 'Speed Limits and Traffic Calming' element will continue to deliver 20mph limits on streets across the region during 2025/26, where identified as being appropriate for lower speed limits. This will include streets across Gretna, Johnstonebridge, Dalbeattie, Castle Douglas and Kirkcudbright.

With 4,189km of carriageway, 1,323km of footways, 1,558 structures, 24,986 streetlights, 82 signalised junctions and the carriageway asset alone valued at of £3.8 Billion (gross replacement cost) the roads of Dumfries and Galloway are the Council's largest and most financially valuable physical asset. Priority 61 states that '*Improvements to the quality of the road network should be prioritised through an enhanced programme of resurfacing in Dumfries and Galloway initially focused on segments of road that have poor surfacing on major routes*'.

In 2025/26, Dumfries and Galloway Council will continue to deliver improvements to the road network through its Road Asset Management Plan (RAMP), and will also seek to deliver improvements across the 'C' and 'U' class road network, as well as more strategic 'A' and 'B' class roads.



## Managing Our Car Traffic

Due to the rural nature of Dumfries and Galloway, the use of the private car will continue to play a vital role in providing accessibility to essential services for the residents of the region. However, in order to contribute to the country's efforts to address car dependency and its associated environmental externalities, SWestrans and its partners will deliver measures that help to reduce car use where possible and appropriate.

Over the course of 2025/26, SWestrans and Dumfries and Galloway Council are committed to improving the public transport network, improving infrastructure for walking, wheeling and cycling, delivering behaviour change interventions and delivering a safer, more attractive street environment. All of these measures will help promote forms of travel that offer an alternative to the car, particularly in more urban areas, or where alternative sustainable routes provide links between communities. SWestrans' implementation of the Transport Scotland People and Place funding will provide match funding and added value to the nine LUF-funded mobility hubs that will be delivered across the region in 2025/26. These will increase the value of the mobility hubs that will provide better integration between rail, bus and cycle opportunities.

Proposal 65 states that *'Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region'*. The delivery of demand management through the implementation of Dumfries and Galloway Council's approved Regional Parking Strategy (RPS) will support the delivery of this objective during 2025/26. Local delivery plans are being developed for decriminalised parking enforcement (DPE) within each of the four 'areas' within the region: Annandale & Eskdale; Nithsdale; Stewartry; and Wigtown. Once developed, these delivery plans will outline the approach to managing parking and reducing the safety, environmental, and economic effects of unsafe, non-compliant parking.

## Making the Most of New Opportunities

Technological innovation and advancement are continuing at an unprecedented rate, and this has inevitable impacts on transport in Dumfries and Galloway, both in positive and negative terms. During 2025/26, SWestrans and its partners will continue to be mindful of the opportunities to capitalise on innovation to support the delivery of the other nine themes of the Regional Transport Strategy.

Whilst the prospects associated with Mobility as a Service (MaaS) or shared mobility are not yet fully established in the region, during 2025/26, SWestrans and Dumfries and Galloway Council will exploit any opportunities that arise to collaborate with regional partners or other authorities across Scotland to harness this technology.

Priority 69 states that *'Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation'*. The Dumfries and Galloway Council Public Realm Capital Programme includes Intelligent Transport Systems, including permanent traffic signal-controlled junctions, permanent traffic signal-controlled pedestrian crossings (pelican, puffin, toucan), emergency services wig wag signals, CCTV systems for traffic monitoring and Urban Traffic Control (UTC) system.

Further opportunities to expand on the programme to incorporate the latest technologies will be reviewed and progressed where appropriate.

