

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Tuesday, 8 May 2018 at 2pm, Room 2, Council Offices,
English Street, Dumfries, DG1 2DD**

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
Adam Wilson	- Dumfries and Galloway Council
Alistair McKinnon	- Scottish Enterprise
David Stitt	- Dumfries and Galloway Council

Future Meetings

29 June 2018	- Langholm
21 September 2018	- Kirkcudbright
31 October 2018	- Stranraer

Douglas Kirkpatrick

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Tuesday, 8 May 2018 at 2pm, Room 2, Council Offices,
English Street, Dumfries, DG1 2DD

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 9 MARCH 2018 – FOR APPROVAL**
4. **MINUTES OF MEETING ON 17 APRIL 2018 – FOR APPROVAL**
5. **COUNCILLORS CODE OF CONDUCT UPDATE** – Recommendation – note that an amended Councillors Code of Conduct has been laid before parliament for approval, providing a specific exclusion at 5.18 for councillor members of Regional Transport Partnerships.
6. **CAPITAL EXPENDITURE PROGRAMME – LOCKERBIE STATION PARKING** – Recommendations – (i) note the current position with Phases 2 and 3 of the capital project seeking to improve car parking issues at/around Lockerbie Station; (ii) determine a view on the progression of the options developed under Phase 2; and (iii) determine a view on the progression of the options developed under Phase 3.
7. **RAIL UPDATE** - Recommendation – note the update on the rail developments on the Rail Enhancement and Capital Investment Strategy, Local Rail Development Fund, and the Transport Scotland Rail Workshop.
8. **STAG APPRAISALS UPDATE** - Recommendation – note the update on the work towards developing potential rail station re-opening bids.
9. **LOCAL BUS SERVICE 101/102 DUMFRIES TO EDINBURGH** - Recommendation – note the procurement options being sought for the replacement of local bus service 101/102 Dumfries to Edinburgh.
10. **BORDERS TRANSPORT CORRIDOR UPDATE** – Recommendation – note the publication of the Draft Final Borders Transport Corridors – Pre-Appraisal Report.
11. **CONSULTATIONS** – Recommendations – (i) agree the consultation response for “A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections” as shown in Appendix 2; and (ii) agree the consultation response for the “Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain.” as shown in Appendix 3.
12. **ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

It is recommended that Members of the South West of Scotland Transport Partnership Board agree to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given the report contains confidential or exempt information in respect of paragraph 6, 8, 9 and 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

13. LOCAL BUS SERVICES – SUSTAINABILITY – Recommendation – Members of the Board are asked to consider the recommendations as set out in the report (to be circulated separately to members of the Board only).

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership

Claire Rogerson
Secretary to the Board
South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 9 March 2018
at 10.30am, McMillan Hall, Dashwood Square. Newton Stewart

Present

Members

Andrew Wood (Chairman)	-	Dumfries and Galloway Council
David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
Richard Brodie	-	Dumfries and Galloway Council
John Campbell	-	Dumfries and Galloway Council
Jim Dempster	-	Dumfries and Galloway Council
David Stitt	-	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
Rebecca Scott	-	Graduate Trainee

Apologies

Alistair McKinnon	-	Scottish Enterprise
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Observers

Christopher Bradberry Craig	-	Thornhill Station Action Group
June Hay		Outdoor Access Forum
Graham Whiteley		

In Attendance

Michael Liebisch	-	South West Scotland Community Rail Partnership
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1. SEDERUNT AND APOLOGIES

5 Board Members present, 1 apology.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTE OF MEETING ON 17 JANUARY 2017

Decision

APPROVED.

4. DRAFT REVENUE EXPENDITURE BUDGET REPORT 2018/19

Decision

The Board **AGREED** the draft revenue budget for 2018/19 as set out in Table 1 of the report as detailed below.

Item	Cost £
Staff Costs	110,848
Property Costs	700
Supplies & Services	32,593
Transport Costs	2,104
Procured Services	4,113,794
Central Support	48,750
TOTAL	4,308,789

5. CAPITAL EXPENDITURE PROGRAMME 2018/19

BOARD MEMBER – Richard Brodie entered the meeting – 6 Board Members present.

Decision

The Board **AGREED**:

5.1 the Capital Programme for 2018/19 to 2020/21 detailed in the Appendix of the report with regard to the Purchase of Accessible Buses, Bus Infrastructure, Active Travel projects (which would also include Cyclepath Development) and STAG Studies; and

5.2 to receive a further report to consider the options and consequences of the rail station improvements (Lockerbie Phase 2 and Lockerbie Phase 3).

6. EXTERNAL AUDIT PLAN 2017/18

Decision

The Board **NOTED** the external audit plan for 2017/18 as outlined in the Appendix of the report.

7. SWESTRANS ANNUAL REPORT 2016/17

Decision

The Board **AGREED** the SWestrans Annual Report for 2016/17 as attached at the Appendix to the report.

8. OBSERVERS UPDATE

Decision

The Board:

8.1 **NOTED** the resignation of Sharon Ogilvie as an observer to the Board with effect from 26 January 2018; and

8.2 **COMMENDED** the contributions and time given by observers to the business of the Board.

9. LOCAL BUS SERVICE 101/102 DUMFRIES TO EDINBURGH

Decision

The Board:

9.1 **NOTED** the concerns on the future deliverability of the Dumfries to Edinburgh local bus service and that there may be a need for an additional Board meeting in April 2018; and

9.2 **AGREED** that officers continue to progress discussions with partners as highlighted in paragraph 3.6 of the report.

10. LOCAL BUS SERVICES – BANK HOLIDAYS

Decision

The Board:

10.1 **CONSIDERED** the request from Stagecoach West Scotland to change the Bank Holiday service levels to operate a Sunday service on Easter Monday and the May Day Bank Holiday annually; and

10.2 **AGREED** public engagement be undertaken to determine views on reducing service levels across all service providers on Easter Monday and May Day Bank Holiday to a Sunday Service with effect from Easter Monday 2019.

11. SOUTH WEST SCOTLAND – INITIAL APPRAISAL: CASE FOR CHANGE

The Board **NOTED**:

11.1 the commencement and nature of the “Initial Appraisal: Case For Change” study;

11.2 the “Initial Appraisal: Case for Change” study’s relation to the second Strategic Transport Projects Review; and

11.3 the role of SWestrans on the Client Working Group overseeing the study.

12. PUBLIC SOCIAL PARTNERSHIP UPDATE

The Board **NOTED**:

12.1 the progress on the Public Social Partnership development; and

12.2 that a further pilot update report on the Public Social Partnership would be brought to the Board in June 2018.

13. CONSULTATIONS

The Board **NOTED**:

13.1 the two consultations relevant to SWestrans’ interests “A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections” and “Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain.”; and

13.2 the opportunity to provide comment on the consultations to the Lead Officer by 20 April 2018, which would be incorporated into responses from SWestrans and signed off by the Lead Officer, in consultation with the Chair and Vice-Chair under delegated powers.

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

Decision

The Board **NOTED** that there were no items of 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 exempt information in respect of paragraph 6 of Schedule 7A of the Local Government (Scotland) Act 1973, and therefore met the requirements of standing orders 25.3.1 and 25.3.3, that the press and public be excluded.

15. LOCAL BUS SERVICES - SUSTAINABILITY

PROCEDURE – The report was distributed at the meeting.

Summary of Report – This report provided the Board with information regarding the sustainability issues raised by two bus companies and sought agreement on a course of action to maintain local bus services.

Decision

The Board:

NOTED

15.1 the sustainability issues raised by one bus company;

15.2 the sustainability issues raised by a second bus company;

AGREED

15.3 that option 3 to renegotiate be progressed to maintain local bus services in the stated area;

15.4 to increase the contract cost of a local service by £35 per day which would be subject to periodic review;

15.5 to work in partnership with local bus operators on PCV driver training and recruitment; and

15.6 that an additional Board meeting be arranged for April 2018 if required.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Tuesday 17 April 2018
at 2.00pm, Dumfries and Galloway Council Offices, English Street, Dumfries

Present

Members

Andrew Wood (Chairman)	-	Dumfries and Galloway Council
David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
Richard Brodie	-	Dumfries and Galloway Council
John Campbell	-	Dumfries and Galloway Council
David Stitt	-	Dumfries and Galloway Council
Adam Wilson	-	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
Rebecca Scott	-	Graduate Trainee

Apologies

Alistair McKinnon	-	Scottish Enterprise
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1. SEDERUNT AND APOLOGIES

6 Board Members present, 1 apology.

2. DECLARATIONS OF INTEREST

NONE declared.

3. BOARD MEMBERSHIP

Decision

3.1 **NOTED** that Adam Wilson had been nominated as a SWestrans board member by Dumfries and Galloway Council, to fill the vacancy following the resignation of Jim Dempster from the board.

3.2 **AGREED** to commend Jim Dempster for his contribution to the work of the Board.

3.3 **NOTED** that the Gender Representation on Public Boards (Scotland) Act 2018 had come into force on 9 March 2018 and that the “gender representation objective” for a public board is that it has 50% of non-executive members who are women, **FURTHER NOTING** that all the positions on the SWestrans Board are excluded positions in terms of the act.

AGREED

3.4 that the aim to have a 50:50 gender representative board remained an objective recognising that would be likely be fulfilled over time.

3.5 further to the correspondence to Dumfries and Galloway Council, that the two external bodies Scottish Enterprise and Dumfries and Galloway NHS also be written to, so that the view of the board is known to those organisations when nominating members to the SWestrans Board.

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

Decision

The Board **NOTED** that there were no items of 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 exempt information in respect of paragraph 6 of Schedule 7A of the Local Government (Scotland) Act 1973, and therefore met the

requirements of standing orders 25.3.1 and 25.3.3, that the press and public be excluded.

5. LOCAL BUS SERVICES - SUSTAINABILITY

Summary of Report –

This report provided the board with an update on discussions with partner authorities on the future deliverability of the Dumfries to Edinburgh local bus service and sought agreement to a course of action.

This report also provided an update to the Board with information regarding the sustainability issues raised by two bus companies and sought agreement on a course of action to maintain local bus services, and provided an update on negotiations.

Decision

The Board **AGREED**

5.1 the text for the Bus News on local bus service 101/102 Dumfries to Edinburgh;

5.2 the Chairman writes to the Chief Executive of Scottish Borders Council seeking their review of the decision to reduce funding for the 101/102 Dumfries to Edinburgh local bus service.

5.3 the provision of a grant of £230,000 to a bus operator to purchase two low floor accessible buses for use on a local bus service;

5.4 the amendment to the 383 Lockerbie to Annan service from 10.5 returns to 9.5 returns to maintain a consistent Monday to Saturday timetable;

5.5 in principle, the service changes identified by one bus operator; and

5.6 to remit officers the development of final timetable proposals, in partnership with one operator, for consideration at the May 2018 board.

COUNCILLORS CODE OF CONDUCT UPDATE

1. Reason for Report

Following public consultation last year, this report advises the Board of an amended Councillors Code of Conduct to address the specific issue surrounding potential conflicts of interest for councillors sitting on Regional Transport Partnerships.

2. Background

2.1 At its meeting of 13 January 2017, the Board considered and agreed a response to a consultation on the Councillors Code of Conduct (the Code).

2.2 The consultation sought views on possible changes to the Code's provisions on conflicts of interest for councillors who are also members of other public bodies such as Regional Transport Partnerships (RTPs), whether such changes should be made, and if so what form those changes should take.

2.3 SWestrans provided a full response which recommended that the wording in the Code should make it explicit that the specific exclusion relates to those who are members of RTPs (as it currently does in the Code with the Cairngorms National Park Authority) and that members of the RTP would not be prevented from taking part in their Council's discussion of a matter of a quasi-judicial or regulatory nature in which that other body had an interest solely because of their membership of that body.

3. Key Points

3.1 Following the consultation the amended Code adds provisions on councillor members of RTPs to the Specific Exclusions in 5.18 of the Code.

3.2 The amended Code, is awaiting parliamentary approval and is available to view online at:

<https://beta.gov.scot/publications/code-conduct-councillors/documents/00533946.pdf?inline=true>

3.3 An extract from the amended code at 5.18 is shown below.

"...(2) The Specific Exclusions

The specific exclusions referred to in this Section of the Code are in relation to interests which a councillor may have –...

(ii) as a member of a Regional Transport Partnership;

In relation to (ii), the exclusion applies to any councillor who is a member of a Regional Transport Partnership ("RTP") established under the Transport (Scotland) Act 2005 by virtue of having been appointed by their council. The exclusion enables such a councillor to take part in the consideration and discussion of, and to vote upon, a matter relating to that RTP or in relation to which the RTP has made a representation; provided that the councillor has declared his or her interest at all meetings where such matters are to be discussed. The exclusion includes quasi-judicial and regulatory

matters **except** any quasi-judicial or regulatory matter on which the RTP has made an application to the council, has formally objected to an application made by another party, or is the subject of an order made or proposed to be made by the council.”

3.4 The amended Code requires the formal approval of the Scottish Parliament before it can come into force. This is likely to be over the summer but is dependent on other parliamentary business.

4. Consultations

This is a procedural report and the Lead Officer is 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 note that an amended Councillors Code of Conduct has been laid before parliament for approval, providing a specific exclusion at 5.18 for councillor members of Regional Transport Partnerships.

Report Author: Claire Rogerson
Tel: 01387 260372

Date of Report: 26 April 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

CAPITAL EXPENDITURE PROGRAMME – LOCKERBIE STATION PARKING

1. Reason for Report

1.1 To provide the Board with an update on the current position with the two phases (Phase 2 and Phase 3) of a capital project which seeks to improve car parking issues at/around Lockerbie Station.

1.2 To seek Board members agreement to a funding allocation within the 2018/19 Capital Expenditure Programme to enable the phases of this project to continue.

2. Background

2.1 At its meeting on 9 March 2018, the Board agreed each of the elements of the Capital Expenditure Programme 2018/19 with the exception of the phases of new parking development at Lockerbie Station which had a proposed joint spend of £300K. The Board requested a further report be brought to this meeting for consideration.

2.2 From 2012 to 2015, Phase 1 of new parking arrangements for Lockerbie Station, funded by SWestrans, was completed providing an additional 41 spaces within the constrained area of the Station (11 spaces) and the development of new provision at ground off Well Road/Union Street (30 spaces).

2.3 Provision of a further 25 spaces through re-configuration of the existing car park (Phase 2) was a project within the agreed SWestrans Capital Programme 2017/18. The cost estimate within the programme for this phase was £505,237.

2.4 In 2015/16, SWestrans was approached by private landowners in Lockerbie regarding opportunities to create parking availability adjacent or nearby the railway station. The Board agreed to progress these proposals as Phase 3.

2.5 At its meeting on 30 June 2017, the Board considered these opportunities and agreed not to progress Phase 3 - High Street / Bridge Street in the best interest of the public purse; and agreed to continue progressing Phase 3 – Sydney Place in partnership with Dumfries and Galloway Council and other organisations, with a view to looking at all funding streams available to ensure that any work undertaken was both cost effective and sustainable.

2.6 Phase 3 – Sydney Place would provide 45 parking spaces with an estimated cost for the scheme of £1.51M.

2.7 Parking issues and a possible solution feature in the Lockerbie Community Action Plan. This Plan contains the local community's vision of what their community should be like in 10 years' time, together with priority actions to get there.

2.8 At its meeting on 20 March 2018, Dumfries and Galloway Council's Economy, Environment and Infrastructure Committee agreed its Infrastructure Asset Class

Programme 2018/19. This included an allocation of £300K for car parks with accompany text indicating that following the conclusion of design/cost options at Lockerbie Railway Station by SWestrans it would allow the Committee to consider part funding the scheme with the aim of providing a more suitable parking facility at the station.

3. Key Issues

3.1 The continued success and increased passenger growth of the rail services at Lockerbie has subsequently led to a number of parking issues in the town. SWestrans has led in the identification of options and provision of schemes to alleviate these issues.

3.2 Phase 1 provided an additional 41 spaces between 2012 and 2015. Phase 2 is planned to provide an additional 25 spaces and has been in development with Network Rail since 2014. Phase 3 commenced in late 2015 following the first approach by a landowner on opportunities to develop a car park in the vicinity of the rail station. Subsequently there have been further landowner approaches concerning sites for additional parking.

3.3 There has been significant public, community, elected representative and press interest in the provision of additional parking spaces. A number of statements made by external parties have been misleading and this has led to criticism on the perceived lack of progress by SWestrans (and Dumfries and Galloway Council) and to an enhanced expectation that the opportunities available are straight-forward and affordable.

3.4 A full assessment on progress with options in Phase 2 and Phase 3 has been undertaken by the Council's Engineering Design Team and the following sections and appendices provide the outcome of this assessment.

4. Key Issues – Phase 2 - Re-configuration of the existing car park

4.1 This site has been the preferred option for further car parking development in Lockerbie Town Centre. It follows on from the car parking provision made at the former station house and Well Road. It lies close to the main station building and would appear to be the relatively straightforward to develop from a technical standpoint. However, there are a number of matters which have still to be overcome before any progress can be made.

4.2 As part of the development, the Council has offered to take ownership of the small Network Rail (NR) owned car park, immediately to the north of the station building and in return, the Council would take on the maintenance burden. NR has agreed to this in principle. NR has also intimated that they currently own the land upon which Dumfries and Galloway Council built a public toilet and they would wish to transfer the ownership of this land as part of the same transaction. There would likely be a nominal cost for the land plus the legal expenses of Network Rail to cover.

4.3 In order to achieve extra spaces the existing car park with 57 spaces (53 general spaces + 4 disabled bays) has to be re-worked. In doing so, this provides not only the extra spaces but the betterment of an overall more user-friendly car park facility with improved access/egress/circulation and importantly removes the current opportunity to park on the footway and the subsequent issues this creates.

4.4 The initial option in this phase would provide 25 additional spaces, as indicated at paragraph 2.3, and would increase the available spaces to 82 (78 general spaces + 4 disabled bays). This would require a section of boundary wall to be taken down and set back within the northbound platform area. The draft layout for this is shown at **Appendix 1**. The estimated Scheme Cost for the works of £505,237, this estimate includes an appropriate contingency against the potential presence of contaminated land on site within the existing ground conditions. A similar contingency has been included where appropriate against other options as highlighted in Tables 1 and 2. Planned ground investigation works will determine the actual extent of any contamination and the option costs adjusted accordingly at that time. The Council's Planning Service is comfortable with the proposals to date with formal planning approval and building demolition consent yet to be sought.

4.5 It is worth noting that in progressing this scheme option, a phased approach would be necessary in order to keep at least some of the parking spaces open. However, this may not be possible and if so the car park would require to be closed for several months to allow construction works to progress in a safe manner. This could be mitigated if a Phase 3 site could be purchased and brought to an acceptable unbound surface condition and existing Phase 2 car park users could be temporarily relocated. Clearly, this arrangement would require the costs for acquiring a Phase 3 site and potential remediation of any contamination to be included.

4.6 This scheme option equates to a cost per space gained figure of £20,209 and with no land purchase costs required (just land title swap). Given this level of cost, five further parking layout options have been investigated which do not require any works to the boundary wall whilst providing improved access/egress/circulation and the removal of the ability to park on the footway. These are described below, including an estimated overall cost and cost per space gained, and are shown in **Appendices 2, 3, 4, 5 and 6**:

- Option A - This option, shown at **Appendix 2**, involves the removal of the existing footway build-outs within the current car park and simplifying the parking layout. A new footway along the frontage of Well Road will cater for pedestrians but no other pedestrian facilities are included. Inappropriate parking on footways would be deterred through the use of demountable bollards.
- Option B - This option, shown at **Appendix 3**, involves the removal of existing footway build-outs and includes a 2-metre wide pedestrian footway through the middle of the car park with a pedestrian link to the platform lifts included. Angled parking on either side of this footway is necessary to allow vehicles to manoeuvre safely. However, given the available space, it is also necessary to have the car park operate one-way (as shown). Because of this, footway build outs in 'dead' spaces, have been provided to ensure unhindered movement of vehicles through the car park.
- Option C - This option, shown at **Appendix 4**, includes a narrower 1.8-metre wide pedestrian footway through the middle of the car park, a pedestrian link to the platform lifts and perpendicular parking to the inside of the footway (to increase spaces). Angled parking on Well Road is retained. This layout

shows 'dead' spaces within the car park, which appears to offer ideal parking space but is essential for the manoeuvring of cars utilising recognised spaces. This may encourage inappropriate parking in those areas.

- Option D – This option, shown at **Appendix 5**, has the pedestrian facility narrowed down to 1.8 metres, and moved towards the railway boundary, this allows perpendicular parking on Well Road. However, by moving the footway closer to the railway line, the perpendicular parking evident in Option C has to be altered to angled parking. Again, this layout shows 'dead' spaces within the car park, which appears to offer ideal parking space but is essential for the manoeuvring of cars utilising recognised spaces.
- Option E - This option, shown at **Appendix 6**, includes a 2.15-metre wide pedestrian footway through the middle of the car park (regarded as a recognised minimum), a pedestrian link to the platform lifts and perpendicular parking to Well Road. Angled parking within the car park was necessary but the direction of flow changed, to make maximum use of available space. This layout shows footway build outs on all 'dead' spaces within the car park, to safeguard it from inappropriate parking.

4.7 For all the Phase 2 Options both SEPA and Scottish Water have been consulted but because the overall increase in impermeable area is not significant, then all run-off can be accommodated via existing sewers. No SUDS required. It is also worth noting that NR requirements in terms of coach services used when train services are disrupted have been accommodated within these proposals.

4.8 The Board is asked to review/discuss each of the options and determine which, if any, option they wish officers to progress in partnership with Dumfries and Galloway Council.

