

# **SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP**

**Meeting of Monday, 1 October 2012 at 2.00pm  
in the Victoria Halls Complex, Downie's Wynd, Annan, DG12 6EE**

## **Members of the Board**

<b>Brian Collins</b> (Chair)	- Dumfries and Galloway Council
<b>David Bryson</b> (Vice-Chair)	- External Member
<b>Ian Carruthers</b>	- Dumfries and Galloway Council
<b>Alistair Geddes</b>	- Dumfries and Galloway Council
<b>Denis Male</b>	- Dumfries and Galloway Council
<b>Richard Brodie</b>	- Dumfries and Galloway Council
<b>Alistair McKinnon</b>	- External Member

## **Harry Thomson**

Lead Officer, South West of Scotland Transport Partnership

## **SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP**

**Meeting of Monday, 1 October 2012 at 2.00pm  
in the Victoria Halls Complex, Downie's Wynd, Annan, DG12 6EE**

- 1. SEDERUNT, APOLOGIES AND DECLARATIONS OF INTEREST**
- 2. MINUTE OF MEETING ON 13 JULY 2012**
- 3. REVENUE BUDGET MONITORING REPORT 2012/13 FOR THE PERIOD ENDING 31 AUGUST 2012** – Report dated 23 September 2012  
*[Recommendation – to note the predicted outturn on budget as at 31 August 2012].*
- 4. ANNUAL REPORT 2011/12** – Report dated 31 July 2012 *[Recommendation – to agree the Annual Report 2011/12].*
- 5. GoSMART CONFERENCE** – Report dated 23 August 2012 *[Recommendation – to note the arrangements to date for the GoSmart Conference].*
- 6. BUS LANE – GLASGOW STREET, DUMFRIES** – Report dated 28 August 2012 *[Recommendation – to agree a preferred position on the future operation of the Bus Lane on Glasgow Street, Dumfries, and remit the Lead Officer to write to Dumfries and Galloway Council stating this position].*
- 7. MINUTE OF RTP CHAIRS' MEETING** – Report dated 7 September 2012  
*[Recommendation – to note the minutes of the RTP Chairs' Meeting of March 2102].*
- 8. ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

***It is recommended that Members of the South West of Scotland Transport Partnership Board agree to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given the reports contain confidential and sensitive information.***

**9. CAPITAL EXPENDITURE PROGRAMME 2012/13**

**10. BUS ISSUES**

Harry Thomson  
Lead Officer  
South West of Scotland Transport Partnership

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## SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 13 July 2012  
at 1.30pm in Castle Douglas Community Centre, Cotton Street, Castle Douglas

### Present

### Members

- Brian Collins (Chairman)** - Dumfries and Galloway Council
- Richard Brodie** - Dumfries and Galloway Council
- Ian B Carruthers** - Dumfries and Galloway Council
- Alistair Geddes** - Dumfries and Galloway Council
- Dennis Male** - Dumfries and Galloway Council
- David Bryson (Vice Chairman)** - External member
- Alistair McKinnon** - External Member

### Officials and Advisers

- Harry Thomson** - Lead Officer (Swestrans)
- Claire Caution** - Secretary to the Board
- Alan Gass** - Finance Officer (Swestrans)
- Eddie Glover** - Policy and Projects Officer
- Douglas Kirkpatrick** - Team Leader (Sustainable Travel)

### Observers

- Hugh McCreadie** - Lochside Community Council
- Mike Gray** - CTC
- Geoffrey Evison** - Nith Valley Line Promotion Group
- June Hay** - Outdoor Access Forum

### In Attendance

- Hugh Fowler** - Stagecoach Scotland
  - Frazer Durie** - Network Rail
  - Bob Hill** - SAYLSA
  - Michael Liebisch** - SAYLSA
-

**1. SEDERUNT AND APOLOGIES**

6 Members present, no apologies

**2. DECLARATIONS OF INTEREST**

None

**3. APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN OF SWESTRANS****Decision**

The Board **AGREED**:-

- 3.1 to appoint Brian Collins as Chairman of the SWestrans Board;
- 3.2 that the Chairman took the position of Chairman of the SWestrans meeting; and
- 3.3 to appoint David Bryson as Vice-Chairman of the SWestrans Board.

**4. ADOPTION OF STANDING ORDERS****Decision**

The Board **AGREED**:-

- 4.1 to adopt the Board's current Standing Orders; and
- 4.2 to remit the Secretary of the Board to consult appropriately with Members and undertake a review of Standing Orders and to report back within the next three to six months the outcome of the review.

**5. MINUTE OF MEETING ON 23 MARCH 2012****Decision**

The minute was moved by Ian Carruthers and seconded by Alistair McKinnon as a true record of the meeting.

The Board **APPROVED** the minute.

**6. CALENDAR OF MEETINGS –****Decision**

The Board **AGREED**:-

- 6.1 The Calendar of meetings for 2012/13 being: - 14 September 2012 (Annan), 16 November 2012 (Thornhill), 18 January 2013 (Wigtown), 15 March 2013 (Dalbeattie), 17 May 2013 (Lockerbie) and 12 July 2013 (Dumfries).
- 6.2 to receive reports on 'Local Transport Issues' at each meeting; and

6.3 to receive a report back to the next meeting regarding the calendar of meetings for 2013/14.

## **7. REPRESENTATION ON EXTERNAL BODIES**

### **Decision**

7.1 The Board **AGREED** the appointment of the Chairman as representation for SWestrans to the North Channel Partnership, West Coast Rail 250, Lockerbie Station Liaison Group and Ayr to Stranraer Line Stakeholder Group

## **8. DRAFT REVENUE BUDGET OUTTURN REPORT 2011/12**

### **Decision**

8.1 The Board **NOTED** the draft outturn for 2011/12 and that a break even position was achieved

## **9. CAPITAL EXPENDITURE PROGRAMME 2011/12 OUTTURN REPORT**

### **Decision**

9.1 The Board **NOTED** the draft Capital Budget Outturn 2011/12

## **10. CAPITAL EXPENDITURE PROGRAMME 2012/13**

### **Decision**

The Board **AGREED**:-

10.1 an additional allocation of £20,000 against the Southern Upland Cycleway project, bringing the total allocation to £80,000;

10.2 an allocation in principle to North West Community Park Link of £3,000; and

10.3 the prioritised list of locations for the Regionwide Bus Shelters programme for 2012/13

## **11. DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2011/12**

### **Decision**

The Board **NOTED** the unaudited Annual Accounts for the financial year ended 31March 2012

## **12. ASSET REGISTER**

### **Decision**

The Board **NOTED** the Register of Assets attached to the report.

### 13. REVIEW OF SWESTRANS GOVERNANCE ARRANGEMENTS

#### Decision

The Board **AGREED**:-

10.1 that the initial findings to date of SWestrans Governance arrangements as detailed in Appendix 2 would be the basis of the consultation; and

10.2 to receive a final report on the Review of SWestrans Governance arrangements at the next meeting of the Board.

### 14. SUSTAINABLE TRAVEL DEMONSTRATION TOWN (GOSMART DUMFRIES) PROJECT – PROGRESS REPORT

#### Decision

The Board **AGREED**:-

14.1 the draft Dumfries Sustainable Travel Demonstration Town Project Progress Report to 31 March 2012; and

14.1 to receive a report back to the next meeting regarding the bus lane at Glasgow Street, Dumfries.

### 15. RAIL ISSUES

#### Decision

The Board:-

16.1 **NOTED** that the outcome from the Rail 2014 Consultation was available as detailed in paragraph 3.3, and the key points from the Ministerial Statement summarised at paragraph 3.5 of the report;

16.2 **NOTED** that guidance on the proposed structure and governance arrangements for Community Rail partnerships was awaited from Transport Scotland in autumn 2012; and

16.3 **SUPPORTED** in principle of the value of SAYLSA, **REMITTED** officers to assist SAYLSA with the investigation of further funding sources such as Dumfries and Galloway Council and the Scottish Government; and **DEFERRED** the funding request for further information and to discuss further with SAYLSA.

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**16. SPT PROPOSALS TO SEEK VARIATION TO THE EXISTING REGULATORY PROVISIONS TO IMPROVE THE CO-ORDINATION AND DELIVERY OF BUS SERVICES –**

**Decision**

The Board:-

16.1 **NOTED** officers' comments on the Strathclyde Partnership for Transport proposals on regulation of local bus services and changes to the Bus Services Operators' Grant; and

16.2 **REMITTED** the Lead Officer to write to the Chief Executive of East Dunbartonshire Council declining to support the Council's Motion on these issues

**17. SCOTTISH GOVERNMENT / REGIONAL TRANSPORT PARTNERSHIP WORKING GROUP**

**Decision**

The Board:-

17.1 **NOTED** the Terms of Reference for the Scottish Government / Regional Transport Partnerships Working Group; and

17.2 **AGREED** to receive a further report on the Work Programme for this Working Group following the RTP Chairs' Meeting on 5 September 2012.

**PROCEDURE** - Members of the South West of Scotland Transport Partnership Board agreed to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given the report contained confidential and sensitive information.

**19. BUS ISSUES**

**Decision**

The Board:-

19.1 **AGREED** the actions in paragraph 3.5 of the report to address the highlighted local bus network issues; and **FURTHER AGREED** to revisit as necessary dependent on the response from the Community Council regarding the 500/X75 service;

19.2 **NOTED** the actions taken by Dumfries and Galloway Council to address the operating difficulties of two bus companies;

19.3 **NOTED** the award of a temporary contract for the Dumfries/Annan to Edinburgh local bus service 100 until 13 January 2013; and

19.4 **AGREED** to utilisation of the capital allocation for the provision of new accessible buses (£330,000) to the 100 service.



## REVENUE BUDGET MONITORING REPORT 2012/13 FOR THE PERIOD ENDING 31 AUGUST 2012

### 1. Reason for Report

This report provides the Board with information on the monitoring of the SWestrans revenue budget for the period ending 31 August 2012.

### 2. Background

The Scottish Government are providing revenue funding to SWestrans with Dumfries and Galloway Council also providing funding. SWestrans also requisitions funding from Dumfries and Galloway Council in respect of payments required for public bus service contracts.

### 3. Key Points

3.1 **Appendix 1** shows the detailed summary for SWestrans. The published expenditure budget for 2012/13 is £4,326,030. This is funded by a revenue grant from the Scottish Government of £259,250 and Dumfries and Galloway Council have contributed £100,000 to the core running costs of SWestrans. In addition SWestrans receive other contributions of £3,966,780 which are used to fund payments to Bus Contractors.

3.2 Based on the level of spend against budget for the first five months of the year SWestrans are currently predicting to outturn on budget at the end of the financial year.

### 4. Consultations

The Proper Officer has been consulted and is agreement with the terms of this Report.

