



Regional Transport Strategy

Delivery Plan 2026/27



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The Delivery Plan provides an overview of the planned activity to be delivered in 2026/27, structured by each of the ten RTS themes. Throughout 2026/27, SWestrans team and key partners, such as Dumfries and Galloway Council, South of Scotland Enterprise and NHS Dumfries and Galloway, will build on momentum established in 2025/26 to deliver key progress across the ten themes. Additional funding from the Scottish Government for 2026/27, such as bus infrastructure funding, Transport to Employment revenue funding and People and Place Programme funding, will assist with the delivery of key RTS priorities. SWestrans will collaborate with partners, particularly the council, to prioritise RTS delivery, through Council service plans and the RTS steering group.

RTS Themes

- **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



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 2026/27, SWestrans will work 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 2026/27, to ensure that the transport implications of development are understood, and where there are impacts on the transport network, these are managed and mitigated to promote sustainable transport instead of private car use by default.

Continued close working between SWestrans and Development Planning will allow for development of the Local Development Plan 3 (LDP3) in a way that is accurate and fully considers the transport implications. The LDP3 is due to be submitted to Scottish Government for approval in 2027. The Evidence Report / Gate Check for LDP 3 has been approved and the Proposed Plan stage is progressing well. Planning colleagues, with support from SWestrans, are considering specific sites submitted as part of the call for sites and ideas exercise undertaken in 2025. Two workshops with Area Committee Members were held in late May/early June 2026 and the remaining 2 workshops took place in mid-June 2026. The aim is to take the Proposed Plan to Full Council in March 2027.

Throughout 2026/27, SWestrans will work with Dumfries and Galloway Council Strategic Housing team to further 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.

SWestrans will continue to work with TravelKnowHow, during 2026/27, 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 the 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) across 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.’

To support this theme, the framework for regional active travel delivery has been strengthened to ensure robust oversight and alignment with national objectives. Key updates for 2026/27 include:

- The introduction of a formalised six-monthly reporting cycle to the Dumfries and Galloway Council Economy & Infrastructure Committee, providing regular public visibility of all ongoing infrastructure and behaviour-change initiatives.
- The establishment of new regional Active Travel Forums. These forums bring together internal Dumfries and Galloway Council teams, regional transport partners, national bodies, and community organisations to refresh and coordinate the delivery plan for the region's Active Travel Strategy.

Throughout 2026/27, a full programme of projects is being undertaken to improve the active travel network, to make walking wheeling and cycling for people of all abilities more accessible across the region. Technical and detailed design work is being carried out for potential active travel paths linking Springfield to Gretna, and Wigtown to Newton Stewart. There is also continued progress being made on the potential path linking Lochmaben to Lockerbie.

There are two programmes being launched in 2026/27, Active Travel Accessibility Links Programme and Dumfries Better Streets, phase 1 (Dumfries train station to Whitesands). Both programmes will enhance how local communities interact with active travel.

All active travel projects will be delivered in accordance with current guidance and legislation. The active travel team continue to work closely with colleagues in Dumfries and Galloway Council Road Safety and Roads Planning teams to enhance and improve active travel in our communities.

During 2026/27, SWestrans will continue to receive funding for behaviour change through Transport Scotland’s People and Place fund, continuing the move away from funding national bodies to a more tailored approach that supports and enables local community groups. The People and Place portfolio of programmes is managed by SWestrans with a small amount of direct funding to Dumfries and Galloway Council. The programme has been recognised as an effective delivery model, resulting in the Transport to Employment child poverty funding being delivered through the same mechanism (see *Enhancing Access to Transport Services* for more information).



Following the successful delivery of the 2025/26 People and Place behaviour change programme, SWestrans will continue to be the regional lead organisation for active travel behaviour change. SWestrans will deliver a curated programme that funds local projects directly, without the need for funding to pass through intermediary bodies, giving SWestrans greater oversight of the programme's overall impact and effectiveness. SWestrans continues a 'local by default' approach and has again only funded national partners that provide additional benefit. During 2026/27, SWestrans will also support a greater amount of collaborative work between funded projects, with many of the local community projects working together with support from the national bodies that SWestrans continue to fund. The active travel behaviour change fund also complements the road safety work of Cycling Scotland through the delivery of Bikeability training in schools, and driver road user awareness training designed for S5 and S6 pupils, which helps prospective drivers understand how to safely drive when passing or following people cycling.



