

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Wednesday, 31 October 2018 at 10.30am, Council
Offices, Buccleuch Street, Dumfries, DG1 2AD**

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

16 January 2019

6 March 2019

8 May 2019

Douglas Kirkpatrick

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Wednesday, 31 October 2018 at 10.30am, Council Offices,
Buccleuch Street, Dumfries, DG1 2AD

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 21 SEPTEMBER 2018 – FOR APPROVAL**
4. **CALENDAR OF MEETINGS UPDATE** - Recommendation - agree amending the Calendar of Meetings so that regular Board meetings move back to a Friday as detailed at paragraph 3.2.
5. **CLIMATE CHANGE DUTIES – REPORTING 2017/18** - Recommendations - (i) note the summary provided of the information for inclusion in the 2017/18 Climate Change Duties Report for SWestrans; and (ii) agree that officers complete the 2017/18 Climate Change Duties Report for SWestrans and then submit it to the Sustainable Scotland Network by the deadline 30 November 2018.
6. **AYR RAILWAY STATION UPDATE** - Recommendation – note the update on the exclusion zone at Ayr Railway Station and affected rail services to/from Stranraer.
7. **CAPITAL EXPENDITURE PROGRAMME 2018/19 – UPDATE –**
Recommendations – (i) note the progress on rail station parking options at Lockerbie Station; (ii) note the direct funding award to deliver Active Travel Schemes; and (iii) agree that the match-funding required is allocated from the Active Travel Project element of the 2018/19 capital programme.
8. **LOCAL BUS SERVICE – X95 GALASHIELS - LANGHOLM - CARLISLE -**
Recommendation - agree the request from Scottish Borders Council to provide an annual contribution of £36,278.55 to the cross-boundary local bus service X95 Galashiels to Langholm to Carlisle.
9. **LOCAL BUS SERVICE – 101/102 DUMFRIES TO EDINBURGH -**
Recommendation - agree the timetable amendments, as shown in paragraph 3.4 and paragraph 3.7, to local bus service 101/102 Dumfries to Edinburgh with effect from 7 January 2019.
10. **LOCAL BUS SERVICES – SANQUHAR/KIRKCONNEL** - Recommendation – agree the reduction on the evening element of local bus service 221 Sanquhar to Kirkconnel from 4 returns to 3 returns which will remove the need for a driver change-over in Sanquhar and allow the 2030 ex Dumfries and Galloway Royal Infirmary to continue through to Kirkconnel at no cost to SWestrans as detailed in the Appendix.

11. **PUBLIC SOCIAL PARTNERSHIP UPDATE** - Recommendations – (i) note the progress on the pilot projects within the three Public Social Partnership work streams as highlighted in section 3 of the report; and (ii) note that a further update report on the Public Social Partnership will be brought to the Board in March 2019.
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 – CONTRACT 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 21 September 2018
at 10.30am, Room 2, Council Offices, English Street, Dumfries

Present

Members

David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
Richard Brodie	-	Dumfries and Galloway Council
John Campbell	-	Dumfries and Galloway Council
Davie 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
Andrew Wood (Chairman)	-	Dumfries and Galloway Council

Observer

David Anderson		
Christopher Bradberry Craig	-	Thornhill Station Action Group
June Hay	-	Outdoor Access Forum
Frazer Smith	-	Stagecoach Scotland
Graham Whiteley		

In Attendance

Martin Brown	-	Beattock Station Action Group
Councillor Jim Dempster		
Lynn Wilson	-	South West Scotland Community Rail Partnership

1. SEDERUNT AND APOLOGIES

PROCEDURE – In the absence of the Chairman, the Vice-Chairman chaired the meeting.

5 Board Members present and 2 apologies.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 29 JUNE 2018

Decision

APPROVED

4. REVENUE BUDGET MONITORING REPORT 2018/19 FOR THE PERIOD ENDING 31 AUGUST 2018

Decision

The Board **NOTED** the forecast outturn for the revenue budget as at 31 August 2018.

5. REPORT BY EXTERNAL AUDIT ON THE 2017/18 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

Decision

The Board:

5.1 **RECEIVED** the external auditors' report on the 2017/18 audit as detailed in Appendix 1 to the report;

NOTED

5.2 that no issues have been identified in the course of the audit which have impacted on the fairness of the financial statements submitted for audit; and

5.3 that the audited accounts (Appendix 3 to the report) were be certified by the Treasurer and Grant Thornton after the meeting.

6. THE GENDER REPRESENTATION ON PUBLIC BOARDS (SCOTLAND) ACT 2018 - UPDATE

Decision

The Board **NOTED** the response from Dumfries and Galloway Council as detailed at paragraph 3.1 in the report.

7. DEMENTIA FRIENDLY COMMUNITIES

Decision

The Board:

7.1 **NOTED** the final evaluation report on the Dementia Friendly Communities as shown in the Appendix to the report;

7.2 **AGREED** that an invite to a future Board meeting be sent to Alzheimer Scotland to discuss their recent works on Dementia Friendly Communities.

8. COMMUNITY ENGAGEMENT AND CONSULTATION STRATEGY

Decision

The Board **AGREED** to the development of a draft Community Engagement and Consultation Strategy for consideration at the SWestrans Board meeting in October 2018.

9. RISK MANAGEMENT

Decision

The Board **AGREED** the Risk Management Plan and Risk Register for 2018/19.

10. CAPITAL EXPENDITURE PROGRAMME 2018/19 - UPDATE

Decision

The Board **AGREED** :

10.1 the amended bus shelter renewal/replacement programme 2018/19 as shown in Appendix 3 to the report; and

10.2 the draft Active Travel Infrastructure criteria as shown in Appendix 4 to the report.

11. TRANSPORT (SCOTLAND) BILL – CALL FOR EVIDENCE

Decision

The Board **AGREED** a response to the Rural Economy and Connectivity Committee's invite to submit written views on the Transport (Scotland) Bill as detailed in the Appendix to the report subject to the following amendment relating to responsible parking :-

“Following the withdrawal of the traffic warden service by Police Scotland there has been a problem of enforcement especially in local authorities which do not have a decriminalised parking scheme. The barriers to decriminalising are the significant cost and time needed to implement the process and the subsequent revenue implications following implementation. The Bill should consider ways to simplify decriminalisation of on road parking.”

12. STAG APPRAISALS UPDATE

Decision

The Board **NOTED** the update on the work towards developing potential rail station re-opening bids and the need to align with the consultation for South West Scotland: Case for Change.

13. STATION TRAVEL PLANS

Decision

The Board:

13.1 **NOTED** the commencement of Station Travel Plan work for Dumfries rail station; and

13.2 **AGREED** SWestrans officers undertake similar work on a Station Travel Plan for Lockerbie rail station.

14. LOCAL BUS SERVICES – UPDATE

VOTE

14.1 **Motion** – Proposed by **Adam Wilson**, seconded by **Davie Stitt** to agree that the Board provide half the contribution following the request from Scottish Borders Council to provide an annual contribution of £36,278.55 to the cross-boundary local bus services X95 Galashiels/Hawick to Carlisle, to allow talks to take place

14.2 **Amendment** – Proposed by **Richard Brodie** seconded by **John Campbell** to agree the request from Scottish Borders Council to provide an annual contribution of £36,278.55 to the cross-boundary local bus services X95 Galashiels/Hawick to Carlisle.

14.3 In a vote taken by roll call Board Members voted as follows:-

Motion :- 2

Being:- Adam Wilson and Davie Stitt.

Amendment:- 2

Being :- John Campbell and Richard Brodie.

Abstentions – 1

Being :- David Bryson

The Chairman declined to use his casting vote.

ADJOURNMENT OF MEETNG – The meeting adjourned at 12.23 and re-convened at 12.25 with 5 Board Members present.

PROCEDURE – Adam Wilson and John Campbell withdrew the motion and amendment.

Decision

The Board:

14.1 **AGREED** to **DEFER** consideration of the request from Scottish Borders Council to provide an annual contribution of £36,278.55 to the cross-boundary local bus services X95 Galashiels/Hawick to Carlisle, until the next meeting on the basis that the Lead Officer write to Scottish Borders Council for more information;

NOTED

14.2 the estimated annual usage of service 111 Dumfries Town Centre to Dumfries and Galloway Royal Infirmary;

14.3 the announcement on the future of the National Concessionary Travel Scheme by the Cabinet Secretary for Transport, Infrastructure and connectivity; and **AGREED** that the Lead Officer write to the Cabinet Secretary on the issue of providing free bus travel for Modern Apprentices.

14.4 **AGREED** to **DEFER** consideration of the extension of the service 246 journey at 2030 from Dumfries and Galloway Royal Infirmary to Sanquhar to serve Kirkconnel until the next meeting.

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

Decision

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

CALENDAR OF MEETINGS UPDATE

1. Reason for Report

This report asks the Board to consider amending the agreed Calendar of Meetings for 2019 so that regular Board meetings move back to a Friday.

2. Background

2.1 At its meeting on 17 January 2018, the Board agreed the current calendar of meetings recognising that the timing of meetings met business need. The Board provided the guidance that where possible regular board meetings should be on a Wednesday, with a Friday used where that is not possible.

2.2 Further at its meeting on 29 June 2018, the Board agreed that Board meetings should be held in Dumfries whilst recognising that there may be circumstances where it would be necessary to move the meeting to improve public accessibility when there are prevalent local issues on the agenda.

3. Key Points

3.1 Dumfries and Galloway Council have now issued their calendar of meetings for 2019. For every SWestrans date there is also a Council committee scheduled on that day. This is primarily due to the scheduling of area committees which take place on Wednesdays in March, May, September and November.

3.2 It is proposed that the Board meetings are rescheduled for a Friday with the dates available as follows:

Agreed Date	Proposed Date
Wednesday 16 January 2019	Friday 18 January 2019
Wednesday 6 March 2019	Friday 8 March 2019
Wednesday 8 May 2019	Friday 10 May 2019
Wednesday 26 June 2019	Friday 28 June 2019
Wednesday 18 September 2019	Friday 20 September 2019
Wednesday 13 November 2019	Friday 15 November 2019

Table 1: Proposed Calendar of Meetings

3.3 The proposed dates have no clashes in the Council Diary.

3.4 Changing all the dates provides a regular pattern of Board meetings which is hoped will benefit attendance and improve the accessibility of the meetings.

3.5 Without making the amendments, it is likely that some of the agreed dates would need to change to a Friday, following the guidance provided at the Board meeting on 17 January 2018. This is as a result in the overlap of commitments for both staff and Board Members. Making the changes, takes away these pressures and mitigates any risk of reduced level of support for the Board.

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	Covered at 3.5

6. Recommendation

The Board are asked to agree amending the Calendar of Meetings so that regular Board meetings move back to a Friday as detailed at paragraph 3.2

Report Author: Claire Rogerson
Secretary to the Board
Tel: 01387 260024

Date of Report: 18 October 2018
File Ref:

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Cargen Tower
Garroch Business Park
Dumfries
DG2 8PN

CLIMATE CHANGE DUTIES – REPORTING 2017/18

1. Reason for Report

To seek agreement to the submission of the 2017/18 Climate Change Duties Report.

2. Background

2.1 At its meeting on 13 March 2013, the Board agreed a Climate Change Strategy for SWestrans.

2.2 The Climate Change (Scotland) Act 2009 places a duty on public bodies to contribute to climate change mitigation and adaptation.

2.3 The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 requires public bodies to prepare and submit a report on compliance with climate change duties.

3. Key Points

3.1 Mandatory reports have been required since November 2017. This required reporting is intended to assist public bodies to monitor progress and activity on climate change duties and inform the future direction of the organisation's climate change strategy.

3.2 The report is submitted to the Sustainable Scotland Network (SSN) who collate and assess the submissions of all public bodies across Scotland to produce an annual Climate Change Public Sector report.

3.3 SWestrans has submitted reports for 2015/16 and 2016/17, as agreed by the Board.

3.4 The majority of SWestrans business which has an impact on climate change relates to the procurement of socially necessary local bus services. Prior to each procurement round SWestrans optimises the proposed network to ensure that the total mileage undertaken is reduced, where possible, whilst meeting its objectives of increasing uptake of sustainable travel by all residents of Dumfries and Galloway.

3.5 This year's report, by SWestrans, is currently under preparation for the 30 November 2018 submission deadline. The report will be consistent with the advice, requirements and feedback from the SSN.

3.6 A brief summary of the key points within the submission are given below:

- SWestrans has no fixed assets which contribute to climate change.
- Staff undertaking activities on SWestrans behalf are employed by Dumfries and Galloway Council and therefore, the normal day to day influence on emissions for the management and delivery of SWestrans business will be included in the Council's report.