5. Key Issues – Phase 3 – Sydney Place

5.1 Two adjoining sites have been brought to the attention of SWestrans as potential sites for car parking. The Board has agreed that the first of these sites, as discussed in paragraphs 2.5 and 2.6, continue to be progressed in partnership with Dumfries and Galloway Council and other organisations, with a view to looking at all funding streams available to ensure that any work undertaken was both cost effective and sustainable.

5.2 This scheme option would provide some 45 parking spaces with an estimated cost for the scheme of £1.51M. The site is in close proximity to the southbound platform but without any direct access to the railway station and so pedestrians face a circuitous route to walk to the main station building. Similarly, most vehicles travelling to the station will have to cross Bridge Street, and then through a residential housing estate before reaching the car park. A draft layout for the scheme option is shown at **Appendix 7**.

5.3 The estimated scheme cost includes land purchase with the landowner's asking price significantly exceeding the value of this land assessed by SWestrans and the District Valuer (DV) who were commissioned to produce an independent valuation. The costs also include an element for remedial measures to address likely

land contamination given its close proximity to the railway line and its previous use as a coal merchant's yard.

5.4 A further option was explored to extend the site to the south to create a further 12 spaces and which would have enabled pedestrian access/egress and one-way vehicular exit onto Bridge Street. However, the landowner of this area is not looking to sell at this time but would consider an offer.

5.5 An adjoining site to the east (referred to as Bridge Street) was identified by officers as a further opportunity to extend the number of spaces available in this area given the current lack of use on the site. Contact was made with the landowner and an initial indication has been provided of their willingness to sell.

5.6 Ground Investigation works are being prepared on both parcels of land and a Pre Planning application and DV assessment is being undertaken for the east plot. The east plot is itself landlocked if not accessed from the west plot. It could be potentially be accessed via Sydney Place but would require to negotiate Public Utility apparatus visually identified on the site. Alternatively, access would need to be provided over land currently controlled by other parties.

5.7 Scheme options and costings have been developed for the east land plot and the two plots jointly these are described below, including an estimated overall cost and cost per space gained, and are shown in **Appendices 8** and **9**:

- Bridge Street Option A – This further site is a large plot of land and could be developed independently of the Sydney Place site or could be considered together. This plot suffers from having no independent access to the road network. It currently enjoys access rights over land owned by another private party. But these rights would not extend to vehicular access for an entire car park. Whilst it does have a boundary with Sydney Place to the north, access there is constrained due to the presence of high-pressure gas apparatus. As an alternative, the layout plan shows an access to the east via the existing road at Sydney Court. This road is private, ownership has yet to be established, and potential for agreements sought. The walk from this potential car park site to the station is marginally shorter than from Sydney Place.
- Sydney Place/Bridge Street Option B – This combination option offers the potential to resolve the parking issues at the station. Vehicular access can be achieved from Sydney Place but if further land could be purchased, then there is the potential for an egress on to Bridge Street or for a two-tier car park, with direct access/egress to Bridge Street. The DVS valuation has yet to be concluded for the land necessary to achieve these objectives.

5.8 The Board is asked to review/discuss each of the options and determine which, if any, option they wish officers to progress in partnership with Dumfries and Galloway Council.

6. Financial Implications - General

6.1 To assist, the information on each of the proposals is summarised in Table 1 below:

Phase 1	New Spaces	Total Cost	Cost/Space
Station House	11	£49,445	£4,495
Well Road	30	£234,237	£7,808
Phase 2	New Spaces	Est. Cost	Cost/Space
Station Car Parks – Option 1	25	£505,237*	£20,209*
Station Car Parks – Option A	3	£70,929	£23,643
Station Car Parks – Option B	4	£124,370	£31,093
Station Car Parks – Option C	7	£104,914	£14,988
Station Car Parks – Option D	7	£104,914	£14,988
Station Car Parks – Option E	7	£131,598	£18,800
Phase 3	New Spaces	Est. Cost	Cost/Space
Sydney PI – Option 1 (landowner price)	45	£1,508,137*	£33,514*
Sydney PI – Option 1 (DV price)	45	£1,363,137*	£30,292*
Bridge Street – Option A (landowner price)	48	£622,273	£12,964
Bridge Street – Option A (DV price)	48	£527,273	£10,985
Sydney PI/Bridge St – Option B (landowner price)	125	£1,916,606*	£15,333*
Sydney PI/Bridge St – Option B (DV price)	125	£1,676,606*	£13,413*

Table 1 – Cost summary of parking options (* denotes those estimates including a contingency allowance at this time for contaminated land)

6.2 41 spaces were provided in total through Phase 1 at an average cost of some £6,919 per space.

6.3 New provision of spaces through Phase 2 could be delivered at between £14,988 and £31,093 per space. However, the cost per space for Phase 2 has been calculated solely on the additional number of new spaces provided whilst the overall scheme represents a significant improvement to the existing 57 space car park. Therefore, this operational benefit should be accounted for in the cost/space calculation with 70% of the total scheme cost being allocated to the existing car park betterment and 30% to the new spaces. This equates to a realistic cost/space as shown below:

Phase 2	New Spaces	30% Cost	Cost/Space
Station Car Parks – Option 1	25	£151,571	£6,063
Station Car Parks – Option A	3	£21,279	£7,093
Station Car Parks – Option B	4	£37,311	£9,328
Station Car Parks – Option C	7	£31,474	£4,496
Station Car Parks – Option D	7	£31,474	£4,496
Station Car Parks – Option E	7	£39,479	£5,640

Table 2 – Cost per space summary of Phase 2 parking options

6.4 New provision of spaces through Phase 3 could be delivered at between £10,985 and £33,514 per space.

7. Consultations

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

8. Implications	
Financial	The Board are asked to determine the progression of options which will require financial consideration.
Policy	Improving the parking issues at Lockerbie Station has been a key element of the Capital Programme for a number of years. Dumfries and Galloway Council's Plan 2017-2022 has a commitment to implement a solution to the parking problems at Lockerbie Station.
Equalities	None.
Climate Change	None
Risk Management	None

9. Recommendations

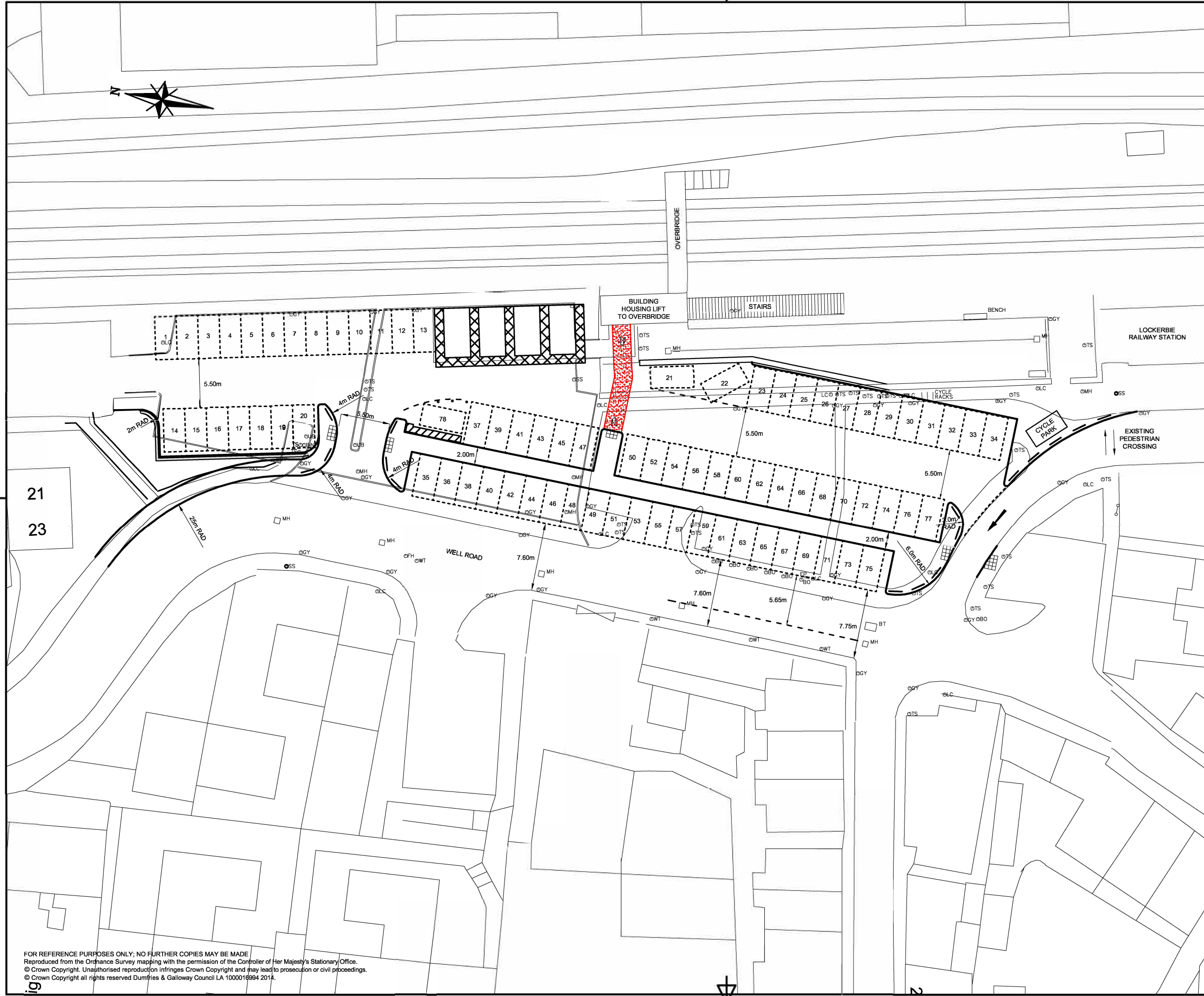
Members of the Board are asked to:

- 9.1 note the current position with Phases 2 and 3 of the capital project seeking to improve car parking issues at/around Lockerbie Station;
- 9.2 determine a view on the progression of the options developed under Phase 2; and
- 9.3 determine a view on the progression of the options developed under Phase 3.

Report Author: Douglas Kirkpatrick Tel no.: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries, DG1 2HR
Date of Report: 26 April 2018	
File Ref: SW2/Meetings/2018	

- Appendix 1 – Draft parking layout Phase 2 – Option 1
- Appendix 2 – Draft parking layout Phase 2 – Option A
- Appendix 3 – Draft parking layout Phase 2 – Option B
- Appendix 4 – Draft parking layout Phase 2 – Option C
- Appendix 5 – Draft parking layout Phase 2 – Option D
- Appendix 6 – Draft parking layout Phase 2 – Option E
- Appendix 7 – Draft parking layout Phase 3 Sydney Place – Option 1
- Appendix 8 – Draft parking layout Phase 3 Bridge Street – Option A
- Appendix 9 – Draft parking layout Phase 3 Sydney Place/Bridge Street – Option B

NOTES
 EXISTING CAR PARK CAN ACCOMMODATE 53 SPACES WITH 4 No DISABLED SPACES
 PROPOSED CAR PARK CAN ACCOMMODATE 78 SPACES (ie AN ADDITIONAL 25 SPACES) WITH 4 No DISABLED SPACES



Ref.	Date	Revisions	Initials
Amendments			

Andrew Herd, C.Eng., MICE
 Engineering Manager
 Cargen Tower
 Garroch Business Park
 Cargenbridge
 DG2 8PN

Dumfries & Galloway

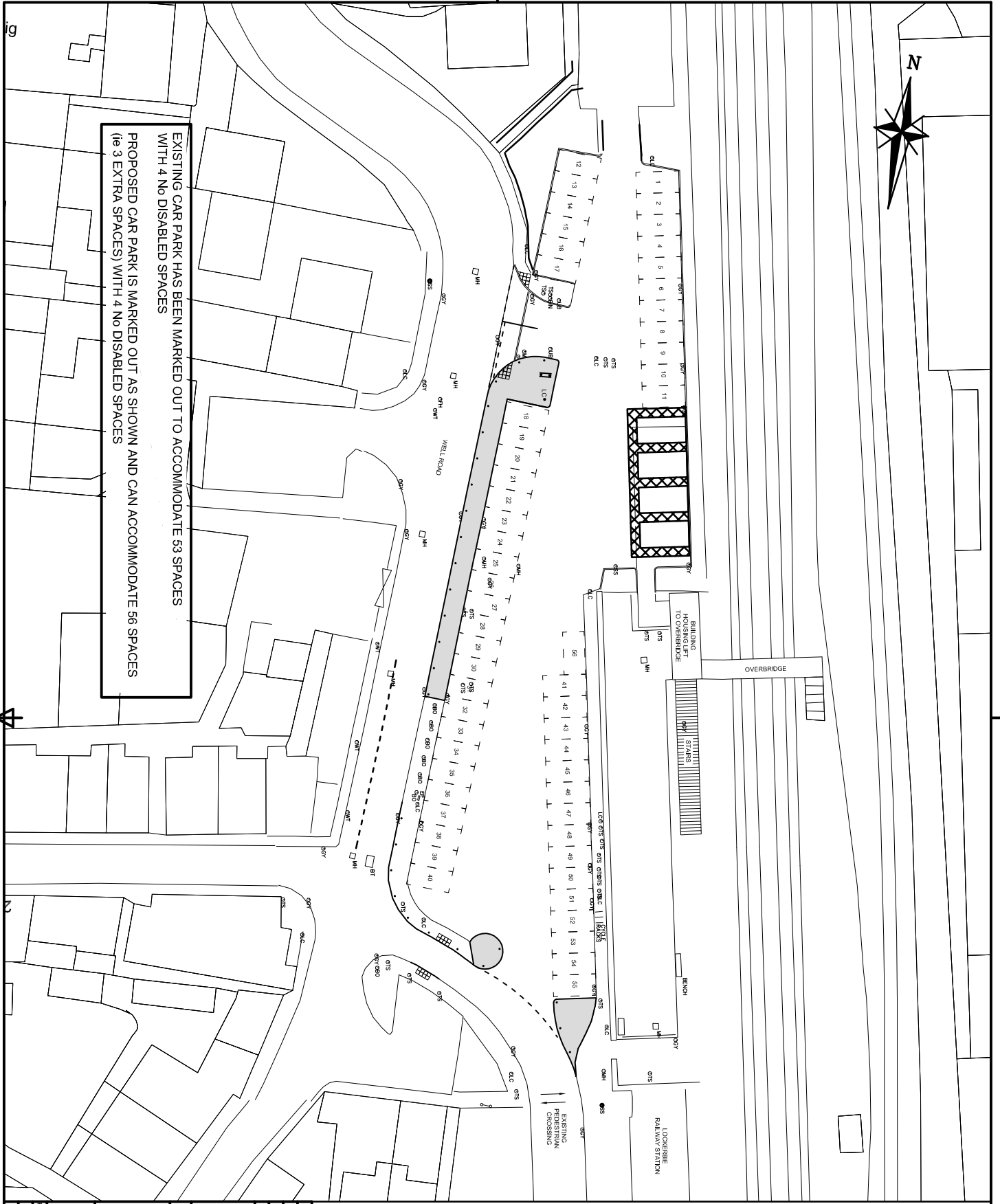
Engineering Design

**LOCKERBIE STATION
 CAR PARK PHASE 2**

PROPOSED LAYOUT

PRELIMINARY	<input checked="" type="checkbox"/>	TENDER	<input type="checkbox"/>	CONTRACT	<input type="checkbox"/>	RECORD	<input type="checkbox"/>
Drawn By	AH	Checked By	DMcD	Approved By	DMcD	Date	April 2017
SCALE : 1:200 @A1		DRG. No. PP000165_20					

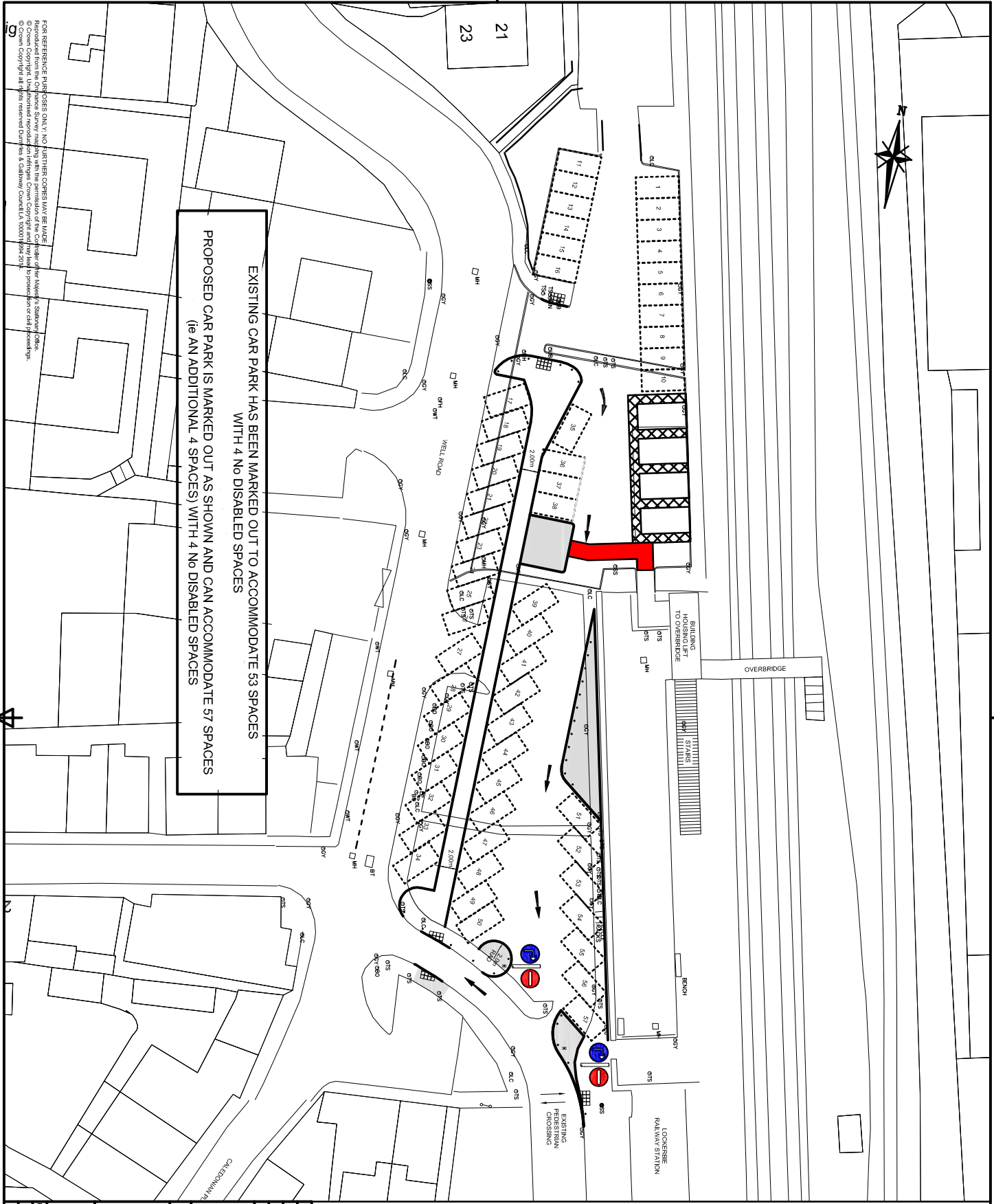
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EXISTING CAR PARK HAS BEEN MARKED OUT TO ACCOMMODATE 53 SPACES WITH 4 NO DISABLED SPACES
 PROPOSED CAR PARK IS MARKED OUT AS SHOWN AND CAN ACCOMMODATE 56 SPACES (ie 3 EXTRA SPACES) WITH 4 NO DISABLED SPACES

NOTES
 EXISTING CAR PARK CAN ACCOMMODATE 53 SPACES WITH 4 NO DISABLED SPACES
 PROPOSED CAR PARK CAN ACCOMMODATE 56 SPACES WITH 4 NO DISABLED SPACES

PRELIMINARY	<input checked="" type="checkbox"/>	TENDER	<input type="checkbox"/>	CONTRACT	<input type="checkbox"/>	RECORD	<input type="checkbox"/>
Drawn By	AM	Checked By	AM	Approved By	AM	Date	Feb 2018
SCALE: 1:200 @A1 DRG. No. Option A - April 2018							
Engineering Design							
Lockerbie Station Car Park Phase 2 Option A - 2018							
Alternative Layout							
Andrew Hunt, C.Eng., MICE Engineering Manager Garron Business Park Garron Dumfries							
Ref.							