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, will be employed to ensure that consideration of priority, road space, and investment is weighted towards the modes of travel prioritised in the hierarchy, such as walking, wheeling and cycling.

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 up take of these sustainable forms of transport.

To deliver on this objective, SWestrans is working in partnership with the Council's Roads Service and Transport Scotland to manage speeds. March 2026 marked the synchronised implementation of wide-area 20mph speed limits across key town networks under 18-month Temporary Traffic Regulation Orders (TTROs). This active intervention targets critical corridors, including:

- A76 Corridor Settlements: Comprehensive speed reductions introduced sequentially through Carronbridge, Thornhill, Kirkconnel, and Sanquhar to create uniform, lower-speed environments.
- Established Frameworks: Aligning these new zones with ongoing evaluations of the blanket 20mph networks in Langholm (A7) and Crocketford (A75) to gather robust traffic speed data.

These interventions directly support Scotland's Road Safety Framework to 2030 by lowering collision risk, mitigating danger to people walking and wheeling, and altering the baseline environment of our towns to make walking, wheeling, and cycling the natural, safest choices for short journeys.

The physical transformation of our town centres is heavily supported by the Council's multi-year Capital Investment Programme. As reviewed by the Economy & Infrastructure Committee, a record-high investment was delivered across regional infrastructure, with significant funding carried forward into the 2026/27 financial year to maintain construction momentum.

During 2026/27, SWestrans and Council infrastructure teams will align travel transformation goals with major regional assets, including:

- Whitesands Project Integration: Ensuring that the active travel and pedestrian-focussed public realm components of the landmark Whitesands project in Dumfries town centre are seamlessly integrated into the wider regional network as on-site works progress.
- Multi-Modal Transport Hubs: Utilising active travel capital funding to advance the delivery of regional transport hubs, coordinated electric vehicle (EV) charging infrastructure, and high-quality cycle parking options within town centres to ensure sustainable onward connectivity.

Throughout 2026/27, activity delivered through 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

Throughout 2026/27, 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 to mitigate negative environmental impacts across the region.

A Feasibility Study for a bypass on the A75 around the settlements of Springholm and Crocketford was carried out in 2025 with design development and assessment work being the focus for 2026/27. Public exhibition events for the A75 Springholm and Crocketford Improvements Scheme will take place throughout June 2026. The events will present design information for route options that are under consideration, as well as an update on the ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process to help inform progress towards identification of a preferred route option in early 2027. The campaign group supporting upgrades and improvements to the A75/A77 continues to receive support from Dumfries and Galloway Council and SWestrans.

The receipt of Levelling Up Funding (LUF) by Dumfries and Galloway Council has provided a significant opportunity to reduce the negative impact of transport and promote measures that reduce environmental impacts. The funding provided to Dumfries and Galloway Council in the 2025/26 financial year, supports three transport projects that aim to make sustainable transport accessible to residents and visitors, as part of the ongoing development of an integrated transport network for the region. The three projects 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 has been underway at pace throughout 2025/26, with further work and final roll out confirmed for autumn 2026.

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 2026/27, 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.

Delivery of these physical accessibility modifications across the local road network is directly supported by the Council's decision in March 2026 to accelerate over £1.6 million from future years of the Road Improvement Fund. This targeted funding ensures that footway repairs, structural accessibility alterations, and safety enhancements are brought forward and executed during the 2026/27 financial year

The accessibility of the public transport network will continue to be prioritised throughout 2026/27, all contracts for the local bus and home to school transport network 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 continue to be promoted to all operators, alongside the Hidden Disabilities Sunflower to ensure that all residents and visitors to Dumfries and Galloway can make use of the public transport network.

