

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 19 June 2020 at 10.30am, Remote Meeting via
Microsoft Teams**

- 1. SEDERUNT AND APOLOGIES**
- 2. DECLARATIONS OF INTEREST**
- 3. STANDING ORDERS - AMENDMENT** – Recommendation - to endorse the decision of the Lead Officer in consultation with the Chair and Vice-Chair to amend Standing Order 7 – Quorum as outlined at paragraphs 3.4 and 3.5.
- 4. MINUTES OF MEETING ON 24 JANUARY 2020 – FOR APPROVAL**
- 5. REVENUE BUDGET OUTTURN REPORT 2019/20** – Recommendation - note the draft financial outturn for 2019/20 and that a break-even position was achieved.
- 6. DRAFT REVENUE EXPENDITURE BUDGET 2020/21** – Recommendation – agree the draft revenue budget for 2020/21 as set out in Table 1.
- 7. DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2019/20** – Recommendation - note the unaudited Annual Accounts for the financial year ended 31 March 2020 which will be submitted to the Board’s external auditors for review.
- 8. CAPITAL EXPENDITURE PROGRAMME 2019/20 OUTTURN REPORT** - Recommendation - note the outturn position on the 2019/20 SWestrans Capital Programme.
- 9. DRAFT CAPITAL EXPENDITURE PROGRAMME 2020/21 - 2022/23** – Recommendation – agree the draft Capital Programme for 2020/21 to 2022/23 as outlined in Table 1.
- 10. BOARD MEMBERSHIP UPDATE** – Recommendations – (i) approve the re-appointment of David Bryson to the SWestrans board on behalf of NHS Dumfries and Galloway for a further four years, noting that this is subject to an appraisal submission and the consent of Scottish Ministers; and (ii) note the update provided on South of Scotland Enterprise representation on the SWestrans Board.
- 11. SWESTRANS ANNUAL REPORT 2018/19** – Recommendation – agree the SWestrans Annual Report for 2018/19 as attached at the Appendix.

- 12. LOCAL BUS UPDATE – Recommendations –** (i) note the changes to commercial local bus service 6 Kingholm Quay to Dumfries; (ii) note the intention of Scottish Borders Council to reduce the current provision on the Monday to Friday evening and Sunday X95 Edinburgh to Galashiels to Langholm to Carlisle; and (iii) provide comments for submission to Scottish Borders Council for their consultation on proposed changes to service X95 Edinburgh to Galashiels to Langholm to Carlisle.
- 13. 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 paragraphs 6, 8, 9 and 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

14. LOCAL BUS COVID-19 UPDATE – 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

STANDING ORDERS - AMENDMENT

1. Reason for Report

1.1 This report asks the Board to amend the Standing Orders to explicitly refer to remote attendance at meetings, and further to note that the “place” of those meetings can be virtual as in “Remote Meeting via Microsoft Teams”.

1.2 The report is presented as a decision required in accordance with Standing Order 19 Matters of Special Importance and Urgency – Delegation to Lead Officer. This is due to a decision being required in advance of the board meeting on 19 June 2020, in order to confirm arrangements.

2. Background

2.1. In consultation with the Chair, and Vice-Chair the Board meeting that was scheduled on 20 March 2020 was cancelled due to the Covid-19 Pandemic and the country entering a period of “lockdown”.

2.2 The lockdown and the Scottish Government advice to stay at home, avoid non-essential travel and maintain social distancing has resulted in the need to look at the arrangements for meetings of the Board so that remote attendance is enabled. Indeed if required, a meeting can be fully remote to ensure that the business of the board continues to be progressed.

2.3 Advice has been sought from Transport Scotland on remote attendance and it is acknowledged that this is already in place for some other RTPs. Indeed, SEStrans are running fully remote meetings and the feedback given is that these have gone well.

3. Considerations

3.1 Standing Orders outline the procedures by which the Board conducts its business.

Standing Order 5 – Meetings

3.2 The agenda providing the notice of the meeting must include the “place” where the meeting will take place. Although SWestrans would always wish to ensure that meetings are as accessible as possible, it is acknowledged that at times such as during the COVID-19 pandemic where social distancing is required that it may only be possible to run meetings remotely making use of software such as Microsoft Teams. Therefore the “place” for the meeting would be “Remote Meeting via Microsoft Teams”. No amendment to this standing order is required.

Standing Order 25 – Exclusion of Press and Public

3.3 Standing Order 25.1 assumes that the meetings are open to observers, press and public unless explicitly excluded. To enable remote participation by observers, public or the press the meeting can be accessed via Microsoft Teams or by tele-

conference. It is not necessary to amend the standing orders for these operational arrangements to take effect.

Standing Order 7 – Quorum

3.4 For the avoidance of doubt, it is recommended that standing order 7.1 refer to those remotely attending the meeting.

“7.1 No business shall be transacted at a meeting of the Transport Partnership unless at least one-third of all Members of the Transport Partnership are present. **The number of Members present for the quorum includes those in remote attendance.**”

3.5 A new standing order 7.5 is proposed to be added as below. This expands on what is meant by remote attendance and remote meetings.

“7.5 There is provision to allow for board members to attend a meeting of the SWestrans board or a committee of the partnership either by being present together with other members in a specified place, or remotely which enables Board Members to participate despite not being present with other Board Members.”

3.6 It is intended that remote participation remains an option for board Members after the pandemic.

4. Consultations

This is a procedural report and appropriate consultation has been undertaken.

5. Implications

| | |
|------------------------|--|
| Financial | No financial implications |
| Policy | No policy implications other than amendment to Standing Orders |
| Equalities | No equalities implications |
| Climate Change | No climate change implications |
| Risk Management | No risk management implications |

6. Recommendations

Members of the Board are asked to endorse the decision of the Lead Officer in consultation with the Chair and Vice-Chair to amend Standing Order 7 – Quorum as outlined at paragraphs 3.4 and 3.5.

| | |
|---|--|
| Report Author: Claire Rogerson Secretary to the Board Tel: 01387 260024 | Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
| Date of Report: 10 June 2020 File Ref: | |

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 24 January 2020
at 10.30am, Cargen Tower, Garroch Business Park, Dumfries, DG2 8PN

Present

Members

| | | |
|---------------------------------|---|-------------------------------|
| Andrew Wood (Chairman) | - | Dumfries and Galloway Council |
| Richard Brodie | - | Dumfries and Galloway Council |
| John Campbell | - | Dumfries and Galloway Council |
| David Rennie | - | Scottish Enterprise |
| Davie Stitt (substitute) | - | Dumfries and Galloway Council |
| Ronnie Tait | - | Dumfries and Galloway Council |

Officials

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

Apologies

| | | |
|-------------------------------------|---|-------------------------------|
| David Bryson (Vice-Chairman) | - | NHS Dumfries and Galloway |
| Adam Wilson | - | Dumfries and Galloway Council |

Observers

| | | |
|------------------------------------|---|---|
| Christopher Bradberry Craig | - | Thornhill Station Action Group |
| June Hay | - | Outdoor Access Forum |
| Hugh McCreadie | - | Lochside and Woodlands Community Council |
| Graham Whiteley | | |

In Attendance

| | | |
|--------------------------------|---|-------------------------------|
| Martin Brown | - | Beattock Station Action Group |
| Councillor Jim Dempster | - | Dumfries and Galloway Council |
| Fiona Grierson | - | Lockerbie Group |
| Ron McLean | - | Beattock Station Action Group |
| Alan Smith | - | Stagecoach Scotland |

1. SEDERUNT AND APOLOGIES

6 Board Members present and 2 apologies, noting that Davie Stitt was substituting in place of Adam Wilson.

2. DECLARATIONS OF INTEREST

NONE declared

3. MINUTE OF MEETING OF 13 DECEMBER 2019**Decision**

APPROVED.

4. BOARD MEMBERSHIP UPDATE – LOCAL ENTERPRISE AGENCY**Decision**

NOTED that on 8 January 2020 approval was received from the Cabinet Secretary for Transport, Infrastructure and Connectivity for the appointment of David Rennie to the SWestrans Board.

5. REVENUE BUDGET MONITORING REPORT 2019/20 FOR THE PERIOD ENDING 31 DECEMBER 2019**Decision**

The Board **NOTED** the forecast outturn for the revenue budget as at 31 December 2019.

6. CAPITAL EXPENDITURE PROGRAMME 2019/20 to 2021/22 UPDATE**Decision**

The Board **NOTED** the update provided on progress with the Capital Expenditure Programme 2019/20.

7. RAIL UPDATE

Decision

The Board **NOTED** the update on rail matters, further noting that an update on Ayr Station which may affect the rail services from Glasgow to Stranraer would be included in this report going forward.

8. LOCAL BUS SERVICE – DUMFRIES TO SANQUHAR SUNDAY EVENING

Decision

The Board **AGREED** the extension of the Sunday 2030 journey from Dumfries and Galloway Royal Infirmary to Kirkconnel at a daily rate of £21.42.

9. CONSULTATIONS

Decision

The Board:

9.1 **NOTED** the consultations on the regulations and guidance on Scotland's Low Emission Zones, and the replacement of European Structural Funds in Scotland post European exit; and

9.2 **AGREED** to delegate authority to the Lead Officer to sign off the consultation responses, following consultation with the Chair and Vice-Chair.

10. NORTH CHANNEL PARTNERSHIP

Decision

The Board **NOTED** the re-establishment of the North Channel Partnership.

11. 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.

REVENUE BUDGET OUTTURN REPORT 2019/20

1. Reason for Report

This report provides Members of the Board with information on the monitoring of the revenue budget for the year ending 31 March 2020.

2. Background

The Scottish Government provide revenue funding to SWestrans with Dumfries and Galloway Council match funding the core costs. SWestrans also requisitions funding from Dumfries and Galloway Council in respect of payments required for public bus service contracts.

3. Key Points

- 3.1 The **Appendix** shows the detailed financial summary for SWestrans for 2019/20.
- 3.2 The expenditure for 2019/20 was £4,607,947. This was funded by:
- Grants from the Scottish Government totalling £259,250 for core costs and the progression of the Regional Transport Strategy;
 - Dumfries and Galloway Council also contributed £100,000 to the core running costs, £323,681 towards depreciation of assets and £3,397,805 in respect of payments made to Bus Contractors and £17,818 capital grant, and
 - Other contributions totalling £509,342 which included Dumfries and Galloway College (£181,501), Strathclyde Passenger Transport (£211,808), Scottish Borders Council (£40,401), NHS Dumfries and Galloway (£70,000) and Barony College (£5,632).
- 3.3 SWestrans achieved a break-even budget position at the end of the financial year.

4. Consultations

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

| 5. Implications | |
|------------------------|---|
| Financial | As laid out in the report |
| Policy | No policy implications from this report |
| Equalities | No equalities implications from this report |
| Climate Change | No climate change implications from this report |
| Risk Management | The monitoring relates to the known risks R04 – Capital funding R06 – Overspending R07 – Revenue funding R12 – Third Party liabilities R14 – Withdrawal of DGC Governance support R15 – Cyber crime |

6. Recommendation

Members of the Board are asked to note the draft financial outturn for 2019/20 and that a break-even position was achieved.

Janet Sutton - Report Author
Tel: 01387 260105

Date of Report: 3 June 2020
File Ref: SW2/meetings/2020

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Cargen Tower
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APPENDIX - Revenue Budget Monitoring as at 31 March 2020.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 March 2020

| | FINAL OUTTURN 2018/19 £ | PUBLISHED BUDGET 2019/20 £ | BUDGET ADJUSTMENTS 2019/20 £ | ADJUSTED BUDGET 2019/20 £ | ACTUAL EXPENDITURE TO 31/03/20 £ | PROJECTED OUTTURN 2019/20 £ | VARIANCE 2019/20 £ |
|-----------------------------|----------------------------------|-------------------------------------|---------------------------------------|------------------------------------|---|--------------------------------------|--------------------------|
| EXPENDITURE | | | | | | | |
| Staff Costs | 110,924 | 110,848 | -15,000 | 95,848 | 95,797 | 95,797 | -51 |
| Supplies & Services | 191 | 960 | -88 | 872 | 872 | 872 | 0 |
| Transport Costs | 0 | 2,104 | -2,104 | 0 | 0 | 0 | 0 |
| Administration Costs | 20,647 | 20,193 | -1,589 | 18,604 | 18,604 | 18,604 | 0 |
| Payments | 4,372,890 | 4,125,934 | -1,937 | 4,123,997 | 4,123,997 | 4,123,997 | 0 |
| Central Support | 44,992 | 48,750 | -3,805 | 44,945 | 44,945 | 44,945 | 0 |
| Capital Charges | 349,722 | | 323,681 | 323,681 | 323,681 | 323,681 | 0 |
| Total Expenditure | 4,899,366 | 4,308,789 | 299,158 | 4,607,947 | 4,607,896 | 4,607,896 | -51 |
| INCOME | | | | | | | |
| Scottish Government Funding | 259,250 | 259,250 | | 259,250 | 259,250 | 259,250 | 0 |
| D&G Council Funding | 100,000 | 100,000 | 17,818 | 117,818 | 117,818 | 117,818 | 0 |
| Other Contributions | 4,540,116 | 3,949,539 | 281,340 | 4,230,879 | 4,230,828 | 4,230,828 | -51 |
| Total Income | 4,899,366 | 4,308,789 | 299,158 | 4,607,947 | 4,607,896 | 4,607,896 | -51 |
| NET EXPENDITURE | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

DRAFT REVENUE EXPENDITURE BUDGET 2020/21

1. Reason for Report

To seek agreement to the draft revenue budget for the financial year 2020/21.

2. Background

2.1 The Scottish Government has offered £259,250 revenue funding for 2020/21, the same level as applied since 2011/12.

2.2 Funding of £100,000 is also provided in kind by Dumfries and Galloway Council.

2.3 Dumfries and Galloway Council at its meeting of 27 February 2020, agreed a balanced budget by allocating temporary funding until the final funding from the Scottish Government is known. At this meeting there were no changes to the Swestrans Funding identified, however, due to the impact of Covid 19 Dumfries and Galloway Council did not consider further Members priorities in relation to the 2020/21 budget as planned on the 26 March 2020. Should there be any changes to the SWestrans funding, Members of this board will be updated as soon as possible.

