

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Wednesday, 17 January 2018 at 10.30am,
Thornhill Community Centre, Thornhill, DG3 5LH**

Members of the Board

Andrew Wood (Chair)	- Dumfries and Galloway Council
David Bryson (Vice-Chair)	- NHS Dumfries and Galloway
Richard Brodie	- Dumfries and Galloway Council
John Campbell	- Dumfries and Galloway Council
James Dempster	- Dumfries and Galloway Council
Alistair McKinnon	- Scottish Enterprise
David Stitt	- Dumfries and Galloway Council

Future Meetings

9 March 2018	- Newton Stewart
11 May 2018	- New Galloway
13 July 2018	- Langholm

Douglas Kirkpatrick

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Wednesday, 17 January 2018 at 10.30am,
Thornhill Community Centre, Thornhill, DG3 5LH

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 10 NOVEMBER 2017 – FOR APPROVAL**
4. **REVENUE BUDGET MONITORING REPORT 2017/18 FOR THE PERIOD ENDING 30 NOVEMBER 2017** – Recommendation – note the forecast outturn for the revenue budget as at 30 November 2017.
5. **CAPITAL EXPENDITURE PROGRAMME 2017/18 - UPDATE**– Recommendations – (i) agree that the allocation for Bus Infrastructure be increased by £40k to £240k; and (ii) agree to reduce the allocation for Cyclepath Development by £40k to £10k.
6. **RAIL UPDATE**– Recommendations – (i) note the response from Transpennine Express on the December 2018 timetable proposals; (ii) agree that the Lead Officer writes to Transpennine Express to ensure full and meaningful discussions are undertaken with SWestrans following submission of its proposals to Network Rail; and (iii) note the progress update on the STAG Part 2 Appraisals.
7. **CALENDAR OF MEETINGS**– Recommendation – to consider the options and agree the calendar of meetings for 2018/19.
8. **REGIONAL TRANSPORT PARTNERSHIPS FINANCIAL ACCOUNTING ARRANGEMENTS CONSULTATION** - Recommendation – agree the response to the Financial Accounting Arrangements for Regional Transport Partnerships as set out in paragraph 3.7.
9. **NATIONAL HIGHWAYS AND TRANSPORT NETWORK PUBLIC SATISFACTION SURVEY 2017**– Recommendation – note the results of the National Highways and Transport Network Public Satisfaction Survey 2017 for Dumfries and Galloway.
10. **NATIONAL TRANSPORT STRATEGY REVIEW – UPDATE** – Recommendation – note the overview of the process being undertaken for the review of the National Transport Strategy.
11. **ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership

Claire Rogerson
Secretary to the Board

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 10 November 2017
at 10.30am, Town Hall, High Street, Lockerbie, DG11 2ES

Present

Members

Andrew Wood (Chairman)	-	Dumfries and Galloway Council
David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
John Campbell	-	Dumfries and Galloway Council
Alistair McKinnon	-	Scottish Enterprise
David Stitt	-	Dumfries and Galloway Council
Ronnie Tait (substitute)	-	Dumfries and Galloway Council

Officials and Advisers

Douglas Kirkpatrick	-	Lead Officer
Claire Rogerson	-	Secretary to the Board
Josef Coombey	-	Policy and Projects Officer
Kirsty Dunsmore	-	Policy and Projects Officer
Janet Sutton	-	Finance Officer

Apologies

Richard Brodie	-	Dumfries and Galloway Council
Jim Dempster	-	Dumfries and Galloway Council

Observers

June Hay	-	Outdoor Access Forum
Hugh McCreadie	-	Lochside and Woodlands Community Council
Sharon Ogilvie	-	Dumfries and Galloway Third Sector
Frazer Smith	-	Stagecoach Scotland
Graham Whiteley		

In Attendance

Colin Smyth MSP		
Emma Watson	-	Network Rail

1. SEDERUNT AND APOLOGIES

5 Board Members present, 2 apologies and 1 not present at the start.
Ronnie Tait attended as the substitute for Richard Brodie.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 22 SEPTEMBER 2017

Decision

APPROVED

4. TRANSPENNINE EXPRESS FRANCHISE UPDATE

BOARD MEMBER – John Campbell entered the meeting – 6 Board Members present

Decision

The Board **AGREED**

4.1 to receive the presentation (**Appendix 1**) from Lucja Majewski of Transpennine Express; and

4.2 that SWestrans would write to Transpennine Express picking up on the issues raised which were:-

- Improvements are welcomed but they don't go far enough.
- The lack of a direct early morning service from Lockerbie to Edinburgh remains.
- Concerns over a capacity issues with the new trains in meeting the demand from Lockerbie.
- Capacity and booking problems from Lockerbie during the Edinburgh Festival.

5. DOMESTIC ABUSE AND VIOLENCE AGAINST WOMEN

Decision

The Board **AGREED**

5.1 to receive the presentation (**Appendix 2**) from Luis Pombo of the Domestic Abuse and Violence Against Women Partnership;

5.2 to write to all bus companies providing subsidised local bus services on behalf of SWestrans providing further detail on the white ribbon campaign and seeking their support for promotion on buses; and

5.3 to support the White Ribbon Campaign Pledge.

6. REVENUE BUDGET MONITORING REPORT 2017/18 FOR THE PERIOD ENDING 30 SEPTEMBER 2017

Decision

The Board **NOTED** the forecast outturn for the revenue budget as at 30 September 2017.

7. CLIMATE CHANGE DUTIES – REPORTING 2016/17

Decision

The Board:-

7.1 **NOTED** the summary provided of the information for inclusion in the 2016/17 Climate Change Duties Report for SWestrans; and

7.2 **AGREED** that officers complete the 2016/17 Climate Change Duties Report for SWestrans and then submit it to the Sustainable Scotland Network by the deadline of 30 November 2017.

8. BOARD MEMBERSHIP UPDATE

Decision

The Board:-

8.1 **NOTED** that three further substitutes had been appointed to the SWestrans Board by Dumfries and Galloway Council being: Ian Carruthers, Andrew Giusti and Ronnie Tait; and

8.2 **AGREED** that the Chairman write to the Chief Executive of Dumfries and Galloway Council, with regard to the requirement of the Public Boards (Scotland) Bill in that a policy approach may be helpful for the Council to assist in achieving a more gender representative SWestrans Board.

9. GOVERNANCE UPDATE

Decision

The Board **AGREED**:-

9.1 to change the date of the January 2018 meeting from 12 January 2018 to 17 January 2018 and to receive a further report to consider future dates for the Board;

9.2 that more information be provided concerning options for distributing confidential board reports ensuring compliance with the Records Management Plan;

9.3 Standing Order 25 Exclusion of Press and Public as amended with regard to 25.3 and the addition of 25.4 as followings:-

“25.3 The Transport Partnership may pass a resolution to meet in private in order to consider certain items of business, and may decide to do so for the following reasons:

25.3.1 The business relates to the commercial interests of any person and confidentiality is required, e.g. when there is an ongoing tendering process or contract negotiation.

25.3.2 The business necessarily involves reference to personal information, and requires to be discussed in private in order to uphold the Data Protection Principles.

25.3.3 The business necessarily involves reference to exempt information, as determined by Schedule 7A of the Local Government (Scotland) Act 1973.

25.3.5 The Transport Partnership is otherwise legally obliged to respect the confidentiality of the information being discussed.”

“25.4 The minutes of the meeting will reflect the reason(s) why the Transport Partnership resolved to meet in private and provide a summary of the report considered”

9.4 Standing Order 24 Observers be amended to include a new 24.4 as follows:-

“24.4 Reference should be made to the guidance for observers as agreed by the Transport Partnership and subject to regular review as appropriate.”

9.5 to receive reports to the next Board meeting on a calendar for 2018/19 meetings and training / development for both Board and Observers.

10. CONSULTATIONS

Decision

The Board **AGREED**

10.1 the response to the Free Bus Travel for Older and Disabled and Modern Apprentices as set out in Appendix 1 of the report;

10.2 the response to the Local Bus Services in Scotland – Improving the Framework for Delivery as set out in Appendix 2 of the report;

10.3 the response to the Future of Smart Ticketing in Scotland, as set out in Appendix 3 of the report; and

10.4 the response to Building Scotland’s Low Emission Zones as set out in Appendix 4 of the report.

11. PUBLIC SOCIAL PARTNERSHIP UPDATE

Decision

The Board **NOTED**

11.1 the progress on the Public Social Partnership development; and

11.2 that a further pilot update report would be brought to the Board in March 2018.

12. PROGRAMME FOR GOVERNMENT

Decision

The Board **NOTED** the summary of inclusions with the Scottish Government’s Programme for Government 2017-18 which are relevant to the on-going and future work of SWestrans.

13. ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

Decision

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

PROCEDURE – The Board **AGREED** to consider the following item of business in private and excluded the press, members of the public and observers from the meeting given that the report contained confidential or exempt information as defined by the Local Government (Scotland) Act 1973.

14. STAG INFORMATION EVENTS

Summary of Report – This report provided the Board with the costs and options associated with providing dedicated STAG information events for the railway station action groups in addition to that provided in the STAG2 process. This report was considered in private due to it containing information relating to negotiations of a contract.

ADJOURNMENT – The Board adjourned at 12.05 and reconvened at 12.10 with 6 Board Members present

Decision

The Board **AGREED**

14.1 given the need to maintain objectivity and impartiality not to progress with the STAG information events; and

14.2 to receive progress reports on STAG 2 at each meeting of the Board.



Swestrans

10th November 2017



TRANSPENNINE
EXPRESS



**246 services
a day**





**More than 27m
customers per
annum**



10:25:39

185108

TRANSPENNINE
EXPRESS



1000+
colleagues



First Group



Our Strategy



**To re-imagine and
transform the
offer we make to
our customers**



Connectivity



£500m



**Over 220
commitments
delivered so far**



What has been done?



S.W.L. 15
TONNES

Jack
10

MECHAN

S.W.L. 15 TONNES

Jack
4



sky NEWS

News & Weather

4 videos to watch



Best of movies

5 movies for you to enjoy



TV

- All
- Entertainment
- Comedy
- D



A League of Their Own: US Road Trip

Season 1 18 2014



A Young Doctor's Notebook

Season 1 18 2014



Adam Buxtons Bug



A Young Doctor's Notebook

NOW TV Season 1 12 2013

In the early 20th century, a young doctor arrives in a small Russian village around the time of the Russian Revolution to work in the local hospital.

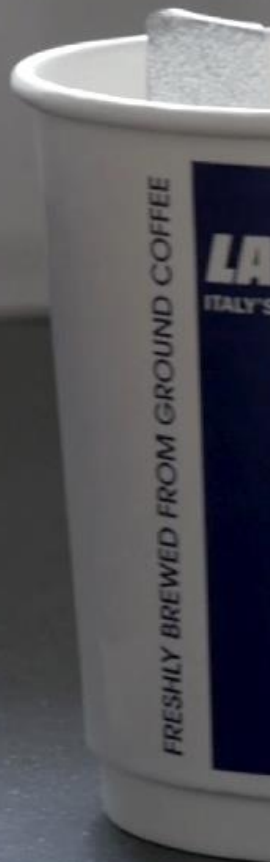


1. Episode 1



2. Episode 2







TRANSPENNINE
EXPRESS

Please keep your bags
and stuff with you!

TRANSPENNINE
EXPRESS

METRO METRO

EVERLAST



NRPS 86%
overall satisfaction



**Improvement in 29
out of 33 categories**





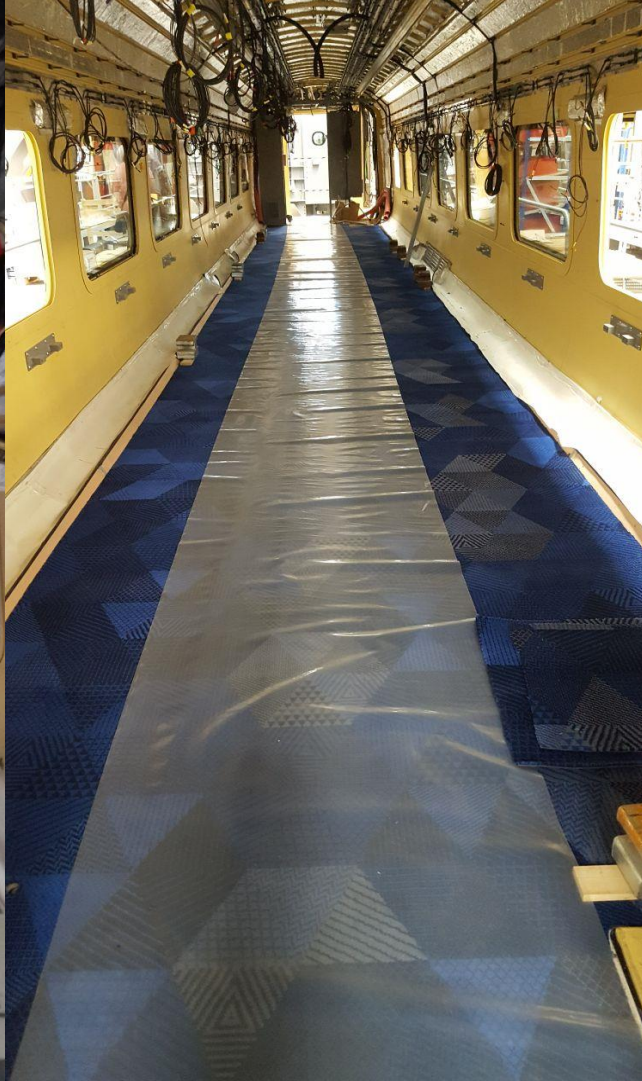
Tireless

68021

v. ssinh

TRAINING
EXPRESS









Cross Engineering
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www.cross-engineering.co.uk







What's coming?



Timetable improvements

December 2017

Monday to Friday

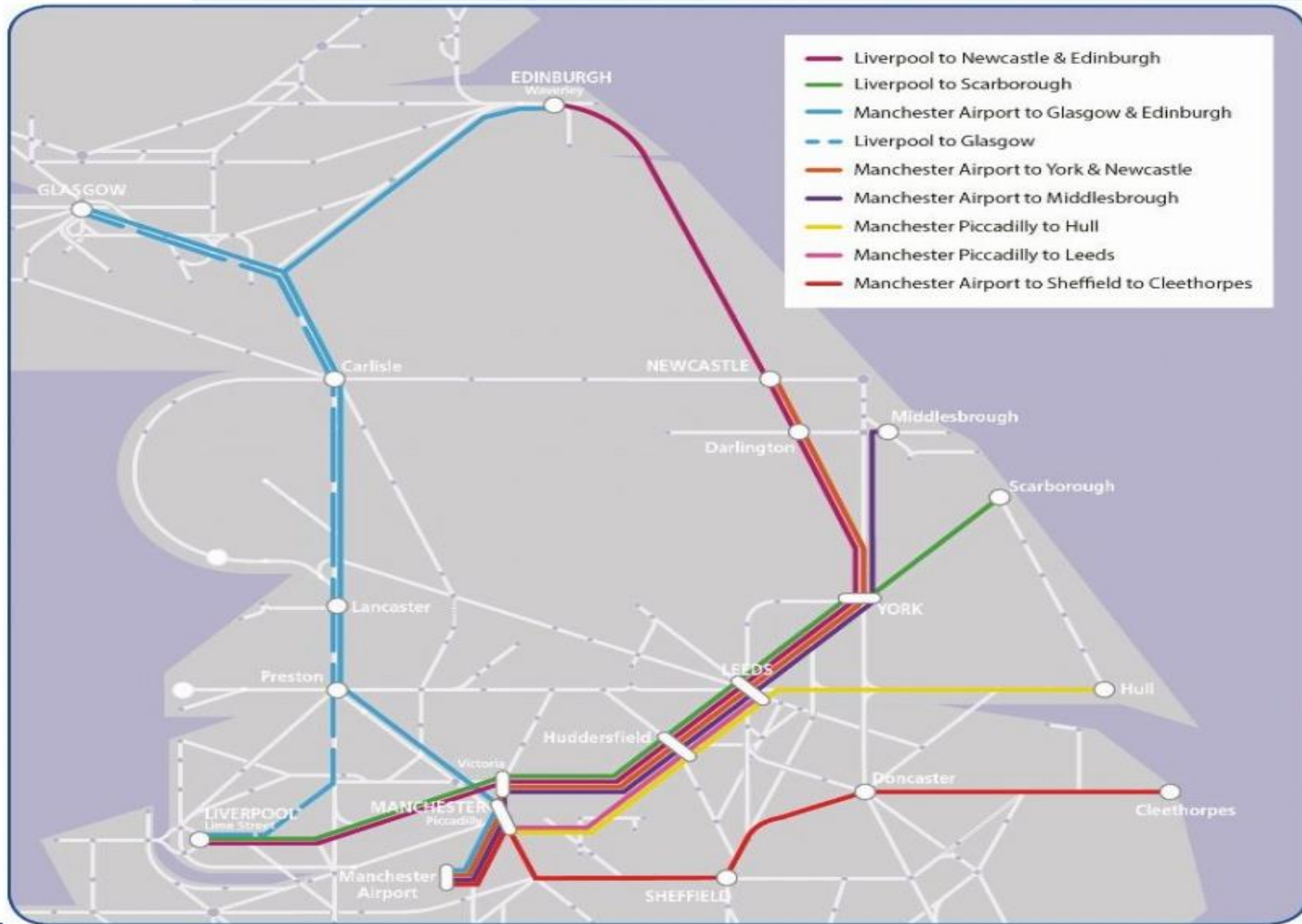
- 21:00 Manchester Airport to Glasgow
- 22:15 Edinburgh to Manchester Airport

Saturday

- 04:57 Manchester Piccadilly to Glasgow Central
- 04:22 Glasgow Central to Manchester Airport
- 18:47 Glasgow Central to Manchester Airport

Sunday

- 09:00 Manchester Airport to Glasgow
- 09:15 Edinburgh to Manchester Oxford Road





More seats



Investing in stations

04 19

1st train
04:20 Bedford
Callus on

2nd train
04:30 Bedford
Callus on

Due 30 minutes

Page 1 of 2

- West Hampstead Thru
- St Albans City
- Harpurden
- Luton Airport Parkway
- Luton
- Leagrave
- Harrowden

A Thameslink service.

Luton
 Leagrave
 Harrowden
 Bedford

A Thames

i Customer information and assistance

1b

WHAT'S MORE TERRIFYING THAN A BRUTAL KILLER?

TWO OF THEM

Lynda La Plante
SILENT SCREAM

Lynda La Plante
BRIND FURY

... for both

Huddersfield





Working Together



Thank you



TRANSPENNINE
EXPRESS

Domestic Abuse & Gender Based Violence

Luis Pombo – Research and Information Officer

DUMFRIES AND GALLOWAY
DOMESTIC ABUSE
AND
VIOLENCE AGAINST WOMEN
PARTNERSHIP

10/11/17

- In 2016-17 there were **58,810** domestic abuse incidents recorded by Police Scotland.
 - In **79%** of all cases (**42,759**) a woman was abused by a man
 - In **18%** of all cases (**9,957**) a man was abused by a woman
 - In **2%** of all cases (**835**) a man was abused by a man
 - In **1%** of all cases (**737**) a woman was abused by a woman

Threats/ Name-calling / Racial, cultural, religious abuse / Isolation / Saying the abuse never happened/ Making excuses for the abuse / Making light of the abuse, joking about it / Jealous behaviour / Showing rage/ Making someone feel scared (angry looks or gestures) / Destroying things / Pet abuse / Using fear to control someone / Surveillance / "Gaslighting"

Physical

Physical attack involving any type of harm to the victim's body

Emotional
(Mental / Psychological)

Domestic Abuse

Financial
(Economic)

Forced or coerced sex (Rape) / Making someone engage in sexual activities that they don't feel comfortable with / Sabotaging contraception / Keeping someone pregnant / Making someone watch porn / Making someone re-enact porn / Making someone send 'sexts' / "Revenge Porn"

Sexual

Withholding money/ Taking charge of finances/ Not allowing or making it difficult for the victim to work or to have a bank account or to keep savings / Taking the victim's student loan money / Making them pay for things / Taking the victim's benefits money / etc.