EXISTING CAR PARK HAS BEEN MARKED OUT TO ACCOMMODATE 63 SPACES
WITH 4 NO DISABLED SPACES

PROPOSED CAR PARK IS MARKED OUT AS SHOWN AND CAN ACCOMMODATE 57 SPACES
(ie AN ADDITIONAL 4 SPACES) WITH 4 NO DISABLED SPACES

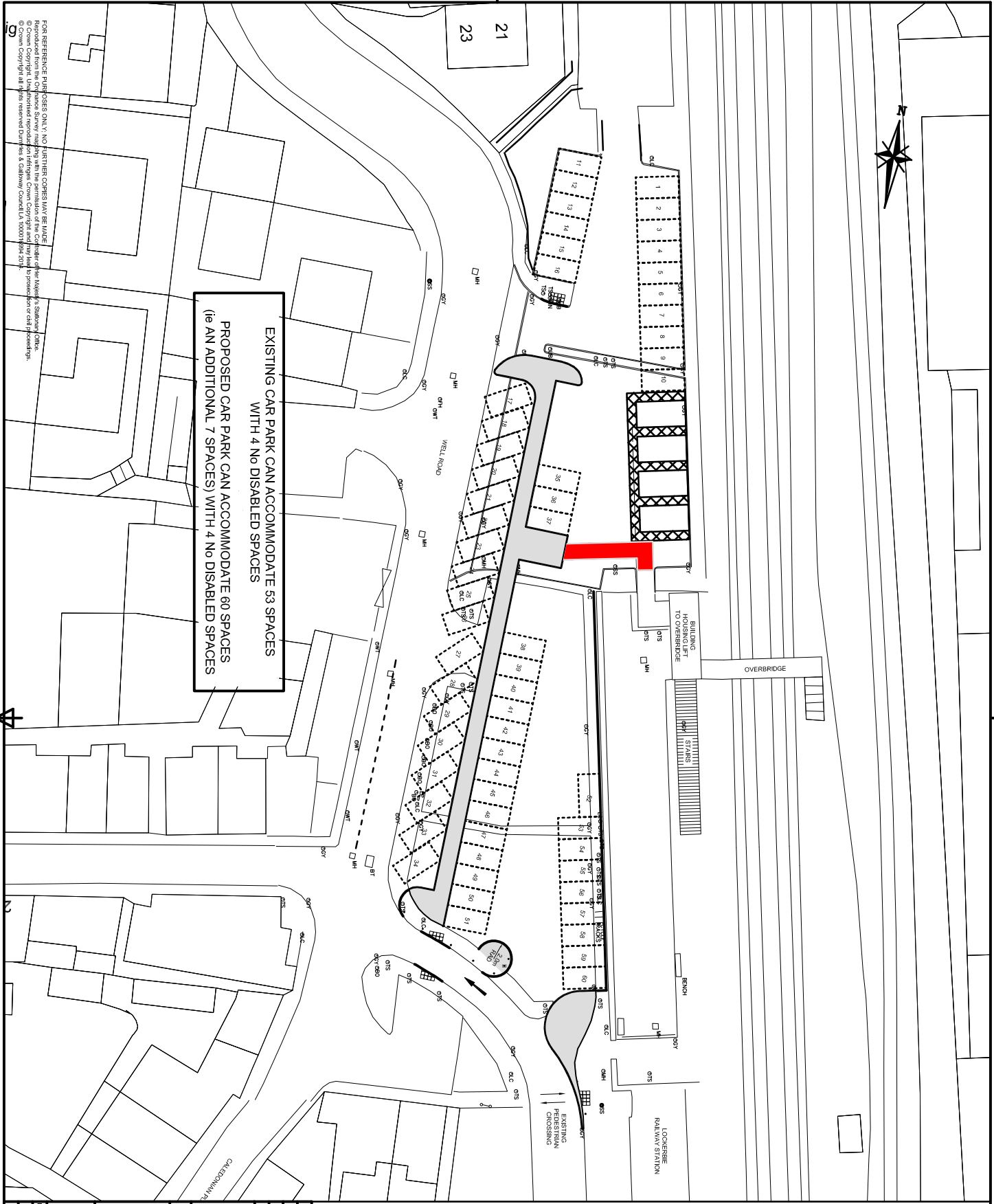
NOTES

EXISTING CAR PARK CAN ACCOMMODATE 63 SPACES
WITH 4 NO DISABLED SPACES

PROPOSED CAR PARK CAN ACCOMMODATE 57 SPACES
(ie AN ADDITIONAL 4 SPACES) WITH 4 NO DISABLED SPACES

REGULATIONS	<input checked="" type="checkbox"/> TENDERS	<input type="checkbox"/> CONTRACT	<input type="checkbox"/> RECORD
Drawn By: AD	Checked By: AD	Approved By: AD	Date: Feb 2018
SCALE: 1:200 @A1			
ALTERNATIVE LAYOUT			
LOCKERBIE STATION CAR PARK PHASE 2 OPTION B - 2018			
Engineering Design			
 Andrew Hunt, C.Eng., MICE Engineering Manager 1000 Garroch Business Park Dumfries DG5 5NN			
Ref:	Date:	Revisions:	Initials:

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EXISTING CAR PARK CAN ACCOMMODATE 53 SPACES
 WITH 4 NO DISABLED SPACES
 PROPOSED CAR PARK CAN ACCOMMODATE 60 SPACES
 (ie AN ADDITIONAL 7 SPACES) WITH 4 NO DISABLED SPACES

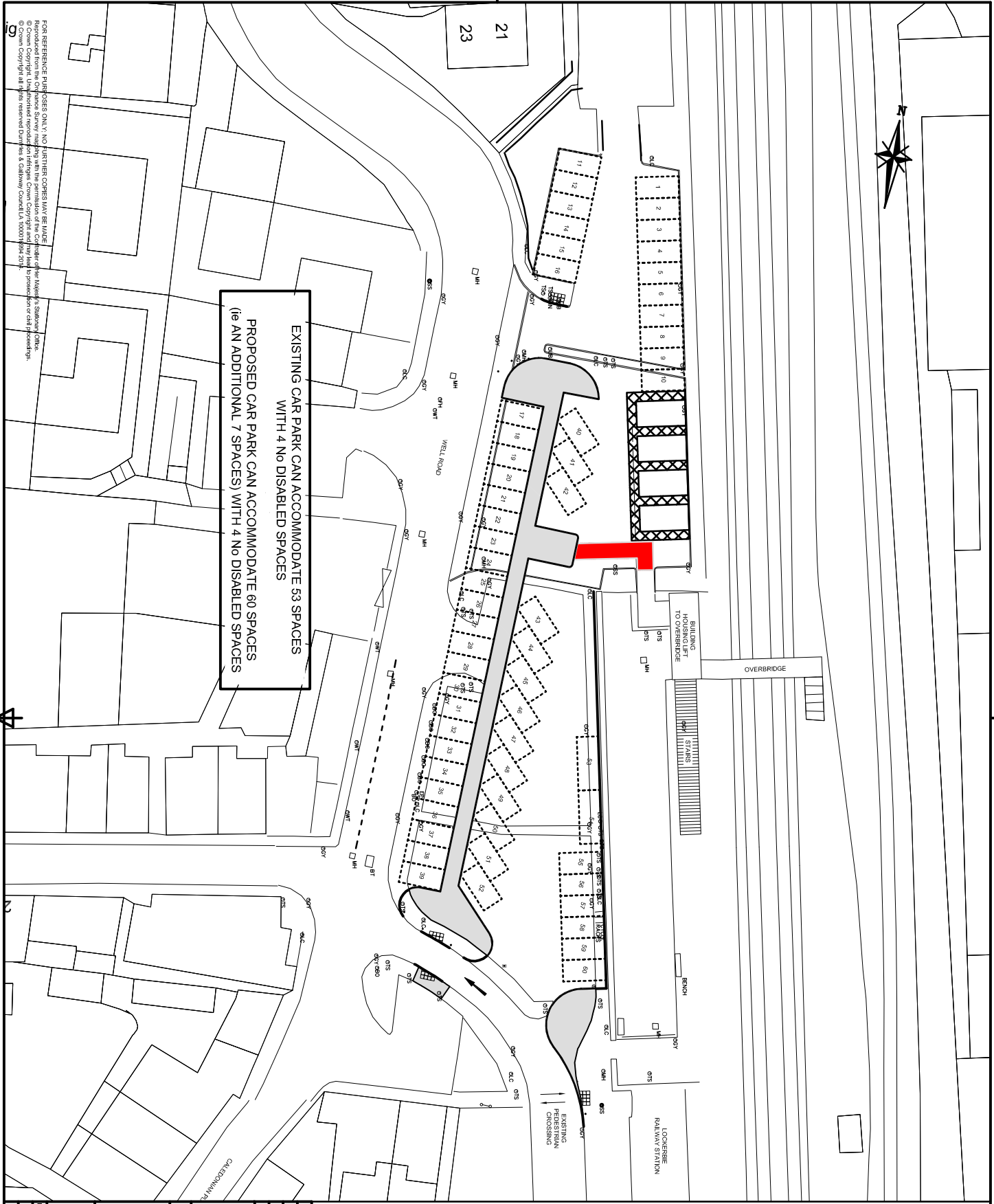
NOTES

EXISTING CAR PARK CAN ACCOMMODATE 53 SPACES WITH 4 NO DISABLED SPACES

THIS LAYOUT REFERRED TO IN THE FOLDER AS OPTION C IS THE RESULT OF 3 OTHER SUBMISSIONS WITH THE CLIENT. THE PEDESTRIAN FACILITY RUNNING THROUGH THE CARPARK HAS BEEN MODIFIED TO JOIN TO EXISTING PARKING.

LAYOUT SHOWN CAN ACCOMMODATE 60 SPACES (7 EXTRA SPACES) WITH 4 NO DISABLED SPACES

PRELIMINARY	<input checked="" type="checkbox"/>	TENDERS	<input type="checkbox"/>	CONTRACT	<input type="checkbox"/>	RECORD	<input type="checkbox"/>
Drawn By: AD Checked By: AD Approved By: AD Date: Feb 2018 SCALE: 1:200 @ A1 DRG. No. Option C - April 2018							
Engineering Design Lockerbie Station Car Park Phase 2 Option C				Engineering Design Andrew Hunt, C.Eng, MICE Engineering Manager Garroon Business Park Galloway G75 5NN			
Engineering Design Lockerbie Station Car Park Phase 2 Option C				Dumfries & Galloway 			

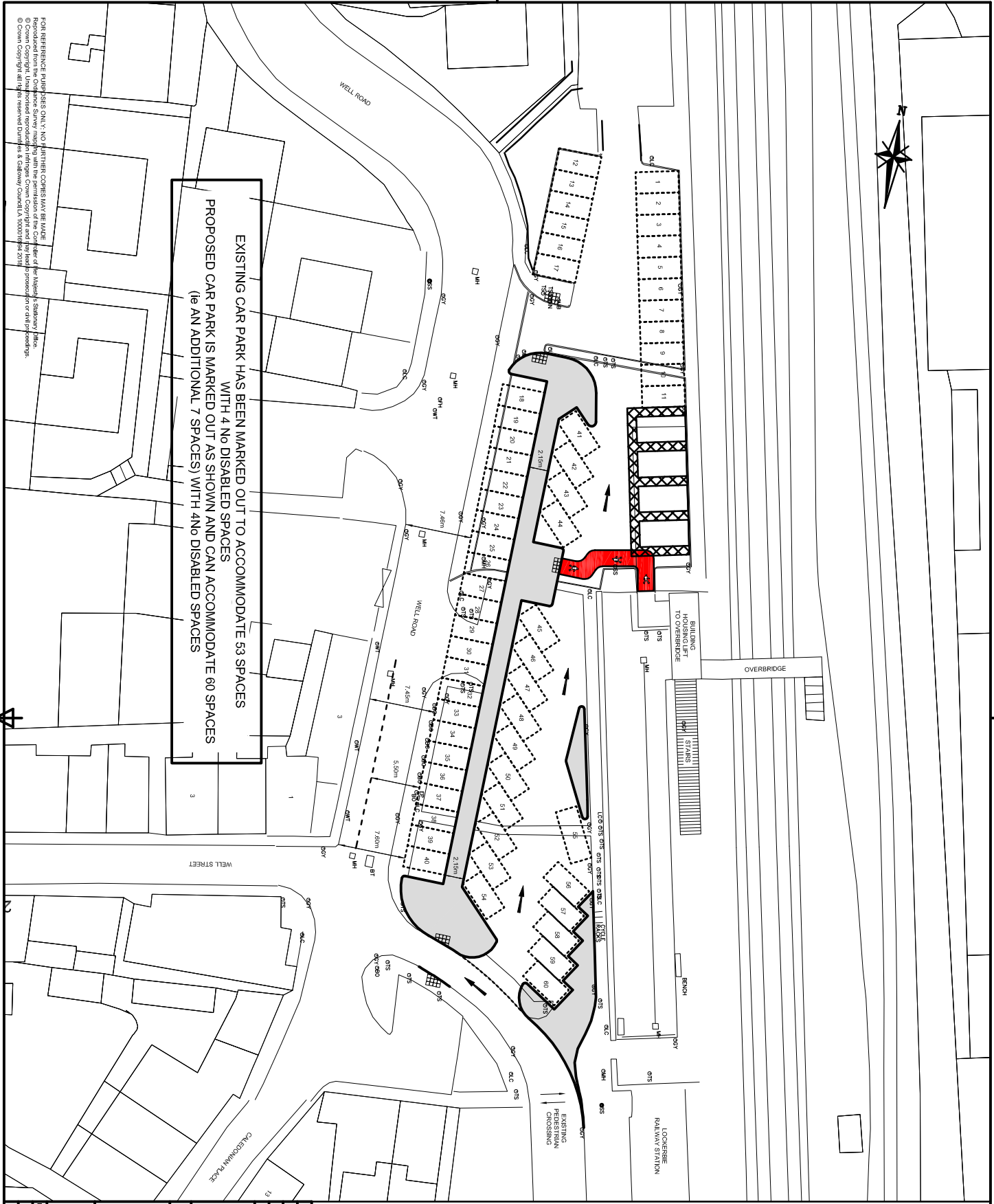


EXISTING CAR PARK CAN ACCOMMODATE 53 SPACES WITH 4 NO DISABLED SPACES
 PROPOSED CAR PARK CAN ACCOMMODATE 60 SPACES (ie AN ADDITIONAL 7 SPACES) WITH 4 NO DISABLED SPACES

NOTES
 EXISTING CAR PARK CAN ACCOMMODATE 53 SPACES WITH 4 NO DISABLED SPACES
 PROPOSED CAR PARK CAN ACCOMMODATE 60 SPACES (ie AN ADDITIONAL 7 SPACES) WITH 4 NO DISABLED SPACES

PRELIMINARY	TENDERS	CONTRACT	RECORD
Drawn By: AD	Checked By: JAC	Approved By: JAC	Date: Feb 2018
SCALE: 1:200 @ A1 DRG. No. Option D - April 2018			
ALTERNATIVE LAYOUT			
LOCKERBIE STATION CAR PARK PHASE 2 OPTION D - 2018			
Engineering Design			
Andrew Hunt, C.Eng., MICE Engineering Manager Garroon Business Park Galloway G5 9NN			
Ref:	Date:	Revisions:	Initials:

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EXISTING CAR PARK HAS BEEN MARKED OUT TO ACCOMMODATE 63 SPACES WITH 4 NO DISABLED SPACES
 PROPOSED CAR PARK IS MARKED OUT AS SHOWN AND CAN ACCOMMODATE 60 SPACES (ie AN ADDITIONAL 7 SPACES) WITH 4NO DISABLED SPACES

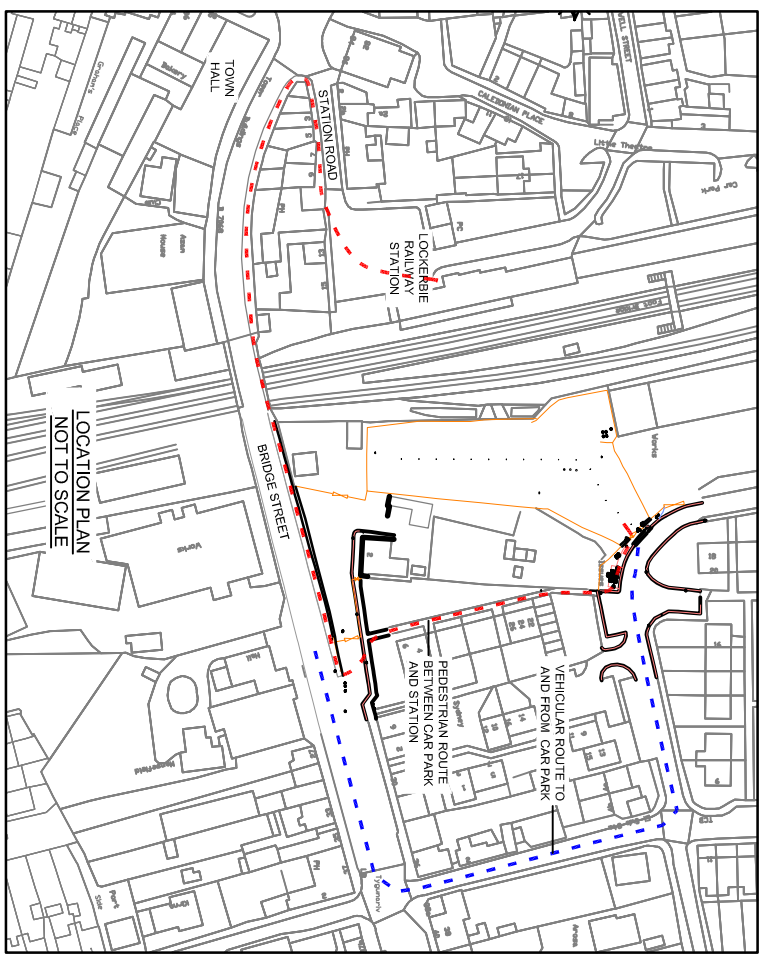
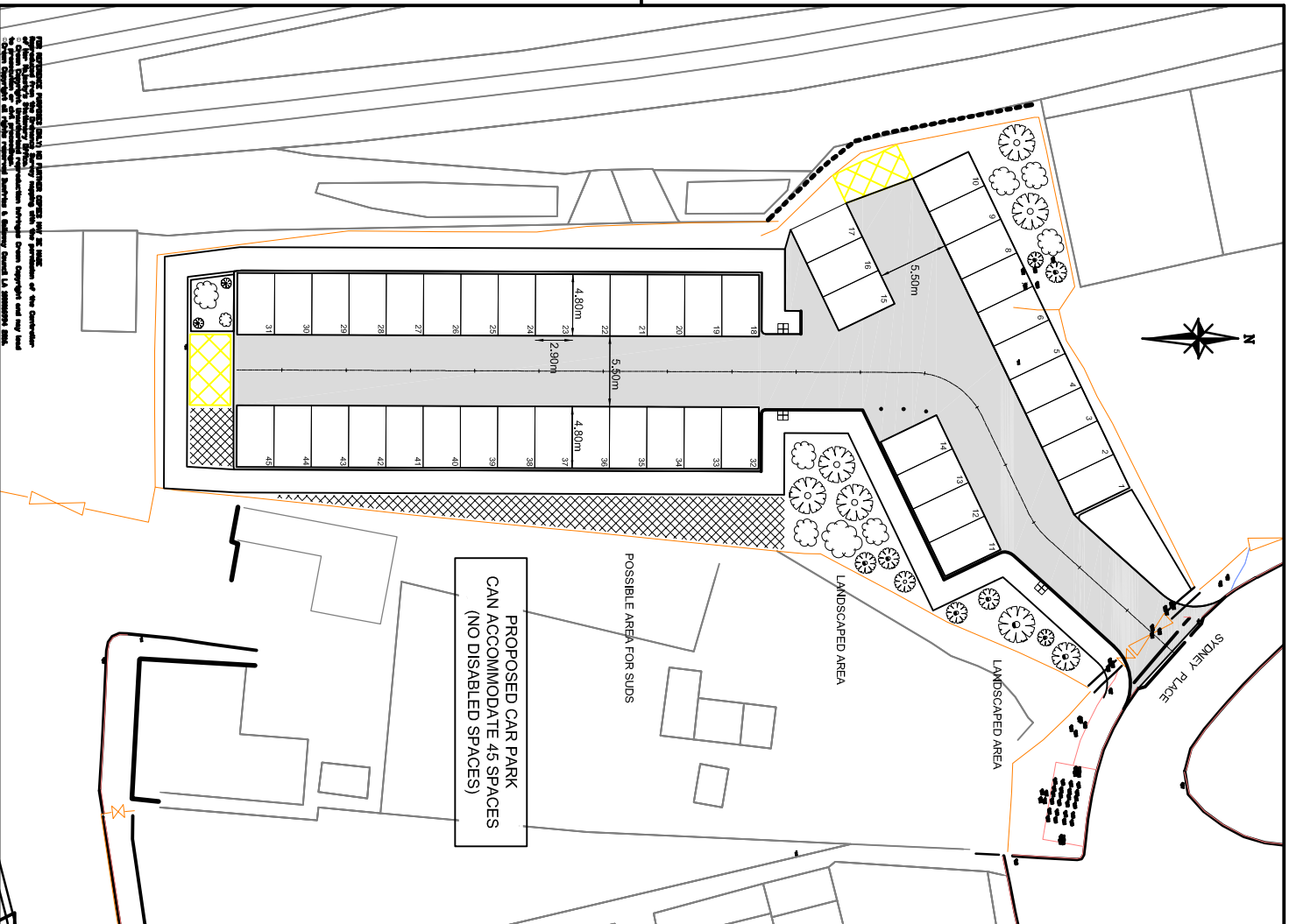
NOTES
 EXISTING CAR PARK CAN ACCOMMODATE 63 SPACES WITH 4 NO DISABLED SPACES

THIS LAYOUT REFERRED TO IN THE ROLLER AS OPTION E IS THE PROPOSED LAYOUT FOR THE CAR PARK PHASE 2. THE DESIGN FROM 2015/2016 BUT WITH THE RAILWAY BOUNDARY WALL STILL IN POSITION. BY RUNNING THROUGH THE CAR PARKING SPACES ON WELLS ROAD, THE FOOTWAY BUILD OUTS ARE DESIGNED TO DISCOURAGE PARKING ON THE THROUGH ROUTE.
 LAYOUT SHOWN CAN ACCOMMODATE 60 SPACES (7 EXTRA SPACES) WITH 4 NO DISABLED SPACES

PRELIMINARY	TENDER	CONTRACT	RECORD
Drawn by: AXL	Checked by: JAC	Approved by: JAC	Date: MARCH 2018
SCALE: 1:200@A1 DRG. No. Option E - April 2018			
Engineering Design			
Lockerbie Station Car Park Phase 2			
OPTION E - 2018			
ALTERNATIVE LAYOUT			
Durnan Macdonald C.Eng. MICE Engineering Design Manager Cameron Business Park Dalrymple DG 5 9N			
Revit	Date	Revisions	Initials