3. Key Issues

The total available draft revenue funding of £4,308,789 is as indicated in Table 1.

| Item | Cost £ |
|----------------------|------------------|
| Staff Costs | 110,848 |
| Supplies & Services | 960 |
| Transport Costs | 2,104 |
| Administration Costs | 20,193 |
| Procured Services | 4,125,934 |
| Central Support | 48,750 |
| TOTAL | 4,308,789 |

Table 1 – 2020/21 Revenue Funding

| 4. Implications | |
|------------------------|---|
| Financial | It is intended to provide monitoring reports to Board meetings on a regular basis throughout financial year 2020/21 |
| Policy | No policy implications from this report |
| Equalities | No equalities implications from this report |
| Climate Change | No climate change implications from this report |
| Risk Management | Revenue budget relates to two known risks: R06 – Overspend R07 – Revenue funding |

5. Consultation

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

6. Recommendation

It is recommended that Members of the Board agree the draft revenue budget for 2020/21 as set out in Table 1.

Janet Sutton - Report Author
Tel:01387 260105

Date of Report: 03 June 2020
File Ref:

Approved by: Douglas Kirkpatrick
Lead Officer
The South West of Scotland Transport Partnership
Cargen Tower
Cargen Business Park
Dumfries
DG1 8PN

DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2019/20

1. Reason for Report

The purpose of this report is to ensure compliance with the Local Authority Accounts (Scotland) Regulations 2014, which state that the Proper Officer shall ensure that the draft accounts are submitted to the Board by no later than the 30 June following the relevant financial year-end.

2. Key Points

2.1 A parallel paper is presented to the Board on this agenda that reports the Board's financial performance. These accounts present the financial performance in a different format, which is to comply with International Financial Reporting Standards and proper accounting Practice.

2.2 The Local Authority Accounts (Scotland) Regulations 2014, state that the Proper Officer shall ensure that the unaudited accounts are submitted to the Board by no later than the 30 June following the relevant financial year-end.

2.3 SWestrans unaudited Annual Accounts for the financial year 2019/20 are being presented to this meeting to ensure compliance with the above requirements. The accounts will then be submitted to Grant Thornton, the Boards External Auditors, prior to the statutory deadline of 30 June 2019.

2.4 Following the submission of the unaudited accounts, the working papers supporting the accounts will also be provided to the Board's external auditors, who will then undertake the statutory audit of the accounts starting from 30 June 2020.

2.5 To comply with the Local Authority Accounts (Scotland) Regulations 2014, the unaudited accounts will be made available for public inspection for a 3-week period from 1 July to 21 July 2020.

2.6 During this period members of the public will be entitled to review the accounts and to request access to supporting backup documentation.

2.7 At the 18 September 2020 meeting of the Board, Grant Thornton will provide a report on the audit of the accounts. The external auditors report will highlight issues arising from the audit ranging from detailed technical accounting issues to commentary on wider aspects of the Board's affairs including governance and performance management issues. The report will include an Action Plan covering any areas for improvement.

2.8 Following that Board meeting, Grant Thornton will finalise their report for presentation to the Controller of Audit prior to the statutory deadline of 30 September 2020. The Partnerships annual accounts will then be signed by the Proper Officer and Grant Thornton and posted on the SWestrans website before 31 October 2020.

3. Consultations

3.1 The Proper Officer has been consulted as part of the preparation of this report and agrees with its terms.

3.2 The External Auditor is required to audit SWestrans financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland) as required by the Code of Audit Practice approved by the Accounts Commission.

| 4. Implications | |
|------------------------|---|
| Financial | The fee which has been agreed for the SWestrans 2019/20 audit. |
| Policy | No policy implications from this report |
| Equalities | No equalities implications from this report |
| Climate Change | No climate change implications from this report |
| Risk Management | The annual accounts relate to the known risks R04 – Capital funding R06 – Overspending R07 – Revenue funding R10 – Procurement R11 – Contract disputes R12 – Third Party liabilities R14 – Withdrawal of DGC Governance support R15 – Cyber crime |

5. Recommendation

Members of the Board are asked to note the unaudited Annual Accounts for the financial year ended 31 March 2020 which will be submitted to the Board's external auditors for review.

| | |
|--|---|
| Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 3 June 2020 File Ref: | Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
|--|---|

APPENDIX – Unaudited Annual Accounts for the financial year ended 31 March 2020.



Annual Accounts
Unaudited

2019/2020

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Membership of the South West of Scotland Transport Partnership Board

Andrew Wood (Chairman) (Dumfries and Galloway Council)
 David Bryson (Vice –Chairman) (NHS Dumfries and Galloway)
 Richard Brodie (Dumfries and Galloway Council)
 John Campbell (Dumfries and Galloway Council)
 Alistair McKinnon (Scottish Enterprise) – to 30 September 2019
 Graham Nicol (Dumfries & Galloway Council) – from 26 September 2019 – 25 October 2019
 David Rennie (Scottish Enterprise) – from 8 January 2020
 David Stitt (Dumfries and Galloway Council) – to 26 September 2019
 Ronnie Tait – from 25 October 2019
 Adam Wilson (Dumfries and Galloway Council)

The Council members have substitutes being:-

Ian Carruthers
 Archie Dryburgh – to 26 September 2019
 Andrew Giusti – to 26 September 2019
 Katie Hagmann – from 26 September 2019
 Sean Marshall – to 26 September 2019
 Jim McColm – from 26 September 2019
 Davie Stitt – from 26 September
 Ronnie Tait – to 25 October 2019
 Vacancy – from 25 October 2019

Management Commentary

Introduction

The Management Commentary is intended to assist readers of the annual accounts through providing an insight into the activities and priorities of the organisation and also through providing an analysis of financial performance as reflected in the following statements.

The South West of Scotland Transport Partnership (SWestrans) was set up under the Transport (Scotland) Act 2005 and Dumfries and Galloway Council's public transport functions were transferred to the SWestrans under a Transfer of Functions Order on 7 November 2006.

The Financial Statements following this present the South West of Scotland Transport Partnership's (SWestrans) financial position for the year ended 31 March 2020. These statements have been prepared in accordance with proper accounting practice as set out in the CIPFA/ LASAAC Code of Practice on Local Authority Accounting in the United Kingdom (the Code).

The purpose of these Accounts is to provide clear information about the Transport Partnership's financial position and this foreword is intended to give the reader an easily understandable guide to the most significant matters reported in the Accounts.

Activities during 2019/20

The South West of Scotland Transport Partnership continued to balance service provision through its revenue budget, and service development through capital budgets during 2019/20. The Partnership's officers and Board members have continued to participate in the development of local, regional and national initiatives including the National Transport Strategy, the Transport (Scotland) Act 2019 and the second Strategic Transport Projects Review (STPR2).

There were a number of changes to the SWestrans Board in 2019/20. At the start of the year, the five Councillor Board members for SWestrans were Andrew Wood, John Campbell, Adam Wilson, David Stitt and Richard Brodie. These Councillor Board members are joined by two external Board members from NHS Dumfries and Galloway (David Bryson) and Scottish Enterprise (Alistair McKinnon). Alistair McKinnon stepped down from the SWestrans Board on 30 September 2019 due to leaving his role at Scottish

Management Commentary (continued)

Enterprise. The appointment of David Rennie to the Board as the Scottish Enterprise representative was approved by the Cabinet Secretary for Transport, Infrastructure and Connectivity on 8 January 2020. Following a review of outside body nominations by Dumfries and Galloway Council in September 2019, David Stitt was replaced as a Board member by Graham Nicol. Following the sad passing of Graham Nicol in October 2019 there was a further change in Board membership with Ronnie Tait becoming a Board member (moving up from a substitute).

The provision of the local bus services funded by SWestrans and the fragility of the whole network continued to be a focus of the Board throughout 2019/20. Transport Focus, an independent transport user watchdog, presented the findings of the Bus Passenger Survey 2018 to SWestrans officers in April 2019, and these were shared with the Board in May 2019. The survey results, on the whole, were very positive for the region, with 94% of those surveyed very or fairly satisfied with their overall journey. The survey highlighted a number of areas of concern which needed further investigation and action, including value for money, connectivity and publicity. Bus services in the region were identified to be a lifeline service for many residents, with 56% passengers citing their reason for using the bus as 'no option to travel by other means'. This is 12% higher than the Scottish average (44%).

Thirty-eight local bus contracts totalling some £3.631M were due to expire in April and August 2020 and required to be tendered during 2019. The Board, at its meeting in June 2019, agreed that a procurement of all the local bus contracts due to terminate in 2020 was undertaken on a like for like basis in August 2019. This enabled the cost required to retain the network to be known early, any areas of high cost to be identified and addressed through negotiation with operators and would enable full and accurate cost information to be fed into Dumfries and Galloway Council's budget considerations from September 2019. In December 2019, the Board agreed to award on the "as is" timetable at an annual gross cost of £3.624M. These contracts are for a period of one year with up to a one-year extension.

Work continued on the potential development of new rail stations for Dumfries and Galloway. Updates were provided to the Board throughout 2019/20 on the three STAG 2 Appraisals for the Thornhill, Eastriggs and Beattock areas with all three completed in the autumn of 2019. The STAG appraisals are multi-modal and seek to identify and evidence the transport problems and opportunities within each of the study areas, and the most appropriate opportunities for addressing them through the consideration of all sustainable transport modes. A completed and robust transport appraisal in line with STAG provides evidence for decision-makers to inform transport investment decisions. All three appraisals were submitted to Transport Scotland for consideration within the Strategic Transport Projects Review, and the Board await an outcome on this. Other developments in rail in 2019/20 included agreeing to re-establish the Lockerbie Station Liaison Group and securing Local Rail Development funding to appraise accessibility issues at Kirkconnel Station.

SWestrans continued to be a key partner in the development and delivery of the Social Transport Public Social Partnership (PSP) which is seeking to improve the design of transport services delivered on behalf of the regions transport commissioners (SWestrans, Dumfries and Galloway Council, NHS Dumfries and Galloway) and to develop the capacity of the social/community transport sector. The PSP has trialled transport solutions to needs identified through pilot projects, and the progress in 2019/20 in delivering on the PSP has resulted in:

- Ongoing delivery of the 517 Borge to Kirkcudbright local bus service.
- Initial consultation on the 359 Glentroll to Newton Stewart local bus service
- The continuation of the 2 volunteer car schemes operated by Annandale Community Transport Service (ACTS) and Galloway Community Transport (GCT). This enables patients to access healthcare appointments and has provided transport to a total of 919 patients accumulating 1,781 journeys being provided by volunteers who have contributed 4,254 hours.
- On-going discussion around the development of a transport hub. With the overall vision to make use of the collaborative economy model by working with key transport providers. The use of an interactive web based scheduling and booking solution will enable the ability to match up supply, resources available from Local Authorities, Community Transport Operators and NHS, to demand, transport requirements of communities to enable them to access employability and training, health, social care services and leisure activities.

Whilst the PSP continued to make significant progress over the last year, at its meeting in February 2020, the PSP Steering Group reluctantly agreed an exit strategy to end the current phase of the PSP in May 2020

Management Commentary (continued)

as continuation funding has not been secured. If additional funding is secured in 2020/21 then the PSP can be reconvened, and the next phase can be developed.

SWestrans continued its initiatives during 2019/20 on:

- Lockerbie rail station parking - full planning permission for the first element of the phase 3 site (Sydney Place/Bridge Street) was approved in March 2020 with conditions. It is the intention of SWestrans that the land purchase and work will be complete in 2020/21.
- the improvement and replacement of bus infrastructure.
- the purchase of fully accessible buses for use by local bus companies operating on contracted journeys; and
- the progression of walking and cycling infrastructure linking communities.

In its wider strategy and policy role SWestrans continues to lobby and respond to a number of consultations across all transport modes and on a wide range of other issues at national and local level.

- The Final Report 'South West Scotland Transport Study Initial Appraisal: Case for Change' and suite of accompanying documents was published by Transport Scotland in January 2020 and is a significant piece of work feeding into both STPR2 and SWestrans' new Regional Transport Strategy. The report presents the context for the appraisal of interventions for the South West of Scotland and has considered the rationale for improvements to road, rail, public transport and active travel on the key strategic corridors in the region, with a focus on access to the ports at Cairnryan. SWestrans contributed to this Report as a key stakeholder on the study working group and will continue to input into the regional working group in the coming year as STPR2 work continues.
- At the Board meeting on 20 September 2019, the Board agreed a response to the National Transport Strategy (NTS2) a Draft for Consultation. The National Transport Strategy (NTS2) was published in February 2020 and will inform the work on a new Regional Transport Strategy for the region.
- SWestrans contributed to consultations and engagement on the Transport (Scotland) Bill passed on 10 October 2019. The Act includes powers for local authorities in Scotland, including powers for councils to bring in bus service improvement partnerships or operating their own bus companies, introduce low-emission zones, and introduce workplace parking levies.

Further responses to consultations included on the Call for Evidence to the Infrastructure Commission for Scotland, Climate Change Adaptation Programme 2019-2024, the 'Big Climate Conversation', Low Emission Zones and European Structural Funds. SWestrans also submitted its 2018/19 Climate Change Duties Report in the required reporting format to the Sustainable Scotland Network

Budget Performance Statement

The table below provides a summary outturn statement which outlines expenditure against budget for SWestrans.

| | 2019/20 | | |
|--------------------------|--------------|--------------|----------|
| | Budget | Actual | Variance |
| | £000 | £000 | |
| Staff costs | 96 | 96 | 0 |
| Supplies & services | 1 | 1 | 0 |
| Administrative costs | 18 | 18 | 0 |
| Payments to other bodies | 4,124 | 4,124 | 0 |
| Central Support costs | 45 | 45 | 0 |
| Gross Expenditure | 4,284 | 4,284 | 0 |
| Government Grants | 259 | 259 | 0 |
| Other income | 4,024 | 4,024 | 0 |
| Gross Income | 4,284 | 4,284 | 0 |
| Net Expenditure | 0 | 0 | 0 |

Management Commentary (continued)

SWestrans achieved a breakeven position for the financial year. The major item of expenditure which created the main budget pressure was the subsidies in respect of the local bus network, which totalled £4.1 Million. However, through tight spending controls and active budget management, SWestrans achieved a breakeven position.

SWestrans' received income totalling £4.284 Million with Scottish Government grants and requisitions from Dumfries & Galloway Council being the main contributors to this total.

On 15 November 2019 a new Transport (Scotland) Act 2019 received Royal Assent, this act included a provision in the order (section 122) that would allow a partnership to carry funds over from one financial year to the next and therefore enable a General Fund reserve to be held. The Commencement Order for this Act was agreed at Scottish Parliament in March 2020 and became effective for the 2019/20 Financial Year. Although SWestrans did not make a surplus in 2019/20 if they succeed in doing so in future years it now has the ability to create a General Fund balance at the end of that financial year.