Domestic abuse is a liberty crime...
Professor Evan Stark

power



Abuse

Control



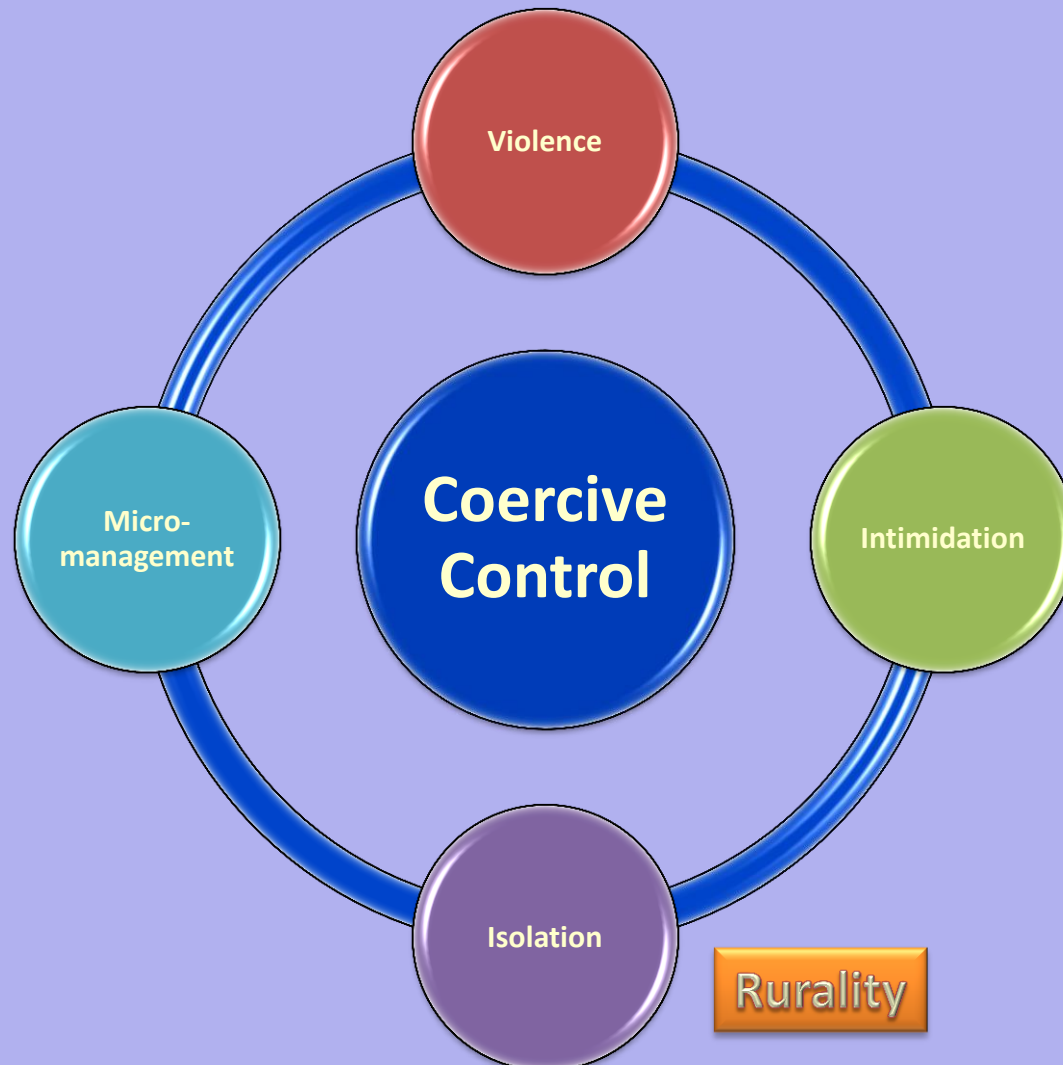
Freedom

EMOTIONAL → FINANCIAL / PHYSICAL / SEXUAL

Coercive Control

“[...] a **strategic** course of **self-interested behaviour** designed to secure and expand [...] **privilege** by establishing **a regime of domination** in personal life”

Stark, E. (2007): [Coercive Control](#), Oxford/New York: OUP



**Sex Trafficking – Saunas – Prostitution
– Escort Agencies – Sex Tourism –
Pole / Lap / Table Dancing –
Pornography – On-line Sex Adverts –**

**Physical – Financial – Sexual –
Emotional (Psychological/Mental)**



**Forced Marriage – Crimes and Killings
in the name of “honour” – Dowry
Related Crimes (e.g. Bride Burning/
Acid Attacks/ Murder) – Female Genital
Mutilation / Cutting (FGM)**

Adapted from: NHS *What Health Workers
Need to Know about Gender-Based Violence*
www.gbv.scot.nhs.uk

How big a problem is this?

- ▶ In 2016-17 there were **58,810 domestic abuse incidents** recorded by Police Scotland.
(Scottish Gvmnt - Domestic Abuse Recorded by the Police in Scotland, 2016-17)
 - ▶ In **79%** of all cases (**42,759**) a woman was abused by a man
- ▶ In D&G the Police deals on average with **3 to 4 domestic abuse incidents per day** resulting in almost **an arrest daily**.
- ▶ In 2015/16, **1,692 rapes and 117 attempted rapes** were reported to Police Scotland
(Scottish Gvment - Recorded Crime in Scotland 2015-16)
 - ▶ **48.75%** of survivors seeking support from Rape Crisis Centres did not report it to the police. (Rape Crisis Scotland 2015/16)
- ▶ Around the world, **1 in 3 women** experience physical or sexual violence mostly by an intimate partner.
(UN Women 2015)
 - ▶ **This is equivalent to: 1,227,000,000 women or the population of EU+USA or the whole of Africa's population**
- ▶ As many as **1 in 4 women** (worldwide) experience physical or sexual violence during pregnancy. (UN 2012)
- ▶ An estimated **83,000,000 to 102,000,000** women (45% - 55% of women) in the EU-28 have experienced sexual harassment since the age of 15 (EU Agency for Fundamental Rights 2014)
- ▶ More than **200,000,000 girls and women** alive today have been subjected to female genital mutilation.
(UNICEF 2016)
 - ▶ **This is equivalent to three times the UK population**
- ▶ A UK study showed that out of 6,293 men interviewed **11%** of them **reported having paid for sex**.
(UCL 2014) = **c. 1,855,000 men (25-64)**
 - ▶ **USA 17% = c. 14,300,000 men (25-64) // Italy 30% = c. 4,826,000 men (25-64) // Japan 30% = c. 9,692,000 men (25-64)**
- ▶ An estimated **3,800,000 adults and 1,000,000 children** were victims of commercial sexual exploitation in 2016. (ILO 2017)
 - ▶ **The vast majority of victims (99%) were women and girls.**

What can we do about it?



I pledge never to commit, condone or remain silent about domestic abuse or any other form of violence against women or girls.

Thank you!

For more information, please contact:

Luis Pombo – DA&VAW Research and Information Officer

Luis.Pombo@dumgal.gov.uk

Tel: 030 33 33 3000 (Internal: 60212)

DUMFRIES AND GALLOWAY
DOMESTIC ABUSE
AND
VIOLENCE AGAINST WOMEN
PARTNERSHIP

REVENUE BUDGET MONITORING REPORT 2017/18 FOR THE PERIOD ENDING 30 NOVEMBER 2017

1. Reason for Report

To provide the Board with an update on the Partnership's 2017/18 monitoring and forecast outturn position based on the period ending 30 November 2017.

2. Background

The Scottish Government provide 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 The **Appendix** shows the revenue budget summary for SWestrans. The published expenditure budget for 2017/18 of £4,308,789 was agreed by the Board on 10 March 2017. It is vital to the economic wellbeing of the Partnership and its stakeholders that the financial resources are managed effectively and expenditure and income is delivered in line with the approved budget.

3.2 This report forms part of the financial governance and stewardship framework, which ensures that the financial position of the Partnership is acknowledged, understood and quantified on a regular basis. It provides assurance to the members of the Board that resources are being managed effectively and allows corrective action to be taken where necessary.

3.3 Board Members will note that based on the financial performance to date, it is forecast that a balanced budget will be delivered.

4. Consultations

The Proper Officer has been consulted and is in agreement with its terms.

5. Implications

Financial	The Financial implications are as laid out in the report
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

6. Recommendation

Members of the Board are asked to note the forecast outturn for the revenue budget as at 30 November 2017.

Report Author: Janet Sutton
Tel: 01387 260105

Date of Report: 13 December 2017
File Ref: SW2/2018/Meetings

Approved by: Douglas Kirkpatrick
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 30 November 2017

	FINAL OUTTURN 2016/17 £	PUBLISHED BUDGET 2017/18 £	BUDGET ADJUSTMENTS 2017/18 £	ADJUSTED BUDGET 2017/18 £	ACTUAL EXPENDITURE TO 30/11/17 £	PROJECTED OUTTURN 2017/18 £	Variance £
EXPENDITURE							
Staff Costs	80,219	103,532	7,316	110,848	21,692	110,848	0
Property Costs	0	1,700	-1,000	700	50	700	0
Supplies & Services	757	34,655	-33,898	757	74	757	0
Transport Costs	6,967	1,000	814	1,814	2,104	1,814	0
Administration Costs	30,796	32,940	-814	32,126	10,980	32,126	0
Payments	4,224,461	4,086,212	27,582	4,113,794	3,037,251	4,113,794	0
Central Support	45,716	48,750		48,750	0	48,750	0
Capital Charges	309,198			0	218,003	0	0
Total Expenditure	4,698,114	4,308,789	0	4,308,789	3,290,154	4,308,789	0
INCOME							
Scottish Government Funding	259,250	259,250		259,250	181,050	259,250	0
D&G Council Funding	100,000	100,000		100,000	0	100,000	0
Other Contributions	4,338,864	3,949,539		3,949,539	0	3,949,539	0
Total Income	4,698,114	4,308,789	0	4,308,789	181,050	4,308,789	0
NET EXPENDITURE	0	0	0	0	3,109,104	0	0

CAPITAL EXPENDITURE PROGRAMME 2017/18 - UPDATE

1. Reason for Report

To provide an update to the Board on the Capital Programme for 2017/18 and seek agreement to funding allocation amendments.

2. Background

2.1 Dumfries and Galloway Council at its meeting of 28 February 2017 agreed the capital budget for 2017/18 – 2019/20 within an indicative 10 year Capital Investment Strategy.

2.2 The agreed funding allocation for the SWestrans Asset Class was £900k for 2017/18 and £800k for 2018/19 and 2019/20. The funding allocation for the current financial year was increased by £188,250 to take account of the slippage from 2016/17.

2.3 At its meeting on 22 September 2017, the Board noted an update on the capital programme for 2017/18 and agreed amendments to the programme as detailed in Table 1 below. A monitoring report up to 31 December 2017 is included as **Appendix 1**.

<u>SWestrans Capital Programme 2017/18</u>	Total Budget Allocated 2017/18
Purchase of Accessible Buses	285,000
Bus Infrastructure	200,000
Cyclepath Development	50,000
Rail Station Improvements (Lockerbie phase 2)	110,000
Rail Station Improvements (Lockerbie phase 3)	123,250
Studies re. potential rail station openings	120,000
Active Travel Projects	200,000
TOTAL	1,088,250

Table 1 – SWestrans agreed Capital Programme 2017/18

3. Key Points

3.1 Following decisions taken at the Board meeting on 22 September 2017, subsequent meetings with stakeholders and noting the positions on committed spend a short update on each of the elements of the Programme is discussed below.

3.2 **Purchase of Accessible Buses** – it is not intended to purchase any bus assets during 2017/18 and actual spend will remain at £285,000.

3.3 **Bus Infrastructure** – As reported to the September 2017 meeting, it was anticipated that actual minimum spend on this element of the programme would be £200,000 for 2017/18. A level of expenditure continues under the agreed bus shelter renewal/replacement programme as opportunities arise and as expenditure on other elements of the overall Programme are not being fully achieved. It is now anticipated that spend will outturn at some £230k to £240k and it is recommended that the allocation for Bus Infrastructure be increased by £40k to £240k.

3.4 Cyclepath Development (Lochmaben – Lockerbie/Portpatrick – Stranraer) –

Progress on both these routes is proving challenging due to the distances involved, known land issues and the significant level of funding that would be required to undertake any dedicated path build. Although design work continues on possible solutions this is limited and it is anticipated that actual spend will be in the £5k to £10k range. It is recommended that the allocation for Cyclepath Development be reduced by £40k to £10k.

3.5 Rail Station Improvements (Phase 2 and Phase 3) – the Board at its June 2017 meeting received a detailed confidential report on the position of parking options within Lockerbie. The report provided updated advice on the estimated cost of Phase 2 rising from the previous £153,000 to £505,000 and an estimate of some £1.6M to develop/build Phase 3 – Sydney Place. .

3.6 As the Board are aware, and as reported to its meeting on 22 September 2017, there are significant issues to be overcome on both sites. Work continues to progress these issues on both sites within the resources available. However, these continue to be both complex and time consuming and it is unlikely that the current joint funding allocation of £233,250 will be fully utilised this year. The Lead Officer has requested that all efforts possible are undertaken to action and clear the current barriers to progress and it would be intended to fully update the Board on progress at its March 2018 meeting. Therefore, to enable this progress to be made it is considered appropriate to retain the current allocations at this time

3.7 STAG 2 Appraisals – the STAG 2 Appraisals for all three areas are progressing well and an update is provided in a parallel report to this meeting.

3.8 Active Travel Projects – work continues in partnership with Dumfries and Galloway Council to deliver local walking and cycling infrastructure improvements, particularly for short trips, to meet the aims of the Active Travel Strategy. Improvements include additional dropped kerb provision, build-outs, footway extensions and new footway links in communities across the region from Langholm to Stranraer.

3.9 The proposed changes to funding allocations are summarised in **Appendix 2** to this report.

4. Consultation

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

5. Implications	
Financial	The recommended changes to the funding allocations of individual elements of capital programme are achievable within the 2017/18 budget.
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

6. Recommendations

Members of the Board are asked to agree:

- 6.1 that the allocation for Bus Infrastructure be increased by £40k to £240k; and
 6.2 to reduce the allocation for Cyclepath Development by £40k to £10k.

Report Author: Douglas Kirkpatrick
 Tel: 01387 260136

Date of Report: 9 January 2018
 File Ref: SW2/Meetings/2018

Approved by: Douglas Kirkpatrick
 Lead Officer
 South West of Scotland Transport Partnership
 Militia House
 English Street
 Dumfries
 DG1 2HR

Appendix 1 – SWestrans Capital Programme Monitoring to 31 December 2017

Appendix 2 – Proposed funding allocations for SWestrans Capital Programme 2017/18

	Total Revised Budget Allocated 2017/18	Actual Net Spend 31/12/17	Forecast Net Spend 31/03/18	Variance 2017/18	Slippage to / (Acceleration) from 2018/19
<u>SWestrans Monitoring Capital Programme 2017/18</u>					
Purchase of Accessible Buses	285,000	284,091	284,091	-909	909
Bus Infrastructure (including shelters, PUDOs and RTI)	200,000	205,063	241,000	41,000	-41,000
Cyclepath Development (Lochmaben - Lockerbie / Portpatrick - Stranraer)	50,000	1,270	7,437	-42,563	42,563
Rail Station Improvements (Lockerbie phase 2)	110,000	7,049	110,000	0	0
Rail Station Improvements (Lockerbie phase 3)	123,250	12,715	123,250	0	0
Garroch Loaning Cycle Route	0	2,472	2,472	2,472	-2,472
STAG Studies re. potential rail station openings	120,000	24,000	120,000	0	0
Active Travel Projects	200,000	0	200,000	0	0
TOTAL	1,088,250	536,660	1,088,250	0	0
<u>2017/18 Funding Summary</u>					
Swestrans Allocation as per Full Council 28 February 2017	900,000				
Add Slippage 2016/17	188,250				
Total Allocation 2017/18	1,088,250				

<u>Proposed funding allocation for SWestrans Capital Programme 2017/18</u>	Programme as at Sept 2017	Proposed Programme Jan 2018	Variance
Purchase of Accessible Buses	285,000	285,000	0
Bus Infrastructure (including shelters, PUDOs and RTI)	200,000	240,000	40,000
Cyclepath Development (Lochmaben - Lockerbie / Portpatrick - Stranraer)	50,000	10,000	-40,000
Rail Station Improvements (Lockerbie phase 2)	110,000	110,000	0
Rail Station Improvements (Lockerbie phase 3)	123,250	123,250	0
STAG 2 Appraisals re. potential rail station openings	120,000	120,000	0
Active Travel Projects	200,000	200,000	0
			0
TOTAL	1,088,250	1,088,250	0

RAIL UPDATE

1. Reason for Report

To update Members of the Board on rail developments, including:

- Transpennine Express feedback.
- STAG progress.

2. Background

2.1 Rail policy for the South West of Scotland has been developed in a number of key documents, including The Regional Transport Strategy (RTS) and RTS Delivery Plan. Members of the Board have, at various times, agreed responses to a number of consultations and addressed emerging issues concerned with rail issues.

2.2 The region is served by three railway lines:

- The Stranraer Line which connects the far west of the region into the Central Belt network at Ayr, and with services on to Kilmarnock.
- The Glasgow and Southwestern Line (GSWL) which runs down the Nith Valley. Stations in Dumfries and Galloway include Kirkconnel, Sanquhar, Dumfries, Annan, and Gretna.
- The West Coast Main Line (WCML) passing through the east of the region, with a station at Lockerbie.

2.3 At its meeting on 10 November 2017, the Board received a presentation from Transpennine Express (TPE) and agreed that SWestrans write to TPE highlighting the issues raised at the meeting.

2.4 At its meeting on 22 September 2017, the Board agreed to progress a STAG 2 appraisal for each of the Thornhill, Eastriggs and Beattock areas. At its meeting on 10 November 2017, the Board agreed to receive updates on the STAG 2 progress at each Board meeting.

3. Key Points

Transpennine Express

3.1 As agreed, the Lead Officer wrote to TPE following the Board meeting in November 2017 on the issues raised and the opportunity was also taken to respond to TPEs proposals for a new Liverpool to Glasgow link from December 2018. A copy of the letter is attached as **Appendix 1**.

3.2 To date, a response has been received on the proposals for a Liverpool to Glasgow link from December 2018 and a full feedback report has been prepared by TPE and is included at **Appendix 2**.

3.3 TPE approached 42 individuals from the Rail North Partners and other main local and transport authorities regarding the December 2018 timetable consultation proposal. The consultation document was sent out on 3 November 2017 and responses were requested by 13 December 2017. SWestrans was one of 10 stakeholders who responded to the consultation.

3.4 Whilst in our response we welcomed the new direct Liverpool to Glasgow service, we indicated our disappointment that Lockerbie was not included as a stop on any of the journeys and requested consideration be given by TPE to including Lockerbie as a stop in the timetable both northbound and southbound as timetabling progresses. We also highlighted that the new service creates possible conflicts with existing TPE services operating on the line (with Lockerbie stops) and has trains running within minutes of each other in the same direction and sought assurance that the new service was actually additional provision rather than a replacement for existing services and that Lockerbie stops would not be negatively impacted by its introduction.

3.5 The TPE response indicates that in relation to the lack of Lockerbie stops they understand the aspiration for service developments and will continue to discuss this aspiration with stakeholders. With regard to possible conflicts with existing services, TPE indicate that timetable planning rules ensure that all paths will comply. No response to our requested assurance that the new service proposed was additional provision rather than a replacement of existing service was received.

3.6 TPE will submit its bid for the December 2018 timetable to Network Rail on 2 March 2018. They have stated that once submitted they will continue to hold discussions with stakeholders on timetable development issues. The Board are asked to note the response from TPE on the December 2018 proposals and agree that the Lead Officer further writes to TPE to ensure full and meaningful discussions are undertaken with SWestrans following TPEs submission of its proposals to Network Rail.

STAG 2 Update

3.7 The Part 2 Appraisal includes detailed analysis of an option's performance against:

- Transport Planning Objectives (developed during the Pre-Appraisal phase).
- STAG Criteria (Environment; Safety; Economy; Integration; Accessibility and Social Inclusion).
- Cost to Government.
- Risk and Uncertainty.

