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SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP (SWESTRANS)

Meeting of Friday, 26th September, 2025
at 10.30 am in Council Hall - English Street, Dumfries

Present

Members

John Campbell (Chair) – Dumfries and Galloway Council;
Karen Jackson (Vice-Chair) – South of Scotland Enterprise;
Dougie Campbell – Dumfries and Galloway Council;
Ivor Hyslop – Dumfries and Galloway Council;
David Inglis – Dumfries and Galloway Council;
Willie Scobie (substitute) – Dumfries and Galloway Council;

Officials

Simon Bradbury – Lead Officer
Claire Rogerson – Secretary to the Board
Kirsty Dunsmore – Policy and Projects Officer
Peter McCormick – Policy and Projects Officer
Janet Sutton – Finance Officer

Apologies

Stephanie Mottram – NHS Dumfries and Galloway;
Keith Walters – Dumfries and Galloway Council;

Observers

Luke Graham – Dumfries and Galloway Youth Council
Douglas Kirkpatrick –
Laura Moodie – D&G Bus Users Group
Stewart Walker – Dumfries and Galloway Youth Council

In Attendance

Damien Henderson – Avanti West Coast
Paul Junik – Transport Scotland
Davie Stitt – Dumfries and Galloway Council

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1 SEDERUNT AND APOLOGIES

6 Board Members present and 2 apologies.

Board Members present in the Council Hall were John Campbell, Ivor Hyslop and Willie Scobie (attending as substitute for Keith Walters).

Board Members present via MS Teams were:- Karen Jackson, Dougie Campbell and David Inglis as **AGREED** by the Chair.

PROCEDURE – The Secretary advised that since the last meeting, there had been an update in Board Membership, in that Jim Dempster had replaced Richard Brodie as the substitute board member on behalf of the Independent Political Group of the Council, as of 4 September 2025. A further change was anticipated, as Willie Scobie (a substitute board member) was retiring as a councillor on 29 September 2025. His replacement would be advised in due course.

2 DECLARATIONS OF INTEREST

Karen Jackson made a Statement of Connection for transparency reasons, in regards to item 10 – Scottish Parliament Election 2026: SWestrans Manifesto Asks, by virtue of her role with South of Scotland Enterprise, but determined that this did not amount to an interest which would require her to leave the meeting for consideration of this matter.

3 MINUTE OF MEETING ON 27 JUNE 2025

Decision

APPROVED.

4 MINUTE OF MEETING ON 23 JULY 2025

Decision

APPROVED.

5 CALENDAR OF MEETINGS - UPDATE

Decision

The Board **AGREED** an amendment to the Calendar of Meetings, to accommodate the presentation of the audited accounts, so that the next scheduled meeting was moved to 21 November 2025.

BOARD MEMBER – David Inglis left the meeting – 5 Board Members present.

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6 PRESENTATION - WEST COAST MAINLINE ENGINEERING WORKS JANUARY 2026

PROCEDURE – The Board were advised that unfortunately the representative from TransPennine Express was unable to attend the meeting.

Decision

The Board:-

- 6.1 **AGREED** to receive a presentation from Avanti West Coast; and
- 6.2 **THANKED** Damien Henderson for his presentation (**Appendix 1 to the Minute**).

7 PRESENTATION- STRATEGIC ROADS INVESTMENT PLANS

STATEMENT OF CONNECTION – During this item a Statement of Connection was made by Willie Scobie for transparency reasons as he was a member of the A75 and A77 Lobbying Group but that this did not amount to a declaration of interest which would require him to leave the meeting during consideration of this matter.

Decision

The Board:-

- 7.1 **AGREED** to receive a presentation from Transport Scotland; and
- 7.2 **THANKED** Paul Junik for his presentation (**Appendix 2 to Minute**).

8 PRESENTATION- SOUTH OF SCOTLAND ENTERPRISE

Decision

The Board:-

- 8.1 **AGREED** to receive the presentation from South of Scotland Enterprise;
- 8.2 **THANKED** Karen Jackson for her presentation (**Appendix 3 to Minute**); and
- 8.3 **FURTHER NOTED** that there would be an update on Community Transport presented to a future meeting.

9 LOCAL BUS NETWORK UPDATE

PROCEDURE – The Lead Officer provided an update on the 383 service (Annan to Lockerbie), advising the Board that an agreement had been reached yesterday that would enable the

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service to continue on a commercial basis with a subsidy provided by Dumfries and Galloway Council for the transport of entitled school children. Therefore recommendation 9.2 of the report was withdrawn.

BOARD MEMBER – Ivor Hyslop left the meeting during discussion of this item – 4 Board Members present.

Decision

The Board:-

NOTED

9.1 the feedback received from members of the public since the commencement of new local bus contracts on 7 August 2025, and the efforts of SWestrans to introduce improvements,

9.2 the lack of available budget to provide subsidy for the operation of the X75 Stranraer to Newton Stewart, or the continuation of additional bus on the A76 corridor, in support if non-entitled school children to access Wallace Hall Academy; and

9.3 the proposed next steps to introduce further improvements to the bus network across Dumfries and Galloway with £250K investment in local bus network planning.

9.4 **FURTHER REQUESTED** that previous years of SWestrans board papers be made available online.

10 SCOTTISH PARLIAMENT ELECTION 2026: SWESTRANS MANIFESTO ASKS

Decision

The Board:-

10.1 **CONSIDERED** and **DISCUSSED** the manifesto asks outlines in this report;

10.2 **AGREED** the final SWestrans Manifesto Asks (**Appendix 4 to Minute**) for submission to Scottish political parties, noting that feedback would be taken into account; and

10.3 **APPROVED** the dissemination of the final Manifesto Asks to Scottish political parties and their manifesto teams.

BOARD MEMBER – Willie Scobie left the meeting – 3 Board Members present.

The Chair, on behalf of the Board, thanked Willie Scobie for his contributions to SWestrans over the years and wished him well in his retirement.