Work towards SWestrans Equality Outcomes 2025-2029 will continue throughout 2026/27. These outcomes act as a guide and source of strategic direction in the delivery of priority 21 in the Regional Transport Strategy, 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.' In March 2027, an interim report will be published on SWestrans work to achieve the equality outcomes set to date and will set out a plan for equalities work for the partnership for the following 2 years, 2027-2029.

The bus improvement component of the LUF project directly addresses transport isolation by modernising regional public transport accessibility. A fleet of nine new zero-emission electric buses—which are fully PSVAR-compliant and equipped with a minimum of 28 seats, and dedicated wheelchair spaces - was delivered on schedule in spring 2026. For the 2026/27 implementation phase, five of

these vehicles are being prepared for service with DGC Buses, and four are transferring to SWestrans for deployment by local operators on the subsidised public bus network.

To deliver on RTS priority 23's mandate to improve passenger information, initial market research and site surveys have been concluded, with the technical specification for the Real Time Passenger Information (RTPI) system being finalised ahead of a formal procurement exercise in summer 2026. Furthermore, project teams are actively reviewing cost profiles to ensure these critical roadside accessibility features are successfully delivered within the defined budget framework.

In support of RTS 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.

Throughout 2026/27, SWestrans will deliver on Transport Scotland's Transport to Employment programme. The project has a key focus on child poverty mitigations by providing transport to employment opportunities for those who otherwise would not be able to make the required journeys, as part of the national Tackling Child Poverty Delivery Plan. The Scottish Government funding programme will support Regional Transport Partnerships and Local Employability Partnerships (LEPs) to reduce transport related barriers to employment and health in their regional areas.

Transport to Employment interventions will be delivered primarily through the network of nine LUF multi-modal transport hubs, which will act as practical, place-based delivery mechanisms. These hubs are strategically placed in accessible locations across the region and through which shared electric vehicles, e-bike hire, travel training, targeted incentives and behaviour-change activity can be introduced and tailored to meet the needs of parents on low income or facing rural transport poverty. Funding will support community engagement and targeted incentives in parallel with awareness-raising, and a region-wide monitoring and evaluation framework to understand which transport to employment measures have delivered the greatest impact for residents, employers and communities.



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 2026/27.

Following the commencement of the subsidised bus network contracts on 7 August 2025, funding of up to £250k from the Council's Change Fund was approved to support the comprehensive scrutiny and future development of the local subsidised bus network. A dedicated technical specialist is in place to lead this review, which is progressing as two distinct but interrelated workstreams supported by an external consultancy commission:

- **Workstream 1 (Defining Future Network Requirements):** This workstream is establishing an evidence-based vision for a comprehensive bus network that addresses public concern and meets community needs. Key elements include a longitudinal gap analysis comparing provision pre-and post-August 2025 (extended back to 2021/22 to capture a five-year period of change), a public transport needs assessment utilising Workforce Mobility Project (WMP) anonymised mobile phone and postcode data to map travel patterns, and a criteria-based Minimum Level of Service Framework. Detailed revenue and capital costings will be developed to map out the potential reinstatement of lost services.
- **Workstream 2 (Future Delivery Models and Municipal Operator Analysis):** This workstream is creating a robust operational and financial framework, focusing on the feasibility and business case for a council-run, publicly owned Arms Length External Organisation (ALEO) bus operation. It also includes a strategy to support wider community transport integration with local providers. The commission will include wide-reaching public and stakeholder engagement, carried out over summer 2026. The project will provide a robust evidence base for future funding requests to Scottish Government and Transport Scotland.

Throughout 2026/27, SWestrans, in partnership with Dumfries and Galloway Council, will work with the newly developed entity, Community Transport D&G, to develop solutions for community transport with partners and stakeholders and the region's community transport providers. This will support in the operation of a quality, sustainable and consistent community transport network across the region for those who need it.