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Ref.	Date	Revisions	Initials
Amendments			

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 Garrochbridge
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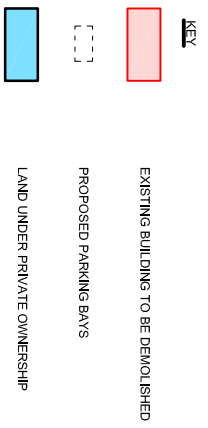
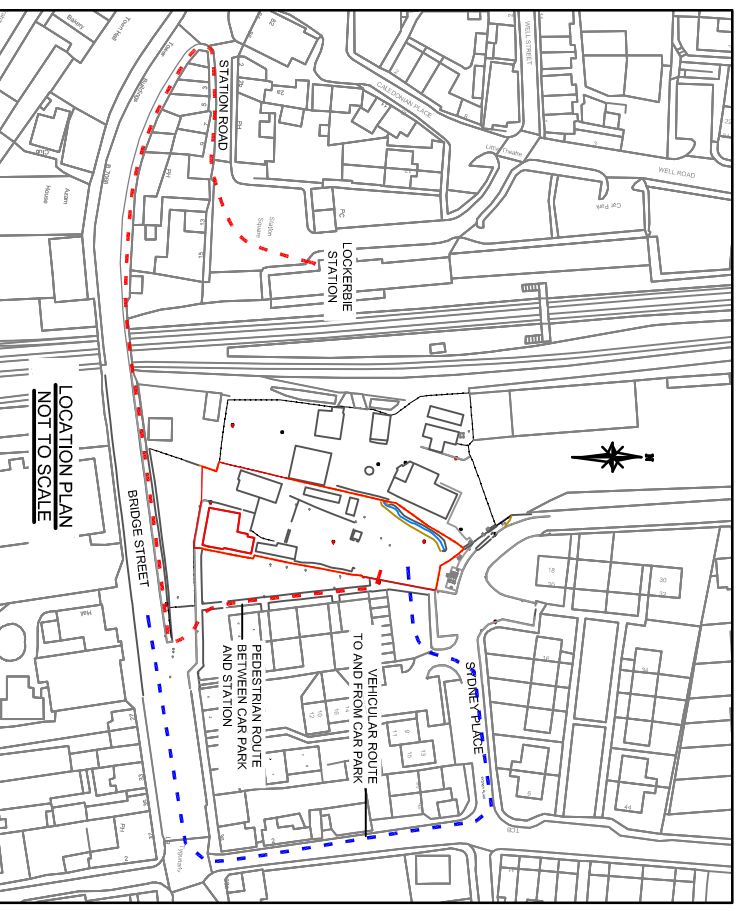
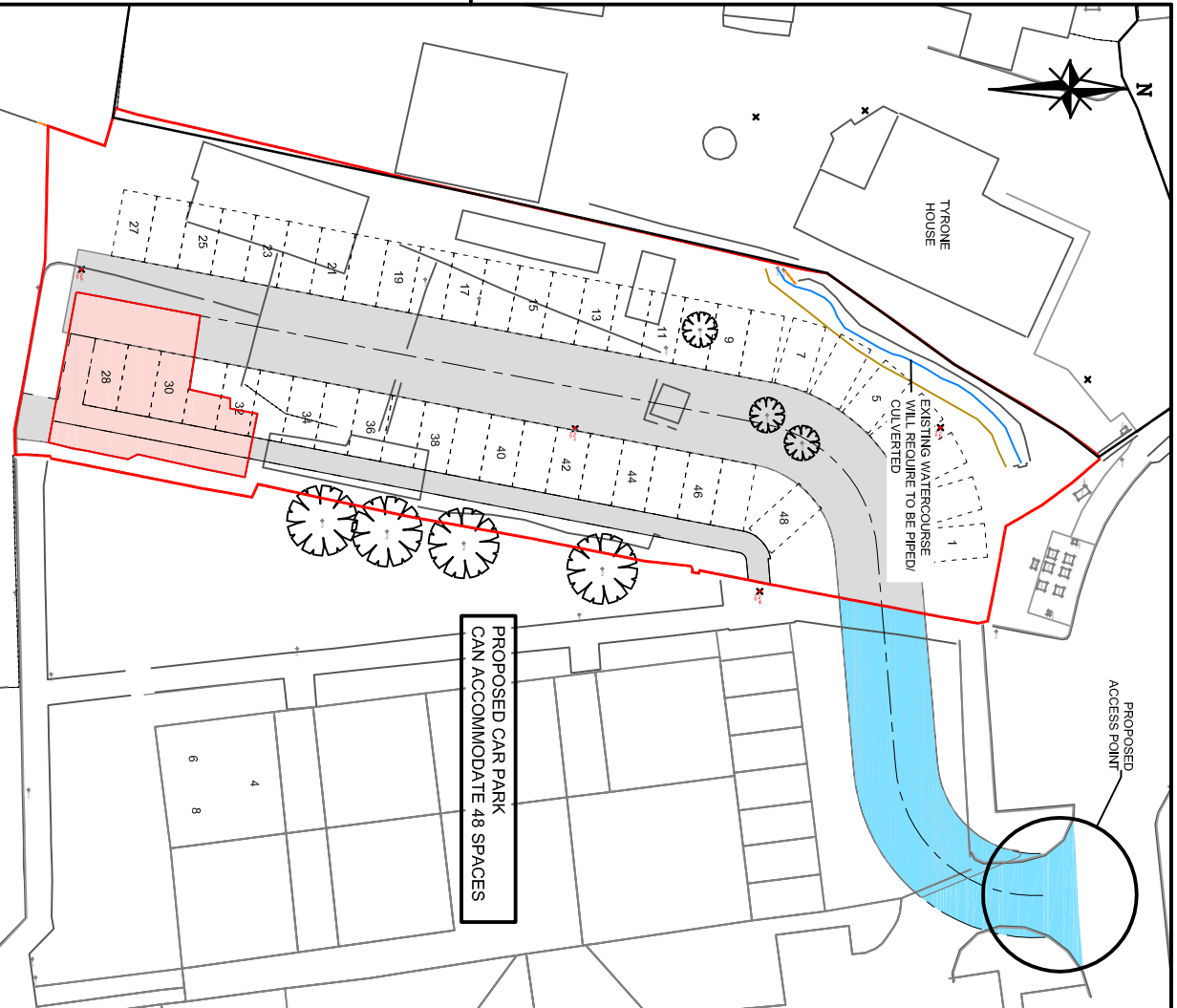
Engineering Design

LOCKERBIE STATION
 CAR PARK PHASE 3
 OPTION 1

SYDNEY PLACE
 PROPOSED LAYOUT

PRELIMINARY	<input checked="" type="checkbox"/>	TENDER	<input type="checkbox"/>	CONTRACT	<input type="checkbox"/>	RECORD	<input type="checkbox"/>
Drawn By	AH	Checked By	DJWC	Approved By	DJWC	Date	MAY 2017
SCALE : 1:250@A1		DRG. No. PE261520_20					

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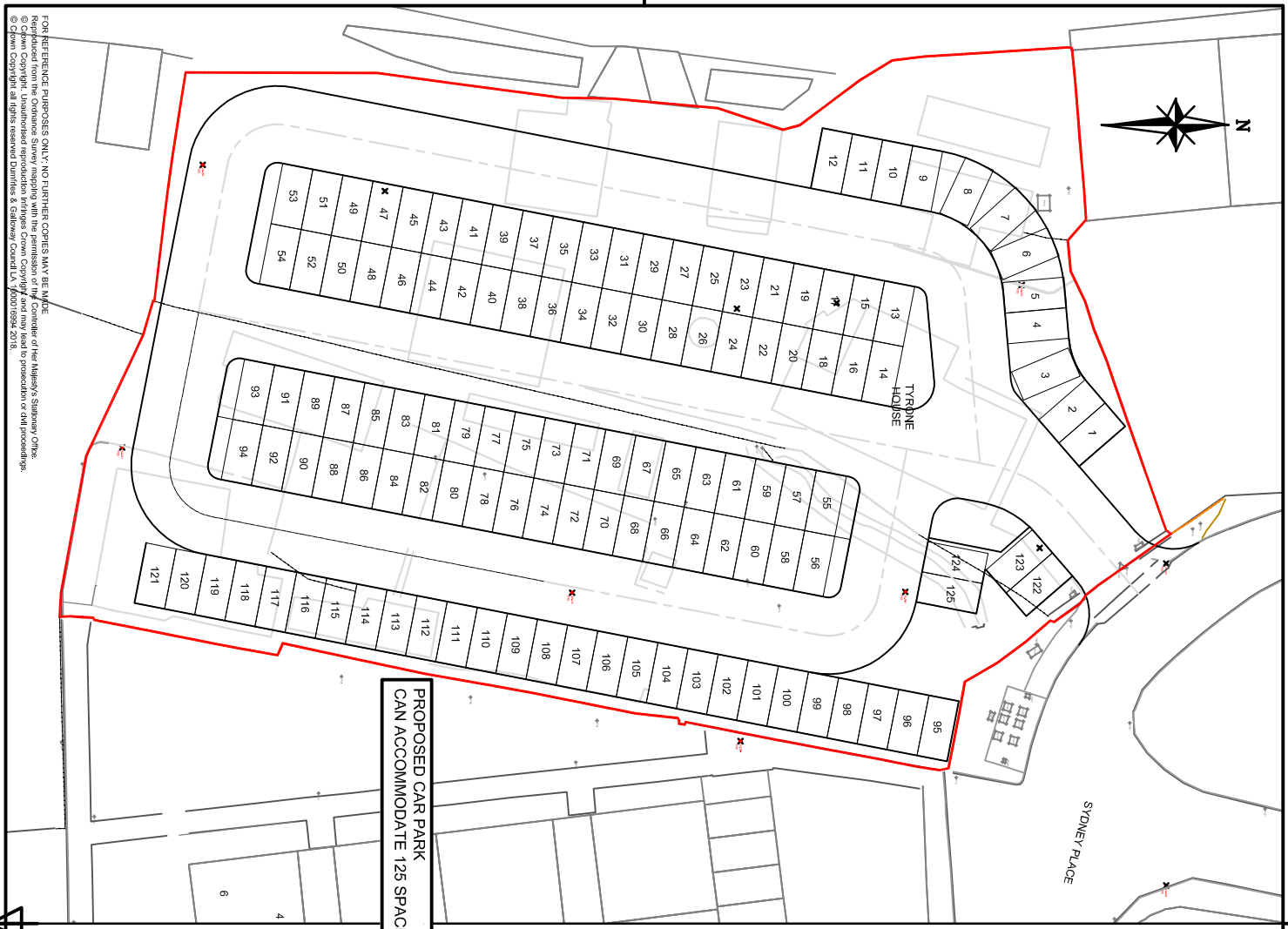
Ref.	Date	Revisions	Initials
Amendments			

Duncan McDonald, C.Eng., MICE
 Engineering Design Manager
 Cargen Tower
 Garroch Business Park
 Cargenbridge
 DG2 8PN

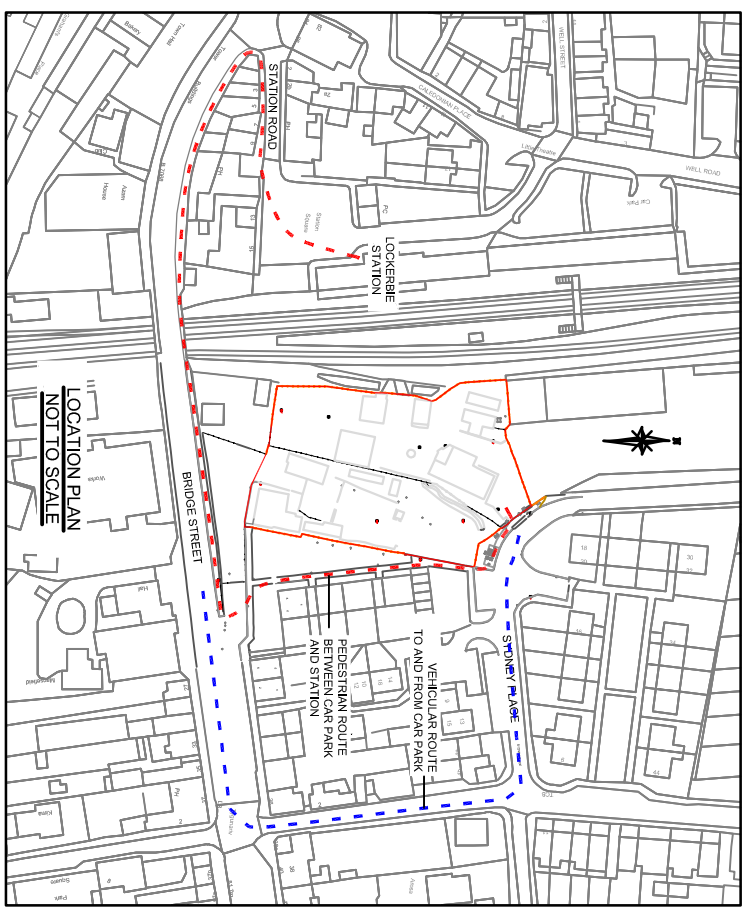


Engineering Design
 LOCKERBIE STATION
 CAR PARK PHASE 3
 BRIDGE STREET CAR PARK
 OPTION A


BLOCK PLAN			
WITH LOCATION PLAN			
PRELIMINARY	<input checked="" type="checkbox"/> TENDER	CONTRACT	RECORD
Drawn By	AH	Checked By	DJW
Approved By	DJW	Date	MARCH 2018
SCALE	1:250@A2	DRG. No.	PE261520_13



PROPOSED CAR PARK
CAN ACCOMMODATE 125 SPACES



LOCATION PLAN
NOT TO SCALE

Ref.	Date	Revisions	Initials
Amendments			
Dunan McDonald, C.Eng., MICE Engineering Design Manager Cargen Tower Garroch Business Park Cargenbridge DG2 8BN			
Engineering Design 			
LOCKERBIE STATION CAR PARK PHASE 3 SYDNEY PLACE AND BRIDGE STREET OPTION B			
BLOCK PLAN WITH LOCATION PLAN			
PRELIMINARY	<input checked="" type="checkbox"/>	TENDER	<input type="checkbox"/>
CONTRACT	<input type="checkbox"/>	RECORD	<input type="checkbox"/>
Drawn By	AH	Checked By	DJW
Date	APRIL 2018	Approved By	DJW
SCALE : 1:250@A2	DRG. No.	PE261520_21	

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RAIL UPDATE

1. Reason for Report

To update Members of the Board on the following rail developments:

- Rail Enhancement and Capital Investment Strategy
- Local Rail Development Fund
- Transport Scotland Rail Workshop

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.

3. Key Points

Rail Enhancement and Capital Investment Strategy

3.1 In March 2018, Transport Scotland published their Rail Enhancements & Capital Investment Strategy. It sets out a new approach to planning and funding rail projects, moving from the traditional 5-year railway industry planning cycle to a 'pipeline-based approach'. This aims to tackle the cost increases and programme delays affecting projects and coincides with the change to grant-funded arrangements (from 2019). It is available at: <https://www.transport.gov.scot/public-transport/rail/rail-policy-and-strategy/#>

3.2 The pipeline approach places emphasis on a whole system approach to investment, ensuring best use of public funds at every stage of a project. Tighter scrutiny will apply to all aspects of appraisal, design, development and delivery of rail projects. This includes the articulation of how they optimise value for money in terms of economic, social and environmental benefits.

3.3 New rail projects/proposals (such as re-opening stations) will now need to go through a 'Pre-pipeline' process. The prioritisation of projects once in the pipeline will be determined by the following criteria:

- the ability to derive maximum utility from the existing network through whole industry measures that can make best use of existing railway assets, fully exploiting timetable/service-based opportunities and rolling stock options
- the ability to derive maximum utility from the existing network from opportunities (such as asset renewals or timetable exercises), fully exploiting these to ensure maximum value for money
- efficient and affordable, targeted investment in our infrastructure, in the right location and at the right time centred around whole industry measures to unlock additional capacity on the network
- targeted investment to help reduce inequality and increase inclusive economic growth

3.4 Each project will be assessed against the criteria set out above at each stage of its development in order to optimise the progression of all projects. The criteria broadly aligns with the investment hierarchy that applies in the Strategic Transport Projects Review.

Local Rail Development Fund

3.5 The Rail Enhancements & Capital Investment Strategy included a 'pre-pipeline local rail fund', to be held and disbursed by Transport Scotland. A total of £2 million will be made available in 2018-2019.

3.6 The Local Rail Development Fund is available to local promoters, such as Regional Transport Partnerships and others, to bid for assistance with the costs of preparing appraisals and business cases which have a rail-connectivity aspect.

3.7 Matched funding is not an essential criteria. However, proposals which include a degree of matched funding may be looked upon favourably.

3.8 This Fund has not been presented as a replacement for the existing Scottish Stations Fund (SSF), however there has been no confirmation of the continuation of the SSF.

3.9 The deadline for any bids to be submitted is 18 May 2018. Further clarity on this Fund will be provided at the Transport Scotland Rail Workshop, which is discussed in paragraph 3.12 – 3.14. A verbal update will be provided to the Board on bidding opportunities to this Fund.

3.10 Successful applicants will be offered a Scottish Government grant to carry out the transport appraisal. The grant letter will include the conditions of the award and the timescales for completion. Payment can only be made once the recipient has accepted the conditions and signed the grant letter.

3.11 A copy of the Bid application document is available here:

<https://www.transport.gov.scot/media/41835/application-form-local-rail-development-fund.pdf>

Transport Scotland Rail Workshop

3.12 Transport Scotland held a workshop on the Rail Enhancements & Capital Investment Strategy and Local Rail Development Fund at the Station Hotel, Dumfries, on 30 April 2018 from 1230-1500.

3.13 This workshop aimed to provide information on the aforementioned strategy and fund, and give an opportunity to stakeholders to provide comment and seek assurances on the new process. It was one of a number of similar workshops across Scotland.

3.14 An update on the relevant information and outputs from this workshop will be provided to the Board.

4. Implications	
Financial	There may be financial implications in regards to match funding local rail development work
Policy	The Rail Enhancement and Capital Expenditure Strategy includes policy changes relating to rail projects
Equalities	None
Climate Change	None
Risk Management	None

5. Recommendation

Members of the Board are asked to note the update on the rail developments on the Rail Enhancement and Capital Investment Strategy, Local Rail Development Fund, and the Transport Scotland Rail Workshop.

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: 26 April 2018 File Ref: SW2/Meetings/2018	

STAG APPRAISALS UPDATE

1. Reason for Report

To update on the work towards developing potential rail station re-opening bids.

2. Background

2.1 SWestrans and Dumfries and Galloway Council have aspirations for the re-opening of the following stations:

- Thornhill
- Eastriggs
- Dunragit/Glenluce
- Beattock

2.2 The Scottish Station Fund (SSF) is a £30million Transport Scotland resource to encourage investments in Scotland's rail network and facilities, aiming to facilitate improvements to existing stations, re-open disused stations and open new stations. There are two stages in applying for funding:

- Stage 1: Undertaking a study in line with STAG.
- Stage 2: Preparing an investment case for submission to Network Rail.

2.3 Peter Brett Associates LLP (PBA) was commissioned in January 2016 to undertake a STAG pre-appraisal of sustainable transport options for three areas and their surrounding communities in Dumfries & Galloway: Thornhill; Eastriggs; and Dunragit/Glenluce. PBA was also commissioned in November 2015, by Beattock Station Action Group (with modest funding support from SWestrans), to undertake a similar pre-appraisal for the Beattock/Moffat area.

2.4 The outcomes and recommendations from the STAG Pre-Appraisal work were presented to the Board at its meeting on 15 July 2016. The Board agreed that STAG Part 1 Appraisal studies would be progressed for Thornhill, Eastriggs and Beattock as each had the potential for a station project to emerge that could support a bid to the Scottish Stations Fund.

2.5 At its meeting on 30 June 2017 the Board were presented the outcomes of the STAG Part 1 Appraisals, and then at its meeting on 22 September 2017 agreed to progress Thornhill, Eastriggs and Beattock areas to STAG Part 2.

2.6 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

Scottish Stations Fund

3.1 In late March 2018, SWestrans officers met separately with Transport Scotland and Network Rail to discuss rail matters, including any impacts on the progression of the proposed SSF bids given the publication of the new Rail Enhancements & Capital Investment Strategy.

3.2 Advice from both organisations was that no new bids to the SSF will be considered as it is due to close at the end of Control Period 5, in March 2019, with no possibility for projects being committed for delivery within this time period.

3.3 New rail projects/proposals (such as re-opening stations) will now need to go through a 'Pre-pipeline' process. STAG Guidance has not changed, however the pre-pipeline process introduces Promoter Decision Points at several stages.

3.4 These Decision Points have been introduced to allow for determination on whether or not to progress to the next stage of work, as well as to identify the nature and scope of further work required. The reports produced at the end of each of the three stages will inform the Strategic Business Case.

3.5 The promoter should review the findings from the Initial Appraisal: Case for Change Stage Report (formally known as Pre-Appraisal stage) to make an informed decision about whether or not there is sufficient justification to progress and commit further resources to the Preliminary Options Appraisal (Part 1) and Detailed Options Appraisal stages (Part 2).

3.6 The SWestrans Board were presented with the outcomes from the STAG Pre-Appraisal before agreeing to progress to Part 1, and this was repeated when progressing from Part 1 to Part 2. SWestrans officers now believe that engagement with Transport Scotland's Strategic Transport Planning team at each of these Promoter Decision Points will be necessary to ensure compliance with the process, and provide a more formal opportunity for them to scrutinise the project's alignment with STAG before progressing onto the next stage.