11 BUS STOPS IN DUMFRIES AND GALLOWAY

Decision

The Board **AGREED** the standard design principles for the region's bus stops, which would be

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used as a template for future bus stop infrastructure.

12 LEVELLING UP FUND PROJECT UPDATE

Decision

The Board **NOTED** the update on the Levelling Up Fund transport project.

13 CAPITAL EXPENDITURE PROGRAMME 2025/26 – 2026/27 UPDATE

Decision

The Board:-

13.1 **AGREED** the Capital Programme for 2025/26 to 2027/28 as outlined in the report; and

13.2 **NOTED** the update on Capital spend in the 2025/26 financial year.

14 OBSERVER APPOINTMENT

Decision

The Board **AGREED** to appoint Kirstin Lorna Stannus as an observer to the SWestrans Board for a period of four years.

15 ANY OTHER BUSINESS DEEMED URGENT BY THE CHAIR DUE TO THE NEED FOR A DECISION

Decision

The Board **NOTED** that there was no item of business deemed urgent by the Chair due to the need for a decision.

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January 2026 WCML Closure

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Presentation for SWESTRANS

29 September 2025

AVANTI
WEST COAST



Minute Item 6

Overview



Clifton Bridge Replacement

Detail of work Network Rail is undertaking to replace the Clifton Rail Bridge over the M6 at Penrith



Passenger Handling Strategy

Detail of how we are keeping passengers on trains during disruption



Interface at Lockerbie

How we are managing train/bus interface at Lockerbie

Clifton Bridge replacement

Network Rail is replacing the Clifton Bridge, which carries the West Coast Main Line over the M6 at Penrith

Bridge is 60 years old and life-expired
Preparatory work is underway

Replacement of bridge will take place over
14 days from 1 January, 2026, causing
closure of WCML



Passenger Handling Strategy

Closure of WCML and M6 (which would normally be used as diversionary route) presents unique challenge

Industry has worked together to utilise the Settle and Carlisle route to keep passengers on trains; plans being finalised

Lockerbie to be used as a train/bus interchange

Approach means Lockerbie retains train connection to Glasgow/Edinburgh

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Draft plans, day by day

This map shows where Avanti West Coast services could leave and rejoin the West Coast Main Line during the major engineering work from 1 to 14 January 2026. By making use of the Settle & Carlisle line, we'd be able to keep customers moving by rail during this disruption.

1 to 4 January



7

Class 805
Evers deployed



1 train every
2 hours

- Additional engineering work taking place south of Preston. Diversions from the West Coast Main Line start from Wigan North Western. Replacement buses to serve Preston, Lancaster, the Lake District and connections to Manchester, Liverpool and the East Coast.
- Additional engineering work north of Carlisle (Kingmoor). Replacement buses running between Carlisle and Lockerbie, where customers can then connect into trains for onward travel.

5 to 6 January



6

Class 805
Evers deployed



1 train every
2 hours

- Additional engineering work north of Carlisle (Kingmoor). Replacement buses running between Carlisle and Lockerbie, where customers can then connect into trains for onward travel.

7 to 14 January



6

Class 805
Evers deployed



1 train every
2 hours

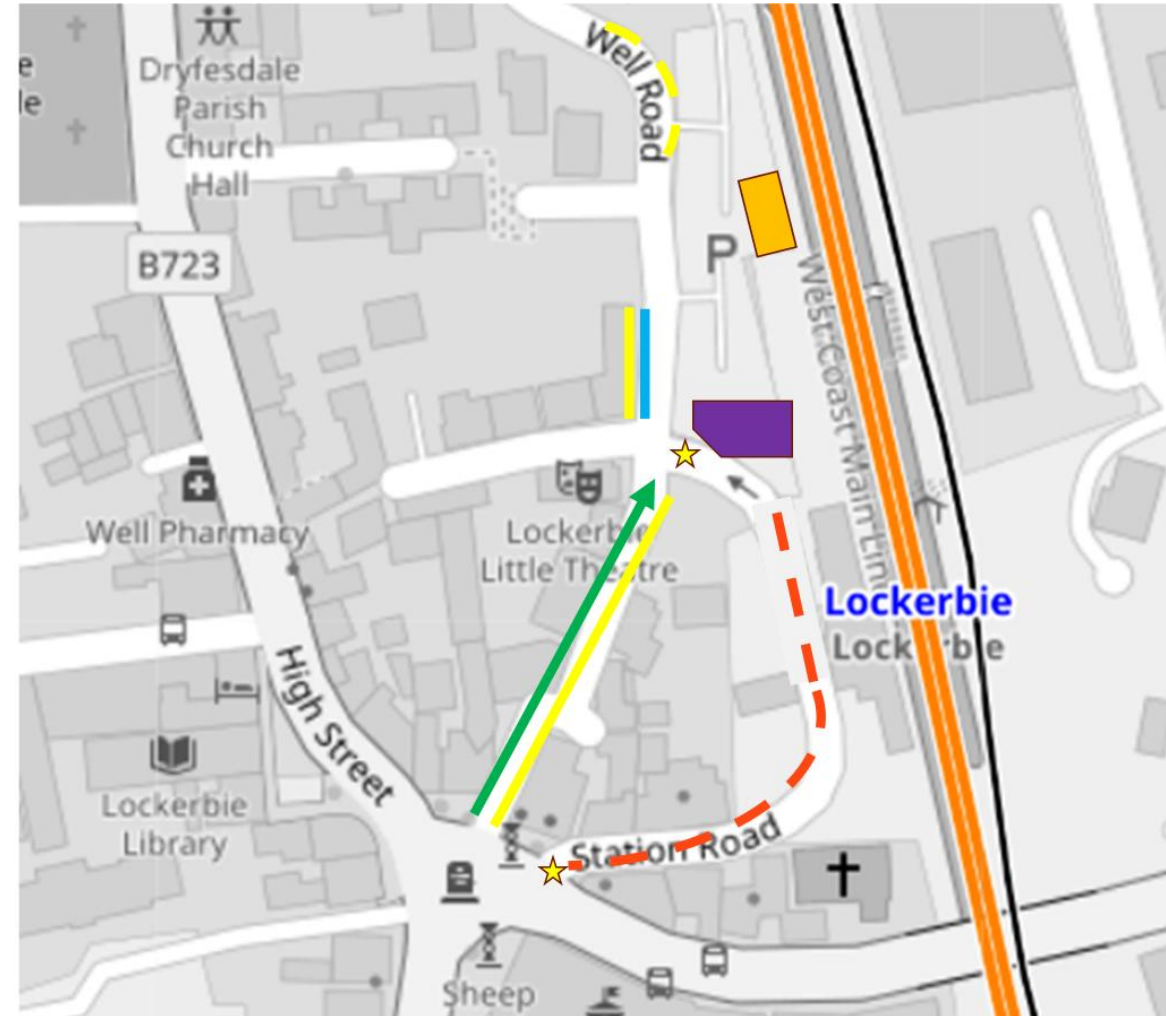
- Diversionary route between Preston and Carlisle. Onward rail connections to Glasgow in the north, and Wigan, Warrington, Manchester and Liverpool in the south.