Comprehensive Income & Expenditure Statement

SWestrans' Comprehensive Income & Expenditure Statement for the year ended 31 March 2020 is shown on page 8 of these accounts.

Balance Sheet

SWestrans' Balance Sheet is shown on page 10 of the accounts and provides details of SWestrans' assets and liabilities as at 31 March 2020.

Cash Flow Statement

The Cash Flow Statement is shown on page 11 of the accounts and shows the changes in the cash & cash equivalents of the Partnership during the course of the year.

Andrew Wood
Chairman

Douglas Kirkpatrick
Lead Officer

Paul Garrett
Treasurer

Statement of Responsibilities for the Statement of Accounts

The Transport Partnership's Responsibilities

The Transport Partnership is required:

- Make arrangements for the proper administration of its financial affairs and to Secure that the proper officer of the Transport Partnership has responsibility for the administration of those affairs (section 95 of the Local Government (Scotland) Act 1973). In this Transport Partnership, that officer is the Treasurer (who was also the Section 95 Officer of Dumfries & Galloway Council);
- Manage its affairs, to secure economic, efficient and effective use of resources and safeguard its assets.
- Ensure the Annual Accounts are prepared in accordance with legislation (The Local Authority Accounts (Scotland) Regulations 2014), and so far as is compatible with that legislation, in accordance with proper accounting practices (section 12 of the Local Government in Scotland Act 2003).
- Approve the Statement of Accounts.

The Treasurer's Responsibilities

The Treasurer is responsible for the preparation of the Transport Partnership's Annual Accounts in accordance with proper practices as required by legislation and as set out in the CIPFA/ LASAAC *Code of Practice on Local Authority Accounting in the United Kingdom* (the Code).

In preparing this statement of accounts, the Treasurer has:

- Selected suitable accounting policies and applied them consistently
- Made judgements and estimates that were reasonable and prudent
- Complied with legislation
- Complied with the local authority Accounting Code (in so far as it is compatible with legislation)

The Treasurer has also:

- Kept adequate accounting records which were up to date;
- Taken reasonable steps for the prevention and detection of fraud and other irregularities.

I certify that the financial statements give a true and fair view of the financial position of the Partnership at the reporting date and the transactions of the partnership for the year ended 31 March 2020.

Paul Garrett
Treasurer

Annual Governance Statement

1. This statement is given in respect of the statement of accounts of the South West of Scotland Transport Partnership. I acknowledge my responsibility for ensuring that an effective system of internal financial control is maintained and operated in connection with the resources concerned.
2. The system of internal financial control can provide only reasonable and not absolute assurance that transactions are authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected within a timely period.
3. The system of internal financial control is based on a framework of regular management information, financial regulations, administrative procedures (including the segregation of duties), management supervision and a system of delegation and accountability. Development and maintenance of the system is undertaken by the Board of the Transport Partnership. The system currently includes regular financial reports to the Board and management.
4. The Transport Partnership currently uses the financial systems and resources of Dumfries & Galloway Council. The Internal Audit section of Dumfries & Galloway Council has reviewed these systems and has determined that reasonable assurance can be placed upon the adequacy and effectiveness of the systems.
5. My review of the effectiveness of the system has been informed by the work of managers in the Transport Partnership, the work of Internal Audit and reviews by External Audit.
6. In my opinion, based on the above information, reasonable assurance can be placed upon the adequacy and effectiveness of the Transport Partnership's internal financial control system in the year to 31 March 2020.
7. The Transport Partnership's complies with the requirements on the Role of the Chief Financial Officer in Local Government, contained in the Chartered Institute of Public Finance and Accountancy's (CIPFA's) 2010 Statement and the Local Authority (Scotland) Regulations 2014.

Paul Garrett
Treasurer

**Independent auditor's report to the members of the South West of Scotland
Transport Partnership and the Accounts Commission**

To be updated for the audited accounts

Comprehensive Income & Expenditure Statement

This statement shows the accounting costs in the year of providing services in accordance with generally accepted accounting practices.

| 2018/19 | | | 2019/20 | | | |
|-------------------|----------------|-----------------|--|-------------------|----------------|-----------------|
| Gross Expenditure | Income | Net Expenditure | | Gross Expenditure | Income | Net Expenditure |
| £000 | £000 | £000 | | £000 | £000 | £000 |
| 4,900 | (4,550) | 350 | Roads and Transport Services | 4,608 | (4,284) | 324 |
| 4,900 | (4,550) | 350 | Net Cost of Services | 4,608 | (4,284) | 324 |
| | | 0 | (Gains) & losses on sale of non-current assets | | | 136 |
| | | 0 | Capital grants & contributions | | | (190) |
| | | 350 | (Surplus) or Deficit on the Provision of Services | | | 270 |
| | | 0 | Other Comprehensive Income & Expenditure | | | 0 |
| | | 350 | Total Comprehensive Income & Expenditure | | | 270 |

Movement in Reserves Statement

This statement shows the movement in the year on the different reserves held by the Transport Partnership, analysed into usable reserves – i.e. those that can be applied to fund expenditure – and unusable reserves. The Surplus or (Deficit) on the Provision of Services line shows the true economic cost of providing the Transport Partnership's services, more details of which are shown in the Comprehensive Income and Expenditure Statement. These are different from the statutory amounts required to be charged to the General Fund Balance.

| | Usable Reserves | Unusable Reserves | | | Total Reserves |
|--|------------------------------|------------------------------------|-----------------------------|---------------------------------|----------------|
| | General Fund Balance £000 | Capital Adjustment Account £000 | Revaluation Reserve £000 | Total Unusable Reserves £000 | £000 |
| Balance at 31 March 2018 | 0 | (1,789) | (25) | (1,814) | (1,814) |
| Movements in Reserves during 2018/19 | | | | | |
| Surplus or (Deficit) on provision of services | 350 | 0 | 0 | 0 | 350 |
| Total Comprehensive Income & Expenditure | 350 | 0 | 0 | 0 | 350 |
| Adjustments between accounting basis & funding basis under regulations | | | | | |
| - charges for depreciation of non-current assets | (350) | 350 | 0 | 350 | 0 |
| - capital grants & contributions applied | 0 | 0 | 0 | 0 | 0 |
| | 0 | 350 | 0 | 350 | 350 |
| Overall Increase/Decrease in year | 0 | 350 | 0 | 350 | 350 |
| Balance at 31 March 2019 carried forward | 0 | (1,439) | (25) | (1,464) | (1,464) |
| Movements in Reserves during 2019/20 | | | | | |
| Surplus or (Deficit) on provision of services | 270 | 0 | 0 | 0 | 270 |
| Other Comprehensive Expenditure and Income | 0 | 0 | 0 | 0 | 0 |
| Total Comprehensive Income & Expenditure | 270 | 0 | 0 | 0 | 270 |
| Adjustments between accounting basis & funding basis under regulations | | | | | |
| - charges for depreciation of non-current assets | (324) | 324 | 0 | 324 | 0 |
| - capital grants & contributions applied | 190 | (190) | 0 | (190) | 0 |
| - Gains & losses on disposal of non-current assets | (136) | 136 | 0 | 136 | 0 |
| | (270) | 270 | 0 | 270 | 0 |
| Overall Increase/Decrease in year | 0 | 270 | 0 | 270 | 270 |
| Balance at 31 March 2020 carried forward | 0 | (1,169) | (25) | (1,194) | (1,194) |

Balance Sheet

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Partnership. The net assets of the Partnership (assets less liabilities) are matched by reserves held by the Partnership. Reserves are reported in two categories. The first category of reserves are usable reserves which can be used to help fund services. The second category of reserves is those that the Partnership is not able to use to provide services. This category of reserves includes those that hold unrealised gains and losses where the amounts would only become available to provide services if the assets were sold, and reserves that hold timing differences shown in the Movement in Reserves Statement line "adjustments between the accounting basis and funding basis under regulations".

| 31 March 2019 £000 | | 31 March 2020 £000 | Note |
|-----------------------------------|--------------------------------|-----------------------------------|-------------|
| 1,464 | Property, Plant & Equipment | 1,194 | 8 |
| 1,464 | Long Term Assets | 1,194 | |
| | Short Term Debtors | | |
| 30 | - Central Government bodies | 6 | |
| 160 | - Other entities & individuals | 134 | |
| 190 | Current Assets | 140 | |
| | Short Term Creditors | | |
| (190) | - Other entities & individuals | (140) | |
| (190) | Current Liabilities | (140) | |
| 1,464 | Net Assets | 1,194 | |
| 1,464 | Unusable Reserves | 1,194 | 10 |
| 1,464 | Total Reserves | 1,194 | |

The Unaudited Accounts were issued on 19 June 2020.

Paul Garrett
Treasurer

Cash Flow Statement

The Cash Flow Statement shows the changes in cash and cash equivalents of the Transport Partnership during the reporting period. The amount of net cash flows arising from operating activities is a key indicator of the extent to which the operations of the Transport Partnership are funded by way of grant income or from recipients of services provided by the Transport Partnership.

| 2018/19 £000 | | 2019/20 £000 |
|-------------------------------|---|-------------------------------|
| 350 | Net (surplus) or deficit on the provision of services | 270 |
| (350) | Adjustment to net (surplus) on the provision of services for non-cash movements | (460) |
| (0) | Net cash flow from or used in operating activities | (190) |
| | Investing activities | |
| 0 | - Purchase of property, plant & equipment | 190 |
| 0 | Net (increase) or decrease in cash and cash equivalents | 0 |
| 0 | Cash and cash equivalents at the beginning of the period | 0 |
| 0 | Cash and cash equivalents at the end of the reporting period | 0 |

Notes to the Accounts

1. Summary of Significant Accounting Policies

a) General Principles

The Annual Accounts summarise the Partnership's transactions for the 2018/19 financial year and its financial position at the year end of 31 March 2019. The Partnership is required to prepare an annual Statement of Accounts by the Local Authority Accounts (Scotland) Regulations 2014, and these are required under section 12 of the Local Government in Scotland Act 2003 to be prepared in accordance with proper accounting practice. These practices are the Code of Practice on Local Authority Accounting in the United Kingdom 2018/19 (SeRCOP), supported by International Financial Reporting Standards (IFRS). They are designed to provide a 'true and fair view' of the financial performance and position of the Transport Partnership.

The accounting convention adopted in the Annual Accounts is principally historic cost, modified by the revaluation of certain categories of non-current assets and financial instruments.

b) Accruals of Income & Expenditure

Activity is accounted for in the year it takes place, not simply when cash payments are made or received. In particular:

- suppliers' invoices paid in the two weeks following the year-end have been analysed and included together with specific accruals in respect of further material items provided the goods and services were received in 2019/20,
- all known specific and material sums payable to the Partnership have been included. Revenue for the sale of goods or the provision of services is recognised when it is determined that the service has been provided,
- supplies are recorded as expenditure when they are consumed. When there is a gap between the date supplies are received and their consumption, they are carried as inventories on the Balance Sheet,
- where income and expenditure has been recognised but cash has not been received or paid, a debtor or creditor for the relevant amount is recorded in the Balance Sheet. Where it is doubtful that debts will be settled, the balance of debtors is written down and a charge is made to revenue for the income which will not be collected.

c) Cash & Cash Equivalents

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents are investments that mature in three months or less from the date of acquisition and that are readily convertible to known amounts of cash with an insignificant risk of changes in value.

d) Changes in Accounting Policies and Prior Period Adjustments

Changes in accounting policies are only made when required by proper accounting practice or the change provides more reliable or relevant information about the effects of transactions, other events and conditions on the Partnership's financial position or financial performance. Where a change is made it is applied retrospectively (unless otherwise stated) by adjusting opening balances and comparative amounts for the prior periods as if the new policy had always been applied.

Material errors discovered in prior period figures are corrected retrospectively by amending opening balances and comparative amounts for the prior period.

e) Charges to Revenue for Non-Current Assets

The Partnership is charged with the following amounts to record the real cost of holding non-current assets during the year:

- depreciation attributable to the assets used by the Partnership,
- revaluation and impairment losses on assets used by the Partnership where there are no accumulated gains in the Revaluation Reserve against which the losses can be written off.

Notes to the Accounts (continued)

f) Events After the Balance Sheet Date

Events after the Balance Sheet date are those events which occur between the end of the reporting period and the date when the Statement of Accounts is authorised for issue. The Statement of Accounts is adjusted for events which provide evidence of conditions that existed at the end of the reporting period. The Statement of Accounts is not adjusted for events which are indicative of conditions which arose after the end of the reporting period. However, where such events would have a material effect, a disclosure is made in the Notes to the Accounts of the nature of the event and the estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Statement of Accounts.

g) Exceptional Items

When items of income and expenditure are material, their nature and amount is disclosed separately either on the face of the Comprehensive Income and Expenditure Statement or in the Notes to the Accounts, depending on how significant the items are to an understanding of the Partnership's financial performance.

h) Grants & Contributions

Whether paid on account, by instalments or in arrears, government grants and third party contributions & donations are recognised as due to the Partnership when there is a reasonable assurance that:

- the Partnership will comply with the conditions attached to the payments, and
- the grants or contributions will be received.

Monies advanced as grants and contributions for which conditions have not been satisfied are carried in the Balance Sheet as grants in advance. Where conditions are satisfied, the grant or contribution is credited to the relevant service line (revenue grants) or Taxation & Non-Specific Grant Income (capital grants) in the Comprehensive Income & Expenditure Statement.

Where capital grants are credited to the Comprehensive Income & Expenditure Statement, they are reversed out of the General Fund balance in the Movement in Reserves Statement. Where the grant has yet to be used to finance capital expenditure, it is posted to the Capital Grants Unapplied Account. Amounts in the Capital Grant Unapplied Account are transferred to the Capital Adjustment Account once they have been applied.

i) Leases

Leases are classified as finance leases where the terms of the lease transfer substantially all the risks and rewards incidental to ownership of the asset from the lessor to the lessee. All other leases are classified as operating leases.

The Partnership as Lessor

Operating leases

The Partnership has entered into leases relating to the operational use of vehicles, which are accounted for as operating leases. Where the Partnership grants an operating lease over a vehicle the asset is retained on the Balance Sheet.

j) Overheads and Support Services

The costs of Central Support departments, such as Financial Services, Legal Services and accommodation, are procured from Dumfries & Galloway Council. The cost of these is based on services provided to SWestrans during the year.

k) Property, Plant & Equipment

Assets which have a physical substance and are held for use in the provision of services, for rental to others or for administrative purposes and that are expected to be used during more than one financial year are classified as Property, Plant & Equipment.