### 5. Recommendation


**Members of the Board are asked to note the predicted outturn on budget as at 31 August 2012.**

Janet Sutton - Report Author  
Finance Officer  
Tel: 01387 260105

Date of Report: 13 September 2012  
File Ref: SW2/meetings/2012

**Appendices - 1**

Harry Thomson  
Lead Officer  
South West of Scotland Transport Partnership  
Militia House  
English Street  
Dumfries DG1 2HR





**SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP**  
**REVENUE BUDGET MONITORING AS AT 31 AUGUST 2012**

	FINAL OUTTURN 2011/12 £	PUBLISHED BUDGET 2012/13 £	BUDGET ADJUSTMENTS 2012/13 £	ADJUSTED BUDGET 2012/13 £	ACTUAL EXPENDITURE TO 31/8/12 £	PROJECTED OUTTURN 2012/13 £	Variance £
<b>EXPENDITURE</b>							
Staff Costs	112,230	111,770	0	111,770	3,229	111,770	0
Property Costs	190	200	0	200	387	200	0
Supplies & Services	176,510	52,660	0	52,660	0	52,660	0
Transport Costs	910	1,000	0	1,000	322	1,000	0
Administration Costs	67,880	32,000	0	32,000	1,330	32,000	0
Payments	3,978,080	4,085,650	0	4,085,650	1,761,081	4,085,650	0
Central Support	42,750	42,750	0	42,750	0	42,750	0
<b>Total Expenditure</b>	<b>4,378,550</b>	<b>4,326,030</b>	<b>0</b>	<b>4,326,030</b>	<b>1,766,348</b>	<b>4,326,030</b>	<b>0</b>
<b>INCOME</b>							
Scottish Government Funding	398,710	259,250	0	259,250	116,450	259,250	0
D&G Council Funding	100,000	100,000	0	100,000	0	100,000	0
Other Contributions	3,879,840	3,966,780	0	3,966,780	0	3,966,780	0
<b>Total Income</b>	<b>4,378,550</b>	<b>4,326,030</b>	<b>0</b>	<b>4,326,030</b>	<b>116,450</b>	<b>4,326,030</b>	<b>0</b>
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,649,898</b>	<b>0</b>	<b>0</b>

## ANNUAL REPORT 2011/12

### 1. Reason for Report

To agree the Annual Report 2011/12.

### 2. Background

The former Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers. The report should cover the operational and financial year to 31 March. It should include a report of performance against the objectives, targets and performance indicators set out in the Regional Transport Strategy and should be sent to constituent councils and others who have provided funding.

### 3. Key Points

3.1 The Annual Report 2011/12 is attached as **Appendix 1** to this report.

3.2 It is intended that the Annual Report would be submitted to Scottish Ministers and other parties as set out in paragraph 2.

### 4. Financial Implications

There are no financial implications arising from this report.

### 5. Consultation

The Proper Officer (Finance) has been consulted and is in agreement with the terms of this report.

### 6. Recommendations

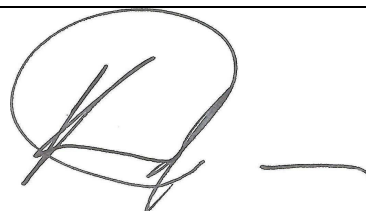
**It is recommended that Members of the Board agree the Annual Report 2011/12.**

Eddie Glover - Report Author  
Tel:01387 260372

Date of Report: 31 July 2012  
File Ref: SW2/meetings/2012

#### APPENDICES - 1

Harry Thomson  
Lead Officer  
The South West of Scotland Transport Partnership  
Militia House  
English Street  
Dumfries DG1 2HR





## **ANNUAL REPORT**

**2011 – 2012**

**THE SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP  
ANNUAL REPORT 2011 – 2012**

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## 1. FOREWORD

The period 2011/12 has been another year of challenge and achievement for SWestrans.

As a Model 3 Scottish Regional Transport Partnership SWestrans has responsibility for procuring socially necessary public transport for the region. This accounts for approximately 85% of the local bus network in this deeply rural area, and 75% of these local bus contracts were due for renewal on 1 April 2012. Throughout the year we have progressed and completed the Policy, Root and Branch Review of the local bus network initiated in December 2010. The considerable care and attention this has demanded from the Board has borne fruit in the level of service provision maintained across the region within the available budget.

A significant transport development for the region, and for Stranraer in particular, has been the long anticipated relocation of Stena Line ferry operations to new port facilities at Old House Point in Cairnryan. Whilst this is important for the long term viability of the North Channel route, and clears the way for Stranraer Waterfront regeneration, the consequences for and impact on landward side transport links continues to be debated. The decision by Stena Line to provide bus transfer for foot passengers directly to and from Ayr Railway Station has heightened concerns about rail services and the long term role for the Stranraer to Ayr railway line.

We have continued to manage the Dumfries Sustainable Travel Demonstration Town Project (GoSMART Dumfries), in partnership with Dumfries and Galloway Council, as part of the Scottish Government's Smarter Choices, Smarter Places Initiative. The project is also supported by the European Regional Development Fund (Lowlands and Uplands of Scotland Programme) and local funding partners, including NHS Dumfries and Galloway, the Crichton Development Company, and Stagecoach Western Bus Company.

We have undertaken a wide range of initiatives covering all transport modes, and addressing the key locations, sectors and themes identified in the Regional Transport Strategy. Our Capital and Revenue Programmes are outlined in sections 9.2 and 9.3. This includes the purchase of accessible buses as a Spend to Save initiative for local bus contracts. There are now seventeen buses in SWestrans ownership which are leased to contracted operators.

This was the final year of tenure for Local Authority elected members, and at the final meeting in March the Chair thanked the outgoing Board. Jeff Ace, External Member for NHS Dumfries and Galloway also departed to take up his appointment as Chief

Executive of that body. We also bade farewell to John Nelson who retired as Lead Officer for SWestrans, to be replaced by Harry Thomson.



## **2. INTRODUCTION**

The Transport (Scotland) Act 2005 placed a duty on Scottish Ministers to create Regional Transport Partnerships (RTPs) covering the whole of Scotland. The South West of Scotland Transport Partnership (SWestrans) was established by the Regional Transport Partnerships (Establishment, Constitution and Membership)(Scotland) Order 2005, and the Transfer of Functions to the South-West of Scotland Transport Partnership Order 2006.

The SWestrans area is contiguous with that of Dumfries and Galloway Council, NHS Dumfries and Galloway, and other public sector bodies.

A statutory requirement of the Transport (Scotland) Act 2005 is that each Regional Transport Partnership produces a Regional Transport Strategy (RTS). SWestrans Regional Transport Strategy was agreed by the SWestrans Board on 25 April 2008 after an extensive consultation exercise, and approved by Scottish Ministers in June 2008. The RTS Delivery Plan was agreed by the Board on 27 March 2009.

The Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers. The report should cover the operational and financial year to 31 March. It should include a report of performance against the objectives, targets and performance indicators set out in the RTS and should be sent to constituent councils and others who have provided funding. This report covers the period from 1 April 2011 to 31 March 2012.

### **3. THE BOARD**

#### **3.1 Members**

The South West of Scotland Transport Partnership Board consists of seven members. Five of these are local councillors nominated by Dumfries and Galloway Council. The other two are referred to as 'external members'. One member each is nominated by Dumfries and Galloway NHS Board and Scottish Enterprise. SWestrans has opted to give voting rights to external members.

At the meeting in 23 January 2012 Members of the Board were advised of the resignation from the Board of Vice-Chair Jeff Ace following his appointment as Chief Executive of NHS Dumfries and Galloway. At the meeting on 23 March 2012 Members of the Board agreed the appointment of David Bryson to the SWestrans Board to be External Member nominated by NHS Dumfries and Galloway; and that the Lead Officer write to the Scottish Government to seek the consent of the Scottish Ministers to this appointment..

The Members of the SWestrans Board during 2010/11 were:

- Brian Collins (Chair) - Dumfries and Galloway Council
- Jeff Ace (Vice Chair) - External Member (NHS Dumfries and Galloway)
- Ted Brown – Dumfries and Galloway Council
- James Dempster – Dumfries and Galloway Council
- Roger Grant – Dumfries and Galloway Council
- Sandra McDowall – Dumfries and Galloway Council
- Alistair McKinnon – External Member (Scottish Enterprise)

#### **3.2 Observers**

The terms of the Transport (Scotland) Act 2005 provide for the appointment of: "one or more observers, that is to say, persons who may... participate in proceedings of the Partnership but who may not hold office in it or participate in its decisions."

SWestrans has adopted an inclusive approach to requests for Observer status. The benefit of this is a wide range of sector interests and specialist expertise is available to the Board. On the other hand it has inevitably resulted in a clearer distinction between the roles of Members and Observers.

The list of Observers as at 31 March 2012 is as follows:

- Chris MacCrae, Freight Transport Association
- George Connell, Stagecoach Scotland
- Joanne Howe, Stagecoach Scotland
- John Lauder, Sustrans Scotland
- Ron McAulay, Network Rail
- Mark Quinn, Network Rail
- Peter Ingram-Monk, Accessible Transport Forum

- Ian Aitken, Cycling Scotland
- John Yellowlees, First Scotrail
- Graham Whiteley
- Rob Terway, Cumbria County Council
- Alan Gordon, Stena Line
- Inspector Ian Hewitson, Dumfries and Galloway Constabulary
- David Jardine, Dumfries and Galloway Fire and Rescue Service
- Billy McVinnie, Dumfries and Galloway Fire and Rescue Service
- Beverley Shaw, Dumfries and Galloway College
- Gordon Hill
- Hugh McCreadie, Lochside Community Council
- David Anderson
- Roland Stiven, Timber Transport Forum
- Allan McLean, Virgin Trains
- Gordon Allan, Amey
- Colin Mackenzie, Amey
- Doug Ely
- Tracey Muir, Youth Issues Unit
- David Bryson, Dumfries South Travel Plan Group
- Robert Samson, Passenger Focus
- Mike Gray, CTC
- Richard Carr, SAYLSA
- Kevin Dean, SAYLSA
- Geoffrey Evison, Nith Valley Promotion Group
- June Hay, Outdoor Access Forum

Most Observers have agreed to receive Board Papers electronically in order to make savings on printing and postage for SWestrans.

## 4. MEETINGS

### 4.1 Dates

Meetings of the Board are generally held every second month. Additional meetings of the Board were held on 18 November 2011 and 16 December 2011 to consider local bus service tenders.