Interface at Lockerbie

Requirements for RRS Operation

- Site visit with traffic management planned 17th September.
- **Red Line** Station Road end-to-end to be closed 31st December to 8th of January (set up, contingency, and welfare unit delivery).
- **Green Line** - diversion for cars and small vans to access Well Road and local authority car park.
- **Blue Line** - pick up and drop off area for the station.
- **Yellow Line** - Parking suspensions required High Street, Caledonian Place, and Well Road to support diversionary route to rear of the station and free space for pick up drop off area.
- **Purple Box** – Current ScotRail customer car park that will be closed for displaced resident parking.
- **Orange Box** – Area for accessible parking and pick up drop off (side gate into LOC platform 1).
- Stars – Traffic Management boots on ground to manage entry and exit.



Next Steps

- Customer handling plan to be finalized
- Applying for temporary road traffic orders at Lockerbie
- Working with Salvation Army to provide tea/coffee/drop-in facility outside Lockerbie Station
- Engagement with local residents and businesses ahead of works
- Customer Communications planned

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Keeping our customers informed

We'll have a wide range of customer communications via multiple channels starting from around the end of September to the middle of October, when tickets are due to go on sale for Christmas 2025 and January 2026.

A dedicated webpage with graphics and maps to help customers visualise the impact to their journey will be our central hub of information. Booking engine pop-ups, homepage tile and banner, social media posts, in-station announcements, and station and onboard posters will sit alongside and link through to our website, ensuring maximum visibility and ease for customers planning their journeys this winter.

We will be working closely with other rail operators (both passenger and freight) and with Network Rail who are undertaking the engineering work. We'll also be liaising with National Rail Enquiries and key third parties such as Trainline to ensure communications are aligned, accurate and accessible.

Thank you.



Trunk Road Investment Plans for the South West

**SWestrans Board Meeting –
26 September 2025**



Paul Junik

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Head of Infrastructure Planning

26 September 2026



Overview

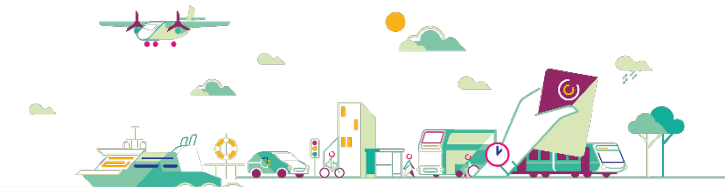
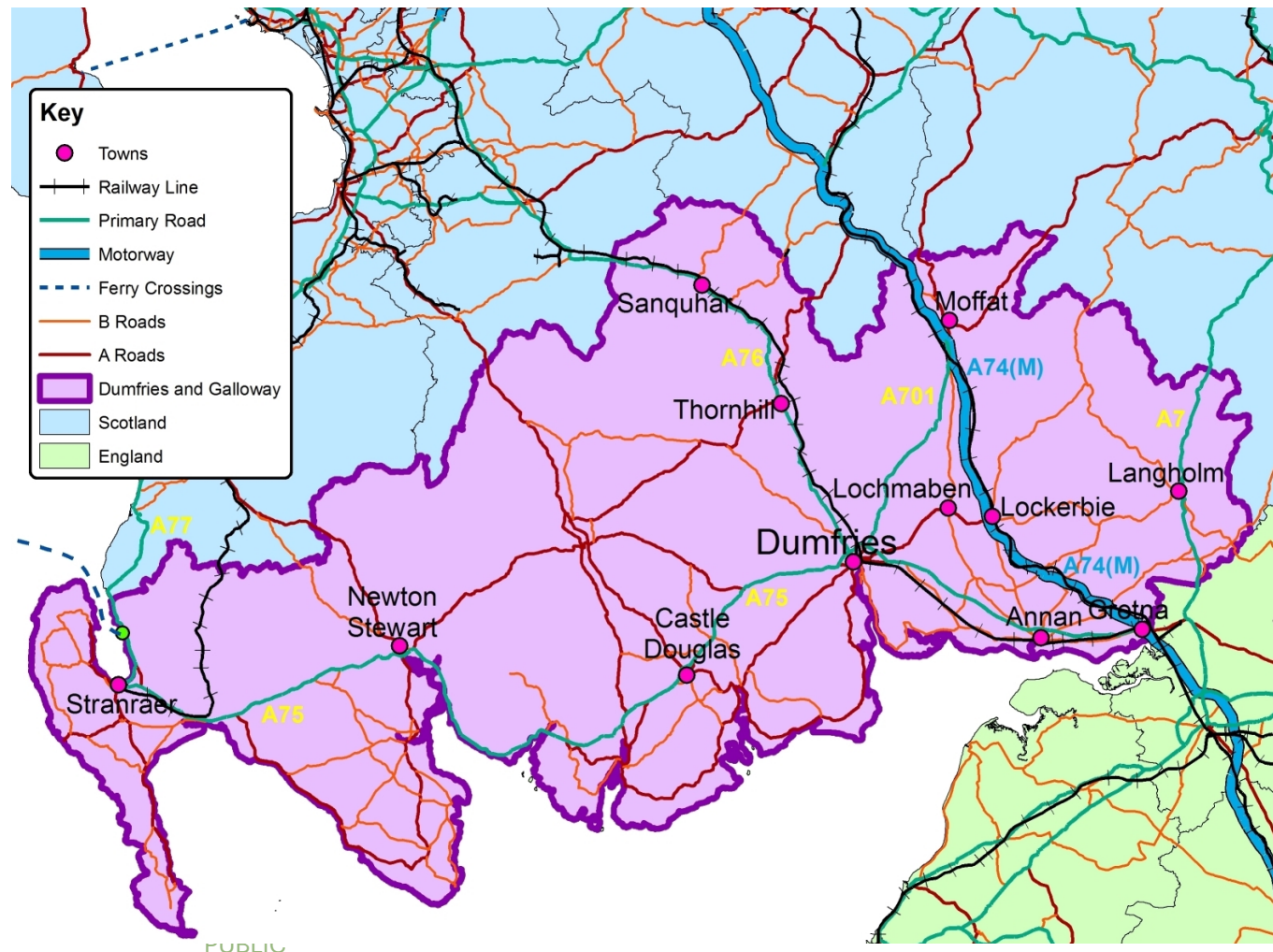
- Trunk road network in Dumfries and Galloway and comparison with the rest of Scotland.
- Importance of the trunk roads in the South West to Scotland / Rest of the UK.
- Ongoing investment on trunk roads in the region.
- Strategic Transport Projects Review(s) – emerging outcomes
- STPR2 Recommendations for trunk road network, including 30, 31 and 32, plus 40 (specially covering the A75 and A77)
- Brief Update on current work – Springholm and Crocketford; road safety measures etc.
- Future transport / road investment and how this links to wider Scottish Government's spending review and Infrastructure Investment Plan.