3.8 Peter Brett Associates has been commissioned to undertake the STAG Part 2 Appraisals and has provided the update below on progress to date for all three studies:

Stakeholder Engagement

- Undertaken initial engagement with Stagecoach to discuss the bus options for all areas.
- Undertaken face-to-face and email engagement with rail industry stakeholders: Transport Scotland, Network Rail, ScotRail, Transpennine, Virgin Trains.
- Organised a meeting with Transport Scotland Rail Directorate for 16th January to discuss our findings to date.
- Organised and started preparing for the a SWestrans / Council Workshop to discuss the options with a range of Council officers from the Transport, Economic Development, Planning and Environment Teams (programmed for February 8th).

Appraisal

- Programmed in and developed the survey material for the platform surveys to be undertaken at the four comparators stations (Sanquhar, Annan, Gretna and Lockerbie) to inform the development of station demand modelling. Surveys programmed in for Jan 22nd – Feb 4th. Permission has been granted from ScotRail.
- Site visit undertaken by our engineering team and rail expert for all three study areas to consider the potential station locations possible and the access issues and requirements. Technical note developed on the findings and circulated to relevant stakeholders.
- Developed indicative timetables for the inclusion of stations in the three study areas based on existing timetables. Technical note developed on the findings and circulated to relevant stakeholders.
- Undertaken a more detailed review and appraisal of all sub-criteria in relation to the STAG environmental criteria.

4. Implications	
Financial	None
Policy	None
Equalities	None.
Climate Change	None
Risk Management	None

5. Recommendations

Members of the Board are asked to:

- 5.1 note the response from Transpennine Express on the December 2018 timetable proposals;
- 5.2 agree that the Lead Officer writes to Transpennine Express to ensure full and meaningful discussions are undertaken with SWestrans following submission of its proposals to Network Rail; and
- 5.3 note the progress update on the STAG Part 2 Appraisals.

Report Author: Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries, DG1 2HR
Date of Report: 3 January 2018 File Ref: SW2/Meetings/2018	

Appendix 1 – Letter to Transpennine Express dated 12 December 2017.

Appendix 2 – Transpennine Express Report summarising main issues arising from December 2018 timetable consultation.

Your Ref:

Our Ref: SW4/DK-TPE

12 December 2017

Lucja Majewski
Regional Development Manager
TransPennine Express
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Manchester, M1 6LT

SWestrans

Militia House

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Dumfries

DG1 2HR

Any enquiries please contact

SWestrans

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Dear Lucja

**SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP -
CONSULTATION ON THE PROPOSED DECEMBER 2018 TRANSPENNINE
EXPRESS TIMETABLE AND SWESTRANS BOARD MEETING OUTCOMES**

I refer to your consultation on the proposed December 2018 TransPennine Express timetable issued on 3 November 2017 and your presentation to the SWestrans Board at its meeting on 10 November 2017 on the December 2017 timetable.

Firstly, thank you for the very informative presentation and your responses to the questions raised by our Board Members and Observers at the meeting. As agreed, the Board has asked that I write to you to further highlight the issues raised and these are summarised below:

- The December 2017 improvements were welcomed but the Board do not believe they go far enough to address demand at Lockerbie given the significant number of passengers travelling.
- The lack of a direct early morning service from Lockerbie to Edinburgh remains a significant issue for SWestrans and we would appreciate any thoughts on how this could be addressed in future timetable iterations.
- Concerns remain over possible capacity issues with the new trains in meeting the current demand from Lockerbie.
- Capacity and booking problems from Lockerbie caused significant issues during the Edinburgh Festival in 2017 and the Board would seek assurances on how these will be addressed for 2018.

Subsequent to the meeting, it has become apparent that a number of current stopping services have been removed or altered from Lockerbie for the December 2017 timetable.

These changes were not highlighted in any pre-publicity or information provided to SWestrans and appear not to have been made available at any point whilst the “improvements” have been made available. They include the removal of the 1327 (Monday to Friday) to Glasgow which creates an unacceptable 4 hour gap in service, and a reorganisation of times to Glasgow on Sundays with the omission of the 1235 and 1327 stops, partly replaced by a new 1130 service.

SWestrans would like to protest these changes in the strongest terms and seek their reinstatement as they are a retrograde step and a dilution of service and certainly not an improvement.

With the regard to the consultation on the proposed December 2018 timetable, SWestrans welcomes the new direct Liverpool to Glasgow service. However, we are disappointed that at this stage Lockerbie is not included as a stop on any of the journeys and would request consideration is given to including Lockerbie as a stop in the timetable both northbound and southbound as your timetabling progresses. We also note that this new service creates possible conflicts with existing TPE services operating on the line (with Lockerbie stops) and has trains running within minutes of each other in the same direction . Therefore, we would seek assurance that the new service is actually additional provision rather than a replacement for existing services and that Lockerbie stops will not be negatively impacted by its introduction.

I trust the comments are helpful and I look forward to early assurances on the matters highlighted.

Yours sincerely

Douglas Kirkpatrick
Lead Officer

Report summarising main issues arising from December 2018 timetable consultation

Introduction

The purpose of this report is to provide a summary of the main issues raised by respondents to the TransPennine Express (TPE) consultation into the proposed December 2018 timetable and outline our response.

The December 2018 timetable will see the planned introduction of direct rail services between Liverpool Lime Street and Glasgow Central.

This paper outlines our response to the main issues raised to the planned introduction of the Liverpool Lime Street to Glasgow Central service. Stakeholder respondents will receive a written reply to their issues raised. They will also receive a copy of this report.

We look forward to continuing our engagement with Network Rail, the Rail North Partnership and stakeholders on the development of this timetable with an aligned overall objective of implementing the proposed timetable in December 2018.

If you have any queries regarding this report, our Regional Development Managers will be pleased to respond to you. Please contact either Lucja Majewski (West on lucja.majewski@firstgroup.com) or Graham Meiklejohn (East & Scotland on graham.k.meiklejohn@firstgroup.com).

Outline of consultation process

TPE holds regular discussions with stakeholders to understand emerging spatial and economic developments and corresponding train service development aspirations. By responding to these developing trends, we ensure that our train services can maximise connectivity to employment, education and leisure opportunities, as well as maximising the economic benefit such services provide to local areas and the North as a whole.

TPE believes that any consultative process needs to be meaningful. As such, our approach was to provide stakeholders with a reasonable period of time in order to consider and respond, balanced with an appropriate period of time to enable our own consideration of views received.

TPE approached 42 individuals from the Rail North Partners and other main local and transport authorities regarding the December 2018 timetable consultation proposal. The consultation document was sent out on 03 November 2017 and responses were requested by 13 December 2017.

We received feedback from 10 stakeholders as part of this consultation process. Those who provided feedback were Merseytravel, Transport for Greater Manchester, West Yorkshire Combined Authority, Glasgow City Council, Cumbria County Council, Lancashire County Council, Transport Scotland, Transport Focus, North Lincolnshire Council and Swestrans.

Main issues

The proposed December 2018 timetable change is primarily focussed on the planned introduction of the direct Liverpool to Glasgow service. Whilst TPE approached Rail North Partners, we predominately received responses from the partners on the west Pennines side and stakeholders in Scotland which is not surprising

given this is where the planned service development is proposed. Two respondents from the east Pennines side of the network used the consultation to highlight other localised timetable development aspirations.

Overall the planned introduction of the direct Liverpool to Glasgow service is welcomed.

The main issues that emerged from the consultation process were as follows:

1. Wide support for the introduction of the new service provided that it does not conflict with the established train paths for the Anglo-Scottish services between Glasgow/Edinburgh – Manchester Airport and Northern services between Preston/Wigan and Liverpool Lime Street.
2. Concerns regarding the performance/punctuality and journey times for the 0709 departure from Glasgow to Liverpool that is due to run as a double unit with a Manchester Airport bound service before the train divides at Preston.
3. Clear response that the service should call at either St Helens Central or Lea Green, with the possibility of the service being retimed to call at St Helens Central at the earliest opportunity.
4. The request to work together with Northern to improve the connectivity of TPE and Northern services at Lancaster and Oxenholme.
5. Disappointment that the service does not call at Lockerbie.
6. Disappointment that the service does not call at Penrith.
7. The possible conflicts with TPE services operating on the line with Lockerbie stops.
8. The request to improve service patterns at local stations between Huddersfield and Stalybridge as well as services east of Leeds.

The response by TPE to each of these main issues is outlined in the table below:

1	Wide support for the introduction of the new service provided that it does not conflict with the established train paths for the Anglo-Scottish services between Glasgow/Edinburgh – Manchester Airport and Northern services between Preston/Wigan and Liverpool Lime Street	Timetable planning rules ensure that all paths will comply
2	Concerns regarding the performance/punctuality and journey times for the 0709 departure from Glasgow to Liverpool that is due to run in multiple with a Manchester Airport bound service before the train divides at Preston	Timetable planning rules ensure that all paths will comply
3	Clear response that the service should be consistent whether it calls at St Helens Central or Lea Green with the possibility of the service being retimed to call at St Helens Central at the earliest opportunity	We recognise that need for consistency and will keep the situation under review
4	The request to work together with Northern to improve the connectivity of TPE and Northern services at Lancaster and Oxenholme	We will work with Northern to consider how we can improve the connectivity
5	Disappointment that the service does not call at Lockerbie	We understand the aspiration for service developments. We will continue discuss this aspiration with stakeholders
6	Disappointment that the service does not call at Penrith	We understand the aspiration for service developments. We will continue discuss this aspiration with stakeholders.
7	The possible conflicts with TPE services operating on the line with Lockerbie stops	Timetable planning rules ensure that all paths will comply
8	The request to improve service patterns at local stations between Huddersfield and Stalybridge as well as services east of Leeds.	We understand the aspiration for service developments. We will continue discuss this aspiration with stakeholders.
9	The service will greatly enhance connectivity between the two cities. The provision of a new direct service should open up additional opportunities for business and tourist / leisure travel, which will benefit both cities and surrounding regions. The proposed intermediate stops of the service should provide a sufficient balance in meeting the established market needs in Cumbria and Lancashire. It is recognised that pressure on the West Coast Main Line limits the available number of train paths. Whilst an earlier service from Liverpool to Glasgow would be desirable, it should still be possible for a business traveller to undertake at least half a day of work. As the market grows and establishes, it is hoped that the opportunity for earlier or later services may emerge in the future to meet demand in a similar manner to the Manchester service.	We understand the aspiration for future developments on the service and will keep under review.

These responses to the main issues emerging from the consultation process can, in most cases, be resolved either by timetable interventions, providing clarification with stakeholders and working to deliver additional service developments in partnership by securing third party funding and/or consideration of the Service Options Fund where appropriate.

Conclusion and next steps

Our primary objective was to have a consultation process for the proposed December 2018 timetable that secured meaningful engagement. We received thorough responses from our stakeholders and would like to thank them for their time in providing responses to us and the consensus seen in the main issues raised.

It is clear there is overwhelming support for the planned introduction of the Liverpool Lime Street to Glasgow service from December 2018. That is to be welcomed and we and our stakeholders can look forward to the benefits these services will bring from December onwards.

TPE will submit to Network Rail on 2nd March 2018 its bid for the December 2018 timetable. Once submitted we will continue to hold discussions with stakeholders on timetable development issues.

CALENDAR OF MEETINGS

1. Reason for Report

On 10 November 2017 the Board agreed to receive a report at this meeting on the calendar of meetings for 2018/19.

2. Background

At the November 2017 meeting, following a request made in September 2017 to look at options for the scheduling of meetings, a change of date was agreed for this January 2018 meeting. The dates and venues for future board meetings remained as previously agreed as shown below:

Date	Area	Location
9 March 2018	Wigtown	Newton Stewart
2018/19		
11 May 2018	Stewartry	New Galloway
13 July 2018	Annandale & Eskdale	Langholm

3. Key Points

3.1 The Board requires to agree a schedule of board meetings to ensure that the business needs of SWestrans are met.

3.2 Convention to date has been that the majority of Swestrans Board meetings have taken place on a Friday morning at various venues across Dumfries and Galloway, with there being on average six scheduled meetings a year with additional meetings arranged as business need determines.

3.3 Unless otherwise stated on the agenda, all SWestrans Board meetings are open to the public. As SWestrans is a public body, the aim of moving the Board around Dumfries and Galloway has been to provide more opportunities for the public to attend the meetings. Details of all forthcoming meetings are always available on the SWestrans website.

3.4 To provide further context, details of the previous two years of meetings together with public attendance figures (where available) are shown below:-

Day	Date	Area	Location	Public Attendance
Fri AM	10 November 2017	Annandale & Eskdale	Lockerbie	2 (+5 observers)
Fri PM	22 September 2017	Stewartry	Castle Douglas	5 (+7 observers)
Fri PM	30 June 2017	Nithsdale	Dumfries	8 (+4 observers)
Fri AM	10 March 2017	Nithsdale	Dumfries	6 (+4 observers)

Day	Date	Area	Location	Public Attendance
Fri AM	27 January 2017	Nithsdale	Dumfries	0 (Confidential agenda item)
Fri AM	13 January 2017	Annandale & Eskdale	Lochmaben	2 (+3 observers)
Fri AM	11 November 2016	Stewartry	Kirkcudbright	1 (+5 observers)
Fri AM	23 September 2016	Wigtown	Newton Stewart	0 (+5 observers)
Fri AM	15 July 2016	Nithsdale	Kirkconnel	5 (+3 observers)
Fri AM	13 May 2016	Annandale and Eskdale	Gretna	0 (+3 observers)
Fri AM	1 April 2016	Nithsdale	Dumfries	N/A (+2 observers)
Fri AM	11 March 2016	Stewartry	Gatehouse of Fleet	5 (+2 observers)
Fri AM	15 January 2016	Wigtown	Stranraer	2 (+2 observers)

3.5 With regards to business needs, the Proper Officer (Finance) has advised that Board approval is required for the unaudited accounts no later than the 30 June, and that the external audit report requires to be approved by the Board no later than 30 September each year. Therefore it is proposed that the meeting scheduled for July 2018 is rearranged for late June 2018.

3.6 If this change is accepted then the following options are provided for the Board's consideration for the dates of future meetings from June 2018. All the dates below have been provided and checked for availability with the Council Diary for Dumfries and Galloway Council. As can be seen it has not always been possible to provide alternatives away from the traditional Friday meetings that meet the business needs of the Board. Therefore, the recommended dates are shown in bold:

Day	Date	Area	Location
Fri AM	29 June 18	Annandale and Eskdale	Langholm
Fri AM	21 September 18	Stewartry	Kirkcudbright
Wed AM	3 October 18		
Wed AM	31 October 18		
Fri AM	9 November 18	Wigtown	Stranraer
Wed AM	16 January 19		
Fri AM	18 January 19	Nithsdale	Sanquhar
Wed AM	6 March 19		
Fri AM	8 March 19	Annandale and Eskdale	Annan
Wed AM	8 May 19		
Fri AM	10 May 19	Stewartry	Castle Douglas
Wed AM	26 June 19		

Day	Date	Area	Location
Fri AM	28 June 19	Wigtown	Wigtown
Wed AM	18 September 19		
Fri AM	20 September 19	Nithsdale	Dumfries
Wed AM	13 November 19		
Fri AM	15 November 19	Annandale and Eskdale	Gretna

3.7 It is proposed to keep the current rotation of meetings on an area basis as shown. However there remains the option to limit the number of locations and by applying a more consistent approach to where the meetings take place this may improve the limited public attendance at the Board meetings. Despite moving the meetings around Dumfries and Galloway, there have been very few occasions where public attendance has been down to where the meeting was held. Instead the items on the agenda would appear to be the reason for increased public attendance with those on the local bus arrangements and STAG process generating the most interest.

4. Consultations

This is a procedural report and the Lead Officer and Proper Officer (Finance) are in agreement with its terms.

5. Implications

Financial	None.
Policy	None
Equalities	None
Climate Change	None
Risk Management	None.

6. Recommendation

Members of the Board are asked to consider the options and agree the calendar of meetings for 2018/19.

Report Author: Claire Rogerson
Tel: 01387 260024

Date of Report: 5 January 2018
File Ref: SW2/2018/Meetings

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Militia House
English Street
Dumfries DG1 2HR

REGIONAL TRANSPORT PARTNERSHIPS FINANCIAL ACCOUNTING ARRANGEMENTS CONSULTATION

1. Reason for Report

To advise Members of a recent consultation and to seek agreement to a response.

2. Background

On 20 October 2017, Transport Scotland wrote to the Chairman indicating that as part of the Scottish Government's commitment to introduce a Transport Bill there was an opportunity to clarify the financial arrangements for Regional Transport Partnerships (RTPs). Therefore, a consultation was being undertaken on the financial accounting arrangements for RTPs with a closing date of 12 January 2018.

3. Key Issues

3.1 The Scottish Government published on 20 October 2017 a consultation on Financial Accounting Arrangements for RTPs with a closing date of 12 January 2018 <https://consult.scotland.gov.uk/transport-scotland/financial-accounting-arrangements-for-rtp>

3.2 The Lead Officer has sought an extension of this deadline to allow full consideration by the Board at today's meeting and this has been granted.

3.3 The consultation highlights that funding for RTPs is covered in section 3 of the Transport (Scotland) Act 2005. The net expenses of an RTP in each financial year are to be paid by constituent Councils, these being expenses that are not met through grants or any other income. For SWestrans our constituent Council is Dumfries and Galloway Council.

3.4 Section 3 is open to interpretation on the ability of RTPs to record an annual surplus/deficit and to manage reserves. Therefore, Ministers wish to put beyond doubt the ability of RTPs to have suitable financial powers to enable the financing of capital infrastructure investments.

3.5 The Scottish Government is seeking views on whether any surplus/deficit can be carried forward from one financial year to the next, whether this should be subject to a limit and also ask about local authority liability towards payment of RTP expenses.

3.6 The Scottish Government provide 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. SWestrans has operated a balanced budget with no surplus or deficit since its inception.

3.7 The consultation seeks views on 4 questions and our draft response to each is provided for the Board's agreement:

Do you think that it is necessary to clarify whether a Regional Transport Partnership is able to build up, and carryover, a financial reserve from one financial year to the next?

Response – Yes. The current position is an anomaly which restricts the ability of RTPs to manage unforeseen financial activity, particularly across financial years. A power to hold and operate reserves/balances, as is well established for public sector bodies, is essential for effective and efficient financial management where appropriate.

Should there be a limit to the amount of surplus that an RTP may carry forward into the next financial year?

Response – Due to the difference in scale and operational activity across the RTPs, SWestrans does not believe a limit should be applied. The flexibility to hold and operate balances/reserves should be applied consistently across all RTPs.

Should safeguards be provided to limit the financial liability of local authorities towards RTP expenses?

Response – No. RTPs are required to set balanced budgets and do so in partnership with their constituent Councils on an annual basis. The proposed ability to carryover balances/reserves will be subject to this process which provides this level of assurance.

The Transport (Scotland) Act 2005 applies only specific local government finance provisions to Regional Transport Partnerships. Are there any other local government finance provisions which could usefully be applied to the RTPs?

Response - Yes. RTPs should have the same range of powers that are available to other public sector bodies, as referenced in section 2.10 of the consultation document under the Local Government (Scotland) Act 1975, including repair & renewal funds; insurance funds; and Capital funds.

4. Implications	
Financial	Developments will be tracked by Officers.
Policy	There are potential future policy implications.
Equalities	None.
Climate Change	None.
Risk Management	Developments will be tracked by Officers.

5. Recommendation
Members of the Board are asked to agree the response to the Financial Accounting Arrangements for Regional Transport Partnerships as set out in paragraph 3.7.

Report Authors: Douglas Kirkpatrick Tel: 01387 260138	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street, Dumfries DG1 2HR
Date of Report: 9 January 2018 File Ref: SW2/Meetings/2018	

NATIONAL HIGHWAYS AND TRANSPORT NETWORK PUBLIC SATISFACTION SURVEY 2017

1. Reason for Report

To provide the Board with a summary of the results of the NHT Public Satisfaction Survey 2017 for Dumfries and Galloway.