3.7 It is clear that progressing towards a SSF bid is no longer viable and that the work undertaken in the Pre-Appraisal, STAG Part 1 and 2 will need to comply with the new pipeline process and its associated Decision Points.

STAG feedback

3.8 Transport Scotland's Strategic Transport Planning team can provide advice on the application of STAG and Transport Scotland's published business case guidance. Such advice is given without prejudice to any future decision that Transport Scotland or Scottish Ministers may make in relation to a particular study or potential transport project.

3.9 SWestrans Officers provided Transport Scotland's Strategic Transport Planning team with the Pre-Appraisal and Part 1 studies after the completion of the Part 1 Appraisals, for their information and review. Transport Scotland were fully aware that SWestrans were undertaking this work and present at the Board Meeting on 15 July 2016 when the Pre-Appraisal study findings were presented by PBA.

3.10 At the meeting between Transport Scotland and SWestrans officers, on 20 March 2018, initial verbal feedback on the STAG work submitted to date for one of the study areas was provided. This initial feedback indicated that the STAG work presented was fully compliant. However, strongly suggested that, for the one study they had assessed by that point, there was a lack of an evidenced 'case for change' – i.e. there is no clear need or wider economic benefit for any major transport

intervention in the area. Officers understand that without such a clear 'case for change' the work undertaken, in its current form, would not proceed past the first Promoter Decision Point in the new pre-pipeline process.

3.11 Transport Scotland officials indicated that this may not be due to the lack of the required evidence, rather the presentation and how the evidence and arguments for a case for change are set out. For this reason, it is likely that the feedback will be consistent across all three STAG studies as they are all presented in a similar format.

3.12 Transport Scotland's Strategic Transport Planning team intend to provide full written feedback by the end of April 2018 on all three study areas. No written feedback has been received at the time of writing this report. However, assurances have been made that it will be provided shortly.

STAG Part 2 work

3.13 The SWestrans Lead Officer has agreed with PBA to pause the work on the three STAG 2 Appraisals at this point until written feedback is provided by Transport Scotland. This is to ensure that no further public money is spent before assessing the feedback and the way forward determined.

3.14 This decision was intimated to the Board on 6 April 2018 and to the relevant rail station action groups on 12 April 2018.

3.15 Work towards the development of potential station re-opening bids is not cancelled and it is fully intended to progress as soon as possible. There has been a significant amount of work undertaken to date, with much of the work for STAG Part 2 already completed. It is considered that this can be fully utilised to meet the requirements of the new process.

5. Financial Implications

5.1 At its meeting on 9 March 2018, the Board agreed the Capital Programme for 2018/19 to 2020/21 with regard to STAG Studies for potential rail station openings. This figure is £20,000 for the financial year 2018/19.

5.2 There is no indication at this point that additional finance is required.

6. Consultation

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

7. Recommendation

Members of the Board are asked to note the update on the work towards developing potential rail station re-opening bids.

Josef Coombey
- Report Author
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Date of Report: 27 April 2018
File Ref: SW2/Meetings/2018

Douglas Kirkpatrick
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South West of Scotland Transport Partnership
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LOCAL BUS SERVICE 101/102 DUMFRIES TO EDINBURGH

1. Reason for Report

1.1 To update Members on progress with the replacement of the 101/102 Dumfries to Edinburgh local bus service and continuing concerns on deliverability.

1.2 The Board has agreed that officers continue discussions with partner authorities seeking to maintain a strategic local bus link between Dumfries and Edinburgh and to receive further reports on this matter to future meetings.

2. Background

2.1 At its meeting on 9 March 2018, the Board received a paper discussing the forthcoming tender exercise for the 101/102 Dumfries to Edinburgh local bus service and the concerns on future deliverability. The Board noted these concerns and agreed that officers continue to progress discussions with partners under the three areas highlighted below:

- 1) A service level reduction – timetable options will need to be developed to stay within the funding available and that meet the travel needs of residents from the remaining partner areas. A level of public information on the reduced service level will be necessary.
- 2) Removal of direct local bus link from Dumfries to Edinburgh – it is possible that the stronger passenger numbers on the northern section may encourage some operators to consider whether there is a commercial opportunity to provide at least some of those journeys without subsidy.
- 3) Responsibility for procurement and contract management – discussions with partners will continue on this. However, it is likely that any procurement will be led by SWestrans.

2.2 At its meeting on 17 April 2018, the Board received an update on progress with these discussions. This update included an indication that Strathclyde Partnership for Transport (SPT) would lead on procurement of a replacement service and of possible timetable options to be sought. The Board agreed the text for the Bus News, attached as **Appendix 1**, on local bus service 101/102 Dumfries to Edinburgh to begin the process of informing the general public of the likelihood of reduced service provision on the route. The Board also agreed that the Chairman write to the Chief Executive of Scottish Borders Council seeking a review of their decision to reduce funding for the service, a copy of the letter is attached at **Appendix 2**.

2.3 Stagecoach West Scotland operate the service, which is due to terminate on 11 August 2018, at an annual cost of £390,984 and funding is currently split as follows:

Authority	Cost per annum
SWestrans	£113,386
SPT	£142,318
Scottish Borders	£135,280
Midlothian	Edinburgh Bus Station Departure charges

2.4 Monday to Saturday, the contract provides 6 returns from Dumfries to Edinburgh, 4 via the 101 route (Moffat) and 2 via the 102 route (Thornhill). It also provides a further 6 returns from Biggar to Edinburgh. On Sundays there are 2 returns from Dumfries to Edinburgh (1 via each route) and a further 2 Biggar to Edinburgh returns.

3. Key Points

3.1 Following the Board meeting on 17 April 2018, SPT indicated they would no longer be leading on procurement of a replacement service. This decision reduces the overall number of operators able to tender as the SWestrans procurement framework has a lower number of suppliers. A tender has been issued with a late May 2018 return date.

3.2 As indicated to the Board at its April 2018 meeting, prices have been sought on timetable options, these being:

- the current Monday to Sunday timetable.
- reduced Monday to Saturday timetables (with Sunday optional).

3.3 The reduced timetable options have been agreed with our remaining partner SPT and are designed to maximise travel opportunities through the use of less bus resources (current requirement is 6/7 buses) and return an affordable service.

3.4 The options seek to provide some 4 or 5 Monday to Saturday return trips from Dumfries to Edinburgh between 0600 and 1610 (currently 6 trips between 0535 and 1815) with the return journeys between 0800 and 2000 (currently between 0925 and 2155). A further 6 Monday to Saturday return trips from Biggar to Edinburgh will also be provided. Sunday provision is at current or reduced levels is also an option.

4. Implications	
Financial	These will be monitored and reported.
Policy	Improved links to Edinburgh is a key aim within RTS.
Equalities	None.
Climate Change	The reduction of a bus service is likely to increase car usage and have negative climate change implication.
Risk Management	Financial and reputational risks exist and will be monitored and reported.

5. Recommendation

Members of the Board are asked to note the procurement options being sought for the replacement of local bus service 101/102 Dumfries to Edinburgh.

Report Author: Douglas Kirkpatrick Tel: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR
Date of Report: 25 April 2018 File Ref: SW2/Meetings/2018	

Appendix 1 – Bus News 101/102 Dumfries to Edinburgh

Appendix 2 – Letter from Chairman to Chief Executive Scottish Borders Council



Services 101/102
Dumfries to
Edinburgh

From August 2018

Due to a decision by 1 of the 3 partner authorities, Scottish Borders Council, to significantly reduce the level of funding support which it contributes for bus service 101/102, the timetable which is operated on this service cannot continue in its current format and it is likely that it will be reduced from 18 August 2018.

The 2 remaining funding authorities, SWestrans and SPT, are only able to maintain a replacement service within their current funding allocations.

Whilst all procurement opportunities will be explored to maximise the service levels provided within this funding there is a real possibility that no link will be affordable.

Tenders will be sought on the existing timetable (Mon to Sun) and on reduced timetable and operational day options in order to remain within the budget available.

Further Information will be available following the outcome of the tender process in June 2018.

Your Ref:
Our Ref: Ltr001-SBCE-DK-KD

20 April 2018

Ms Tracey Logan
Chief Executive
Scottish Borders Council
Council Headquarters
Newton St. Boswells
MELROSE
TD6 0SA

SWestrans
Militia House
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Dear Tracey

BUS SERVICE- 101/102 DUMFRIES TO EDINBURGH

As Chairman of the South West of Scotland Transport Partnership (SWestrans) my Board has agreed that I write to you to express our significant concern over the proposed reduction in funding by Scottish Borders Council for the Dumfries to Edinburgh 101/102 bus service and to request your reconsideration of this action.

At its meeting on 9 March 2018, the SWestrans Board received a report on the future deliverability of the 101/102 Dumfries to Edinburgh bus service. The report highlighted a significant reduction in funding by Scottish Borders Council, which has raised questions about the future sustainability of this service once the current contract terminates on 11 August 2018.

The 101/102 service is currently funded by a partnership between SWestrans, Strathclyde Partnership for Transport (SPT), Scottish Borders Council and Midlothian Council, with SWestrans currently being the lead partner. The 101/102 service provides a strategic bus link through each of the above listed local authority areas.

Stagecoach West Scotland currently operate the 101/102 service at an annual cost of £390,984, and this is split between the funding partners as follows:

Authority	Cost per annum
SWestrans	£113,386
SPT	£142,318
Scottish Borders	£135,280
Midlothian	Edinburgh Bus Station Departure charges

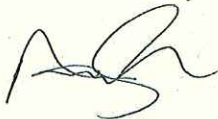


Officers of Scottish Borders Council have confirmed that once the current contract terminates on 11 August 2018 your funding contribution will reduce by approximately £100K. My Board fully understands that every local authority is facing extremely challenging financial times and that your officers have identified possible alternative provision for the majority of Scottish Borders residents on this route. However, this loss of funding across the partnership will require a significant reduction in the existing service level with a real risk that this link will be lost completely.

The cross authority support for this service over many years has been an exemplar of partnership working and key to the delivery of this strategic bus link to the capital. Therefore, on behalf of the SWestrans Board I would urge you to review the decision to reduce funding.

I trust that you will give the above due consideration and I look forward to receiving your response.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Andrew Wood', with a stylized flourish at the end.

Andrew Wood
Chairman, SWestrans

BORDERS TRANSPORT CORRIDOR UPDATE

1. Reason for Report

To update Members on progress with the Borders Transport Corridors Pre-Appraisal.

2. Background

2.1 At its meeting on 23 September 2016, the Board received an update on the Scottish Government's commitment to examining the case for extending the Borders Railway to Carlisle, which included connectivity to Langholm. This work was being progressed through the 'Borders Transport Corridors – Pre-Appraisal' (the Study) led by Transport Scotland

2.2 At its meeting on 9 March 2018, the Board received a report on the South West Scotland – Initial Appraisal: Case for Change.

3. Key Points

3.1 The Study was to determine how the Scottish Borders is served by the strategic transport network with a focus on how the transport network connects the Scottish Borders to the key markets of Edinburgh, Newcastle and Carlisle. The outcome of the Study would be identification of where the network works well, any issues and the provision of suggestions for improvement. The Study would consider the future transport needs of the Scottish Borders and cross border connections, including examining the case for extending the Borders Railway and connections to/from Langholm.

3.2 The Draft Final Borders Transport Corridors – Pre-Appraisal Report work was undertaken by Jacobs UK Ltd on behalf of Transport Scotland and Project partners SEStran and Scottish Borders Council and is the outcome of this collaborative Study. It was published on 19 April 2018 and has benefitted from extensive stakeholder engagement, including SWestrans input, and a public online survey. The Executive Summary from the report is attached as the **Appendix** and the full report is available online at:

<https://www.transport.gov.scot/media/41887/borders-stag-pre-appraisal-draft-v30.pdf>

3.3 The South West Scotland - Initial Appraisal: Case for Change study will follow a similar format to the Borders Transport Corridors work and will be undertaken using Scottish Transport Appraisal Guidance (STAG) and will consider cross modal problems and opportunities with the transport provision within South West Scotland, as well as the area's linkages to the key external markets of Glasgow, Edinburgh, Belfast and Northern England.

3.4 The Board are asked to note the publication of the Draft Final Borders Transport Corridors – Pre-Appraisal Report.

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

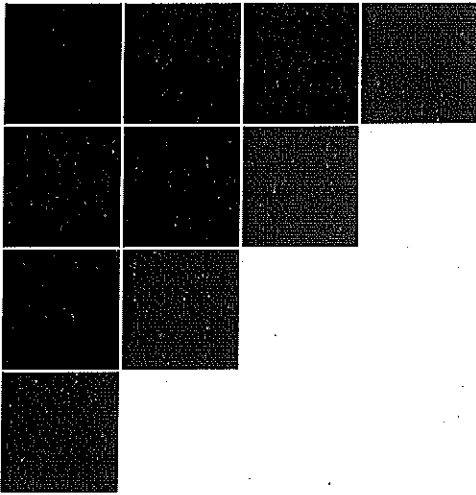
5. Recommendation

Members of the Board are asked to note the publication of the Draft Final Borders Transport Corridors – Pre-Appraisal Report.

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Date of Report: 26 April 2018 File Ref: SW2/Meetings/2018	

Appendix 1 – Executive Summary from the Draft Final Borders Transport Corridors – Pre-Appraisal Report

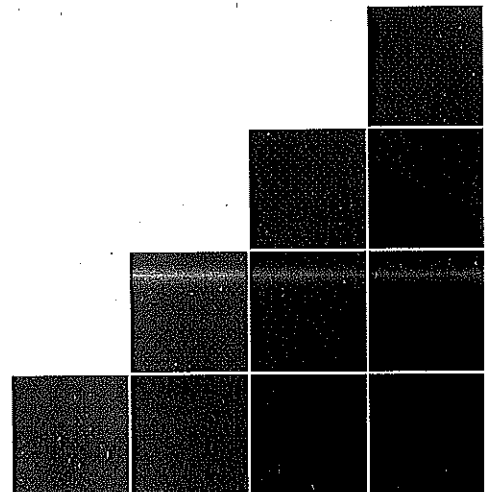
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Borders Transport Corridors - Pre-Appraisal

Draft March 2018

JACOBS



Executive Summary

Background

The Scottish Borders Railway Feasibility Study was prepared by transport consultants Scott Wilson (now part of URS corporation) for The Scottish Executive in February 2000. This comprehensive study explored the viability of reopening the former Waverley Line between Edinburgh and Carlisle, and considered route option development along with the socio-economic impacts and cost benefit analysis as part of the study.

The Borders Rail Scheme was granted parliamentary powers to proceed in 2006 and the line between Edinburgh and Tweedbank was completed in September 2015 and is now fully operational. It is the UK's longest newly-constructed railway for more than 100 years. In the lead up to the 2016 elections, the Scottish Government made a manifesto commitment to "examine the feasibility of extending the Borders Railway to Hawick and Carlisle."

There have been longstanding calls for rail to be delivered to the Scottish Borders and also ongoing calls for general transport improvements across all transport modes in the Scottish Borders. The success to date of the Borders Rail Line has understandably strengthened this.

The Borders Railway has shown how investment in rail infrastructure can yield benefit for travellers, the environment, the economy and communities. The Programme for Government (2016-2017) stated that Transport Scotland will examine the case for an extension to the railway along with improvements to the A1, A7 and A68 with a study to identify Borders transport requirements and report by the end of 2017. Transport Scotland commissioned the Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal stage of the Borders Transport Corridors Study in April 2017.

Purpose and Aims of the Study

The purpose of this study was to consider accessibility provided to Scottish Borders communities to link to the strategic transport networks, and identify where improvements are required. It is a multi-modal study and the case for extending the Borders Railway has been considered within the option-based approach to this work along with other potential, multi-modal solutions.

The specific aims of the study were to:

- identify cross modal problems and opportunities within the transport provision between the Scottish Borders and its key markets of Edinburgh, Newcastle and Carlisle;
- highlight where the study has identified the need for further investigation of issues; and
- recommend transport options which could be subjected to more detailed appraisal.

Methodology

The study was overseen by a Project Working Group, chaired by Transport Scotland and included representatives from the Scottish Borders Council and SEStran.

The study was undertaken using STAG principles which provide a clear framework to assess evidence-based transport problems, challenges and opportunities, including objective-led analysis that can be consistently applied in all transport appraisal contexts. The focus for this study was Pre-Appraisal and this stage is the essential starting point and sets the rationale for undertaking an appraisal in accordance with STAG – participation and consultation is vital to the process.

A multi-layered geospatial GIS tool comprising a range of demographic, economic, and traffic and transport datasets was developed to assist in the identification and understanding of problems and opportunities across the Scottish Borders transport and land use system, and provided a mechanism that supported the development of the Transport Planning Objectives (TPOs) for the study and Option Sifting

process. The GIS tool was integrated into an online mapping tool, ArcStory, providing a visual presentation of the evidence-base. It allows the rationale behind a potential transport intervention to be presented in a clear, evidence led manner and provides the information required by a decision maker to make an informed and appropriate choice.

Socio-Economic Context

The socio-economic context of the study area has been established through analysis of existing key socio-economic datasets and has considered key topics such as population, the labour market, deprivation and property.

Data analysis for the Scottish Borders has been presented against two geographic levels: National level and Scottish Rural Average (SRA) comparator area – specifically developed for this study and comprises Aberdeenshire, Argyll & Bute, Angus, Dumfries & Galloway and Highland council areas.

A summary of the key points from the socio-economic profiling is shown in Table 1 and Table 2 below.

Table 1: Demographics, Summary of Key Points

- Population growth in the Scottish Borders between 2011 and 2015 was lower than both the SRA comparator area and national averages.
- Population aged 65 and over in the Scottish Borders is higher than the national average, potentially leading to extra pressures on health services.
- Settlement population marginally increasing and decreasing over time.
- A large number of qualified people having attained Level 1 or above qualifications.
- High car availability suggesting that the Scottish Borders could be experiencing public transport connectivity problems, or equally residents have higher levels of disposable income.
- Average house price in the Scottish Borders (£170,000 in 2017) is higher than both the SRA comparator area (£164,000 in 2017) and national average (£169,000 in 2017) suggesting the region is an attractive place to live.
- Concentrations of deprivation in Galashiels, Selkirk and Hawick.
- The Scottish Borders has the highest proportion of total households in the lowest council tax bands compared to the SRA comparator area and Scotland as a whole.

Table 2: Economics, Summary of Key Points

- Of people in the Scottish Borders aged between 16 and 74 in employment in 2011, 70% were economically active (either in work or actively seeking work) which was very similar to the SRA comparator area and national rates. The current economically active rate in the Scottish Borders could be lower than the 2011 rate due to an ageing population.
- On average, households in the Scottish Borders took home less income than the SRA comparator area and national average, potentially reflecting poorer access to higher paid employment or equally resulting from the larger retirement population.
- The Jobseeker's Allowance claimant rate and those claiming key benefits of any type is lower in the Scottish Border compared to the SRA comparator area and Scotland as a whole.
- There are proportionally more Scottish Borders residents employed in the 'Agriculture, Energy & Water' industry compared to the SRA comparator area and Scotland as a whole.
- There are proportionally more employees whether they are resident or otherwise in the Scottish Borders in the 'Public Administration, Education and Health' industry compared to the SRA comparator area and Scotland as a whole. Similarly, there is a higher proportion of people employed in Manufacturing in the Scottish Borders than across both comparator areas.
- There was a net increase of 160 business sites in the Scottish Borders between 2011 and 2014, with the largest increases in the Professional, Scientific and Technical Activities, and Primary Industries sectors. Conversely, the largest decrease was in the Wholesale, Retail and Repairs industry.
- Key employers (by staff size) in the Scottish Borders tend to operate in the manufacturing and pharmaceutical industries.
- Overall, business start-ups, closures and survival rates across the Scottish Borders indicates a strengthening labour market giving workers the confidence to move between employers and also the confidence to start new businesses. The broader economic backdrop has also likely supported business creation with increased GVA across the region.
- Scottish Borders GVA increased by 12% from £1.75bn to £1.96bn between 2011 and 2015 which could be reflecting growth in higher skilled businesses, in particular in the Professional, Scientific and Technical Activities, and Primary Industries sectors.

- The Scottish Borders has relatively good upload and download speeds compared to the SRA comparator area. However, Superfast and Ultrafast broadband provision lags behind Scotland as a whole.
- Since the opening of the Borders Railway in September 2015, tourism related activities have increased significantly, including visitor attraction numbers, tourism accommodation bedstock and transport use levels.

Transport Context

The transport context of the study area has been established through analysis of existing key traffic and transport datasets and has considered key topics such as transport supply and demand, travel patterns, and road and public transport accessibility.

A summary of the key points from the traffic and transport analysis is shown in Table 3 below.

- Lack of bus services travelling east-west linking Scottish Borders towns with the Galashiels Transport Interchange, resulting in increased journey times.
- There is reasonable PT journey time accessibility along the main north-south corridors, including the A7 and A68, however, accessibility analysis highlights a potential problem with public transport service provision / frequency travelling east-west.
- The Scottish Borders and SRA comparator area have much lower levels of public transport usage compared to Scotland as a whole, with only 5% using bus or rail compared to 14% at the national level.
- Bus service provision along key strategic corridors (A1, A68 and A7) is frequent providing a reasonable level of service.
- Edinburgh is served well by bus from the main population centres within the Scottish Borders, but less so from Kelso and Jedburgh.
- Newcastle has a poorer level of bus service provision from the Scottish Borders than Carlisle.
- It is possible for the working age population in Galashiels and Hawick to complete a full working day in Carlisle using bus as travel-to-work mode. For the working age population in Carlisle, it would not be possible to commute by bus to either Hawick or Galashiels and work a full 8-hour day.
- Analysis of 2011 Census Travel-to-Work shows higher levels of homeworking in the Scottish Borders compared to the SRA comparator area and Scotland as a whole.
- Borders Rail has experienced significant growth in passenger numbers and is primarily used by commuters.
- Analysis from the online public engagement survey shows that car is the most dominant mode (57% car driver; 6% car passenger) for interchange along the Borders Rail Line, potentially indicating problems with connectivity and integration with other transport modes such as bus or active travel.
- Single tracked sections of the Borders Rail Line are affecting punctuality and reliability
- Patronage levels have increased at every station along the ECML between Berwick-upon-Tweed and Edinburgh between 2010 and 2016. Further increases could potentially lead to capacity issues should this growing trend continue
- The majority of trips on the Scottish Borders road network are commuter through-trips
- Significant growth in LGV movements within the region (increases above 25%), likely reflecting growth in home-based internet shopping and the rise of the white van.
- The number of road traffic accidents, including severity, have decreased between 2010 and 2014 across the Scottish Borders network. The main clustering of accidents is around the 'horseshoe' between Selkirk, Galashiels and Melrose, and south to St. Boswells.