Motorway and Trunk Roads in the Dumfries and Galloway

Typical Daily Traffic Flows (2023)

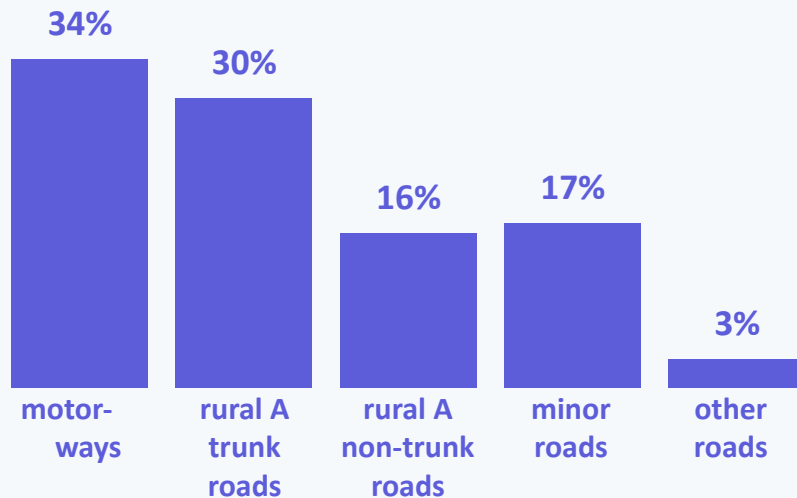
- A74(M) [36,500 - Lockerbie]
- A7 [3,700 – Langholm]
- A75 [5,100 - Carsluith]
- A75 [7,300 - SE of A751]
- A76 [3,100 – Mennock]
- A77 [3,900 – Lendalfoot, S.A.]
- *A701 [not available]



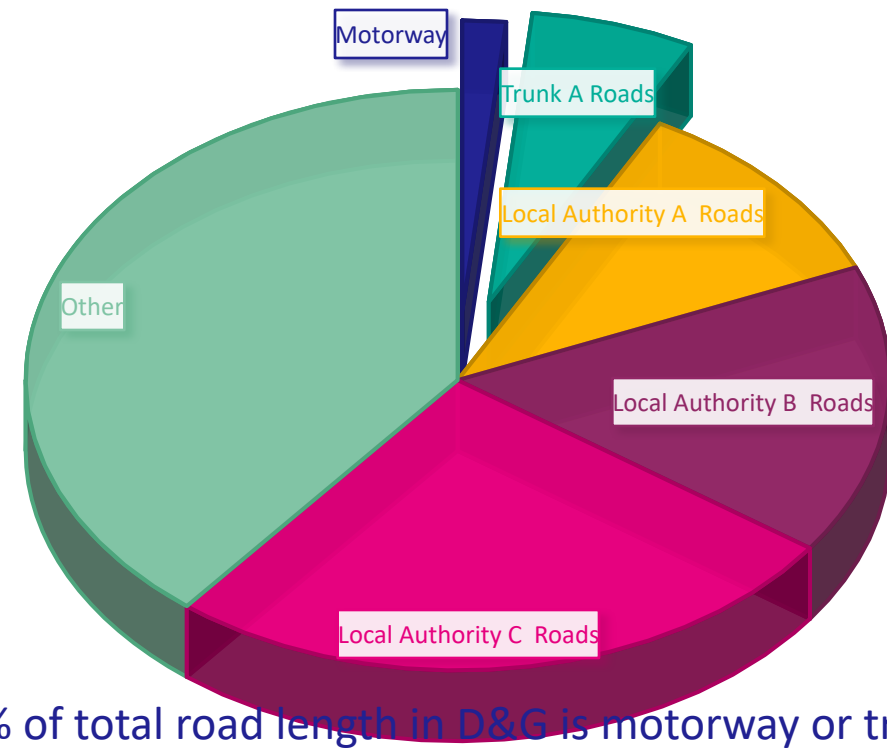
Road Network / Traffic – Dumfries and Galloway