2. Background

SWestrans, in partnership with Dumfries and Galloway Council, participates in the National Highways and Transport Network Public Satisfaction Survey (NHT Satisfaction Survey) on an annual basis and has taken part since 2013.

3. Key Points

3.1 The NHT Public Satisfaction Survey was established to “collect public perspectives on, and satisfaction with, highway and transportation services in local authority areas.” Survey questionnaires (approx. 3,000) are sent to randomly selected households whose responses are collated and analysed, ultimately providing a broad view of satisfaction across functions allowing for national benchmarking. For Dumfries and Galloway, 916 responses were received for the 2017 survey.

3.2 The data for 2017, covering the six themes of the survey; Accessibility, Public Transport, Walking & Cycling, Tackling Congestion, Road Safety and Highway Maintenance & Enforcement has been published and a copy of the “KBI and BI analysis for Dumfries and Galloway” is provided at **Appendix 1**.

3.3 Four of the themes are of particular relevance to the work of SWestrans. These are: Accessibility, Public Transport, Walking & Cycling and Tackling Congestion. Each of these has more detailed analysis provided in a Theme Report included within the appendices as follows:

- Accessibility Theme Report – **Appendix 2**.
- Public Transport Theme Report - **Appendix 3**.
- Walking & Cycling Theme Report - **Appendix 4**.
- Tackling Congestion Theme Report – **Appendix 5**.

3.4 The data contained within each of the themes highlights areas where, as a region, public satisfaction is high and also areas where it is less so. There are some clear linkages to decisions taken by the SWestrans Board and other regional trends in recent years.

3.5 This survey data is produced using responses from randomly selected households and as such the findings may not be completely reflective of the views of public transport users in the region. Whilst there is likely to be change in satisfaction every year, it is still clear over the five-year period where trends are showing continuing improvement or decline in satisfaction.

3.6 The results of this survey will be used to inform work on the Regional Transport Strategy Main Issues Report.

4. Implications	
Financial	None
Policy	None
Equalities	None.
Climate Change	None
Risk Management	None

5. Recommendation

Members of the Board are asked to note the results of the National Highways and Transport Network Public Satisfaction Survey 2017 for Dumfries and Galloway.

Report Author: Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR
Date of Report: 8 January 2018 File Ref: SW2/Meetings/2018	

Appendix 1 – Dumfries and Galloway summary.

Appendix 2 - Accessibility Theme Report.

Appendix 3 - Public Transport Theme Report.

Appendix 4 - Walking & Cycling Theme Report.

Appendix 5 - Tackling Congestion Theme Report.



NHT Survey Report 2017

Summary Report for Dumfries and Galloway

Summary Report – Explanatory Notes	3
Executive Overview	4
Accessibility	5
Public Transport	6
Walking & Cycling	7
Tackling Congestion	8
Road Safety	9
Highways Maintenance/Enforcement	10

Explanatory Notes

This Report compares your Key Benchmark Indicator (KBI) results with those of all other Authorities taking part in the NHT Survey this year.

It summarises your performance on a single page executive overview and provides a drill down analysis on separate pages for the six themes of the survey; Accessibility, Public Transport, Walking & Cycling, Tackling Congestion, Road Safety and Highway Maintenance & Enforcement. It is designed to give a quick visual impression of your strengths and weaknesses, where you are and how you are doing in relation to others.

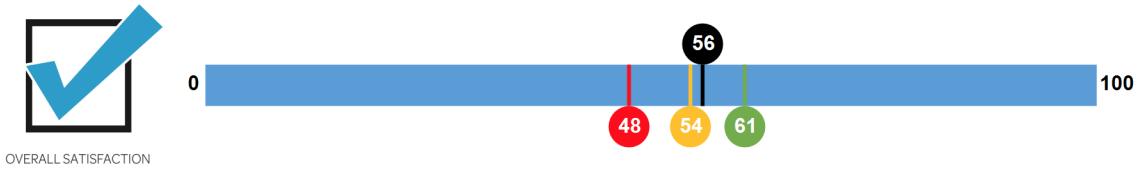
Each page of the report uses a series of bullet charts to compare your results with those of the other Authorities taking part in the survey this year. The first page, the Executive Overview, shows overall satisfaction and summary results for each theme and the subsequent theme pages show individual KBI results within each theme.

Each chart uses a blue bar to show percentage public satisfaction from 0 to 100%, your result is shown using the black pin above the bar, and the high, low and average results of all other authorities are shown using the green, red and amber pins respectively below the bar.

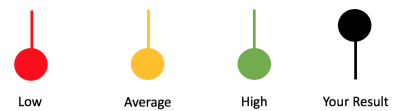
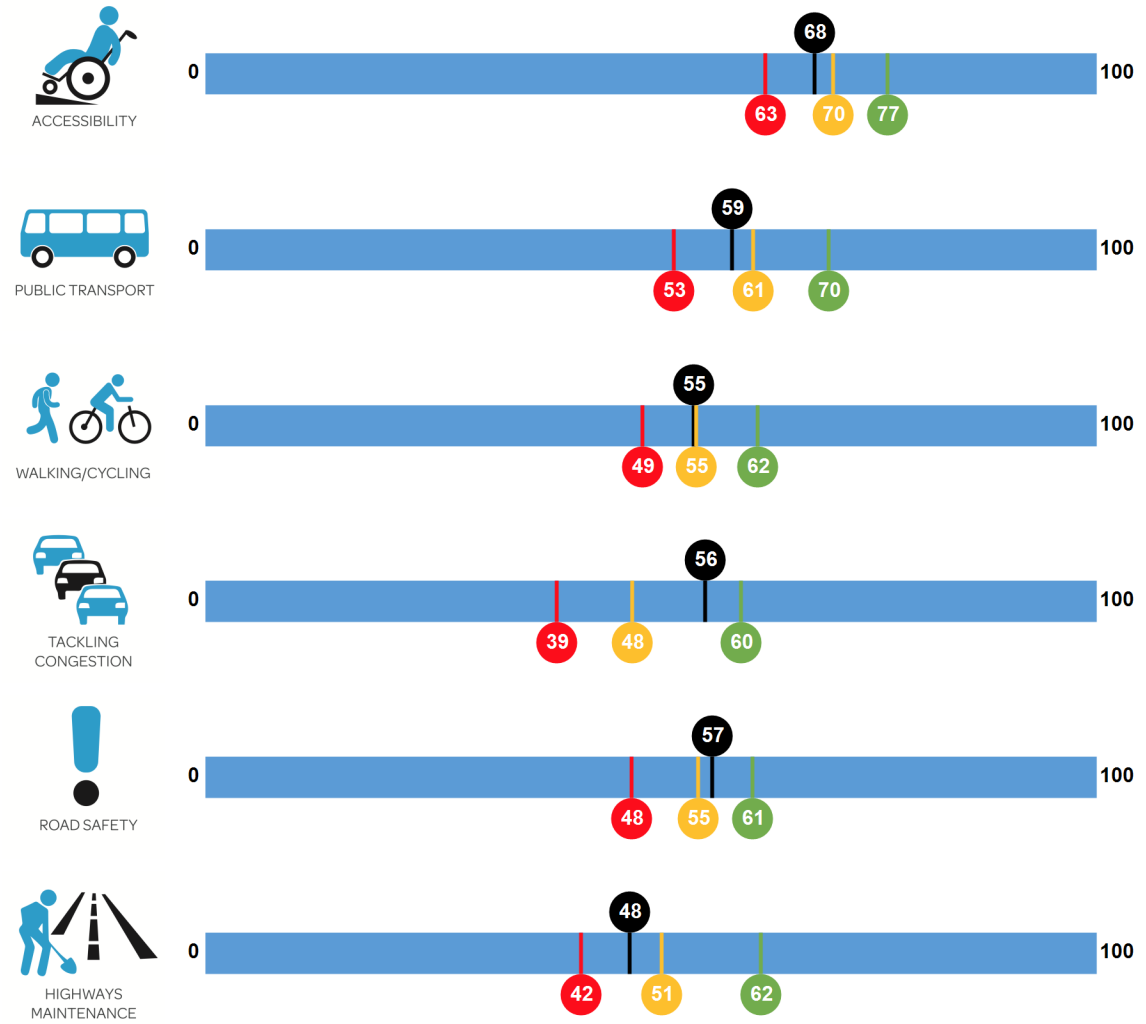
Please note:

Authorities that opted to use the 8 page version of the survey, available for the first time this year, do not have KBI results for the following charts: KBI07 Local Bus Services, KBI08 Public Transport Information, KBI16 Satisfaction with Right of Way (Aspects) and KBI19 Traffic Management and therefore no black pin is shown. Questions to support these KBIs were only available in the 12 page questionnaire.

Satisfaction Overall



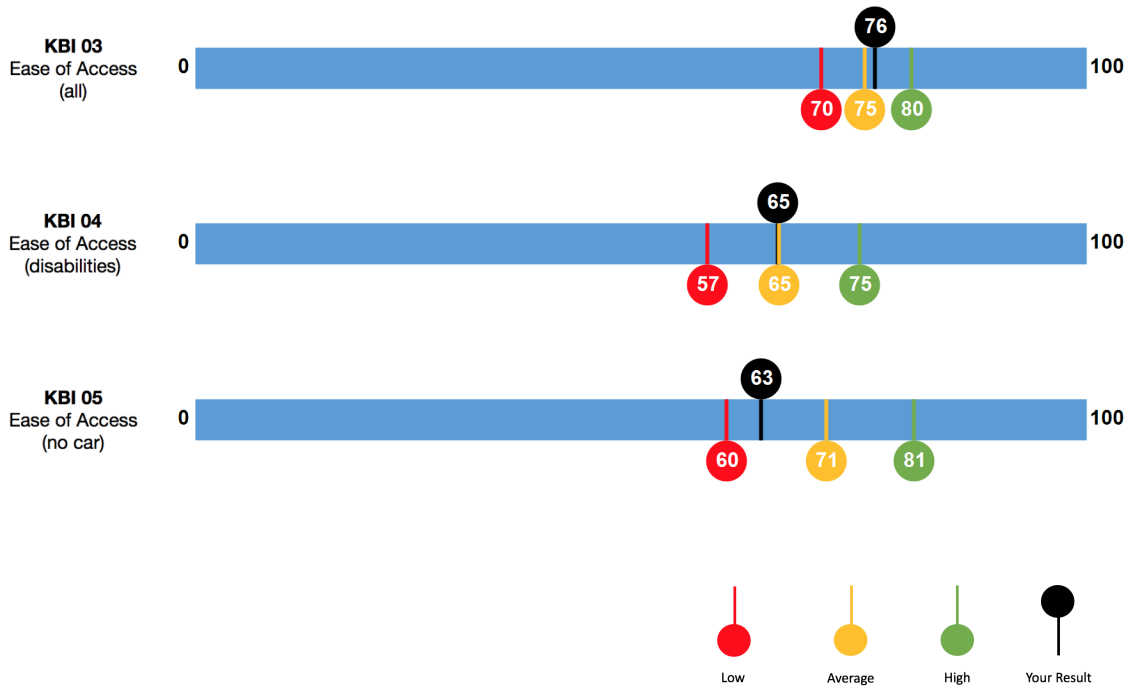
Satisfaction by Theme



Accessibility Satisfaction Overall



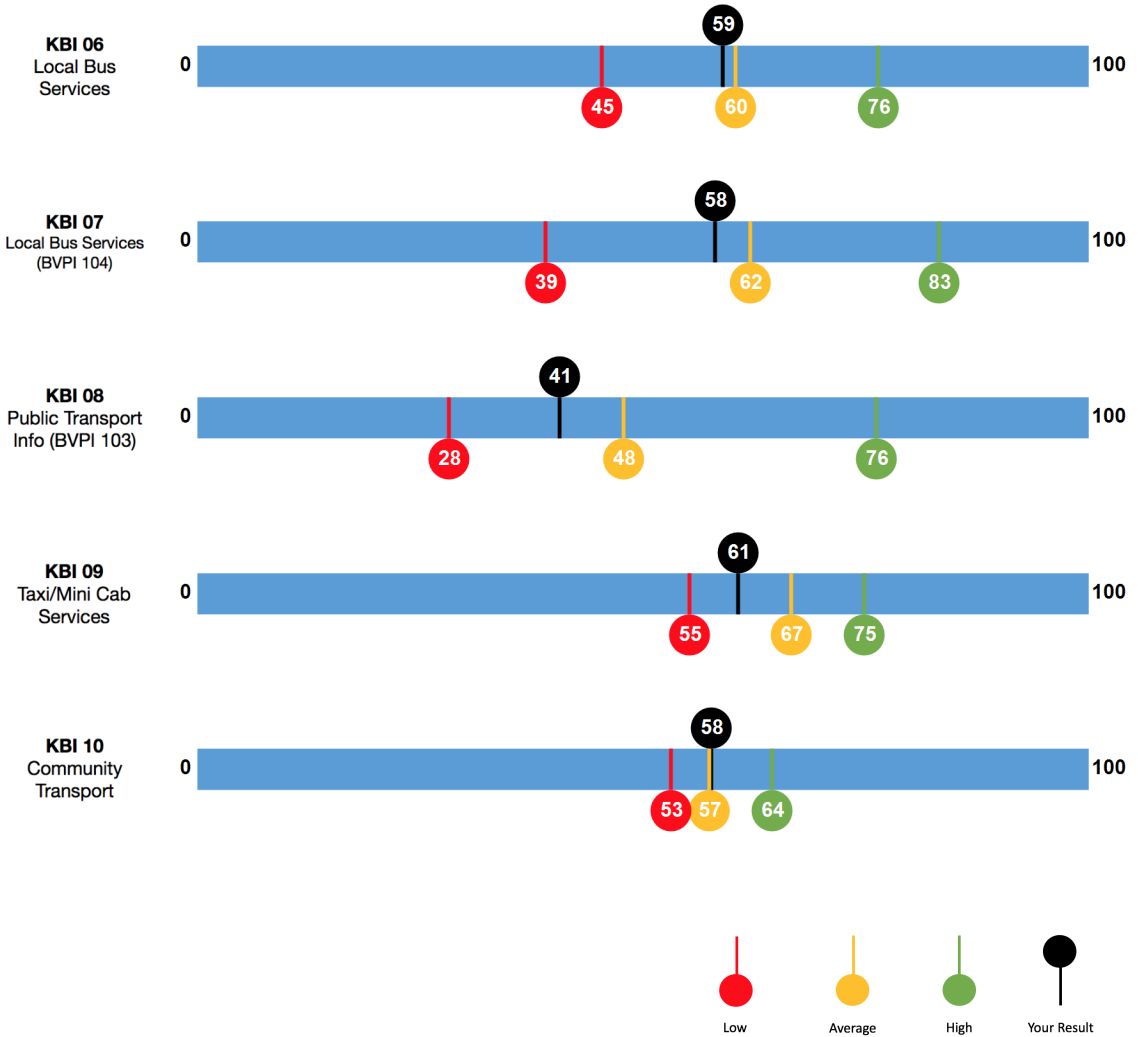
Accessibility Key Benchmark Indicator Results



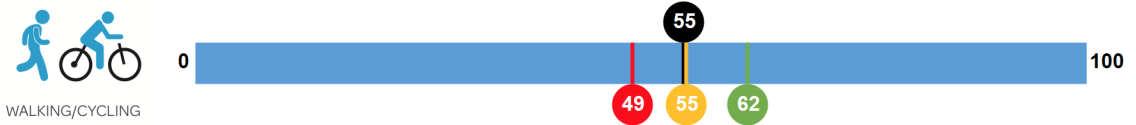
Public Transport Theme



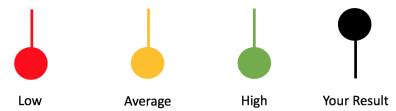
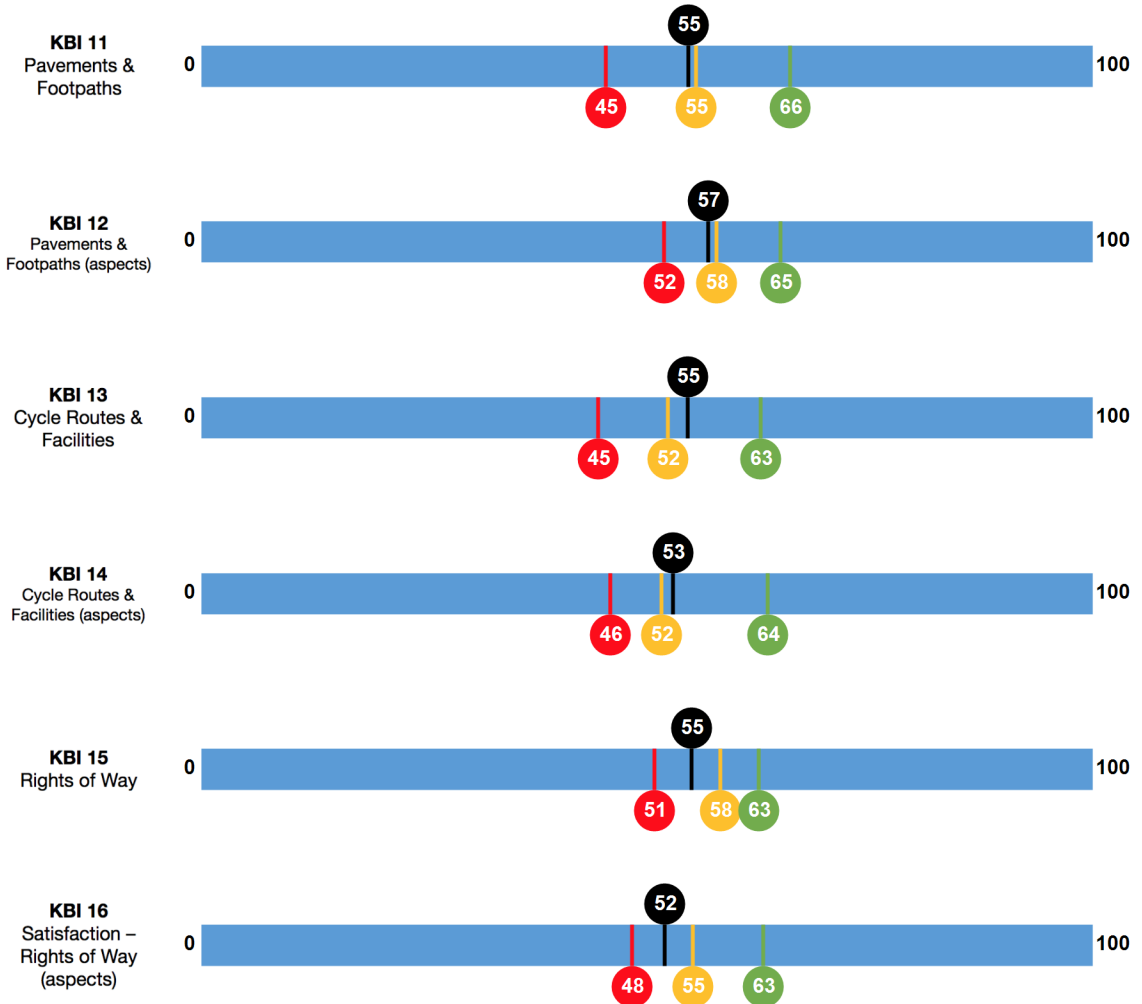
Public Transport Key Benchmark Indicator Results