RTS 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 2025/26 on the potential relocation of Stranraer Station, including SWestrans Board receiving a presentation from rail partners, on options to move the rail station to a different location. SWestrans will continue to engage with Network Rail and

ScotRail on this in 2026/27 as part of the feasibility project for relocation of the station at Stranraer. SWestrans and Dumfries and Galloway Council will push for this project to be progressed, 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 improvements to the rail network in Dumfries and Galloway and to explore opportunities for rail upgrades. Whilst it is not within the scope of any of the RTP partners to directly make changes to the rail network, SWestrans has quarterly meetings with all key rail stakeholders including Transport Scotland, TransPennine Express, Scotrail and Network Rail. These meetings 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 2026/27 and SWestrans will continue to present the case for upgrades in the region.



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.

To progress these affordability and integration objectives, a dedicated regional fare and commercial review has been embedded as a core element within the upcoming DGC Bus Network Planning project. This framework will ensure that an evaluation of existing regional fare structures is completed, to further identify opportunities for multi-modal ticketing integration, and directly alleviate transport poverty. Ensuring these components are fully detailed and robustly delivered remains a key priority for the project to secure a fairer, more sustainable pricing model for our communities.

During 2026/27, quarterly meetings with Transport Scotland, ScotRail and other train operating companies will continue, and SWestrans will use these meetings as an opportunity 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 2026/27, 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 will be carried out 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 graffiti. The LUF project will further support through investment in bus stop infrastructure improvements across the region.

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, 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 2026/27, further action will be taken to build resilience and efficiency whilst prioritising safety.

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.

A Feasibility Study for a bypass on the A75 around the settlements of Springholm and Crocketford was carried out in 2025 with design development and assessment work being the focus for 2026/27. Public exhibition events for the A75 Springholm and Crocketford Improvements Scheme will take place throughout June 2026. The events will present design information for route options that are under consideration, as well as an update on the ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process to help inform progress towards identification of a preferred route option in early 2027. The campaign group supporting upgrades and improvements to the A75/A77 continues to receive support from Dumfries and Galloway Council and SWestrans.

During 2026/27, the Council's Transport and Infrastructure service will deliver an active Road Safety Programme focused on casualty reduction and preventative risk management. Driven by the Dumfries and Galloway Road Safety Partnership (DGRSP), operational priorities for the 2026/27 financial year are targeted across several core delivery areas:

- Accident Investigation and Prevention (AIP): Utilising updated search parameters - including expanded 3-year and 5-year injury data alongside damage-only hotspots identified by Police Scotland - to design and deliver casualty prevention measures, minor structural improvements, waiting restrictions, and updated line markings at high-risk locations.

- **Speed Reduction & Traffic Calming:** Reviewing local speed limits, conducting traffic data surveys, and advancing the area-wide 20mph speed limit network across the Schools and Communities framework. This works in tandem with supporting local communities to procure and install new road safety signs and Vehicle Activated Signs (VAS).
- **Community-Led Prioritisation:** Formally integrating community-raised safety concerns into the network assessment process. All hazard submissions will be logged, reviewed monthly by the Road Safety Team, and ranked using a formal scoring matrix to determine intervention priority, whilst benchmarking against web-based reporting platforms used by other local authorities.
- **Safe System Capital Projects:** Finalising project designs for a capital funding allocation from Transport Scotland's Road Safety Improvement Fund. This funding is dedicated to delivering physical infrastructure interventions aligned with the international "Safe System" approach to protect vulnerable road users across local corridors

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. This active travel funding works in alignment with the wider Speed Limits and Traffic Calming Programme, specifically the rollout of wide-area 20mph speed limits across the Schools and Communities framework. Supported by localised traffic data surveys, these interventions lower vehicle speed profiles through key settlements and along key corridors, directly reducing road danger and establishing a more protective environment for people walking, cycling and wheeling.

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 2026/27, the Council will deliver these network upgrades under the newly formalised Road Asset Management Practices (RAMP) Plan 2026-2029. This framework introduces a criteria-based prioritisation model designed to maximise the lifecycle of the £3.8 billion asset. The 2026/27 capital programme will balance extensive structural overlays on the strategic 'A' and 'B' class networks to protect vital economic and freight corridors, whilst executing targeted structural patching across the 'C' and 'U' class road network to sustain essential connectivity for our rural communities.