2.262 billion vehicle km were driven on Dumfries and Galloway's roads in 2023

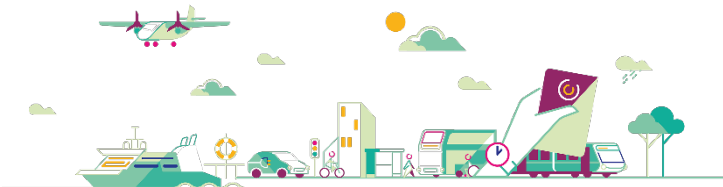
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Road Length split – Dumfries and Galloway



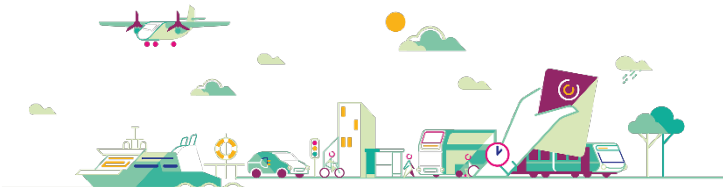
8% of total road length in D&G is motorway or trunk road



Investment in SW Trunk Roads(1)

Major Roads Schemes (projects > £5 million) – opened since 2007

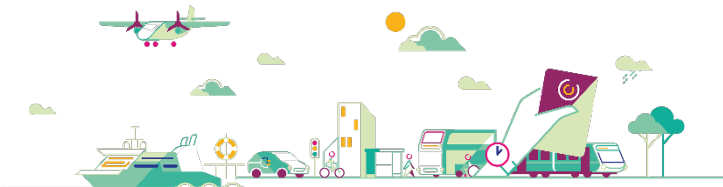
- A75 - more than £50 million has been invested in, six new schemes which have improved overtaking and removed known pinch points.
- A77 - approximately £64 million on five separate road schemes on the A77 including the completion of the £29 million Maybole bypass which opened in January 2022.
- Also, A7 Auchenrivoock and A76 Glenairlie (both opened 2009)



Investment in SW Trunk Roads(2)

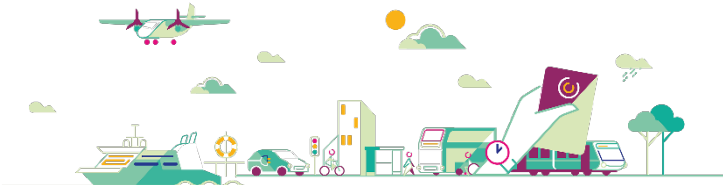
Spend on Routine Maintenance and Minor Improvements (total spend FY2020/21 to 2023/24)

- A7 - £32.8 million
- A701 – £15.2 million
- A76 – £38.1 million
- A75 (including A751) – £76.5 million
- A77 - £71.2 million