Meetings were held on the following dates:

- 20 May 2011 in the Town Hall, Lockerbie
- 22 July 2011 in the Town Hall, Castle Douglas
- 23 September 2011 in the Merrick Centre, Newton Stewart
- 18 November 2011 in the Municipal Chambers, Dumfries
- 25 November 2011 in the Town Hall, Sanquhar
- 16 December 2011 in the Municipal Chambers, Dumfries
- 27 January 2012 in the North West Resources Centre, Dumfries
- 23 March 2012, in the Council Chambers, Stranraer

### 4.2 Agendas

Item	20 May 2011
1	Minute of the Meeting on 25 March 2011
2	Sustainable Travel Demonstration Town (GoSmart Dumfries) Project: Progress Report
3	Local Development Plan: Main Issues Report Public Consultation
4	High Speed 2: Department for Transport Consultation
5	December 2011 Stranraer Rail Timetable
6	Any Other Business
7	Bus Issues (Confidential)

Item	22 July 2011
1	Minute of the Meeting on 20 May 2011
2	Dumfries and Galloway Third Sector Forum
3	Draft Revenue Budget Outturn Report 2010/11
4	Draft Capital Budget Outturn Report 2010/11
5	Draft Annual Accounts 2010/11
6	External Audit: Corporate Governance Report
7	Capital Expenditure Programme 2011/12
8	Regionwide Bus Shelters Programme
9	Public Services Reform (Scotland) Act 2011 Reporting
10	Annual Report 2010/11
11	Risk Management Plan
12	Draft Publication Scheme
13	Business Plan 2011-14
14	Consultation with Dumfries and Galloway Council
15	Observer Request
16	Christie Commission on the Future Delivery of Public Services
17	Any Other Business

18	Bus Issues (Confidential)
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<b>Item</b>	<b>23 September 2011</b>
1	Minute of Meeting on 22 July 2011
2	Revenue Budget Monitoring Report 2011/12 for the Period Ending 31 August 2011
3	Audit of the South West of Scotland Transport Partnership's 2011/12 Annual Accounts
4	Capital Expenditure Programme 2011/12
5	GoSmart Dumfries Project: Offer of Additional Grant Funding from the Scottish Government
6	Audit Scotland Report: Transport for Health and Social Care
7	Impact Assessment on Regional Transport Strategy of Stena Line Bussing Passengers to Ayr
8	West Coast Main Line Route Utilisation Strategy
9	Scotland Route Utilisation Strategy Generation Two
10	Regional Transport Strategy Monitoring
11	Consultation on Extending Local Bus Registration and Bus Service Operator's Grant (BSOG) to Demand Responsive Transport (DRT)
12	Audit Scotland Report – Scotland's Public Finances: Addressing the Challenges
13	Any Other Business
14	Policy and Root and Branch Review of the Local Bus Network

<b>Item</b>	<b>18 November 2011</b>
1	Minute of Meeting on 23 September 2011
2	Any Other Business
3	Local Bus Tenders 2012 (Confidential)

<b>Item</b>	<b>25 November 2011</b>
1	Minute of Meeting on 18 November 2011
2	Revenue Budget Monitoring Report 2011/12 for the Period Ending 31 October 2011
3	Report on the Audit of South West of Scotland Transport Partnership's Final Accounts for the Year Ended 31 March 2011
4	Rail Issues for South West Scotland
5	Inter-City West Coast Franchise: Briefing Note to Bidders
6	Local Transport Strategy Consultation
7	Dumfries and Galloway Outdoor Access Strategy
8	Observer Request
9	Any Other Business

<b>Item</b>	<b>16 December 2011</b>
1	Minute of Meeting on 25 November 2011
2	Any Other Business
3	Local Bus Tenders 2012 (Confidential)

<b>Item</b>	<b>27 January 2012</b>
1	Minute of Meeting on 16 December 2012
2	Revenue Budget Monitoring Report 2011/12 for the Period Ending 31 December 2011
3	Capital Expenditure Programme 2012/13
4	Action Plan for Dumfries Town Centre Regeneration – Burns Statue
5	Transport Scotland Rail 2014 Public Consultation
6	Plans for Dumfries and Galloway Royal Infirmary
7	Minute from RTP Chairs Meeting on 7 September 2011
8	Any Other Business
9	Bus Issues (Confidential)
10	Electronic Ticket Machines – Transfer of Ownership (Confidential)
11	Management of SWestrans (Confidential)

<b>Item</b>	<b>23 March 2012</b>
1	Minute of Meeting on 27 January 2012
2	Draft Revenue Expenditure Budget 2012/13
3	Capital Expenditure Programme 2012/13
4	Development of Future Governance and Working Arrangements with Dumfries & Galloway Council
5	External Board Member Nominee for NHS Dumfries & Galloway
6	Stranraer Rail Line Strategy Groups
7	Sustainable Travel Demonstration Town (GoSmart Dumfries) Project – Progress Report
8	North Channel Partnership – Meeting on 23 January 2012
9	Minute From RTP Chairs Meeting on 7 December 2011
10	Any Other Business

### 4.3 Attendance

Attendance at meetings is shown in the following table:

ATTENDANCE AT MEETINGS		20 May 2011	22 July 2011	23 September 2011	18 November 2011	25 November 2011	16 December 2011	27 January 2012	23 March 2012
<b>Members</b>									
Brian Collins (Chair)	D&G Council	Present	Present	Present	Present	Apologies	Present	Present	Present
Jeff Ace (Vice Chair)	NHS D&G	Present	Apologies	Apologies	Present	Apologies	Apologies	Present	N/A
Ted Brown	D&G Council	Present	Apologies	Present	Present	Present	Present	Present	Absent
James Dempster	D&G Council	Substitute <sup>1</sup>	Substitute <sup>1</sup>	Present	Present	Present*	Present	Apologies	Present
Roger Grant	D&G Council	Present	Present	Substitute <sup>3</sup>	Present	Apologies	Apologies	Present	Substitute <sup>3</sup>
Sandra McDowall	D&G Council	Present	Substitute <sup>2</sup>	Present	Present	Apologies	Substitute <sup>2</sup>	Present	Present
Alistair McKinnon	Scottish Enterprise	Apologies	Present	Present	Present	Present	Apologies	Present	Present
<b>Observers etc</b>									
Hugh McCreadie	Lochside CC	Present				Present		Present	
Geoffrey Evison	Nith Valley Line	Present	Present	Present		Present			
Hugh Fowler	Stagecoach	Present	Present					Present	Present
Graham Whiteley		Present	Present					Present	
Bryony Chamberlain	Stagecoach		Present						
David Anderson			Present			Present		Present	
June Hay				Present				Present	Present
Ken Young	Springholm CC			Present					
George Connell	Stagecoach					Present			
Alison McCluskie	Stagecoach					Present			
John Yellowlees	First ScotRail					Present			
Robert Salmon	Passenger Focus					Present			
Mike Gray	CTC					Present		Present	
Richard Carr	SAYLSA					Present			
Bob Hill	SAYLSA								Present

\*Acting Chair

Substitute<sup>1</sup> – Councillor John Syme; Substitute<sup>2</sup> – Councillor Michael Dickie; Substitute<sup>3</sup> – Councillor Ian Carruthers

## 5. GOVERNANCE

### 5.1 Members

The South West of Scotland Transport Partnership Board consists of seven Members. Five of these are local councillors nominated by Dumfries and Galloway Council. The other two are referred to as 'external members'. One Member each is nominated by Dumfries and Galloway NHS Board and Scottish Enterprise.

### 5.2 Key Governance Documentation

Good governance is essential to any public body, and SWestrans has developed a series of governance documents to ensure the effective management of the organisation. The key governance documents for SWestrans are as follows:

- Standing Orders;
- Financial Regulations and Financial Codes;
- Procurement Standing Orders;
- Members' Code of Conduct.;
- On Board: A Guide for Board Members of Public Bodies in Scotland.

### 5.3 Annual Accounts 2010/11

Draft Annual Accounts for 2010/11 were considered by the SWestrans Board at its meeting on 22 July 2011. These were prepared on an IFRS (International Financial Reporting Standards), accounting basis rather than on UK GAAP (Generally Accepted Accounting Principles) for the first time. This resulted in a set of Accounts which were very different in presentation to those provided to Members in previous years

The draft accounts were submitted to the Controller of Audit prior to the statutory deadline of 30 June 2011, and to Audit Scotland who were the appointed external auditors for SWestrans. The draft accounts were also made available for public inspection for a three week period from late July to early August 2010 at Council libraries, at the Council headquarters in English Street, Dumfries and at the Council's Annan, Kirkcudbright and Stranraer Area offices. The draft accounts were also published on the SWestrans website and the Council's website during this period.

#### Revenue Expenditure

The expenditure for 2010/11 was £4,445,580. This was funded by:

- Grants from the Scottish Government totalling £566,850 comprising of £305,000 for core costs and the progression of the Regional Transport Strategy, and £261,850 for elements of the Smarter Dumfries Sustainable Travel Demonstration Town project (GoSmart Dumfries);
- Dumfries and Galloway Council also contributed £100,000 to the core running costs and £3,547,840 in respect of payments made to Bus Contractors;



- In addition £230,890 was received in respect of other contributions.

#### **5.4 Internal Audit**

No internal audit was carried out during 2011/12.

#### **5.5 External Audit**

##### Audit of Accounts

Regulation 6 of the Local Authority Accounts (Scotland) Regulations 1985 (as amended) requires that a certified abstract of accounts and the external auditor's report to Board Members on those accounts should be laid before a meeting of the Board no later than two months following their receipt. The partnership's external auditors for 2011/12 were Audit Scotland.

The external auditor is required to audit the Transport Partnership's financial statements in accordance with the relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland) as required by the Code of Audit Practice approved by the Accounts Commission.

The International Standard on Auditing 260 (ISA 260) requires auditors to communicate matters relating to the audit of the financial statements to those charged with the governance of a body in sufficient time to enable appropriate action. The Senior Audit Manager therefore provided a report to the Board highlighting the points arising from her team's work.

The external auditor's report on the audit of SWestran's 2010/11 Annual Accounts to the Board, (in line with the requirements of the International Standard on Auditing 260 (ISA 260)), was considered by the Board on 23 September 2011.

The Independent Auditor's Report to the Members of the South West of Scotland Transport Partnership and the Accounts Commission for Scotland indicates that the Partnership's financial statements give a true and fair view and have been properly prepared in accordance with the Local Government (Scotland) Act 1973. The external auditors opinion on the Partnership's 2010/11 accounts is therefore unqualified

The International Standard on Auditing 580 (ISA 580) requires auditors to obtain assurances from the proper officer on certain issues relating to the annual accounts. Following the meeting of 23 September 2011 the Senior Audit Manager signed off the audit certificate.

The Partnership's final certified accounts for the year ended 31 March 2011 were received by the Board at the meeting on 25 November 2011.

As part of their responsibilities the external auditor is required to submit, at the conclusion of each year's audit, a final report addressed to both the Members of the Board and to the Controller of Audit.

There are no qualifications in the audit report on the Partnership's Final Accounts. It is the opinion of the external auditor that the financial statements present fairly the Partnership's financial position and income and expenditure for the year.

The external auditor's role is much wider than simply providing an opinion on the Partnership's financial statements. Their responsibilities extend to areas such as governance and performance and these matters are referred to in separate sections within the audit report. There are five actions identified in an Action Plan included as Appendix B of the Audit Report. These are set out in the following table:

Risk	Action
<p>It is likely that tender prices for bus service contracts from April 2012 will be significantly higher than existing contracts. <i>Risk: The partnership is unable to sustain the existing level of service.</i></p>	<p>It is intended that this will be considered initially as part of the tendering process.</p>
<p>The data set and targets for KPIs to monitor the Regional Transport Strategy have been set but reporting is not yet fully established. <i>Risk: The organisation cannot fully measure its own performance.</i></p>	<p>It is intended to continue reporting KPIs and to develop them further as part of reviewing the business plan.</p>
<p>The root and branch review and tendering of bus services has yet to be completed. <i>Risk: Any delays in this process would have a serious effect on the provision of services from April 2012.</i></p>	<p>The tendering process will be reported on to the board in November and December 2011.</p>
<p>The business cases for purchasing further buses should be robust in terms of projected cost savings. <i>Risk: The partnership could fail to use its resources in the most efficient and effective way.</i></p>	<p>Business cases will be developed for any subsequent purchases as part of future capital programmes.</p>
<p>Capital expenditure continues to show slippage (although at 25% this was less than previous year's 35%). <i>Risk: Key projects and their benefits are delayed and projects are more likely to go over budget.</i></p>	<p>Capital expenditure will continue to be monitored closely and the business plan will identify projects for future years.</p>

These are being addressed by the Lead Officer, and have identified target dates.