- SWestrans has a direct control and influence on emissions in its policy setting, its delivery of projects and its procurement and delivery of the local bus network.
- The only measurable emission source under SWestrans direct control is for the total passenger km procured to deliver the local bus network. In 2016/17 this total was 5,758,830km which produced an emission total of 690.25 tCO₂e. In 2017/18 the total was 5,970,672km with an emission total of 731.94 tCO₂e. This increase was due, in the main, to the new local bus service 111 from Dumfries Town Centre to Dumfries and Galloway Royal Infirmary.

3.7 The total passenger km for 2017/18 is 5,970,672km. When multiplied by the updated emission factor this equates to an emission total of 731.94 tCO₂e for 2017/18. Officers will complete the report and submit by the deadline to the SSN.

4. Implications	
Financial	None.
Policy	No change in policy. This work fulfils SWestrans policy objectives.
Equalities	None.
Climate Change	The Climate Change implications are set out in the report.
Risk Management	Climate change objectives relate to a number of known risks: R02 – Public Image R04 – Capital Funding R05 – RTS Delivery R07 – Revenue Funding

5. Recommendations

Members of the Board are asked to:

5.1 note the summary provided of the information for inclusion in the 2017/18 Climate Change Duties Report for SWestrans; and

5.2 agree that officers complete the 2017/18 Climate Change Duties Report for SWestrans and then submit it to the Sustainable Scotland Network by the deadline 30 November 2018.

Report Author: Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 11 October 2018 File Ref: SW2/2018/Meetings	

AYR RAILWAY STATION UPDATE

1. Reason for Report

To update the Board on the exclusion zone at Ayr Railway Station and affected rail services to/from Stranraer.

2. Key Points

2.1 Services from Ayr Railway Station have been restricted from 27 August 2018 due to an exclusion zone relating to the former Ayr Station Hotel. A reduced service northbound service remains but, to this date, no southern train travel from Ayr is operational. This has resulted in a bus replacement service from Stranraer.

2.2 The exclusion zone was put in place by South Ayrshire Council (SAC) who have since erected scaffolding to secure the building and to reduce the exclusion zone, which has permitted northbound services to continue.

2.3 A taskforce was established by Transport Scotland on 30 August 2018 to manage the situation. It was agreed, by the taskforce, at its meeting on 7 September 2018 that an officer from Dumfries and Galloway Council would be invited to join the taskforce. Dumfries and Galloway Council has therefore had representation as part of discussions since 11 September 2018. This local representation is through the Lead Officer of SWestrans in his role as Dumfries and Galloway Council's Transportation Manager, with a SWestrans Policy Officer deputising when necessary.

2.4 Members of the taskforce include; Scottish Government, South Ayrshire Council, Transport Scotland, Network Rail, ScotRail, Historic Environment Scotland and Dumfries and Galloway Council.

2.5 The Ayr Station Task Force meets frequently and is taking an overview of the technical and safety issues caused by the derelict building and co-ordinating the work being carried out by SAC and rail partners to allow the resumption of train services to the south of Ayr.

2.6 The situation is complex with recent safety inspections on the derelict building showing the roof in a worse condition than initially thought. SAC is now working with its contractors to design a works package that will address these public safety concerns, with plans expected to be finalised soon.

2.7 While this is happening, alternatives to restore services to the south of Ayr are also being investigated by rail partners. All options are being considered including a temporary station or partial services but without safe access through the restricted platforms at the station, no trains can be moved to this part of the network at this time. To try to get around this, rail partners are looking to establish if there is an alternative way to locate trains to the south of Ayr, taking into account all possible risks and potential mitigations.

2.8 Dumfries and Galloway Council has provided an input into these taskforce meetings emphasising the vital importance of the rail service to the residents of our region. The daily usage from Stranraer Station on the Stranraer to Ayr rail line is estimated at around 200.

2.9 Dumfries and Galloway Council posted social media information on the Ayr Station situation on the 7 September and directed people to a page operated by SAC for updates. A link from the Dumfries and Galloway Council website to a dedicated SAC information page (www.south-ayrshire.gov.uk/station-hotel) was established on the 15 October, along with a news story on the front page. The dedicated page has a Question & Answer section along with latest updates. There are no confirmed reinstatement dates for a rail service south of Ayr being provided.

2.10 SWestrans and Dumfries and Galloway Council staff have been in contact with Ayr College. The College report that they have adapted timetabling to suit the transport connection for pupils. The College has also provided free breakfasts for early arrivals.

2.11 The Dumfries and Galloway Council Leader, on the 17 October 2018, wrote to both the Cabinet Secretary for Transport, Infrastructure and Connectivity (Michael Matheson MSP) and the Leader of South Ayrshire Council (Councillor Douglas Campbell). The correspondence emphasises the need for improved inclusive communication. The correspondence seeks assurances that every effort is being made to resolve the situation and secure the building as soon as possible, requests that all resources are applied to provide interim rail services forthwith and that a categorical announcement is made advising of dates for the introduction of interim rail services and when normal service will be resumed.

2.12 Dumfries and Galloway Council, at its Full Council Meeting on 22 October 2018, considered a Notice of Motion from Councillor Andrew Giusti and seconded by Councillor Willie Scobie regarding the travel disruption faced by residents affected by the closure of Ayr Train Station. A verbal update regarding the outcome of this item will be provided to the Board.

2.13 On 25 October 2018, the SWestrans Chairman and Lead Officer met Michael Matheson MSP the Cabinet Secretary for Transport, Infrastructure and Connectivity. The agenda included Ayr Railway Station and the effect that the lack of rail services south of Ayr are having on residents in the west of the region.

3. Implications	
Financial	There is no financial implication for SWestrans
Policy	No change in policy
Equalities	The lack of rail services will affect the ability to travel to key services for those with protected characteristics
Climate Change	The current situation has resulted in additional road-based travel which has a negative impact on climate change
Risk Management	R02 – Public image

4. Recommendation

Members of the Board are asked to note the update on the exclusion zone at Ayr Railway Station and affected rail services to/from Stranraer.

Report Author: Josef Coombey
SWestrans Policy & Projects Officer

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01387 260372

Date of Report: 22 October 2018
File Ref: SW2/Meetings/2018

Approved by: Douglas Kirkpatrick
SWestrans Lead Officer

South West of Scotland Transport Partnership
Cargen Tower
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CAPITAL EXPENDITURE PROGRAMME 2018/19 – UPDATE

1. Reason for Report

To provide an update to the Board on elements of the Capital Programme for 2018/19.

2. Background

2.1 At its meeting on 9 March 2018, the Board agreed the Capital Programme for 2018/19 to 2020/21 as shown in Table 1. **Appendix 1** shows monitoring of spend to 30 September 2018.

<u>SWestrans Capital Programme 2018/19</u>	Total Budget Allocated 2018/19
Purchase of Accessible Buses	230,000
Bus Infrastructure	50,000
Rail Station Parking	300,000
STAG Studies re. potential rail station openings	20,000
Active Travel Projects	200,000
TOTAL	800,000

Table 1 – SWestrans agreed Capital Programme 2018/19

2.2 At its meeting on 21 September 2018, the Board received an update on the agreed Capital Programme including a section on Rail Station Parking and the proposed stages required to progress parking options at Lockerbie Station.

2.3 Officers have received an indication from Transport Scotland that each Regional Transport Partnership will receive a direct allocation of funding for Active Travel projects subject to match funding allocation.

3. Key Points – Rail Station Parking

3.1 The Board at its 8 May 2018 meeting received a detailed report on the position of parking options within Lockerbie. The Board agreed in principle to develop option B of Phase 3 which would provide a draft layout of 125 spaces at Sydney Place / Bridge Street, noting that the progression of Phase 3 first would alleviate the impact of any progression of Phase 2 in the future.

3.2 The Board were informed at its meeting on 21 September 2018 that a report was in preparation for consideration by the Council's Strategic Asset Board (SAB). The SAB is required to agree in principle the purchase of land prior to land negotiations commencing and before the purchase is agreed by the SWestrans Board and a Council Committee, most likely to be the Economy, Environment and Infrastructure Committee in November 2018.

3.3 A report was submitted to the SAB for consideration on the week commencing 15 October 2018 with the recommendations to:

- agree the acquisition of the land at Sydney Place for the purpose of providing car parking for Lockerbie Rail Station; and
- agree the acquisition of land at Bridge Street, subject to the successful acquisition of land at Sydney Place, for the purpose of providing car parking for Lockerbie Rail Station.

3.4 These recommendations are consistent with the Board's decision on 8 May 2018 to develop option B of Phase 3 which would provide a draft layout of 125 spaces at Sydney Place / Bridge Street, noting that the progression of Phase 3 first would alleviate the impact of any progression of Phase 2 in the future.

3.5 Funding for the land purchase, subject to suitable negotiations, will fully utilise the £300K allocation for Rail Station Parking with a similar contribution from Dumfries and Galloway Council. Ownership would rest with Dumfries and Galloway Council. A verbal update on progress will be provided at the meeting.

4. Key Points – Regional Active Travel Funding

4.1 Following the submission of initial draft proposals for a Regional Active Travel Fund to be established through the Regional Transport Partnerships (RTPs), a meeting was held with Transport Scotland in July 2018 to discuss the proposed schemes. It was identified over the course of the meeting that RTPs would have to follow the same criteria as those applied to funds distributed through other funding partners.

4.2 It was also confirmed that match funding will be required at the same rate. This would mean that 100% funding would be made available for feasibility and design, with 50% for implementation. There was some discussion with Transport Scotland regarding the type of schemes that would be considered, with Transport Scotland emphasising cross-boundary initiatives.

4.3 It was noted that RTPs bring more to the table than purely cross-boundary solutions, with agreement that the RTPs can deliver regionally significant schemes within individual local authority boundaries that link to the Regional Transport Strategies.

4.4 It was agreed that the proposals would be re-sent within a proforma template and that each RTP would prioritise their proposals on the basis of the indicative allocations for total funding across all RTPs of £1 million and £2 million. Following the meeting, a proforma for the Active Travel Proposals was developed. Detailed proposals were submitted to Transport Scotland on the 23 August 2018 and the SWestrans submission is included as the **Appendix 2**.

4.5 A response was received through the RTP secretariat (Nestrans) on 8 October 2018, stating that funding is available for the delivery of projects within the 2018/19 budget allocation. Funding is subject to deliverability during the financial year and compliance with the match funding criteria.

4.6 Feedback on the SWestrans submission was that the assessment team were impressed by the range of projects submitted, with a suggestion that SWestrans speaks

to Scotrail about any cycle parking at rail stations to avoid double funding and to clarify franchise agreements. Funding is available for the Dumfries Learning Town Initiative, Active Travel Hub Information, Active Travel Strategic Minor Works funding, Cycle friendly route signage, Bike interchanges at strategic bus corridors and Active Travel signage at major trip attractors. Further information is required on the Active Travel for Disabled People programme. This would give a funding award for 2018/19 as follows:

Active Travel Scheme	Scottish Government Funding	SWestrans Match funding
Dumfries Learning Town	£25,000	£25,000
Active Travel Hub	£10,000	£10,000
Strategic Minor Works	£35,000	£35,000
Cycle Route Signage	£4,000	£4,000
Bike Interchanges	£25,000	£25,000
Strategic Signage	£10,000	£10,000
Sub Total	£109,000	£109,000
Cycle - Railway Station	£10,000	£10,000
Disabled Programme	£10,000	£10,000
Sub Total	£20,000	£20,000
Total	£129,000	£129,000

Table 2 – Active Travel Scheme Funding Allocation 2018/19

4.7 This funding allocation is a significant opportunity for SWestrans, and the other RTPs, to prove that we can be directly funded and can deliver meaningful interventions on a regional basis. To ensure this opportunity is maximised and continued in the future, it will be critical that the schemes identified are fully delivered as stated. There is £200K available within the capital programme for Active Travel Projects.

4.8 The Lead Officer has sought and secured agreement from Dumfries and Galloway Council's Head of Infrastructure and Transportation that design staff will be available to prioritise the design and delivery of the schemes this financial year.

4.9 The Board are asked to note the direct funding award to deliver Active Travel Schemes and agree that the match-funding required is allocated from the Active Travel Project element of the 2018/19 capital programme. Other active travel project work, including short path links, will continue in parallel.

5. Implications	
Financial	Financial information is included within the report at paragraph 2.1. and throughout. The recommendations are achievable within the budget available.
Policy	No change in policy. This work fulfils SWestrans policy objectives.
Equalities	Provision of good quality infrastructure will enhance travel choice and experience for those with protected characteristics.
Climate Change	Provision of good quality infrastructure that enhances opportunity for increased uptake of active and sustainable travel will have a positive impact on climate change objectives.
Risk Management	Progression of the Capital Programme relates to two known risks: R02 – Public image. R04 – Capital Funding. R05 – RTS Delivery.

6. Recommendations

Members of the Board are asked to:

- 6.1 note the progress on rail station parking options at Lockerbie Station;
- 6.2 note the direct funding award to deliver Active Travel Schemes; and
- 6.3 agree that the match-funding required is allocated from the Active Travel Project element of the 2018/19 capital programme.