Table 3: Traffic & Transport, Summary of Key Points

Problems, Opportunities, Issues and Constraints

The identification of Problems, Opportunities, Issues and Constraints has formed the basis of the development of the study.

Four separate exercises were undertaken to identify existing and future year problems and opportunities across the Scottish Borders transport and land use system:

- **Data analysis:** covering socio-economic data, and transport and traffic data collated from existing sources.

- **Analysis of SRM12 outputs and review of Cross Boundary Study Report Final (April 2017):** covering future year transport networks.
- **Policy review:** covering local, regional and national transport and planning policy documents related to targeted and planned economic and social development, and key transport infrastructure plans.
- **Stakeholder Engagement:** with a wide range of key stakeholders representing a diverse range of organisations.

Based on the analysis, policy review and stakeholder engagement, the following problems were identified:

PUBLIC TRANSPORT

- Unreliable public transport journey times
- Competition between public transport modes
- Lack of public transport ticket integration and interchange opportunities
- Lack of rail capacity
- Limited accessible public transport service provision
- Limited available funding for bus provision
- Constrained capacity (track and train) on Borders Railway corridor
- Long rail journey times to major destinations in Scotland and England
- Lack of park and ride capacity
- Lack of travel information
- Increased bus journey times on A8 corridor between Edinburgh Airport and city centre

ROAD

- Road safety [i.e. A1, A68 and A7]
- Availability and cost of fuel
- Road congestion, including A720 Edinburgh City bypass, M8 and M9 west of Edinburgh, M90 north of Edinburgh
- High volume of Goods Vehicles
- Lack of diversion routes
- Lack of sufficient roads maintenance
- Lack of freight facilities
- Lack of investment for transport network improvements leading to transport deficit in comparison with links between Inverness, Aberdeen and Perth
- Lack of high quality standard of roads
- High car dependency in the Scottish Borders
- Constrained road capacity [i.e. on A7, A68, A701]
- Poor road connections to NE England

- Transport deficit in comparison with links between Inverness, Aberdeen and Perth

SOCIO-ECONOMIC

- Lack of economic investment
- Lack of high value employment opportunities in the Borders
- Lack of higher education availability
- Lack of investment in tourism offering
- Lack of political ambition
- Net out-flow of workforce
- Socio-demographic issues such as ageing population and relatively long travel distances to high value jobs
- Through movements impact but do not contribute locally
- Land Use Planning may cause further capacity constraints on links to the Scottish Borders
- Long distances between employment, services and retail due to rural nature of the region

CONNECTIVITY

- Lack of access to digital and internet services
- Lack of east-west connectivity
- Lack of connectivity within the Borders
- Lack of southern cross-boundary connections
- Poor connectivity and accessibility to key gateways in SEStran area for both passengers and freight
- High cost of travelling

ACTIVE TRAVEL

- Lack of active travel infrastructure provision
- Local geography makes active travel unattractive
- Lack of safety measures for walking and cycling along strategic routes

Table 4: Identified Problems

Based on the analysis, the following **opportunities** have been identified:

Table 5: Identified Opportunities

<p>SOCIO-POLITICAL</p> <ul style="list-style-type: none"> • Strong collaborative working between public sector and other relevant organisations • External Funding Opportunities • Borderlands Initiative seeks to deliver opportunities in rural areas of southern Scotland and northern England • Opportunities for high quality education such as Heriot-Watt University Scottish Borders Campus in Galashiels and superior environmental quality • High quality of life in the Scottish Borders <p>LEISURE AND TOURISM</p> <ul style="list-style-type: none"> • Developing tourism market • Scottish Borders is attractive for active travel and tourism • Carlisle Airport opening to passenger travel • Eyemouth Harbour • Visitor destinations along strategic routes <p>PUBLIC TRANSPORT</p> <ul style="list-style-type: none"> • Disused rail infrastructure still in place at some sections • Increasing parking provision at Berwick station <p>ROAD</p> <ul style="list-style-type: none"> • Route management strategies covering ongoing maintenance and safe network operation between Edinburgh and North West England (A68/A7/A702) and North East England (A1) <p>ACTIVE TRAVEL</p> <ul style="list-style-type: none"> • Disused railway lines in green belts offering considerable opportunities for walking and cycling access 	<p>ACCESSIBILITY AND CONNECTIVITY</p> <ul style="list-style-type: none"> • Digital connectivity • New technology can reduce impact of travel • New Rail Stations at Reston and East Linton • Reston Station and improvements to cross border services on ECML • Build on Community Transport provision • Investment in TransPennine Express services between Edinburgh, Newcastle and Manchester • Edinburgh and South East City Deal for improving connectivity, creativity, inclusivity and business development • Scottish Borders is attractive for active travel and tourism <p>ECONOMY AND DEVELOPMENT</p> <ul style="list-style-type: none"> • Local Development Plan aspirations • Neighbouring employment opportunities • Skilled local workforce • Timber Peak for forestry industry • Conversion of Tweedbank Industrial Estate to Central Borders Business Park • Land Use Planning with approximately 10,000 homes allocated for Scottish Borders • Scottish Borders 'Strategic Development Areas' • Supporting opportunities for higher value employment, particularly in 'Knowledge Intensive Business Services' • Borders Railway Investment Fund • SESplan 'Cross Boundary Transport Contributions Framework' • Borders Railway key driver of employment and residential opportunities • West Coast Motors investment
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Based on the analysis, the following **issues** have been identified:

Issue 1: Transport and Land Use in neighbouring Local Authorities

Committed and proposed developments located in Midlothian, particularly around the key transport corridors linking the Scottish Borders to Edinburgh, pose a significant issue for the current and future performance of the transport network. The routes of particular concern:

- A7, A68 and Borders Railway for Gorebridge, Newtongrange and Eskbank (Midlothian)
- A701, A702 and A703 towards the west for Straiton and Easter Bush (Midlothian)

- A1 and East Coast Main Line corridor, particularly at Blindwells and East Linton which is located between Edinburgh and the proposed Reston Station (East Lothian)

The A701 Relief Road scheme in Midlothian aims to relieve road performance issues on the existing A701 route, as well as providing a link to the A703 and A702. Whilst the scheme is likely to provide an improvement for road users between the Scottish Borders and Edinburgh, it is still identified as an issue as the study is unable to influence the outcome of the scheme.

Issue 2: Internet / Broadband Connectivity

Broadband connectivity is not directly within the remit of local, regional and national transport bodies. The study has, however, highlighted the significance broadband connectivity can have on reducing the need to travel, along with encouraging people and businesses to locate in the Scottish Borders.

Issue 3: Government Funding and Cuts

The study must work within the context of available budget and resource to Scottish Borders, SEStran and Transport Scotland, especially when public funds and resources are currently being stretched.

The following constraints have been identified:

Constraint 1: Physical Constraints

- Landscape

Settlements are sparsely located throughout the region as a result of the hilly topography. This topography constrains the ability to travel and to deliver public transport effectively. Difficult topography can also constrain potential infrastructure solutions due to higher delivery costs and environmental concerns

- Rail Network

Existing rail network constraints include lack of capacity most notably on approaches and junctions towards Edinburgh Waverley (including the station capacity itself) and timetabling.

Constraint 2: Institutional Boundary Constraints – Policies, Revenue and Funding

- Scottish Border with England

Given the Scottish Borders sits on the border between Scotland and England, this will naturally pose challenges in delivering cross-border transport schemes. This is attributable to differences in the appraisal and delivery mechanism of transport schemes such as STAG and WebTAG; planning policies; sources of funding and the many stakeholders involved. In general, this is seen as a constraint, however The Borderlands Initiative presents the opportunity to enable and further formalise cross-boundary cooperation, as well as provide a joined-up approach to deliver cross-border transport schemes

- Regional Boundaries

Regionally, the most significant constraint is between the local authorities of the Scottish Borders, Midlothian, East Lothian and City of Edinburgh. Transport improvements between the Scottish Borders and Edinburgh are dependent on the cooperation with Midlothian and Edinburgh local authorities.

- Revenue and Capital Funding

A notable constraint is the funding of transport improvement schemes in Midlothian (connecting to Edinburgh) which could benefit Scottish Borders users. This is a concern for Midlothian as they are unlikely to benefit from Scottish Borders users passing through the council area to get to and from Edinburgh

The SESplan Proposed Development Plan 2018-32 proposes to prepare a 'Cross-Boundary Transport Contributions Framework' which is aimed at helping fund the transport improvements needed to achieve growth in the region; and mitigate the most significant cumulative and cross-boundary impacts at specific hotspots on the network. The funding of regional cross-boundary transport schemes is a constraint for the study, as well as this proposed Cross-Boundary Transport Contributions Framework' by SESplan which the study should take cognisance of

Constraint 3: Bus Deregulation and Funding

The study must take into account the regulation of bus services and associated constraints with this. The Scottish Borders has a history of bus services being supported by the local council because of unprofitable routes. These are often vital transport links to the communities they serve, however services are constrained by the funds available. The study has

taken cognisance of this, along with the expected changes West Coast Motors taking over First Borders services will have on the delivery of bus services in the study area.

Transport Planning Objectives

The Transport Planning Objectives (TPOs) are focussed on reflecting the identified problems and opportunities, as well as expressing the outcomes sought for the study. The TPOs also take cognisance of established local, regional and national policy directives, plans and strategies.

The TPOs for the study are:

- **TPO 1: Improve interchange with and between sustainable transport modes.** Focus is on alleviating the problems and addressing the opportunities, including those affecting the overall public transport network, connecting bus & rail and further integrating active travel in the Scottish Borders
- **TPO 2: Improve journey times, reliability and safety to employment, key services and leisure.** Focus is on alleviating problems related to connecting travel modes, road network performance, as well as providing more reliable and efficient travel for residents to access key services and employment opportunities.
- **TPO 3: Integrate transportation and land use opportunities to capitalise on the built and natural environment.** Focus is on alleviating problems that act as barriers to linking key development areas with a good transport network while maintaining the high quality natural environment of the Scottish Borders, which is a key attractor of visitors to the area.
- **TPO 4: Reduce business transport costs for economically competitive sectors.** Focus is on improving the competitiveness of local businesses in the Scottish Borders, by helping to alleviate key problems such as transport related costs and transport network integration. The outcome could be one that promotes the local economy by providing improved accessibility to the transport network for businesses to efficiently and effectively access key markets and high skilled workforce.

Option Generation, Sifting and Development

Option generation has been informed by four key tasks helping to encourage new potential options in addition to those which have been proposed for some time:

- outcomes from a comprehensive review of relevant policy documents;
- options challenge workshops;
- discussions with the Project Working Group; and
- suggestions from stakeholders.

A wide ranging list of 21 individual strategic multi-modal options which could meet the Transport Planning Objectives and help alleviate the identified problems and address the potential opportunities across the Scottish Borders transport and land use system were generated and recommended for either the upcoming Strategic Transport Projects Review (STPR) or further development by partner organisations and third parties.

The recommended multi-modal options have been categorised into the following option types:

- **Accessibility** covering service provision and physical accessibility;
- **Active Travel**, including dedicated active travel network and cross boundary measures;
- **Freight**, including for movements on the road network and internal forest roads;
- **Park and Ride**, including new sites and increased capacity of existing sites;
- **Public Transport**, including bus provision and service improvements and integration of bus and rail timetables, as well as service and infrastructure improvements to the Borders Rail Line, new rail

infrastructure and services;

- **Road**, including improved maintenance, new infrastructure and programme of safety measures

The full list of options is shown in Table 6 opposite and shown indicatively (where possible) for illustrative purposes only in Figure 1.

Option	Type	Title	Description
1	Accessibility	Increase Bus Services to Strategic Health Service Facilities	Increase bus service provision between Scottish Borders and Borders General Hospital and other strategic health facilities [e.g. Edinburgh Royal Infirmary]
2	Accessibility	Improve Physical Access to Strategic Public Transport Services	Improve physical accessibility to public transport through infrastructure and on public transport vehicles for people with mobility or sensory impairment on strategic routes
3	Active Travel	Strategic Active Travel Network	Implement a strategic active travel network and cross-boundary active travel measures [e.g. Peebles - Edinburgh], including provision around key services and public transport interchanges
4	Freight	Freight Route	Implement a freight route signage strategy, including the provision of specific real time Satnav route information
5	Freight	Develop Forestry Route Network	Improve network of internal forestry tracks as well as its connections to roads and railway, including 'low-tech' timber pickup facilities
6	Park and Ride	Increase Park and Ride Provision	Increase capacity of existing Park-and-Ride sites and implement new Park-and-Ride schemes for all modes at strategic locations [e.g. Interchanges and Key Employment Areas]
7	Public Transport	Express Bus Services	Provision of express bus services to key external markets (Edinburgh, Newcastle and Carlisle, including airports)
8	Public Transport	East-West Bus Services	Increase number and frequency of east-west bus services, including extending timetable into evening
9	Public Transport	Borders Railway Extension – South/West	Extend the Borders Railway to Hawick and / or Carlisle
10	Public Transport	Railway Extension – South/East	Extend the Borders Railway towards East Coast Main Line (ECML) via Berwick-upon-Tweed
11	Public Transport	Enhanced Rail Services	Increase the frequency, capacity and service quality of the existing Borders Railway [e.g. service capacity, bike storage, Wi-Fi, reliability and punctuality]
12	Public Transport	New Rail Stations	New rail stations on the existing Borders Railway
13	Public Transport	Extension of Borders Railway Services	Link Borders Railway and Fife Circle, providing interchange at Edinburgh Gateway; West Edinburgh; and potential future link to Glasgow
14	Road	A1 Dualling	Complete the dualling of the A1 south of Edinburgh to the Scottish Border
15	Road	A1 Safety Measures	A1 package of safety measures and improvements [e.g. average speed cameras, climbing lanes and junction improvements]
16	Road	A68 Capacity Enhancement	A68 capacity enhancement measures, such as partial dualling, bypass and overtaking lanes
17	Road	A68 Safety Measures	A68 package of safety measures and improvements [e.g. average speed cameras, climbing lanes and junction improvements]
18	Road	A7 Capacity Enhancement	A7 capacity enhancement measures, such as partial dualling, bypass and overtaking lanes
19	Road	A7 Safety Measures	A7 package of safety measures and improvements [e.g. average speed cameras, climbing lanes, junction improvements and appropriate diversionary routes]
20	Road	Secondary Network Safety Measures	Package of safety measures and improvements to secondary road network performing strategic function
21	Road	Enhanced Service and Rest Areas	Service areas to include facilities for HGV rest stops, electric vehicle charging points, tourist facilities and coach layover

Table 6: Recommended Multi-Modal Options for Further Consideration

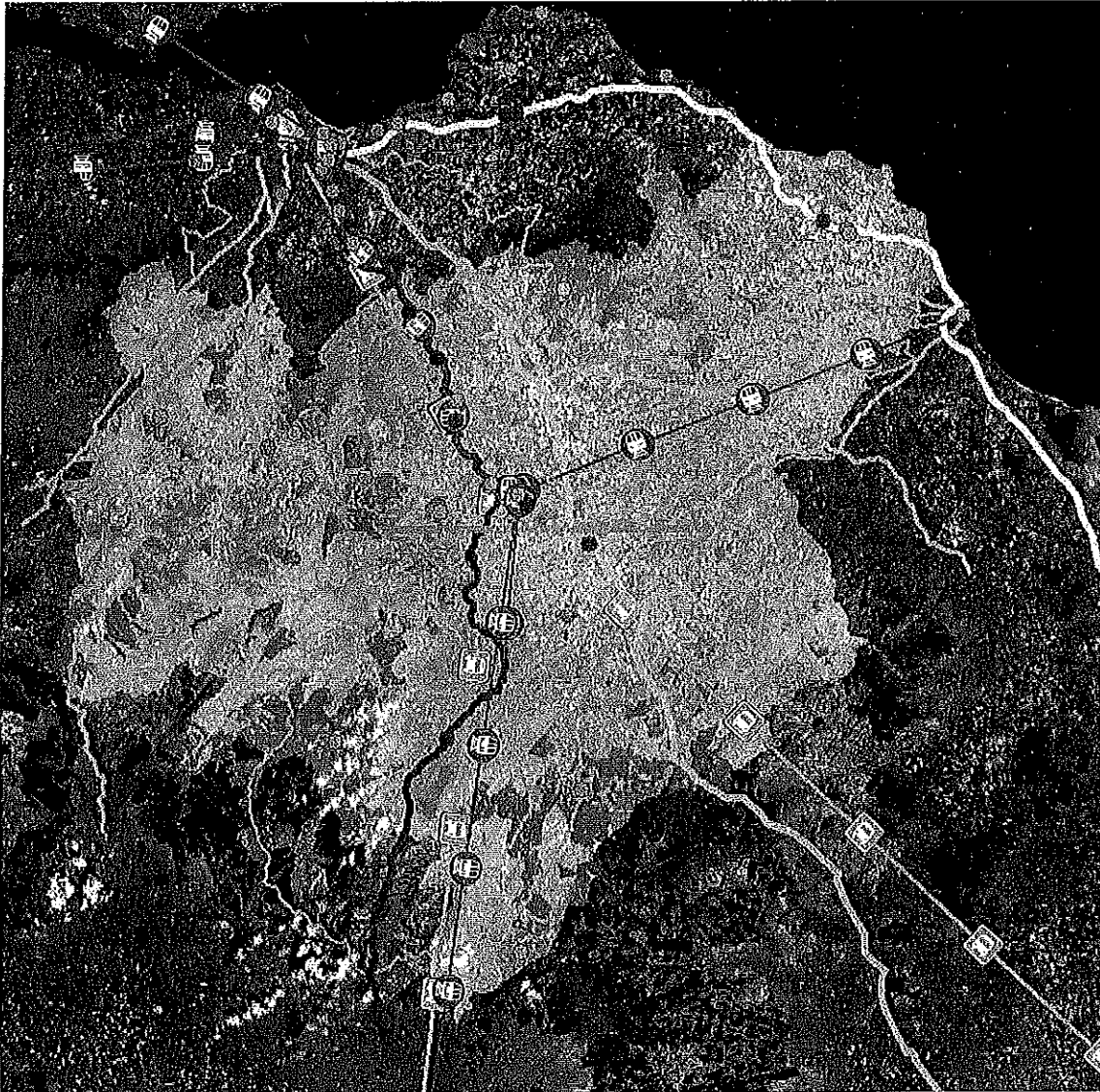


Figure 1: Recommended Multi-Modal Options (indicative locations for illustrative purposes only)

Recommendations and Next Steps

The Borders Transport Corridors – Pre Appraisal study has set the context for the appraisal of transport options for the Scottish Borders and for its key strategic connections to Edinburgh, Newcastle and Carlisle.

In line with STAG guidance, it has identified the key transport problems, opportunities, issues and constraints within the study area, which have formed the basis for objective setting and the generation of a wide range of options to be appraised in STAG Initial Appraisal (Part I).

The purpose of the initial appraisal would be to undertake an initial qualitative appraisal of the recommended options from Pre-Appraisal. This would include an assessment of:

- the likely impacts of the options against the Transport Planning Objectives;
- the likely impacts of the options against STAG criteria [i.e. Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion];
- options against established policy directives; and
- feasibility, affordability and public acceptability of the options.

It is also recommended that a comprehensive review of the existing SRM12 model is undertaken in any subsequent appraisal work to determine its appropriateness in providing the quantitative basis in which to test the generated options, but also to maintain consistency in modelling approach throughout later stages of the appraisal.

DRAFT

CONSULTATIONS

1. Reason for Report

1.1 To agree responses to the consultations “A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections” and “Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain”.

1.2 Approval is sought under the terms of Standing Order 19 – Matters of Special Importance and Urgency – Delegation to Lead Officer due to the requirement to submit the consultation responses prior to the next scheduled meeting of the Board. The Lead Officer, in consultation with the Chairman and Vice Chairman, has agreed the recommendations and the Board is asked to homologate the decision.

2. Background

2.1 At its meeting on 9 March 2019, the Board were informed of two consultations relevant to SWestrans interests which were live and which had submission dates prior to the Board in May 2018. These were:

- A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections.
- Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain.

2.2 The Board agreed to provide comment on these consultations to the Lead Officer by 20 April 2018, which would then be incorporated into responses from SWestrans and signed off by the Lead Officer, in consultation with the Chair and Vice-Chair under delegated powers.

2.3 The seven Regional Transport Partnership Chairs agreed that a joint RTP response be submitted to the “A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections” consultation. This response is included at **Appendix 1**.

3. Key Issues

A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections

3.1 The Scottish Government published, on 16 January 2018, a consultation on ‘A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections’, with a closing date of 27 April 2018:

<https://consult.gov.scot/equality-unit/connected-scotland/>

3.2 The consultation presented a draft Strategy that has been developed following a recommendation from the Scottish Parliament’s Equal Opportunities Committee Inquiry into Age and Social Isolation.