Corporate Governance Report

At the meeting on 24 September 2010 Members of the Board had considered a Corporate Governance Report 2009/10. The Report identified eight issues to be addressed in an associated Action Plan. At the meeting on 22 July 2011 Members of the Board considered a Corporate Governance Follow Up Report 2010/11 prepared by the partnership’s external auditors Audit Scotland.

The conclusion of the report states that:

“South West of Scotland Transport Partnership (“SWestrans”) has made reasonable progress with the previously agreed action plan. A total of eight action points were identified in our previous audit report. Of these, six actions remain outstanding, however given revised dates, only three of these have slipped beyond their previously agreed targets, and by several months at the most...”

The outstanding elements of the Action Plan and the resolutions are outlined as follows:

Issue	Action to be taken	Comment
1	Update report to the Board on the RTS Delivery Plan taking account of the current economic climate. <i>High Priority</i>	Included in a parallel report to this meeting
2	Include a three year capital programme in the updated Business Plan. <i>High Priority</i>	Included in a parallel report to this meeting
3	As part of the Policy and Root and Branch Review of local bus services develop regular updates to the partnership in accordance with the criteria set out in each contract. <i>High Priority</i>	Agreed Action Date March 2012
4	Three year revenue budgets to be developed as part of the Policy and Root and Branch Review of local bus services. <i>High Priority</i>	Agreed Action Date March 2012
5	The suite of performance indicators to measure progress against the partnerships’ objectives developed to be further developed and reported to the Board. <i>Medium Priority</i>	Included in a parallel report to this meeting
6	A further report on development of the risk register to be reported to the Board. <i>High Priority</i>	Included in a parallel report to this meeting

## **5.6 PERFORMANCE MANAGEMENT**

At comprehensive Performance Management Framework is being developed for monitoring and reporting the achievement of SWestrans' strategic objectives.

The elements of the Performance Management Framework include:

- Regional Transport Strategy Delivery Plan;
- Regional Transport Strategy Monitoring and Review Framework;
- The Annual Report;
- The Business Plan; and,
- The Risk Management Plan.

The RTS Monitoring and Review Framework is described in more detail in Section 8.5.

## **6. FUNCTIONS**

Under the provisions of the Transport (Scotland) Act 2005 the following transport functions have been transferred from Dumfries and Galloway Council to SWestrans:

- Formulation, consultation and publishing of policies;
- Promotion of passenger transport services;
- Procurement, management and administration of service subsidy agreements;
- Management and administration of concessionary travel schemes;
- Quality Partnership schemes;
- Ticketing schemes;
- Provision of information

SWestrans is a Model 3 Regional Transport Partnership. This means that one of the functions transferred to it from Dumfries and Galloway Council is responsibility for procuring socially necessary public transport services

The 2005 Act also allows SWestrans to share responsibilities with Dumfries and Galloway Council in what is known as a "concurrent powers" arrangement. Interventions that could be undertaken on this basis include those where the Council and SWestrans share responsibility, such as promotion of Traffic Regulation Orders to introduce bus priority measures on the Council's roads. Other passenger transport functions, notably schools transport, remain the responsibility of Dumfries and Galloway Council.

SWestrans and Dumfries and Galloway Council work in close partnership to continue delivering passenger transport in an integrated fashion to ensure economies of scale and value for money.

## **7. STAFFING AND RESOURCES**

### **7.1 Key Staff**

SWestrans employs no staff directly. Staff are employed by Dumfries and Galloway Council on behalf of SWestrans, and attached to the Partnership. These staff resources include:

- Lead Officer – Harry Thomson
- Sustainable Travel Team Leader – Douglas Kirkpatrick
- Policy and Projects Officer – Eddie Glover
- Finance Officer – Alan Gass

Other Dumfries and Galloway Council staff may be invited to advise the Board on an ad hoc basis.

### **7.2 Other Business Needs**

Some business requirements of SWestrans are provided by Dumfries and Galloway Council on its behalf. These include:

- Human Resources
- Financial Services
- Legal Services
- Governance Support
- Communications
- Office Accommodation
- Technology Solutions
- Business Support
- Passenger Transport Operations

### **7.3 Secretary to the Board**

The Transport (Scotland) Act 2005 requires a Regional Transport Partnership to appoint a Secretary to the Board. This function is fulfilled for SWestrans by Claire Caution from Dumfries and Galloway Council's Corporate Governance Unit.

## **8. STRATEGY, POLICY, LOBBYING AND ENGAGEMENT**

### **8.1 The Regional Transport Strategy**

A statutory requirement of the Transport (Scotland) Act 2005 is that each Regional Transport Partnership produces a Regional Transport Strategy (RTS). SWestrans Regional Transport Strategy was agreed after an extensive consultation exercise, and approved by Scottish Ministers in June 2008. The RTS is the key guiding document for SWestrans, and includes its Vision, Objectives and Policies. All policy development is referred back to this document.

### **8.2 Key Locations**

The RTS identifies a number of key locations, and SWestrans is involved in initiatives in relation to each of these:

#### Dumfries

The Dumfries Sustainable Travel Demonstration Town Project is the result of a joint bid between SWestrans and Dumfries and Galloway Council under the Scottish Government's Smarter Choices, Smarter Places initiative. A subsequent successful SWestrans bid to the European Regional Development Fund – Lowlands and Uplands of Scotland Programmes (LUPS) extended the life of the project to 2012. The project is being promoted and marketed locally as GoSMART Dumfries.

Under this project a complete refurbishment of Whitesands and Great King Street bus interchanges has been completed, eight new sections of cycling/walking pathways have been constructed, and Scotland's first public bike scheme Bike2Go has been launched. A Progress Report on the project to 31 March 2011 was considered by the Board at its meeting on 20 May 2011.

SWestrans was involved in the foundation of, and continues to participate in the Dumfries South Travel Plan Group. The group brings together a range of stakeholder interests in accessibility to the Southern Sector of Dumfries.

#### Stranraer and Loch Ryan

The Regional Transport Strategy and Delivery Plan include aspirations for developments within Stranraer which are dependent on the relocation of Stena Line ferry services to a new facility at Old House Point, just north of the village of Cairnryan. The new port facilities were opened on 25 November 2011.

In advance of the port opening Stena Line announced an intention to transfer foot passengers to and from the ferry terminal via a direct bus link with Ayr Railway Station. SWestrans was asked by Dumfries and Galloway Council to undertake an Impact Assessment of this decision on the Regional Transport Strategy.

The Impact Assessment was considered by the Board at its meeting on 23 September 2011.

Rail issues for Stranraer were included in the Board's consideration of Transport Scotland's Rail Passenger Service and Rail 2014 Consultations.

SWestrans provides the secretariat for the North Channel Partnership, which brings together key stakeholders with an interest in traffic through the Loch Ryan ferry ports

#### Gretna, Lockerbie, Annan Triangle

SWestrans campaigns for improvements at Lockerbie Station on the West Coast Main Line, and is a member of the West Coast Rail 250 group. Lockerbie is the region's only main line station, and is a key regional gateway. A response was submitted to the Department for Transport consultation on High Speed Rail proposals. The Board considered the West Coast Main Line Route Utilisation Strategy, and also agreed a Briefing Note for Bidders for the InterCity West Coast Franchise.

#### Remote Rural Communities

As a Model 3 Regional Transport Partnership, SWestrans is responsible for procuring socially necessary public transport services. Most of the region is deeply rural, and with some 85% of the bus network requiring subsidy, SWestrans provides vital lifeline connectivity and social inclusion to many communities.

Local bus interventions are referred to in section 8.3 below.

Delivering a comprehensive service to the communities of a widely dispersed population stretches resources to the limit. There is an established culture of giving lifts, and SWestrans has aided the formalisation of this culture by establishing DGTripshare.com – a regional web-based, journey sharing database. As well as addressing isolation and social exclusion the tool is intended to reduce traffic congestion, and cut the region's carbon footprint from transport emissions. The database has now achieved over 400 members.

We are also aware of the need for sharing between different sectors which provide transportation in order to gain greater efficiency from the available resources, and in order to avoid duplication.

SWestrans is a partner in the EU Northern Periphery Programme pilot project, Rural Transport Solutions. In partnership with Dumfries and Galloway Council, NHS Dumfries and Galloway, Scottish Ambulance Service (SAS), Community Transport providers, and European partners we are looking at innovative solutions to rural transport issues.

The project is being piloted in Wigtownshire where Wigtownshire Community Transport (WCT) is scheduling and providing transport on behalf of the partner organisations and the community. The Council has enabled WCT to share four of its fully accessible minibuses and through a centralised system of arranging journeys is significantly reducing the under utilisation of the vehicles and staff time required to commission and administer transport. Through maximising vehicle use and efficient trip scheduling, overall spend is being stabilised while increasing the number of trips and opportunities for residents.

### **8.3 Key Sectors/Themes**

The Regional Transport Strategy also identifies a number of key sectors, and themes.

#### Roads

The RTS Delivery Plan includes a commitment to securing five additional overtaking opportunities on the A75 and A77. During the reporting year it was announced that the Dunragit Bypass would be completed by 2015..

The RTS Objective to Improve Transport Links is reflected in the Single Outcome Agreement, which includes an indicator for the Condition of Strategic Roads. A Monitoring Framework for the Regional Transport Strategy and Delivery Plan has been developed, and includes as an indicator 'Percentage of Local Authority Road network classified as Red or Amber by the Scottish Road Maintenance Condition Survey' from Table 5.6 of Scottish Transport Statistics.

#### Rail

SWestrans is a member of the West Coast 250 Group, which brings together interested stakeholders to lobby for improvements to and on the West Coast Main Line. We also provide the secretariat for the Lockerbie Station Liaison Group.

SWestrans also lobbys for improvements to services on the Glasgow and Southwestern Line and on the Stranraer Line, consistent with the aspirations of the RTS Delivery Plan for improved services and station re-openings.

In pursuit of improved services, SWestrans officers take a keen interest in any proposed timetable developments through engagement with both Transport Scotland and ScotRail..

#### Bus

A Bus Action Plan was agreed by the SWestrans Board on 25 April 2008 to complement the suite of documents which include, accompany and supplement the Regional Transport Strategy.



Throughout 2011/12 SWestrans undertook a Policy and Root and Branch Review of the local bus network to provide a framework in which unsustainable levels of cost increases in tendered services could be addressed. Some 75% of the network was due to be re-tendered for contracts expiring in April 2012. The outcomes of the Policy and Root and Branch Review were included in consideration by the Board of Local Bus Tenders at additional meetings held on 18 November 2011 and 16 December 2012. As a consequence new contracts were issued within the available budget without significant impact on the general level of bus service available across the region.

Bus usage monitoring data is being gathered, and is included as part of the Regional Transport Strategy Monitoring Framework.