Notes to the Accounts (continued)

Recognition

Expenditure on the acquisition, creation or enhancement of Property, Plant & Equipment is capitalised on an accruals basis, provided that it is probable that the future economic benefits associated with the asset will flow to the Partnership and the cost of the item can be reliably measured. Expenditure that does not add to an asset's potential to deliver future economic benefits or service potential is charged as an expense when it is incurred.

Measurement

Assets are carried on the Balance Sheet at fair value, determined as the amount that would be paid for the assets in its existing use.

Revaluation

All assets are formally revalued at least once every five years and the revised amount is then included in the Balance Sheet. Increases in valuations are matched by credits to the Revaluation Reserve to recognise unrealised gains. Where decreases in the value are identified these are accounted for by:

- writing down any balances on the Revaluation Reserve for that asset up to the accumulated gain,
- where there is no or insufficient balance on the Revaluation Reserve, the loss is charged against the relevant service line in the Comprehensive Income & Expenditure Statement.

Impairment

Assets are reviewed at each year end as to whether there is an indication that an asset may be impaired. Where indications exist, the recoverable amount of the asset is estimated and where this is less than the carrying amount, an impairment loss is recognised. Impairment losses are accounted for by:

- writing down any balances on the Revaluation Reserve for that asset up to the accumulated gain,
- where there is no or insufficient balance on the Revaluation Reserve, the impairment loss is charged against the relevant service line in the Comprehensive Income & Expenditure Statement.

Depreciation

Depreciation is provided on all Property, Plant & Equipment, on a straight-line basis over the expected life of the asset. Where an item of Property, Plant & Equipment has major components whose lives are different and whose costs are significant in relation to the total cost of the item, the components are depreciated separately.

Revaluation gains are also depreciated, with an amount equal to the difference between current value depreciation charged on assets and the depreciation that would have been chargeable on their historical cost being transferred each year from the Revaluation Reserve to the Capital Adjustment Account.

I) Reserves

Reserves are created by appropriating amounts out of the General Fund balance in the Movement in Reserves Statement. When expenditure to be financed from a reserve is incurred, it is included in the appropriate service in that year so as to be included in the Comprehensive Income & Expenditure Statement. The reserve is then appropriated back into the General Fund balance in the Movement in Reserves Statement so that there is no net charge against the Council Tax for the expenditure.

Reserves are categorised under accounting regulations into two broad categories:

- usable reserves, which are available to support services,
- unusable reserves, which are required to facilitate accounting requirements.

m) VAT

Income and expenditure excludes any amounts related to VAT, as all VAT collected is payable to HM Revenues & Customs (HMRC) and all VAT paid is recoverable from it.

2. Remuneration Report

SWestrans does not employ any staff; therefore, a Remuneration Report is not required for 2019/20.

Notes to the Accounts (continued)

3. Accounting Standards Issued & Not Yet Adopted

The Code requires the disclosure of information relating to the impact of an accounting change that will be required by a new standard that has been issued but not yet adopted.

IFRS 16 Leases will require local authorities that are lessees to recognise these leases on their balance sheets as right-of-use assets along with the corresponding lease liabilities, except for low value and short-term leases. As a result of the current Covid-19 response CIPFA/LASAAC have deferred implementation of IFRS 16 for local government to 1 April 2021.

There are no other accounting standards issued and not yet adopted that will have a material impact on the 2020/21 Annual Accounts.

4. Critical Judgements in Applying Accounting Policies

In applying the Accounting Policies in note 1, the Partnership has had to make certain judgements about complex transactions or those involving uncertainty about future events. The critical judgements made in the Statement of Accounts are:

- all leases involving the Partnership as lessor have been reviewed and it has been determined that the Partnership is not party to any finance leases.

5. Assumptions Made About the Future and Other Major Sources of Estimation Uncertainty

The Statement of Accounts contains estimated figures that are based on assumptions made by the Partnership about the future or that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because balances cannot be determined with certainty, actual results could be materially different from the assumptions and estimates.

There were no items in the Balance Sheet at 31 March 2020 for which there is a significant risk of material adjustment in the forthcoming financial year.

6. Events After the Balance Sheet Date

The unaudited Statement of Accounts were issued by the Treasurer on 19 June 2020. Events taking place after this date are not reflected in the financial statements or notes. There have been no material or non-material events since the date of the Balance Sheet, which have required the figures in the financial statements and notes to be adjusted.

7. Expenditure and Funding Analysis

The objective of the Expenditure and Funding Analysis is to demonstrate to council tax payers how the funding available to the Transport Authority (i.e. government grants, council tax and business rates) for the year has been used in providing services in comparison with those resources consumed or earned by partnership in accordance with generally accepted accounting practices. The Expenditure and Funding Analysis also shows how this expenditure is allocated for decision making purposes. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement.

Notes to the Accounts (continued)

| | 2018/19 Net Expenditure Chargeable to the General Fund £000 | 2018/19 Adjustments between the Funding and Accounting Basis £000 | 2018/19 Expenditure in the Comprehensive Income & Expenditure Statement £000 |
|---|--|---|---|
| SWestrans | 0 | 350 | 350 |
| Net Costs of Services | 0 | 350 | 350 |
| Other Operating Income & Expenditure | 0 | 0 | 0 |
| Taxation & Non-Specific Grant Income | 0 | 0 | 0 |
| (Surplus)/Deficit on the Provision of Services | 0 | 350 | 350 |

| | 2019/20 Net Expenditure Chargeable to the General Fund £000 | 2019/20 Adjustments between the Funding and Accounting Basis £000 | 2019/20 Expenditure in the Comprehensive Income & Expenditure Statement £000 |
|---|--|---|---|
| SWestrans | 0 | 324 | 324 |
| Net Costs of Services | 0 | 324 | 324 |
| (Gains) & losses on disposal of non-current assets | 0 | 136 | 136 |
| Capital grants & contributions | 0 | (190) | (190) |
| (Surplus)/Deficit on the Provision of Services | 0 | 270 | 270 |

8. Property, Plant & Equipment

The following table contains details on the movements on the Property, Plant & Equipment assets contained in the Balance Sheet.

| | 2018/19 Vehicles £000 | 2019/20 Vehicles £000 |
|---|-----------------------------|-----------------------------|
| Cost or Valuation | | |
| At 1 April | 3,475 | 3,475 |
| Additions | 0 | 190 |
| Disposals | 0 | (459) |
| At 31 March | 3,475 | 3,206 |
| Accumulated Depreciation at 1 April | (1,661) | (2,011) |
| Charge for year | (350) | (324) |
| Write Back on Disposal | 0 | 323 |
| Accumulated Depreciation at 31 March | (2,011) | (2,012) |
| Net Book Value at 31 March | 1,464 | 1,194 |

Notes to the Accounts (continued)

Depreciation

Depreciation has been provided for on non-current assets with a finite useful life, which can be determined at the time of acquisition or revaluation. The depreciation methods and useful lives used within each category of non-current assets have been determined on an individual asset basis in line with the Royal Institute of Chartered Surveyors (RICS) recommended practice. Vehicles are depreciated on a straight-line basis over up to 12 years.

9. Usable Reserves

Movements in the Transport Partnership's usable reserves are detailed in the Movement in Reserves Statement, the Partnership do not hold any usable reserves.

10. Unusable Reserves

Capital Adjustment Account

The Capital Adjustment Account absorbs the timing differences arising from the different arrangements for accounting for the consumption of non-current assets and for financing the acquisition, construction or enhancement of those assets under statutory provisions. The Account is debited with the cost of acquisition, construction or enhancement as depreciation, impairment losses and amortisations are charged to the Comprehensive Income & Expenditure Statement. The Account is credited with the amounts set aside by the Partnership as finance for the costs of acquisition, construction and enhancement.

| | 2018/19 £000 | 2019/20 £000 |
|---|-----------------|-----------------|
| Balance at 1 April | (1,789) | (1,439) |
| Assets Disposed of during the year | (0) | 136 |
| Depreciation of non-current assets | 350 | 324 |
| Capital grants & contributions credited to the Comprehensive Income & Expenditure Statement | (0) | (190) |
| Balance at 31 March | (1,439) | (1,169) |

Revaluation Reserve

The Revaluation Reserve contains the gains made by the Council arising from increases in the value of its Property, Plant & Equipment. The balance is reduced when assets with accumulated gains are:

- revalued downwards or impaired and the gains are lost,
- used in the provision of services and the gains are consumed through depreciation,
- disposed of and the gains are realised.

| | 2018/19 £000 | 2019/20 £000 |
|----------------------------|-----------------|-----------------|
| Balance at 1 April | (25) | (25) |
| Balance at 31 March | (25) | (25) |

11. Payments to Members

No payments were made to Members of the SWestrans Board during 2019/20 or 2018/19.

12. Audit Fees

The external audit fee payable for 2019/20 was £10,000 (£9,790 in 2018/19).

Notes to the Accounts (continued)

13. Grant Income

The Partnership credited the following grants and contributions to the Comprehensive Income & Expenditure Statement:

| | 2018/19 £000 | 2019/20 £000 |
|---|-----------------|-----------------|
| Credited to Taxation and Non Specific Grant Income | | |
| Capital grants & contributions | (0) | (190) |
| Total | (0) | (190) |
| Credited to Services | | |
| Scottish Government grants | (259) | (259) |
| Dumfries & Galloway Council service funding | (3,728) | (3,516) |
| Total | (3,987) | (3,775) |

14. Related Parties

The Transport Partnership is required to disclose material transactions with related bodies – bodies or individuals that have the potential to control or influence the Transport Partnership or to be controlled and influenced by the Transport Partnership.

Central Government

Central Government is responsible for providing the statutory framework, within which the Transport Partnership operates, provides some of its funding in the form of grants and prescribes the terms of many of the transactions that the Transport Partnership has with other parties. Details of Central Government Grants received are contained in Note 13 (grant income).

Other Public Bodies

Dumfries & Galloway Council is responsible for providing the funding for the day-to-day operation of the Transport Partnership under the Transport (Scotland) Act 2005. In 2019/20, the Council provided £100k (£100k in 2018/19) as match funding to a Scottish Government grant for core running costs, a capital grant of £18K (£233k 2018/19) and a further £3.042 Million (£3.395 Million in 2018/19) was requisitioned by the Transport Partnership to cover the operating costs for 2019/20. SWestrans does not employ its own staff and during 2019/20 Dumfries & Galloway Council charged SWestrans £117k (£167k in 2018/19) in respect of staff support, supplies and other support services.

15. Leases

Partnership as Lessor

SWestrans purchased 2 buses in 2019/20 (0 buses in 2018/19) and the buses are leased to private bus operators as part of specific route tenders. No income is received from these operating leases.

CAPITAL EXPENDITURE PROGRAMME 2019/20 OUTTURN REPORT

1. Reason for Report

To advise the Board of the outturn on the 2019/20 SWestrans Capital Programme.

2. Background

2.1 The funding allocation for SWestrans as agreed by Dumfries and Galloway Council on 28 February 2019 was £1,296K for 2019/20 and £800K per annum for 2020/21 to 2021/22 within an indicative 10-year Capital Investment Strategy.

2.2 At its meeting on 8 March 2019, the Board agreed allocations for the capital expenditure programme 2019/20. The agreed capital expenditure programme is shown in Table 1 below:

| <u>SWestrans Capital Programme 2019/20 – 2021/22</u> | Total Budget Allocated 2019/20 | Total Budget Allocated 2020/21 | Total Budget Allocated 2021/22 | Total |
|---|---------------------------------------|---------------------------------------|---------------------------------------|------------------|
| | £ | £ | £ | £ |
| Purchase of Accessible Buses | 240,000 | 240,000 | 300,000 | 780,000 |
| Bus Infrastructure | 50,000 | 50,000 | 100,000 | 200,000 |
| Rail Station Parking | 550,000 | 300,000 | 0 | 850,000 |
| Active Travel Projects | 456,000 | 210,000 | 400,000 | 1,066,000 |
| TOTAL | 1,296,000 | 800,000 | 800,000 | 2,896,000 |

Table 1 – SWestrans agreed Capital Programme 2019/20 – 2021/22

2.3 At its meeting on 20 September 2019, following the closure of the 2018/19 accounts, the Board were informed that the allocations had been amended to match the outturn position. The Board agreed virements of £10K be made from the STAG Studies element to the Active Travel Projects element and of £150K from the Active Travel Projects to the Purchase of Accessible Buses element of the programme. This is shown in Table 2 below:

| <u>SWestrans Capital Programme 2019/20 – 2021/22</u> | Total Budget Allocated 2019/20 | Total Budget Allocated 2020/21 | Total Budget Allocated 2021/22 | Total |
|---|---------------------------------------|---------------------------------------|---------------------------------------|------------------|
| | £ | £ | £ | £ |
| Purchase of Accessible Buses | 390,000 | 240,000 | 300,000 | 780,000 |
| Bus Infrastructure | 70,000 | 50,000 | 100,000 | 220,000 |
| Rail Station Parking | 554,000 | 300,000 | 0 | 854,000 |
| Active Travel Projects | 231,000 | 210,000 | 400,000 | 981,000 |
| TOTAL | 1,245,000 | 800,000 | 800,000 | 2,845,000 |

Table 2 – SWestrans amended Capital Programme 2019/20 – 2021/22

2.4 At its meeting on 24 January 2020, the Board were informed that there was a likelihood of slippage into 2020/21 on the Purchase of Accessible Bus and Rail Station Parking elements of the programme of £200,450 and £154,000 respectively.

3. Key Points

3.1 The outturn position for the financial year 2019/20 which achieved a total net spend of £604,168 is shown at the **Appendix**, and a summary is shown in Table 3 below:

| <u>SWestrans Capital Programme 2019/20</u> | Total Budget Allocated 2019/20 | Net Expenditure 2019/20 |
|---|---------------------------------------|--------------------------------|
| Purchase of Accessible Buses | 390,000 | 186,126 |
| Bus Infrastructure | 70,000 | 71,837 |
| Rail Station Parking | 554,000 | 48,144 |
| Active Travel Projects | 231,000 | 298,061 |
| TOTAL | 1,245,000 | 604,168 |

Table 3 – SWestrans Capital Programme 2019/20 outturn.

3.2 A short commentary on each element of the programme is given in the succeeding paragraphs.

3.3 Purchase of Accessible Buses – spend of £186,126. Two buses were delivered in October 2019 and are in-service on routes provided on SWestrans behalf by McCalls Coaches. A procurement was been undertaken for a further 2 buses and these were due to arrive in March 2020. As advised to the Board in January 2020, there had been supply-side issues with vehicle build and both vehicles would be delivered in 2020/21.