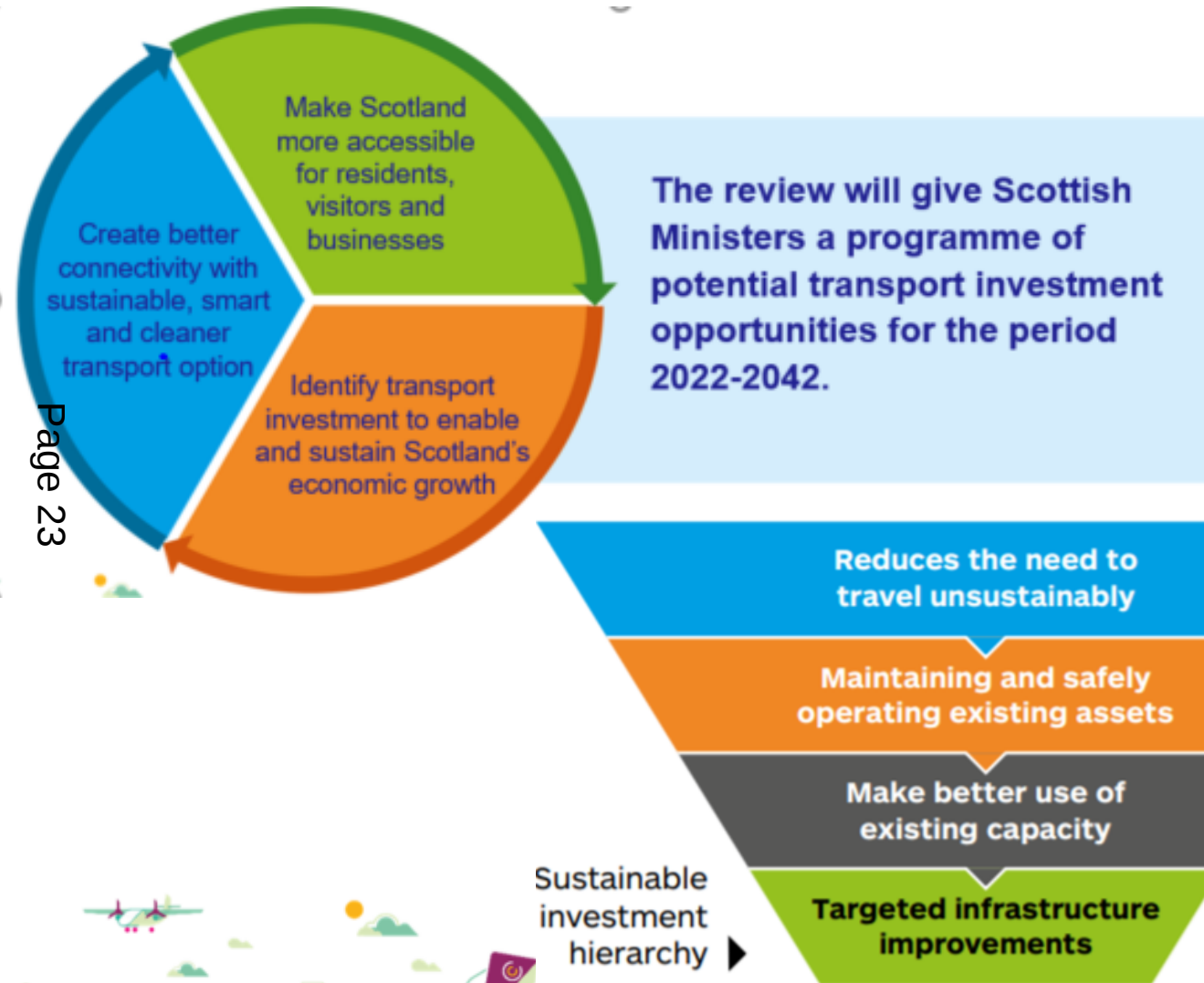


Strategic Transport Projects Review(s) [STPR]

- We had two reviews 1st – 2008 (2012 to 2032) and the 2nd – 2022 (2022 to 2042)
- Both have produced specific recommendations for the roads in Dumfries and Galloway
- The second, most recent review had one specific recommendation in relation to D&G in respect of the A75 and the A77 (Recommendation 40).
- Three further Recommendations – directly related to the Trunk Road Network (30, 31 and 32)



STPR2 Purpose and Objectives



Takes climate action



Addresses inequalities & accessibility



Improves health & wellbeing



Supports sustainable economic growth



Increases safety & resilience

Recommendation 40 – Access to Stranraer and ports in Cairnryan

- Make safety, resilience and reliability improvements on the A75 and A77 strategic road corridors
- Examples include improving junctions, enhancing overtaking opportunities with WS2+1 or climbing lanes at locations where slow moving traffic leads to risky overtaking manoeuvres, and widening or realigning carriageways
- Stranraer and ports at Cairnryan are an important gateway to Scotland for ferry passengers and freight
- Improving transport assets here will support regeneration of the South West of Scotland to benefit the economy and local communities

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Meets key objectives:



Climate



Accessibility



Health



Economy



Safety



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Funded by
UK Government

A75 Springholm and Crocketford Improvements

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

fill out the survey now

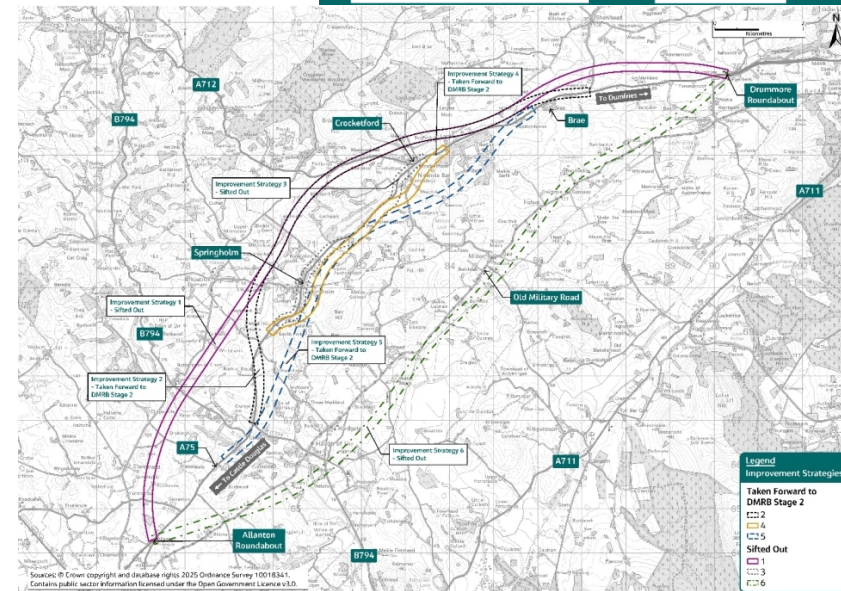
by asking a member of the team

send an email to:

A75SpringholmAndCrocketford@transport.gov.scot

fill out the survey at home:

write to us at:



Marketford Improvements
177 Bothwell Street,

feedback by 5pm on 07
enable us to analyse this and
uses that may

together with any other these exhibitions, will be development and assessment. local drop-ins and one-to-one in the months ahead. and Bridges (DMRB) Under the advantages, of the proposed options, engineering, traffic and option is expected to be complete.

Other STPR2 Recommendations for the Trunk Road Network

Recommendation 30 – Trunk road and motorway safety improvements

- Progress road safety improvements across the trunk road and motorway network with a focus on rural sections where accident rates and severities are higher

Recommendation 31 – Trunk road and motorway network climate change adaptation and resilience

- Build on existing evidence around vulnerable locations to develop a fuller picture of those areas on the trunk road and motorway network most at risk of disruption due to weather events

Recommendation 32 – Trunk road and motorway renewal for reliability, resilience and safety

- Continued and increased investment in strengthening of the trunk road and motorway network.



Meets key objectives:



Health



Economy

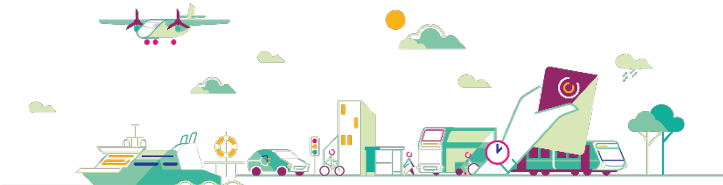


Safety



Capital Investment Landscape

- UK Government – comprehensive spending review published June 2025
- However, funding - remains a significant challenge
- Current /ongoing - major Transport Scotland capital investment programme
- Second Strategic Transport Projects Review - 45 Recommendations
- Scottish Spending Review / Infrastructure Investment Plan (IIP)
- Future transport investment?