Report Author: Douglas Kirkpatrick Tel: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 22 October 2018 File Ref: SW2/Meetings/2018	

Appendix 1 - SWestrans Monitoring Capital Programme 2018/19

Appendix 2 – SWestrans Active Travel Scheme submission August 2018

	Total Revised Budget Allocated 2018/19	Actual Net Spend 30/09/18	Forecast Net Spend 31/03/19	Variance 2018/19	Slippage to / (Acceleration) from 2019/20
<u>SWestrans Monitoring Capital Programme 2018/19</u>					
Purchase of Accessible Buses	230,000	230,000	230,000	0	0
Bus Infrastructure (including shelters, PUDOs and RTI)	50,000	10,498	50,000	0	0
Rail Station Parking	300,000	30,780	300,000	0	0
STAG Studies re. potential rail station openings	20,000	0	20,000	0	0
Active Travel Projects	200,000	34,148	200,000	0	0
TOTAL	800,000	305,426	800,000	0	0
<u>2018/19 Funding Summary</u>					
Swestrans Allocation as per Full Council 27 February 2018	800,000				
Add Slippage 2017/18	246,155				
Less Reprofiting of Budget to 2019/20	-246,155				
Total Allocation 2018/19	800,000				

	Dumfries Learning Town Active Travel Links	Cycle Parking at Railway Stations Across Dumfries and Galloway
Project Summary	Provision of the infrastructure identified in the Dumfries Learning Town Active Travel Strategy	Parking at all stations without adequate provision
Partner Lead	SWestrans	SWestrans
Delivery Milestones	<ul style="list-style-type: none"> - Agree elements of the Active Travel Strategy to take forward. - Identify potential integration with public and school transport interchanges. - Establish the priority for delivery within parameters of DGC Active Travel Strategy - Appoint Designer - Design and Tender process - Infrastructure construction 	<ul style="list-style-type: none"> - Introduce project proposals to the community planning partnership - Agree site locations for the cycle parking - Liaise with national partners on the most appropriate cycle parking solutions - Source / procure cycle parking - Order cycle parking from suppliers - Appoint installation contractor for installation and groundworks - Complete installation process at sites agreed at step 2 (above)
Project Outcomes	The project will facilitate active travel to schools and the learning town, both for the home - school journeys and the interschool journeys generated by this education delivery model. It will also integrate with the public transport network and augment the town centre active travel opportunities for	Increased patronage of the railway stations and an increase in cycling to the stations.

	<p>Dumfries as a whole, as set out in the Regional Transport Strategy and the Council’s Active Travel Strategy.</p>	
<p>Contribution to Scottish Govt. policies and targets</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 5, to continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys, including on and off-road routes and associated public realm.</p> <p>Secondary focus on CAPS Target 4, where a focus will be placed on developing DGC’s active travel strategy to aid the achievement of improved infrastructure and increased active travel across the SWestrans region.</p> <p>Secondary focus on CAPS Target 6, continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network to promote cycle tourism and to connect rural communities.</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 8, where SWestrans will work in partnership with key stakeholders such as ScotRail and relevant bus operators to improve active travel infrastructure at specific locations. Furthermore, improved integration of active travel with other transport modes will also be sought to achieve an increased number of people participating in active travel.</p> <p>Secondary focus on CAPS Target 4, where a focus will be placed on developing DGC’s active travel strategy to aid the achievement of improved infrastructure and increased active travel across the SWestrans region.</p> <p>Secondary focus on CAPS Target 11. Here, funding and advice will be sought to increase the use of active travel and public transport services across the region SWestrans cover.</p>

	<p>Secondary focus on CAPS Target 8 focus to improve integration with public transport through partnership working with local stakeholders to improve integration of active travel with other modes and increase awareness of active travel opportunities within local communities.</p> <p>Secondary focus on CAPS Target 14, work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events.</p>	
<p>Monitoring and Evaluation</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research). Cycle and pedestrian counters will be purchased to support the quantification of results.</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>
<p>Reporting</p>	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>

<p>Risks and mitigation</p>	<p>Risks:</p> <p>Objections to traffic orders may delay implementation.</p> <p>Timescale for traffic orders may delay delivery.</p> <p>Agreement on infrastructure design must be reached and local stakeholders / communities should have a voice in this process.</p>	<p>Mitigation:</p> <p>SWestrans will liaise closely with the design team to ensure that a robust community engagement process is in place to minimise the likelihood of challenge</p> <p>DGCs SCSP interventions will be focused on engaging the communities that are impacted by these interventions.</p> <p>SWestrans will work closely with the local authority delivery project manager to agree programme of works.</p> <p>DGC Framework contracts for the construction of the infrastructure will be utilised to speed up the procurement process.</p>	<p>Risks:</p> <p>Timescale for ordering equipment will have a degree of rigidity so funding approval delays may impact on this.</p> <p>Agreement of cycle parking type and locations must be reached with ScotRail and Network Rail who in many of the cases will control the site upon which the parking is to be provided</p>	<p>Mitigation:</p> <p>SWestrans will provide project management support to local delivery partners.</p> <p>SWestrans will engage ScotRail and Network Rail at an early stage to determine the most appropriate way to deliver this.</p> <p>Local authority lead officers will be agreed with the local delivery partner.</p> <p>SWestrans will work closely with the local authority delivery project manager to agree locations as soon as funding is approved.</p>
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Breakdown of costs	Construction of new cycling and walking infrastructure Route Signing	Supply and installation of Sheffield style bike racks	
Total Cost of project	£50,000	£20,000	

	Active Travel Hub Information Services at Dumfries Railway Station	Active Travel for Disabled People Programme
Project Summary	Make active travel information relevant to the locality available at the Dumfries Railway Station Travel Hub	A dedicated fund to address issues raised by disabled people utilising active travel
Partner Lead	SWestrans	SWestrans / DG Voice
Delivery Milestones	<ul style="list-style-type: none"> - Identify, in conjunction with the Hub, the information that will facilitate and raise awareness of active travel - Assess what information is currently available and in what format - Work with the Hub to determine the most appropriate formats to provide the information - Establish and agree where and what equipment will be required - Procure information and display equipment 	<ul style="list-style-type: none"> - Publicise fund - Identify issues - Prioritise issues - Carry out works to resolve issues
Project Outcomes	Active Travel Hub Information Will include maps and timetable information as well as journey planning information that will include the access to real time travel information	The project will deliver a programme to remove barriers to active travel for those with disabilities or providing access to specialist equipment.

<p>Contribution to Scottish Govt. policies and targets</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 11 Develop Active Travel Hubs across Scotland to provide advice, services and support for people to walk, cycle and take public transport.</p> <p>Secondary focus on CAPS Target 8. Improve integration with public transport, through partnership working with Scotrail and Bus Operators</p> <p>Secondary focus on CAPS Target 11. Here, funding and advice will be sought to increase the use of active travel and public transport services across the region SWestrans cover.</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, Islands (Scotland) Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 13. Increase levels of access to bikes through projects that support inclusive cycling, working in partnership with all key stakeholders.</p> <p>Focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys.</p> <p>With a secondary focus on CAPS action 6 Continue to grow and maintain the National Cycle Network (NCN)</p>
<p>Monitoring and Evaluation</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>

Reporting	A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.		A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.	
Risks and mitigation	<p>Risks:</p> <p>Timescale for the opening of the Travel hub</p> <p>Timescale for ordering equipment will have a degree of rigidity so funding approval delays may impact on this.</p> <p>Agreement on Information Hub locations must be reached and local stakeholders / communities should have a voice in this process.</p>	<p>Mitigation:</p> <p>SWestrans are working in partnership for the delivery of the hub</p> <p>SWestrans will provide project management support to local delivery partners</p> <p>SWestrans will work in partnership with the hub to develop a suite of information that will be mutually beneficial</p>	<p>Risks:</p> <p>Low levels of awareness of the fund leading to low take-up</p>	<p>Mitigation:</p> <p>SWestrans are already working in partnership with key stakeholders. Active travel audits have already identified mobility related issues</p>
Breakdown of costs	Graphic design and printing costs, software development, supply of display equipment.		Capital costs of specialist equipment Surfacing upgrades	
Total Cost of project	£20,000		£20,000	

	Active Travel Strategy Minor Works Funding	Cycle Friendly Route Road Signing
Project Summary	Minor improvements to the active travel network	Through appropriate signing, encourage the use of these corridors for active travel and promote driver awareness of other none motorised modes of transport.
Partner Lead	SWestrans	SWestrans
Delivery Milestones	<ul style="list-style-type: none"> - Identify issues - Prioritise issues - Carry out works to resolve issues 	<ul style="list-style-type: none"> - Identify and agree appropriate roads - Promote traffic orders - Appoint a contractor to carry out the works - Complete installation process
Project Outcomes	The works will facilitate greater permeability to the active travel network with small interventions such as the provision of drop kerbs. These interventions will provide the greatest benefit to the mobility impaired and parents with young children.	The project will enhance the connectivity of the existing cycling and walking networks and enhance appeal active travel to local tourist attractions
Contribution to Scottish Govt. policies and targets	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan,</p>

	<p>and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys.</p> <p>With a secondary focus on CAPS action 6 Continue to grow and maintain the National Cycle Network (NCN)</p>	<p>Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys</p> <p>With a secondary focus on CAPS action 6 Continue to grow and maintain the National Cycle Network (NCN)</p>		
Monitoring and Evaluation	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>		
Reporting	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>		
Risks and mitigation	<p>Risks:</p> <p>There will be a significant number of minor improvements which leads to increased</p>	<p>Mitigation:</p> <p>SWestrans will work closely with DGC to identify these schemes at an early stage so that they can be scheduled to</p>	<p>Risks:</p> <p>This is a new intervention for the region and therefore may be met with some community objection</p>	<p>Mitigation:</p> <p>SWestrans and DGC will engage the community and other stakeholders to demonstrate that this is an appropriate</p>

	chance for slippage	complete appropriately SWestrans are aware that there is sufficient need for this type of work to allow them to develop a prioritised list of more projects than this year's funding would permit to accommodate any slippage DGCs Framework contracts will be utilised to speed up the procurement process.		proven intervention
Breakdown of costs	Various minor works such as drop kerbs, road markings and bollards		Signing Installation Road markings	
Total Cost of project	£70,000		£8,000	

	Strategic Active Travel Signing for each of the 16 towns in the region with a population greater than 2,000	
Project Summary	Provide clear and consistent signing of active travel opportunities within these towns to major trip attractors	
Partner Lead	SWestrans	
Delivery Milestones	<ul style="list-style-type: none"> - Audit towns - Identify signing locations - Procure signing - Install signs 	
Project Outcomes	The project will provide a clear and consistent way of navigating towns across Dumfries and Galloway. This consistent approach will also enhance the legibility of towns to tourists encouraging further visits within the region and enhanced dwell time.	
Contribution to Scottish Govt. policies and targets	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan,</p>	

	<p>Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys.</p> <p>With a secondary focus on CAPS Target 8, where SWestrans will work in partnership with key stakeholders such as Scotrail and relevant bus operators to improve active travel infrastructure at specific locations. Furthermore, improved integration of active travel with alternative transport modes will also be pursued to increase the number of people participating in active travel.</p> <p>Secondary focus on CAPS Target 4, where SWestrans will develop their active travel strategy to enable improved infrastructure and increased active travel across the SWestrans region.</p>	
<p>Monitoring and Evaluation</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>	
<p>Reporting</p>	<p>A quarterly report will be prepared for the SWestrans Board with intermediate reporting on the same frequency to the Partnership Advisors</p>	

	Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.		
Risks and mitigation	<p>Risks:</p> <p>There is a risk that this work will conflict with other schools and economic regeneration signing schemes</p>	<p>Mitigation:</p> <p>DGC will deliver all of these projects through their in house Engineering Design team to allow a consistent approach to delivery across all departments.</p> <p>SWestrans will work closely with the local authority delivery project manager to agree locations as soon as funding is approved.</p>	
Breakdown of costs	Supply and installation of signing		
Total Cost of project	£20,000		

Total Cost of SWestrans A list projects
£208,000 (£104,000 from Regional Active Travel Fund)

SWestrans B List Projects Further £1m funding

	Dumfries Learning Town Active Travel Links	SW300 Active Travel Integration
Project Summary	Provision of the infrastructure identified in the Dumfries Learning Town Active Travel Strategy	Minor works to enhance active travel opportunities along and adjacent the route of the above including the signing of alternative routes for cyclists
Partner Lead	SWestrans	SWestrans
Delivery Milestones	<ul style="list-style-type: none"> - Agree elements of the Active Travel Strategy to take forward. - Identify potential integration with public and school transport interchanges. - Establish the priority for delivery within parameters of DGC Active Travel Strategy - Appoint Designer - Design and Tender process - Infrastructure construction 	<ul style="list-style-type: none"> - Liaise with Visit Scotland to establish a project board - Establish the appropriate standards - Appoint contractor to carry out a route assessment - Establish the priority for delivery within parameters of DGC Active Travel Strategy - Identify potential integration with public transport interchanges - Design and Tender process - Infrastructure construction
Project Outcomes	The project will facilitate active travel to schools and the learning town, both for the home - school journeys and the interschool journeys generated by this education delivery model. It will also integrate with the public transport network and augment the town centre active travel opportunities for Dumfries as a whole, as set out in the Regional	The project will widen the appeal of the attraction beyond vehicle drivers while improving safety for cyclists and pedestrians. These interventions will also enhance the active travel opportunities for residents and visitors to the destinations on the route therefore enhancing the desire to stop at destinations/increase visitor dwell time.