3.4 Bus Infrastructure – spend of £71,837. Spend on this element the programme included at-stop infrastructure and the purchase of Electronic Ticket Machines by operators through grant funding made available by SWestrans.

3.5 Rail Station Parking – spend of £48,144. The Board at its meetings throughout 2019/20 were updated on the stages required to progress parking options at Lockerbie Station and the agreed acquisition of land. Full planning permission was granted in March 2020 for the Sydney Place site and instruction for land purchase given. As indicated to the Board in January 2020, there was a likelihood that the full process would not be completed in 2019/20 and there would be some slippage on this element. This need for slippage was exacerbated by the impact of Covid-19 at the end of the financial year and is highlighted in the final spend.

3.6 Active Travel Projects – net spend of £298,061. A number of walking/cycling infrastructure opportunities to improve functional active travel were progressed with works completed including a new shared path link in Dumfries between Heston Avenue / Waverley Road and minor footway works to improve active travel accessibility in Dunscore, Minnigaff and Garlieston.

3.7 A total spend of some £182,404 was achieved against the direct funding provided by Scottish Government with £91,202 reclaimed as grant, this is summarised in Table 4 below. The works undertaken from this funding included improvements relating to Dumfries Learning Town, Strategic Minor Works and the Active Travel Disability Fund. Due the lateness of receipt of grant, it was not possible to achieve spend to the maximum amount available of £129,000. However, accrual of the remainder has been possible.

| Active Travel Scheme | Scottish Government/ SWestrans Funding | Gross Expenditure 2019/20 |
|---|---|------------------------------|
| Dumfries Learning Town | £60,000 | £56,154 |
| Cycle Parking at Transport Interchanges | £20,000 | £0 |
| Fund for Disabled People | £40,000 | in removal of barriers |
| Removing Barriers to Active Travel | £78,000 | £126,250 |
| Signage Programme | £60,000 | £0 |
| Total | £258,000 | £182,404 |

Table 4 – Active Travel Scheme Grant Funding outturn 2019/20

| 4. Implications | |
|------------------------|--|
| Financial | Total net spend of £604,168 was achieved against a budget of £1,245K with £640,832 carried forward to 2020/21. |
| Policy | None. |
| Equalities | None. |
| Climate Change | None. |
| Risk Management | None. |

5. Consultation

The Proper Officer (Finance) has been consulted and their comments incorporated.

6. Recommendation

Members of the Board are asked to note the outturn position on the 2019/20 SWestrans Capital Programme.

| | |
|---|--|
| Douglas Kirkpatrick – Report Author Tel:01387 260136 | Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
| Date of Report: 10 June 2020 File Ref: SW2/Meetings/2020 | |

Appendix – Capital Programme Outturn 2019/20

SWestrans Monitoring Capital Programme 2019/20

| | Total Revised Budget Allocated 2019/20 | Actual Gross Spend Through the Ledger 31/03/20 | Income Through Ledger 31/03/20 | Actual Net Spend 31/03/20 | Variance 2019/20 | (Slippage to) / Acceleration from 2020/21 |
|--|---|---|---|--|-----------------------------|--|
| Purchase of Accessible Buses | 390,000 | 189,740 | -3,615 | 186,126 | -203,874 | 203,874 |
| Bus Infrastructure (including shelters, PUDOs and RTI) | 70,000 | 71,837 | | 71,837 | 1,837 | -1,837 |
| Rail Station Parking | 554,000 | 48,144 | | 48,144 | -505,856 | 505,856 |
| Active Travel Projects | 231,000 | 389,263 | -91,202 | 298,061 | 67,061 | -67,061 |
| TOTAL | 1,245,000 | 698,984 | -94,817 | 604,168 | -640,832 | 640,832 |

2019/20 Funding Summary

| | |
|---|------------------|
| Swestrans Allocation as per Full Council 28 February 2019 | 1,296,000 |
| Add Slippage 2018/19 | 34,000 |
| Less Acceleration from 2019/20 | -85,000 |
| Total Allocation 2018/19 | 1,245,000 |

DRAFT CAPITAL EXPENDITURE PROGRAMME 2020/21 – 2022/23

1. Reason for Report

This report provides the Board with information on the proposed Capital Programme for 2020/21 to 2022/23.

2. Background

2.1 At its meeting on 27 February 2020, Dumfries and Galloway Council agreed a capital balanced budget for 2020/21 to 2022/23 within an indicative 10-year Capital Investment Strategy. The agreed funding allocation for Swestrans is £1,154K for 2020/21 and £800K per annum for 2021/22 and 2022/23

2.2 The funding allocation for 2020/21 includes slippage of £354k as reported to the Board on 24 January 2020. At the financial year end further slippage of £287k was reported, as indicated in a parallel report to this meeting, resulting in a revised budget of £1,441K for 2020/21.

3. Key Points

3.1 The draft capital programme for 2020/21 to 2022/23 is detailed in Table 1 below. This draft programme accounts for a reprofiling of monies from the Purchase of Accessible Buses element to Active Travel Projects element to meet anticipated spend on our agreed contribution to the DGRI mitigation works (£150K) and match funding requirement for Scottish Government active travel grant (£129K):

| <u>SWestrans Capital Programme 2020/21 – 2022/23</u> | Total Budget Allocated 2020/21 | Total Budget Allocated 2021/22 | Total Budget Allocated 2022/23 | Total |
|---|---------------------------------------|---------------------------------------|---------------------------------------|------------------|
| | £ | £ | £ | £ |
| Purchase of Accessible Buses | 293,875 | 240,000 | 300,000 | 833,875 |
| Bus Infrastructure | 48,163 | 50,000 | 100,000 | 198,163 |
| Rail Station Parking | 805,856 | 300,000 | 0 | 1,105,856 |
| Active Travel Projects | 292,938 | 210,000 | 400,000 | 902,938 |
| TOTAL | 1,440,832 | 800,000 | 800,000 | 3,040,832 |

Table 1 – SWestrans amended Capital Programme 2020/21 – 2022/23

3.2 Each of the elements of the proposed Capital Programme for 2020/21 is discussed briefly below and it is anticipated, at this stage, that full expenditure can be achieved in the coming financial year:

- Purchase of Accessible Buses – As advised at the Board meeting on 24 January 2020, the two 29 seat low floor vehicles ordered in 2019/20 will now be delivered in 2020/21 at a total cost is £284,796. An element of the slippage is allocated towards this spend.

- Bus Infrastructure – the agreed bus shelter renewal/replacement programme will continue.
- Rail Station Parking – the phases of new parking development at Lockerbie Station will continue within the 2020/21 financial year. The £300K allocation will be supplemented by £506K slippage from 2019/20 giving a total available for 2020/21 of £806K.
- Active Travel Projects – As indicated, a £150K of funding is earmarked for the SWestrans contribution to the DGRI mitigation works and this will be required in 2020/21. Work in partnership with Dumfries and Galloway Council will continue to develop and identify opportunities to assist in improving local walking and cycling schemes across the region including development of short path links between communities. It is anticipated that additional grant funding will be available from the Scottish Government in 2020/21 similar to that provided in 2018/19 and 2019/20 and this will require match from SWestrans to maximise spend opportunities.

| 4. Implications | |
|------------------------|--|
| Financial | Regular reports will be brought to the Board on the progress with the capital programme during 2020/21. |
| 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. |

5. Recommendation

Members of the Board are asked to agree the draft Capital Programme for 2020/21 to 2022/23 as outlined in Table 1.

| | |
|---|---|
| Douglas Kirkpatrick - Report Author Tel: 01387 260136 Date of Report: 5 March 2020 File Ref: SW2/meetings/2020 | Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
|---|---|

BOARD MEMBERSHIP UPDATE

1. Reason for Report

1.1 This report asks the Board to consider the reappointment of David Bryson to the SWestrans Board as the representative on behalf of NHS Dumfries and Galloway.

1.2 The report also provides the Board with an update regarding representation from the Local Enterprise Agency.

2. Background

2.1. The Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005 Schedule 2 – Constitution and Membership of Partnerships, provides the guidance for membership of the SWestrans Board.

2.2 The guidance provides for Dumfries and Galloway Council to appoint 5 board members and 5 substitute board members. There is provision for two external board members – one from the NHS and one from the local enterprise agency.

2.3 All the positions on the SWestrans Board are excluded positions under the terms of the Gender Representation on Public Boards (Scotland) Act 2018.

3. Considerations

External Member (NHS)

3.1 As advised on 14 July 2017, David Bryson's reappointment to the SWestrans board received the approval of Scottish Ministers on 26 May 2016. As External Members are appointed for a period of 4 years, the current period of appointment was due to end on 25 May 2020.

3.2 This matter was due to be considered at the meeting in March 2020 which was cancelled due to the COVID-19 Pandemic. Transport Scotland have advised that the period of appointment can be extended in order to complete the reappointment process, without any lapse of membership. This period of appointment will be the completion of his second term as both a Board Member and the Vice-Chair of SWestrans.

3.3 NHS Dumfries and Galloway have advised that they wish David Bryson to continue as their representative on the Board. In making this nomination the aims of the Gender Representation on Public Boards (Scotland) Act 2018 have been considered. It was felt that David continued to be the person most appropriate to undertake the role given his knowledge and responsibilities.

3.4 David Bryson is the General Manager – Facilities and Clinical Support Services for NHS Dumfries and Galloway.

3.5 David Bryson has been a Member of the SWestrans Board since 2012. He has provided significant input into the Board in matters relating to health, community

transport, public transport and active travel. He has undertaken the role of Vice-Chair and his chairing skills have been called on a number of occasions.

3.6 This report asks the Board to agree the continuation of David Bryson as the representative of NHS Dumfries and Galloway on the Board for a further four years.

3.7 The consent of Scottish Ministers is required following approval by the Board. The procedure specified by Scottish Government relating to reappointment of non-Councillor members requires that any submission for ministerial endorsement is accompanied by an appraisal of the member's suitability for reappointment.

3.8 The Board agreed at its meeting of 14 November 2014, as part of the reappointment procedures to adopt the "Assessment of Board Members Performance" template for the appraisal of External Board Members. Subject to the agreement of the Board arrangements will be made for this to be undertaken by the Chair with support from the Lead Officer and Secretary to the Board.

External Member (Local Enterprise Agency)

3.9 As advised to this Board on 13 December 2019, when nominating David Rennie to the Board, Scottish Enterprise acknowledged the introduction of South of Scotland Enterprise (SoSE) which will be operational from 1 April 2020. As such, they suggested that their nomination be considered as a temporary arrangement, until such time as SoSE is resourced and able to assume this responsibility. To this end, David Rennie would be able to attend the first two scheduled board meetings in 2020, and a view can be taken in April 2020 in advance of the June meeting.

3.10 As David Rennie has now left Scottish Enterprise and there is now one vacancy for a Local Enterprise Agency representation on the board.

3.11 Scottish Enterprise requested that contact should be made with SoSE as to whether they wished to undertake representation on behalf of the Local Enterprise Agency on our Board.

3.12 Therefore the Secretary wrote to the Director of Strategy, Partnerships and Engagement from South of Scotland Enterprise in order to confirm whether they wish to take up the position, and if so to provide details of a nomination for approval of the board. Ministerial approval would then be sought.

3.13 SoSE have confirmed their interest in taking up the place on the Board and details of a nomination are awaited.

Vice-Chair

3.14 Standing Orders and Paragraph 4(2) of Schedule 2 to the Regional Transport Partnerships (Establishment, Constitution and Membership) (Scotland) Order 2005 Regional outline that the position of both Chairs and Vice-Chairs can be held for two continuous terms.

3.15 Advice has been sought and Council terms would not apply to External Members. Therefore, the position of Vice-Chair will become vacant when Ministerial approval is received for David Bryson's third term of appointment.

3.16 It is important to ensure that all Board Members have the opportunity to be considered as Vice-Chair, Therefore it is proposed that this position would not be filled until there is representation on the Board from South of Scotland Enterprise.

3.17 This approach follows previous practice when the Chair of SWestrans resigned in May 2014. The appointment of Chair was not considered at the next meeting of 12 June 2014 but waited until 11 July 2014, which allowed for the filling of the vacancy on the Board by Dumfries and Galloway Council on 26 June 2014.

4. Consultations

This is a procedural report and appropriate consultation has been undertaken.

5. Implications

| | |
|------------------------|---------------------------------|
| Financial | No financial implications |
| Policy | No policy implications |
| Equalities | No equalities implications |
| Climate Change | No climate change implications |
| Risk Management | No risk management implications |

6. Recommendations

Members of the Board are asked to:

6.1 approve the re-appointment of David Bryson to the SWestrans board on behalf of NHS Dumfries and Galloway for a further four years, noting that this is subject to an appraisal submission and the consent of Scottish Ministers; and

6.2 note the update provided on South of Scotland Enterprise representation on the SWestrans Board.

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

Date of Report: 10 June 2020
File Ref:

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

SWESTRANS ANNUAL REPORT 2018/19

1. Reason for Report

To agree the SWestrans Annual Report 2018/19.

2. Background

2.1 The former Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers.

2.2 The report should cover the operational and financial year from 1 April to 31 March. It should include a report of performance against the objectives, targets and performance indicators set out in the Regional Transport Strategy and should be sent to constituent Councils and others who have provided funding.

3. Key Points

3.1 The draft Annual Report 2018/19 is attached as the **Appendix** to this report.

3.2 It is intended that the Annual Report would be submitted to Scottish Ministers as set out in the guidance referred to in paragraph 2.1.

| 4. Implications | |
|------------------------|--|
| Financial | There are no financial implications. |
| Policy | This report complies with our policy requirements. |
| Equalities | There are no equalities implications. |
| Climate Change | There are no climate change implications. |
| Risk Management | The Annual Plan relates to the known risks: R03 – Strategic direction R05 – RTS delivery |

5. Recommendation

Members of the Board are asked to agree the SWestrans Annual Report for 2018/19 as attached at the Appendix.

| | |
|--|--|
| Report Author: Josef Coombey | Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
| Date of Report: 7 June 2020 File Ref: SW2/meetings/2020 | |

APPENDIX – SWestrans Annual Report 2018/19



ANNUAL REPORT

2018/19

The Annual Report of the South West of Scotland Transport Partnership, outlining its resources and outputs for financial year 2018/19.