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SOUTH of
SCOTLAND
ENTERPRISE

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SOSE – An Overview



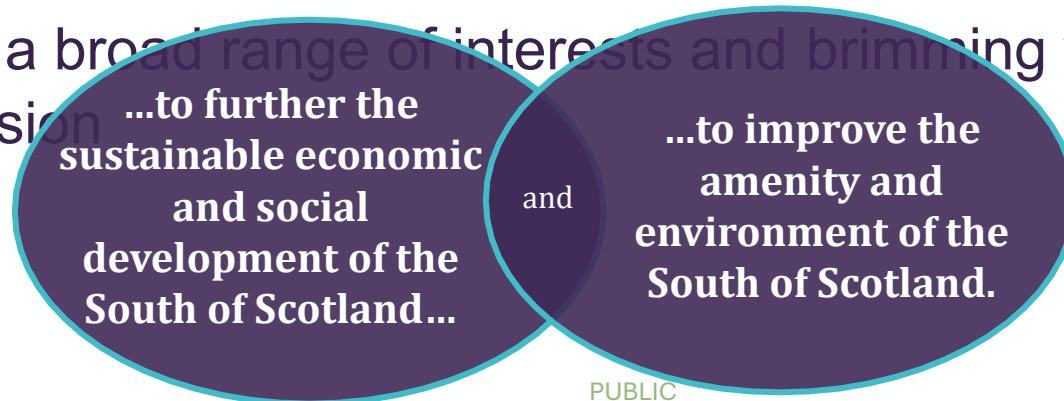
Minute Item 8

September 2025

About Us...

PUBLIC

- A dedicated economic and community development agency for the South of Scotland
- **For the South, BY the South, IN the South**
- Established in response to the unique economic opportunities and challenges facing the South
- Here to be “**different, bold, flexible and easy to work with**”
- A Team Player – working with and bringing others together in Team South of Scotland
- Led by a Board with a broad range of interests and brimming with enthusiasm and passion



PUBLIC
OUR TWIN AIMS



The South of Scotland - Our Region



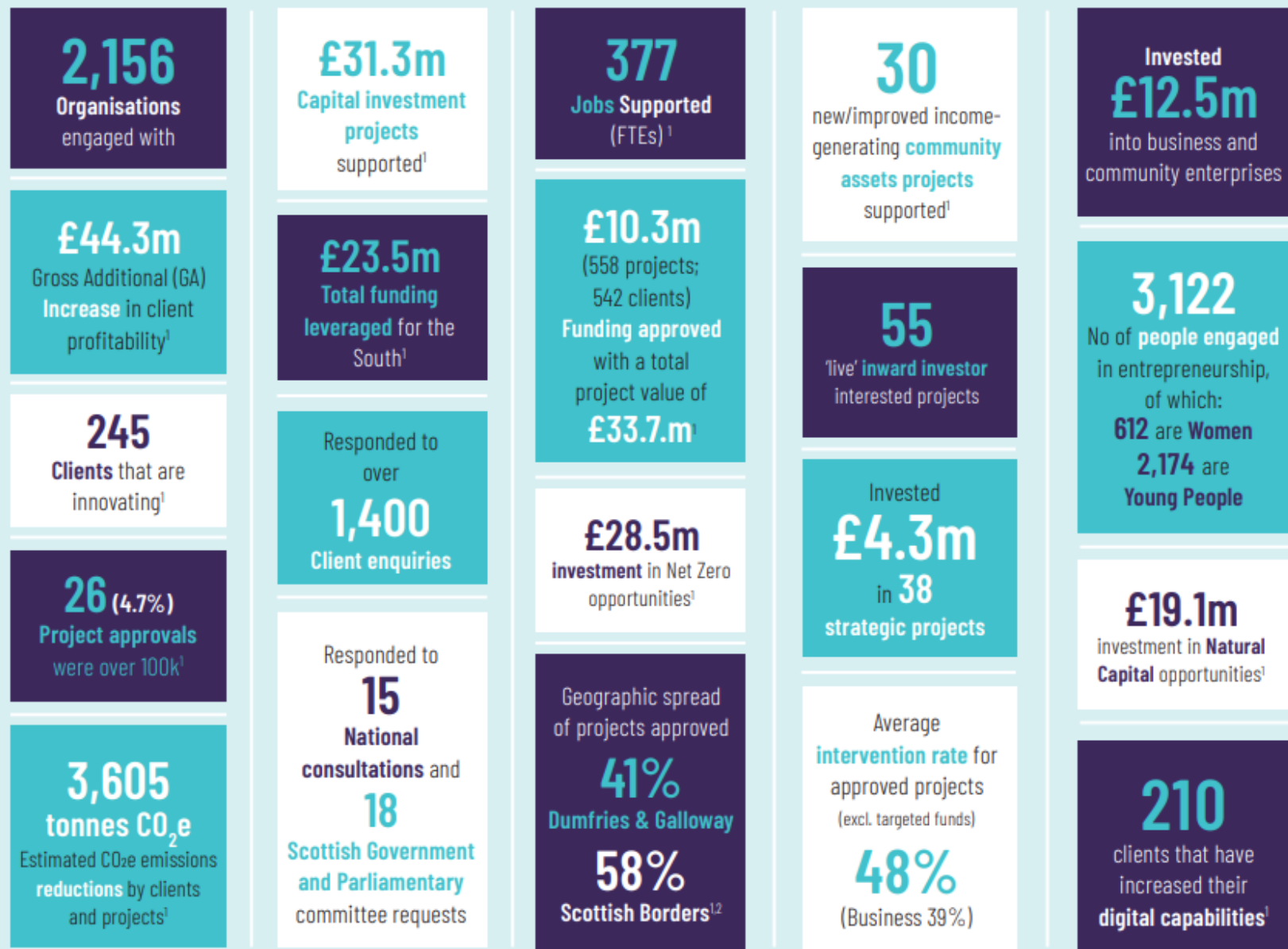
Our Areas of Strategic Focus

- **Our 'six As'** - the six areas where we need to drive change and where we can make a unique contribution.
- The six priorities work together - all part of the solution – and areas we are already making progress on but more work to be done.
- Partnership and collaboration are key to how we deliver these priorities.
- All part of our focus on people, prosperity and planet.