## Themes and Priorities of the SWestrans Regional Transport Strategy

### 1. Enabling More Sustainable Development

1	Sustainably locate new developments to reduce the need to travel first and foremost
2	Locate new development where it can be easily served by existing active travel and public transport links or, if not possible, by new active travel and public transport links which are accessible to all
3	Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate
4	The concept of 'local living' and '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes
5	Transport interventions should be carefully sited and designed to prevent and minimise negative environmental impacts
6	New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach
7	At existing developments, sustainable transport and ancillary infrastructure measures should be introduced to encourage the uptake of more sustainable transport by coordinated engagement with employers and other large organisations

### 2. Connecting Our Communities

8	Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate
9	The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance
10	An integrated active travel network linking both within and between our settlements will be developed in line with the Spatial Strategy articulated in the Dumfries and Galloway Active Travel Strategy 2
11	The Dumfries and Galloway Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented
12	A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners
13	Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel
14	SWestrans will spend at least 50% of its capital budget on active travel

### 3. Transforming Travel in Our Towns

15	Roadspace should be reallocated to prioritise walking, wheeling, cycling and public transport particularly within our towns and settlements in order to create a more attractive public realm across Dumfries and Galloway
16	The National Transport Strategy 2's Sustainable Travel Hierarchy should be applied to re-prioritise the road network wherever possible
17	Detailed analysis should be undertaken to identify suitable locations and interventions for the reallocation of roadspace away from general traffic to active travel and public transport

## Themes and Priorities of the SWestrans Regional Transport Strategy

### 4. Reducing the Impact of Transport on Our Communities

18	Investigate the feasibility of bypasses for Crocketford and Springholm on the A75 as well as other communities on the A7, A75, A76, A77 and A709 including Dumfries
19	Support the decarbonisation of the car, taxi and commercial vehicle fleet through investigation and delivery, as appropriate, of measures such as: <ul style="list-style-type: none"> <li>• electric vehicle charging points, regional electric vehicle carsharing, grants / loans for electric / hybrid vehicles.</li> <li>• Low Emission Zones (LEZs)</li> <li>• New rail freight hubs</li> <li>• Alternative fuels e.g. green hydrogen</li> </ul>

### 5. Enhancing Access to Transport Services

20	Opportunities to enhance the customer experience when using public transport should be explored, particularly for vulnerable users who may require additional assistance or chaperoning in order to make their journey
21	The public and active travel networks should provide equal access for all including vulnerable groups such as women, elderly and younger people, ethnic minorities, people with mobility impairments or disabilities as well as those on low incomes
22	Journey planning information should be available in various formats to meet the needs of differing users including online, traditional paper copies, braille, large print, and audio
23	Real Time Passenger Information (RTPI) should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical
24	Soft measures should be implemented to encourage the use of active travel through measures such as additional information online and in the form of maps and signs within towns accompanied by public awareness campaigns
25	Access to bicycles, including e-bikes, should be facilitated through a combination of grants / loans for those that wish to purchase their own and provision of a regional cycle hire scheme for people that only require occasional access to a bike
26	Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users
27	Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward
28	The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences

### 6. Sustainable and Extended Local and Regional Public Transport Connectivity

29	SWestrans and its partners will work to deliver a new public transport model based around an engagement-led needs-based approach applying a three tier framework as follows: <ul style="list-style-type: none"> <li>Tier 1 – Community Level Provision</li> <li>Tier 2 – Supported Local Bus and Community Transport Services</li> <li>Tier 3 – Commercial Local Bus and Rail Services</li> </ul>
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## Themes and Priorities of the SWestrans Regional Transport Strategy