SWestrans B List Projects Further £1m funding

	<p>Transport Strategy and the Council's Active Travel Strategy.</p>	
<p>Contribution to Scottish Govt. policies and targets</p>	<p>Contributes to all five of the Scottish Government's Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 5, to continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys, including on and off-road routes and associated public realm.</p> <p>Secondary focus on CAPS Target 4, where a focus will be placed on developing DGC's active travel strategy to aid the achievement of improved infrastructure and increased active travel across the SWestrans region.</p> <p>Secondary focus on CAPS Target 6, continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network to promote cycle tourism and to connect rural communities.</p> <p>Secondary focus on CAPS Target 8 focus to improve integration with</p>	<p>Contributes to all five of the Scottish Government's Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 6 Continue to grow and maintain the National Cycle Network (NCN) to provide a strategic network of longer distance cycling routes for leisure, recreation, tourism and functional trips. Develop a National Cycling and Walking Network to promote cycle tourism and to connect rural communities.</p> <p>Secondary focus on CAPS Target 4, where a focus will be placed on developing DGC's active travel strategy to aid the achievement of improved infrastructure and increased active travel across the SWestrans region.</p> <p>Secondary focus on CAPS Target 11. Here, funding and advice will be sought to increase the use of active travel and public transport services across the region SWestrans cover.</p> <p>Secondary focus on CAPS Target 8 focus to improve integration with</p>

SWestrans B List Projects Further £1m funding

	<p>public transport through partnership working with local stakeholders to improve integration of active travel with other modes and increase awareness of active travel opportunities within local communities.</p> <p>Secondary focus on CAPS Target 14, work collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events.</p>	<p>public transport through partnership working with local stakeholders to improve integration of active travel with other modes and increase awareness of active travel opportunities within local communities.</p>	
Monitoring and Evaluation	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research). Cycle and pedestrian counters will be purchased to support the quantification of results.</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling, tourist numbers and dwell time (gathered through quantitative research).</p>	
Reporting	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>	
Risks and mitigation	<p>Risks:</p> <p>Objections to traffic orders</p>	<p>Mitigation:</p> <p>SWestrans will liaise closely</p>	<p>Risks:</p> <p>Objections to traffic orders</p> <p>Mitigation:</p> <p>Initiatives will be driven by local business /</p>

SWestrans B List Projects Further £1m funding

	<p>may delay implementation.</p> <p>Timescale for traffic orders may delay delivery.</p> <p>Agreement on infrastructure design must be reached and local stakeholders / communities should have a voice in this process.</p>	<p>with the design team to ensure that a robust community engagement process is in place to minimise the likelihood of challenge</p> <p>DGCs SCSP interventions will be focused on engaging the communities that are impacted by these interventions.</p> <p>SWestrans will work closely with the local authority delivery project manager to agree programme of works.</p> <p>DGC Framework contracts for the construction of the infrastructure will be utilised to speed up the procurement process.</p>	<p>may delay implementation, Timescale traffic orders may delay delivery</p> <p>Timescale for ordering equipment will have a degree of rigidity so funding approval delays may impact on this.</p>	<p>community demand</p> <p>SWestrans will provide project management support to local delivery partners.</p> <p>SWestrans will liaise with the Borderlands group</p> <p>SWestrans will work closely with the local authority delivery project manager to agree locations as soon as funding is approved.</p>
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SWestrans B List Projects Further £1m funding

Breakdown of costs	Construction of new cycling and walking infrastructure. Route Signing	Route signage and minor infrastructure improvements. Production of maps and online information.	
Total Cost of project	£50,000	£40,000	Total Cost of All Projects:

SWestrans B List Projects Further £1m funding

	Cycle Parking at Railway Stations Across Dumfries and Galloway	Active Travel Hub Information Services at Dumfries Railway Station.
Project Summary	Parking at all stations without adequate provision	Make active travel information relevant to the locality available at the Dumfries Railway Station Travel Hub
Partner Lead	SWestrans	SWestrans
Delivery Milestones	<ul style="list-style-type: none"> - Introduce project proposals to the community planning partnership - Agree site locations for the cycle parking - Liaise with national partners on the most appropriate cycle parking solutions - Source / procure cycle parking - Order cycle parking from suppliers - Appoint installation contractor for installation and groundworks - Complete installation process at sites agreed at step 2 (above) 	<ul style="list-style-type: none"> - Identify, in conjunction with the Hub, the information that will facilitate and raise awareness of active travel - Assess what information is currently available and in what format - Work with the Hub to determine the most appropriate formats to provide the information - Establish and agree where and what equipment will be required - Procure information and display equipment
Project Outcomes	Increased patronage of the railway stations and an increase in cycling to the stations.	Active Travel Hub Information Will include maps and timetable information as well as journey planning information that will

SWestrans B List Projects Further £1m funding

		include the access to real time travel information
Contribution to Scottish Govt. policies and targets	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 8, where SWestrans will work in partnership with key stakeholders such as ScotRail and relevant bus operators to improve active travel infrastructure at specific locations. Furthermore, improved integration of active travel with other transport modes will also be sought to achieve an increased number of people participating in active travel.</p> <p>Secondary focus on CAPS Target 4, where a focus will be placed on developing DGC’s active travel strategy to aid the achievement of improved infrastructure and increased active travel across the SWestrans region.</p> <p>Secondary focus on CAPS Target 11. Here, funding and advice will be sought to increase the use of</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 11 Develop Active Travel Hubs across Scotland to provide advice, services and support for people to walk, cycle and take public transport.</p> <p>Secondary focus on CAPS Target 8. Improve integration with public transport, through partnership working with Scotrail and Bus Operators</p> <p>Secondary focus on CAPS Target 11. Here, funding and advice will be sought to increase the use of active travel and public transport services across the region SWestrans cover.</p>

SWestrans B List Projects Further £1m funding

	active travel and public transport services across the region SWestrans cover.			
Monitoring and Evaluation	KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).		KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).	
Reporting	A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.		A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.	
Risks and mitigation	<p>Risks:</p> <p>Timescale for ordering equipment will have a degree of rigidity so funding approval delays may impact on this.</p>	<p>Mitigation:</p> <p>SWestrans will provide project management support to local delivery partners.</p> <p>SWestrans will engage ScotRail and Network</p>	<p>Risks:</p> <p>Timescale for the opening of the Travel hub</p> <p>Timescale for ordering equipment will have a degree of rigidity so funding approval delays may impact on this.</p>	<p>Mitigation:</p> <p>SWestrans are working in partnership for the delivery of the hub</p> <p>SWestrans will provide project management support to local delivery partners</p>

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	<p>Agreement of cycle parking type and locations must be reached with ScotRail and Network Rail who in many of the cases will control the site upon which the parking is to be provided</p>	<p>Rail at an early stage to determine the most appropriate way to deliver this.</p> <p>Local authority lead officers will be agreed with the local delivery partner.</p> <p>SWestrans will work closely with the local authority delivery project manager to agree locations as soon as funding is approved.</p>	<p>Agreement on Information Hub locations must be reached and local stakeholders / communities should have a voice in this process.</p>	<p>SWestrans will work in partnership with the hub to develop a suite of information that will be mutually beneficial</p>
Breakdown of costs	Supply and installation of Sheffield style bike racks		Graphic design and printing costs, software development, supply of display equipment.	
Total Cost of project	£20,000		£20,000	

SWestrans B List Projects Further £1m funding

	Bike Interchanges on Strategic Bus Corridors / Cross Boundary Routes	Active Travel for Disabled People Programme
Project Summary	Provision of secure cycle parking and possible self-service cycle maintenance opportunities at major bus interchanges.	A dedicated fund to address issues raised by disabled people utilising active travel
Partner Lead	SWestrans	SWestrans / DG Voice
Delivery Milestones	<ul style="list-style-type: none"> - Identify key interchanges and routes - Introduce project proposals to the community planning partnership - Agree delivery programme with SWestrans Board. - Deliver appropriate interventions on the routes / interchanges identified 	<ul style="list-style-type: none"> - Publicise fund - Identify issues - Prioritise issues - Carry out works to resolve issues
Project Outcomes	The project will facilitate multimodal journeys utilising bike and bus. It will also facilitate the potential to carry bikes on buses as well as supporting existing capacity to do so.	The project will deliver a programme to remove barriers to active travel for those with disabilities or providing access to specialist equipment.
Contribution to Scottish Govt. policies and targets	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan,</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, Islands (Scotland) Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health</p>

SWestrans B List Projects Further £1m funding

	<p>Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS Target 8, where SWestrans will work in partnership with key stakeholders such as relevant bus operators to improve active travel infrastructure at specific locations. Furthermore, improved integration of active travel with alternative transport modes will also be pursued to increase the number of people participating in active travel.</p> <p>Secondary focus on CAPS Target 11. Here, funding and advice will be sought to increase the use of active travel and public transport services across the region SWestrans cover.</p>	<p>and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 13. Increase levels of access to bikes through projects that support inclusive cycling, working in partnership with all key stakeholders.</p> <p>Focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys.</p> <p>With a secondary focus on CAPS action 6 Continue to grow and maintain the National Cycle Network (NCN)</p>
Monitoring and Evaluation	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>
Reporting	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>

SWestrans B List Projects Further £1m funding

Risks and mitigation	<p>Risks:</p> <p>Negative public perception of the necessity of these works adversely affecting utilization.</p> <p>Selection of the wrong solution resulting in low utilisation</p>	<p>Mitigation:</p> <p>This will initially only be rolled out in carefully selected locations with a known usage demand</p> <p>SWestrans will seek advice from other RTPS and about what has worked elsewhere both in the UK and globally.</p> <p>SWestrans will identify local champions to support the work.</p>	<p>Risks:</p> <p>Low levels of awareness of the fund leading to low take-up</p>	<p>Mitigation:</p> <p>SWestrans are already working in partnership with key stakeholders. Active travel audits have already identified mobility related issues</p>
Breakdown of costs	Bike interchanges on Strategic bus routes / corridors and bike carriage systems on key regional bus corridors in line with the Regional Transport Strategy horizontal theme corridors for bus service investment and improvement.		Capital costs of specialist equipment Surfacing upgrades	
Total Cost of project	£50,000		£40,000	

SWestrans B List Projects Further £1m funding

	Active Travel Strategy Minor Works Funding	Cycle Friendly Route Road Signing
Project Summary	Minor improvements to the active travel network	Through appropriate signing, encourage the use of these corridors for active travel and promote driver awareness of other none motorised modes of transport.
Partner Lead	SWestrans	SWestrans
Delivery Milestones	<ul style="list-style-type: none"> - Identify issues - Prioritise issues - Carry out works to resolve issues 	<ul style="list-style-type: none"> - Identify and agree appropriate roads - Promote traffic orders - Appoint a contractor to carry out the works - Complete installation process
Project Outcomes	The works will facilitate greater permeability to the active travel network with small interventions such as the provision of drop kerbs. These interventions will provide the greatest benefit to the mobility impaired and parents with young children.	The project will enhance the connectivity of the existing cycling and walking networks and enhance appeal active travel to local tourist attractions
Contribution to Scottish Govt. policies and targets	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health</p>	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan,</p>

SWestrans B List Projects Further £1m funding

	<p>and Social Care Delivery Plan, Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys.</p> <p>With a secondary focus on CAPS action 6 Continue to grow and maintain the National Cycle Network (NCN)</p>	<p>Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys</p> <p>With a secondary focus on CAPS action 6 Continue to grow and maintain the National Cycle Network (NCN)</p>		
Monitoring and Evaluation	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>		
Reporting	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>	<p>A quarterly report will be prepared for the Swestrans Board with intermediate reporting on the same frequency to the Partnership Advisors Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.</p>		
Risks and mitigation	<p>Risks:</p> <p>There will be a significant number of minor improvements which leads to increased</p>	<p>Mitigation:</p> <p>SWestrans will work closely with DGC to identify these schemes at an early stage so that they can be scheduled to</p>	<p>Risks:</p> <p>This is a new intervention for the region and therefore may be met with some community objection</p>	<p>Mitigation:</p> <p>SWestrans and DGC will engage the community and other stakeholders to demonstrate that this is an appropriate</p>