In the past year we have...

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A Vision for the South of Scotland

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“We will be a region of opportunity and innovation – where natural capital drives green growth, ambition and quality of life rivals the best in the UK, communities are empowered and cultural identity is cherished, enabling those already here to thrive and attracting a new generation to live, work, visit, learn and invest in the South of Scotland.”

With Strategy development overseen by a diverse and now well established **Regional Economic Partnership** and founded on extensive engagement



**A Green, Fair and
Flourishing** South of
Scotland by 2031

Collaborating to Deliver Transformation...

Our Grand Challenges

Collaborate to deliver more **homes** – and more choice of homes – where they are needed in the South of Scotland

Investigate opportunities to enhance **transport** connectivity and sustainability in the South of Scotland

Develop proposals to meet our regional green **skills** opportunities and needs, with a particular focus on construction skills and pathways

Our Wider Priorities

Champion the South of Scotland as the **Natural Capital** Innovation Zone for Scotland

Pilot the **retrofit** of rural homes, building on recommendations in the South of Scotland **Community Wealth Building** report

Develop and implement a stronger partnership approach to help our **communities** get the right support and expertise

Strengthen the impact of **culture** in the economy of the South of Scotland

Develop a fresh and coordinated approach to **digital** investment and transformation in the region

Pioneer **Net Zero** approaches and pathways to deliver the UK's first Net Zero region

Develop an even stronger and more joined up approach to delivering and promoting support for our **enterprises**

Create a **spatial** diagram for the South of Scotland to showcase key regional projects, connections and investments

Enhance and promote our collaboration on **inward investment**

Contribution to RTS Objectives...



RTS 1
Safe, Active Travel



RTS 4
Greater Integration of Modes



RTS 2 and 3
Enhanced Public Transport



RTS 6
Reduce Negative Impacts



Contact us

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South West of Scotland Transport Partnership (SWestrans) Strategic Transport Policy Asks- 2026 Scottish Parliamentary Election

The following six 'asks' represent the key requests from SWestrans for inclusion in your 2026 election manifesto:

1. Secure Long-Term, Ring-Fenced Funding for Regional Transport

To effectively deliver the long-term ambitions of our Regional Transport Strategy, SWestrans requires a stable and predictable financial settlement. We ask for a commitment to a multi-year, ring-fenced funding model for all Regional Transport Partnerships. This stability is essential for strategic planning, efficient project delivery, and leveraging private sector investment, ultimately providing the confidence needed to progress transformational, multi-year transport projects that underpin regional economic growth. National transport funding needs to align with regional transport priorities to ensure local priorities are supported, and cognisance of regional economic strategies needs to be taken when funding is allocated.

2. Deliver Investment in our Strategic Transport Network

Improving connectivity is fundamental to the economic and social prosperity of Dumfries and Galloway. We ask for a clear commitment to fund and accelerate the major infrastructure projects identified in strategic reviews, ensuring the same level of investment for Dumfries and Galloway as other local authority areas in Scotland. While our RTS contains many priorities, specific examples of nationally significant projects include:

- **Upgrades to the A75 and A77:** Essential for improving safety, resilience, and journey times on these critical economic corridors, which provide lifeline connections to the ports at Cairnryan. This includes progressing key schemes such as bypasses for Crocketford and Springholm to remove strategic traffic from local communities.
- **Targeted improvements on other key routes:** Investment in the A7, A76, and A709 is also crucial for inter-regional connectivity, resilience, and supporting local economies across Dumfries and Galloway.
- **Rail Network Enhancements:** Investment to improve capacity, frequency, and line speeds on the Glasgow South Western and West Coast Main Lines to enhance services for both passengers and freight, supporting modal shift and connecting our communities to the central belt and beyond.

3. Reform Bus Funding to Focus on Social and Economic Value

The current funding mechanism for subsidised bus services needs reform to better address the challenges of a rural network. We ask for a review of how funding (including the Network Support Grant and concessionary travel reimbursement) is allocated, placing a greater emphasis on social value, service integration, and reliability. This will ensure that funding supports lifeline services that connect people to employment, education, and healthcare, tackling social isolation and supporting our local economies.

4. Champion a Rural Transport Fund and Impact Assessment

A one-size-fits-all approach to public transport does not work for a rural region like Dumfries and Galloway. We ask for the establishment of a dedicated Rural Transport Fund to pilot and scale up transport solutions tailored for rural areas. This should include support for subsidised bus services, but also demand-responsive transport

(DRT), new models of community transport, and enhancing the Taxicard scheme in areas where conventional bus services are not viable. Furthermore, all national transport policies should be subject to a Rural Transport Impact Assessment to ensure they do not unintentionally disadvantage our communities.

5. Deliver a National Smart Ticketing System

To simplify journeys and remove barriers to public transport use, we ask the next government to mandate and fund the rapid development of a universal, integrated smart ticketing system. This system must be valid across all bus and rail operators in Scotland, allowing for seamless connections and straightforward payment, which is particularly beneficial for passengers making multi-stage journeys across our rural region.

6. Accelerate Investment in a Green Fleet and Infrastructure

To meet Scotland's ambitious climate goals, we must accelerate the transition to a zero-emission public transport network. We ask for an increase in dedicated capital grants available to councils and Regional Transport Partnerships to support the procurement of new low-and-zero-emission buses. This must be coupled with funding for the roll-out of resilient charging infrastructure across our dispersed rural region, which is critical for making a green transition feasible and helping to reduce long-term operating costs.

Thank you for your consideration of these key strategic transport issues.

Councillor John Campbell
Chair, South West Scotland Transport Partnership