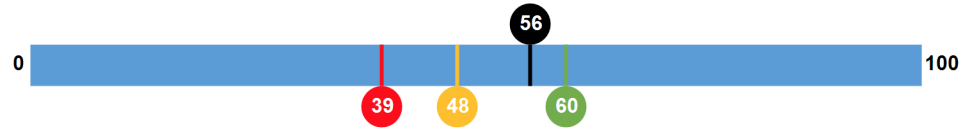
Walking & Cycling Theme



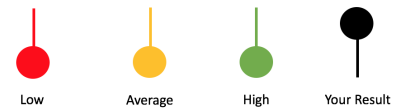
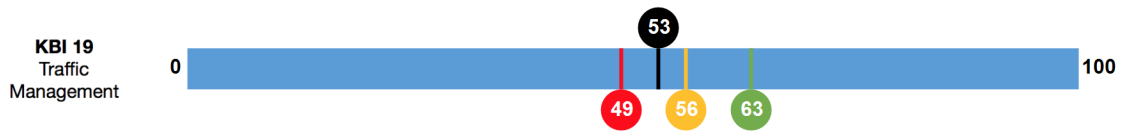
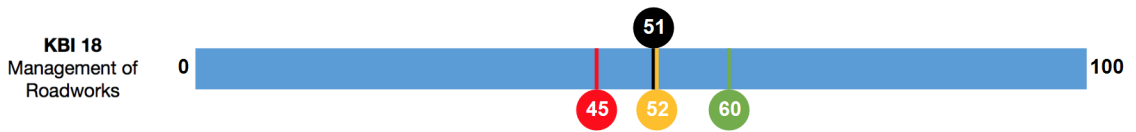
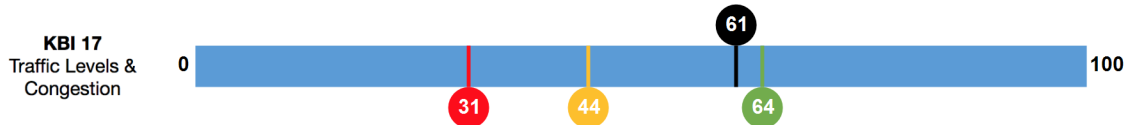
Walking & Cycling Key Benchmark Indicator Results



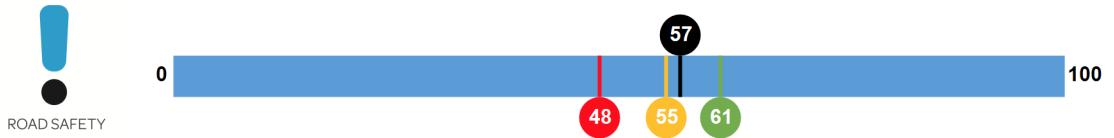
Tackling Congestion Theme



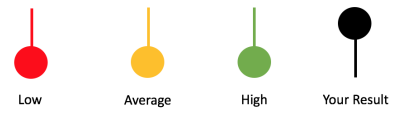
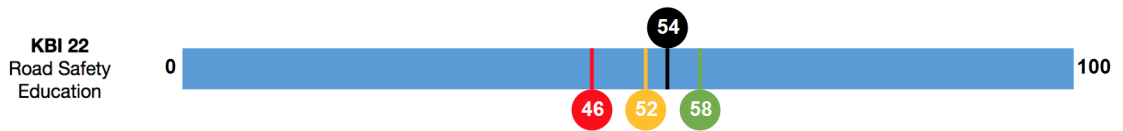
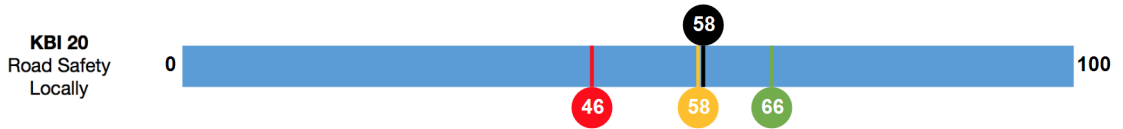
Tackling Congestion Key Benchmark Indicator Results



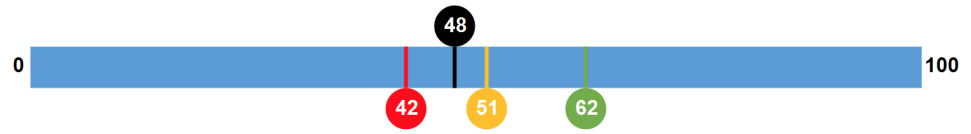
Road Safety Theme



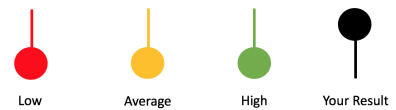
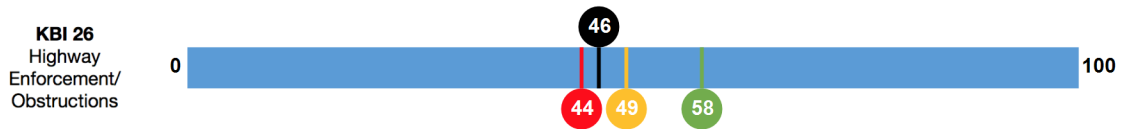
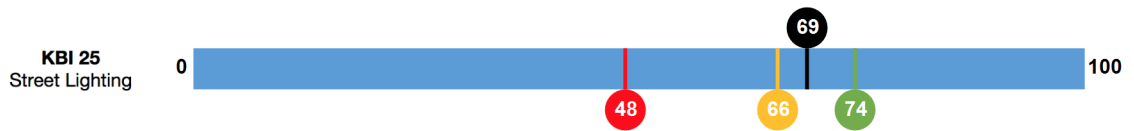
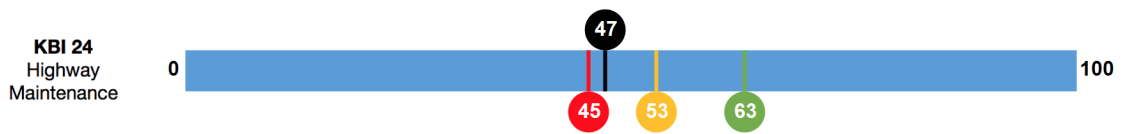
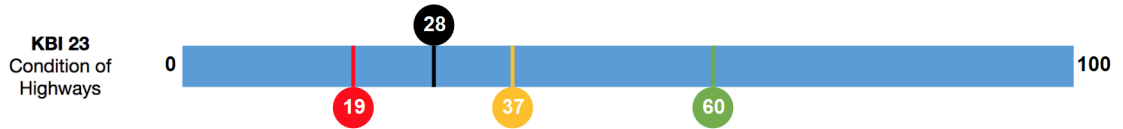
Road Safety Key Benchmark Indicator Results

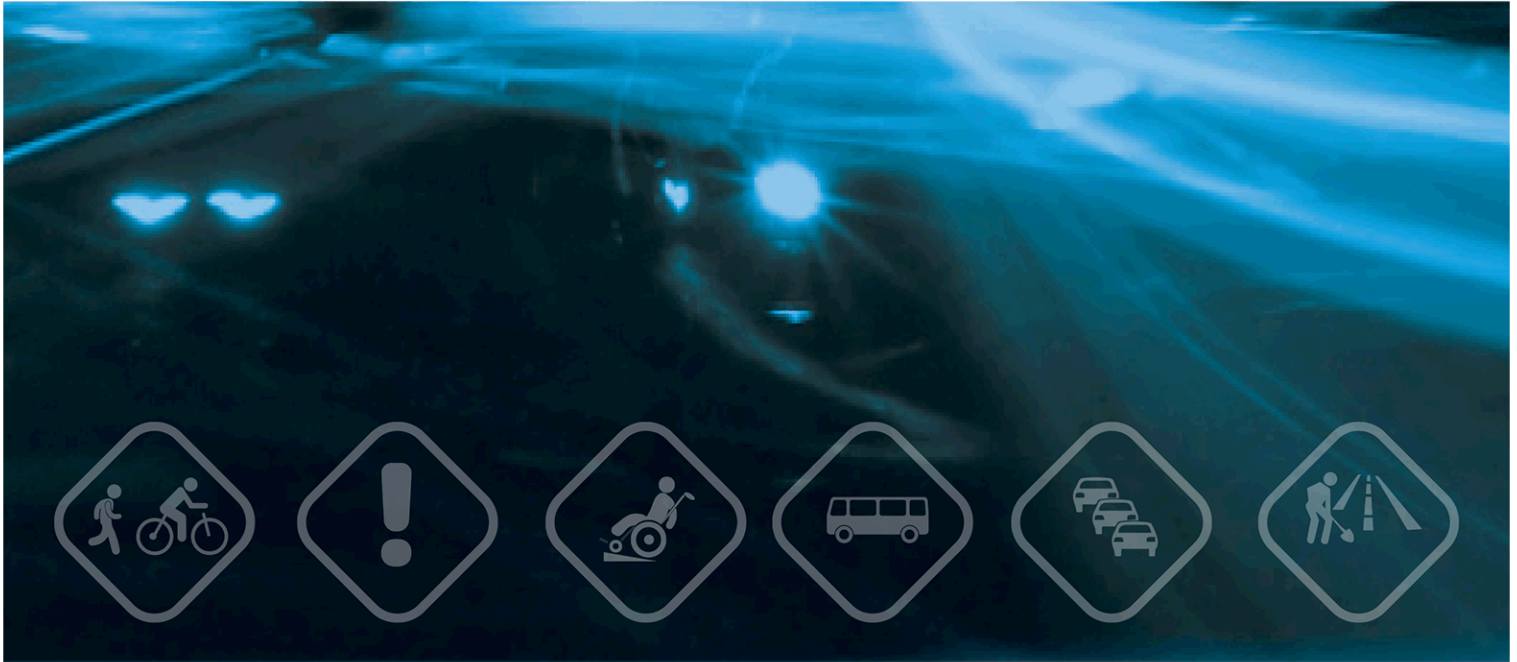


Highways Maintenance/Enforcement Theme



Highways Maintenance/Enforcement Key Benchmark Indicator Results





NHT Survey Report 2017

Dumfries and Galloway Accessibility Theme Report



ACCESSIBILITY

This report provides a complete picture of your Authority's results for the Accessibility Theme. It is divided into three sections: Overall Theme Results, KPI (Key Benchmark Indicator) Results and BI (Benchmark Indicator) Results

Overall Theme Results

This year's results

Shows the number of people that responded to the survey in your local area and the chart compares your theme result with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest, average and highest results of the other authorities are shown as the red, yellow and green pins below the bar).

Ranking against others

Shows where you are ranked against the authorities taking part in this year's survey and the graph displays the spread of the results this year from lowest to highest (your result is highlighted in red).

Comparing results over time

Shows how your result has changed since last year, using an 'up', 'down' or 'no change' symbol, and the graph tracks your results over the last five years showing how they compare with the Lowest, Average and Highest Scores in each year.

Best performers

Shows the top three performing authorities; Overall, in your Peer Group, and in your Region, in three separate tables.

KBI Results

This year's results

A series of charts compare your KBI results for this theme with those of the other authorities taking part this year (your result is shown as the black marker above the bar and the lowest, average and highest results of the other authorities are shown as the red, yellow and green markers below the bar).

Results and Ranking

Shows your individual satisfaction scores for each KBI and where you are ranked against the other authorities taking part in this year's survey.

Results over time

Shows your results for each KBI over the last five years in a Heat Map using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

BI Results

Results and Ranking

Shows your individual satisfaction scores for each BI and where you are ranked against the other authorities taking part in this year's survey.

Results over time

Shows your results for each BI over the last five years in a heat map table, using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

Note: More detailed reporting is available for individual KBIs or BIs via the NHT Survey website.

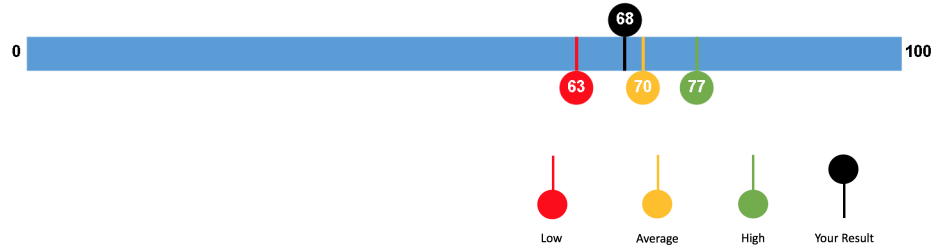
This year's results

Your Responses



916

How your result this year compares with others



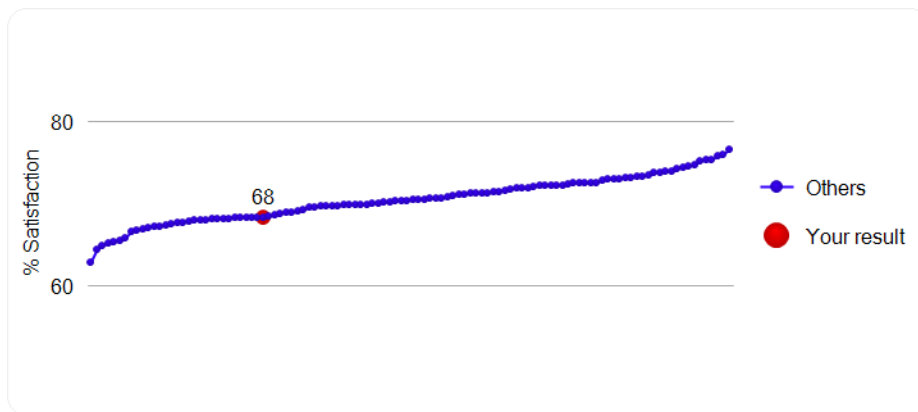
Ranking against others

Your Ranking



82 of 112

Where your result appears in this year's distribution of results



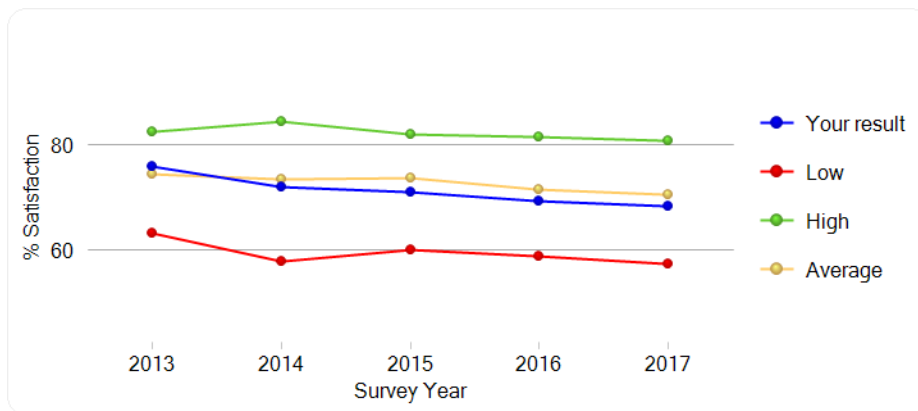
Comparing results over time

Latest Trend



-1%

How your results compare with others over time



Best performers

Top 3

Authority	Result
London Borough of Southwark	77
South Tyneside	76
Solihull MBC	76

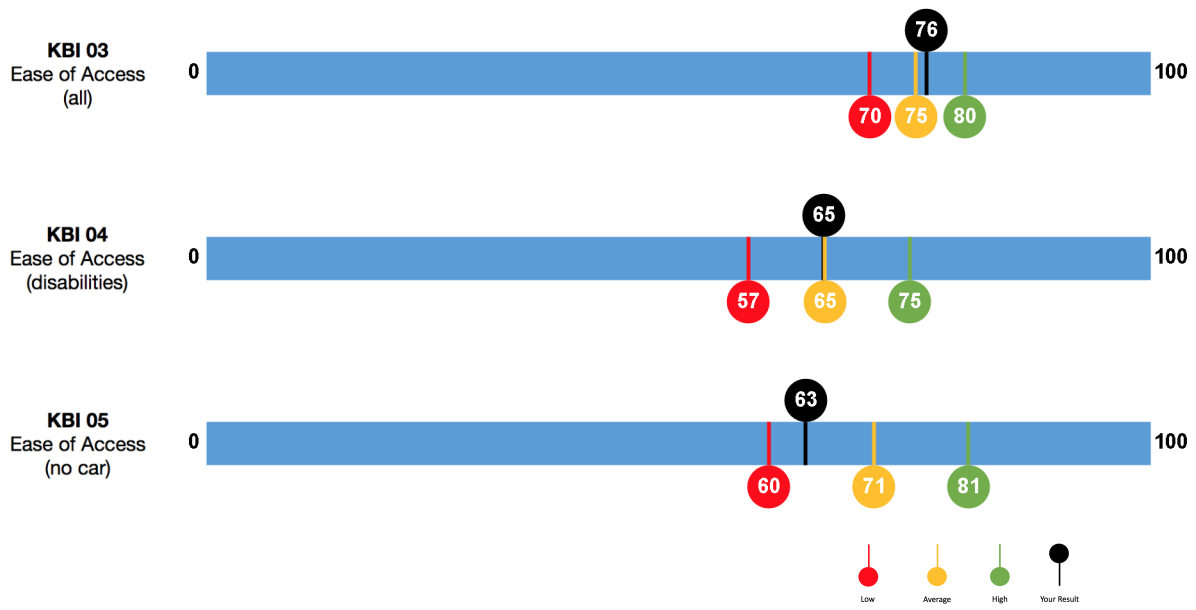
Scottish Unitary Top 3

Authority	Result
Scottish Borders Council	74
Glasgow City Council	73
West Lothian Council	72

Scotland Top 3

Authority	Result
Scottish Borders Council	74
Glasgow City Council	73
West Lothian Council	72

This year's results



Results and Ranking

Question	2017 Results	Rank of 112
KBI 03 - Ease of Access (all)	76	28
KBI 04 - Ease of Access (disabilities)	65	54
KBI 05 - Ease of Access (no car)	63	104

Results over time

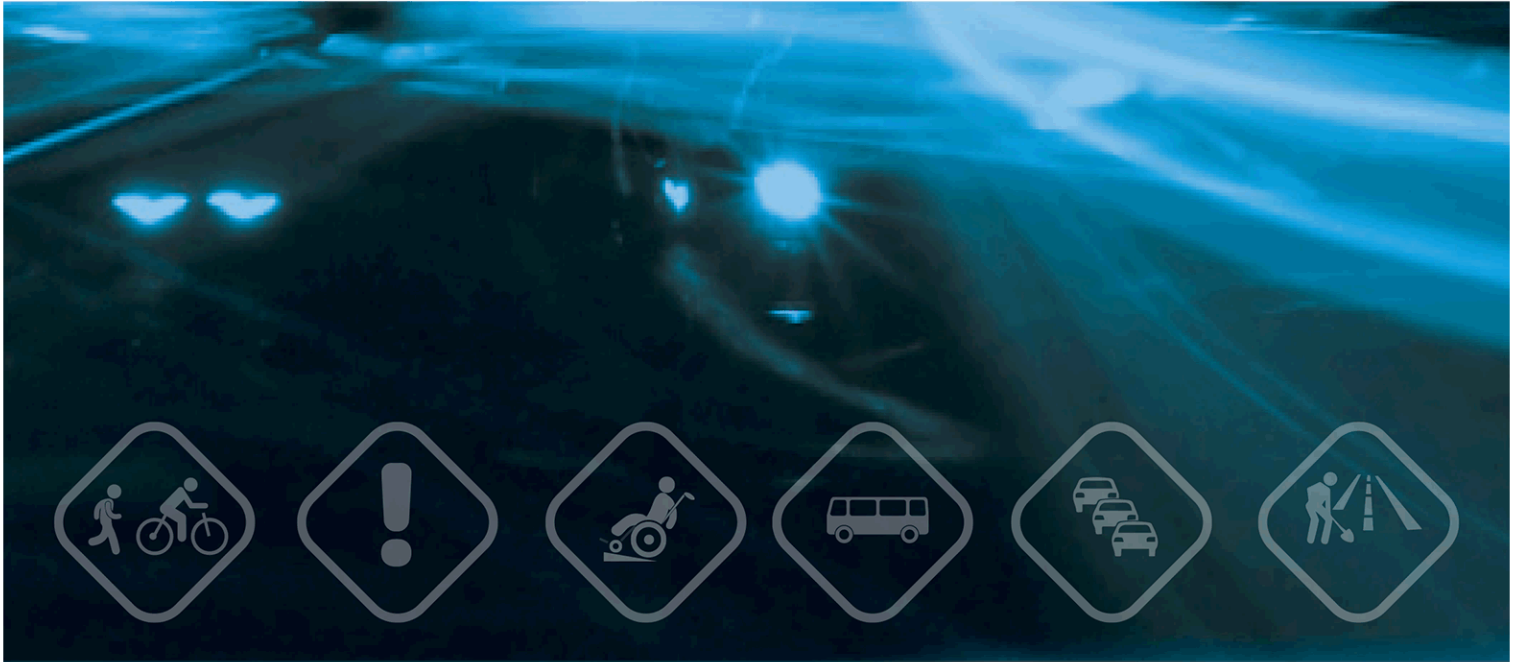
Question	2013	2014	2015	2016	2017
KBI 03 - Ease of Access (all)	80	78	78	75	76
KBI 04 - Ease of Access (disabilities)	72	69	66	66	65
KBI 05 - Ease of Access (no car)	75	70	69	67	63

Results and Ranking

Question	2017 Results	Rank of 112
ABI 01-Where you work (if you do)	80	3
ABI 02-Post Office/banks	77	29
ABI 03-Local shops/supermarkets	81	61
ABI 04-Hospital	64	77
ABI 05-Doctors and health facilities	80	33
ABI 06-School/college	81	19
ABI 07-Leisure Facilities	73	87
ABI 08-To visit friends/family	75	22

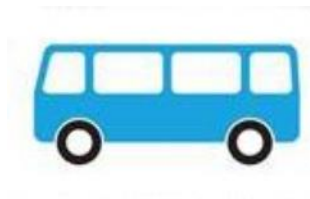
Results over time

Question	2013	2014	2015	2016	2017
ABI 01-Where you work (if you do)	82	81	84	80	80
ABI 02-Post Office/banks	80	80	78	75	77
ABI 03-Local shops/supermarkets	83	81	81	80	81
ABI 04-Hospital	69	67	67	65	64
ABI 05-Doctors and health facilities	82	80	80	79	80
ABI 06-School/college	84	78	79	76	81
ABI 07-Leisure Facilities	78	77	77	73	73
ABI 08-To visit friends/family	79	78	76	74	75



NHT Survey Report 2017

Dumfries and Galloway Public Transport Theme Report



PUBLIC TRANSPORT

This report provides a complete picture of your Authority's results for the Public Transport Theme. It is divided into three sections: Overall Theme Results, KPI (Key Benchmark Indicator) Results and BI (Benchmark Indicator) Results

Overall Theme Results

This year's results

Shows the number of people that responded to the survey in your local area and the chart compares your theme result with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest, average and highest results of the other authorities are shown as the red, yellow and green pins below the bar).