SWestrans B List Projects Further £1m funding

	chance for slippage	complete appropriately SWestrans are aware that there is sufficient need for this type of work to allow them to develop a prioritised list of more projects than this year's funding would permit to accommodate any slippage DGCs Framework contracts will be utilised to speed up the procurement process.		proven intervention
Breakdown of costs	Various minor works such as drop kerbs, road markings and bollards		Signing Installation Road markings	
Total Cost of project	£150,000		£16,000	

SWestrans B List Projects Further £1m funding

	Strategic Active Travel Signing for each of the 16 towns in the region with a population greater than 2,000	
Project Summary	Provide clear and consistent signing of active travel opportunities within these towns to major trip attractors	
Partner Lead	SWestrans	
Delivery Milestones	<ul style="list-style-type: none"> - Audit towns - Identify signing locations - Procure signing - Install signs 	
Project Outcomes	The project will provide a clear and consistent way of navigating towns across Dumfries and Galloway. This consistent approach will also enhance the legibility of towns to tourists encouraging further visits within the region and enhanced dwell time.	
Contribution to Scottish Govt. policies and targets	<p>Contributes to all five of the Scottish Government’s Strategic Objectives making Scotland: Wealthier and fairer; Healthier; Safer and Stronger; Greener.</p> <p>Contributes across a range of Strategy priorities including- NTS, NWS, CAFS, CAP, Community Empowerment Act, NPF3, Fairer Scotland Duty, National Performance Framework, Health and Social Care Delivery Plan,</p>	

SWestrans B List Projects Further £1m funding

	<p>Fairer Healthier Scotland 2017-22.</p> <p>Specific focus on CAPS action 5. Continue to deliver and maintain high quality, local infrastructure to encourage people to choose active travel for short journeys.</p> <p>With a secondary focus on CAPS Target 8, where SWestrans will work in partnership with key stakeholders such as Scotrail and relevant bus operators to improve active travel infrastructure at specific locations. Furthermore, improved integration of active travel with alternative transport modes will also be pursued to increase the number of people participating in active travel.</p> <p>Secondary focus on CAPS Target 4, where SWestrans will develop their active travel strategy to enable improved infrastructure and increased active travel across the SWestrans region.</p>	
<p>Monitoring and Evaluation</p>	<p>KPIs will be set to monitor this intervention. These will seek to capture the impact the intervention has on: levels of walking and cycling in the local area; socio-economic benefits of the interventions; changed perception of walking and cycling (gathered through quantitative research).</p>	
<p>Reporting</p>	<p>A quarterly report will be prepared for the SWestrans Board with intermediate reporting on the same frequency to the Partnership Advisors</p>	

SWestrans B List Projects Further £1m funding

	Group (comprising senior officers at partner agencies). These reports will form the basis of year-end reporting to Transport Scotland.		
Risks and mitigation	<p>Risks:</p> <p>There is a risk that this work will conflict with other schools and economic regeneration signing schemes</p>	<p>Mitigation:</p> <p>DGC will deliver all of these projects through their in house Engineering Design team to allow a consistent approach to delivery across all departments.</p> <p>SWestrans will work closely with the local authority delivery project manager to agree locations as soon as funding is approved.</p>	
Breakdown of costs	Supply and installation of signing		
Total Cost of project	£30,000		

Total Cost of SWestrans B list projects
£416,000 (£208,000 from Regional Active Travel Fund)

LOCAL BUS SERVICE – X95 GALASHIELS - LANGHOLM - CARLISLE

1. Reason for Report

To update the Board on local bus service X95 Galashiels to Langholm to Carlisle and seek agreement to the SWestrans financial contribution to this cross-boundary service.

2. Background

2.1 SWestrans contributes annual funding towards the local bus service X95 Galashiels to Langholm to Carlisle for the provision of Monday to Friday evening and Sunday journeys.

2.2 At its meeting on 21 September 2018, the Board agreed to defer consideration of the request from Scottish Borders Council to provide an annual contribution of £36,278.55 to the cross-boundary local bus services X95 Galashiels/Hawick to Carlisle, until the next meeting on the basis that the Lead Officer write to Scottish Borders Council for more information.

3. Key Points

3.1 The current annual contribution to the cross-boundary local bus service X95 Galashiels to Langholm to Carlisle is £37,837.80 per annum.

3.2 This contribution covers 2 journeys Monday to Friday from Hawick to Carlisle at 1705 and 1805; a Friday only journey from Hawick to Carlisle at 2105; 2 journeys from Carlisle to Galashiels at 1925 and 2025; a Friday only journey from Carlisle to Galashiels at 2255; 4 Sunday returns from Galashiels to Carlisle leaving Galashiels at 0915, 1215, 1515, 1815 and leaving Carlisle at 1138, 1438, 1738 and 2038.

3.3 Scottish Borders Council has retendered the service and has requested agreement to an amended annual contribution of £36,278.55. The total cost for the contract is £94,230 which equates to a SWestrans contribution of 38.5%.

3.4 As agreed by the Board and as indicated in paragraph 2.2, the Lead Officer requested information from Scottish Borders Council (SBC). In particular on passenger use and the potential impact that any withdrawal of SWestrans funding would have on this service.

3.5 A full passenger data set covering a 32-week period was supplied and SBC clearly indicated that any removal of SWestrans financial support for the service would see a serious reduction or possibly withdrawal of evening and Sunday provision on this route beyond Hawick. This would leave Dumfries and Galloway residents in the Langholm/Canonbie area without an evening or Sunday bus service.

3.6 The passenger data was analysed, the figures below are an annualised summary:

Monday to Friday evening journeys

Total annual passengers	9,196
Annual passengers to/from D&G locations	3,070 (33.4%)
Total annual journeys	1,122
Average passenger/journey	8
Average passengers/journey to/from D&G	3

Sunday journeys

Total annual passengers	7,540
Annual passengers to/from D&G locations	2,059 (27.3%)
Total annual journeys	408
Average passenger/journey	18
Average passengers/journey to/from D&G	5

3.7 60% of journeys made to/from Dumfries and Galloway are cross boundary with the majority of these to Carlisle. The 40% internal journeys are focussed to/from Langholm. It should be noted that not all the remaining journeys are to/from the Scottish Borders and include a small proportion that are fully within Cumbria.

3.8 Given the contribution request is below the existing rate and there is reasonable and consistent use of the service by Dumfries and Galloway residents, the Board are asked to agree this request.

4. Implications	
Financial	The Board is advised that the financial contribution requested is lower than the existing contribution rate and can be accommodated within the current budget.
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS.
Equalities	Local bus service reduction(s) disproportionately disadvantages bus users with protected characteristics
Climate Change	Bus service provision can have a positive impact on climate change objectives
Risk Management	Local bus provision relates to a number of known risks: R02 – Public Image R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

5. Recommendation

Members of the Board are asked to agree the request from Scottish Borders Council to provide an annual contribution of £36,278.55 to the cross-boundary local bus service X95 Galashiels to Langholm to Carlisle.

Report Author: Douglas Kirkpatrick
Tel: 01387 260136

Date of Report: 16 October 2018
File Ref: SW2/Meetings/2018

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Cargen Tower
Garroch Business Park
Dumfries DG2 8PN

LOCAL BUS SERVICE – 101/102 DUMFRIES TO EDINBURGH

1. Reason for Report

To update the Board on local bus service 101/102 Dumfries to Edinburgh and seek agreement to timetable amendments.

2. Background

At its meeting on 29 June 2018, the Board agreed the award of contract SW/18/101/A Dumfries to Edinburgh at £272,417 per annum. The service commenced on 19 August 2018.

3. Key Points

3.1 The timetable provides 4 Monday to Saturday returns from Dumfries to Edinburgh, 3 via the 101 route (Moffat) and 1 via the 102 route (Thornhill) and a further 8 returns from Biggar to Edinburgh. There are 2 Sunday Dumfries to Edinburgh returns, 1 via the 101 route and 1 via the 102 route with an additional 2 returns from Biggar to Edinburgh.

3.2 As the Board are aware, the timetable awarded reduced travel opportunities on both corridors to/from Edinburgh for Dumfries and Galloway residents. However, the reduction in funding from Scottish Borders and the lack of any flexibility within our own or SPT's existing funding provision for this route did not allow for greater provision to be achieved.

3.3 Since the start of the new timetable several representations have been made by communities and members of the public to alter the service to better meet their needs. A summary of the suggested improvements is shown below:

- a. Northbound connections at Biggar with the Lanark service are too tight (1 min) between 1046 and 1547.
- b. 1520 ex Edinburgh is too early for school pupils.
- c. Lack of a later evening departure from Edinburgh, looking for 2155 departure at the earliest.
- d. Passengers from Thornhill leave at 0930 and the only return option is the 1935 ex Edinburgh (arriving back in Thornhill at 2215), 13 hours round trip.

3.4 Officers have undertaken a review of these requests with Stagecoach West Scotland, who are providing the service, and have developed the following which will address most of the issues raised, subject to Board agreement and the agreement of our funding partners. The proposed implementation date for any changes would be 7 January 2019:

- a. Amend the 0904 ex Dumfries by 7 mins to 0911, amend the Biggar departures at 1147; 1247; 1347 and 1547 by 6 mins to 53 mins past the hour to give arrivals in Edinburgh at 14 mins past the hour. Returns leave Edinburgh as present at 20 mins past the hour.

- b. Amend the 1520 ex Edinburgh to 1530 this would mean the journey would arrive back in Biggar at 1651 which is in time to go back at 1657
- c. Amend the 102 route departure at 1935 ex Edinburgh to a 101 route (via Moffat) and move the departure 1 hour later to 2030.
- d. Amend the 101 route departure at 1720 ex Edinburgh to a 102 route (via Thornhill).

3.5 The proposed changes will address the connection issue at Biggar with the local bus service from Lanark, allow time for school pupils to access the 1530 departure from Edinburgh and reduce the length of day by some 2 hours for those travelling from the Thornhill area to/from Edinburgh. Amending the last departure from 1935 to 2030 does not address the request from residents in the West Linton community for a later departure (2155 at the earliest). However, to achieve these amendments at no cost, Stagecoach advise this is the latest time they can operate from Edinburgh.

3.6 The proposals were presented to our 3 funding partner authorities SPT, Scottish Borders Council and Midlothian Council and their responses are summarised below:

- SPT confirmed their acceptance of these amendments subject to there being no additional cost implications.
- Scottish Borders Council confirmed their agreement to the majority of the changes, raised concerns on peak journey time reliability within Edinburgh and highlighted that there was no community support, in their area, for running a bus from Edinburgh at 2030 rather than at 1935.
- Midlothian Council agree to the proposed amendments with the caveat that the last journey continues to serve Penicuik and also raised concerns on the peak journey reliability within Edinburgh.

3.7 These concerns raised by funding partners have been discussed with Stagecoach. The peak journey reliability will be addressed by retiming the first departure from Dumfries to leave at 0530 (current 0535) and through amending the timetable on the 1620 and 1720 departures from Edinburgh to match actual running times.

3.8 Stagecoach state that all of these amendments can be made at no additional cost but only if, for operational and logistical requirements, they are able to retime the final journey from Edinburgh from 1935 to 2030.

3.9 Scottish Borders Council has advised that feedback from a public meeting at West Linton on 17 October 2018 suggests that there were no strong feelings about retiming the 1935 from Edinburgh to 2030 from Edinburgh. Prior to the current timetable starting in August 2018 there was no 1935 departure from Edinburgh with the later departures being 2045 and 2155.

4. Implications	
Financial	The recommendation does not require any change to the funding commitment for this local bus service.
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS.
Equalities	Local bus service reduction(s) disproportionately disadvantages bus users with protected characteristics
Climate Change	Bus service provision can have a positive impact on climate change objectives
Risk Management	Local bus provision relates to a number of known risks: R02 – Public Image R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

5. Recommendation

Members of the Board are asked to agree the timetable amendments, as shown in paragraph 3.4 and paragraph 3.7, to local bus service 101/102 Dumfries to Edinburgh with effect from 7 January 2019.

Report Author: Douglas Kirkpatrick Tel: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 17 October 2018 File Ref: SW2/Meetings/2018	

LOCAL BUS SERVICES – SANQUHAR/KIRKCONNEL

1. Reason for Report

To update the Board on local bus network issues in the Sanquhar/Kirkconnel area and seek agreement to timetable changes.

2. Background

2.1 At its meeting on 21 September 2018, the Board considered a de-minimus price to extend a commercial 246 journey from Sanquhar to Kirkconnel.

2.2 The Board agreed to defer consideration of the extension of the service 246 journey at 2030 from Dumfries and Galloway Royal Infirmary(DGRI) to Sanquhar to serve Kirkconnel until the next meeting of SWestrans.

2.3 A meeting, chaired by the A76 Action Group, was held on the afternoon of 21 September 2018 following the SWestrans Board meeting to discuss commercial local bus reductions on the 246 Dumfries to Cumnock corridor.