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, 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 2026/27, 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 these measures will help promote forms of travel that offer an alternative to the car, particularly in more rural settlements, or where alternative sustainable routes provide links between communities.

Priority 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 2026/27. 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.

Throughout 2026/27, the progression of these four localised DPE framework delivery plans will focus on establishing the necessary legal and logistical foundations required for formal submission to Transport Scotland. By introducing rigorous, targeted enforcement structures to discourage prolonged single-occupant car storage in high-demand centres, the initiative acts as a direct demand-management tool. This baseline disruption of convenient parking habits is designed to shift commuter choice toward the regional active travel offering and public transport upgrades detailed in previous themes

The roll out of 20mph speed limits will continue in 2026/27, through the 20mph Speed Limit Communities Programme which will promote accessible and safer routes in the communities of Dalbeattie, Castle Douglas, Newton Stewart/Minnigaff and Gretna and complete schemes Lockerbie and Locharbriggs/Heathhall.

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 2026/27, 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 2026/27, 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.

An operational example of this commitment to innovation is the Council's deployment of the Aisin RoadTrace platform, secured via Transport Scotland's Road Safety Improvement Funding. This technology marks a definitive shift from traditional, reactive hazard tracking to predictive risk analytics by utilising real-time connected vehicle telemetry. The platform maps the region's top 20 'safety hotspots' across distinct summer and winter profiles, evaluating high-risk variables such as vehicle speed layers, weather conditions, rush-hour congestion patterns, and proximity indicators for vulnerable road users.

By tracking safety events - such as harsh braking anomalies and acceleration spikes - RoadTrace allows officers to diagnose exactly why a specific section of the network is inherently higher-risk before an actual injury collision occurs. This live intelligence is being utilised to validate, challenge, and complement historical STATS19 collision cluster data, ensuring that capital infrastructure spend and minor engineering interventions are targeted with precision. Throughout 2026/27, SWestrans and the Council will actively review and exploit further opportunities to expand this programme and integrate similar cutting-edge innovations across the wider transport network.

Monitoring and Evaluation of the Regional Transport Strategy

Monitoring and evaluation of the RTS is important to assess the extent to which the priorities of the RTS are being achieved. To facilitate monitoring and evaluation, a series of Key Performance Indicators (KPIs) have been identified. These are each linked to the RTS Strategy Objectives, and they will be used to measure how the transport system performs over the lifetime of the RTS (2023-2042). Throughout the lifetime of the strategy, 2023-2042, high-level monitoring reports will be prepared on an annual basis with a more substantive report, involving primary research, completed every two years.

The four types of indicators that will be used to monitor and evaluate progress of RTS delivery are-

- Published data, such as that found in Scottish Transport Statistics
- Published primary research
- Indicators developed through bespoke analysis
- Primary research

A working group has been set up within SWestrans team to begin exploring how to undertake the primary research committed to in the KPIs. Throughout the remainder of 2026/27, the group will establish a timeline for primary monitoring and a question-set for a survey that will be used to ascertain stakeholders' views on transport within Dumfries and Galloway.

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

Themes and Priorities of the SWestrans Regional Transport Strategy

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
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"> • electric vehicle charging points, regional electric vehicle carsharing, grants / loans for electric / hybrid vehicles. • Low Emission Zones (LEZs) • New rail freight hubs • Alternative fuels e.g. green hydrogen
5. Enhancing Access to Transport Services	

Themes and Priorities of the SWestrans Regional Transport Strategy

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, Kirkcubrecht 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: Tier 1 – Community Level Provision Tier 2 – Supported Local Bus and Community Transport Services Tier 3 – Commercial Local Bus and Rail Services

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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

Themes and Priorities of the SWestrans Regional Transport Strategy

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
7. Improving the Quality and Affordability of Our Public Transport Offer	
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
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

Themes and Priorities of the SWestrans Regional Transport Strategy

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
8. Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites	
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

9. Managing Our Car Traffic

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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
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
10. Making the Most of New Opportunities	
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