March 2020

Annual Report

1. FOREWORD

This is the annual report of the South West of Scotland Regional Transport Partnership (SWestrans), which details the resource utilisation and activities of the Regional Transport Partnership for the financial year 2018/19.

As a Model 3 Scottish Regional Transport Partnership, SWestrans has responsibility for procuring socially necessary public transport for the Dumfries and Galloway region. The work of the South West of Scotland Transport Partnership during 2018/19 was again a balance of service provision through its revenue budget, and service development through capital budgets.

As in previous years, the Partnership undertook a range of initiatives covering a number of transport modes, which sought to address the key locations, sectors and themes identified in the Regional Transport Strategy. The Partnership's officers and Board members have continued to participate in the development of active travel, bus, rail, road and in the refresh of the National Transport Strategy amongst many other initiatives.

A balance

of service provision through its revenue budget, and service development through capital budgets.

2. INTRODUCTION

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

The SWestrans area is the same as that covered by Dumfries and Galloway Council and NHS Dumfries and Galloway.

A statutory requirement of the Transport (Scotland) Act 2005 is that each Regional Transport Partnership produces a Regional Transport Strategy (RTS). SWestrans Regional Transport Strategy was agreed by the SWestrans Board on

25 April 2008 after an extensive consultation exercise, and approved by Scottish Ministers in June 2008. The RTS Delivery Plan was agreed by the Board on 27 March 2009.

The Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers. The report should cover the operational and financial year to 31 March. It should include a report of performance against the objectives, targets and performance indicators set out in the RTS and should be sent to constituent Councils and others who have provided funding. This report covers the period from 1 April 2018 to 31 March 2019.

SWestrans is subject to additional reporting requirements in respect of:

- Public Sector Equalities Duties.
- Public Sector Climate Change Duties.
- Public Sector Reform Act 2010.
- Public Sector Records Management.
- Freedom of Information.
- Publication Scheme.

This Annual Report is an integrated report in respect of these additional statutory and voluntary reporting requirements.

3. THE BOARD

3.1 Members

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

The Members of the SWestrans Board on 1 April 2018 were:

- Andrew Wood (Chairman) - Dumfries & Galloway Council
- David Bryson (Vice Chairman) - External Member (NHS Dumfries & Galloway)
- Alistair McKinnon – External Member (Scottish Enterprise)
- Richard Brodie – Dumfries & Galloway Council
- John Campbell – Dumfries & Galloway Council
- Adam Wilson – Dumfries & Galloway Council
- Davie Stitt – Dumfries & Galloway Council

The 5 Council Member substitutes on 1 April 2018 were:

- Ian Carruthers
- Archie Dryburgh
- Andrew Giusti
- Sean Marshall
- Ronnie Tait

3.2 Observers

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

SWestrans has adopted an inclusive approach to requests for Observer status. The benefit of this is a wide range of sector interests and specialist expertise is available to the Board.

The list of Observers on 31 March 2019 was as follows:

- David Anderson
- Beverley Armstrong Dumfries & Galloway College
- June Hay Outdoor Access Forum
- Audrey Laidlaw Network Rail
- Hugh McCreadie
- John McCutcheon Stranraer Town and Rural Trust
- Fraser Smith Stagecoach Scotland
- Graham Whiteley
- Rhian Davies Sustrans
- Christopher Craig Thornhill Station Action Group

The majority of Observers receive Board Papers electronically.

4. MEETINGS

4.1 Dates

Meetings of the Board are generally held every second month, with provision for special meetings where urgent business needs to be discussed. Meetings were held on the following dates:

- 17 April 2018 - Council Offices, English Street, Dumfries
- 08 May 2018 – Council Offices, English Street, Dumfries
- 29 June 2018 – Buccleuch Centre, Langholm
- 21 September 2018 – Council Offices, English Street, Dumfries
- 31 October 2018 – Council Offices, Buccleuch Street, Dumfries
- 18 January 2019 – Cargen Tower, Dumfries
- 08 March 2019- Cargen Tower, Dumfries

4.2 Agendas

| Item | 17 April 2018 |
|------|---|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Board Membership |
| 4 | Any Other Business Which The Chairman May Decide Is Urgent Due To The Need For A Decision |
| 5 | Local Bus Services- Sustainability |

| Item | 08 May 2018 |
|------|-------------------------------------|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Minutes of Meeting on 09 March 2018 |
| 4 | Minutes of Meeting on 17 April 2018 |
| 5 | Councillors Code of Conduct Update |

| | |
|----|---|
| 6 | Capital Expenditure Programme- Lockerbie Station Parking |
| 7 | Rail Update |
| 8 | STAG Appraisals Update |
| 9 | Local Bus Service 101/102- Dumfries to Edinburgh |
| 10 | Borders Transport Corridor Update |
| 11 | Consultations |
| 12 | Any Other Business Which The Chairman May Decide Is Urgent Due To The Need For A Decision |
| 13 | Local Bus Services- Sustainability |

| Item | 29 June 2018 |
|-------------|--|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Minutes of Meeting on 08 May 2018 |
| 4 | Revenue Budget Outturn Report 2017/18 |
| 5 | Revenue Budget Monitoring Report 2017/18 for Period Ending 31 May 2018 |
| 6 | Draft Annual Unaudited Accounts 2017/18 |
| 7 | Capital Expenditure Programme 2017/18 Outturn Report |
| 8 | Capital Expenditure Programme 2018/19- Bus Shelters and Short Paths |
| 9 | Board Meeting Arrangements |
| 10 | Transport (Scotland) Bill |
| 11 | Active Travel Task Force |
| 12 | STAG Appraisals Update |
| 13 | Scottish Youth Parliament Community Rail Partnership |
| 14 | Local Bus Services Timetable Changes |

| | |
|----|---|
| 15 | Public Social Partnership Update |
| 16 | Any Other Business Which The Chairman May Decide Is Urgent Due To The Need For A Decision |
| 17 | Local Bus Service 101/102 Dumfries to Edinburgh |

| Item | 21 September 2018 |
|------|--|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Minutes of Meeting on 29 June 2018 |
| 4 | Revenue Budget Monitoring Report 2018/19 for Period Ending 31 August 2018 |
| 5 | Report by External Audit on the 2017/18 Audit of South West Scotland Transport Partnership |
| 6 | The Gender Representation on Public Boards (Scotland) Act 2018 Update |
| 7 | Dementia Friendly Communities |
| 8 | Community Engagement and Consultation Strategy |
| 9 | Risk Management |
| 10 | Capital Expenditure Programme 2018/19 Update |
| 11 | Transport (Scotland) Bill- Call for Evidence |
| 12 | STAG Appraisals Update |
| 13 | Station Travel Plans |
| 14 | Local Bus Services Update |

| Item | 31 October 2018 |
|------|---|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Minutes of Meeting on 21 September 2018 |

| | |
|----|---|
| 4 | Calendar of Meetings Update |
| 5 | Climate Change Duties Reporting 2017/18 |
| 6 | Ayr Railway Station Update |
| 7 | Capital Expenditure Programme 2018/19 Update |
| 8 | Local Bus Service X95 Galashiels- Glasgow- Langholm |
| 9 | Local Bus Service 101/102 Dumfries to Edinburgh |
| 10 | Local Bus Services Sanquhar/Kirkconnel |
| 11 | Public Social Partnership Update |
| 12 | Any Other Business Which The Chairman May Decide Is Urgent Due To The Need For A Decision |
| 13 | Local Bus Services Contract Sustainability |

| Item | 18 January 2019 |
|-------------|---|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Minutes of Meeting on 31 October 2018 |
| 4 | Abellio Scotrail Franchise Update |
| 5 | Revenue Budget Monitoring Report 2017/18 for Period Ending 31 December 2018 |
| 6 | Community Engagement and Consultation Strategy |
| 7 | Risk Management |
| 8 | Capital Expenditure Programme 2018/19- Update |
| 9 | STAG Appraisals Update |
| 10 | Local Bus Services- Nith Valley Late Evening Journeys |
| 11 | National Council of Rural Advisors- The Future of the Rural Economy in Scotland |
| 12 | Electric Bikes |
| 13 | External Board Member- Scottish Enterprise |

| | |
|----|---|
| 14 | Any Other Business Which The Chairman May Decide Is Urgent Due To The Need For A Decision |
| 15 | Local Bus Services- Contract Sustainability |
| 16 | Budget Considerations |

| Item | 08 March 2019 |
|------|---|
| 1 | Sederunt and Apologies |
| 2 | Declarations of Interest |
| 3 | Minutes of Meeting on 18 January 2019 |
| 4 | Draft Revenue Expenditure Budget 2019/20 |
| 5 | Capital Expenditure Programme 2019/20 – 2021/22 |
| 6 | External Audit Plan 2018/19 |
| 7 | Local Bus Service- Nith Valley Late Evening Journey |
| 8 | SWestrans Annual Report 2017/18 |
| 9 | STAG Appraisals Update |
| 10 | Public Social Partnership Update |
| 11 | Any Other Business Which The Chairman May Decide Is Urgent Due To The Need For A Decision |
| 12 | Local Bus Considerations |

4.3 Attendance

Attendance at meetings is shown in the following table:

| ATTENDANCE AT MEETINGS | | 17 April 2018 | 08 May 2018 | 29 June 2018 | 21 September 2018 | 31 October 2018 | 18 January 2019 | 08 March 2019 |
|--------------------------------|---------------------|------------------|----------------|-----------------|-------------------------|-----------------------|-----------------------|------------------|
| Members and Substitutes | | | | | | | | |
| Andrew Wood (Chair) | D&G Council | ✓ | ✓ | ✓ | Apol | ✓ | ✓ | ✓ |
| David Bryson (Vice Chair) | NHS D&G | ✓ | Apol | ✓ | ✓ | Apol | Apol | ✓ |
| Richard Brodie | D&G Council | ✓ | Apol | ✓ | ✓ | Apol | ✓ | ✓ |
| John Campbell | D&G Council | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Alistair McKinnon | Scottish Enterprise | Apol | ✓ | ✓ | Apol | ✓ | Apol | ✓ |
| David Stitt | D&G Council | ✓ | Apol | Apol | ✓ | ✓ | ✓ | ✓ |
| Adam Wilson | D&G Council | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Apol |
| Ronnie Tait (sub) | D&G Council | | ✓ | | | ✓ | | |
| Sean Marshall (sub) | D&G Council | | ✓ | | | | | |
| Archie Dryburgh (sub) | D&G Council | | | ✓ | | | | |

| | | 17 April 2018 | 08 May 2018 | 29 June 2018 | 21 September 2018 | 31 October 2018 | 18 January 2019 | 08 March 2019 |
|-------------------|---|------------------|----------------|-----------------|-------------------------|-----------------------|-----------------------|---------------------|
| Observers | | | | | | | | |
| David Anderson | | | | | ✓ | | ✓ | ✓ |
| Beverly Armstrong | Dumfries and Galloway College | | | | | | | |
| Christopher Craig | Thornhill Station Action Group | | | ✓ | ✓ | ✓ | ✓ | |
| Rhian Davies | Sustrans | | | | | | | |
| June Hay | Outdoor Access Forum | | ✓ | | ✓ | ✓ | ✓ | |
| Audrey Laidlaw | Network Rail | | | | | | | |
| Hugh McCreadie | Lochside & Woodlands Community Council | | ✓ | | | ✓ | | ✓ |
| Fraser Smith | Stagecoach West Scotland | | ✓ | | ✓ | | | |
| Graham Whiteley | | | ✓ | | ✓ | | | |
| John McCutcheon | Stranraer Town and Rural Trust | | | | | | | |

| | | 17 April 2018 | 08 May 2018 | 29 June 2018 | 21 September 2018 | 31 October 2018 | 18 January 2019 | 08 March 2019 |
|-------------------------------|-------------------------------|------------------|----------------|-----------------|-------------------------|-----------------------|-----------------------|---------------------|
| Officials and Advisors | | | | | | | | |
| Josef Coombey | SWestrans | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ |
| Kirsty Dunsmore | SWestrans | ✓ | ✓ | ✓ | ✓ | ✓ | | |
| Douglas Kirkpatrick | SWestrans | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Claire Rogerson | Dumfries and Galloway Council | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Rebecca Scott | Dumfries and Galloway Council | ✓ | ✓ | ✓ | ✓ | n/a | n/a | n/a |
| Janet Sutton | Dumfries and Galloway Council | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |

| | | 17 April 2018 | 08 May 2018 | 29 June 2018 | 21 September 2018 | 31 October 2018 | 18 January 2019 | 08 March 2019 |
|----------------------|--------------------------------|------------------|----------------|-----------------|-------------------------|-----------------------|-----------------------|---------------------|
| In Attendance | | | | | | | | |
| Martin Brown | Beattock Station Action Group | | ✓ | | ✓ | | | ✓ |
| John Holroyd | A76 Action Group | | | | | | | ✓ |
| Kenny Laidlaw | Stagecoach West Scotland | | ✓ | | | | ✓ | ✓ |
| Ewan Tait | Abelio Scotrail | | | | | | ✓ | |
| David Formstone | | | ✓ | | | | ✓ | |
| Lynn Wilson | South West Scotland CRP | | | | ✓ | | | |
| Jim Dempster | D&G Council | | | | ✓ | | | |
| Caroline Buck | Track and Trails | | | | | ✓ | | |
| Linda Craft | Thornhill Station Action Group | | | | | ✓ | | |

5. GOVERNANCE

5.1 Members

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

5.2 Key Governance Documentation

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

- Standing Orders.
- Financial Regulations and Financial Codes.
- Procurement Standing Orders.
- Members' Code of Conduct.
- Guidance for Observers.

5.3 Annual Accounts 2017/18

Draft Annual Accounts for 2017/18 were considered by the SWestrans Board at its meeting on 29 June 2018. These were prepared to comply with International Financial Reporting Standards and proper accounting Practice. The draft unaudited accounts were submitted prior to the statutory deadline of 30 June 2018, and to Grant Thornton, who are the appointed external auditors for SWestrans. The draft accounts were also made available for public inspection for a three week period from 1- 21 July 2018 at Council libraries, at the Council headquarters in English Street, Dumfries and at the Council's Annan, Langholm, Kirkcudbright and Stranraer Area offices. The draft accounts were also published on the SWestrans website and the Council's website during this period. The Final Accounts were received by the Board at its meeting on 21 September 2018 prior to being signed by the Treasurer.