3.3 The draft Strategy seeks to:

- articulate a vision of the kind of Scotland we want to see, where community connections are increased and no one is excluded from participating in society for any reason.
- define what we understand concepts of social isolation and loneliness to be, and the degree to which they are prevalent in Scotland today.
- highlight what we've heard so far in our process of engaging with stakeholders throughout the development of the draft Strategy set out how we want to empower communities to lead efforts to tackle social isolation and loneliness, in the context of our approach to community empowerment.
- highlight the Government's own work in this area and clearly link this to the broader policy context in which we're operating.
- facilitate discussion amongst organisations and individuals about what needs to be done to effectively tackle social isolation and loneliness in Scotland.

3.4 The consultation was formed around three key questions:

- **Question 1: What** needs to change in your community to reduce social isolation and loneliness and increase the range and quality of social connections?
- **Question 2: Who** is key at local level in driving this change, and what do you want to see them doing more (or less) of?
- **Question 3: What does Government need to do** nationally to better empower communities and create the conditions to allow social connections to flourish?

3.5 In addition to these broad questions, the consultation posed a further 20 specific questions throughout the document including a question (no. 22) on how transport services play their part in reducing social isolation and loneliness.

3.6 Access to appropriate, flexible and affordable transport is vital to enable people to stay socially active and reduce loneliness, particular for those in rural areas. SWestrans has highlighted in previous consultation responses the critical nature of transport in addressing isolation, poverty and people's general wellbeing and it is intended that this will form the basis of our response to this consultation. Continuing pressures on funding and the fragile state of the rural transport network need to be addressed through a holistic approach to ensure the stated aims of the draft Strategy are achieved.

3.7 The SWestrans response to the consultation is attached as **Appendix 2**.

Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain

3.8 The Department for Transport published, on 8 February 2018, a consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain with a closing date of 4 May 2018:

<https://www.gov.uk/government/consultations/section-19-and-22-permits-how-to-apply-eu-regulation-10712009>

3.9 The consultation recognises that community transport is vitally important to the lives of thousands of passengers, to communities across the UK and to society as a whole. It sets out why and how government propose to amend legislation and guidance about who can operate PSVs without a PSV licence, using the system of permits that is set out in sections 18 to 23A of the 1985 Act. Recognises that the proposals affect the operating model that many community transport stakeholders rely upon.

3.10 The consultation sought views on the proposed changes to the guidance, ways in which further clarity could be provided and respondents' views on the potential impacts of the changes, in order to understand better any likely effects the changes may have.

3.11 The proposals were to:

- Amend the 1985 Act to clarify that permits may only be granted to and held by organisations that meet one or more of the exemptions set out in the Regulation.
- Update relevant guidance issued by the Department or the DVSA to reflect current market practice and better illustrate and explain the different cases where exemptions may apply and therefore where permits may be granted.

3.12 The proposed amendment would not constitute a substantive change to the existing law because the Regulation already has direct effect in the UK. The amendment would simply have the effect of clarifying the current legal position for the benefit of permit-holders, applicants and issuing authorities.

3.13 The consultation included two sets of questions. The first set related to the proposals with the second set only for organisations who provide services using a section 19 or section 22 permit.

3.14 Community Transport provided by section 19 and section 22 permits is a key element of transport provision across Dumfries and Galloway and, for some of our residents, the only flexible and affordable transport available to enable them to stay socially active particular for those in rural areas.

3.15 The response to the consultation is attached as **Appendix 3**.

4. Implications	
Financial	Developments will be tracked by Officers.
Policy	There are potential future policy implications.
Equalities	Developments will be tracked by Officers.
Climate Change	We will monitor / implement climate change implications.
Risk Management	None.

5. Recommendations

Members of the Board are asked to agree the consultation response:

- 5.1 for "A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections" as shown in **Appendix 2**; and
- 5.2 the "Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain." As shown in **Appendix 3**.

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Date of Report: 27 April 2018 File Ref: SW2/Meetings/2018	

Appendix 1 - The Joint Regional Transport Partnerships response to “A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections”

Appendix 2 - The South West of Scotland Transport Partnership response to “A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections”

Appendix 3 - The South West of Scotland Transport Partnership response to the “Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain.”

A Connected Scotland: Tackling social isolation and loneliness and building stronger social connections

Joint response by the Regional Transport Partnerships, April 2018

Key questions for everyone. These three questions are at the centre of our consultation and aim to give you space to share any of your thoughts or opinions. There are specific questions in the next section that will allow you to go into more detail on certain things if you wish.

Q1 What needs to change in your community to reduce social isolation and loneliness and increase the range and quality of social connections?

As Regional Transport Partnerships, this response focuses on transport and travel factors that can influence social isolation and loneliness.

Not all communities are the same and, as such, may not have the same experiences of social isolation and loneliness. Scotland consists of communities with distinct demographic differences from one another, most notably between rural and urban areas. For this reason, the 'change' needed may vary across the region.

As more facilities are withdrawn from communities and if the trend of declining public transport (especially bus) services continues, the problem of people being 'cut off' from jobs, services, opportunities and social connections is likely to increase.

Added to this there is a geographic reality that people in rural areas may have to travel longer distances to interact socially with others and that there is a cost and time implication. Plus, for a public transport system predicated on access to work, health, training and food, the budget constraints mean evening and weekend transport is rarely available in rural areas and so is not available when social interaction opportunities are most likely to present themselves

From the perspective of preventing isolation and loneliness through the ability to access jobs, services, opportunities and social connections, the following are key factors that need to be considered:

- The availability of goods, services, opportunities and social connections in communities
- The ability to access them via:
 - Transport links, for example public transport or other forms of transport link. The ability to use transport links will be influenced by:
 - Existence of transport service (whether that be public transport, community transport or other)
 - The cost of travel, particularly for the most vulnerable
 - Sense of security on public transport, including hate crime

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- Ability to use public or community transport for people with mobility or learning difficulties; and/or due to cultural barriers
- Walking or cycling. The ability to walk or cycle will be influenced by:
 - Physical barriers to access, especially for people with mobility difficulties
 - Environments which are pleasant and encourage people to walk and cycle in, particularly paying regard to safety (including road safety) and security

It may also be useful to remember that the people that we most want to support via this strategy are harder to reach, and we may need to recognise the additional resource (time/people) that is required to engage with the target audience.

Q2. Who is key at local level in driving this change, and what do you want to see them doing more (or less) of?

The RTPs would welcome further discussions amongst communities, organisations and individuals at a local level about what needs to be done to effectively tackle social isolation and loneliness.

Key partners are those who, individually and collectively, are best able to ensure that the changes are implemented and sustainable.

- To improve transport links, key local partners include public sector (including Transport Scotland; RTPs; Local Authorities; NHS; Scottish Ambulance Service), other transport providers (commercial, third sector and community), and communities.
- To improve the physical environment for walking, cycling and people with mobility difficulties key local partners include public sector, third sector and communities.

Q3. What does Government need to do nationally to better empower communities and create the conditions to allow social connections to flourish?

Whilst empowering communities to take more responsibility and deliver more initiatives both increases opportunities for social connections and builds capacity (including social capacity) within communities, consideration perhaps needs to be given to the maximum capacity of communities to deliver as there is quite often a limited pool of people with the necessary skills and knowledge who are able or willing to participate. Government needs to encourage and support individuals and communities to participate at a local and community level.

Detailed questions. These questions relate to specific areas in the strategy. You do not have to answer all of these questions but feel free to let us know your thoughts or opinions on any of them.

Some of these questions will only make sense if you have read through the strategy.

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Q4. Do you agree or disagree with our definitions of (i) social isolation and (ii) loneliness? Please provide comments, particularly if you disagree.

It may be useful to clarify within the definition that social isolation extends beyond 'social' connections (e.g. family and friends), and that all human interaction (work, education and training, healthcare, shopping, bank, post office etc.) affects social isolation.

Clarity on the distinction between 'personal' social isolation and 'collective' social isolation would also be beneficial given the likely differences in how these are tackled.

It should be noted that the use of the terms social 'isolation' and social 'exclusion' seem to be used interchangeably at times, although these are not necessarily the same thing, and one does not necessarily always preclude the other.

Q5. Do you agree with the evidence sources we are drawing from? Are there other evidence sources you think we should be using?

The evidence sources referred to largely reflect the occurrence of social isolation, and are all useful in reflecting the scale of the problem. Presumably an evidence base informing the causes (and consequences) of social isolation is also being developed. From the perspective of transport, we would suggest the data sets listed below may be useful:

For the availability of goods, services, opportunities and social connections in communities and the ability to access them via transport links, the following data types may be useful:

- Scottish Indices of Multiple Deprivation (SIMD) (access domain)
- Accessibility modelling that can identify the areas/population groups who have poor access to services and opportunities (e.g. using Accession / Tracc accessibility modelling)
- Local development and community planning exercises identifying the level of facilities in communities
- Work on understanding transport poverty nationally and locally
- Understanding minimum income standards, which vary across Scotland

For the ability to physically access goods, services, opportunities and social connections by walking and cycling the following data types may be useful:

- Ability of people with mobility difficulties to use not only public transport but also our streets
- Scottish Household Survey / Census data reflecting how secure people feel in their neighbourhoods and on public transport, and hence their propensity to get out and about
- Data reflecting the number / proportion of trips made by walking or cycling or public transport (i.e. when social interaction is far more likely).

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Q6. Are there examples of best practice outside Scotland (either elsewhere in the UK or overseas) focused on tackling social isolation and loneliness that you think we should be looking at?

No Comment.

Q7. Are you aware of any good practice in a local community to build social connections that you want to tell us about?

A number of Regional Transport Partnerships now support and supply the Thistle Card, which provides people with all types of disability to access and use public transport.

In addition to the Thistle Card, Regional Transport Partnerships would also like to highlight the positive impact that real-time bus information has on the traveling public. The benefits of live bus information are not just economic; they also have direct psychological benefits and deliver positive change in overall satisfaction, due to increased confidence in the transport system. Live bus information not only reduces actual waiting times, but it also reduces anxiety when at a bus stop providing users with the perceived benefit of increased safety.

Specific examples relevant to each Regional Transport Partnership area are included in the individual responses of each RTP.

Q8. How can we all work together to challenge stigma around social isolation and loneliness, and raise awareness of it as an issue? Are there examples of people doing this well that you're aware of?

With regard to improving transport links, there is perhaps the opportunity for the solutions to be available to all in society, which should reduce any stigma with regard to accessing the services. In particular, smart cards can enable all users to access solutions via the same portal and for any concessions that they receive to be only 'visible' on their account, rather than at the point of use.

Q9. Using the Carnegie UK Trust's report as a starting point, what more should we be doing to promote kindness as a route to reducing social isolation and loneliness?

No comment

Q10. How can we ensure that those who experience both poverty and social isolation receive the right support?

While it is quite right that communities play a central role in identifying and bringing forward solutions, the public sector should be conscious of ensuring support is directed at those communities most in need of support. Using census, SIMD data and accessibility mapping techniques can help identify those communities where support is most likely to be needed (whilst recognising that poverty and social isolation can and does occur at levels which are not necessarily picked up at census data levels)

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Smart ticketing (especially when tied into personal accounts within a Mobility as a Service (MaaS) package) can enable levels of support to be fine-tuned for those most in need.

Q11. What do we need to be doing more of (or less of) to ensure that we tackle social isolation and loneliness for the specific life stages and groups mentioned above?

To better understand the issues and barriers faced by the specific life stages and groups, it is essential that those people are involved in the design of the solutions. All partners in the transport and service delivery sectors need to work together to identify where isolation may be occurring and provide the opportunity for people to access the jobs, training, services, leisure and social activities that reduce social isolation.

Whilst considering how to tackle isolation and loneliness for specific life stages and groups, it is suggested that consideration should be given not just for those that are experiencing isolation and loneliness, but also those with potential to experience isolation and loneliness. Screening exercises (perhaps within Equality Impact Assessment exercises) could help highlight where plans, policies or programmes may increase the vulnerability of people to isolation or loneliness.

The Scottish Government's socio-economic duty, asks public authorities to do more to tackle the inequalities and isolation caused by socio-economic disadvantage. This aligns with Regional Transport Strategies, policies and objectives on accessibility.

Q12. How can health services play their part in better reducing social isolation and loneliness?

Many of those who are most in need of health and social services can also be those most at risk of loneliness and isolation. The health and social service sector are therefore front line services in identifying those suffering from, or at risk of, loneliness and isolation. Sharing of data with organisations co-ordinating 'transport' solutions can help ensure that transport solutions are targeted in the right 'areas'.

Q13. How can we ensure that the social care sector contributes to tackling social isolation and loneliness?

See answer to Q12

Q14. What more can we do to encourage people to get involved in local groups that promote physical activity?

Local Authorities, Regional Transport Partnerships, and Transport Scotland, along with charities and agencies such as Sustrans, Cycling Scotland, Living Streets and Paths for All, undertake significant activity to develop active travel infrastructure and accessible public realms and also to promote active travel as part of active lifestyles. However it is recognised that there remains a significant amount of work required to improve and encourage active travel, particularly in harder to reach groups and sectors

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of the community. The doubling of funding available for active travel through increased capital funding by the Scottish Government is most welcome, in terms of the ability to deliver improved Active Travel infrastructure. However, the effective encouragement and promotion of physical activity also relies on a range of 'softer' measures, such as increased use of Active Prescribing, as well as the availability of capacity within local groups to support initiatives.

Key to the success in promoting active travel will be support that enables smaller, locally based third sector, social enterprise and community groups to continue to build capacity and outreach to help people get involved in activities and groups that promote active travel as part of active lifestyles and being more physically active. Schools and community campuses within communities have a potentially key role to play, acting as a focus and hub for introducing and instilling physical activity in early years and on a continuing lifestyle basis, including supporting behavioural change through initiatives such as Bikeability with support from relevant partners.

Q15. How can we better equip people with the skills to establish and nurture strong and positive social connections?

No comment.

Q16. How can we better ensure that our services that support children and young people are better able to identify where someone may be socially isolated, and capable of offering the right support?

The sharing of data by our services which support children and young people with whoever is co-ordinating 'transport' solutions can help ensure that transport solutions are targeted in the right 'areas'.

In addition, developing for example the Young Scot Card as a smartcard in association with a Mobility as a Service (MaaS) style solution could enable support to be targeted at individuals

Q17. How can the third sector and social enterprise play a stronger role in helping to tackle social isolation and loneliness in communities?

See response to Q14

Q18. What more can the Scottish Government do to promote volunteering and help remove barriers to volunteering, particular for those who may be isolated?

No comment

Q19. How can employers and business play their part in reducing social isolation and loneliness?

No comment.

Q20. What are the barriers presented by the lived environment in terms of socially connecting? How can these be addressed?

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The physical environment presents various barriers that prevent or discourage social interaction, namely:

- **Physical barriers for people, especially for those with mobility difficulties.** While it is a huge task, we must strive to make our streets accessible by all. All physical works (improvements and maintenance) to our streets should maximise the opportunity to address issues for people with mobility difficulties.
- **The sense of safety and security of a place / how welcoming a place is to use and spend time in.** More can be done to design streets to encourage people to use them more either as pedestrians or cyclists. The more people use streets, the more secure the streets will feel. We can address these issues both through 'retrofitting' placemaking projects, as well as ensuring new developments pay regard to placemaking.
- **Facilities to encourage more people to walk and cycle.** Funding opportunities and therefore investment in this issue has recently been largely focused on encouraging a modal shift by cycling. This is indeed a policy objective, but perhaps one that could be better balanced by focussing on enabling everyone to use the street environments. The recent changes to Sustrans community links guidance which enables walking only projects to be available for community links funding goes a significant way towards addressing this issue (NB nonetheless, when introducing infrastructure to make our streets more attractive for walking and cycling we need to pay careful attention to unintended consequences, such as shared spaces for pedestrians and cyclists and/or pedestrians and motor vehicles, potentially making the street environment less attractive for some of our more vulnerable users)

Q21. How can cultural services and agencies play their part in reducing social isolation and loneliness?

No comment.

Q22. How can transport services play their part in reducing social isolation and loneliness?

Accessing jobs, services, opportunities and social connections, is a vital part of addressing social isolation and creating a connected Scotland. The problem of physical access is undoubtedly getting worse as the trend for declining local bus services continues and rural communities have fewer local facilities (e.g. banks, post offices, schools, leisure and health services)

It is unlikely that there is a single solution which is both sustainable and addresses the varied travel demands that people have. It is therefore vital that the relevant public and third sector agencies, as well as the whole spectrum of transport providers (public transport, as well as lift share, car clubs, bike hire etc.), and communities work together to provide a package of interventions and solutions which the user can access through a single point of contact. This won't address all travel demands, but it is more likely

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to ensure that awareness and usage of each service and option is maximised, thereby assisting their sustainability.

The 'journey experience' of any transport service is a significant factor in the willingness of people to choose that service again. Accordingly to maximise the options people feel safe, comfortable and willing to use – to reduce the risk of them 'slipping into' isolation or loneliness - we should also pay regard to the journey experience offered.

Digital connectivity and skills also have a significant role to play in enabling people to be aware of and access (e.g. book) whatever transport services are available. And should therefore be part of any actions being taken forward.

Q23. How best can we ensure that people have both access to digital technology and the ability to use it?

It is important that digital and physical accessibility strategies and solutions are developed in a complementary and integrated manner, recognising the importance of and need for people to be able to access services, facilities and related social interaction through both digital and physical (e.g. public transport) means.

Any other comments. This is a space for you to add any comments you do not feel the other questions have given you a chance to say. You can also use this space to tell us your thoughts on our strategy, and whether or not you think we have missed something important.

Q24. Taking into account answers to questions elsewhere, is there anything else we should be doing that doesn't fall into any of these categories?

The framework broadly covers the principal 'transport and travel' issues that play a role in social isolation and loneliness, provided that the more detailed issues summarised in Q1 and referenced throughout this response are considered in the detailed work taking the strategy forward.

In relation to the barriers presented by the lived in environment (Q20) and transport services (Q22), some consideration could be given to the impact of extreme events (e.g. weather; fuel shortages) which are most likely to impact on those already experiencing (or at risk of) isolation or loneliness.

Q25. Do you agree with the framework we have created to measure our progress in tackling social isolation and loneliness?

No comment.

Q26. Is there anything missing from this framework that you think is important for us to consider?

In terms of the role transport and active travel have in addressing and reducing the likelihood of social isolation it is welcomed that more social spaces in towns and cities,

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and better transport links are both identified as specific measures of success to support the outcome of fewer causes of isolation and loneliness. However, it is suggested that:

- (i) The concept of more sociable spaces in settlements is either extended to include or be complemented by a measure to continue to adapt our environments to enable and encourage more people to travel actively within their neighbourhoods.
- (ii) The better transport links measure, also reflects the transport poverty issue, i.e. 'better and affordable transport links'
- (iii) In terms of the overall framework and strategy it is important to recognise that, in addition to focussing on 'vulnerable groups' there is a need to have regard to individual/groups who are, or may become, potentially vulnerable through either changes in delivery or availability (e.g. through the relocation and/or withdrawal) of services and facilities including, from a transport perspective, the availability of effective and affordable transport connections.

Regarding indicators it is noticeable that the framework does not include specific indicators that track progress against the 'transport' success measures. Some suggested indicators are given below:

- **More sociable spaces in towns and cities:** Sense of security in neighbourhood exists as an indicator within the Scottish Household Survey (SHS). This data could be complemented by the number of projects where the place standard tool has been used. Alternatively, a more specific question could be introduced into a national survey (such as the SHS). Walking and cycling mode share indicators could also be used here (Census / SHS), as could use of walking as a mode of travel in last week (SHS)
- **Better transport links:** Monitoring use of individual services can indicate rates of usage. Transport Focus, Transport Scotland, the RTPs and bus operators have partnered to resource the undertaking of the Scottish National Bus Passenger Survey and there may be an opportunity to expand the scope of that national survey to include questions geared towards identifying satisfaction with transport links within the context of tackling social isolation as well as seeking more detailed information from groups most at risk of experiencing isolation or loneliness. Awareness of transport links is just as important as the existence of the links themselves and expansion or development of the National Bus Passenger Survey or other research could offer an opportunity to provide some useful insight on this. It may also be possible to map the scope of the transport solutions available for people in identified communities through linking with the accessibility mapping approaches referenced in the answer to Q5.

A Connected Scotland: Tackling social isolation and loneliness and building stronger social connections

Response by the South West of Scotland Transport Partnership (SWestrans), April 2018

SWestrans is the Regional Transport Partnership (RTP) for the south west of Scotland. This consultation response focuses on the role that transport and travel factors can have on social isolation and loneliness. SWestrans welcomes the opportunity to contribute to this important issue and supports the joint RTP response which we believe will be submitted as part of this consultation.

Question 1. What needs to change in your community to reduce social isolation and loneliness and increase the range and quality of social connections?

This response does not apply to any specific community within Dumfries and Galloway. It is clear that social isolation and loneliness is widespread and that there are a number of changes needed to tackle this. However, not all communities are the same and, as such, may not have the same experiences of social isolation and loneliness. The region consists of communities with distinct demographic differences from one another, most notably between rural and urban areas. For this reason, the 'change' needed may vary across the region.

Quality social connections are not only required within communities, but also between them. This is especially important for a largely rural region such as Dumfries and Galloway where providing access to social and healthcare services, employment and opportunity for social connections can be challenging. Transport has a key role to play in enabling these social connections.

As a Model 3 Regional Transport Partnership, SWestrans has a responsibility to identify socially necessary public transport and provide this within the budget available. The fragility of the bus network in the region, the lack of access to any alternative public transport for many communities, along with traditional facilities being withdrawn within these communities poses a significant challenge to reducing isolation and providing quality social connections. Indeed, examples of people, or even whole communities, being 'cut off' from employment, services, opportunities and social connections is likely to increase.

