

# **SOUTH OF SCOTLAND** INDICATIVE REGIONAL SPATIAL STRATEGY

April 2021



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# Introduction

This document presents the indicative Regional Spatial Strategy (iRSS) for the South of Scotland, a region which comprises the local authority areas of Dumfries and Galloway and the Scottish Borders. In doing so, it seeks to respond to the opportunity presented by the review of the National Planning Framework (NPF) for authorities to work together to identify the strategic development priorities they wish to see taken forward with enhanced status in planning and investment decision making within the South of Scotland; and input into the development of the forthcoming NPF4, at a national level.

The document has been updated to take into account Scotland's Fourth National Planning Framework Position Statement (November 2020) and the relevant generic feedback provided by the Scottish Government to the iRSS documents in January 2021.

Through this document, we articulate a number of shared outcomes and strategic development projects we wish to see achieved and delivered in our region by 2050 which will respond to the climate change emergency, secure sustainability in our energy supplies and land use practices; deliver an inclusive economy; bring meaningful improvements to the health and wellbeing of all of our citizens; facilitate the responsible management of our high

quality landscape and heritage resources; and deliver optimum connectivity to, from and throughout our region. The timescale for the programme set out in this iRSS is to 2050, with a 10-year review.

Over the next 30 years, the potential for change is significant, and the iRSS will need to be responsive and flexible to promote and develop our region's resilience, socially, and its agility, economically. The impact of the coronavirus pandemic is a stark reminder of the potential for radical change in even a matter of months. It is liable to impact on us all, and potentially for decades to come. We must plan to address the challenges and opportunities as we now find them. We need to adapt in recognition of the strong likelihood that we face a challenge which is qualitatively and quantitatively of a different order from any that we have encountered previously.

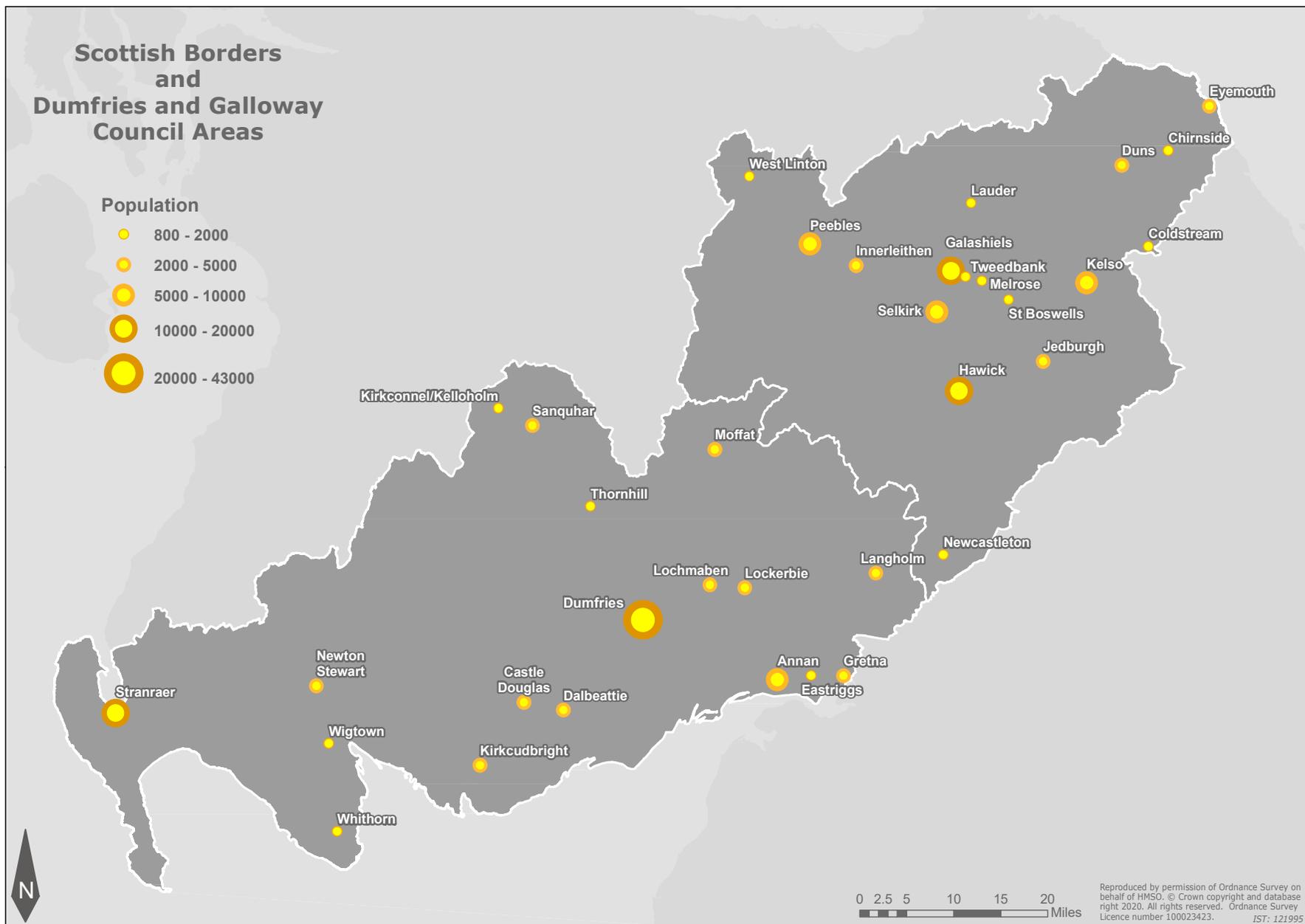
The need for us to lead in acting on climate change is ever more significant by reducing greenhouse gas emissions in line with Scottish Government targets. The recommendations of the Scottish Government commissioned Advisory Group on Economic Recovery and Scottish Government's response to those recommendations, have reinforced the need for a paradigm-shift towards a greener, net-zero and wellbeing economy which is why the South of

Scotland's role and response to climate change is a cornerstone of this iRSS. The spatial development strategy and the strategic development projects identified will help to reduce carbon emissions.

The strategic development projects identified in the iRSS will be delivered through a number of different organisations and delivery programmes including the Borderlands Inclusive Growth Deal agreed on 18 March 2021, South of Scotland Enterprise, the South of Scotland Regional Economic Strategy, the Strategic Housing Investment Plan, the Scottish Government's Infrastructure Investment Plan, the Strategic Transport Projects Review, Dumfries and Galloway Council's Climate Change Strategic Action Plan 2021 and Scottish Borders Council's Climate Change Route Map.

Reflecting the objectives of a Regional Spatial Strategy set out in the Planning (Scotland) Act 2019, this document seeks to identify:

- ◆ the need for strategic development;
- ◆ the outcomes to which strategic development will contribute;
- ◆ priorities, status & timescale for the delivery of strategic development; and
- ◆ as far as practicable, the proposed locations of such development.



Dumfries and Galloway and the Scottish Borders are distinctly rural areas with a number of small settlements shown on map above. Together, they constitute about 14% of the whole land area of Scotland; and have a combined population of about 263,000 people. Their population densities are practically identical; which, at 23/km<sup>2</sup>, are the lowest outside of the Highlands and Islands and a third of the Scottish average; both areas have ageing populations and suffer the out-migration of young people.

## Context

The South of Scotland comprises around 14% of Scotland's land mass, it is a distinctive region, which sits between the larger population centres and markets of the Central Belt and the North of England and has vital relationships with these and other regions beyond its boundaries.

The South of Scotland councils are part of the Borderlands Inclusive Growth Deal. This brings them together with the English local authorities of Carlisle City Council, Cumbria County Council, and Northumberland County Council in the promotion of the inclusive economic growth of the area that straddles the Scotland-England border. Dumfries and Galloway Council has vital relationships to the north with the Ayrshire Councils, South Lanarkshire and Glasgow; and perhaps most significantly of all, in the context of the UK having left the EU, with Northern Ireland and the Republic of Ireland. Scottish Borders Council is also part of the Edinburgh and South-East Scotland City Deal – comprising the local authority authorities of Edinburgh, East Lothian, Midlothian, West Lothian, Fife and Scottish Borders, together with regional universities, colleges and the private sector.

At present, the strategic transport network (road and rail) runs predominately north to south, linking up the

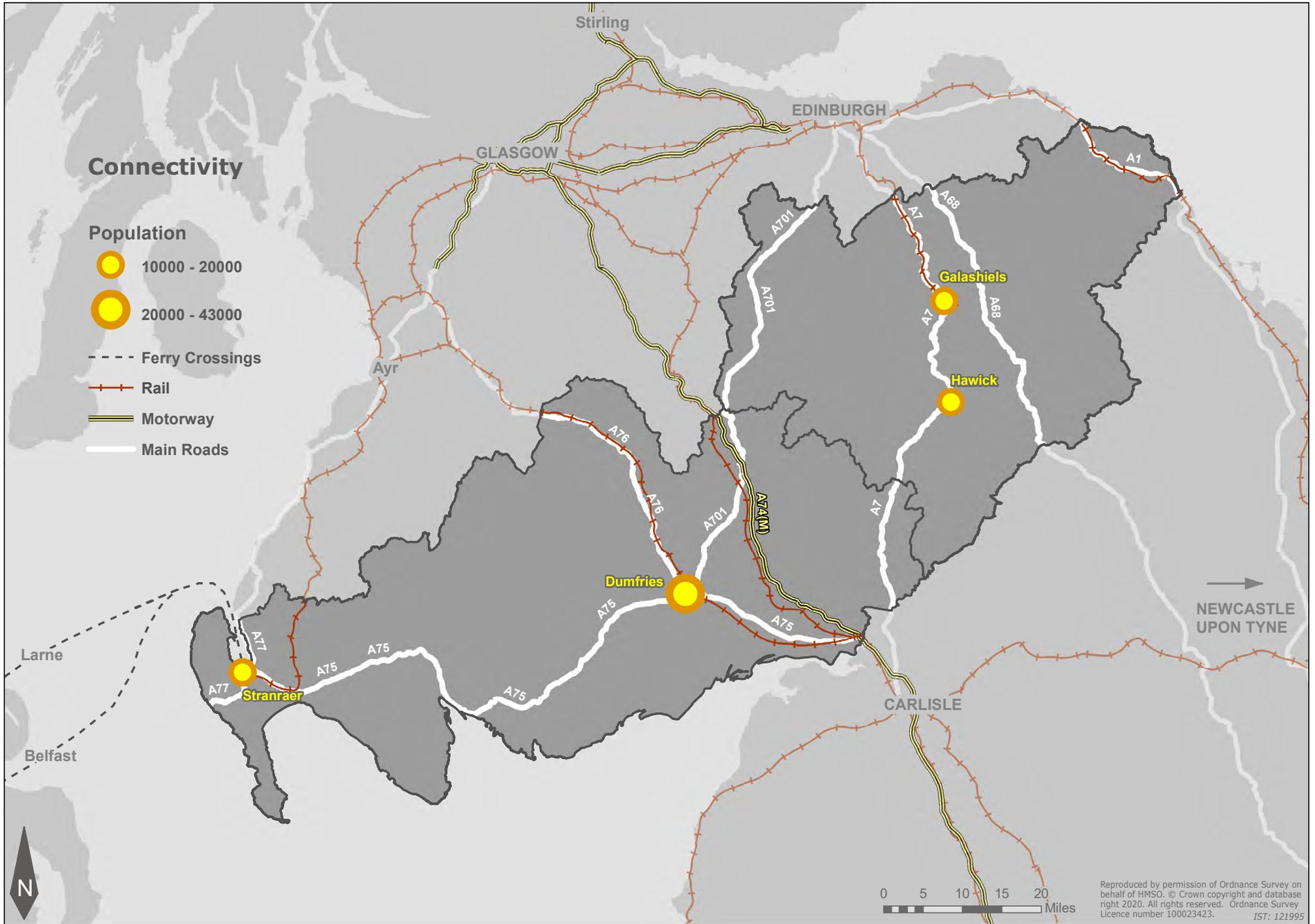
large urban centres either side of the region rather than facilitating access to and within the region. This is illustrated on the map below. The Borders railway is an exception although it currently only serves to link the national railway network, via Edinburgh, to the central Borders. At a national level, the South of Scotland is liable not to be perceived as a destination in its own right but as somewhere en route to somewhere else. The lack of good east west transport routes means that travellers and visitors arriving on national network routes are unlikely to perceive or experience the South of Scotland as a coherent region.

There are a number of households and business properties across the region unable to access superfast broadband speeds and do not have access to 4G mobile connectivity and, it is unclear when 5G mobile coverage will become available. This impacts on the region's attractiveness as a business location which is why delivery of the Borderlands digital infrastructure project is crucial.

Taking the South of Scotland as a whole, the region underperforms against conventional economic measures. Relative to Scotland, it has low productivity figures and limited value-adding activity. The business base is dominated by micro and small businesses with

a loss of larger businesses over recent decades. Our transport and digital infrastructure is poor compared to the Scottish average. The South of Scotland has many assets, located between the central belt and the North of England there is a large potential 'regional' market. There is also a strong sense of community and a rich cultural heritage; and an excellent quality of life. These assets combined with delivery of the strategic development projects outlined in this iRSS will establish the South of Scotland as a centre of opportunity, innovation and growth.

The iRSS provides an opportunity to align spatial strategy with a number of initiatives and strategies including the Borderlands Inclusive Growth Deal, the Strategic Transport Projects Review and the South of Scotland Regional Economic Strategy. It also seeks to incorporate emerging thinking from the South of Scotland Enterprise (SOSE), the need for a shift towards a greener, net zero and wellbeing economy and the outcomes from the Scottish Borders Council land use study pilot. This iRSS has been developed with input from colleagues in economic development, transportation, sustainability, ecology, biodiversity, and strategic housing.



The main issues and opportunities in the South of Scotland are shown below.



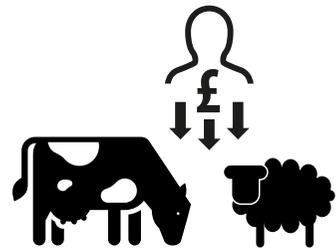
Affordability of housing stock an issue in some areas



Ageing population



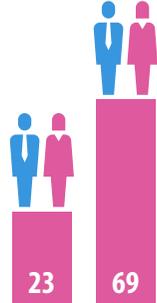
Poor digital connectivity



Low wage economy dependent on traditional rural sectors such as agriculture



Area is a significant generator of renewable energy



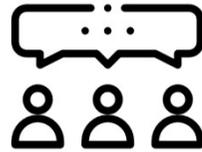
Population density of 23 people per sq km, a third of Scotland's average.



Rurality means high dependency on the car



Area has large carbon sinks – forestry and peatlands



Strong cultural heritage and community spirit



High dependency on public sector jobs – local government and NHS



High levels of outward migration of young people



Improvements needed to the road and rail network



High quality landscape, natural and built environment

## Ambition

By 2050, the world we inhabit will be different to that we know today. By then, Scotland will have been a net zero nation for 5 years, with the rest of the UK due to attain net zero greenhouse gas emissions in 2050. This future opens a spectrum of opportunity for the South of Scotland, rich in transition assets. Digital advances too promise to transform the prospects of our region, as ever greater numbers of workers no longer tethered to workplaces, choose locations to live and work which offer greater quality of life.

The 10 year review of the RSS lends itself to thinking about how we plot a trajectory to 2050. Over the next 10 years, we must put the building blocks for our future development in place. For the South of Scotland to meet the outcomes set out in this iRSS, the following will need to happen.

NPF4 needs to recognise that economic growth and vitality in the South of Scotland is promoted along strategic 'growth corridors' which link economic and strategic sustainable travel hubs to national transport routes. These corridors run along key strategic routes: A1(T), A7(T), A68(T), A74(M), A75(T), A77(T), A76(T) and the existing railways. The extension of the Borders Railway to the high speed rail hub at Carlisle would lever in opportunities all along the rail line and throughout the Borders. Similarly, the opening of Reston Railway Station will present new opportunities in Berwickshire and the relocation of the station at Stranraer with a new rail link to the Ports of Cairnryan would enhance economic growth.

Investment in a range of sustainable transport is required together with greater provision (at a national level) of rapid electric charging points to aid a more sustainable transportation method for those unable to use public transport. Radical improvements in public and low carbon transport options are needed together with strategic sustainable travel hubs. This will require installation of thousands of electric vehicle chargers across domestic, commercial and public settings. It will require an integrated and properly resourced public transport system, unachievable without significant central government support. More sustainable forms of transport will be supported, using the travel hierarchy to avoid locking in higher carbon.

If the area is to enjoy the economic, social and sustainability benefits experienced by others, digital and physical connectivity must be prioritised, and should reflect a level of service and connectivity which is industry leading and internationally competitive.

At regional and national level, we must develop solutions to address market failures experienced by the region, which hamper growth. NPF4 has a vital role to play in promoting an approach which is focused not only on traditional economic hubs, but, again, on spreading opportunities, and improving the contribution that the South of Scotland makes to national economic wealth and wellbeing in a sustainable way. Growth corridors based on the concepts of connectivity and sustainability provide a means of linking hubs of economic activity and generating stronger outputs and improved outcomes for the region.

In moving forward economically, we need to ensure the region is: ahead of national efforts to address the global climate change emergency; we need to accommodate and drive forward an increasingly greener economy and a decreasingly carbon based society to contribute to the achievement of international, national and regional net zero carbon ambitions; and we need to put in place the adaptations necessary for our infrastructure, settlements and homes to become resilient to the effects of climate change, with safeguarded and enhanced natural capital. Addressing climate change and the achievement of net zero emissions is central to the IRSS strategy for the South of Scotland. The focus on strategic sustainable travel corridors, travel hubs and 20 minute neighbourhoods will all contribute to this strategic ambition and assist in reducing car kilometres.

We must ensure that we create attractive well planned and sustainable places in conjunction with diverse, inclusive communities that are well connected, and with good access to quality green spaces and opportunities to support and improve everyone's health and wellbeing. Doing this has the potential to boost the economic productivity of our communities through connecting people to a range of employment opportunities, supporting them in healthy and sustainable lifestyles and preventing their social isolation .

# By 2050...



Greener economy that contributes to net zero carbon ambitions



Vibrant, diverse town centres integral to the life and economy of their community



Healthy communities with access to a high quality built and natural environment, open space, sport and leisure amenities, and active travel opportunities



The number of younger people living and working in the region will have increased



Diverse higher value economy spread across employment sectors



Communities actively involved in planning their future development



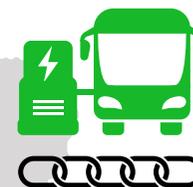
Improved digital connectivity



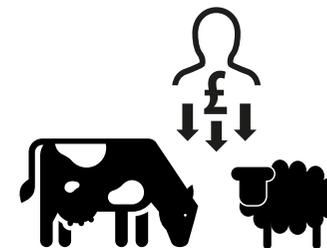
Low carbon society, which is resilient to the effects of climate change



Prime outdoor recreation destination in UK and internationally with a range of visitor attractions



A region with excellent strategic transport and active travel linkages



Reduced dependency on low wage sectors of the economy such as agriculture



Natural capital investment / innovation area, with safeguarded and enhanced natural capital



High quality landscape, natural and built environment

## Strategic Themes and Aims

The themes listed in the tables below are inter-related in so far as the issues and opportunities are invariably interlinked and cut across more than one theme. Therefore, the identified strategic development projects will contribute towards a number of different outcomes under different themes. For simplicity, the projects have been listed once in the table under the theme to which their contribution is anticipated to be the most direct and significant. More information on the strategic development projects is set out in the appendix and if it has a specific geographical location, it is shown on the maps which are also in the appendix. An indicative timescale is shown for project implementation, namely Short = period to 2030, Medium = period from 2031 to 2040, Long = period from 2041 to 2050.

CLIMATE CHANGE – Energy and Environment				
Issues and opportunities – the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
<p>The Scottish Government has set a target of net zero emissions by 2045.</p> <p>The South of Scotland is a significant generator of renewable energy. Increased renewable energy generation storage and transmission would benefit the region and Scotland and could be a significant catalyst for wider investment and supply chain growth. Cheaper electricity for communities could help reduce fuel poverty.</p> <p>Make best use of existing infrastructure - ‘reuse first’ principle, whereby previously used land, buildings, places, materials and infrastructure are given preference to new. Promote and incorporate strategic active and sustainable travel.</p> <p>Climate change means that severe flood events are more frequent occurrences and settlements and transport links are at increased risk from the frequency and extent of flooding.</p>	<p>To deliver a greener economy that contributes to net zero carbon ambitions, and which is able to capitalise on the region’s green energy assets and potential.</p> <p>To create a low carbon society, which is resilient to the effects of climate change.</p> <p>To de-carbonize homes and premises and improve existing stock.</p>	<p>Dumfries and Galloway Council have declared a climate change emergency and set a net zero target for 2025, an Action Plan has been developed. Scottish Borders Council has declared a climate emergency, and is producing a Climate Change Route Map.</p> <p>SOSE have established an Energy Transition Group to develop a better understanding of the challenges and opportunities facing the region with regards to future energy supply, demand and transmission across a rural geography. The work of this group will be key in meeting the objective set out opposite.</p> <p>All new developments to be future proofed e.g. adaptability, designing in sustainability and incorporating electric vehicles and charging points– supply ahead of demand to enable ongoing transition.</p> <p>For housing developments, this could involve including home office space to reduce travel to work. Maximise existing infrastructure and use of buildings. Greater grant support for the conversion and reuse of historic buildings.</p> <p>To deliver a series of flood protection schemes with an emphasis on natural flood management measures where appropriate.</p>	<p><b>1. Chapelcross Green Energy Park</b></p> <p><b>2. Green Energy &amp; Recycling</b></p> <p><b>3. Flood Schemes</b></p>	<p><b>Short, Medium, Long &amp; beyond</b></p> <p><b>Short – Long</b></p> <p><b>Short</b></p>

Issues and opportunities – the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
The South of Scotland has extensive agriculture, forestry and peatlands contributing to the biodiversity of the region and carbon capture. The interrelationship between climate change, biodiversity, land use and natural capital needs to be recognised.	To make the South of Scotland a Natural Capital Investment/Area, by safeguarding and enhancing natural capital and building resilience in our environment for climate change adaptation (e.g. strategic approaches to woodland creation, peatland restoration and natural flood management).	Aspirations for biodiversity net gain, national ecological network and linkage to the national land use strategy, could be achieved through the Borderlands Natural Capital programme, and linkage to Regional Land Use Partnerships and Frameworks as they emerge. Promote the prioritisation of biodiversity and net biodiversity gain across large areas of the South of Scotland.	<b>4. Borderlands Natural Capital Programme</b>	<b>Short</b>

## ECONOMY – Employment and Inclusion

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
<p>Low wage economy dependent on agriculture, fishing, forestry, tourism and leisure sectors traditional, which is vulnerable to external pressures such as Brexit and changes to the Common Agricultural Policy (CAP).</p> <p>There is a high dependency on local government and NHS jobs.</p> <p>Some parts of the region are more attractive to investors than others, resulting in uneven regional economic development.</p>	<p>To create an inclusive, sustainable, greener, diversified economy that maximises the value of investment and spend through community wealth building and local supply chains, and measures success reflecting a long-term commitment to a wellbeing economy.</p> <p>To future-proof local economy from impact of Brexit and changes to the CAP.</p> <p>To maximise jobs and ensure investment reduces the high dependency on low wage sectors of the economy, thereby counteracting uneven regional economic development</p>	<p>Deliver the strategic themes and projects identified in the Borderlands Inclusive Growth Deal.</p> <p>South of Scotland Enterprise (SOSE) to drive inclusive growth, increase competitiveness and tackle inequality within the region and establish the South of Scotland as a centre of opportunity, innovation and growth.</p> <p>Galloway and Southern Ayrshire Biosphere and Tweed Forum could be the delivery mechanism for the trailing of early delivery ideas and testing post CAP reform.</p>	<p><b>5. Stranraer Gateway Project</b></p> <p><b>6. Strategic Growth Corridors A74(M) and A75(T) – Linked to Greenport</b></p> <p><b>7. Development of Business Parks at Key Locations Along the A75(T)</b></p>	<p><b>Short</b></p> <p><b>Short, Medium &amp; Long</b></p> <p><b>Short</b></p>

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
<p>Large rural area with low population density makes service/facilities provision challenging. There has been a loss of rural services, for example shops, post offices and public transport provision.</p> <p>The South of Scotland is an attractive area to relocate/retire to - due to high quality natural environment, landscape and cultural heritage – and, potentially even more so, in a post-Covid-19 context.</p> <p>Tourism is an important sector of the economy and the areas growing importance as an outdoor recreation destination needs to be capitalised on in its own right as a “unique selling point” for the region.</p>	<p>To deliver training, upskilling and reskilling to help meet the needs of a future higher value economy based on higher skilled, better rewarded and fair employment and business opportunities.</p> <p>To promote, widen and diversify appropriate employment opportunities in rural communities, while helping to strengthen traditional ones, all of which, can help support rural services.</p> <p>To Promote the South of Scotland as a prime outdoor recreation destination in UK and internationally and support the delivery of new visitor attractions.</p>	<p>Explore potential of key sectors in the South of Scotland to develop and diversify.</p> <p>Explore potential of renewable energy sector and job creation through manufacture, research and development.</p> <p>Support the future growth of the Universities and Colleges, and digital learning opportunities.</p> <p>The potential for businesses to relocate to rural areas is being supported and facilitated by greater digital connectivity which allows for greater home-working opportunities.</p> <p>Promote the South of Scotland as an outdoor recreation destination in UK and internationally. Various strategic development projects are identified to develop the tourism sector further and supporting infrastructure is required.</p>	<p><b>8. Inclusive Economy Development Zones in Central Borders and Tweeddale</b></p> <p><b>9. Strategic Growth Corridors Along Existing and Extended Railway Routes</b></p> <p><b>10. Business Park /Housing/ Care Home Development, Tweedbank Expansion</b></p> <p><b>11. Dairy Innovation Centre</b></p> <p><b>12. Great Tapestry of Scotland, Galashiels</b></p> <p><b>35. Crichton Quarter, Dumfries</b></p>	<p><b>Short - Medium</b></p> <p><b>Short - Medium</b></p> <p><b>Short - Medium</b></p> <p><b>Short</b></p> <p><b>Short</b></p> <p><b>Short</b></p>

PEOPLE – Community, Health and Wellbeing				
Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
<p>Ageing population (75+ age group), increasing numbers living on their own with long-term health conditions, including dementia.</p>	<p>To support health and wellbeing within our communities through provision of a quality environment, access to open space, diverse sport and leisure amenities, and active travel opportunities.</p>	<p>Development of inclusive places and intergenerational homes with access to a range of facilities, health and social services, open space and the development of strategic active travel corridors &amp; hubs based on 20 minute neighbourhoods.</p>	<p><b>13. Retention and Attraction of Young People to Live in Region</b></p> <p><b>14. Inclusive Place Making and Strategic Active Travel Corridors &amp; Hubs</b></p>	<p><b>Short, Medium &amp; Long</b></p> <p><b>Short, Medium &amp; Long</b></p>

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
High levels of outward migration amongst young people within the region. There is a need to retain, as well as to attract, people of working age to the South of Scotland. This is key to the future of the area and its economic prospects.	To support the creation, maintenance and development of strong, inclusive, healthy, viable and sustainable communities.	Promotion of the South of Scotland as a place where people elect to live and work, because of the natural environment and quality of life in response to the demographic challenges.	<b>15. Innerleithen Mountain Biking Innovation Centre &amp; the 7Stanes Mountain Biking Centres</b>	<b>Short</b>
There is a need to provide our communities with a greater range of opportunities to maintain and improve their general health and well-being.	To address the demographic challenges by attracting in a greater proportion of younger people to sustain the economy and services by promoting economic opportunities, quality of life and natural environment available in the South of Scotland.	Creation of sustainable and inclusive towns that are adaptable and well-connected. Development of inclusive and walkable neighbourhoods with access to a range of facilities, employment, health and social services and open space.	<b>16. South West Coastal Path Project</b>	<b>Short</b>
Affordability and availability of the housing stock and the lack of good quality housing in rural areas is an issue in some parts of the region. There are small pockets of deprivation across region.	To create linkages between housing supply (affordability and quality) and economic development and growth.	Develop a better understanding of the inter relationship of economy with (market and affordable) housing supply/ availability.	<b>36. South of Scotland Coast to Coast Cycle Route</b>	<b>Short</b>

### PLACE – Landscape, Biodiversity and the Built Environment

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
High quality natural and historic environment and landscape recognised in the range and number of designations across the South of Scotland.	To protect, and where possible, enhance, special places.	Develop the Region to become a Natural Capital Investment (or Innovation) Area based on a number of key proposals including the Biosphere in D&G/South Ayrshire, Wild Heart of southern Scotland (between the SBC and D&G) and Tweed catchment based work (Peatlands, woodland creation and natural flood management and Destination Tweed).	<b>17. Natural Capital &amp; Green Tourism</b>	<b>Short</b>
Potential to build on the regional land use framework pilot led by Scottish Borders Council.			<b>18. Borderlands Place Programme</b>	<b>Short</b>
Potential to designate a national park in both Dumfries and Galloway and Scottish Borders being pursued by local campaign groups.		Empower communities to take greater ownership and have greater influence through Local Place Plans.		

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
Landuse, woodland creation and peatland protection being explored as part of wider partnership project for the South of Scotland. There is the potential within these, to enhance biodiversity through the opportunity for sensitive and considered habitat creation.	To enhance biodiversity to deliver multiple benefits through a number of strategic landscape scale delivery projects.	Regional Land Use Partnerships (RLUPs) – to establish a framework for future land use priorities. Spatial plan for land use frameworks would be linked to regional spatial strategies.  Enhance biodiversity to deliver multiple benefits through strategic landscape scale delivery projects. The Solway Tweed River Basin Management Plan, Shoreline Management Plan and Marine Plans	<b>19. Regional Land Use Partnerships</b>	<b>Short</b>
The size of town centres; at least their role as retail and service centres, may contract over time, but a new vision needs to be developed as to how these areas can remain vital, vibrant and integral to the lives of their communities.	Repurpose and reinvent town centres into vibrant, attractive 21st century spaces which remain at the heart of our communities.	Develop a forward-looking flexible approach to how town centres are used, what they might become, and what uses are appropriately accommodated there to support the economic, social and cultural needs of their communities, as well as being viable and self-sustaining in the 21st century.	<b>20. Regeneration, Repurposing and Promotion of Town Centres</b>	<b>Short</b>

#### CONNECTIVITY – Transport and Infrastructure

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
Poor digital connectivity impacts on the economy including homeworking opportunities. It is unclear when 5G will be available.	To take maximum advantage of digital and technological improvements.  For the South of Scotland to be smart, resilient, sustainable, adaptable and to flourish, there needs to be effective internal and external digital connectivity.	Development of a digital economy that supports flows of innovation and investment to the South of Scotland.  Opportunities for artificial intelligence could lead to new ways of working.	<b>21. Borderlands Digital Infrastructure Programme</b>	<b>Short</b>

Issues and opportunities - the need for strategic development	Strategic Aims – outcomes to which strategic development will contribute	Approach – the delivery of strategic development	Proposals - Strategic Development Projects	Timescale
<p>Rurality means high levels of dependency on private car and poor public transport system. Low population density makes it difficult to switch to other modes of transport. Opportunities for multi modal transport are limited.</p> <p>Improvements to the internal and external road, rail, bus and active travel network provides opportunities to improve accessibility between communities and access to larger centres outwith the south of Scotland.</p>	<p>To develop strategic transport and active travel linkages by focussing on strategic travel corridors and sustainable travel hubs.</p>	<p>Strategic Transport Projects Review (STPR2), Borders Transport Study and South West Scotland Transport Study will assess and prioritise these transport projects.</p> <p>Creation of strategic sustainable travel hubs on strategic routes (at Dumfries, Lockerbie, Castle Douglas, Newton Stewart &amp; Stranraer)</p> <p>Improved connectivity to regional airports at Prestwick and Carlisle.</p> <p>Improved rail infrastructure - New railway stations, improved rail access to the proposed high speed rail hub at Carlisle, future extension of rail lines – Borders Railway Extension and new rail links.</p> <p>Development of electric vehicle charging &amp; parking strategy.</p>	<p><b>22. Transport Corridor Improvements – A75(T) &amp; A77(T)</b></p> <p><b>23. Transport Corridor Improvements – A76(T)</b></p> <p><b>24. Dualling the A1 (T)</b></p> <p><b>25. A7(T) Selkirk By-Pass</b></p> <p><b>26. Road Capacity Enhancements Between Dumfries and the A74(M)</b></p> <p><b>27. Improvements to the Local Road Network between Dumfries and Galloway and the Scottish Borders</b></p> <p><b>28. New Peebles Bridge</b></p> <p><b>29. Development of the Timber Transport Network</b></p> <p><b>30. Glasgow South Western Rail Line Improvements and New Rail Stations</b></p> <p><b>31. Glasgow South Western Rail Line – Stranraer/ Cairnryan Rail Line &amp; New Rail Stations</b></p> <p><b>32. Increased Access to Rail Services on West Coast Rail Line and New Rail Station at Beattock</b></p> <p><b>33. Railway Projects - Extension of Borders Railway from Tweedbank to Carlisle via Hawick. New Railway Station at Reston</b></p> <p><b>34. New Rail Links Between the Glasgow South Western Line and the West Coast Main line and Between Dumfries and Stranraer</b></p>	<p><b>Short, Medium &amp; Long</b></p> <p><b>Short, Medium &amp; Long</b></p> <p><b>Short - Medium</b></p> <p><b>Medium - Long</b></p> <p><b>Long</b></p> <p><b>Medium &amp; Long</b></p> <p><b>Short - Medium</b></p> <p><b>Ongoing</b></p> <p><b>Short, Medium &amp; Long</b></p> <p><b>Short, Medium &amp; Long</b></p> <p><b>Short, Medium &amp; Long</b></p> <p><b>Medium - Long</b></p> <p><b>Short</b></p> <p><b>Long</b></p>

## Appendix - Strategic Development Projects

The colour coding used in the theme section of the table indicates which theme the strategic development project will impact on. The status of each project has been identified. In terms of whether it is a short term commitment supported by a delivery strategy and/or programme, or a longer term “aspiration”.

Proposals - Strategic Development Projects		Theme				
1. Chapelcross Green Energy Park	Commitment	Climate Change	People	Economy	Place	Connectivity

**What?** To create a new nationally important Green Energy Park, by servicing some 200ha of land at the former nuclear power station at Chapelcross for business, industrial and energy generating uses taking advantage of its strategic location on the A74(M) and its existing national grid connection.

**Why?** The creation of a hub for a zero carbon economy in southern Scotland providing low energy and costs to businesses and the local community would be a catalyst for green energy production, research and development, storage and distribution that could act as a major economic magnet for the Borderlands area. To be delivered through the Borderlands Inclusive Growth Deal the project will bring investment, attract new businesses, create employment opportunities and new skills including research and development across the Borderlands area.

2. Green Energy and Recycling	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** To develop a green economy for the South of Scotland by providing subsidised green energy to business and industry sites and to dispersed rural communities.

**Why?** The area is a large generator and exporter of renewable energy. Decarbonisation of industry and energy sectors is dependent on new carbon dioxide (CO<sub>2</sub>) transportation infrastructure, coupled with low-carbon hydrogen production and carbon capture and storage (see Projects 1 & 5).

Borderlands Inclusive Growth Project is developing an Energy Masterplan and a series of Local Area Energy Plans will establish the foundation for the Energy Investment Programme in support of projects across the region. The project will also include the recycling of waste products to repurpose them for new uses.

3. Flood Schemes	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** To ensure our communities have effective protection against significant flooding events that impact on ‘at risk’ settlement areas.

**Why?** Climate change means that severe flood events are more frequent occurrences. Settlements and transport links are at increased risk from the frequency and extent of flooding. Scottish Borders Council is currently delivering the Hawick Flood Protection Scheme and undertaking five flood studies for Peebles, Innerleithen, Broughton; Earlston and Newcastleton. These studies will feed into the next funding cycle for the implementation of future flood protection schemes. Dumfries and Galloway Council is promoting flood protection schemes for Dumfries, Langholm and Newton Stewart. The authorities will coordinate with key stakeholders, to ensure the most sustainable mitigation methods are taken forward and will look to contribute to research and demonstration projects that seek to establish the effectiveness of natural flood management measures.

<b>4. Borderlands Natural Capital Programme</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** A funding programme through the Borderlands Inclusive Growth Deal to support the development of the rural economy.

**Why?** The South of Scotland is characterised by extensive agriculture, forestry, peatlands and moorland. A challenge fund is to be established for businesses and land managers to trial environmentally friendly pilots of the area’s natural capital, advance sector strategies and measures to capture and analyse real time information to maximise product yield, minimise pollution, promote carbon capture and flood management. These interventions would contribute to the development of a Natural Capital Innovation Zone across the Borderlands region.

<b>5. Stranraer Gateway Project</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** To create a Stranraer Gateway based on the Stranraer Waterfront Project, improved transport infrastructure to and from Stranraer, the creation of a Greenport at Stranraer/Cairnryan (see Project 6) and a series of business and industrial land, low carbon heating and built environment projects.

**Why?** Stranraer is the main settlement in the west of Dumfries and Galloway and its location makes it a gateway to Ireland, Europe and the rest of the UK. The project will bring substantial economic benefits in terms of increased tourism, employment, training opportunities and connectivity all contributing to a sustainable place and inclusive growth.

Expansion of the marina is a key element of the waterfront regeneration project and one of the priority projects identified within Borderlands Inclusive Growth Deal. Strategic road improvements to the A75(T) and A77(T) are essential, relocation of the existing Stranraer station to within the town and the creation of a new station and rail link and active travel link at Cairnryan (see Project 31) which would include provision for both passenger and freight. A low carbon heating project to trial the use of hydrogen is proposed (see Project 2).

<b>6. Strategic Growth Corridors A74(M) and A75(T) Linked to Stranraer/Cairnryan Greenport</b>	Part Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** The establishment of strategic growth corridors for business development on the A74(M) and A75(T) corridors to provide potential new business opportunities and a means of attracting new businesses to the area through the delivery of enhanced strategic locations linked to the designation of a freeport at the greater Stranraer/Cairnryan area.

**Why?** The designation of a Greenport zone linking the ports of Cairnryan and Larne with the wider Stranraer area and strategic transport corridors would bring significant benefits to the south west of Scotland and Northern Ireland, the A75(T) and A77(T) being essential to serving the UK/European and central belt of Scotland markets. (See Project 22)

The designation of a Greenport would be a significant boost to longer term economic recovery in support of inclusive growth for the area. The North Channel Partnership Strategy and Action Plan developed between Dumfries and Galloway Council and Mid and East Antrim Borough Council has identified the ports of Cairnryan and Larne as key strategic gateways between Scotland and Northern Ireland and between Ireland, the UK and Europe. In a post Brexit world these ports will become more important and the establishment of a Greenport at these locations could create a virtual bridge to Northern Ireland and Ireland. As such it also presents an opportunity to stimulate regional economic recovery in a post Covid-19 world.