#### Community Transport

Community Transport provides an important element of transport provision in a rural region such as Dumfries and Galloway, often delivering a service which no other provider can meet. It is intended that greater use will be made of this resource in the future by including Community Transport in the Rural Transport Solutions project part funded by the EU Northern Periphery Programme.

#### Maritime Transport

SWestrans provides the secretariat for, and is an active participant in the North Channel Partnership, which brings together key stakeholders with an interest in traffic through the Loch Ryan ferry ports.

#### Aviation

SWestrans provides officer support for Dumfries and Galloway Council's representative on the Glasgow Prestwick Airport Consultative Committee (GPACC). Officers also attend meetings of the Carlisle Airport Forum.

#### Walking and Cycling

Continuing investment has been made in Cycling and Walking projects during 2011/12. Additional investment is being made in Dumfries as part of the Dumfries Sustainable Travel Demonstration Town Project (GoSMART Dumfries!)

#### Timber

A regional Agreed Route Map for timber transport has been developed by a number of stakeholder groups, including Dumfries and Galloway Council, Dumfries and Galloway Timber Transport Group and the Timber Transport Forum. The Timber Transport Forum and Forestry Commission Scotland are represented by Observers to the SWestrans Board.

### Tourism

We are progressing a wide range of projects which will enhance the region's tourism offer. We have a particular aspiration to see our East-West Cycle Route project achieve prominence, attracting visitors to the natural beauty of the Southern Uplands.

### Freight

The SWestrans Board has appointed a number of Observers who have a Freight interest, including representation from the Freight Transport Association. We also provide the secretariat for the North Channel Partnership, which brings together key stakeholders with an interest in traffic through the Loch Ryan ferry ports. Officers also participate in meetings of the RTPs Freight Interest Group.

It is intended to develop a Freight Action Plan for the region to complement the suite of documents which include, accompany and supplement the Regional Transport Strategy.

### Health

Under the Transport (Scotland) Act 2005, RTPs have a legal requirement to develop a Regional Transport Strategy (RTS) for their area which, as well as identifying accessibility, environmental, social and economic objectives, should seek to facilitate access to hospitals and other healthcare facilities. Regional Transport Strategies should identify current transport gaps and opportunities within each Health Board and provide a mechanism to deliver and monitor these objectives.

The SWestrans RTS identifies healthcare as a key sector to be supported by the strategy, and this is reflected in the inclusion of Dumfries and Galloway Health Board as a statutory partner in the Regional Transport Partnership.

The Transport (Scotland) Act 2005, together with the Regional Transport Strategies (Health Boards) (Scotland) Order 2006, places a statutory duty on each Health Board to, so far as possible, perform their functions and activities consistently with the Regional Transport Strategies in their area.

NHS Boards therefore have a responsibility to work with RTPs and Local Authorities in developing these strategies to provide local transport solutions and enhance the role of the voluntary and community sector in the design and delivery of access to healthcare.

#### **8.4 Community Planning and Single Outcome Agreement** Alignment of Strategies

SWestrans is a member of the Dumfries and Galloway Strategic Partnership, and is represented by the Chair of SWestrans at meetings.

An exercise to map the links between the plans and strategies listed in the current Single Outcome Agreement (SOA) and the Local Objectives and Indicators has been undertaken. The aim of the exercise was to demonstrate how the relevant plans and commitments of local partners support the delivery of the SOA. This work builds on the governance and accountability commitments of partners set out in the SOA where the agreed outcomes and indicators are to be reflected in strategic plans and service planning.

The exercise helped provide an assessment of the level of contribution of the Regional Transport Strategy to the Community Planning Objectives and Indicators. The results will provide a comparison year on year of the contribution and degree of alignment of individual plans and strategies, all of which is relevant to demonstrating progress on the SOA. In addition, the exercise provides information on the degree of alignment of the RTS to inform discussion on any changes required to ensure closer alignment in the future.

#### Local Development Plan

SWestrans has been identified as a Key Agency in the Development Planning process. Dumfries and Galloway Council's Local Development Plan: Main Issues Report Public Consultation was considered by the Board at its meeting on 20 May 2011.

#### **8.5 RTS Monitoring and Review**

There is a statutory requirement on SWestrans to undertake monitoring and review of the Regional Transport Strategy, and a commitment to undertaking this is included within the Strategy.

Paragraphs 112 and 133 of the Scottish Executive Guidance on Regional Transport Strategies indicates that the Annual Report should include performance against the objectives, targets and performance indicators set out in the RTS.

While the Regional Transport Objectives are set out in the Regional Transport Strategy, the local indicators and targets are being developed in the context of the RTS Delivery Plan, taking into account the aspirations of the Dumfries and Galloway Strategic Partners Single Outcome Agreement. These are reflected in the RTS Delivery Plan Draft Revision (March 2010).

Progress with monitoring of the Regional Transport Strategy was reported to the Board at its meeting on 23 September 2011. A baseline year of 2007 has been identified as this was the year in which the Regional Transport Strategy (including the RTS Objectives) was originally agreed by the Board.

A matrix has been prepared to allow comparison of indicator values over a number of years. The matrix is included as **Appendix 1**. The matrix has been populated with data insofar as this is currently available. In respect of gaps the following points should be noted:

- some datasets are published every two years, and some are published up to two years in arrears;
- some indicators require modelling work to be undertaken and investigation is ongoing on how this can be obtained;
- some indicators require aggregation of a number of datasets, and a methodology for doing this to be developed;
- there may be difficulty in obtaining historical values for some indicators.

Of the datasets which are available the following highlights may be noted:

- improvement in the percentage of Local Authority road network classified as red or amber by the Scottish Road Maintenance Condition Survey;
- significant reduction in the number of persons killed or seriously injured in road accidents on Dumfries and Galloway roads;
- some decline in the percentage of children walking and cycling to school;
- some improvement in greenhouse gas emissions from traffic on Dumfries and Galloway roads;
- no decline from a high level of air quality; and
- stable traffic volumes.

It is intended to report to a future meeting of the Board on the outstanding data gaps and on the setting of appropriate targets.

## 8.6 Consultations

SWestrans has contributed to a number of consultations during the reporting year:

Consultation	Reported
Dumfries & Galloway Council Local Development Plan Main Issues Report	20 May 2011
Department for Transport High Speed 2	20 May 2011
Scottish Government Extending Local Bus Registration and Bus Service Operators Grant (BSOG) to Demand Responsive Transport (DRT)	23 September 2011
Dumfries & Galloway Council Local Transport Strategy	25 November 2011
Dumfries & Galloway Council Outdoor Access Strategy	25 November 2011
Transport Scotland Rail 2014	27 January 2012

## 8.7 Public Sector Equalities Duty

The SWestrans Equalities Scheme was approved and adopted at the meeting of the Board on 23 May 2008. Previous equalities legislation was harmonised by the Equality Act 2010, which came into force on 1 October 2010, establishing a single equality duty for the public sector. Regional Transport Partnerships are listed in the Schedule to The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. It is intended to review and revise the SWestrans Equalities provisions to meet these regulations.

## 8.8 Public Bodies Climate Change Duty

Part 4 of the Climate Change (Scotland) Act 2009 places duties on public bodies relating to climate change. These duties came into force on 1 January 2011.

There are three duties, which require that a public body must, in exercising its functions, act:

- in the way best calculated to contribute to the delivery of the targets set in or under Part 1 of the Act;
- in the way best calculated to help deliver any programme laid before the Scottish Parliament under section 53 of the Act;
- in a way that it considers is most sustainable.

At the meeting on 19 November 2010 Members of the Board agreed that meeting the public sector climate change duty be mainstreamed within the existing SWestrans performance management and reporting framework.

## 8.9 Public Services Reform Act

The Public Services Reform (PSR) (Scotland) Act 2010 received Royal Assent on 28 April 2010. Part 3 of the Act imposes duties on Scottish Ministers and listed public bodies to publish certain

information on expenditure and other matters on an annual basis. The list of public bodies in Schedule 8 to the Act includes “any Regional Transport Partnership.

The provisions in Part 3 impose new duties on Scottish Ministers and each person, body or office-holder listed in schedule 8 to the Act to publish as soon as is reasonably practicable after the end of the financial year a statement of any expenditure incurred during the financial year on or in connection with the following matters:

- public relations;
- overseas travel;
- hospitality and entertainment;
- external consultancy;
- payments with a value in excess of £25,000 (not including remuneration); and
- the number of members or employees (if any) who received remuneration in excess of £150,000.

SWestrans expenditure on the matters specified by the Public Services Reform Act 2010 is set out in the following table.

<b>SWestrans expenditure 2011/12 on matters specified by the PSR Act 2010</b>	
<b>Public Relations</b>	
Public Relations services are provided for SWestrans By Dumfries and Galloway Council’s Communications Unit	£0
<b>Overseas Travel</b>	£0
<b>Hospitality and Entertainment</b>	£0
<b>External Consultancy</b>	
SWestrans management of elements of GoSmart Dumfries Project (multi-funding partner project)	£120,759
External Governance	£12,536
<b>Payments exceeding £25,000</b>	
Payments to bus operators (total of 40 payments exceeding 25,000 to bus operators – contracts predate 1 October 2010)	£2,772,769
<b>Remuneration exceeding £150,000</b>	£0

Each person, body or office-holder listed in schedule 8 is also required to publish a statement as soon as practicable after the end of the financial year setting out the steps it has taken to promote and increase sustainable growth and to improve efficiency,

effectiveness and economy during that financial year. Listed public bodies must have regard to any guidance issued by the Scottish Ministers about the various duties to publish information; and any such guidance must be laid before Parliament.

As indicated above, SWestrans operates with an extremely lean business model, leaving little scope for further improvements in efficiency in internal organisation. Nevertheless, through the activities outlined above the Partnership contributes to increasing sustainable economic growth within the region and for Scotland as a whole. We would summarise these as follows:

- Lobbying at regional, Scottish, UK national and European level for increased investment in transport and connectivity across all transport modes, including Rail, Roads, Ferries, Aviation and Active Travel;
- Innovative approaches to delivery of sustainable public transport services, including the root and branch review of the local bus network, bus asset procurement as a spend to save initiative, and Northern Periphery Programme Rural Transport Solutions project; and,
- Progression of a broad range of infrastructure and soft policy interventions (with significant levels of external funding) designed to advance the aspirations of the Regional Transport Strategy, including GoSmart Dumfries Sustainable Travel Demonstration Town, and regionwide bus infrastructure upgrades.

These activities are driven by the vision of the Regional Transport Strategy for:

“...a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region’s economy and communities whilst minimising the impact of transport on the environment.”

The Regional Transport Strategy and associated Delivery Plan were developed through an extensive consultation process, and are fully aligned with both the National Performance Framework and Dumfries and Galloway Strategic Partners’ Single Outcome Agreement. As a consequence of this alignment the activities of SWestrans are wholly dedicated to delivering the Government’s purpose, and to improving regional and Scottish economic competitiveness and sustainability.

#### **8.10 RTPs Joint Chairs and Lead Officers**

The Chairs of all Scottish Regional Transport Partnerships hold regular joint meetings. The Chair is supported at the meetings by the Lead Officer.

The Joint Chairs also hold regular meetings with transport representatives from COSLA.