Ranking against others

Shows where you are ranked against the authorities taking part in this year's survey and the graph displays the spread of the results this year from lowest to highest (your result is highlighted in red).

Comparing results over time

Shows how your result has changed since last year, using an 'up', 'down' or 'no change' symbol, and the graph tracks your results over the last five years showing how they compare with the Lowest, Average and Highest Scores in each year.

Best performers

Shows the top three performing authorities; Overall, in your Peer Group, and in your Region, in three separate tables.

KBI Results

This year's results

A series of charts compare your KBI results for this theme with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest, average and highest results of the other authorities are shown as the red, yellow and green pins below the bar).

Please note: Authorities that opted to use the 8 page version of the survey do not have results for KBI07 Local Bus Services and KBI08 Public Transport Information and therefore no black pin is shown. Questions to support these KBIs were only available in the 12 page questionnaire.

Results and Ranking

Shows your individual satisfaction scores for each KBI and where you are ranked against the other authorities taking part in this year's survey.

Participants that chose the 12 page version of the survey will see a supplementary table of KBI results for those questions that are in the 12 page version only.

Results over time

Shows your results for each KBI over the last five years in a Heat Map using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

BI Results

Results and Ranking

Shows your individual satisfaction scores for each BI and where you are ranked against the other authorities taking part in this year's survey.

Participants that chose the 8 page version of the survey will have no Public Transport BI results, these questions were excluded from this version of the survey (following message is displayed: 'no data matches your criteria').

Results over time

Shows your results for each BI over the last five years in a heat map table, using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

Note: More detailed reporting is available for individual KBIs or BIs via the NHT website.

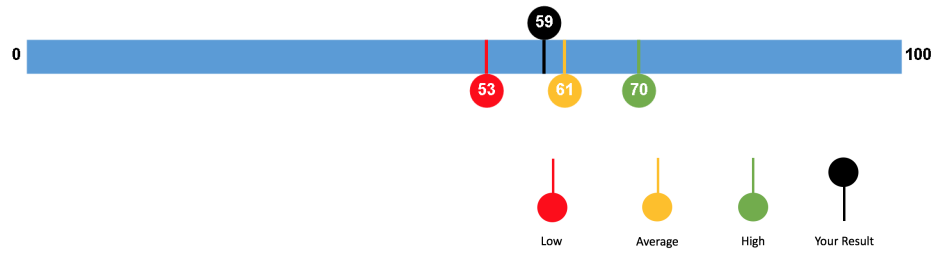
This year's results

Your Responses



916

How your result this year compares with others



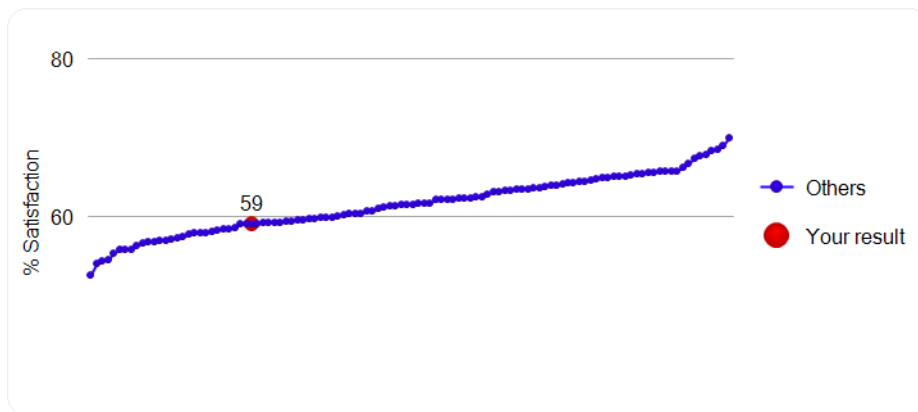
Ranking against others

Your Ranking



84 of 112

Where your result appears in this year's distribution of results



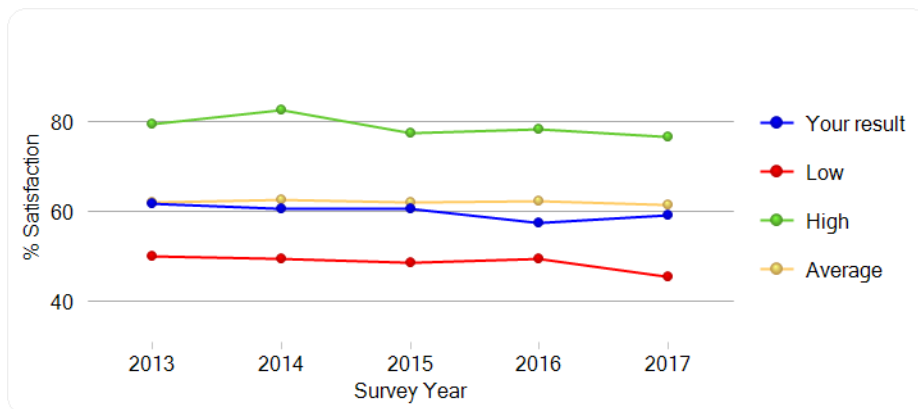
Comparing results over time

Latest Trend



2%

How your results compare with others over time



Best performers

Top 3

Authority	Result
Sandwell MBC	70
London Borough of Southwark	69
Reading BC	68

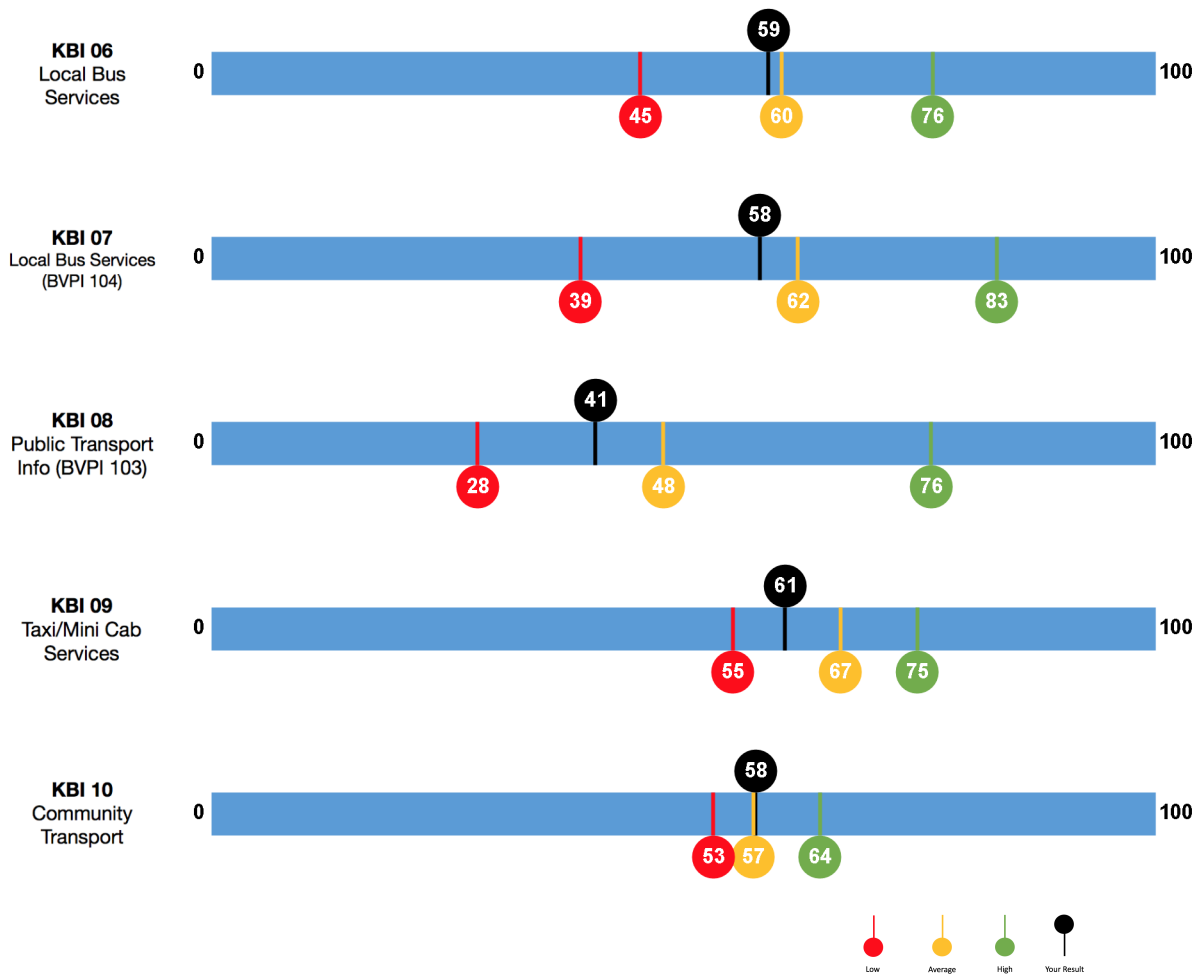
Scottish Unitary Top 3

Authority	Result
Glasgow City Council	64
South Lanarkshire	62
Scottish Borders Council	61

Scotland Top 3

Authority	Result
Glasgow City Council	64
South Lanarkshire	62
Scottish Borders Council	61

This year's results



Results and Ranking

Question	2017 Results	Rank of 112
KBI 06 - Local bus services	59	66
KBI 09 - Taxi/mini cab services	61	102
KBI 10 - Community Transport	58	51

Supplementary Analysis - 12 page version only

Question	2017 Results	Rank of 61
KBI 07 - Local bus services (BVPI 104)	58	42
KBI 08 - Public transport info (BVPI 103)	41	49

Results over time

Question	2013	2014	2015	2016	2017
KBI 06 - Local bus services	62	62	62	59	59
KBI 07 - Local bus services (BVPI 104)	61	62	66	62	58
KBI 08 - Public transport info (BVPI 103)	49	56	55	49	41
KBI 09 - Taxi/mini cab services	65	64	65	60	61
KBI 10 - Community Transport	58	55	55	53	58

Results and Ranking

Supplementary Analysis - 12 page version only

Question	2017 Results	Rank of 61
PTBI 01-Frequency of bus services	58	46
PTBI 02-Number of bus stops	69	44
PTBI 03-The state of bus stops	60	46
PTBI 04-Whether buses arrive on time	62	11
PTBI 05-How easy buses are to get on/off	70	59
PTBI 06-The local bus service overall	61	42
PTBI 07-Bus fares	55	3
PTBI 08-Quality and cleanliness of buses	68	11
PTBI 09-Helpfulness of drivers	70	12
PTBI 10-Personal safety on the bus	70	14
PTBI 11-Personal safety while waiting at bus stop	69	8
PTBI 12-Raised kerbs at bus stops	65	37
PTBI 13-The amount of information	57	33
PTBI 14-The clarity of information	58	33
PTBI 15-The accuracy of information	59	31
PTBI 16-Ease of finding the right information	55	29
PTBI 17-Information about accessible buses	49	48
PTBI 18-Information to help people plan journeys	58	37
PTBI 19-Reliability of Electronic Display Info	50	44
PTBI 20-Provision of public transport information	55	41
PTBI 21-Availability of taxis or minicabs	63	59
PTBI 22-Reliability of taxis or minicabs	65	56
PTBI 23-Cost (fares) of taxis or minicabs	54	25
PTBI 24-Availability of Community Transport	56	27
PTBI 25-Community Transport fares	57	5
PTBI 26-Reliability of Community Transport	59	16

Results over time

Question	2013	2014	2015	2016	2017
PTBI 01-Frequency of bus services	61	62	64	60	58
PTBI 02-Number of bus stops	69	71	72	69	69
PTBI 03-The state of bus stops	61	60	60	59	60
PTBI 04-Whether buses arrive on time	64	63	63	62	62
PTBI 05-How easy buses are to get on/off	71	72	71	70	70
PTBI 06-The local bus service overall	63	63	66	63	61
PTBI 07-Bus fares	53	52	55	58	55
PTBI 08-Quality and cleanliness of buses	69	67	68	67	68
PTBI 09-Helpfulness of drivers	70	69	70	69	70
PTBI 10-Personal safety on the bus	70	71	71	69	70
PTBI 11-Personal safety while waiting at bus stop	68	68	68	66	69
PTBI 12-Raised kerbs at bus stops	66	64	65	66	65
PTBI 13-The amount of information	61	61	61	59	57
PTBI 14-The clarity of information	62	61	61	60	58
PTBI 15-The accuracy of information	63	63	61	62	59
PTBI 16-Ease of finding the right information	56	57	58	56	55
PTBI 17-Information about accessible buses	54	51	51	50	49
PTBI 18-Information to help people plan journeys	60	59	61	59	58
PTBI 19-Reliability of Electronic Display Info	58	61	59	58	50
PTBI 20-Provision of public transport information	59	60	62	58	55
PTBI 21-Availability of taxis or minicabs	69	68	68	65	63
PTBI 22-Reliability of taxis or minicabs	68	68	68	66	65
PTBI 23-Cost (fares) of taxis or minicabs	54	56	57	55	54
PTBI 24-Availability of Community Transport	55	50	50	50	56
PTBI 25-Community Transport fares	59	51	54	54	57
PTBI 26-Reliability of Community Transport	60	54	56	55	59



NHT Survey Report 2017

Dumfries and Galloway Walking and Cycling Theme Report



WALKING & CYCLING

This report provides a complete picture of your Authority's results for the Walking and Cycling Theme. It is divided into three sections: Overall Theme Results, KPI (Key Benchmark Indicator) Results and BI (Benchmark Indicator) Results

Overall Theme Results

This year's results

Shows the number of people that responded to the survey in your local area and the chart compares your theme result with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest (far left), average (middle) and highest (far right) results of the other authorities are shown as the red, yellow and green pins below the bar).

Ranking against others

Shows where you are ranked against the authorities taking part in this year's survey and the graph displays the spread of the results this year from lowest to highest (your result is highlighted in red).

Comparing results over time

Shows how your result has changed since last year, using an 'up', 'down' or 'no change' symbol, and the graph tracks your results over the last five years showing how they compare with the Lowest, Average and Highest Scores in each year.

Best performers

Shows the top three performing authorities; Overall, in your Peer Group, and in your Region, in three separate tables.

KBI Results

This year's results

A series of charts compare your KBI results for this theme with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest, average and highest results of the other authorities are shown as the red, yellow and green pins below the bar).

Please note: Authorities that opted to use the 8 page version of the survey do not have a result for KBI16 Satisfaction with Rights of Way (Aspects) and therefore no black pin is shown. Questions to support this KBI are only available in the 12 page questionnaire.

Results and Ranking

Shows your individual satisfaction scores for each KBI and where you are ranked against the other authorities taking part in this year's survey.

Participants that chose the 12 page version of the survey will see a supplementary table of KBI results for those questions that are in the 12 page version only.

Results over time

Shows your results for each KBI over the last five years in a Heat Map using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

BI Results

Results and Ranking

Shows your individual satisfaction scores for each BI and where you are ranked against the other authorities taking part in this year's survey.

Participants that chose the 12 page version of the survey will see a supplementary table of BI results for those questions that are in the 12 page version only.

Results over time

Shows your results for each BI over the last five years in a heat map table, using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

Note: More detailed reporting is available for individual KBIs or BIs via the NHT Survey website.