Revenue Expenditure

The expenditure for 2018/19 was £4,899,366. This was funded by:

- Grants from the Scottish Government totalling £259,250 for core costs and the progression of the Regional Transport Strategy;

- Dumfries and Galloway Council also contributed £100,000 to the core running costs, £349,722 towards depreciation of assets and £3,395,741 in respect of payments made to Bus Contractors and £232,660 capital grant; and
- Other contributions totalling £561,993 which included Dumfries and Galloway College (£191,668), Strathclyde Passenger Transport (£215,723), Scottish Borders Council (£78,970), NHS Dumfries and Galloway (£70,000) and Barony College (£5,632).

5.4 Internal Audit

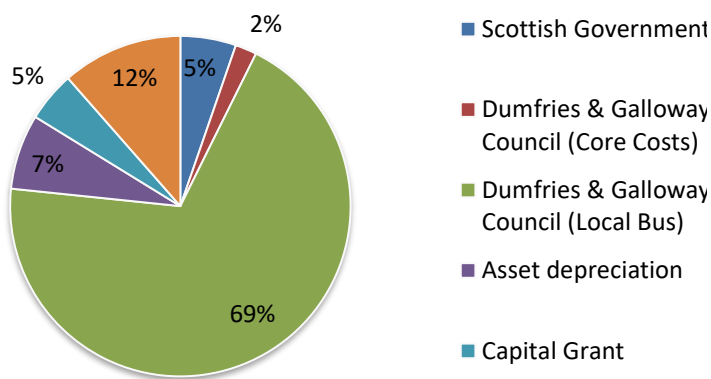
No internal audit was carried out during 2018/19.

5.5 External Audit

Audit of Accounts

Regulation 6 of the Local Authority Accounts (Scotland) Regulations 1985 (as amended) requires that a certified abstract of accounts and the external auditor's report to Board Members on those accounts should be laid before a meeting of the Board no later than two months following their receipt. The partnership's external auditors for 2018/19 were Grant Thornton UK LLP.

SWestrans Funding Sources 2018/19



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

The International Standard on Auditing 260 (ISA 260) requires auditors to communicate matters relating to the audit of the financial statements to those charged with the governance of a body in sufficient time to enable appropriate action. The

Senior Audit Manager therefore provided a report to the Board highlighting the points arising from his team's work.

The external auditor's report on the audit of SWestrans' 2017/18 Annual Accounts to the Board, (in line with the requirements of the International Standard on Auditing 260 (ISA 260)), was approved by the Board on 21 September 2018, prior to the deadline of 30 September 2018.

The Independent Auditor's Report to the Members of the South West of Scotland Transport Partnership and the Accounts Commission for Scotland indicates that the Partnership's financial statements give a true and fair view and have been properly prepared in accordance with the Local Government (Scotland) Act 1973.

The International Standard on Auditing 580 (ISA 580) requires auditors to obtain assurances from the proper officer on certain issues relating to the annual accounts. Following approval by the Chairman on behalf of the Board, the Senior Audit Manager signed off the audit certificate.

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

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

5.6 Performance Management

A comprehensive Performance Management Framework has been developed for monitoring and reporting the achievement of SWestrans' strategic objectives.

The elements of the Performance Management Framework include:

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

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

6. FUNCTIONS

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

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

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

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

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

7. STAFFING AND RESOURCES

7.1 Key Staff

SWestrans employs no staff directly. Staff are employed by Dumfries and Galloway Council on behalf of SWestrans, and either attached to the Partnership, or provide significant support to it in addition to their Council roles. During 2018/19 these staff resources included:

- Lead Officer – Douglas Kirkpatrick
- Finance Officer – Janet Sutton
- Policy and Projects Officer – Josef Coombey
- Policy and Projects Officer – Kirsty Dunsmore

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

7.2 Other Business Needs

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

- Human Resources.
- Financial and Legal Services.
- Governance Support.
- Communications and Office Accommodation.
- Technology Solutions and Business Support.

7.3 Secretary to the Board

The Transport (Scotland) Act 2005 requires a Regional Transport Partnership to appoint a Secretary to the Board. This function is fulfilled by Claire Rogerson a Governance Officer from Dumfries and Galloway Council's Democratic Services.

7.4 Chairman of the Board

Andrew Wood was the Chairman of the Board for the 2018/19 period, being appointed by the SWestrans Board on 30 June 2017. The Chairman represents SWestrans on the Dumfries and Galloway Strategic Partnership.

7.5 Vice-Chairman of the Board

David Bryson was the Vice-Chairman of the Board for the 2018/19 period, appointed to this position by the SWestrans Board in July 2012.

8. STRATEGY, POLICY, LOBBYING AND ENGAGEMENT

The Regional Transport Strategy

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

It was agreed in July 2016 that SWestrans undertake a refresh to the text of its RTS with an update to reflect key policy changes and the refresh of the National Transport Strategy (completed January 2016). The accompanying Delivery Plan would also be refreshed to better reflect current local, regional and national strategies, plans and programme, e.g. the Regional Economic Strategy, the Anti-Poverty Strategy and Health & Social Care Strategic Plan.

South West Scotland Transport Study



The Transport Minister, Mr Humza Yousaf MSP, announced at the Dumfries and Galloway Transport Summit in August 2016, a full review of the National Transport Strategy (NTS). This full review of the NTS is considered to have significant impact on the refresh of the SWestrans RTS which will be required to align our regional delivery to the national vision, strategy and outcomes.

In September 2017, the Board agreed a proposed timetable for the refresh of the RTS, however this timetable changed in 2018/19 following correspondence from the Transport Minister at the time, Humza Yousaf MSP, and his successor Michael Matheson MSP.

South West Scotland Transport Study

The 2017-18 Programme for Government re-affirmed the Scottish Government's commitment to commence work for the second Strategic Transport Projects Review (STPR2). It further set out that Transport Scotland will commence work for STPR2 in the Dumfries and Galloway area.

A Client Working Group (consisting of Transport Scotland, Dumfries and Galloway Council, South Ayrshire Council, East Ayrshire Council, SWestrans and SPT) was formed in late 2017 with a view to overseeing the this STPR2 work and the delivery of the South West Scotland - Initial Appraisal: Case for Change study.

The South West Scotland - Initial Appraisal: Case for Change study is undertaken using Scottish Transport Appraisal Guidance (STAG) and followed a similar format to the Borders Transport Corridors work which was reported to the SWestrans Board at its meeting on 8 May 2018. It considers cross modal problems and opportunities with the transport provision within South West Scotland, as well as the area's linkages to the key external markets of Glasgow, Edinburgh, Belfast and Northern England

This study will provide substantive input to the forthcoming STPR2 and the methodology, working and data gathered will be prepared such that it can be easily shared with other parties appointed to undertake the national review.

8.2 Key Locations

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

Dumfries

SWestrans continued to work in partnership with Dumfries and Galloway Council to investigate and seek improved links to and from Dumfries. Particularly in relation to the real and perceived transport constraints that also restrict economic development, these being:

- Lack of access to West Coast Main Line passenger and freight services;
- Relatively slow rail links from Dumfries to the Central Belt;
- Poor quality of trunk road linkages between Dumfries and the A74(M).

Stranraer and Loch Ryan

The Regional Transport Strategy and Delivery Plan include aspirations for developments within Stranraer. The details for these aspirations continue to be developed to integrate with and run in parallel with Dumfries and Galloway Council projects.

Work continued on the South West Scotland Transport Study which includes a strong focus on access to the ports at Cairnryan.

The South West Scotland Community Rail Partnership continued to be active in 2018/19.

Gretna, Lockerbie, Annan Triangle

Lockerbie is the region's only main line station and is a key regional gateway and point of connection to the Central Belt and into England. The planned development of further car parking spaces through re-configuration of the existing car park at the Station and potential purchase of land continued during the year.

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.

The Board were informed at its meeting on 21 September 2018 that a report was being considered by Dumfries and Galloway Council's Strategic Asset Board (SAB). The SAB required to agree in principle the purchase of land prior to land negotiations commencing and before the purchase could be agreed by the SWestrans Board and a Council Committee in November 2018.

SAB agreed the following recommendations:

- the acquisition of the land at Sydney Place for the purpose of providing car parking for Lockerbie Rail Station; and
- 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.

Thereafter design, planning and land purchase negotiations continued throughout the remainder of 2018/19.

Remote Rural Communities

As a Model 3 Regional Transport Partnership, SWestrans is responsible for procuring socially necessary public transport services. Most of the region is rural, and with some 54% of the bus network (including Dumfries) requiring subsidy, SWestrans provides vital lifeline connectivity and social inclusion to many communities.

There are a small number of local bus operators serving Dumfries and Galloway and once again this year the Board and officers were greatly exercised by the ongoing sustainability issues that these operators face. It has become apparent from the issues being faced by operators and the low uptake in the most rural areas, particularly outside of the standard work peaks, that bus services are fragile in areas of the region and cannot sustain a traditional bus service.

Throughout 2018/19 work has continued on social/community transport through the public social partnership (PSP). Further information on the PSP work undertaken in 2018/19 is included within the Community Transport section reported under 8.3 Key Sectors/Themes.

8.3 Key Sectors/Themes

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

Roads

The RTS Delivery Plan includes a commitment to securing five additional overtaking opportunities on the A75 and A77.

The RTS Objective to Improve Transport Links is reflected within the Monitoring Framework for the Regional Transport Strategy and Delivery Plan which includes as an indicator 'Percentage of Local Authority Road network classified as Red or Amber by the Scottish Road Maintenance Condition Survey' from Table 5.6 of Scottish Transport Statistics.

The Lead Officer continues to participate in meetings of the A76 Corridor Partnership, a joint initiative between Dumfries and Galloway and East Ayrshire Councils, with support from SWestrans and SPT.

Bus

Local bus service provision continued to face a number of significant challenges in 2018/19 year.

Sustainability issues regarding local bus services were raised by bus operators in March 2018. The Board agreed a course of action to maintain local bus services and prevent the return of contracts. Changes to the local bus network were put in place in July 2018 and impacted the following services:

- Dumfries Town all routes
- 221 Wanlockhead to Kirkconnel
- 246 Cumnock to Dumfries
- 500 Dumfries to Stranraer

In March 2018, SWestrans were made aware of Scottish Borders Council's decision to reduce their funding contribution of the strategic bus service between Dumfries to Edinburgh (101/102 which also serves Thornhill and Moffat) by approximately £100K whilst still providing an alternative for the majority of their residents utilising other existing routes. As the lead partner of this contract, SWestrans had to undertake a significant amount of work to ensure that this bus link was not lost. The service, with a considerable reduction to the previous service level, was implemented in August 2018.

SWestrans continued its programme of bus shelter replacement and improvement during 2018/19, with new and valued improvements in a number of locations. There

continues to be considerable demand across the region for new infrastructure, and the programme will continue as a key element of SWestrans' Capital Programme going forward.

Rail

SWestrans is a member of the West Coast Rail 250 Group, which brings together interested stakeholders to lobby for improvements to and on the West Coast Main Line.

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

The primary community pressure regarding rail travel has been for new stations at Beattock, Thornhill and Eastriggs. Work continued on the potential development of these rail stations for Dumfries and Galloway. At its meeting on 22 September 2017, the Board agreed to progress to the next stage in the process – STAG 2 appraisals – for the Thornhill, Eastriggs and Beattock areas. The Part 2 Appraisal includes detailed analysis of an option's performance against:

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

As required by the guidance, the STAG Part 2 Appraisals are being undertaken as fully multi-modal appraisals. In January 2019 public drop-in events were held in each of the three study areas with online engagement based on the information on display at these events also available for a number of weeks. The number of survey responses as part of this engagement indicated a high level of interest (and expectation) within each of the communities. Work on the three STAG Part 2 studies, are due to be completed in April 2019.

Community Transport / Public Social Partnership

Community Transport provides an important element of transport provision in a rural region such as Dumfries and Galloway, often delivering a service which no other provider can meet.

Progress has continued to develop a Public Social Partnership for social/community transport (PSP).

The PSP is a multi-agency partnership between Dumfries and Galloway Council, SWestrans, NHS Dumfries and Galloway and the Community Transport operators/Third Sector, Dumfries and Galloway. The specific aims of this PSP are to develop a genuine and lasting partnership to support the remodelling of the Commissioner(s) transport services and to build the capacity of the community transport sector to be able to deliver these services in the future by:

- Understanding the market
- Increasing capability and capacity
- Responding to changing demand

The work to redesign services continued to be driven by the Steering Group which has representation from the Community Transport Association, Third Sector Dumfries and Galloway, Dumfries and Galloway Council, NHS Dumfries and Galloway, SWestrans, Annandale Community Transport Services, Strathclyde Partnership for Transport and Glenkens Transport Initiative.

Three work streams were developed to progress the PSP:

- Work Stream 1 - Transport Service Developments
- Work Stream 2 - Health and Social Care Transport Solutions
- Work Stream 3 - Capability and Capacity building

Within the three work streams a number of pilot projects have become operational:

- Out of region health appointments has commenced with Annandale Community Transport Services (ACTS) and Glenkens Transport Initiative (GTI) delivering this pilot making use of volunteer drivers, activity to end March 2019 was:
 - 99 passengers, 156 journeys, 539 volunteer hours
 - 63% of passengers aged 70+
 - 54% attending Glasgow Hospitals

- Demand Responsive Transport (DRT) for local Hospital Appointments – ACTS and GTI delivering this pilot making use of volunteer drivers, activity to end March 2019 was:
 - 127 passengers, 254 passenger journeys, 542 volunteer hours
 - 73% of passengers aged 75+
 - 58% cannot access/use Public Transport
- Community Transport involvement in low-use local bus routes in the Stewartry. Local bus service 517 Borgue and Brighthouse Bay is now being operated by GTI with the 3 drivers employed to run this service going through the D1 Training Programme. Consultation was undertaken with the local community to re-design the service with the new 517 timetable becoming operational in March 2019.

In Annandale and Eskdale a public engagement was carried out for the local bus service 384 Waterbeck/Middlebie to Annan.
- Develop a Health and Social Care Transport Hub – work continues with the NHS to set up the transport hub and it is hoped further funding will be secured to roll out this project in 2019/20
- Building capability and capacity of Community Transport- a quality framework has been adopted by two organisations, GTI and ACTS. By the end of March 2019, 7 candidates had completed the D1 training programme with 3 now in employment delivering the 517 local bus service.

The PSP Steering Group agreed that the lead partner of the project, Third Sector Dumfries and Galloway create and publish press releases to promote both the launch and ongoing work of the selected pilots of the PSP. This will include the advertisement of the Community Transport Dumfries and Galloway website which can be accessed at: <http://communitytransportdg.co.uk/>

Graham Dunn Project Manager for the PSP was appointed in April 2018 and continues the work of the PSP with direction from the Steering Group.