30	Bus service improvements should be focused in areas identified as at greatest risk of both transport poverty and deprivation. This should be informed by further analysis to develop options to improve bus service connectivity such as increased service frequencies, new services, more direct services and / or more express services
31	Where no bus service exists, demand responsive transport (DRT) solutions will be developed and operated by third sector community transport operators, DGC Buses and the community
32	Dumfries and Galloway council will undertake work to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator as a prudent step should a bus operator of last resort be needed in Dumfries and Galloway
33	Further analysis should be undertaken to assess the potential to provide a bus station in Dumfries and, if found to be feasible and beneficial, partners should work together to facilitate its delivery
34	Opportunities to increase the carriage of bikes on buses will be explored
35	A network of mobility hubs should be developed and implemented across Dumfries and Galloway
36	A Bus Service Improvement Partnership (BSIP) should be created in Dumfries and Galloway using the powers set out in the Transport (Scotland) Act 2019 and will entail SWestrans working in partnership with the commercial sector, DGC Buses, community transport and NHS Dumfries and Galloway along with other partners as appropriate
37	Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland
38	Opportunities should be investigated to run a local service on the West Coast Main Line between Carlisle and Edinburgh / Glasgow
39	Consideration should be given to rail network upgrades to decrease journey times and increase capacity including the replacement of semaphore signalling, passing loops and upgrades to track geometry at key locations
40	Opportunities should be explored to quadruple track the West Coast Main Line through Lockerbie and at other appropriate locations
41	The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues
42	While it is recognised that the necessary socio-economic case to justify progression of the reopening of stations at Beattock on the West Coast Mainline, and Eastriggs and Thornhill on the Glasgow and South West Line has not been evidenced, their reopening is supported and remains an ambition of SWestrans
43	The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre
44	Consideration should be given to reinstating the Castle Douglas and Dumfries railway between Dumfries and Stranraer along with delivering an extension to the Borders railway from Tweedbank serving Langholm and terminating at Carlisle with appropriate business case development being taken forward for each
45	Lighter rail solutions should be explored as an alternative to heavy rail where it may provide a more practical or affordable solution for fixed public transport links
<b>7. Improving the Quality and Affordability of Our Public Transport Offer</b>	
46	Opportunities to expand the eligibility of existing concessionary travel schemes or to create new schemes to allow more users access to reduced / no fare journeys should be explored with key partners including Transport Scotland

## Themes and Priorities of the SWestrans Regional Transport Strategy

47	Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel
48	The introduction of new rail fare structures should be explored to remove inequalities and to ensure that journeys to similar destinations incur similar costs which are affordable for all users
49	Integrated ticketing solutions should be built upon and better promote existing schemes such as PlusBus and Rail and Sail as well as seeking new opportunities to deliver integrated ticketing measures for bus, rail and ferry in the region
50	Improving links between different modes of transport by reducing the distances between connecting modes and coordinating the timing of services should be taken forward as a priority whenever possible
51	Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users
52	Support the decarbonisation of the rail network in Dumfries and Galloway and explore along with rail industry partners opportunities to electrify the line south of Ayr to provide better scope for through services and to accommodate increased demand from a relocated Stranraer station
53	The replacement of the bus fleet with low emissions vehicles will be taken forward in conjunction with partners
54	Replacement of rail rolling stock should be taken forward considering proposals for electrification of parts of the network in the region with the appropriate traction being based upon this and giving due consideration for the need to enhance the quality, accessibility and standard of rolling stock service Dumfries and Galloway
55	Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured
<b>8. Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites</b>	
56	Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region
57	Enhancements to the strategic road network including the A7, A75, A76, A77, A701 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region
58	Opportunities should be sought to shift goods from HGVs onto the rail network by the creation of new rail freight hubs including the potential for the creation of an intermodal freight hub at Cairnryan / Stranraer
59	Junction improvements should be taken forward at locations of collision clusters
60	Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users
61	Improvements to the quality of the road network should be prioritised through an enhanced programme of resurfacing in Dumfries and Galloway initially focused on segments of road that have poor surfacing on major routes
62	Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate
<b>9. Managing Our Car Traffic</b>	
63	Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to be net zero by 2045 reflecting the regional circumstances

## Themes and Priorities of the SWestrans Regional Transport Strategy

64	A combination of enhanced active travel, public transport, shared mobility and digital infrastructure will be used to provide an effective alternative to car travel with a particular focus on reducing single occupancy car journeys
65	Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region
<b>10. Making the Most of New Opportunities</b>	
66	The implementation of Mobility of a Service (MaaS) in Dumfries and Galloway will be taken forward in close coordination with the delivery of the new public transport model
67	A range of shared mobility measures should be taken forward across the region taking into account its varying characteristics and dispersed population to provide access to a variety of transport options without requiring ownership
68	Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs
69	Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation