

Regional Parking Strategy

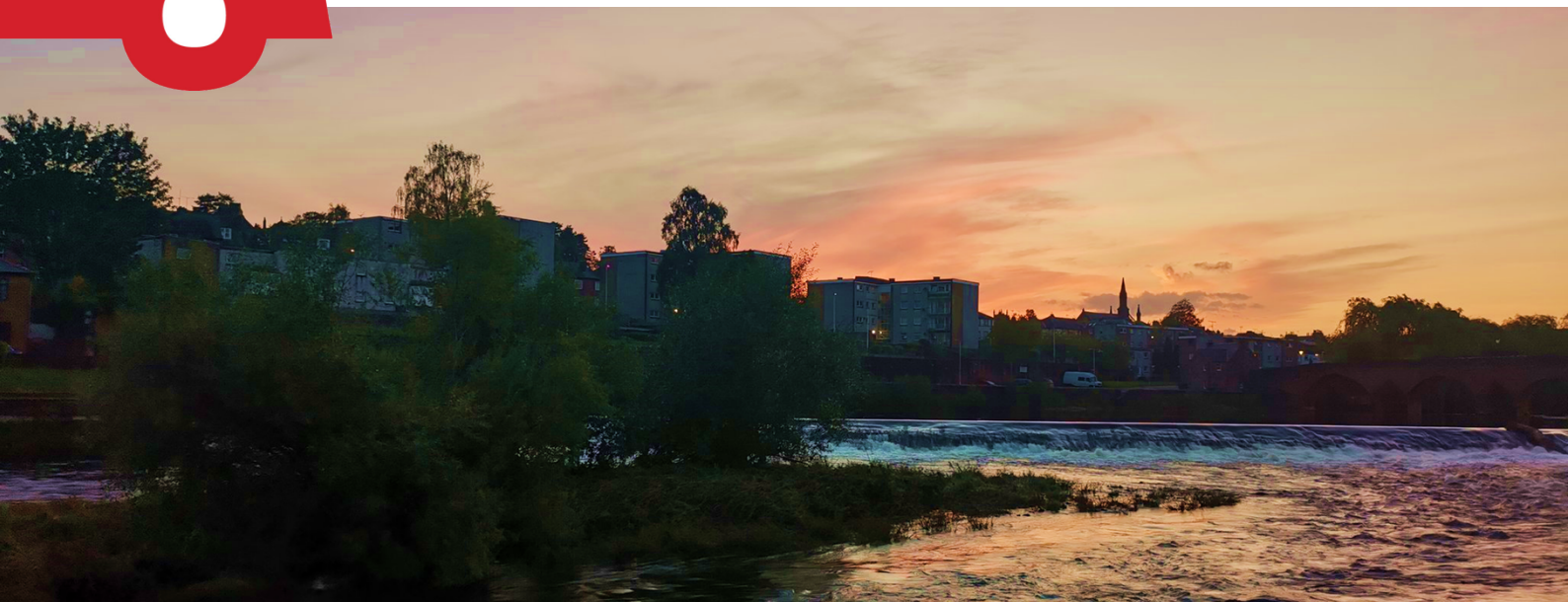
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APPENDIX

DUMFRIES & GALLOWAY

REGIONAL PARKING STRATEGY

DELIVERY PLAN (NITHSDALE)



SYSTRA

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DUMFRIES & GALLOWAY REGIONAL PARKING STRATEGY DELIVERY PLAN (NITHSDALE)

IDENTIFICATION TABLE

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1. INTRODUCTION

1.1 General

1.1.1 Transport and parking are vital public amenities that contribute to the local economy, communities, environment, and quality of life. Dumfries & Galloway Council adopted its **Regional Parking Strategy** in April 2024. The Regional Parking Strategy (RPS) seeks to enhance car parking provision and management across the region and helps the Council deliver its role of supporting access to town centres.

1.1.2 The Council’s overarching vision for parking is:

Dumfries and Galloway will offer enhanced parking services including provision, choice, and enforcement, aligning with wider local and national policies to deliver accessible, sustainable, safer, and signed facilities, complimented by DPE powers.

1.1.3 The RPS provides the Council with an informed evidence base to consider and choose options that are most appropriate to align with wider national and regional objectives and goals. It is a high-level document that considers parking across the region, rather than placing specific focus on individual town centres or areas.

1.1.4 It is recognised that there are differences in the character and nature of different towns, villages and settlements across the region, whether urban or rural. These differences mean it is likely that varying and bespoke arrangements will be required for the operation, control, management, and enforcement of parking.

1.1.5 As such, to support with the implementation of actions, recommendations and measures detailed within the RPS at a localised level, the Council has prepared standalone Delivery Plans for each of the four ‘areas’ within the region:

- Annandale & Eskdale.
- Nithsdale.
- Stewartry.
- Wigtown.

1.1.6 This is the Delivery Plan for **Nithsdale**. It contains a bespoke package of measures identified to reflect the area’s local context and feedback provided by residents, businesses and stakeholders during the consultation process for the RPS.

1.1.7 As the largest town not only in Nithsdale but the region, there is significant parking supply within Dumfries. Given its strategic importance, a number of measures and actions focus specifically on Dumfries town centre.

1.2 Regional Parking Strategy Overview

1.2.1 Parking management is essential to ensure the wider environmental, social, transport and economic objectives of the Council are met. The Regional Parking Strategy takes a collective and holistic approach to parking to ensure that current and future needs and aspirations of both the Council and local population can be met. It is informed by primary

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and secondary data sources, feedback gained through engagement and consultation, and consideration of approaches within comparable authorities.

1.2.2 The RPS gives due consideration to adopted and proposed policy, guidance and strategy including the SWestrans Regional Transport Strategy 2023-42 (November 2023). As parking plays a significant role in terms of accessibility to towns and influencing the choice of travel modes, it is a crucial component of the Regional Transport Strategy.

1.2.3 It contains a set of seven objectives that aim to help optimise future car parking provision and management:

1. Manage and optimise car parking provision to best support the needs of the local community and local economy.
2. Ensure parking plays a role in helping to reduce transport-related climate change contributions, aligning with wider Council visions and ambitions, and supports the promotion of travel by sustainable means.
3. Ensure adequate quality, safety, and security of all Council-operated parking provision.
4. Ensure effective enforcement of parking so as to maximise available supply and minimise traffic disruption and congestion.
5. Improve signage and wayfinding infrastructure (both physical and online) to facilitate efficient movement of vehicles and people to and from car parking.
6. Consider appropriate management solutions to help meet future parking demand.
7. Embrace new and emerging technology in the parking sphere.

1.2.4 A series of options that seek to meet these objectives are set out across eight themes, with consideration of which are most suitable to meeting the strategy goals.



- 1.2.5 The most appropriate options are brought together within an Action Plan to provide an overall strategy for Dumfries and Galloway.

Decriminalised Parking Enforcement (DPE)

The Council has recently submitted an application for Decriminalised Parking Enforcement to Transport Scotland. This will transfer the responsibility of on-street parking enforcement (beyond elements incorporated within The Transport (Scotland) Act 2019) from Police Scotland to the Council.

Once DPE powers are granted, the Council will be able to issue penalties for vehicles parked illegally, parked without a permit / disc in locations where one is needed, parked in disabled bays without a Blue Badge, and those who've overstayed the maximum duration permitted. DPE powers are to be obtained region-wide; however, it is at the Council's discretion as to where enforcement activity is prioritised.

As the application process for DPE is underway, measures related to DPE and enforcement are not set out within the Delivery Plan.

2. NITHSDALE OVERVIEW

2.1 Introduction

- 2.1.1 Covering a total of 6,426 square kilometres, Dumfries and Galloway is the third largest council area in Scotland behind Highland and Argyll & Bute. With a population of 148,790, Dumfries and Galloway has the thirteenth largest population of all 32 council areas in Scotland (2021 figures).
- 2.1.2 Nithsdale is located within the east of the region and incorporates four main population centres, which are connected by the A76. They are Dumfries, Kirkcubright, Sanquhar and Thornhill.
- 2.1.3 Dumfries is the largest town within the region. It is identified as the only ‘regional centre’ within the Local Development Plan, whilst Kirkcubright, Sanquhar and Thornhill are identified as ‘town centres’.
- 2.1.4 Dumfries, Kirkcubright and Sanquhar are served by ScotRail services which run between Dumfries and Glasgow Central, with onward rail connectivity provided from Dumfries to Carlisle. Kirkcubright station is unstaffed. Bus connectivity, includes routes 221 and 246, running between locations across the region. However, public transport connectivity is limited across many rural parts of the area.

Figure 1. Nithsdale Map



2.2 Parking

- 2.2.1 Over 1,330 spaces (standard and electric vehicle) are provided within 22 Council-operated car parks in Dumfries town centre. In disc-controlled car parks, users are not permitted to park without a disc. Private car parks, particularly those provided in conjunction with retail facilities, form part of the wider off-street parking offer.

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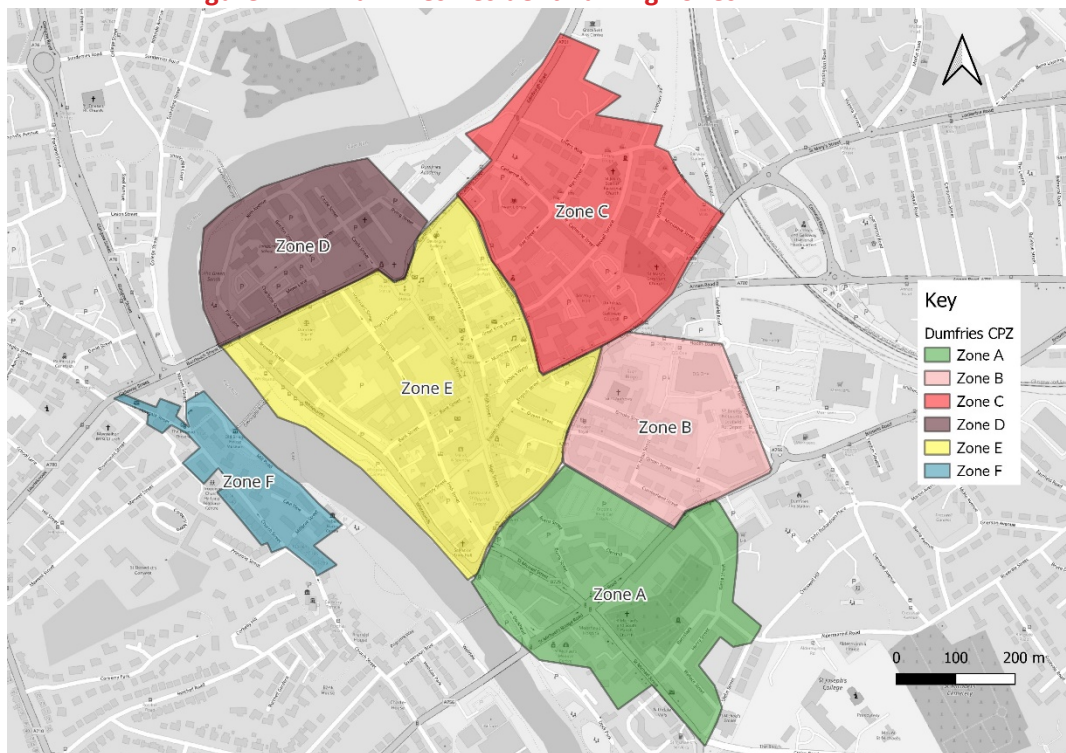
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- 2.2.2 On-street parking forms the majority of the public provision within Kirkconnel, Sanquhar and Thornhill.
- 2.2.3 Occupancy surveys were undertaken within Dumfries as part of the RPS. These identified variances in parking demand between car parks and between different roads, with some locations subject to higher parking demand than others. As a whole, however, sufficient parking capacity is recorded in Dumfries.
- 2.2.4 The Council operates controlled resident parking zones in parts of Dumfries (**Figure 2**). On-street locations within a zone require either a disc or resident parking permit to be displayed. An individual is required to live within a zone to be eligible for a resident permit, with a limit of one permit per eligible resident regardless of the number of vehicles owned. Permits are valid for one year and issued free of charge.
- 2.2.5 The permit allows users to park without time limitation within the controlled parking zone in which they live. Blue Badge holders can display their Blue Badge in place of a resident permit.

Figure 2. Dumfries Resident Parking Zones



OS Data

2.3 Development & Transport Proposals

- 2.3.1 A number of committed and planned schemes are expected to be taken forward within Dumfries, which may alter the location, layout or operation of parking provision in the town centre.

River Nith Enhanced Waterfront (RiNEW)

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2.3.2 The River Nith Enhanced Waterfront (RiNEW) is a public realm enhancement project that incorporates a new flood protection scheme in Dumfries town centre. As well as providing an enhanced area for all modes, it will help to alleviate impacts of flooding from the river Nith.

2.3.3 As part of the proposals, approximately 120 parking spaces on the river-side of the Whitesands will be removed to facilitate installation of flood protection systems. Parking on the opposite side of the Whitesands would be retained with provision slightly increased. Lost parking would be re-provided, ensuring no net loss of provision. This includes by extending the car park at Greensands and purchasing the private car park located immediately to the north of Whitesands. It is noted that a substantial amount of grassed open space and tree planting will be retained at Greensands.

Dumfries Bus Station

2.3.4 SWestrans and the Council is currently assessing the feasibility of providing a bus station and supporting mobility hub within the centre of Dumfries. The study aims to identify possible sites that could facilitate a bus station of suitable scale for Dumfries, where the highest concentration of bus activity takes place. The undertaking of a bus station feasibility study is identified as a priority in the SWestrans Regional Transport Strategy.

3. CONSULTATION FEEDBACK

3.1 Overview

- 3.1.1 The importance of views of the public and other stakeholders was recognised from the outset when producing the RPS, with development informed by extensive engagement and consultation.
- 3.1.2 A range of engagement methods were employed including user intercept surveys (whereby surveyors speak to members of the public directly) in six towns across the region, an online survey, in person and online Community Conversation events in each ward, and a series of stakeholder engagement meetings.

3.2 Online Survey

- 3.2.1 The online survey was run to gather the views of the public on parking in the region and to inform the Regional Parking Strategy and associated options taken forward for consideration. The survey ran for an eight-week period from 18 September 2023 to 15 November 2023.
- 3.2.2 A total of 3,369 responses were received to the online survey, including those made via hard copy which totalled approximately 200. Of all responses, the vast majority (2,988) confirmed were made by individuals, with 24 submissions made on behalf of an organisation.
- 3.2.3 The survey incorporated a series of closed questions alongside one open question, where respondents could provide further comments or feedback. Over half (52%) of submissions included a response to the open question. All questions in the survey were optional.
- 3.2.4 As respondents were asked to note the first half of their postcode, feedback has been split and analysed by location. In total, 30% of respondents live in Nithsdale. Key feedback from Nithsdale residents is presented below.

3.3 Parking Behaviour & Importance of Parking

Parking Location

- 3.3.1 Respondents usually park (when not at home) in Council “disc-controlled” car parks (37% of respondents), on-street (28%), private car parks (18%) and other Council car parks (14%).

Importance of Parking

- 3.3.2 When asked how important parking is to them when choosing to travel to their destination, the vast majority (83%) of respondents indicated that the availability of car parking is important (63% “very important”, 20% “quite important”). Only 7% of respondents stated it is ‘not at all important’ or ‘not too important’ in deciding whether or not to travel.

- 3.3.3 Over half (52%) of respondents agree that there has been an increase in inappropriate or illegal parking in the area in recent years.

Key Factors & Challenges

- 3.3.4 Key factors considered when choosing where to park include convenience (20% of respondents), ease of finding a space (18%), permitted length of stay (14%), distance to the respondent's destination from parking location (13%) and security (10%).
- 3.3.5 The key challenges that respondents face when parking include limited parking capacity (32%), bay size (24%) and unclear / faded signage or markings (17%).

3.4 Modal Shift

- 3.4.1 From a pre-defined list, measures that enhance public transport were those most frequently selected, that would encourage respondents to drive less or use another mode of transport for their journey. This includes more frequent bus services (19% of respondents), new bus routes (9%), cheaper bus services (8%) and improved rail services (12%).
- 3.4.2 Additionally, 11% of Nithsdale respondents selected enhanced pedestrian paths, 5% selected more accessible walking and cycling routes, 11% selected improved cycle routes and 6% selected improved cycle parking.
- 3.4.3 Whilst 11% said they would always drive, it means 89% could be encouraged to use alternative modes for some or all of their journeys.

3.5 Area Committee Workshop

- 3.5.1 An informal workshop was held with members of the Nithsdale Area Committee on Wednesday 5 March 2025. This provided an overview of the RPS and objectives of the Delivery Plan, and allowed members to set out key challenges, themes and opportunities relating to parking.
- 3.5.2 Key points raised during the workshop include:
- Recognising the equal importance of all towns within Nithsdale when delivering parking measures.
 - The importance of appropriate parking bay signing and lining, to enable enforcement activity to be undertaken.
 - Issue of vehicles using and parking within pedestrianised areas of Dumfries town centre, including the High Street.
 - Concerns regarding pavement parking, including impacts of vehicles parking on pavements currently and changes associated with the Transport (Scotland) Act 2019).

4. KEY ISSUES, OPPORTUNITIES & CHALLENGES

- 4.1.1 Several key issues and opportunities related to parking in Nithsdale have been identified. These are detailed in turn below and have shaped the measures and options contained within this Delivery Plan.
- 4.1.2 There is considerable parking supply, particularly within Dumfries. As a whole, sufficient parking capacity is recorded in Dumfries. However, parking demand is not spread evenly across supply.
- 4.1.3 There are variances in the quality of parking, with faded markings and/or signs a common issue. This includes both off- and on-street provision. Wayfinding information is limited in certain locations.
- 4.1.4 Challenges arise due to a lack of enforcement activity, particularly within the pedestrianised sections of Dumfries town centre. The introduction of DPE, an application for which is currently being submitted to Transport Scotland, will assist with a number of enforcement-related issues.
- 4.1.5 Within Dumfries, changes to parking provision are proposed to facilitate development or alternative use, including the RiNEW project. There is potential for schemes to overlap, with phasing of works requiring careful consideration to minimise impact to town centre users.
- 4.1.6 Future housing, employment and tourist / leisure growth as identified within the Local Development Plan would be expected to increase parking demand.
- 4.1.7 The rural parts of Nithsdale, which comprise a large proportion of the area, are subject to limited public transport connectivity resulting in a need for car use. However, committed and proposed active travel schemes within Dumfries and other locations have scope to shift some trips to active modes.

SWOT Analysis

- 4.1.8 The overall strengths, weaknesses, opportunities, and threats for parking in Nithsdale are summarised in [Table 1](#).

Table 1. Nithsdale Parking SWOT Analysis

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Considerable parking supply which, overall, meets demand within town centres.	Lack of enforcement leads to instances of inappropriate parking and resultant unsafe arrangements for road users.	Current levels of parking demand in general allows for Some increase in parking demand from residential, business and tourist growth can be accommodated in Dumfries town centre.	Limited scope for new parking locations within town centres.
Parking supports a range of user types including seasonal leisure / tourist activity.	Parking restrictions (e.g., maximum duration of stay, display of permit /		Long travel distances between some population / town centres.
			Potential overlap of town centre projects

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STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Extensive EVCP provision across the region.</p> <p>Parking charges are not implemented in Council-operated parking.</p>	<p>disc) are not always adhered to.</p> <p>Parking charges are not implemented for use of Council-operated parking.</p> <p>Limited public transport accessibility in some locations limits opportunities for active / sustainable travel.</p>	<p>DPE will support enforcement, improve road safety and help manage parking demand.</p> <p>Improved wayfinding can enhance parking experience.</p> <p>Active travel projects within Dumfries will increase attractiveness of active modes.</p>	<p>which impact parking supply within Dumfries.</p>

5. DELIVERY OF MEASURES & ACTIONS

5.1 Overview

- 5.1.1 This section sets out the options recommended for taking forward relating to parking within Nithsdale. It has been guided by the identified issues, opportunities and challenges and feedback provided by residents, businesses, stakeholders including Area Committee members.
- 5.1.2 Measures set out within the Delivery Plan are guided by the contents of the RPS, which set out potential options within eight overriding themes as detailed in **Section 1**. Measures which are applicable region-wide, such as the introduction of DPE and the ban on pavement parking, are not contained within the Delivery Plan.
- 5.1.3 It is noted that funding (capital / revenue) will need to be sought and approved to enable measures identified within the Delivery Plan to be taken forward.

5.2 Parking Quality

- 5.2.1 There are 22 Council-operated car parks within Dumfries which incorporate a mixture of quality and quantity. A range of improvement works have been identified in a number of car parks and on-street locations across the area. These include:

- Replacement of faded signage, including at Brooms Road and Loreburn Street.
- Improvements to surface quality, including at Greensands and Burns Street.
- Repaint instances of faded bay markings across all applicable car parks and on-street locations, such as Drumlanrig Street in Thornhill.
- Provision of enhanced lighting within car parks

- 5.2.2 A programme of works should be developed to implement parking improvement works, identifying 'quick wins' in the short-term alongside a programme of medium-term works across remaining locations. On-street works should be programmed to correspond with DPE timescales.

ACTION N01: Develop and implement programme of improvement works across car parks and on-street parking locations.

- 5.2.3 The Council should consider seeking to meet the Park Mark standard in highly utilised car parks in Dumfries as a medium-term action. The Park Mark Safer Parking Scheme is a Police Crime Prevention Initiative that is aimed at reducing both crime and the fear of crime in parking facilities.

ACTION N02: Obtain Park Mark standard in strategic car parks in Dumfries town centre.

5.3 Parking Quantity

5.3.1 Within Dumfries, changes to parking provision are proposed to facilitate development or alternative use. Any proposals or requests for increased or reduced parking supply, such as car park closures, should be assessed on a case-by-case basis with due consideration of the wider local context. Factors that should be considered are set out within the RPS. The Emergency Services should be engaged as part of the assessment process.

5.3.2 It may be considered suitable to model any changes to car park access / egress arrangements, or the removal / replacement of parking, to fully understand the impacts of any such changes on the local highway and transport network.

5.3.3 It is important that the Council works collaboratively with all project teams, both internal and external, where impacts may be had on parking capacity or demand. This is particularly important in and around Dumfries town centre where different projects are expected to run concurrently. A register of such schemes and their timescales may assist in understanding phasing and impacts on transport and parking.

ACTION N03: Develop a register of schemes (committed and proposed) which may impact parking and traffic circulation.

ACTION N04: Work collaboratively with project / scheme teams to understand impacts on parking capacity and demand.

5.3.4 Given the extent of changes to the parking context within Dumfries town centre, it is recommended that a detailed car parking capacity and phasing study is undertaken. This would enable a comprehensive picture of current and future parking demand and capacity, in light of committed and proposed schemes, to be fully understood, including in terms of phasing.

5.3.5 Such a study should include an assessment of the need for reprovision, or potential for displacement.

ACTION N05: Commission a car parking capacity and phasing study for Dumfries town centre.

5.3.6 • Without making direct ref to the bus station do we also want to suggest

5.3.7 A review of parking layouts, both within car parks and on-street, may assist in identifying locations where additional parking can be provided within existing footprints. For example, converting double yellow lines to on-street parking (in suitable locations) or rearranging car park layouts to increase capacity. Due cognisance should be given to bay widths in any car park changes.

5.3.8 On-street changes can be identified through the ongoing Traffic Regulation Order review process, being carried out to support with DPE.

ACTION N06: Undertake a review of parking layouts to identify opportunities for enhanced provision within existing footprints.

- 5.3.9 An issue identified through stakeholder discussions to inform the RPS was a lack of suitable parking for HGVs and coaches within Dumfries. A study that examines the suitability of potential locations for HGV parking is recommended.

ACTION N07: Carry out a HGV parking study to identify and assess potential locations for HGV parking.

- 5.3.10 Six on-street controlled parking zones exist within Dumfries. Future medium-term consideration could be given to the creation of new parking zones, or extension of existing zones. A request-based and collaborative approach involving local communities for this is recommended.

ACTION N08: Implement a request-based and collaborative approach to creating new or extending existing parking zones in Dumfries.

ACTION N09: Consider the introduction of controlled parking zones in other town centres within Nithsdale.

5.4 Wayfinding & Signage

- 5.4.1 Some signage identifying the locations of car parks is provided across Nithsdale, as is signage detailing information such as hours of duration of stay limits, hours of restriction operation and car park opening hours. This is provided both on-street and within car parks.

- 5.4.2 However, such signage is not easy to follow in all instances and is outdated or faded in places and difficult to read, particularly in Dumfries town centre.

- 5.4.3 In the first instance, a gap analysis exercise should be carried out to identify locations where signage is not provided (and would provide benefit) or is of a sub-standard quality. This should identify any signage signs currently not functioning correctly (for example faded or incorrectly positioned).