<b>7. Development of Business Parks at Key Locations Along the A75(T)</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** To develop a series of small business parks at key locations along the A75(T).

**Why?** This project will create employment nodes that will support the economies of the rural towns while maximising the connectivity that the A75(T) brings to the regional economy, given that it links Dumfries and Galloway with markets accessed via the M6 and A74(M) and with markets in Northern Ireland. Business and industry sites have been selected at Annan, Castle Douglas and Newton Stewart and development appraisals are being undertaken. The project would include a mix of serviced plots and/or new build business units to be delivered by the Borderlands Inclusive Growth Deal Business Infrastructure Programme. It also presents an opportunity to stimulate regional economic recovery in a post Covid-19 world.

<b>8. Inclusive Economy Development Zones in Central Borders and Tweeddale</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** To promote greater availability of, and access to, new land for business and economic development within the Central Borders, Tweeddale and Berwickshire areas.

**Why?** Successful and sustained economic development within the Central Borders, Tweeddale and Berwickshire areas, is dependent upon sufficient new land being brought forward - as it will be through the forthcoming Scottish Borders Local Development Plan 2 - to help stimulate regional economic recovery in a post Covid-19 world. Possible Business and industry sites have been identified and development appraisals are being undertaken.

<b>9. Strategic Growth Corridors Along Existing and Extended Railway Routes</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** The Borders Railway, and any future extensions of it, both within and through the Scottish Borders area, provide potential new business opportunities and a means of attracting new businesses to the area through the delivery of enhanced strategic locations within the vicinity of stations.

**Why?** The Borders Railway is a key transport corridor linking the area more effectively to Edinburgh, Scotland and beyond. The delivery and development of this greater accessibility at the heart of the region, provides new opportunities for businesses which need, or prefer, a base in the Borders, but which also require good transport connections from the regional level up to national, even international, level. As such, the railway is itself an opportunity to seed and develop related and interrelated business clusters, whose success, can help drive the area's wider economy, and stimulate regional economic recovery post-Covid crisis.

<b>10. Business Park / Housing / Care Home Development, Tweedbank Expansion</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** The development of a 34ha site to the north of Tweedbank, allocated in the adopted Local Development Plan for mixed use.

**Why?** The Borders Railway blueprint seeks to promote development opportunities in the vicinity of the Borders railway line. The land allocated for the Tweedbank Expansion, has the potential to accommodate a range of development uses, capitalising on its close proximity to the Tweedbank railway terminal, its outstanding attractive parkland setting and its central location within an established housing market area. The site will include over 300 houses, a care home complex and a high amenity Class 4 business park.

<b>11. Dairy Innovation Centre</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** To develop a dairy innovation centre at the Crichton Farm, Dumfries in support of the dairy industry.

**Why?** Dairy is a key sector in Borderlands and particularly in Dumfries and Galloway and Cumbria. The project will provide cutting edge research on developing new value-added processes for the dairy industry. The project will form part of a much wider investment to support the industry by Scotland's Rural College (SRUC) and will be delivered through the Borderlands Inclusive Growth Deal.

<b>12. Great Tapestry of Scotland, Galashiels</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** The development of a new purpose built building in central Galashiels for the Great Tapestry of Scotland.

**Why?** The £6.7m project incorporates a 143 metre linear pictorial history depicting key Scottish events going back 12,000 years. The Tapestry is the largest in the world and aims to attract a significant number of tourists into the modern innovative purpose designed building. The Tapestry will help act as a catalyst to regenerate Galashiels town centre and develop opportunities the railway halt offers.

<b>13. Retention and Attraction of Young People to Work and Live in Region</b>	Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** To provide greater and better opportunities for young people to live and work within the South of Scotland in all communities; and in environments that meet their needs in equivalent terms to those that they might more readily access elsewhere.

**Why?** The population of the South of Scotland is ageing and there are social and economic needs to find ways of generating and maintaining healthy, multi-generational communities in which it is possible for young people to continue to live and work in their home areas should they chose to do so, rather than being compelled to leave or to travel great distances in order to access work and opportunities elsewhere. The attraction of greater numbers of working age people will also support the economy, services and communities. The delivery of these strategic projects together with quality of life factors will assist in attracting this target group.

<b>14. Inclusive Place Making and Strategic Active Travel Corridors &amp; Hubs</b>	Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Development of inclusive places and intergenerational homes with access to a range of facilities, health and social services, open space and strategic active travel networks based on 20 minute neighbourhoods. This would involve improvements to cycle/walking infrastructure to facilitate multimodal journeys cycle paths parallel to trunk roads and improvements to the National Cycle Network and the development of strategic sustainable travel hubs to better connect communities to key destinations including onward sustainable public transport. Active Travel Audits have been completed for all town centres in Dumfries and Galloway.

**Why?** The South of Scotland has an ageing population and rural areas are ageing faster experiencing a faster increase in the percentage of its population which are elderly than other areas in Scotland. A pilot project at the Ladyfield housing site, Dumfries will test a variety of solutions and is aimed at developing a new sustainable model for a caring and inclusive society. The concept could also be applied to the re-purposing of the social and physical infrastructure of town centres for all and improve opportunities for active travel.

By improving the quality of active travel links this will encourage modal shift, increase connectivity in settlements and between key destinations, improve the environment of our places leading to improved economic and health outcomes.

<b>15. Innerleithen Mountain Biking Centre and the 7stanes Mountain Biking Centres</b>	<b>Commitment</b>	<b>Climate Change</b>	<b>People</b>	<b>Economy</b>	<b>Place</b>	<b>Connectivity</b>
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**What?** Multi million pound recreational project to boost tourism in the Scottish Borders and Dumfries and Galloway.

**Why?** The project will further promote the region for outdoor recreation and green tourism based on the area’s natural assets. In August 2023, the Innerleithen Mountain Bike Innovation Centre, supported by Edinburgh Napier University, will open a new facility based at Caerlee Mill, Innerleithen. An associated Adventure Bike Park and Trail Lab will open late 2023 utilising nearby Caberston Forest. The Project will cost some £90 million over 10 years and will be funded by a mix of public and private investment, including £19 million from the Borderlands Inclusive Growth Deal. The 7stanes are seven mountain biking centres spanning the region, £5 million has been allocated to the future development of them through the Borderlands Destination Theme.

<b>16. South West Coastal Path Project</b>	<b>Aspiration</b>	<b>Climate Change</b>	<b>People</b>	<b>Economy</b>	<b>Place</b>	<b>Connectivity</b>
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**What?** To establish a continuous 500km coastal path along the Dumfries and Galloway coast from the England/Scotland border to Cairnryan.

**Why?** It will create a new world-class outdoor and environmental tourism offer by investing in the natural capital and green infrastructure of Dumfries and Galloway and promote cross border links by connecting to the Cumbrian section of the England Coast Path.

<b>17. Natural Capital and Green Tourism</b>	<b>Commitment</b>	<b>Climate Change</b>	<b>People</b>	<b>Economy</b>	<b>Place</b>	<b>Connectivity</b>
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**What?** The area to become a Natural Capital Investment and Innovation Area based on a number of key projects including the Biosphere in Dumfries and Galloway/South Ayrshire, the Wild Heart of southern Scotland and the River Tweed catchment area capitalising on opportunities for green tourism.

**Why?** The South of Scotland is rich in terms of its diverse historic and natural environments, rivers, coastline and landscape. There is the opportunity to promote the area for green tourism and to develop clear plans to ensure the visitor economy works as an element of an integrated ecosystem, dispersing visitors from other “hot spots” and into the South of Scotland. The area would become a prime outdoor recreation destination in the UK and internationally with a range of visitor attractions. A range of initiatives include Destination Tweed – the promotion of the River Tweed as a unique visitor attraction and the creation of a long distance route along its length, the Wild Heart of Southern Scotland project - an initiative from the Borders Forest Trust, which aims to achieve healthy, natural ecosystems through the revival and reintroduction of native woodlands and experiential tourism focused on the Biosphere of Dumfries and Galloway/South Ayrshire. Further strategic tourism projects are currently being developed on this basis (see Projects 15, 16 & 36) and will all contribute to the promotion of the South of Scotland as an area for green tourism.

<b>18. Borderlands Place Programme</b>	<b>Commitment</b>	<b>Climate Change</b>	<b>People</b>	<b>Economy</b>	<b>Place</b>	<b>Connectivity</b>
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**What?** To support towns across the South of Scotland which are important to the local economy by providing funding for their revitalisation through the Borderlands Inclusive Growth Deal.

**Why?** The South of Scotland is characterised by dispersed settlements which are important to the local economy. This funding programme will help to sustain communities. Each town that is included in the programme will require to develop a Place Plan which will provide a framework for funding.

## 19. Regional Land Use Partnership for the South of Scotland

Commitment

Climate  
Change

People

Economy

Place

Connectivity

**What?** The South of Scotland has been confirmed as a pilot area for a Regional Land Use Partnership (RLUP).

**Why?** A successful pilot project led by Scottish Borders Council in conjunction with Dumfries and Galloway Council explored opportunities for future land use priorities based on the interrelationships between agriculture, forestry, biodiversity and climate change. The concept of a spatial plan for land use frameworks would in part replace indicative forest strategies and introduce a similar process for agriculture, link to regional spatial plans and rural/urban development planning. A RLUP would develop a land use framework and advisory function supported by delivery on the ground. There is a growing recognition that this could be a turning point in terms of Climate Change and Natural Capital, and land use is central to this. In a post COVID-19 world, RLUPs would contribute to a sustainable, inclusive, economic recovery based on a green agenda.

## 20. Regeneration, Repurposing and Promotion of Town Centres

Commitment

Climate  
Change

People

Economy

Place

Connectivity

**What?** To manage the long-term transition of traditional town centres into vibrant spaces which remain at the heart of our communities.

**Why?** The role of town centres is changing mainly due to increasing internet shopping, competition from out-of-centre floor-space combined with reduced expenditure growth rates. The impact of Covid-19 has accelerated this change. These factors make the economies of delivering successful town centres increasingly challenging. There is a need to consider ways in which town centres can be regenerated, and new uses promoted to improve their vitality and viability and retain the focus of town centres as community and service centres. There is a need for a strategy and action programme for town centres to enhance their overall health and significance. Vibrant and well-designed town centres play a key role in creating social connections, providing easy access to services, ensuring wellbeing and delivering good health outcomes. Sustainable town centres can also contribute to identifying solutions to problems such as housing demand, derelict sites and retaining the working age population in the area.

## 21. Borderlands Digital Infrastructure Programme

Commitment

Climate  
Change

People

Economy

Place

Connectivity

**What?** A transformational digital infrastructure project to deliver future proofed connectivity improvements that will enhance rural productivity and achieve inclusive growth. It will ensure that all properties in the area have access to full fibre connectivity, complemented with 4G and 5G mobile connectivity.

**Why?** Digital infrastructure is a critical component in the delivery of the strategic drivers of the Borderlands Inclusive Growth Deal and the rural business location proposition.

The project will enable the area to catch up and match UK levels of connectivity, provide equitable coverage across the Borderlands, with no place left behind, and deliver the connectivity to enhance business productivity and to allow Borderlands to secure and retain globally excellent digital activity in the future. Associated digital skills training and provision is a key component in the delivery of this project.

It will also contribute to the attractiveness of the area, contribute to population growth, improved productivity and inclusive growth.

## 22. Transport Corridor Improvements - A75(T) & A77(T)

Aspiration

Climate  
Change

People

Economy

Place

Connectivity

**What?** A key strategic project to strengthen the A75(T) and A77(T) transport corridors which link the Cairnryan Ferry hub to the A74(M)/West coast main rail line and the A77(T) corridor north to Ayr and the central belt.

**Why?** It is important for the future of the south west of Scotland that the appropriate improvement (such as dualling) of the A75(T) and A77(T) and investment in transport connectivity on these transport corridors is planned to support the ports of Cairnryan whilst improving the connections across the area. The region has a key role to play as a gateway to Scotland and provides important connections from Northern Ireland across the region to the rest of Scotland, England and Europe. It would enable the region to take advantage of wider opportunities and make the ports of Cairnryan the most attractive port for the transport of goods to and from Northern Ireland, a vital partner in trade and tourism. (See Project 6)

Upgrading the A75(T) and A77(T) corridors and a better link between Dumfries and the A74(M) (see Project 26) would also deliver on elements of the North Channel Partnership Strategy and Action Plan which has been developed between Dumfries and Galloway Council and Mid and East Antrim Borough Council. Borderlands Inclusive Growth Deal recognises that transport connectivity is vital for joining up the communities and maximising the economic potential of the Borderlands region.

This project would improve resilience of the strategic transport corridor, provide diversionary capacity, improve journey quality and opportunities for strategic active travel at key destinations. Improved connectivity (across all modes) for communities in the South West of Scotland to key centres including Glasgow, Edinburgh, Ayr, Kilmarnock, Carlisle and Northern Ireland would be achieved. A long term option for this transport corridor would be a new rail link between Dumfries and Stranraer. (See Project 34)

## 23. Transport Corridor Improvements – A76(T)

Aspiration

Climate  
Change

People

Economy

Place

Connectivity

**What?** Capacity enhancements to the A76(T) to improve overtaking opportunities and town/village bypasses.

**Why?** The A76(T) is a key transport corridor linking Dumfries to Cumnock and Ayrshire. Additional capacity is required on this route together with improved overtaking opportunities to reduce accident rates and their severity and to improve journey quality and time along this strategic transport corridor.

Bypass options on the A76(T) could improve the safety of road users by removing traffic from the built up areas, improving journey quality and the quality of the environment in these settlements. It would improve resilience by providing diversionary capacity and opportunities for strategic travel at key nodes.

## 24. Dualling the A1(T)

Aspiration

Climate  
Change

People

Economy

Place

Connectivity

**What?** To make the A1(T) a fit-for-purpose national road connection, with potential to enhance the regional transport network, and support the delivery of a wider strategic transport infrastructure for the Borderlands area.

**Why?** The A1(T) is a key transport corridor, whose upgrade would benefit the region in allowing vehicular traffic to flow more readily and safely to, from and through the Scottish Borders; bringing the road network up to an appropriate standard for this strategic corridor.

Improved transport links will help support the quality of life and impact on the area's demographic profile and levels of prosperity in the area. Improved connections to major and regional centres would widen the opportunities available to current and prospective residents, leading to more sustainable demographic mix; a less socially isolated population; and potentially improved health outcomes.

## 25. A7(T) Selkirk By-Pass

Aspiration

Climate  
Change

People

Economy

Place

Connectivity

**What?** In the interests of road safety and effective traffic dispersal, Scottish Borders Council is looking into the possibility of helping to provide a by-pass around Selkirk's town centre, which could help improve safety by removing some traffic from built-up areas, improving journey quality, and environmental quality in Selkirk's town centre.

**Why?** Selkirk is an historic settlement whose town centre is traversed by the A7(T), meaning that large vehicles and volumes of traffic are often conveyed along narrow streets which can struggle to accommodate and distribute 21st century types and levels of traffic. While it is considered that a by-pass would be liable to bring about safety and environmental improvements for the local community, the views of local residents and businesses which benefit from passing trade, will be sought, and considered. The support of the Scottish Government would be required to deliver any such road network upgrade.

## 26. Road Capacity Enhancements between Dumfries and the A74(M)

Aspiration

Climate  
Change

People

Economy

Place

Connectivity

**What?** Development of road capacity enhancements between Dumfries and the A74(M) to improve connectivity to this strategic transport corridor improving access to Glasgow, Edinburgh and Carlisle.

**Why?** The existing links to the A74(M) – the A701(T) is poor with increasing volumes of traffic using the A709 via Lochmaben with substantive adverse impact on the settlement. Development of road capacity enhancements such as partial dualling and/or bypasses would improve overtaking opportunities, improve resilience of the strategic transport network and the environment of settlements.

<b>27. Improvements to the Local Road Network between Dumfries and Galloway and the Scottish Borders</b>	Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** To improve the local road network and links between Dumfries and Galloway and the Scottish Borders.

**Why?** Existing east-west road connections between Dumfries and Galloway and the Scottish Borders are poor along the A708 & B7068, consisting of single track sections, substandard alignments and narrow bridges. There is a need to undertake road capacity enhancements in order to improve the local road network resulting in better links to the strategic road network and services.

<b>28. New Peebles Bridge</b>	Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Erection of a new secondary vehicular / pedestrian bridge over the River Tweed towards the eastern side of the town.

**Why?** Peebles remains a very attractive town for a range of development interests. However, development opportunities are limited due to a number of factors including the limitations of the existing Tweed Bridge to accommodate more traffic which would allow new development on land on the southern side of the river. A number of locations for a new bridge have been examined and a feasibility study will be required as well as funding measures put in place to ensure its construction. The Scottish Borders Local Development Plan (LDP) does not support nor allocate any new land for development on the southern side of the river until a new bridge is built.

<b>29. Development of the Timber Transport Network</b>	Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** A package of measures to support the transport of timber freight by road, rail and sea in the south west of Scotland.

**Why?** A series of measures to support a reduction in the level of timber transported by road could improve journey times, improve safety and increase route resilience. This project may remove timber from the Strategic Road Network, reduce the number of closures associated with accidents and improve route resilience. The development of a timber hub at Beattock would result in the enhancement of freight capacity and link to the proposed high speed rail hub at Carlisle.

<b>30. Glasgow South Western Rail Line Improvements &amp; New Rail Stations</b>	Part Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Improvements to the Glasgow South Western Rail Line in terms of upgrading quality of the rolling stock, improved timetable opportunities and re-opening of rail stations at Eastriggs and Thornhill.

**Why?** Transport Scotland's Rail Services Decarbonisation Action Plan has confirmed the electrification of the route between Glasgow via Dumfries and Gretna to Carlisle by 2035. To improve connectivity and journey quality re-opening of rail stations at Eastriggs and Thornhill would provide new connections for these settlements and open up opportunities to access key services and the proposed high speed rail hub at Carlisle. It would also result in the enhancement of freight capacity. These options are currently being investigated through a separate STAG study by SWstrans.

<b>31. Glasgow South Western Rail Line – Stranraer/Cairnryan Rail Line &amp; New Rail Stations</b>	Part Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Relocation of the existing Stranraer station to within the town, creation of a new station and new rail link to Cairnryan and reopening of Dunragit Station.

**Why?** Transport Scotland’s Rail Services Decarbonisation Action Plan has confirmed alternative forms of traction for the Girvan to Stranraer route by 2035. The relocation of the existing Stranraer station to within the town and the creation of a new station and new direct rail link for travel between Stranraer and Cairnryan would include provision for both passenger and freight and improve connectivity to the Ports of Cairnryan. It would also result in the enhancement of freight capacity. An integrated public transport hub at Stranraer would improve connectivity to/ from the surrounding area.

To improve connectivity and journey quality the re-opening of the rail station at Dunragit would provide new connections to/from this location and open up opportunities to access key services.

<b>32. Increased Access to Rail Services on West Coast Main Rail Line and New Rail Station at Beattock</b>	Part Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Improved access to increased rail services at Lockerbie and new rail station at Beattock providing access to the proposed high speed rail hub at Carlisle.

**Why?** Increased rail services from Lockerbie would improve connectivity to Glasgow, Edinburgh and Carlisle and improved access to rail services at Lockerbie including increased park and ride provision and active travel access would improve connectivity and create a strategic sustainable travel hub. A new rail station at Beattock could have a positive impact against journey quality and connectivity for those travelling from the area and open up opportunities to access key services. This option is currently being investigated through a separate STAG study by SWestrans. The development of a timber hub at Beattock would result in the enhancement of freight capacity and link to the proposed high speed rail hub at Carlisle.

<b>33. Railway Projects – Extension of Borders Railway from Tweedbank to Carlisle via Hawick and New Railway Station at Reston</b>	Aspiration & Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** Key projects include the extension of the Borders railway from Tweedbank to Carlisle via Hawick and a new railway station at Reston.

**Why?** The proposals will improve connectivity, encourage sustainable travel, offer economic benefits and promote tourism. The success of the Borders Railway to Tweedbank must be built upon to open up other parts of the region for a range of benefits. Other potential railway related projects have been identified for consideration as part of the Borders Transport Corridors Study and these will need further consideration in future.

<b>34. New Rail Links Between the Glasgow South Western Line and the West Coast Main Line and Dumfries and Stranraer</b>	Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Develop new rail links between Dumfries and the West Coast Main Line (WCML) and between Dumfries and Stranraer to improve access and connectivity in the South of Scotland and to the Central Belt and Northern Ireland.

**Why?** These projects could reduce journey times and increase route resilience as new rail lines could provide alternative rail links, improve connectivity and access to services in the Central Belt. It would also help to stimulate investment at the ports of Cairnryan with positive impacts on the economy, encourage inward investment and tourism. With the extension of the Borders Railway to Carlisle (see Project 33) this would contribute to a sustainable transport network for the area and increase connectivity to Northern Ireland.

<b>35. Crichton Quarter, Dumfries</b>	Part Commitment & Aspiration	Climate Change	People	Economy	Place	Connectivity
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**What?** Development and expansion of the Crichton University Campus, Business Park and the Care Campus Project, Dumfries.

**Why?** The project is seeking to achieve a full range of educational opportunities, including a thriving and vibrant university campus as a key economic driver for the regional economy. This is linked to the pilot project for a care campus aimed at developing a new sustainable model for a caring and inclusive society (see project 14).

<b>36. South of Scotland Coast to Coast Cycle Route</b>	Commitment	Climate Change	People	Economy	Place	Connectivity
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**What?** Development and promotion of a South of Scotland (on road) coast to coast cycle route from Portpatrick to Eyemouth.

**Why?** This sustainable tourism project will contribute to the tourism infrastructure and the green economy of the south of Scotland. Further strategic tourism projects are currently being developed (see Projects 15, 16 & 17) and will all contribute to the promotion of the South of Scotland as an area for green tourism. This project could be linked to the review of the National Cycle Network.

## Strategic Development Projects

### Climate Change

- 1 Chapelcross Green Energy Park
- 9 Flood Schemes

### Economy

- 4 Stranraer Gateway Project
- 5 Strategic Growth Corridors and Freeport
- 7 Development of Business Parks
- 8 Inclusive Economy Development Zones
- 9 Strategic Growth Corridors Along Existing and Extended Railway Routes
- 10 Tweedbank Expansion
- 11 Dairy Innovation Centre, Dumfries
- 12 Great Tapestry of Scotland, Galashiels
- 13 Crichton Quarter, Dumfries

### People

- 15 Mountain Biking Innovation Centre, Innerleithen
- 16 South West Coastal Path Project
- 36 South of Scotland Coast to Coast Cycle Route

### Connectivity

- 22 Transport Improvements – A75(T) & A77(T)
- 23 Transport Improvements - A76(T)
- 24 Dualling the A1(T)
- 25 A7(T) Selkirk By-Pass
- 26 Road Enhancements Between Dumfries and the A74(M)
- 27 Improvements to the Local Road Network between Dumfries and Galloway and the Scottish Borders
- 28 New Peebles Bridge
- 30 Rail Improvements - Glasgow South Western Line and New Stations
- 31 Rail Improvements – Stranraer/Cairnryan Rail Line and New Stations
- 32 Rail Improvements - West Coast Rail Line and New Rail Station at Beattock
- 33 Extension of Borders Railway to Carlisle New Railway Station at Reston
- 34 New Rail Links Between the Glasgow South Western Line and the West Coast Main line and Between Dumfries and Stranraer