Added to this there is a geographic reality that people in rural areas may have to travel longer distances to interact socially with others and that there is a cost and time implication. For a public transport system predicated on access to work, health, and education, the budget constraints mean evening and weekend transport is limited in rural areas and so is not available when social events are most likely to present themselves.

Question 2. Who is key at local level in driving this change, and what do you want to see them doing more (or less) of?

SWestrans agrees with the conclusion of the Equal Opportunities Committee that ‘social isolation and loneliness are significant problems in Scotland and that individual citizens, public services and the Scottish Government should take collective responsibility for improving the situation’.

The document states that the Government approach ‘recognises that people and communities know what is best for them’, and calls for them ‘to use this Strategy as a platform to drive change in their localities’ (p.1). SWestrans believe that, given this desired approach it is appropriate for the communities themselves to be key drivers of any change.

Communities should be at the forefront of increasing kindness and understanding within their communities, reducing stigma, starting grassroots initiatives and social enterprises, and identifying problems and opportunities that they would like public bodies to address.

SWestrans would welcome further discussions amongst communities, organisations and individuals at a local level about what needs to be done to effectively tackle social isolation and loneliness in Dumfries and Galloway. The ‘great deal of front line expertise’ (p.9) relating to these issues should be utilised as part of this process.

SWestrans would seek to play a key role in driving any change relating to transport links and active travel. To improve transport links, key local partners will include the public sector, transport providers (commercial, third sector and community), and communities. For walking, cycling and people with mobility difficulties, key local partners include public sector, third sector, and communities.

Question 3. What does Government need to do nationally to better empower communities and create the conditions to allow social connections to flourish?

The strategy to tackle social isolation and loneliness is welcomed. However, further input and work with relevant partners will be needed to ensure the delivery of robust and sustainable successful outputs.

SWestrans supports the Equal Opportunities Committee recommendation that the issue of transport policy is included as a strand in any social isolation strategy. We are encouraged that the Government has identified ‘accessibility’ as a central priority (p.32) as it reviews the National Transport Strategy, and strongly suggest this includes addressing all forms of accessibility.

The ministerial foreword states that ‘Scottish Government recognises it has an important role in creating the conditions for change to happen and supporting communities to flourish’ and that it is committed to doing so (p.1). It further states that ‘the biggest impact can only be delivered if we enable communities themselves to lead this work’ (p.1).

Sufficient support needs to be provided so that communities and local enablers of change (such as public bodies) have the capacity and resources to deliver on this work. The Scottish Government, through Strategy and legislative guidance, has a role to play in relaying to communities driving for change, that any desired changes will often require a collaborative approach between a number of partners. Communities may need to accept at times that change can be a long journey, and for some parts of that journey, others may be required to take the wheel. If not, public bodies may be seen to be commenting and controlling from the backseat, and no one likes a backseat driver.

Whilst empowering communities to take more responsibility and deliver more initiatives both increases opportunities for social connections and builds capacity (including social capacity) within communities, consideration perhaps needs to be given to the maximum capacity of communities to deliver. For example, Community Transport providers addressing social isolation issues within our region often have a limited pool of people with the necessary skills or that are able or willing to participate. Government has a role to play with local authorities to encourage communities and individuals to participate at a local and community level.

Whilst the Strategy seeks communities to be the drivers of change, it is often public sector organisations who need to deliver this change. The Scottish Government, through its community empowerment and public service reform work, has heightened community expectations and responsibility on public sector organisations at a time when they face significant funding challenges. Collaborative work and a level of understanding is required by Government to assist local authorities in helping deliver the change communities seek and need.

In terms of tackling social isolation and loneliness through public transport, the Scottish Government should continue to implement policies that will make rural transport systems more flexible and sustainable and invest in the technology that will assist with this.

Question 4. Do you agree or disagree with our definitions of (i) social isolation and (ii) loneliness? Please provide comments, particularly if you disagree.

SWestrans broadly agrees with the definitions provided within the document, however would make the following points for consideration:

- It may be useful to clarify within the definition that social isolation extends beyond 'social' connections (e.g. family and friends), and that all human interaction (work, shopping, bank, post office etc.) affects social isolation. Indeed, an individual using public transport to access a social 'event' increases their social interaction by partaking in the interactions undertaken when using a service.
- Clarity on the distinction between 'personal' social isolation and 'collective' social isolation would be beneficial given the likely differences in how these are tackled. The Equal Opportunities Committee highlighted that: 'there are many groups...who require attention. Geography is relevant, as there are issues depending on whether a

person lives in an urban or rural area' (p.9). SWestrans would request that the Government provide further information on how it envisages solving 'rural isolation'.

- The use of the terms of social 'isolation' and social 'exclusion' seem to be used interchangeably at times. These can be interpreted as two different things – i.e. the use of digital communications can be exclusive, but not isolative if those excluded can access the communications by other means. Example: 'We have to explicitly develop the online resilience of our citizens to lessen the impact technology can have on social exclusion.' Is social exclusion merely a form of social isolation, or are they meant to be one and the same thing?
- Loneliness is defined as a subjective feeling. It will be difficult to eradicate something which is subjective. This should not deter from tackling it, but the Strategy should perhaps be more explicit about how we measure progress. By tackling social isolation, loneliness will hopefully be in turn tackled.
- The development of a national strategy must take a nuanced approach to tackle the causes of loneliness and social isolation and acknowledge that the overlapping symptoms have multiple sources. However, there may be benefit for the Strategy to make it clearer that certain areas within the document are primarily focussed on tackling social isolation and transient loneliness, with other areas tackling chronic loneliness.
 - It is recognised that 'cultural and systemic change must be brought about and opportunities have to be made readily available that encourage people to build new social connections'. This is understood and agreeable. However, it is also recognised that 'it is possible for people who are well connected socially to feel lonely'. Improving infrastructure, and transport especially, may contribute in the transition from transient to chronic loneliness, but for those suffering from chronic loneliness, increased access to social connection opportunities may not be effective in any way.

Question 5. Do you agree with the evidence sources we are drawing from? Are there other evidence sources you think we should be using?

The evidence sources referred to largely reflect the occurrence of social isolation, and are all useful in reflecting the scale of the problem. Presumably an evidence base informing the causes (and consequences) of social isolation is also being developed.

When dealing with specific recommendations and actions as part of the Strategy, further evidence will need to be sourced. From the perspective of a transport authority, we would suggest the data sets listed within the joint RTP response be utilised.

There may also be scope for further behavioural and psychology evidence to inform tackling isolation and loneliness.

Question 6. Are there examples of best practice outside Scotland (either elsewhere in the UK or overseas) focused on tackling social isolation and loneliness that you think we should be looking at?

Nothing to add.

Question 7. Are you aware of any good practice in a local community to build social connections that you want to tell us about?

Public Social Partnership (PSP) delivery is a co-production model involving stakeholders, providers and commissioners in the design of the service.

The Dumfries and Galloway Social Transport PSP has been established with the aim to improve the design of transport services for communities, and to develop the capacity of the social/community transport sector.

The PSP is a multi-agency partnership between Dumfries and Galloway Council, SWestrans, NHS Dumfries and Galloway, Community Transport operators and the Third Sector, Dumfries and Galloway.

The PSP engages with third sector organisations to work within the PSP around three work streams:

- Transport Service Developments.
- Health and Social Care Transport Solutions.
- Capability and capacity building.

Work to redesign and pilot services through the PSP is ongoing, with representation from a range of third sector organisations in Dumfries and Galloway that currently provide community transport services. This engagement will support two key aims:

- To ensure the voices of third sector organisations are central to planning and delivery of the PSP.
- To ensure Third Sector organisations can meaningfully participate in the remodelling and development of innovative, integrated and flexible transport solutions.

Mostly recently, the PSP has engaged with a small rural community (Borgue) to identify transport needs and develop appropriate transport solutions to meet that need.

Question 8. How can we all work together to challenge stigma around social isolation and loneliness, and raise awareness of it as an issue? Are there examples of people doing this well that you're aware of?

Nothing to add.

Question 9. Using the Carnegie UK Trust's report as a starting point, what more should we be doing to promote kindness as a route to reducing social isolation and loneliness?

Nothing to add.

Question 10. How can we ensure that those who experience both poverty and social isolation receive the right support?

In Dumfries and Galloway, the deprivation caused by rurality and lack of access to jobs, markets and social opportunities is real.

As a "Model 3" RTP, SWestrans has a statutory duty to determine policies on the provision of local bus services and provide socially necessary local bus services (where these are not provided commercially). 54% of local bus journeys operating in Dumfries and Galloway receive subsidy.

Transport Focus' Bus Passenger Survey 2016 (Autumn Results) showed that of passengers surveyed in South West Scotland, 60% cited their reason for using the bus as 'no option to travel by other means'. This is 16% higher than the Scottish average (44%). Transport authorities, working with relevant partners, should design services to provide support to those in both poverty and social isolation. This intent is further ensured by the recent introduction of the Socio-Economic duty.

SWestrans, as a Community Planning Partner within the Dumfries and Galloway Strategic Partnership, have given their support to the Dumfries and Galloway Anti-Poverty Strategy. A wide range of stakeholders from across the region were consulted when putting together this Strategy, particularly people experiencing issues of poverty.

Over the course of the consultations a number of themes and issues were identified by stakeholders as being important and some ideas for future actions were also put forward. These actions included the 'availability and affordability of public transport, particularly to access employment opportunities and services'; and 'help with travel costs particularly for people living in rural areas or small towns'.

These are reflected into actions from the Anti-Poverty Strategy, which are currently ongoing or completed:

- Enhance travel choices for residents: Ensure travel options are suitable for accessing work (consider shifts). Travel suitability to accessing signposted services (Job Centres, Benefits Advice) – consider moving service – linked to community hubs.
- Review all transport provision across the region with poverty assessment (impact assessment toolkit).
- Expand discounted travel: Review current discount schemes. Identify costs associated with additional scheme. Develop policy and procedure for expanded travel discount scheme.

- Community Transport Support: Review existing services provided by Community Transport groups as part of development of community transport survey.
- Identify good practice in and out of our region for development across Dumfries and Galloway and associated costs. Encourage community transport groups to focus greater element of their activities on support for those in poverty.

The views were also reflected in the SWestrans Equality Outcomes, where there is a commitment to ensure that people who are elderly, disabled, or living remotely, are better able to access our services, and that transport is affordable for all residents of Dumfries & Galloway. SWestrans is currently progressing specific actions to achieve these outcomes.

Question 11. What do we need to be doing more of (or less of) to ensure that we tackle social isolation and loneliness for the specific life stages and groups mentioned above?

All partners in the transport and service delivery sectors need to work together to identify where isolation may be occurring and provide the opportunity for people to access the jobs, services, leisure and social activities that reduce social isolation.

Consideration should be given not just for those that are experiencing isolation and loneliness, but also those with potential to experience isolation and loneliness.

SWestrans expect assistance from other third sector and public authorities to identify and highlight where transport could be of assistance.

Question 12. How can health services play their part in better reducing social isolation and loneliness?

Health services will be best placed to answer this question, however we would like to highlight the current work with NHS Dumfries and Galloway to reduce social isolation.

In relation to the answer to Q7, Work Stream 2 of the PSP will look to develop a Health and Social Care Transport Hub. This will deliver a number of key outcomes to patients, NHS Dumfries and Galloway, individual CT Organisations and other statutory partners, particularly in relation to NEPT (Non-Emergency Patient Transport) services. These include:

- Patients receiving a more reliable, dedicated and consistent NEPT service.
- Allow the SAS PTS to focus their resources on main priorities.
- Reduce private provider usage for NHS Dumfries and Galloway e.g. private ambulances, taxis.
- Assist in the reduction of delayed discharge rates.
- Proving that Community Transport Organisations can be a reliable, safe, affordable transport solution.

- Increasing the confidence of both CT providers and statutory partners of the ability of the CT sector to deliver safe, reliable, flexible and cost effective NEPT transport solutions.
- Making use of Council's vehicle downtime.
- Achieve efficiencies through better co-ordination, planning and optimisation of NEPT services through the piloting of a centralised booking operation.

Question 13. How can we ensure that the social care sector contributes to tackling social isolation and loneliness?

Please see answer to Q12

Question 14. What more can we do to encourage people to get involved in local groups that promote physical activity?

Significant activity is undertaken by a number of public bodies and agencies to develop active travel infrastructure and accessible public realms, and to promote active travel as part of active lifestyles. However, it is recognised that there remains a significant amount of work required to improve and encourage active travel, particularly in harder to reach groups and sectors of the community.

The doubling of funding available for active travel through increased capital funding by the Scottish Government is welcomed, in terms of the ability to deliver improved Active Travel infrastructure. However, the effective encouragement and promotion of physical activity also relies on a range of 'softer' measures, such as increased use of Active Prescribing, as well as the availability of capacity within local groups to support initiatives.

Key to the success in promoting active travel will be support that enables smaller, locally based third sector, social enterprise and community groups to continue to build capacity and outreach to help people get involved in activities and groups that promote active travel as part of active lifestyles and being more physically active.

A local example of successfully encouraging people to get involved was Beat the Street Dumfries. This project set out to increase people's physical activity levels and encourage active travel by promoting the town's existing walking and cycling infrastructure. 27% of the Dumfries population took part over the 6 week game phase travelling a distance of 174,295 miles. Much of this success was in promoting the activity as a community 'game' rather than for health benefits.

A consequence of this participation was enhanced neighbourhood cohesion. Participants were given a number of statements about their community, which they were asked if they agreed or disagreed with. Sense of belonging, sense of community, identifying with your neighbours and being a good place to bring up children were all measured. The number of people who agreed or strongly agreed with each of these statement (which were phrased in

a positive way) increased from before to immediately after the game. There was an overwhelming amount of feedback which supports that doing something as part of a team/community and exploring their local area were key motivations for getting involved.

Question 15. How can we better equip people with the skills to establish and nurture strong and positive social connections?

Please see example in Q7 relating to the PSP developing the capacity of the social / community transport sector.

Question 16. How can we better ensure that our services that support children and young people are better able to identify where someone may be socially isolated, and capable of offering the right support?

Nothing to add.

Question 17. How can the third sector and social enterprise play a stronger role in helping to tackle social isolation and loneliness in communities?

See response to Q7.

Question 18. What more can the Scottish Government do to promote volunteering and help remove barriers to volunteering, particular for those who may be isolated?

Nothing to add.

Question 19. How can employers and business play their part in reducing social isolation and loneliness?

Nothing to add.

Question 20. What are the barriers presented by the lived environment in terms of socially connecting? How can these be addressed?

SWestrans has nothing to add to the joint RTP response:

The physical environment presents various barriers that prevent or discourage social interaction, namely:

- Physical barriers for people, especially for those with mobility difficulties. While it is a huge task, we must strive to make our streets accessible by all. All physical works

(improvements and maintenance) to our streets should maximise the opportunity to address issues for people with mobility difficulties.

- The sense of safety and security of a place / how welcoming a place is to use and spend time in. More can be done to design streets to encourage people to use them more either as pedestrians or cyclists. The more people use streets, the more secure they will feel. We can address these issues both through 'retrofitting' placemaking projects, as well as ensuring new developments pay regard to placemaking.
- Facilities to encourage more people to walk and cycle. Funding opportunities and therefore investment in this issue has recently been largely focused on encouraging a modal shift by cycling. This is indeed a policy objective, but perhaps one that could be better balanced by focussing on enabling everyone to use the street environments. The recent changes to Sustrans community links guidance which enables walking only projects to be available for community links funding goes a significant way towards addressing this issue (NB nonetheless, when introducing infrastructure to make our streets more attractive for walking and cycling we need to pay careful attention to unintended consequences, such as shared spaces for pedestrians and cyclists potentially making the street environment less attractive for some of our more vulnerable users)

Question 21. How can cultural services and agencies play their part in reducing social isolation and loneliness?

Nothing to add.

Question 22. How can transport services play their part in reducing social isolation and loneliness?

Fully understanding the need of individuals and communities will be key to developing sustainable solutions that tackle loneliness and social isolation.

Accessing jobs, services, opportunities and social connections, is a vital part of addressing social isolation and creating a connected Scotland. The problem of physical access is undoubtedly getting worse as the trend for declining local bus services continues and rural communities have fewer local facilities (e.g. banks, post offices, schools, leisure and health services).

It is unlikely that there is a single solution which is both sustainable and addresses the varied travel demands that people have. It is therefore vital that the relevant public and third sector agencies, as well as the whole spectrum of transport providers and communities work together to provide a package of interventions and solutions which the user can access through a single point of contact.

The 'journey experience' of any transport service is a significant factor in the willingness of people to choose that service.

It is important that digital and physical accessibility strategies and solutions are developed in a complementary and integrated manner, recognising the importance of and need for people to be able to access services, facilities and related social interaction through both digital and physical (e.g. public transport) means.

The development of transport-related solution to loneliness and social isolation should include close partnership working with each of the RTPs across Scotland.

Question 23. How best can we ensure that people have both access to digital technology and the ability to use it?

Nothing to add.

Any other comments. This is a space for you to add any comments you do not feel the other questions have given you a chance to say. You can also use this space to tell us your thoughts on our strategy, and whether or not you think we have missed something important.

Please see the joint RTP response for additional comments.

Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain

Question 1

Do you have any comments on how the proposed guidance clarifications in respect of organisations “...engaged in road passenger transport services exclusively for non-commercial purposes” could be further improved or clarified? In particular, do you believe there are further examples of “non-commercial” activity which we should include?

Response: You state in the consultation at paragraph 2.18 “the Department and the DVSA took the view that all holders of section 19 and section 22 permits were exempt from the Regulation...” Then in paragraph 2.19 “However, following a legal challenge, it has become apparent to the Department and the DVSA that these assumptions are no longer sustainable.”

The assumptions relate to the definition and understanding of the term non-commercial which previously was assumed equated to “not for profit” whilst now the understanding of the term has been redefined and any transport service operated for payment should be interpreted as being commercial.

Community Transport providers in Dumfries and Galloway are “not for profit” organisations and although the majority of services they provide will remain within the exemption there is a risk that some will see this change in interpretation as a burden and consider closure. Any such closure will have a significant impact on their service users who tend to be the most at need and vulnerable within society.

SWestrans would contend that the UK Government has not provided an unambiguous case for deviating from its previous understanding of the term non-commercial which previously was assumed equated to “not for profit”. Full clarity and reasoning on the new interpretation must be provided when the risk to the sector as a whole is so significant.

If this clarity is provided and it is universally accepted that the general principle stated in “Table A: Outline of proposed guidance” is correct, then the guidance clarifications which follow are reasonable. However, they could be further enhanced by some explicit “real life” community transport examples.

SWestrans would intend to continue advocating the involvement of Community Transport operators in our commissioning processes. Experience would suggest that a small number of our deep rural services will continue to be operated by such operators and covered by the exemption “Any charge for service equals (or exceeds) cost” as there will be no competition from commercial operators. However, if such competition did occur the exemption would not be valid and any bid from the CT sector would not be considered.

Question 2

Do you have any comments on how the proposed guidance clarifications in respect of organisations “...**Which have a main occupation other than that of road passenger transport operator**” could be further improved or clarified?

Response: If our reading of the guidance is correct, further clarity on this exemption is necessary as it could create a loophole to allow organisations to compete against the commercial sector for our contracted work.

Some organisations will already be constituted in a way that being a road passenger transport operator is not their main occupation or could amend their constitution to ensure their main occupation is not a road passenger transport operator and therefore meet the exemption. If they qualify under this exemption our understanding of this guidance is that they would then be able to receive payment for transport and therefore compete against the commercial sector.

Question 3

Do you have any views on whether and how the category “**minor impact on the transport market because of short distances involved**” could be used in practise?

Response: SWestrans is the Regional Transport Partnership responsible for the region of Dumfries and Galloway which is very large rural area. The short distances proposed (up to 20 miles) are not consistent with the distances or areas covered by Community Transport operators in our region.

Our three main Community Transport operators each cover large geographical areas as follows:

- Wigtownshire Community Transport – Wigtownshire area
- Glenkens Transport Initiative – Stewartry area
- Annandale Community Transport – Annandale and Eskdale area

There are occasions where each of these groups are travelling in excess of 30 miles to start a run and therefore such a short distance exemption would not be practicable. However, they do have “a minor impact on the transport market” and therefore our view is that in rural authorities an appropriate area-based approach could be adopted to meet this category.

Question 4

Based on how the Department proposed to apply the exemption for organisations “... **engaged in road passenger transport services exclusively for non-commercial purposes**” (Table A, paragraphs 3.14 on page 12 to 3.18 on page 14), does your organisation fit into this exemption?

Response: As indicated in our responses to question 1, 2 and 3 SWestrans will continue to advocate the involvement of our Community Transport operators in our commissioning process. However, we would request that further clarity is provided to address our concerns on the guidance in its current form and we would expect that the DfT will carefully consider all responses to this consultation then update the guidance as appropriate.

Question 5

Based on how the Department proposes to apply the exemption for organisations “... which have a main occupation other than that of road passenger transport operator” (Table B, paragraphs 3.19 to 3.21 on page 15), does your organisation fit into this exemption?

Response: Please see our response to question 4.

Question 6

Based on how the Department proposes to interpret the exemptions to the Regulation, do you think that there could be impacts for specific groups in society?

Response: Community Transport is essential to the most vulnerable in society to enable them an accessible and affordable means of engaging with vital services. The change in interpretation risks the complete closure or significant reduction in the services Community Transport operators provide and if this is the case the impact on individual and community wellbeing will be extremely detrimental as local authorities do not have the funding available to fill the gaps this will create.