- 5.4.4 It is recommended that a three-stage approach is taken:

- **Stage 1:** Dumfries town centre.
- **Stage 2:** Kirkconnel, Sanquhar and Thornhill town centres.
- **Stage 3:** Rest of Nithsdale.

- 5.4.5 A RAG scale could be used to identify required, desired and optional improvements. Following completion of the review, required improvements should be implemented based on the priority scale used.

- 5.4.6 New signage that alerts drivers to specific car parks and key locations / attractions on approaches to town centres should be considered, for example on the A75, A76 and A202.

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ACTION N10: Undertake gap analysis of signage and parking wayfinding information to identify locations for improvement.

ACTION N11: Install identified improvements following the priority scale developed.

ACTION N12: Install signage detailing car parks on key approach routes to town centres, detailing capacity.

- 5.4.7 In the longer-term, opportunities to provide signage with real-time occupancy information should be explored, focusing on Dumfries. This enables users to make an informed decision of where to park based on availability, improving congestion and potentially reducing the number of vehicles travelling through the town centre.

ACTION N13: Explore opportunities to provide signage with real-time occupancy information.

5.5 Electric Vehicles

- 5.5.1 Uptake of electric vehicles is expected to grow with an increased focus on the Climate Emergency and adequate Electric Vehicle Charging Point (EVCP) provision supports such increased usage.

- 5.5.2 EVCPs have been installed in Stranraer and Newton Stewart. The Council will continue to monitor demand for EVCPs and expand provision as necessary. Residents and stakeholders can suggest locations for new EVCPs to the Council.

ACTION N14: Monitor demand for electric vehicle charging and expand provision as necessary.

5.6 Accessible Parking

- 5.6.1 Appropriate provision of parking for disabled motorists (Blue Badge holders) is important. Dumfries and Galloway has the highest rate of blue badge holders in the country (Active Travel Strategy, 2022).

- 5.6.2 Parking bays that are marked and signed for use by disabled motorists are provided in a number of Council-operated car parks and on-street locations. However, not all car parks provide disabled parking. For example, in Dumfries there is no provision in Burns Street, Dockhead, English Street, George Street, Gordon Street, Loreburn Lesser Hall and Nith Avenue car parks.

- 5.6.3 To ensure that appropriate levels of disabled parking are provided, the Council could consider undertaking a study of current usage of disabled parking provision, to determine whether current disabled parking supply meets demand and where issues of non-compliance exist.

- 5.6.4 As part of the car parking capacity and phasing study for Dumfries town centre, current usage of disabled parking provision should be recorded to determine whether current disabled parking supply meets demand and where issues of non-compliance exist.
- 5.6.5 In more rural locations, feedback from local residents and parking users will support in identifying where demand for Blue Badge parking exists.
- 5.6.6 It is important to ensure that existing accessible spaces are indeed accessible and properly enforced such that they are used only by those who require them. Issues exist currently of disabled bays being used by those not displaying a valid Blue Badge. Changes to enforcement will support this.

ACTION N15: Review quantity and location of all blue badge bays, including as part of the car parking capacity and phasing study for Dumfries town centre.

ACTION N16: Subject to review findings, provide additional spaces, ensuring these are in optimum and accessible locations. Consider requests and feedback from local residents, businesses and parking users.

5.7 Active Travel

- 5.7.1 Several measures contained within the Council's Active Travel Strategy 2 (ATS2) have been delivered or are being planned across Nithsdale. These seek to encourage travel by cycle or on foot.
- 5.7.2 Current provision of cycle parking in car parks is limited. Within Dumfries, increased space could be provided within some car parks for cycle parking, for example through the conversion of one or two car parking spaces, particularly in car parks closest to key destinations that are subject to high passing footfall and natural surveillance.
- 5.7.3 Consideration should be given to providing a cycle hub within a car park close to the town's main retail offer and key trip attractors, such as Brooms Road or Loreburn Street.
- 5.7.4 Opportunities for additional alternative and / or complementary uses within car parks should be explored. This can include smart lockers or pop-up markets.
- 5.7.5 In the longer-term, consideration could be given to the re-purposing of on-street parking spaces to provide parklets, initially on a trial basis. Locations for trials could be suggested by local residents / businesses and assessed on a case-by-case basis.
- 5.7.6 The Council should continue to work with SWestrans and delivery partners to explore opportunities to further integrate active travel and parking.