3. Key Points

3.1 Stagecoach provide a commercial journey at 2030 ex DGRI to Sanquhar on service 246 Monday to Sunday with a connection available at Sanquhar to the SWestrans supported 221 service for onward travel to Kirkconnel (Monday to Saturday only). The connection requires an 18 minute wait at Sanquhar.

3.2 Following local representation that this wait was unsuitable, a price was sought to extend the commercial journey from Dumfries through to Kirkconnel, on a de-minimus basis. The price provided was £67 per day which equates to some £20,904 per year.

3.3 The Board was advised that the budget for local bus service provision is fully committed and should a decision have been taken to support this extension, savings would require to identified from elsewhere within the supported local bus network or a request for additional funding submitted to Dumfries and Galloway Council.

3.4 The meeting with representatives of the A76 Action Group, Stagecoach, MSPs and SWestrans to discuss service 246, on 21 September 2018, produced a number of relevant actions and suggestions, these included:

- Stagecoach to investigate the driver aspects to 'DGRI service' up to Kirkconnel.
- Stagecoach and SWestrans to work together to arrange an independent verification of 246 data.
- SWestrans to continue to work with Stagecoach to ensure the 246 and 221 services are more efficient, including any De Minimus extensions.

3.5 A full year of raw Electronic Ticket Machine data has been provided to Traveline Scotland as an independent body for verification. With respect to the DGRI journey, driver change-over issues and the use of SWestrans assets a recast of the relevant 221/246 in the Sanquhar is proposed. This will require the reduction on evening element of service 221 from 4 return journeys between Sanquhar and Kirkconnel to 3 returns but will remove the need for a driver change-over in Sanquhar and allow the

2030 ex DGRI to continue through to Kirkconnel at no cost to SWestrans. A summary of the proposal is attached as the **Appendix**.

3.6 Usage figures for the 24 day period from 17 September 2018 to 13 October 2018 show a total of 21 passengers on the 2100 ex Sanquhar and 19 passengers on the 2120 ex Kirkconnel, both giving an average of less than 1 passenger per journey.

3.7 The budget available to SWestrans for the provision of local bus services is fully committed and there is no flexibility for the Board to provide any replacement of commercial journeys being removed from the network. Any replacement would require savings to be identified from elsewhere within the supported local bus network or a request for additional funding submitted to Dumfries and Galloway Council.

4. Implications	
Financial	The Board is advised that the solution indicated in paragraph 3.5 is cost neutral and that the budget for local bus service provision is fully committed. Should any decision(s) be taken that require to support additional services, savings would require to identified from elsewhere within the supported local bus network or a request for additional funding submitted to Dumfries and Galloway Council
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS.
Equalities	Local bus service reduction(s) disproportionately disadvantages bus users with protected characteristics
Climate Change	Bus service provision can have a positive impact on climate change objectives
Risk Management	Local bus provision relates to a number of known risks: R02 – Public Image R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

5. Recommendation

Members of the Board are asked to agree the reduction on the evening element of local bus service 221 Sanquhar to Kirkconnel from 4 returns to 3 returns which will remove the need for a driver change-over in Sanquhar and allow the 2030 ex Dumfries and Galloway Royal Infirmary to continue through to Kirkconnel at no cost to SWestrans as detailed in the Appendix.

Report Author: Douglas Kirkpatrick Tel: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 14 September 2018 File Ref: SW2/Meetings/2018	

Appendix – Proposed 221 Sanquhar to Kirkconnel evening service timetable.

Current

Monday to Saturday

Sanquhar Deer Park	1900	2000	2100	2140
Sanquhar High Street	1903	2003	2103	2143
Kelloholm Glenwhargen Av	1909	2009	2109	2149
Kelloholm Kirkland Drive	1912	2012	2112	2152
Kirkconnel Main Street	1918	2018	2118	2150

Kirkconnel Main Street	1940	2040	2120	2200
Kelloholm Kirkland Drive	1946	2046	2126	2206
Kelloholm Glenwhargen Av	1949	2049	2129	2209
Sanquhar High Street	1955	2055	2135	2215
Sanquhar Deer Park	1958	2058	2138	2218

Proposed

Monday to Saturday

Sanquhar Deer Park	1900	2000	2125
Sanquhar High Street	1903	2003	2128
Kelloholm Glenwhargen Av	1909	2009	2134
Kelloholm Kirkland Drive	1912	2012	2137
Kirkconnel Main Street	1918	2018	2143

Kirkconnel Main Street	1940	2026	2200
Kelloholm Kirkland Drive	1946	2026	2206
Kelloholm Glenwhargen Av	1949	2029	2209
Sanquhar High Street	1955	2035	2215
Sanquhar Deer Park	1958	2038	2218

PUBLIC SOCIAL PARTNERSHIP UPDATE

1. Reason for Report

To update Members of the Board on the ongoing progress of the Community Transport Public Social Partnership.

2. Background

2.1 At the Board meeting on 29 June 2018, the Board agreed to receive an update on the Public Social Partnership (PSP) for social and community transport.

2.2 The pilot projects developed within the PSP are around three work streams:

- Work Stream 1 – Transport Service Developments.
- Work Stream 2 – Health and Social Care Transport Solutions.
- Work Stream 3 – Capability/Capacity Building of Community Transport operators.

2.3 At the meeting on 29 June 2018, the Board were provided with a detailed update of the pilot projects that are currently ongoing as listed below:

- Out of region health appointments in Annandale and Eskdale.
- Demand Responsive Transport (DRT) for hospital appointments by postcode.
- Community Transport involvement in low-use local bus routes in the Stewartry and Annandale and Eskdale.
- Low-use bus routes transition to DRT.
- After-school activities access.
- Develop a Health and Social Care Transport Hub.

3. Key Points

3.1 The pilot projects listed in paragraph 2.3 are all at advance stages of development and have progressed since the Board met on 29 June 2018.

3.2 The pilot 'Out of Region Hospital Appointments' has transported 42 individuals to and from hospital appointments out with the region between March and July 2018. Annandale Community Transport Services have highlighted the most common out of region hospital as the Golden Jubilee in Glasgow. **Appendix 1** shows a case study report highlighting the positive impact this pilot has had on service users.

3.3 The demand responsive transport (DRT) for hospital appointments by postcode launched in Annandale and Eskdale in July 2018 with Annandale Community Transport Services. This pilot transported 45 individuals to and from hospital appointments in Dumfries and Galloway in July and August. Glenkens Transport Initiative are replicating this pilot in the Stewartry and this pilot is due to launch in November 2018.

3.4 Glenkens Transport Initiative have been fully operating the Borgue/Brighouse bus route on behalf of Dumfries and Galloway Council from 16 July 2018. The low-use bus route pilot gives the Community Transport Operator experience of delivering a local bus service. There has been community consultation activities in the Borgue and Brighouse area and the report on the findings is in **Appendix 2**.

3.5 Another low-use local bus route identified is in Annandale and Eskdale is the bus route serving Waterbeck and Middlebie. A Community Transport Operator is yet to be identified for the operational aspect of this pilot; however, a community consultation has taken place in this area with the reporting in **Appendix 3**.

3.6 The sustainability of the two health transport pilots mentioned in paragraphs 3.2 and 3.3 link directly with Work Stream 2 – Health and Social Care Transport Solutions.

3.7 It was agreed at the work stream group meeting on 25 June 2018 that the delivery, implementation and development of a transport hub was to commence in a phased approach. Phase 1 includes undertaking a 3-month analysis of taxi usage by NHS D&G to identify usage, types of journeys and times of journeys. From this analysis, a business case will scope out an initial operational pilot, the requirements for the scheduling and co-ordination of transport and the resources available from Community Transport Operators to deliver any journeys will be determined. Phase 2 will look to re-design eligibility criteria for transport based on operational pilot findings and to undertake analysis of data for renal transport, discharge, inpatient/outpatient and non-patient transport that is not included in the taxi provision.

3.8 The Capability and Capacity Building of the Community Transport operators (Work Stream 3) is continuing to progress. At present, the main aim of this work stream is to attract other Community Transport Operators to join the Community Transport Dumfries and Galloway Network and become part of the PSP. The launch event inviting other Community Transport Operators will be undertaken towards the end of 2018 to attract others to join and increase the Network.

3.9 Other elements of Work Stream 3 include driver training (D1) and the implementation of a quality framework for community transport operators. D1 driver training is continuing to progress in the Stewartry and Annandale and Eskdale. A number of drivers have been through or are at the beginning of their D1 license training. It is anticipated that there is an interest for this number to increase. To date, two Community Transport Operators have gone through the Quality Framework. It is hoped that once other Community Transport Operators are aware of the Community Transport Network, they will undertake the Quality Framework assessment.

3.10 The PSP Steering group is currently agreeing to what pilot projects will be implemented in the next year and the funding available for these projects.

4. Implications	
Financial	The development of new and innovative transport solutions based on identified needs of local communities and provided by them will allow reducing or strained finances to be appropriately targeted.
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS. Community based solutions to identified need will be a part of developing policy for socially necessary services.
Equalities	Local bus service reduction(s) disproportionately disadvantages bus users with protected characteristics. The development of solutions through the PSP, although available to all of the community, seek to ensure those with protected characteristics are prioritised.
Climate Change	Shared transport service provision can have a positive impact on climate change objectives
Risk Management	Local transport provision relates to a number of known risks: R02 – Public Image R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

5. Recommendations

Members of the Board are asked to note:

- 5.1 the progress on the pilot projects within the three Public Social Partnership work streams as highlighted in section 3 of the report; and
- 5.2 that a further update report on the Public Social Partnership will be brought to the Board in March 2019.

Report Author: Rebecca Scott Tel: 01387 260124	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 8 October 2018 File Ref: SW2/Meetings/2018	

Appendix 1 – Out of Region Patient Transport Community Engagement Report
Appendix 2 – Community Transport Consultation Borgue and Brighthouse Bay
Appendix 3 – Community Transport Consultation Waterbeck and Middlebie



Out of Region Patient Transport

Community Engagement Report

Context

A State of the Sector Report and Improvement Plan for Community Transport in Dumfries and Galloway was undertaken by Third Sector Dumfries and Galloway in April 2016 on behalf of the Community Planning Executive Group. The report recommended the development of a Public Social Partnership to achieve the step change required for the provision of community, demand responsive, health and social transport throughout Dumfries and Galloway. In November 2016 the Community Planning Executive Group approved the development of a Public Social Partnership (PSP).

The ability to continue to deliver community, demand responsive, health and social transport for the communities of Dumfries and Galloway currently faces significant challenges. Part of the work of the PSP will focus on the design and development of innovative transport solutions that can be tested and piloted. Input from third sector Community Transport providers and service users is vital to this process as it will ensure that services are able to deal with the increased demand resulting from demographic change and other factors such as access to health and social care and leisure and social activities.

One such pilot is underway in Annandale and Eskdale, organised and undertaken by Annandale Community Transport Services (ACTS).

ACTS was established in 1999, under the name Annandale Transport Initiative (ATI), to assist voluntary and community groups in Annandale with their transport provision. ACTS is a recognised charity (SC029660) and a Company Limited by Guarantee (SC200686).

The Initiative was formed because voluntary and community groups found it difficult and expensive to provide specific transport for their individual needs. Where transport was available, it could not always cater for the needs of people with disabilities, the elderly community of Annandale, and people who live in its outlying areas.

ACTS have built up a fleet of vehicles including four 16-seaters, a 12-seater and three accessible community cars. This has been achieved with funding from various sources including the Scottish Government and Dumfries & Galloway Council.

The Out of Region Patient Transport Pilot begun in March 2018 through the PSP.

Demand for the Pilot Service from March to June 2018

During the period 1st March to 30th June 2018 a total of 54 journeys took place as part of the Pilot. A total of 27 patients, 10 males and 17 females were transported to out of region hospital appointments. Of this number, a third were under 60 years old, 37% were 60-80 years of age and the remaining 30% were over 80 years of age.

The patients predominantly come from Annan, Lochmaben, Lockerbie, Gretna and Langholm, with single trips being requested to and from Canonbie, Dornock and Eaglesfield. Destinations included Ayr, Cumbernauld Infirmary, Gartnavel-Glasgow, Glasgow RI, Queen Elizabeth-Glasgow and Western General-Edinburgh but by far the most visited destination was Golden Jubilee in Glasgow which accounted for 37% of the Pilot's journeys.

The vast majority of referrals, 93% came from Scottish Ambulance Service with one self-referral and one previous user making up the remaining seven percent of service users. Public transport was not an option for these service users, with reasons including: times of appointments not matching public transport times; the number and duration of public transport services required to reach destinations and service users unable to manage alone on public transport for a variety of reasons.

Expended Resources for the Pilot Service from March to June 2018

A total of 178 volunteer hours were expended undertaking the Pilot service for this quarter, 4,639 miles were covered, and the total cost of the Pilot was £2,803. Broken down, the average cost for each journey was £51.91 which is based on £0.60 per mile. A total of 19% of this cost was recouped from the patients with the remaining 81% being picked up by the PSP.