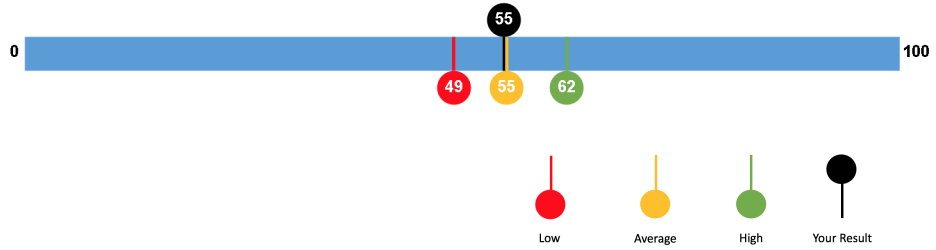
This year's results

Your Responses



916

How your result this year compares with others



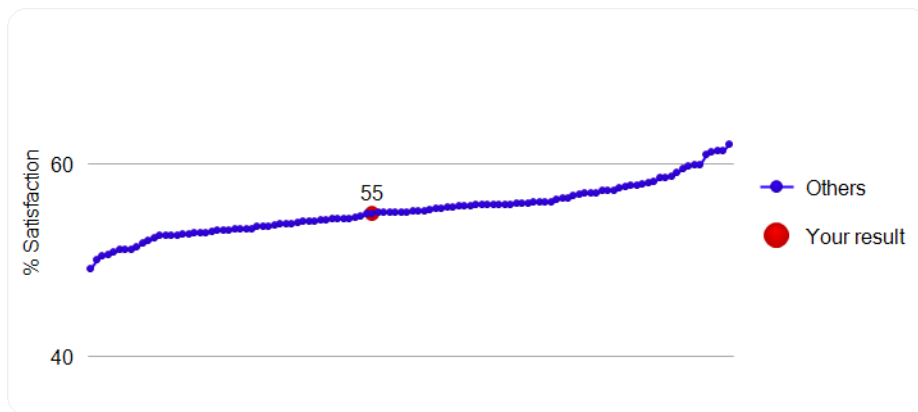
Ranking against others

Your Ranking



63 of 112

Where your result appears in this year's distribution of results



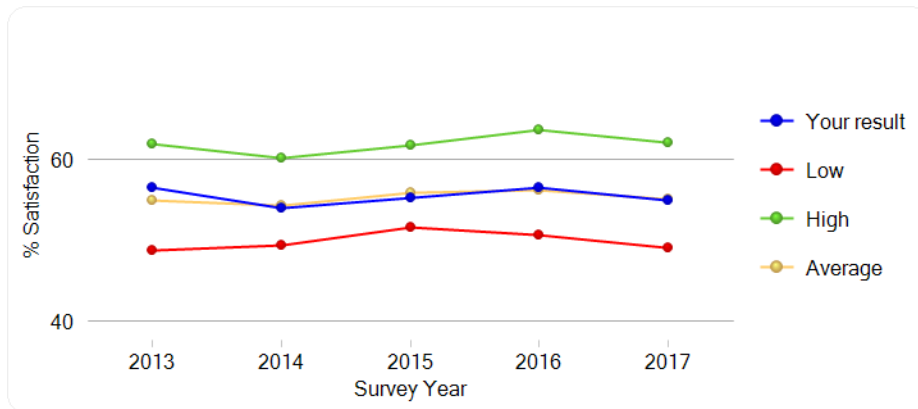
Comparing results over time

Latest Trend



-2%

How your results compare with others over time



Best performers

Top 3

	Result
Bracknell Forest	62
Milton Keynes	61
London Borough of Southwark	61

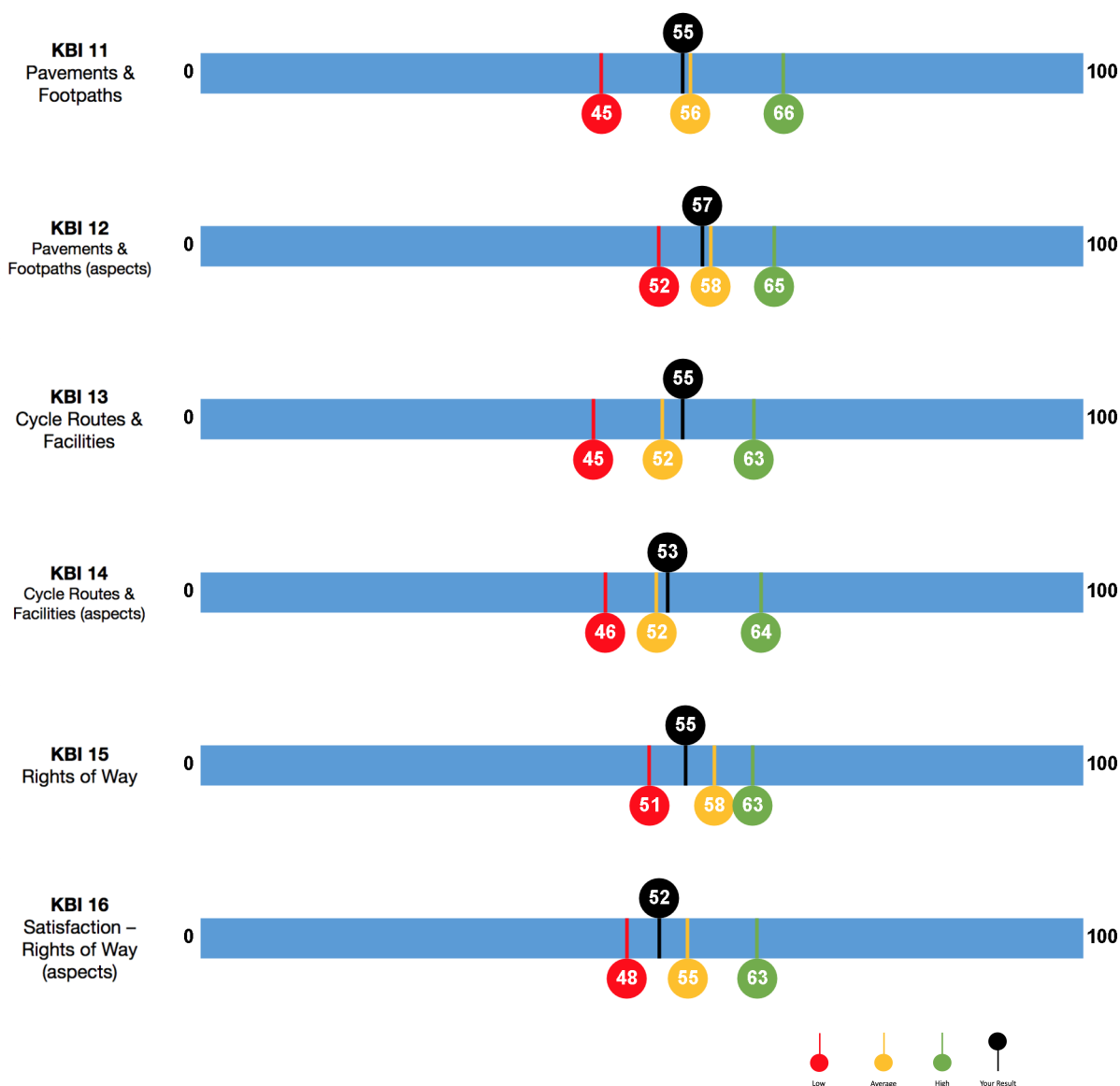
Scottish Unitary Top 3

	Result
West Lothian Council	60
Scottish Borders Council	56
Dumfries and Galloway	55

Scotland Top 3

	Result
West Lothian Council	60
Scottish Borders Council	56
Dumfries and Galloway	55

This year's results



Results and Ranking

Question	2017 Results	Rank of 112
KBI 11 - Pavements & Footpaths	55	63
KBI 12 - Pavements & Footpaths (aspects)	57	72
KBI 13 - Cycle routes and facilities	55	29
KBI 14 - Cycle routes and facilities (aspects)	53	35
KBI 15 - Rights of Way	55	103

Supplementary Analysis - 12 page version only

Question	2017 Results	Rank of 61
KBI 16 - Rights of Way (aspects)	52	55

Results over time

Walking & Cycling Theme Report

KBI Results

Question	2013	2014	2015	2016	2017
KBI 11 - Pavements & Footpaths	58	54	55	56	55
KBI 12 - Pavements & Footpaths (aspects)	56	54	60	59	57
KBI 13 - Cycle routes and facilities	56	54	53	56	55
KBI 14 - Cycle routes and facilities (aspects)	57	55	56	58	53
KBI 15 - Rights of Way	56	57	54	57	55
KBI 16 - Rights of Way (aspects)	56	49	53	54	52

Results and Ranking

Question	2017 Results	Rank of 112
WCBI 01-The provision of pavements where needed	63	101
WCBI 02-The condition of pavements	54	66
WCBI 03-The cleanliness of pavements	51	76
WCBI 04-Direction signposts for pedestrians	62	62
WCBI 05-Provision of safe crossing points	61	76
WCBI 06-Drop kerb crossing points	58	103
WCBI 07-Pavements being kept clear of obstruction	50	5
WCBI 08-The provision of cycle routes where needed	53	38
WCBI 09-Location of cycle routes/lanes	54	32
WCBI 10-Condition of cycle routes	56	41
WCBI 11-Cycle crossing facilities at junctions	54	35
WCBI 12-Cycle parking	49	50
WCBI 13-Direction signing for cycle routes	55	29
WCBI 14-Cycle route information e.g. maps	49	47

Supplementary Analysis - 12 page version only

Question	2017 Results	Rank of 61
WCBI 17-Provision of footpaths for walking/running	60	60
WCBI 19-Signposting of Rights of Way	59	36
WCBI 20-Condition of Rights of Way	54	56
WCBI 21-Ease of use by those with disabilities	43	56
WCBI 22-Information about Rights of Way routes	50	29
WCBI 23-Overgrown footpaths and Bridleways	40	58
WCBI 24-Provision of Paths for cycling (Scotland)	56	2
WCBI 25-Provision Paths for riding/equ (Scotland)	54	3

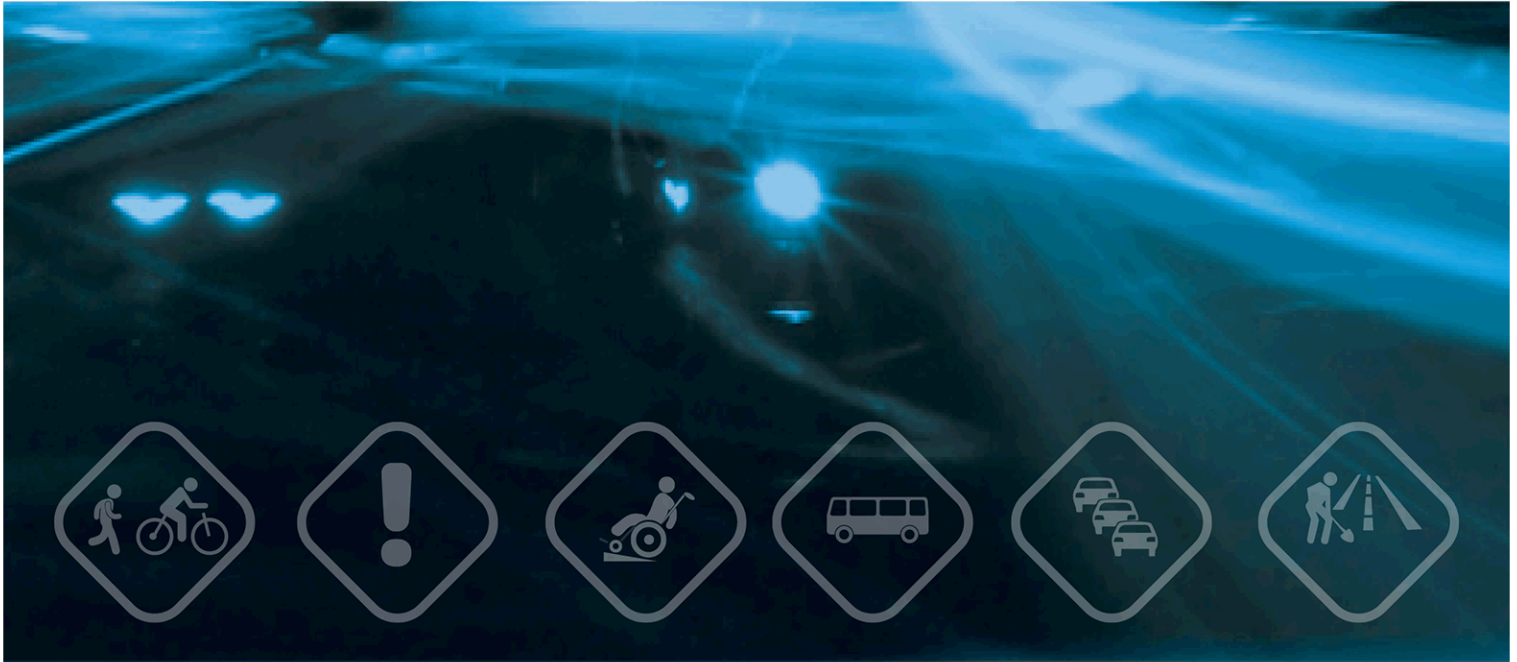
Results over time

Question	2013	2014	2015	2016	2017
WCBI 01-The provision of pavements where needed	61	61	67	65	63
WCBI 02-The condition of pavements	53	51	57	57	54
WCBI 03-The cleanliness of pavements	50	47	52	54	51
WCBI 04-Direction signposts for pedestrians	59	59	63	63	62
WCBI 05-Provision of safe crossing points	59	57	63	62	61
WCBI 06-Drop kerb crossing points	59	56	64	60	58
WCBI 07-Pavements being kept clear of obstruction	50	46	53	50	50
WCBI 08-The provision of cycle routes where needed	57	52	58	59	53
WCBI 09-Location of cycle routes/lanes	59	54	57	59	54
WCBI 10-Condition of cycle routes	59	57	58	59	56
WCBI 11-Cycle crossing facilities at junctions	58	56	57	58	54
WCBI 12-Cycle parking	55	51	53	55	49
WCBI 13-Direction signing for cycle routes	60	58	60	61	55
WCBI 14-Cycle route information e.g. maps	56	54	56	57	49
WCBI 15-Cycle training (e.g. at schools)	57	57	58	57	
WCBI 16-Cycle facilities at place of work	53	52	50	55	
WCBI 17-Provision of footpaths for walking/running			60	60	60
WCBI 18-Bridleways for horse riding and/or cycling	61				
WCBI 19-Signposting of Rights of Way	59	56	59	61	59
WCBI 20-Condition of Rights of Way	54	48	54	54	54
WCBI 21-Ease of use by those with disabilities	47	41	44	47	43
WCBI 22-Information about Rights of Way routes	50	49	51	51	50
WCBI 23-Overgrown footpaths and Bridleways		39	45	43	40
WCBI 24-Provision of Paths for cycling (Scotland)	57	53	56	59	56
WCBI 25-Provision Paths for riding/equ (Scotland)	54	49	53	54	54

Walking & Cycling Theme Report

BI Results

Question	2013	2014	2015	2016	2017
WCBI 26-Provision of Paths (Scotland)	63	56			



NHT Survey Report 2017

Dumfries and Galloway Tackling Congestion Theme Report



TACKLING CONGESTION

This report provides a complete picture of your Authority's results for the Tackling Congestion Theme. It is divided into three sections: Overall Theme Results, KPI (Key Benchmark Indicator) Results and BI (Benchmark Indicator) Results

Overall Theme Results

This year's results

Shows the number of people that responded to the survey in your local area and the chart compares your theme result with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest, average and highest results of the other authorities are shown as the red, yellow and green pins below the bar).

Ranking against others

Shows where you are ranked against the authorities taking part in this year's survey and the graph displays the spread of the results this year from lowest to highest (your result is highlighted in red).

Comparing results over time

Shows how your result has changed since last year, using an 'up', 'down' or 'no change' symbol, and the graph tracks your results over the last five years showing how they compare with the Lowest, Average and Highest Scores in each year.

Best performers

Shows the top three performing authorities; Overall, in your Peer Group, and in your Region, in three separate tables.

KBI Results

This year's results

A series of charts compare your KBI results for this theme with those of the other authorities taking part this year (your result is shown as the black pin above the bar and the lowest (far left), average (middle) and highest (far right) results of the other authorities are shown as the red, yellow and green pins below the bar).

Please note: Authorities that opted to use the 8 page version of the survey do not have a result for KBI19 Traffic Management and therefore no black pin is shown. Questions to support this KBI were only available in the 12 page questionnaire

Results and Ranking

Shows your individual satisfaction scores for each KBI and where you are ranked against the other authorities taking part in this year's survey.

Participants that chose the 12 page version of the survey will see a supplementary table of KBI results for those questions that are in the 12 page version only.

Results over time

Shows your results for each KBI over the last five years in a Heat Map using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

BI Results

Results and Ranking

Shows your individual satisfaction scores for each BI and where you are ranked against the other authorities taking part in this year's survey.

Participants that chose the 12 page version of the survey will see a supplementary table of KBI results for those questions that are in the 12 page version only.

Results over time

Shows your results for each BI over the last five years in a heat map table, using traffic light shading to show your highest and lowest scores within the theme and how your scores are changing over time.

Note: More detailed reporting is available for individual KBIs or BIs via the NHT Survey website.

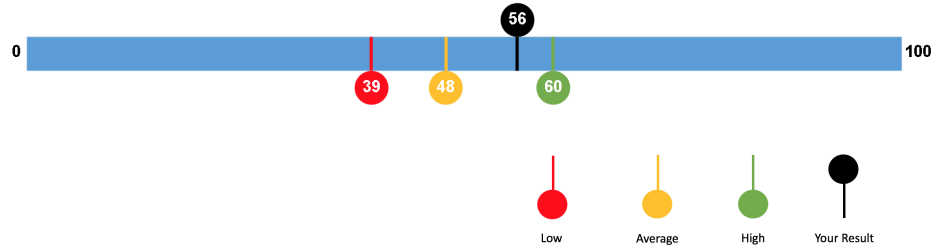
This year's results

Your Responses



916

How your result this year compares with others



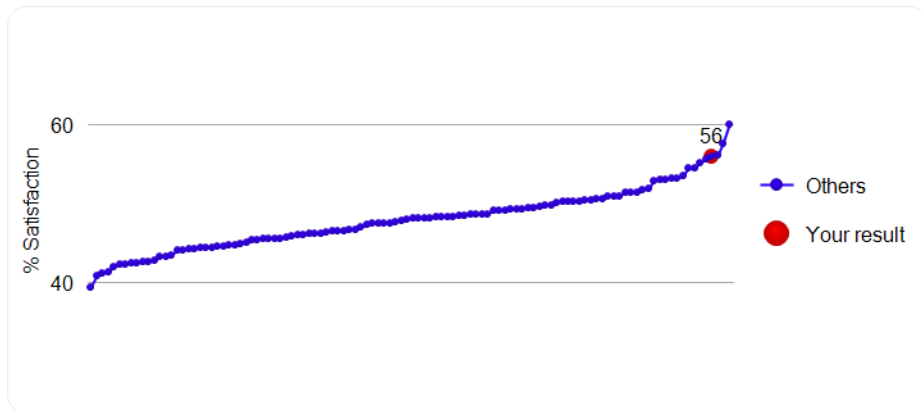
Ranking against others

Your Ranking



4 of 112

Where your result appears in this year's distribution of results



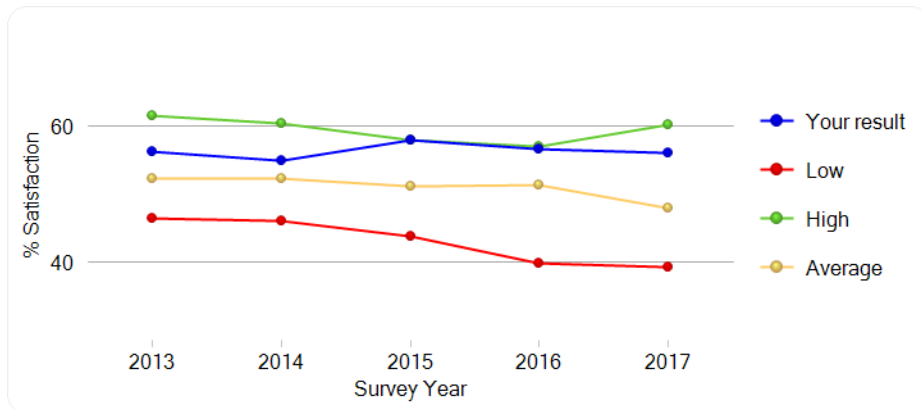
Comparing results over time

Latest Trend



-1%

How your results compare with others over time



Best performers

Top 3

	Result
Scottish Borders Council	60
West Lothian Council	58
Milton Keynes	56

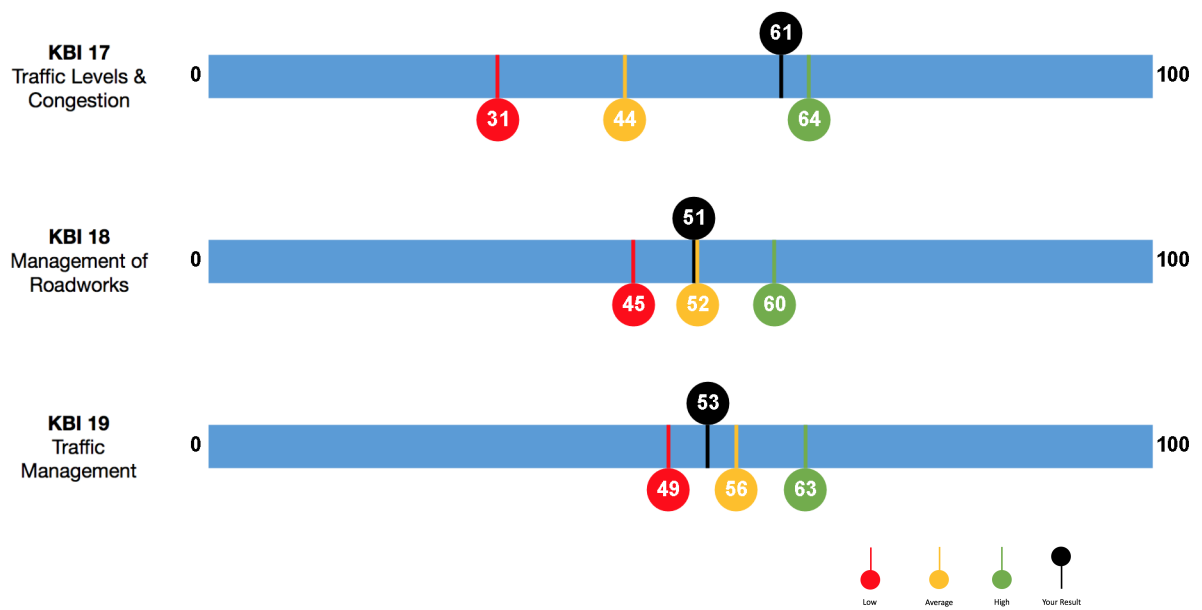
Scottish Unitary Top 3

	Result
Scottish Borders Council	60
West Lothian Council	58
Dumfries and Galloway	56

Scotland Top 3

	Result
Scottish Borders Council	60
West Lothian Council	58
Dumfries and Galloway	56

This year's results



Ranking and trend

Question	2017 Results	Rank of 112
KBI 17 - Traffic levels & congestion	61	2
KBI 18 - Management of roadworks	51	61

Supplementary Analysis - 12 page version only

Question	2017 Results	Rank of 61
KBI 19 - Traffic management	53	58

Results over time

Question	2013	2014	2015	2016	2017
KBI 17 - Traffic levels & congestion	60	59	61	59	61
KBI 18 - Management of roadworks	52	51	57	55	51
KBI 19 - Traffic management	56	55	56	55	53

Ranking and trend

Question	2017 Results	Rank of 112
TCBI 01-Advanced warning of roadworks	58	89
TCBI 02-Efforts to reduce delays to traffic	52	65
TCBI 03-Time taken to complete roadworks	47	38
TCBI 04-Signposting of road diversions	56	81
TCBI 05-Helplines to find out about roadworks	45	72
TCBI 06-Efforts to minimise nuisance to residents	52	38
TCBI 07 The management of roadworks overall	50	57
TCBI 08-Road signs	70	48

Supplementary Analysis - 12 page version only

Question	2017 Results	Rank of 61
TCBI 09-Location of permanent traffic lights	66	60
TCBI 10-Waiting time at permanent traffic lights	62	52
TCBI 11-Tackling illegal on-street parking	39	50
TCBI 12-Restrictions of parking on busy roads	47	54
TCBI 13-Good Park and Ride Schemes	43	45
TCBI 14-The routes taken by heavy goods vehicles	43	39

Results over time

Question	2013	2014	2015	2016	2017
TCBI 01-Advanced warning of roadworks	60	60	63	62	58
TCBI 02-Efforts to reduce delays to traffic	52	51	59	58	52
TCBI 03-Time taken to complete roadworks	46	45	55	53	47
TCBI 04-Signposting of road diversions	57	57	61	62	56
TCBI 05-Helplines to find out about roadworks	45	45	47	46	45
TCBI 06-Efforts to minimise nuisance to residents	50	50	56	54	52
TCBI 07 The management of roadworks overall			55	53	50
TCBI 08-Road signs	69	67	71	69	70
TCBI 09-Location of permanent traffic lights	67	64	67	67	66
TCBI 10-Waiting time at permanent traffic lights	63	59	63	61	62
TCBI 11-Tackling illegal on-street parking	48	46	47	43	39
TCBI 12-Restrictions of parking on busy roads	55	53	51	51	47
TCBI 13-Good Park and Ride Schemes	49	48	46	48	43
TCBI 14-The routes taken by heavy goods vehicles	45	46	46	46	43

NATIONAL TRANSPORT STRATEGY REVIEW - UPDATE

1. Reason for Report

To provide the Board with an overview of the process being undertaken for the review of the National Transport Strategy.