ACTION N17: Assess suitability of installing cycle parking in car parks and a cycle hub in Loreburn Street or Brooms Road.

ACTION N18: Consideration towards temporary or permanent alternatives within car parks.

ACTION N19: Consider trial of parklets in on-street parking locations, with locations suggested by local residents / businesses.

6. DELIVERY PLAN

6.1 General

6.1.1 The preceding chapter has identified a series of bespoke actions and recommendations for implementation in Nithsdale. **Table 3** overleaf provides an overview of these recommendations and actions. The Delivery Plan in Table 3 sets out timing, cost implications, benefits and responsibilities for delivery of each action.

6.1.2 Actions are banded into three time-based categories for delivery:

- Short-term (0-2 years implementation).
- Medium-term (2-5 years).
- Long-term (5+ years).

6.1.3 Costs associated with the implementation of actions are shown in three bands:

- £: 0-50,000.
- ££: 50,000-100,000.
- £££: 100,000+.

Table 2. Nithsdale Delivery Plan

ACTION REFERENCE	ACTION	THEME	TIMESCALE	COST RANGE	RPS OBJECTIVES MET	RESPONSIBLE FOR DELIVERY
N01a	Programme of Improvement Works On- & Off-Street	1, 2	Short-Term	£	1, 3, 6	D&G
N01b	Implement Identified Improvement Works	1, 2	Short-Term & Medium-Term	££-£££	1, 3, 6	D&G, Appointed Contractor(s)
N02	Obtain Park Mark Standard in Strategic Car Parks	1	Medium-Term	££-£££	1, 3, 6	D&G
N03	Register of Schemes impacting Traffic & Parking	1, 5, 6	Short-Term	£	1, 2, 6	D&G
N04	Collaborative Working with Project & Scheme Teams	1, 5, 6	All	£	1, 2, 6	D&G, Project Teams
N05	Commission Car Parking Capacity & Phasing Study (Dumfries Town Centre)	1	Short-Term	£	1, 2, 6	D&G
N06	Review Parking Layouts to Maximise Suitable Provision	1, 5	Short-Term	£-££	1, 2, 6	D&G
N07	Carry Out HGV Parking Study	1	Medium-Term	£	1, 6	D&G
N08	Implement Policy for New / Extended Controlled Parking Zones in Dumfries	1	Medium-Term	£	1, 2, 4, 6	D&G
N09	Consider Controlled Parking Zones in Other Locations in Nithsdale	1, 7	Medium-Term	£	1, 2, 4, 6	D&G
N10	Undertake Wayfinding & Signage Gap Analysis	2	Short-Term	£	1, 2, 5	D&G
N11	Install Identified Signage Improvements	2	Short-Term & Medium-Term	££-£££	1, 2, 5, 7	D&G, Appointed Contractor(s)

ACTION REFERENCE	ACTION	THEME	TIMESCALE	COST RANGE	RPS OBJECTIVES MET	RESPONSIBLE FOR DELIVERY
N12a	Install Parking Signage on Key Approaches to Town Centres	2	Medium-Term	££-£££	1, 2, 5, 7	D&G, Appointed Contractor(s)
N12b	Explore Opportunities for Real-Time Occupancy Signage	2, 3	Long-Term	££-£££	1, 2, 5, 6, 7	D&G
N13	Monitor Demand for Electric Vehicle Charging Infrastructure	1, 4	All	£	1, 2, 6	D&G
N14	Increase Electric Vehicle Charging Point Provision	1, 4	All	££-£££	1, 2, 6	D&G, Service Providers
N15	Review Quantity & Location of Blue Badge Parking	1, 5	Short-Term	£	1, 3, 6	D&G
N16	Provide Additional Blue Badge Spaces (Subject to Review Findings)	1, 5	Short-Term	££	1, 3, 6	D&G
N17	Assess Options to Install Cycle Parking & Cycle Hub	6	Short-Term & Medium-Term	£	1, 2, 6	D&G, SWestrans
N18	Consider Temporary / Permanent Alternative Uses in Car Parks	6	Short-Term & Medium-Term	£	1, 2, 6	D&G, SWestrans
N19	Parklet Trial	6	Medium-Term	£-££	1, 2, 6	D&G

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