Service User Consultation

During July 2018 a service user consultation was undertaken by an independent consultant in the form of a short survey which was posted to service users. Of the 25 sent out with stamped addressed envelopes, eleven were returned giving a response rate of 44% which is above average for this type of consultation.

Feedback about the service was very positive with no negative comments noted and no suggestions on ways it could be improved. In contrast the comments received about alternative options such as hospital transport services relying on family included ***"the last time I phoned they wouldn't entertain me", "it was very expensive", "(transport is) very difficult as not everybody is able or prepared", "waiting times for connecting bus" and "it means I have to ask them to take time off work"***.

Brian from Langholm

Brian is 86 years of age, a retired Mechanical Engineer who has lived in Langholm for 21 years having worked all over the world. Brian lives with his wife, he has some trouble hearing but has kept good health for most of his life.

Brian's usual hospital appointments are at Dumfries and Galloway Royal Infirmary (DGRI). The appointment times can pose a challenge on occasion as Brian no longer feels comfortable driving that distance and relies on public transport. Each journey consists of a bus to Longtown, then a bus to Dumfries followed by a different bus to DGRI. Waiting times for connections and coinciding with hospital appointment times can prove challenging.

"It enabled me to avoid an increase in blood pressure by having to travel to the Golden Jubilee Hospital, Clydebank"

Due to recent problems with his hip Brian has had to travel to the Golden Jubilee Hospital in Glasgow. On their first visit there he and his wife took the car but got stuck in bad weather, spent 11 hours travelling in total. Brian presented at the hospital with high blood pressure which was unusual for him and believed to be caused by the stress of the journey.

When it was time for the actual operation Brian and his wife were fortunate enough to be able to use the ACTS Out of Region Patient Transport Pilot which was a big relief for both Brian and his wife following their previous ordeal.

Having used the ACTS patient transport service both Brian and his wife are keen for the service to continue. In fact, they have booked a second journey for Brian's follow up appointment. ACTS have taken into account the need for a comfort break on such a journey and time to eat before the appointment which falls at lunch time. This has been an unexpected benefit to the couple and reduced the anxiety attached to the journey.

Both Brian and his wife spoke very highly of the service and advocated the need for it to continue as well as the good and valuable work of ACTS. They felt that all their needs had been anticipated and had no suggestions of how the service could be improved.

"We are looking forward to using it again in two days' time"

Moira from Lochmaben

Moira is 68 years of age and has lived in Lochmaben all her life. Moira works part time in a shop locally and has a car which under different circumstances she would use to travel to and from hospital.

Five years ago, Moira had her first knee replacement at Glasgow Royal, she relied on her children to take time off work to transport her there and back. Whilst up at an appointment to get her other knee looked at Moira was made aware of a problem with the first operation that needs to be rectified. Moira is now looking at two knee replacements to take place at the Golden Jubilee Hospital in Glasgow.

"I can't keep expecting my children to take time off work"

Moira's appointments are usually urgent with less than 2 weeks' notice. Relying on her children to take time off work at short notice was out of the question as her son works away from home and her daughter works shifts. She found out about this pilot through word of mouth and has been delighted with the excellent service.

When asked how the Pilot programme should be developed, Moira was keen to see the worthwhile service continue, Moira found that the service met all her needs and was hopeful that the funding could be found to support it. Moira described the Pilot service as ***"Absolutely Excellent"*** and when asked about improvements ***"found no fault at all"***.

Moira, along with all of the service users that engaged with the consultation, found that service works in all ways. There were no additional suggestions for any changes to the future just positive feedback on all counts.

In some cases, patients were offered operations at far away hospitals to cut their waiting time. However, with no provision for transport included this can pose quite a challenge, especially when you can't drive post-surgery or have no family support.

Carole from Canonbie

Carole and her husband relocated to Canonbie from Westerkirk some 15 years ago and generally keep in good health. Recently Carole, who is approaching 80 had a Breast Cancer scare which gave her cause to attend an appointment at a specialist breast facility in Ayr. Her husband who is in his 80's didn't feel comfortable driving such a distance to an area he had no knowledge of and Carole herself was too consumed with the fear of the results to feel able to drive herself.

"I couldn't face it with the worry over breast cancer"

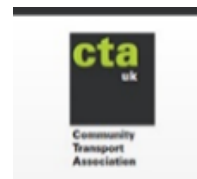
With no family in the area, transport was a huge concern to the couple. On hearing the story, a friend told Carole about the service ACTS were offering and encouraged her to call them. Luckily, after some uncertainty, ACTS were able to accommodate Carole at short notice to take her to the appointment. The relief was immense *"I cannot tell you how relieved I was"* and the driver was a welcome companion on the journey *"I couldn't have asked for a nicer companion, a delightful man!"*. Thankfully, Carole was given the all clear, but should she ever need to travel to an out of region appointment again Carole would have no hesitation in calling on ACTS!

Engagement

Activity	Notes/impact
Desktop Research	Background information on the Pilot Partnerships and service users
Service User Consultation	Delivered to all service users March-June 2018, response rate 44%
Case Studies	Undertaken with 3 service users
Draft Report	Shared with partners for input

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Community Transport Consultation

Borgue and Brighouse Bay

Context

A State of the Sector Report and Improvement Plan for Community Transport in Dumfries and Galloway was undertaken by Third Sector Dumfries and Galloway in April 2016 on behalf of the Community Planning Executive Group. The report recommended the development of a Public Social Partnership to achieve the step change required for the provision of community, demand responsive, health and social transport throughout Dumfries and Galloway. In November 2016 the Community Planning Executive Group approved the development of a Public Social Partnership (PSP).

The ability to continue to deliver community, demand responsive, health and social transport for the communities of Dumfries and Galloway currently faces significant challenges. Part of the work of the PSP will focus on the design and development of innovative transport solutions that can be tested and piloted. Input from third sector Community Transport providers and service users is vital to this process as it will ensure that services are able to deal with the increased demand; resulting from demographic change and other factors such as access to health and social care and leisure and social activities.

Borgue and Brighouse Bay were identified as communities to take part in a pilot service. This report details the community engagement that took place.

Current Provision

The current service does not meet the needs of the community. Connections to other towns are poor or non-existent. Timetables do not connect well to services for onward travel.

The community is a very scattered one with less than half of the population believed to live in the main village. As detailed in this report, it is hoped that some changes to the provision along with improved communication could significantly improve the quality of life for residents.

431/ 517 Kirkcudbright - Twynholm - Gatehouse of Fleet Monday to Saturday

Bus Operator	SW	HO	DG	HO	HO	HO	HO	DG	HO	DG	HO	MC	HO
Route Number	502	431	517	431	431	431	431	517	431	51	431	862	431
Notes			NS					NS		SD		CD	
Kirkcudbright	0645	0830	0910	0940	1130	1240	1345	1430	1452	1535	1642	1745	1752
Brighouse Bay	...	...	0924	...	...	...	...	1444	...	1547	...	...	...
Borgue	...	...	0930	...	...	...	...	1450	...	1552	...	...	...
Twynholm	0655	0840	...	0950	1140	1250	1355	...	1500	...	1652	1755	1802
Gatehouse of Fleet	0705	0850	...	1000	1150	1300	1405	...	1510	1615	1700	1805	1810

Bus Operator	SW	MC	HO	DG	HO	DG	HO	HO	HO	HO	DG	HO	HO
Route Number	502	862	431	51	431	517	431	431	431	431	517	431	431
Notes		CD		SD		NS					NS		
Gatehouse of Fleet	0705	0732	0750	0800	0850	...	1000	1150	1300	1405	...	1510	1700
Twynholm	0715	0742	0800	...	0900	...	1010	1200	1310	1415	...	1520	1710
Borgue	...	...	...	0830	...	0930	...	...	...	...	...	1450	...
Brighouse Bay	...	...	...	0835	...	0940	...	...	...	...	...	1500	...
Kirkcudbright	0725	0750	0810	0850	0910	1000	1020	1210	1320	1425	1520	1530	1720

OPERATOR: SW - Stagecoach West Scotland DG - DGC Buses MC - McCullochs Coaches HO - Houstons Coaches
 NOTES: SD - School days only NS - Not Saturday CD - College Days Only



Results from the community survey

A total of 200 surveys were distributed, 21 replies were received, which equates to just over 10%. From these responses, 5 residents lived in Borgue village with the others living in the surrounding area. The responses came from a fairly even split of males and females with a good even age spread in from under 14s to over 75s.

"Instead of two services in the morning and two in the afternoon, spread them out more across the day"

All of the respondents under 30 were in some form of education. The majority of respondents over 30 were home based, either retired, home-makers or home-based workers. Of those aged to drive, 75% had a driving licence and access to a car, however this was not always indicative of their ability or willingness to use it as a regular means of transport, especially after dark. Twelve of the residents who responded stated that they were entitled to concessionary travel.

"Older residents are increasingly isolated by lack of provision"

"Life is extremely limited for those who can't drive or are reluctant"

Out of the 21 residents who completed the consultation only 14 used the timetabled bus service in its current form. Some still used their own cars and others commented that services were unreliable to meet connecting services, timings didn't fit with events and activities or that they were unable to get to a bus stop. More residents claimed that they would use the service if it was more regular and serviced different locations such as Gatehouse and Twynholm, or if it made onward connections to Dumfries and Stranraer.

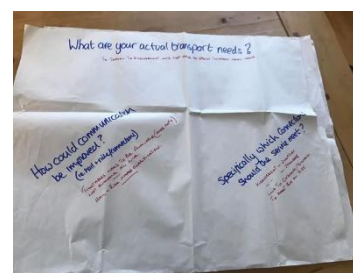
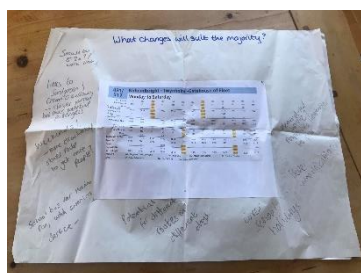
"There is lots going on but much is hard to get to. I would like to go to evening events and activities without driving in the dark"

Over three quarters of residents who completed the survey lived within 20 minutes' walk of a bus stop, for others the walk was an up to an hour, or they reported that there was no obvious bus stop where they live. Residents said they would use an improved service for several reasons including; travel to work or college; shopping; visiting family/friends; attending health care facilities as well as for outings, clubs and activities.

"There needs to be a bus back home within a couple of hours, not 4 or 5 hours"

"Many more people would use the service if there was a bus back at a reasonable time"

The current service was rated over 4/5 overall with friendly and obliging drivers but connection times and frequency letting the service down. Residents who took part in the survey appeared to favour a continuation of the current service with some additions. A 5- or 7-day service was important to most respondents, with only a small number suggesting that once or twice a week would be enough. Over 80% of responses would like to see a weekend service be included.



Community Meeting

A meeting of the community was called to discuss the findings of the survey, attended by 9 residents from Borgue and the surrounding area. Discussion took place around the current provision and the following points were raised:

Communication

There were concerns raised from the community about communication around bus services. People reported that there were no bus stops and no helpful information on 'hail and ride' options. Timetables were hard to find. The community would like to see paper timetables readily available.

Connections

There was a demand for the 517 to meet connections from Kirkcudbright to Dumfries and Stranraer. Connections to be made available on the A75 to enable effective direct onward travel to these destinations and importantly to the Hospital. There was also a call for a link to Gatehouse of Fleet and Twynholm on a regular basis. There was quite a strong view in the room on the night that an early evening service would be valuable for both commuting and social activities.

Local Holiday Parks

Brighouse Bay holiday park confirmed that they regularly received feedback from their customers about the lack of bus service in the area. Often people would get the bus to Kirkcudbright in the morning and end up getting a taxi back to the park. The weekend service is badly missed. Improving the regularity of the bus service could encourage more tourists to spend more money in local towns and villages.

School Bus

School busses were considered a handy alternative during term time, but their presence was missed during school holidays. It was noted however, that the school bus was either at, or close to, capacity and could not be relied on.

Outlying Areas

Borgue is a scattered village with as many residents living in the surrounding areas as in the village itself. Access to buses could be a problem for residents from more remote areas of the community. The idea of a ring and ride service or a slower paced twice weekly bus that went around the outskirts could be considered as an option for these people.

517 Outbound

The 09.30 from Borgue to Kirkcudbright

- Was too late in the day for commuters
- Arrived at 10am with no return bus until 14.30pm
- If this bus left half an hour earlier, it would connect to the 431 - 09.40 service to Twynholm and Gatehouse of Fleet.
- If there was a demand for commuting to Kirkcudbright it could be moved further forward to meet this need

The 14.50 from Borgue to Kirkcudbright

- There was no way home from this bus

No weekend services were available

517 Homebound

The 09.10 from Kirkcudbright to Borgue

- This bus was not useful to residents as it was incoming before any outgoing services.