### **8.11 Communications and Information**

Communications, Media and Press Relations support is provided to SWestrans by Dumfries and Galloway Council.

This support includes the provision of a dedicated website at [www.swestrans.org.uk](http://www.swestrans.org.uk), hosted on the Council's own web-server. SWestrans uses the website to publish information about itself, including meeting agendas, reports and minutes. It is also used to publish studies undertaken by SWestrans which it wishes to place in the public domain.

The website includes SWestrans contact information.

## **9. DELIVERY AND PROJECTS**

### **9.1 The RTS Delivery Plan**

The high level aspirations of the RTS are translated into specific interventions in the RTS Delivery Plan, which was agreed by the Board on 27 March 2009. This document describes the actions SWestrans plans to take to realise its strategy, and the timescales and budgets for implementing these actions.

The interventions included in the RTS Delivery Plan are set out in Table 1, attached to this report as **Appendix 2**.



## 9.2 Revenue Budget

A detailed summary of the elements of the Revenue Budget 2011/12 is set out in the following table:

	Final Outturn 2010/11	Adjusted Budget 2011/12	Actual Expenditure to 31/3/12	Variance
<b>EXPENDITURE</b>				
Staff Costs	112,580	111,770	112,230	460
Property Costs	320	200	190	-10
Supplies and Services	224,820	165,870	176,510	10,640
Transport Costs	2,380	1,000	910	-90
Administration Costs	47,170	34,230	67,880	33,650
Payments	4,015,560	3,936,760	3,978,080	41,320
Central Support	42,750	42,750	42,750	0
<b>Total Expenditure</b>	<b>4,445,580</b>	<b>4,292,580</b>	<b>4,378,550</b>	<b>85,970</b>
<b>INCOME</b>				
Scottish Government	566,840	374,690	398,710	24,020
D&G Council	100,000	100,000	100,000	0
Other Contributions	3,778,740	3,817,890	3,879,840	61,950
<b>Total Income</b>	<b>4,445,580</b>	<b>4,292,580</b>	<b>4,378,550</b>	<b>85,970</b>
<b>NET EXPENDITURE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: The figures reported in the table above are non-audited.

## 9.3 Capital Expenditure Programme,

Expenditure on the elements of the Capital Expenditure Programme 2011/12 was as follows:

Item	
Purchase of Accessible Buses	£538,580
Region-wide Bus Shelters	£153,700
Dumfries Station Interchange (GoSmart)	£12,593
Car Parking Enhancements at Lockerbie Station	£58,960
Further Development of Car Parking at Lockerbie Station	£0
Moffat Bus Interchange	£44,795
Real Time Passenger Information System	£29,717
Southern Upland Cycleway	£17,718
Rural Pick-Up/Drop-Off (PUDO) Points	£3,597
Bus Infrastructure	£19,886
Access at Whithorn Primary School	£36,114
Access in Sanquhar	£7,479
Contingency (including retention from 2010/11)	£64,171
<b>Total</b>	<b>£1,018,404</b>

Note: The figures reported in the table above are non-audited.

Funding totalling £302,596 was carried forward into 2012/13.

#### **9.4 External Funding**

SWestrans is also involved in drawing down funding from various external funding streams:

- Scottish Government – Smarter Choices, Smarter Places programme, for GoSMART Dumfries project, £2,703,000 (2008 – 2011);
- EU-ERDF-Lowlands and Uplands of Scotland programme, for Extension to GoSMART Dumfries, £1,250,000 (2009 – 2012);
- EU-Northern Periphery Programme, for Rural Transport Solutions project, 150,000 Euros (2009 – 2012) in partnership with Dumfries and Galloway Council;

#### **9.5 Business Plan**

At the meeting on 30 July 2010 Members of the Board agreed a Business Plan for 2010-13.

#### **APPENDIX 1 – RTS Monitoring Matrix**

#### **APPENDIX 2 – Priority Intervention Packages**

Indicator		2007	2008	2009	2010	2011	Source	Comment
1	%age of Local Authority Road Network classified as Red or Amber by the Scottish Road Maintenance Condition Survey	48	47	44	45		Scottish Transport Statistics	Marginal improvement
2	Number of persons killed or seriously injured in road accidents on D&G Roads	170	115	130			Road Accidents Scotland	Significant improvement
3	Labour market catchment population by car and public transport (key locations)						Modelling	To be reported to a future meeting
4	Journey time and service frequency between key locations by all modes						Traveline/Transport Direct	(Aggregate score needs to be developed)
5	Number of ferry services to Ireland per week from D&G ports						Ferry operator timetables	To be reported to a future meeting
6	%age driver journeys delayed by congestion in D&G		6.3				Scottish Household Survey	New measure 2007/2008
7	Transport modal split (all journey purposes)						Scottish Household Survey: Travel Diary	Aggregate score needs to be developed
8	%age Journeys to Work by public or active transport	23.3					Scottish Household Survey: Transport Across Scotland	Every two years. No update from baseline value
9	%age children walking and cycling to school		48.9	42.9			Sustrans Hands Up Survey	Some decline
10	Greenhouse gas emissions from traffic on D&G roads ( $\mu\text{g}/\text{m}^3$ )	Roads Transport Total	634	617			Department for Energy and Climate Change	Marginal improvement
		Per capita	7.1	6.4				
11	PM10 and NO2 concentrations (Annual Hourly Mean)	PM10	18				<a href="http://www.scottishairquality.co.uk">www.scottishairquality.co.uk</a>	Low and stable
		NO2	38	37	35	40		
12	Traffic on all roads	2,021	2,021	1,998			Scottish Transport Statistics	Stable
13	%age of population and non-car-owning households within 30 and 60 minutes from hospital and GP by walk & public transport						Modelling	To be reported to a future meeting
14	%age of 16-24 year olds within 30 and 60 minutes from nearest secondary school and further education by walk, cycle and public						Modelling	To be reported to a future meeting
15	%age of population and non-car-owning households within 30 and 60 minutes from nearest town centre by all modes						Modelling	To be reported to a future meeting
16	Number of new transport services created						Public transport timetables	To be reported to a future meeting
17	Number of new nodes created							To be reported to a future meeting
18	Number of new development opportunities							To be reported to a future meeting
19	Number of schemes pursued							To be reported to a future meeting
20	National Indicators and Targets supported							To be reported to a future meeting

<b>A709 Corridor Upgrade</b>					
It is recognised that major improvements are needed on the A709 corridor in order to provide better connectivity to the Central Belt.					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>A709 Corridor Fastlink</b>	Construction of a new road between Dumfries and Lockerbie to offer enhanced connectivity to Central Scotland	£54m (2002 price base)	Transport Scotland, Dumfries and Galloway Council	STAG Part 1 complete. STAG Part 2 complete and submitted to the Scottish Government and response received.	Considered at Board meeting on 26 March 2010 - to be retained as a Priority Intervention.
<b>Quality Bus Link between Dumfries Railway Station and Lockerbie Railway Station</b>	Quality bus link and enhancements at both stations, including new Accessible Bus provision, access facilities, bus turning facilities, and Real Time Information	£600,000	Transport Scotland, Network Rail, First Scotrail, Dumfries and Galloway Council, Bus Operators	Being developed as part of the Dumfries Sustainable Travel Demonstration Town project. (GoSMART Dumfries)	To be reported to a future Board meeting.

<b>Bus Network Quality Strategy</b>					
Package of measures aimed at improving the quality of the bus network, its integration with rail, cycling and walking, and its attractiveness to users. This includes new bus interchanges at key towns, new bus shelters across the network, real-time passenger information at key nodes, accessible buses and increased service frequencies on the rural bus network. The potential to use biofuels and reduce emissions will be examined.					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>New Bus Interchanges at Key Towns</b>	Development of enhanced bus interchange facilities at key towns	£1,000,000	Dumfries and Galloway Council, Bus Operators	Newton Stewart complete; Designs progressed for Moffat and Gretna	Moffat and Gretna to be completed 2010/11 Annan to be reported for consideration against the 2010/11 Capital Expenditure Programme
<b>Accessible Buses</b>	Enhanced bus access with low floor buses and improved stops	TBC	Dumfries and Galloway Council, Bus Operators	4 buses purchased from Capital Programme and leased to operator for certain Annandale services.	Potential for further bus purchases/leases to operators to be reported to future Board meetings in light of policy, root and branch review.
<b>Increased Service Frequencies on Rural Bus Network</b>	Enhanced bus network with regular stopping patterns and improved frequencies	TBC	Dumfries and Galloway Council, Bus Operators	Policy Root & Branch Review Commenced	To be reported to allow consideration in respect of tenders April 2012.
<b>Real Time Passenger Information at Key Nodes</b>	Introduction of message systems at key bus nodes to inform passengers of real-time bus movements	£2,000,000	Dumfries and Galloway Council, Bus Operators	Implemented along Service 500 corridor and certain services within Dumfries, including DG One	Potential to develop through future years capital programme and Dumfries Sustainable Travel Demonstration Town project.
<b>New Bus Shelters Across Network</b>	Roll-out of enhanced bus shelters across the region offering improved waiting environment	TBC	Dumfries and Galloway Council, Bus Operators	Shelters provided from Capital Expenditure Programmes across region including DG One	Opportunity to continue programme through future years Capital Expenditure Programmes

<b>Development of Bus Information Strategy</b>	Upgrade information at bus stops. Develop Bus/Air/Rail information and Traveline. Develop integrated ticketing strategy	TBC	Dumfries and Galloway Council, Bus Operators, Rail Operators, Airline Operators	New style bus information panels provided across the region	Elements being progressed through GoSMART Dumfries. Opportunity to develop through future Capital Expenditure Programme.
<b>Improved Facilities at Rural Pick-up Points</b>	Low cost improvement measures	TBC	Dumfries and Galloway Council	Site surveys undertaken	Being rolled out on a programme basis
<b>Bikes on Rural Buses</b>	Development of policy with operators	TBC	Dumfries and Galloway Council, Bus Operators	Additional provision through extension of quality buses from Dumfries to Lockerbie.	To be considered as part of future initiatives.

<b>Dumfries Southern Bypass</b>					
Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the critical Crichton area and the health and education services located there.					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Southern Bypass</b>	Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the Crichton area (includes improvements to radial routes)	T£56 million (2002 prices)	Dumfries & Galloway Council, Scottish Government, Developers	STAG Part 1 complete, STAG Part 2 complete. Identified by Dumfries and Galloway Council as a priority project. Steering Group established	To be reported to a future meeting

<b>Dumfries Town Centre Bus Station</b>					
Development of a new bus station in Dumfries town centre which acts as a key transport node for the wider region. This includes compensatory parking to replace spaces lost to the redevelopment of existing parking stock for the bus station and associated traffic management measures					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Town Centre Bus Interchange</b>	Development of a new bus station in Dumfries town centre, possibly at a site of an existing car park with compensatory relocated parking	£4,000,000	Scottish Government, Dumfries & Galloway Council	Study completed. Public consultation exercise completed.	Further Board consideration required.