2. Background

2.1 The National Transport Strategy (NTS) for Scotland sets the long term vision for our transport policies. It was first published in 2006 after consultation with the public, interested individuals and a wide range of organisations on their views for the future of transport in Scotland.

2.2 The Transport Minister, Mr Humza Yousaf MSP, announced at the Dumfries and Galloway Transport Summit in August 2016 that the National Transport Strategy would be subject to a comprehensive review. The review would develop a successor strategy that sets out a compelling vision for transport over the next 20 years.

3. Key Points

3.1 To deliver the NTS, Transport Scotland has set out an approach that is focused on collaborative working with partners, developing a robust evidence base and engaging with stakeholders and citizens across Scotland to give them a greater say in the development of transport policy.

3.2 This collaborative approach involves a wide variety of internal and external stakeholders, who meet regularly to develop the successor NTS through working groups and partnership forums.

3.3 Transport Scotland will deliver a wide programme of engagement across Scotland to ensure that transport users also have an opportunity to feed into the NTS process.

3.4 The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019.

3.5 Details of the plans regarding collaborative working, evidence gathering and indicative timeline are detailed in **Appendix 1** to this report.

4. Regional Transport Strategy Refresh

The full review of the NTS will have significant impact on the refresh of our own Regional Transport Strategy (RTS) which will be required to align our regional delivery to the national vision, strategy and outcomes. Therefore, officers will be developing the RTS Main Issues Report to remain in step with the work on the NTS Review.

4. Implications	
Financial	None
Policy	None
Equalities	None
Climate Change	None
Risk Management	None

5. Recommendation

Members of the Board are asked to note the overview of the process being undertaken for the review of the National Transport Strategy.

Report Author: Josef Coombey
Tel: 01387 260372

Date of Report: 8 January 2018
File Ref: SW2/Meetings/2018

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Militia House
English Street
Dumfries
DG1 2HR

Appendix 1 – Overview of the NTS Review, November 2017.

Summary

- In August 2016, the Minister announced that the National Transport Strategy (NTS) will be subject to a comprehensive review. The review will develop a successor strategy that sets out a compelling vision for transport over the next 20 years.
- We have set out an approach that is focused on collaborative working with our partners, developing a robust evidence base and engaging with stakeholders and citizens across Scotland to give them a greater say in the development of transport policy.
- Our collaborative approach involves a wide variety of internal and external stakeholders, who will meet regularly to develop the successor NTS with us through our working groups and partnership forums.
- We will deliver a wide programme of engagement across Scotland to ensure that transport users also have an opportunity to feed into the NTS process.
- The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019.
- Details of our plans regarding collaborative working, evidence gathering and indicative timeline are detailed below.

Scope

In Scope

- The main aim of the NTS Review will be to build upon NTS 2006 and the refreshed NTS 2016 to produce and publish 'NTS2', setting the strategic direction for transport in Scotland over the next twenty years.
- The scope of the review will include transport connectivity within Scotland, with the UK, and internationally. It is recognised that transport links within Scotland play a key part in attracting inward investment to Scotland.
- The review will set out the evidence base for future transport needs including identifying consistent or different needs between rural, coastal, islands, city, and urban areas.
- It will make recommendations on transport governance delivering on the recommendations in the NTS Refresh that a full review should set out roles and responsibilities and propose modification if appropriate.
- The scope of the review will also address specific issues and opportunities in the context of NTS including;
 - climate change;
 - integration;
 - air quality;

- resilience;
 - congestion;
 - reducing inequality and increasing accessibility;
 - sustainable and inclusive economic growth;
 - innovation;
 - behavioural change;
 - identifying 'game-changing' events or technologies; and
 - public health.
- To support the overarching Scottish Government requirement for sustainable, inclusive economic growth, the review will also be aligned with concurrent cross-cutting Scottish Government policies.

Out of Scope of the Review

- The NTS Review will inform the review of the Strategic Transport Projects Review (STPR), helping to identify future spending priorities on infrastructure, and will set a strategic direction for possible spending priorities in other, non-infrastructure, areas of importance. However, the NTS Review will not set a funding framework (that being determined by the Spending Review Process) nor will it identify specific infrastructure priorities. This latter will be done by the review of STPR.
- The review will aim to be self-contained and will not therefore be accompanied by any 'sister documents' e.g. a Freight Strategy, Rail Strategy etc. Existing long-term strategies (e.g. Ferries Plan) will not be revisited, but any modal strategy developed after NTS2 would be expected to reflect the updated national strategy.
- It is important that the review retains a strategic perspective, and does not function as a 'catch all/cure all' for every transport issue.

NTS and the Wider Policy & Legislative Landscape

- We are committed to aligning NTS2 with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, local government review, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.
- We will take into account their impact on the transport landscape by ensuring that key areas of work within the NTS review, including Transport Governance, complement these developments whilst also delivering the outcomes that we want for Transport.
- The planning review consultation confirmed that the NTS review's work on roles and responsibilities will encompass 'Empowering Planning to Deliver Great Places' recommendations on a review of transport governance, and responses on the consultation will help inform this work under NTS. The Regional Economic Partnerships report was published in June 2017 as part of

the Enterprise and Skills review. The report also recounts the Government's commitment to review Transport Governance .

- The approach to National Planning Framework Four (NPF4) will be shaped by the wider programme of planning reform discussed in the planning consultation and the position statement published in June 2017. The outcome of this will determine the timescales and format for NPF4 in order that we can take forward alignment with NTS and STPR.

Early Engagement Survey

- An early engagement online survey that sought responses on the opportunities and challenges facing transport over the next 20 years was launched in December 2016 and closed on 31 March 2017. A total of 614 responses were received, of which 76 were from groups or organisations and 538 from individual members of the public.
- The analysis of responses to the survey was published on the Transport Scotland website on 1st June 2017: <https://www.transport.gov.scot/publication/national-transport-strategy-early-engagement-consultation-survey/>
- Responses to the survey highlighted key themes that were particularly important to respondents, including:
 - promoting active travel;
 - environmental issues;
 - high quality integrated public transport;
 - rural and island connectivity;
 - accessibility and affordability; and
 - the quality of our road network
- The survey responses also indicated broad support for the three national transport outcomes featured in the 2006 NTS.
- Following the conclusion of the early engagement online survey we are now moving to extend the collaborative ethos of the review further. We have developed a plan for full-scale, Scotland-wide stakeholder engagement which will culminate in a public consultation in the early part of 2019.
- The responses to the survey have informed the means by which full-scale stakeholder engagement will progress through online channels, social media, existing working groups and forums, dedicated events, special interest groups and community engagement.

Call for Evidence

- The NTS Research and Evidence Group launched a Call for Evidence to a wide variety of stakeholders and partnership working groups on Wednesday 5th April 2017. The Call closed on Friday 14th July 2017.

- The Call asked for submissions of evidence (from all sectors and interested parties: academic, public, private and third sectors) to address questions grouped around seven key themes:
 - Economic growth and inclusive growth
 - Transport mode choice and demand
 - Environmental impact of transport
 - Active travel (e.g. walking and cycling)
 - Safe and resilient transport
 - Transport governance
 - Potential changes in society and technology
- Full details of the questions asked and further information about the Call can be accessed at: <https://www.transport.gov.scot/consultation/national-transport-strategy-call-for-evidence/>
- A total of 62 responses were received by the end of July 2017, including detailed submissions from a wide variety of sectors and modal interests. The initial analysis of the evidence received is being conducted by Transport Analytical Services within Transport Scotland.
- Submissions to the Call and summaries of the evidence received produced by the NTS Research and Evidence Group will be shared with NTS Working Groups and made publically available at the end of this year.

Strategic Framework

- The Strategic Framework group is in the process of developing the NTS vision and objectives (currently at version 0.3 which was referred to at the National Transport Event on Tuesday 7th November), with a view to finalising these in December 2017. Working versions have been shared with the NTS Review Board, Partnership Group and with internal stakeholders and feedback has helped to shape the current version.
- The Strategic Framework group will meet for the fifth time on Wednesday 29th November to refine the current framework and develop the first draft of the vision. These updates will then be circulated to the Reference Group, Partnership Group and Working Groups for their review and comment.

Scenario Modelling

- In late October 2017, Transport Scotland commissioned a consultant to assist with scenario modelling work and workshops will be set up with Transport Scotland colleagues to help the consultant gain further understanding of the work involved.
- Professor Glenn Lyons is likely to assist the consultant to develop the tool that is expected to shape strategic outcomes, establish priorities and test the range of policy suggestions from Working Groups. The development of the scenario

modelling tool will last around six months, followed by options testing. The consultant has requested input from members of the Strategic Framework Working Group over the course of the project.

NTS Review Board

- The NTS Review Board shall be the main overarching governance body for the conduct of the NTS review. The Board will consist of a range of key stakeholders in a position to:
 - provide strategic advice, guidance and challenge on the conduct of the review
 - provide strategic advice to inform key decisions to be made during the course of the review
 - provide strategic advice to inform determinations on areas of policy tension unable to be resolved at partnership working level
 - ensure wider input to the course of the review
 - provide strategic advice to inform the draft strategy for consultation, and for publication post consultation
- The NTS Review Board will be chaired by the Minister for Transport and the Islands, Humza Yousaf MSP.

Organisation
Minister for Transport and the Islands
Scottish Chambers of Commerce (SCC)
University of Glasgow
RTP Chair Representative
Sustrans Scotland
Convention of Scottish Local Authorities (CoSLA)
Society of Chief Officers of Transportation in Scotland (SCOTS)
SOLACE
Transport Scotland

Partnership and Working Groups

- Three support groups have been convened to assist in the progress of the NTS Review:
 - NTS Review Reference Group
 - NTS Review Scottish Government Advisory Group
 - NTS Review Partnership Group
- The following lists show the members of each group, as of November 2017.

1. NTS Review Reference Group

- An internal cross-directorate Transport Scotland group.

2. NTS Review Scottish Government Advisory Group

- A group which will manage policy interdependencies with the review across the Scottish Government.

Organisation
Broadband Policy
Community Planning and Community Empowerment
Connectivity, Economy & Data
Energy Deployment
FCAS Transport Social Research
Head of the Energy and Climate Change Project Unit
Health & Social Care Integration
Local Economic Development
Local Government Policy and Relationships
National Planning Policy
OCEA
Region and City Partnerships
Rural Economy and Communities
Spatial Planning, Policy and Environment
Tourism Policy
Transport Scotland - MTRIPS
Transport Scotland - NTS Review Project Team

3. NTS Review Partnership Group

- An external strategic stakeholder group co-chaired by Transport Scotland and CoSLA. The group is non-modal, but there is modal representation on the thematic working groups according to remit. The following is a list of organisations represented on the NTS Review Partnership Group.

Organisation
Convention of Scottish Local Authorities (CoSLA) [co-chair]
Transport Scotland - NTS Review Project Team [co-chair]
Age Scotland
Confederation of British Industry (CBI) Scotland
Chartered Institution of Highways & Transportation (CIHT)
Citizens Advice Scotland
Community Transport Association
Freight Trade Association
Highlands and Islands Transport (HITrans)
Mobility & Access Committee for Scotland
NHS

Rural Parliament via Scottish Rural Action
Scottish Chamber of Commerce
Scottish Cities Alliance
Scottish Council for Development and Industry
Scottish Local Government Partnership
Scottish Trades Union Congress
Society of Chief Officers of Transportation in Scotland (SCOTS)
Strathclyde Partnership for Transport (SPT)
Transform Scotland
Transport Focus
Transport Scotland - NTS Review Project Team
Transport Scotland - Technical Analysis
Transport Scotland - Research/Analytics
Visit Scotland
Young Scot

4. Working Groups

- Three **Functional** groups are helping to deliver the fundamental building blocks for the review process: Research and Evidence; the Strategic Framework group; and the review of Transport Roles and Responsibilities.
- Four **Thematic** groups are addressing wider facets of the review under the themes; Enabling Economic Growth, Tackling Inequality, Greener & Healthier and Delivering Safe and Resilient Transport.
- All Thematic groups met for the first time in August and September 2017 and the second meetings are being convened in November and December 2017. All meetings are chaired (or co-chaired) by external parties with at least one member of the NTS Review team listed as a member for each group.
- Chairs/co-chairs are able to invite additional members to their Working Groups as required but overall numbers should be kept at a manageable level. Guest speakers can also be invited to deliver presentations on subjects relevant to the group's discussion.

Functional Working Groups

Working Group	Organisation
Research and Evidence	University of Leeds [chair]
	University of the West of England
	Transport Research Institute, Edinburgh Napier University
	Centre for Transport Research, University of Aberdeen
	Transport Scotland
Remit	<i>Work with the academic community (and engage other researchers through knowledge exchange activity) to ensure that the best quality evidence is available to inform the NTS review, and oversee a 'call for evidence'</i>

Strategic Framework	Society of Chief Officers of Transportation in Scotland (SCOTS) [co-chair]
	Transport Scotland [co-chair]
	Convention of Scottish Local Authorities (CoSLA)
	RTP – Strathclyde Partnership for Transport (SPT)
	University of Leeds
Remit	<i>Work together and engage with stakeholders to develop an updated strategic framework that will provide the strategic foundation for all other aspects of the NTS review.</i> <i>Review the current NTS Strategic Framework (vision, objectives, outcomes)</i>
Transport Roles and Responsibilities	Transport Scotland [co-chair]
	Solace [co-chair]
	Convention of Scottish Local Authorities (CoSLA)
	Scottish Local Government Partnership (SLGP)
	Society of Chief Officers of Transportation in Scotland (SCOTS)
	RTP – Strathclyde Partnership for Transport (SPT)
	Heads of Planning Scotland
	Scottish Government Planning and Architecture
	Clydeplan
	Scottish Government Public Sector Reform
	Scottish Government Enterprise and Cities
	Sustrans
Enterprise and Skills	
Remit	<i>Build on the work of the NTS Refresh in further clarifying, and possibly modifying, existing transport roles and responsibilities nationally, regionally and locally e.g. between central and local government and service providers</i>

Thematic Working Groups

Working Group	Organisation
Greener and Healthier	Transport Scotland [co-chair]
	Scottish Hydrogen and Fuel Cell Association [co-chair]
	Aberdeen City Council
	Caledonian MacBrayne
	Convention of Scottish Local Authorities (CoSLA)
	Dundee City Council
	Friends of the Earth
	NHS Health Scotland
	Paths for All
	RTP – Strathclyde Partnership for Transport (SPT)
	ScotRail
	Scottish Government Energy and Climate Change
	Scottish Government Health

Working Group	Organisation
	SEPA Society of Chief Officers of Transportation in Scotland (SCOTS) Stop the Climate Chaos Scotland Transform Scotland Transport Scotland - ChargePlace Scotland WH Malcolm World Wide Fund for Nature (WWF)
Remit	<i>To set out policy proposals on how transport will address more acute climate change and health (active travel, air quality) issues through reducing overall transport emissions and developing sustainable transport and active travel</i>
Enabling Economic Growth	Freight Transport Association (FTA) [co-chair] Scottish Council for Development and Industry (SCDI) [co-chair] Airport Operators Association British Ports Association Chamber of Shipping Confederation of British Industry (CBI) Scotland Confederation of Passenger Transport UK (CPT) Rail Delivery Group RTP – South East Scotland Transport (SESTran) Scottish Food & Drink Federation (SFDF) Scottish Local Authorities Economic Development Group Scottish MaaS Alliance Scottish Rural Action Society of Chief Officers of Transportation in Scotland (SCOTS) Solace Timber Transport Forum Transport Focus Transport Scotland – ITS Transport Scotland – Smart Ticketing VisitScotland
Remit	<i>To set out policy proposals on how transport can improve as an enabler of economic growth (incl. transport as a major employer, development of low carbon economy and sharing economy, improvement of physical connectivity)</i>
Tackling Inequality	RTP – Highlands and Islands Transport (HITrans) [co-chair] Mobility and Access Committee for Scotland (MACS) [co-chair] Age Scotland Bus Users Scotland Caledonian MacBrayne

Working Group	Organisation
	Citizens Advice Scotland Community Transport Association Glasgow Centre for Population Health Scottish Trades Union Congress (STUC) Solace/Scottish Cities Alliance Transport Scotland Transport Scotland – Accessibility and Road Travel Young Scot
Remit	<i>To set out policy proposals on how transport can assist in addressing inequality and differences between groups of people to make Scotland a fairer Scotland</i>
Delivering Safe and Resilient Transport	Chartered Institution of Highways & Transportation (CIHT) [co-chair] Transport Scotland/Scottish Government [co-chair] Airport Operators Association British Transport Police Caledonian Maritime Assets Ltd Confederation of Passenger Transport UK (CPT) Freight Transport Association (FTA) Institution of Civil Engineers (ICE) Network Rail Office of the Road Works Commissioner Police Scotland Rail Freight Group Road Haulage Association RTP – North East Scotland Transport (Nestrans) Scottish Ambulance Services Scottish Fire Services Scottish Government Cyber Security Scottish Government Resilience Team Society of Chief Officers of Transportation in Scotland (SCOTS) Sustrans
Remit	<i>To set out policy proposals on how transport should address safety and security threats and ensure resilience in transport systems</i>

National Transport Strategy (NTS) Review
November 2017

NTS Review timeline