The 14.30 from Kirkcudbright to Borgue

- This was the only bus home for residents outwith school term time.
- If you got the 09.30 bus out it was 4.5 hours in Kirkcudbright. Perhaps too long for a walk around the shops but not long enough to catch a return onward service to Dumfries and Stranraer.

No weekend services were available

Moving Forward

Suggestions from the community included:

- Inclusion of an early evening service
- Reliable links to the main A75/500 route for getting to hospital appointments
- A call and ride service that was frequent and small
- A small bus mirroring the school bus service during school holidays
- A 'flexible' holiday service for the caravan parks
- A 'B' Road route through Carrick
- Bus option to tie in with the Tuesday Winter Coffee Mornings
- Links to the coast and Cream of Galloway
- Links to onward travel to Stranraer, Dumfries, Gatehouse and Twynholm.
- More access to bus timetables
- Paper bus timetables delivered door to door (community happy to help with this)
- Clear information for the community on how and where they can hail and ride

Katie Nairn Consulting

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Community Transport Consultation

Waterbeck and Middlebie

Context

A State of the Sector Report and Improvement Plan for Community Transport in Dumfries and Galloway was undertaken by Third Sector Dumfries and Galloway in April 2016 on behalf of the Community Planning Executive Group. The report recommended the development of a Public Social Partnership to achieve the step change required for the provision of community, demand responsive, health and social transport throughout Dumfries and Galloway. In November 2016 the Community Planning Executive Group approved the development of a Public Social Partnership (PSP).

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Waterbeck and Middlebie were identified as communities to take part in a pilot service. This report details the community engagement that took place.

Current Provision

The current service does not meet the needs of the community. Connections to other towns are poor or non-existent. Bus times do not meet connecting busses and the service is reported as being often late and unreliable.

The community however, still feel very grateful to have the service. As detailed in this report, it is hoped that a few tweaks to the provision and some tightening up on communication and reliability could significantly improve the quality of life for residents.

384 Waterbeck - Ecclefechan - Annan																		
Monday to Friday																		
Please note: Return tickets issued by one operator are not always valid for return with another operator on the same route. Please check before buying your ticket.																		
Operator	DG	ML	SW	DG	HO	ML	SW	DG	ML	SW	DG	ML	SW					
Route Number	384	382	382	384	383	382	382	384	382	382	384	382	382					
Fallford	0900	...	...	1045	...	...	...	1200	...	...	...	...	...
Waterbeck	0905	...	...	1050	...	...	...	1205	...	...	...	...	...
Middlebie	0910	...	...	1055	...	...	...	1210	...	...	...	...	...
Ecclefechan	0917	>>	0920	1105	>>	1105	1117	1139	1220	>>	1220	1230	...					
Annan	0935	...	...	...	1130	...	...	...	...	...	...	...	...
Lockerbie	...	...	0940	...	...	...	1156	...	...	1235	...	...	...		
Gretna	...	...	0959	...	...	1145	...	...	...	1259	...	...	...		
Carlisle	...	...	1035	...	...	{1250}	...	...	...	1335	...	...	...		
Operator	ML	ML	DG	ML	HO	SW	DG	ML	ML	DG	ML	ML	HO	DG				
Route number	382	382	384	382	383	382	384	382	382	384	382	382	383	384				
Notes														SD				
Carlisle	...	{0855}	1035	{1155}	{1525}	...				
Gretna	...	0951	1110	1251	1641	...				
Lockerbie	1000	1100	1300	1720				
Annan	1000	...	1130	1710				
Ecclefechan	1017	1020	>>	1020	1117	1150	1139	>>	1140	1320	1317	>>	1325	1733	1710	1735	>>	1740RR
Middlebie	1027	1147	RR	RR	
Waterbeck	1032	1152	RR	RR	
Fallford	1037	1157	RR	RR	
OPERATOR:	HO Houstons Coaches		DG - DGC Buses		ML - McCall's Coaches		SW - Stagecoach West Scotland											
NOTES:	RR - Request to the driver in the morning when boarding						{ } - Connecting service to Carlisle, change at Gretna to Service 179											
	>> Connections at Ecclefechan						SD - School Days Only											



Results from the community survey

Three hundred surveys were distributed locally with quite a poor response received. Only 17 completed surveys were returned, which is a return rate of less than six percent. From these responses, 7 residents lived in Waterbeck, 5 in Middlebie, 4 in the surrounding area and one preferred not to say. Ten of the respondents were female and seven males. Most responses came from citizens aged over 60.

"Public transport in Waterbeck/surrounding area is poor/non-existent. It doesn't allow me to use it for travelling to work/college"

From the information available it was clear that most of the service users that responded were either retired, unemployed or preferred not to say, with only one response from an employed resident. Over half of the households that responded had a driving licence and access to a vehicle. Twelve of the residents who responded were entitled to concessionary travel as senior citizens, a further two had a concession for disability with the remaining three paying full fare to travel.

"More buses running to more towns"

Out of the 17 residents who completed the consultation only 11 used the timetabled bus service. Some still used their own cars and others commented that services were unreliable for onward travel connections, or that they were unable to get to a bus stop. More residents claimed that they could use the service if it was more regular and or serviced different locations such as Lockerbie, Langholm, Annan, Carlisle and Dumfries, or if it made connections to enable service users to continue their journey.

"More buses and better planning so they make connecting buses"

The clear majority of residents who took part in the survey would like to see a 5- or 7-day service with a couple of respondents suggesting that once or twice a week would be enough. Almost 90% of residents who completed the survey lived within a few minutes' walk to a bus stop. They would use an improved service for several reasons including; travel to work or college; shopping; visiting family/friends; attending health care facilities as well as for outings, clubs and activities.

The current service was rated 4/5 overall with friendly and obliging drivers but connection times letting the service down.

Community Meeting

A meeting of the community was called to discuss the findings of the survey, attended by 12 residents from Middlebie, Waterbeck and the surrounding area. Discussion took place around the current provision and the following points were raised:

384 Outbound

The 09.00 from Falford to Annan was the most used and popular bus.

- To change at Ecclefechan (9.17) to catch the Lockerbie connection (9.20) allowed a three-minute changeover which was insufficient.
- The bus was often late, which made the above connection to Lockerbie impossible.
- Sometimes the bus was so late that it also missed the 9.30 connection from Ecclefechan to Carlisle.
- If you managed this connection there were two options to get back from Carlisle, both ring and ride with one being term time only.

The 10.45 service from Falford to Ecclefechan arrived at Ecclefechan at 11.05.

- To change at Ecclefechan (11.05) to catch the Annan Connection (11.05) was impossible.
- This bus also ran late on occasion and sometimes did not run at all.
- The return journey from Annan would be the 17.10 bus from Annan to Ecclefechan but the connection from Ecclefechan was a term time only ring and ride service.

The 12.00 noon service from Falford to Ecclefechan arrived at Ecclefechan at 12.20

- To change at Ecclefechan (12.20) to catch the Lockerbie Connection (12.20) was impossible.
- If the connection was possible the service would allow for 35 minutes in Lockerbie before the 'last bus home' including a ring and ride section. The later service from Lockerbie to Ecclefechan, could potentially connect to the school term time, ring and ride offering.
- When running on time this bus does meet the 12.30 Gretna and Carlisle connection from Ecclefechan, however the return journey after less than two hours in Carlisle requires two changes and is a school term time only ring and ride service.

384 Homebound

The 10.00 from Annan to Falford

- Would allow for a 25-minute stop in Annan or an hour stop in Ecclefechan if the busses ran to time.

The 11.40 from Ecclefechan to Falford

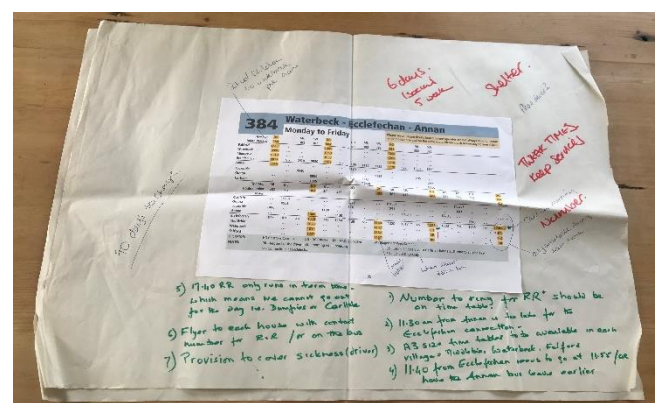
- Misses the 11.30 from Annan connection which gets into Ecclefechan at 11.50 although loosely connects with the 11am return from Lockerbie which reached Ecclefechan at 11.17

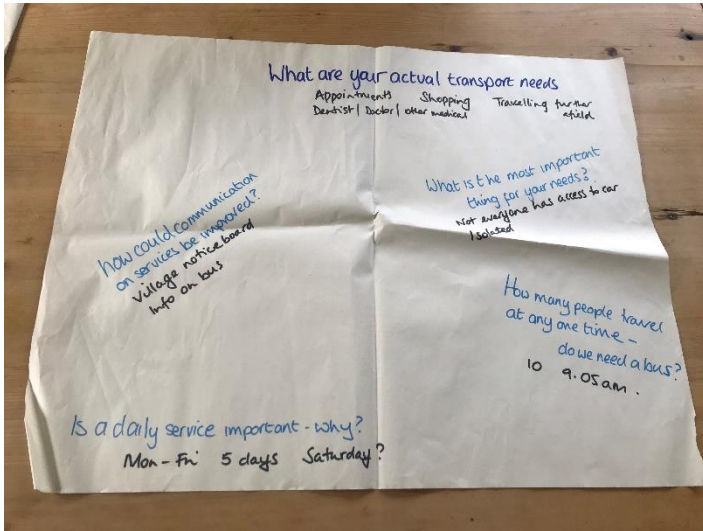
The 13.25 from Ecclefechan to Falford is a ring and ride service

- Connects nicely to the 13.00 return from Lockerbie but often residents don't know how to request the bus.
- If catching this bus to travel home from Carlisle the Journey would be over 2 hours long.

The 17.40 from Ecclefechan to Falford is a ring and ride term time only service

- If this was a scheduled, timeous, all year service it would meet nicely with the 17.10 from Annan to Ecclefechan or the 17.20 Lockerbie to Ecclefechan
- If catching this bus to travel home from Carlisle the Journey would be over 2 hours long.





Communication

There were concerns raised from the community around communication on bus services with people reporting that there were no bus stops and no helpful information on 'hail and ride' options. Timetables were hard to find and there was no published number for the ring and ride option, unless you were on the outbound service it was impossible to book.

Connections

Feedback received confirmed that residents couldn't risk short connection times for fear of being stranded away from home. The 384 service buses ran late more often than not, sometimes not turning up at all.

School Services

The lack of provision in the school holidays was a big issue for residents. There was also a call for the earlier bus to pass the primary school prior to 9am to give pupils the option of commuting by bus. This would of course necessitate a return bus to be passing soon after 3pm. It was noted by the parent council that there is an issue with parking and road safety at home time, 3pm, which a public bus could help to address.

Real Life Implications

Julie from Falford, does not have a driving licence or access to a car and is one of the services most regular users. Julie is in her 50s and cares for an elderly parent in Ecclefechan daily. She herself suffers from osteoarthritis, has had two joint replacements and last year suffered a heart attack which means she is unable to walk any distance.

It is impossible for Julie to travel further afield during school holidays as she can no longer request the 17.40 bus home. A bus that Julie had previously used most days.

Getting to the hospital in Dumfries for appointments is also very difficult for Julie, not only does it require a total of 8 busses for the round trip but it also means Julie cannot get home the same day as she travels out – meaning that she has to rely on friends offering her a sofa to sleep on in order to make her appointments.

Julie feels that with some tweaks to the current provision and the reinstatement of an all year early evening service the public transport provision in her area could greatly improve the lives of the community.

Moving Forward

The community would like to see the existing provision slightly altered and enhanced. The most requested change was to make sure the current provision was run on time and the first bus was scheduled earlier to connect with the 9.20 Ecclefechan to Lockerbie bus.

The majority of requests were for a bus to run outbound in the morning and return late afternoon. Different residents suggested different times from 7am to mid-morning and mid-afternoon to 6pm return. Feedback from the meeting also included the need for a lunchtime return service to fit in with either a morning or afternoon trip. Weekend busses were requested by some locals and also provision for a more local ring and ride for those who didn't live on the route, perhaps twice weekly.

The other main concern was communication. The community would like to see the following actioned:

- Busses running as scheduled and on time
- More access to bus timetables
- Large timetables printed for local noticeboards
- Paper bus timetables delivered door to door (community happy to help with this)
- A number published online, on noticeboards and on the timetable to call for the ring and ride service
- Clear information for the community on how and where they can hail and ride
- Clear bus stop signs in place
- A shelter to wait in when the weather is bad

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