<b>Dumfries Town Centre Public Realm Improvements Including Walking and Cycling Enhancements</b>					
Package of measures improving the quality of transport infrastructure in Dumfries town centre. This includes public realm improvements, improved access to the rail station and improvements to walking and cycling routes in Dumfries designed to stimulate further regeneration of the regional capital					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Dumfries Town Centre Public Realm Improvements</b>	Series of improvements to improve the attractiveness and amenity of the town centre including strategic transport links.	TBC	Dumfries & Galloway Council, Private Sector	Friars Vennel Phase 1 and Phase 2 complete. Elements included within GoSMART Dumfries.	To be reported to a future meeting
<b>Crichton Access Roads</b>	Improved road access to the Crichton	£2,000,000	Dumfries & Galloway Council	Included with Dumfries Southern Bypass project	To be reported to a future meeting
<b>Dumfries Bus Priority</b>	Improvements on key bus routes in Dumfries	£1,000,000	Dumfries & Galloway Council, Bus Operators	Included in report to Dumfries and Galloway Council PHES report	To be reported to a future meeting
<b>Sustainable Transport Initiatives</b>	Opportunities for measures in Dumfries as a result of development of a Southern Bypass	TBC	Dumfries & Galloway Council, Bus Operators, Dumfries & Galloway Cycle Forum	Being progressed as part of GoSMART Dumfries	To 2012.
<b>Cycling/Walking Improvements Dumfries</b>	Improvements to the cycling/walking network	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Maxwelltown Cycle Path including Connect2 Queen of the South Viaduct complete. Facilities provided at DG One. Other facilities progressed as part of GoSMART Dumfries	To 2012.
<b>Dumfries Town Centre – Rail Station Access</b>	Improve access arrangements to Dumfries railway station	£300,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Being progressed as part of GoSMART Dumfries	To 2012
<b>Dumfries Park and</b>	Development of a series of	TBC	Dumfries & Galloway	Being progressed as	To 2012



<b>Choose Network</b>	Park and Choose sites around Dumfries		Council, Scottish Government, Public Transport Operators	part of GoSMART Dumfries	
<b>Dumfries Sustainable Travel Demonstration Town</b>	Partnership with Scottish Government and Dumfries & Galloway Council to demonstrate Sustainable Transport solutions	£6.8 million	Scottish Government, Dumfries & Galloway Council, other local partners	Two years of a four year programme complete	To 2012
<b>Rail Services Upgrade</b>					
Enhanced rail services on the West Coast Main Line (WCML) and the Glasgow and South Western Line (GSWL)					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Improved Lockerbie – Glasgow Service</b>	Improved rail services between Lockerbie and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Submission to WCML RUS Consultation. Some improvements to services realised	Outcome of WCML RUS to be reported to a future meeting
<b>Improved Lockerbie – Edinburgh Service</b>	Improved rail services between Lockerbie and Edinburgh	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Submission to WCML RUS Consultation. Some improvements to services realised	Outcome of WCML RUS to be reported to a future meeting
<b>GSW Service Frequency / Journey Time Enhancements Combined with Gretna Annan Doubling</b>	Improved rail services between Carlisle and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	New timetable December 2009 with improved services	
	Reinstatement of double track between Gretna and Annan	£36,000,000		Complete	Complete
<b>Stranraer Line Frequency / Journey Time Enhancements</b>	The introduction of additional trains and local line improvements	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Partnership study with SPT, Transport Scotland and Passenger Focus for section between Ayr and Stranraer complete	Stena relocation allows opportunity for timetable recast. Report to meeting on 26 March 2010

<p><b>Rail Services to Prestwick Airport via GSWL</b></p>	<p>Improved rail services to Prestwick Airport from Dumfries and Galloway</p>	<p>N/A</p>	<p>Transport Scotland, Network Rail, First Scotrail, Dumfries &amp; Galloway Council</p>	<p>Partnership study with SPT, Transport Scotland and Passenger Focus for section between Ayr and Stranraer complete</p>	<p>Potential to include in Stranraer Line recast.</p>
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<b>Regionwide Rail Stations Strategy</b>					
New rail stations at Thornhill, Eastriggs, Beattock and Dunragit / Glenluce area and accessibility improvements at Lockerbie and Kirkconnel stations					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Region-wide Stations Strategy</b>	New rail stations at locations across the region including Thornhill, Eastriggs, Dunragit/ Glenluce area and Beattock	£7,000,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	STAG Studies complete for Thornhill and Eastriggs, and submitted to Transport Scotland. Response received.	To be updated following further Board consideration.
<b>Accessibility Improvements – Lockerbie Station</b>	Improved access to Lockerbie station, particularly for wheelchair users to the southbound platform	£1,400,000	Transport Scotland, Network Rail, Dumfries & Galloway Council	Disabled Access project complete	Complete
<b>Accessibility Improvements – Kirkconnel Station</b>	Improved access to Kirkconnel station, particularly for wheelchair users to the southbound platform	TBC	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Network Rail have been asked to consider accessibility improvements. Study into alternatives to a bridge and lifts option being progressed	Initial consideration reported to meeting on 26 March 2010

<b>Stranraer Waterfront and Town Centre Public Realm Improvements Including Public Rail / Bus Interchange Hub and Walking and Cycling Enhancements</b>					
Package of measures improving the quality of transport infrastructure in Stranraer town centre and waterfront area. This includes public realm improvements, improved walking and cycling linkages between the town centre and the waterfront and the development of integrated public transport interchange and associated multi-modal rail / bus / ferry links					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Integrated Public Transport Interchange, Stranraer, and Associated Multi-modal Rail / Bus / Ferry Links</b>	Development of integrated public transport interchange for rail, bus and ferry users. Undertake further study to review possible extension of railway line to Cairnryan	£2,350,000	Dumfries & Galloway Council, Transport Scotland, Scottish Government, Network Rail, EU-ERDF	StenaLine relocation announced. Design progressing between Dumfries and Galloway Council and the Rail Industry	Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers.
<b>Stranraer Town Centre/ Waterfront Links</b>	Package of measures improving the quality of transport infrastructure in Stranraer town centre including public realm improvements and improved walking and cycling linkages between the town centre and the waterfront and ferry terminals	TBC	Dumfries & Galloway Council, Private Sector	StenaLine relocation announced.	Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers.

<b>Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network</b>					
Completion of the National Cycle Network – NCR 73 Newton Stewart – Cairnryan to link National Cycle Network in Scotland to National Cycle Network in Northern Ireland via the Loch Ryan ferry terminals. Involves completion of two Transport Scotland Trunk Road Schemes, Dunragit Bypass and Innermessan to Drummuckloch and cycle / walking path between Beattock and Moffat and cycle / walking path between Lochmaben and Lockerbie. An East to West Cycleway along the corridor of the Southern Upland Way.					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Lockerbie to Lochmaben Cycle Route</b>	Link to NCN and employment opportunities, providing alternative route to A709, thus reducing vehicle conflict – requires bridge over River Annan	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Initial design undertaken. Local Community Steering Group established. External funding opportunities being investigated	Opportunity for match-funding through future Capital Expenditure Programme
<b>Moffat to Beattock Cycle Route</b>	Link to NCN extending link from Dumfries and providing off-road alternative to A701	£250,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Path complete between Beattock and Hidden Corner.	Remaining section being developed through the Capital Programme
<b>National Cycle Network Completion</b>	Completion of NCN with link between Newton Stewart and Stranraer and from Stranraer to Cairnryan, providing link to ferry terminals and NCN in Northern Ireland	£900,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans (Scotland and Northern Ireland), Transport Scotland, EU-Interreg4	Works on Newton Stewart to Glenluce ongoing. Works complete between Newton Stewart and Moss of Cree Road. Phase 3 of Stranraer-Cairnryan cycle route complete. Cycling facilities provided by Transport Scotland on A75 Planting End/ Drumflower project. Other schemes being progressed by Transport Scotland. Interreg4 bid being	Project will be completed when facilities are provided by Transport Scotland as part of the Dunragit Bypass Scheme on the A75 and Drummuckloch to Innermessan Scheme on the A77.

				progressed.	
<b>Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network (continued)</b>					
<b>Intervention</b>	<b>Description</b>	<b>Estimated Expenditure 2009-2024</b>	<b>Potential Partners</b>	<b>Progress</b>	<b>Timescale and Comments</b>
<b>Sustainable Travel Plan and Associated Projects</b>	Production of Travel Plans for staff of large businesses and public bodies. Marketing of DGTripshare web based project. Dumfries & Galloway Council Bike Purchase Scheme. Cycling and Walking Information Strategy. Consideration of Park & Cycle projects	TBC	Dumfries & Galloway Council, NHS Dumfries & Galloway, Dumfries South Travel Plan Group, Dumfries & Galloway College	Travel Plan for DGRI and Crichton Royal Hospitals complete. DGTripshare established. Dumfries & Galloway Council Travel Plan complete and being implemented (including Bike Purchase Scheme);	Further elements being progressed through the GoSMART Dumfries project (to 2012)
<b>Provision of Cycling / Walking Infrastructure at Various Locations Throughout the Region</b>	Cycling / Walking routes to link into National and Strategic routes	TBC	Dumfries & Galloway Council, Sustrans, ERDF, Cycling Scotland	Various facilities being provided as part of GoSMART Dumfries. Other facilities across region provided under previous capital expenditure programmes.	Opportunities for other facilities through future years capital programmes.
<b>East – West Cycle Route along Southern Upland Way Corridor</b>	Cycling/Walking route to link into national and strategic routes, communities and tourist attractions including Drumlanrig Castle	TBC	Dumfries & Galloway Council, Sustrans, Cycling Scotland	Logo agreed. Indicative route reported.	Stakeholder engagement strategy reported 26 March 2010. Possible completion 2012.

## GO SMART CONFERENCE

### 1. Reason for Report

To update Members of the Board on the GoSmart Conference proposed for late Autumn 2012.

### 2. Background

2.1 At the meeting on 13 July 2012 Members of the Board agreed the Dumfries Sustainable Travel Demonstration Town Project Progress Report to 31 March 2012.

2.2 The Progress Report indicated that:

“It is also proposed to host a conference during Autumn 2012 on the impact of the Smarter Choices, Smarter Places initiative across all its locations. SCSP was intended to be about Sustainable Travel Demonstration. The conference will enable knowledge sharing between SCSP participants, and with authorities interested in learning from their experience.”

### 3. Key Issues

The following arrangements are now in hand to host the proposed GoSmart Conference in Dumfries:

- The event is being developed by officers from SWestrans and Dumfries & Galloway Council in discussion and consultation with officers of the Scottish Government/Transport Scotland;
- Consultants have been appointed to assist and facilitate successful conference delivery;
- Appropriate content is being developed;
- It is proposed to launch Dumfries Car Club as part of the event;
- The Chair has written to the Minister for Transport to invite him to deliver a keynote address and launch the Car Club;
- The Minister has agreed to attend, subject to Parliamentary business; and the date has been set for Tuesday 20 November 2012.

### 4. Financial Implications

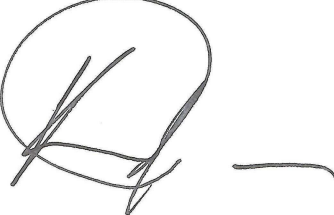
Funding for this event is contained within the GoSmart funding profile.

### 5. Consultation

The Proper Officer (Finance) has been consulted and is in agreement with the terms of this report.

### 6. Recommendation

**It is recommended that Members of the Board note the arrangements to date for the GoSmart Conference.**

<p>Harry Thomson – Report Author Tel:01387 260103</p> <p>Date of Report: 23 August 2012 File Ref: SW2/meetings/2012</p>	<p>Harry Thomson - Lead Officer The South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR</p>
	



## **BUS LANE - GLASGOW STREET, DUMFRIES**

### **1. Reason for Report**

1.1 To inform Members of the Board of the history and current operational arrangements for the Bus Lane on Glasgow Street, Dumfries

1.2 To enable SWestrans as the body responsible for public transport policy and provision, to agree a preferred position on the future operation of the Bus Lane, this position to be intimated to Dumfries and Galloway Council.

### **2. Background**

At its meeting on 13 July 2012, the Board agreed to receive a report back to the next meeting regarding the Bus Lane at Glasgow Street, Dumfries.

### **3. Key Issues - History**

3.1 The Bus Lane was introduced in September 1984, operating between 0730 and 0930, Monday to Saturday.

3.2 The hours of operation were extended, to complement and enhance SCOOT/UTC implementation in mid 2000 following a formal Public Hearing, to operate Monday to Sunday from 0730 to 1800.

3.3 Following an experimental suspension of the Bus Lane during non-peak times in 2007, the hours of operation were amended, in 2008, to the current provision of Monday to Saturday 0700 to 0930 and 1600 to 1800.

### **4. Key Issues - Operation**

4.1 There were a number of key points indicated during previous discussions on the Bus Lane operation in relation to Glasgow Street which remain relevant:

- The Bus Lane has no effect on the number of vehicles passing through the Glasgow Street/Galloway Street junction, as the vast majority are turning left onto Buccleuch Street Bridge;
- Survey data shows that it makes no difference whether these vehicles queue on the left-hand or right-hand lane on Glasgow Street;
- It is essential for the Bus Lane to be operational throughout the day to maximise the benefit for bus users;
- National and local policies encourage the use of public transport; and
- Improved access to public transport will reduce carbon emissions, enhance accessibility and promote social inclusion.

4.2 Logically, a car queued in the left-hand lane along with bus traffic will be further from the junction than if queued in the right-hand lane. Car trips are not disadvantaged when the Bus Lane is in operation, albeit that there is a public perception that car trips are being disrupted.

4.3 Bus journeys are advantaged when the Bus Lane is in operation, with priority access to the junction. However, unlike car trips, they are severely disadvantaged when the Bus Lane is not in operation, having to queue in the left-hand lane with car traffic.

4.4 The large majority of bus services using Glasgow Street are commercially provided by Stagecoach West Scotland and serve North-West Dumfries and Upper Nithsdale. Stagecoach has provided data on the 10 minute frequency service 10 Lochside Loop. This data indicates that their service delivery becomes incrementally compromised in the off-peak period when the Bus Lane is non-operational, leading to bunching of journeys at terminal points (Burns Statue/Lochside) and loss of journeys.

4.5 SWestrans in partnership with Dumfries and Galloway Council has developed Park and Choose sites at Lincluden and Cuckoo Bridge which link directly to the Bus Lane on Glasgow Street.

## 5. Key Issues – Discussion

5.1 The Transfer of Functions to the South West of Scotland Transport Partnership Order 2006, enabled SWestrans to hold concurrent powers with Dumfries & Galloway Council in respect of the promotion of road traffic regulation orders to introduce bus lanes. The current Bus Lane regulations were promoted by Dumfries and Galloway Council.

5.2 It is considered appropriate, as the body responsible for the policy and provision of the local bus network in Dumfries and Galloway, that SWestrans determines its preferred position on the future operation of the Bus Lane on Glasgow Street, Dumfries. The Board has Observers who have direct experience of the daily operation of the Bus Lane.

5.3 In this respect, it is recommended that the Board consider the following questions, and others as appropriate, then following discussion remit the Lead Officer to write to Dumfries and Galloway Council stating the Board's preferred position on the future operation of the Bus Lane:

- Should SWestrans determine its position on the operation of the Bus Lane?
- Is a Bus Lane required?
- Does the current Bus Lane operation meet SWestrans' aspirations for public transport provision in Dumfries?
- If any changes to current operation are suggested, what times/days are considered appropriate?

## 6. Financial Implications

There are no financial implications arising from this report.

**7. Consultation**

The Proper Officer (Finance) has been consulted and is in agreement with the terms of this report.

**8. Recommendation**

**It is recommended that Members of the Board agree a preferred position on the future operation of the Bus Lane on Glasgow Street, Dumfries, and remit the Lead Officer to write to Dumfries and Galloway Council stating this position.**

Douglas Kirkpatrick - Report Author Tel:01387 260136  Date of Report: 28 August 2012 File Ref: SW2/meetings/2012	Harry Thomson Lead Officer The South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR
<b>APPENDICES - 0</b>	

## MINUTES FROM RTP CHAIRS MEETING ON 7 MARCH 2012

### 1. Reason for Report

To report on the minutes of the RTP Chairs meeting held in Edinburgh on 7 December 2011.

### 2. Background

2.1 The Chair, Councillor Brian Collins, represents SWestrans at the RTP Chairs meetings.

2.2 The Chair was supported at this meeting by the Lead Officer.

### 3. Key Points

The minutes of the meeting on 7 March 2012 are attached as **Appendix 1**.

### 4. Financial Implications

There are no financial implications associated with this report.

### 5. Recommendation

**Members of the Board are asked to note the minutes of the RTP Chairs meeting of March 2012.**

Harry Thomson – Report Author  
Tel:01387 260103

Date of Report: 7 September 2012  
File Ref: SW2/meetings 2012

#### APPENDICES - 1

Harry Thomson  
Lead Officer  
South West of Scotland Transport Partnership  
Militia House  
English Street  
Dumfries DG1 2HR



**Regional Transport Partnerships Joint Chairs Meeting  
Held in Edinburgh on 7<sup>th</sup> March 2012 at 9:00am**

**Minute of Meeting**

Present: Cllr Russell Imrie, Chair SEStran (Chair)  
Cllr Will Dawson, Chair Tactran  
Cllr Allan Wishart, Acting Chair ZetTRANS  
Cllr Duncan MacIntyre, Chair HITRANS  
Cllr Jonathan Findlay, Chair SPT  
Cllr Brian Collins, Chair SWESTRANS  
Cllr Ian Yuill, Chair Nestrans  
Cllr Alison Hay, COSLA

In attendance: Alex Macaulay, SEStran (AM)  
Angela Chambers, SEStran (AC)  
Harry Thomson, SWESTRANS (HT)  
Bruce Kiloh, SPT (BK)  
Eric Guthrie, Tactran (EG)  
Dave Duthie, HITRANS (DD)  
Katie Green, COSLA (KG)  
Derick Murray, Nestrans (DM)

Apologies: Eric Stewart, SPT

Item		Action
	<b>Welcome</b>	
	Cllr Imrie welcomed Harry Thomson of SWestrans and Katie Green of COSLA to the meeting.	
<b>1</b>	<b>Apologies</b>	
	As above.	
<b>2</b>	<b>Minute of the Last Meeting</b>	
	Approved.	
<b>3</b>	<b>Matters Arising</b>	
	There were no matters arising.	
<b>4</b>	<b>Agenda for Ministers Meeting for Agreement</b>	
4.1	<p><u>Delivery of the National Transport Strategy</u> Mr Kiloh presented the paper and opened up to the group for discussion. Cllr Imrie suggested that the group create a priority list from the options, to go through with the Minister. The group agreed and after lengthy discussion, prioritised as follows;</p> <p><u>Bus</u> BSOG, National Concessionary Travel Scheme and Bus Stakeholder Group issues to be included. Group to advise the Minister that they will produce a paper on all the bus issues that should be considered and the role the RTP's can play in assisting the Scottish Government. It was noted that the RTPs had been invited by Transport Scotland to nominate officer representatives on a re-constituted Bus Stakeholder</p>	

	<p>Group and agreed that representation on the Group would be Eric Stewart and Eric Guthrie.</p> <p><u>Strategic Transport Projects Review / Infrastructure Investment Plan</u> RTP's able to take forward projects for the Minister and have potential borrowing powers, though constraints in some sectors were noted.</p> <p><u>Access to Health and Social Care</u> SAS issues discussed and agreed there is a recognised sea change, however, there is the need to build on the momentum. Positive recommendations coming out from the Short Life Working Group in relation to RTP's potentially taking a co-ordination role, which should be confirmed when the report is issued. Cllr Imrie suggested inviting SAS to a future RTP Chairs meeting again.</p> <p><u>Active Travel / Walking and Cycling</u> Very topical and there is an opportunity regarding the Future Transport Fund to ask how it will be administered and for a greater allocation of funding and potential role for RTPs in distribution and implementation, working in partnership with Councils/CPPs, given RTPs demonstrable success in adding value in this area through attracting European match funding</p> <p>The group also discussed ferries, rail and freight and agreed to focus on the top 3 and expand on the other options.</p> <p>AM recommended that the group suggest to the Minister forming a joint working group between the RTP's, Scottish Government and Transport Scotland with a view to expanding on the issues on the agenda. The group agreed to do this.</p>	
4.2	<p><u>Alternative Funding Sources</u> Mr Macaulay presented the paper and noted that many of the subjects had been touched on earlier in the meeting. One of the objectives of the paper is to identify areas where RTP's have been successful in securing alternative funding. Mr Macaulay added that due to the time constraint, the two papers should be rolled up into one with the suggestion made to the Minister of a joint working group and this was agreed.</p> <p>Cllr Wishart referred to item 4 RTP Delivery / Relationship with COSLA of the previous minute and the Ministers comment that he would welcome feedback on TS. The group discussed and agreed the position is that the RTP's are looking forward to working in partnership with TS.</p>	
<b>5</b>	<b>RTP Chairs Joint Response to Scotrail Franchise Consultation</b>	
	<p>Mr Macaulay presented the paper and noted that an extension had been granted to allow members to comment on the response. Individual responses have been submitted by each RTP which reflect circumstances within their own region. Mr Macaulay asked the members if there were any specific points they wished to raise.</p> <p>The group discussed questions 29 and 30 and cross border services</p>	

	<p>and agreed the proposed response should be amended to state that cross border services should continue north of Edinburgh and refer to individual RTP responses on this question as to how they should be provided.</p> <p>Cllr Collins noted that he would like to see further discussions on not only cross border but cross country and cross boundary services and the group considered pressing the DfT on their access to London strategy. Cllr Imrie recommended that the group draft a joint letter to SG and DfT on the issue of access to London.</p> <p>Mr Macaulay suggested highlighting the access to London issues in the covering letter to the Scotrail Franchise.</p>	
<b>6</b>	<b>AOCB</b>	
	<p>Secretariat role to pass to Tactran and a handover meeting will be arranged. Mr Macaulay thanked the Chairs for their participation and wished them well in the forthcoming elections.</p>	
<b>7</b>	<b>Date of Next Meeting</b>	
	<p>The next meeting has been scheduled for <b>Wednesday 5<sup>th</sup> September 2012</b> and will be hosted by SWestrans.</p>	