Aviation

SWestrans provides officer support for Dumfries and Galloway Council and SWestrans representatives on the Glasgow Prestwick Airport Consultative Committee (GPACC).

Walking and Cycling

During 2018/19 SWestrans continued to fund active travel infrastructure through its Capital Programme.

Health

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

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

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

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

8.4 Community Planning

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

8.5 RTS Monitoring and Review

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

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

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

There is an acknowledged issue with reporting progress against achievement of the RTS to the Board. A baseline year of 2007 has been identified as this was the year in

which the Regional Transport Strategy (including the RTS Objectives) was originally agreed by the Board.

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

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

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

- indication of stabilisation of the percentage of the Local Authority road network classified as red or amber by the Scottish Road Maintenance Condition Survey after some decline.
- no reversal of the reduction in number of ferry services per week following the relocation of Stena Line and related introduction of larger ships.
- an increase in the percentage of children travelling actively to school.
- stabilised carbon dioxide emissions from transport in Dumfries & Galloway.

Scottish Transport Appraisal Guidance (STAG) states that Transport Planning Objectives should be expressed with SMART principles in mind. That is to say, that Objectives should be Specific, Measurable, Attainable, Relevant, and Timed. It is intended that any future refresh of the Regional Transport Strategy would re-examine the RTS Objectives with respect to these SMART principles. This will facilitate the setting of a more focussed basket of indicators.

8.6 Consultations

SWestrans contributed to three consultations during the reporting year:

| Consultation | Reported |
|--|----------------|
| A Connected Scotland – Tackling Social Isolation and Loneliness and Building Stronger Social Connections | May 2018 |
| Consultation on the use of section 19 and section 22 permits for road passenger transport in Great Britain | May 2018 |
| Transport (Scotland) Bill – Call for Evidence | September 2018 |

8.7 Public Sector Equalities Duty

A SWestrans Equalities Scheme was approved and adopted at the meeting of the Board on 23 May 2008. Previous equalities legislation was harmonised by the Equality Act 2010, which came into force on 1 October 2010, establishing a single equality duty for the public sector.

Regional Transport Partnerships are listed in the Schedule to The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. Under the Specific Duties public bodies were required to publish an equalities mainstreaming report by 30 April 2013, and to publish Equality Outcomes to be reviewed every four years.

The Board agreed its mainstreaming report and Equalities Outcomes on 17 May 2013. These equality outcomes were subject to review by the Equalities and Human Rights Commission and following this review fully revised and agreed by the Board at its meeting in January 2015. These are published on the Partnership's website. An Equalities Monitoring progress report was required in April 2017 with a full review of the Outcomes for 30 April 2019.

8.8 Public Bodies Climate Change Duty

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

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

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

The Act requires that Scottish Ministers must give guidance to public bodies in relation to their climate change duties, and those bodies must have regard to such guidance. There are a number of public bodies that the Scottish Ministers consider to be 'major players', as they have a larger influence or impact on climate change than others. A list

of these in the Guidance includes SWestrans as well as the other Regional Transport Partnerships. An explanation as given as follows:

“Regional Transport Partnerships have an important contribution to make in reducing transport emissions. They are encouraged to consider the need for additional planning and demand management measures to reduce the need for travel and the carbon intensity of travel, and to maximise active travel (e.g. walking and cycling). This may include measures such as infrastructure, road space reallocation, prioritising integrated public transport and influencing the location of new development through the planning system.”

At the meeting on 19 November 2010 Members of the Board agreed that meeting the public sector climate change duty be mainstreamed within the existing SWestrans performance management and reporting framework, and at the meeting on 15 March 2013 Members of the Board agreed a SWestrans Climate Change Strategy.

At the meeting on 31 October 2018, Members of the Board agreed the submission of the 2017-18 Climate Change Duties Report for SWestrans.

8.9 Public Services Reform Act

The Public Services Reform (PSR) (Scotland) Act 2010 received Royal Assent on 28 April 2010. Part 3 of the Act imposes duties on Scottish Ministers and listed public bodies to publish certain information on expenditure and other matters on an annual basis. The list of public bodies in Schedule 8 to the Act includes “any Regional Transport Partnership.”

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

- Public relations.
- Overseas travel.
- Hospitality and entertainment.
- External consultancy.
- Payments with a value in excess of £25,000 (not including remuneration).
- The number of members or employees (if any) who received remuneration in excess of £150,000.

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

| SWestrans expenditure 2018/19 on matters specified by the PSR Act 2010 | |
|---|------------|
| Public Relations - services are provided for SWestrans By Dumfries and Galloway Council's Communications Unit | 0 |
| Overseas Travel | 0 |
| Hospitality and Entertainment | 0 |
| External Consultancy | 0 |
| External Governance – e.g. external audit and governance support | £13,118 |
| Payments exceeding £25,000 - Payments to bus operators (total of 38 payments exceeding £25,000 to bus operators) | £3,861,542 |
| Remuneration exceeding £150,000 | 0 |

Each person, body or office-holder listed in Schedule 8 is also required to publish a statement as soon as practicable after the end of the financial year setting out the steps it has taken to promote and increase sustainable growth and to improve efficiency, effectiveness and economy during that financial year. Listed public bodies must have regard to any guidance issued by the Scottish Ministers about the various duties to publish information; and any such guidance must be laid before Parliament.

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

- Lobbying at regional, Scottish, UK national and European level for increased investment in transport and connectivity across all transport modes, including Rail, Roads, Ferries, Aviation and Active Travel. This has been achieved through a number of methods, and it is hoped will inform future transport policy i.e. STPR2.
- Innovative approaches to delivery of sustainable public transport services, including review of the local bus network and bus asset procurement as a spend to save initiative and the establishment of a PSP delivery model.

- Progression of a broad range of infrastructure and soft policy interventions (with significant levels of external funding) designed to advance the aspirations of the Regional Transport Strategy, including regionwide bus infrastructure upgrades.

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

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

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

8.10 RTPs Joint Chairs and Lead Officers

The Chairs of all Scottish Regional Transport Partnerships hold regular joint meetings. The Joint Chairs also hold regular meetings with the Cabinet Secretary, COSLA and the Confederation for Passenger Transport. The Chairman is supported at these meetings by the Lead Officer.

8.11 Freedom of Information, Records Management, and Publication Scheme

The Freedom of Information (Scotland) Act 2002 (FOISA) provides individuals with a right of access to all recorded information held by Scotland’s public authorities. Information can only be withheld where FOISA expressly permits it. Section 23 of the Freedom of Information (Scotland) Act requires that Scottish public authorities must adopt and maintain a Publication Scheme which relates to the publication of information by the authority and is approved by the Information Commissioner.

At the meeting on 22 July 2011 Members of the Board considered requirements of the Freedom of Information (Scotland) Act 2002 (FOISA) and agreed a Publication Scheme.

A Model Publication Scheme was launched by the Scottish Information Commissioner in October 2012. Public bodies may adopt the Model Publication Scheme in its entirety and publish a ‘Guide to Information’ to assist the public in finding information. The Scottish Information Commissioner has confirmed that public bodies no longer need to publish their own Publication Scheme. All the required information can be published within the Guide to Information. The Guide to Information advises how information can be obtained, and lists information that is available in the appropriate Classes of Information. A SWestrans Guide to Information has been prepared and published on the SWestrans website. Other information not published under these arrangements may be provided on request.

In addition to having a Records Management Policy the Public Records (Scotland) Act 2011 places an obligation on named public authorities (including transport

partnerships) to prepare and implement a Records Management Plan (RMP) which sets out proper arrangements for the management of their records. The Records Management Plan must identify the individual who is responsible for management of the authority's public records, and the individual who is responsible for ensuring compliance with the plan. Records Management Plans must be agreed with the Keeper of the Records of Scotland and regularly reviewed by the authority.

At the meeting on 15 March 2013 Members of the Board agreed to the adoption of the Scottish Information Commissioner's Model Publication Scheme 2013 and the Guide to Information. This information is published on the SWestrans website at www.swestrans.org.uk.

On 1 August 2016, SWestrans received a letter from the Keeper inviting submission of a Records Management Plan (RMP) under the assessment programme for 2016. During 2016/17, SWestrans worked with Dumfries and Galloway Council Records Management Team to ensure that SWestrans is fully incorporated within its updated existing RMP. In June 2017, Dumfries and Galloway Council agreed to include SWestrans within its RMP arrangements.

8.12 Communications and Information

Communications, Media and Press Relations support is provided to SWestrans by Dumfries and Galloway Council. This support includes the provision of a dedicated website at www.swestrans.org.uk and email inbox swestrans@dumgal.gov.uk SWestrans uses the website to publish information about itself, including meeting agendas, reports and minutes. It is also used to publish studies undertaken by SWestrans which it wishes to place in the public domain. The website includes SWestrans contact information.

9. DELIVERY AND PROJECTS

9.1 The RTS Delivery Plan

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

Since publication of the Regional Transport Strategy and Delivery Plan, a number of planned improvements have been achieved, whilst others have been considered and modified or abandoned. The interventions included in the RTS Delivery Plan are set out in Table 1, attached to this report as **Appendix 2**, and include commentary as to the extent of achievement at 31 March 2019.

There will be a need to consider which interventions can be removed from the revised RTS either because they have been completed, or because they are unlikely to be taken forward during the Strategy period. Interventions will also need to be reviewed in terms of their purpose or related aspects including costs, partnership working and

strategic links. New interventions may also need to be included within the Strategy, arising from new opportunities and threats, or the developing environment.

In particular, there is a need to refocus the format of the Strategy to focus on Outcomes, achieved through delivery of objectives through the interventions. The current interventions detailed in **Appendix 2** contain a variety of non-specific descriptions, making them difficult to monitor and report. There is a significant degree of overlap between interventions, with some appearing in more than one package. There is also some confusion over what is an intervention as opposed to a “description” of an intervention.

9.2 Revenue Budget

A detailed summary of the elements of the Revenue Budget 2018/19 is set out in the following table:

| | Final Outturn 2017/18 | Adjusted Budget 2018/19 | Actual Expenditure to 31/3/19 | Variance |
|--------------------------|--------------------------------------|--|--|-----------------|
| EXPENDITURE | | | | |
| Staff Costs | 105,545 | 110,848 | 110,924 | 76 |
| Property Costs | 50 | 0 | 0 | 0 |
| Supplies and Services | 958 | 200 | 191 | -9 |
| Transport Costs | 18,357 | 0 | 0 | 0 |
| Administration Costs | 25,243 | 20,647 | 20,647 | 0 |
| Payments | 4,282,464 | 4,372,762 | 4,372,762 | 128 |
| Central Support | 45,128 | 44,992 | 44,992 | 0 |
| Capital Charges | 331,603 | 349,722 | 349,722 | 0 |
| Total Expenditure | 4,809,348 | 4,899,171 | 4,899,366 | 195 |
| | | | | |
| INCOME | | | | |
| Scottish Government | 259,250 | 259,250 | 259,250 | 0 |
| D&G Council | 217,040 | 217,040 | 217,040 | 0 |
| Other Contributions | 4,333,058 | 4,539,921 | 4,450,116 | 195 |
| Total Income | 4,809,348 | 4,809,442 | 4,809,348 | 195 |
| | | | | |
| NET EXPENDITURE | 0 | 0 | 0 | 0 |

9.3 Capital Expenditure Programme

Expenditure on the elements of the Capital Expenditure Programme 2018/19 was as follows:

| Item | £ |
|--|----------------|
| Purchase of Accessible Buses | 230,000 |
| Bus Infrastructure | 30,032 |
| Rail Station Parking | 46,374 |
| STAG Studies re. potential rail station openings | 10,000 |
| Active Travel Projects | 284,359 |
| Total | 600,764 |

9.4 External Funding

No external funding was drawn down in 2018/19.

Regional Transport Strategy Monitoring

| | Indicator | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | Source | Comment |
|----|--|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|--------------------------------|
| 1 | % age of Local Authority Road Network classified as Red or Amber by the Scottish Road Maintenance Condition Survey | 48 | 47 | 44 | 45 | 47.2 | 48 | 48 | 49 | 46 | 47 | 47 | 48 | Scottish Transport Statistics | |
| 2 | Number of persons killed or seriously injured in road accidents on D&G roads | 170 | 115 | 130 | 72 | 93 | 89 | 76 | 85 | 69 | 72 | 66 | 73* | Reported Road Casualties (Police Scotland) | *provisional figure |
| 3 | Number of ferry services to Ireland per week from D&G ports | | | | 100 | 99 | 93 | 86 | 86 | 86 | 86 | 86 | 86 | Ferry Operator Timetables | |
| 4 | % age driver journeys delayed by congestion / Congestion delays | 6.3 | | 8 | - | - | - | - | - | - | - | - | - | Scottish Household Survey: Local Area Analysis | No longer surveyed |
| 5 | Transport modal split (all journey purposes) | | | | | | | | | | | | | | |
| 6 | % age Journeys to Work by public or active transport | 23.3 | | 27.3 | - | - | - | - | - | - | - | - | - | Scottish Household Survey: Local Area Analysis | No longer surveyed |
| 7 | % age children walking and cycling to school | | 48.9 | 42.9 | 42.5 | 44.9 | 45.2 | 43.8 | 45.9 | 46.8 | 43.1 | 42.1 | 42.2 | Sustrans Hands Up Survey | |
| | Including scooter/skate | | 49.2 | 43.3 | 43.2 | 45.5 | 46.6 | 46.5 | 48.9 | 49.7 | 45.3 | 44.4 | 43.7 | | |
| 8 | CO2 emissions from transport in D&G (kt) | Transport Total | 633.1 | 610.4 | 583.8 | 587 | 581.4 | 578.5 | 578.4 | 545.9 | 570.6 | 585.8 | 619.5 | Department for Energy and Climate Change | 2018 figures not yet available |
| | | Per capita | 4.3 | 4.1 | 3.9 | 4 | 3.9 | 3.8 | 3.8 | - | - | - | - | | |
| 10 | PM10 and NO2 concentrations (Annual Hourly Mean) (µg/m3) | PM10 | 18 | - | - | - | - | - | - | - | - | - | - | www.scottishairquality.co.uk | No longer measured |
| | | NO2 | 38 | 37 | 35 | 40 | 32 | 33 | 30 | 30 | 32 | 31 | 30 | | 29 |
| 11 | Traffic on all roads million veh.km | 2,021 | 2,021 | 1,998 | 1,974 | 1,963 | 1,927 | 1,956 | 2,015 | 2,073 | 2,111 | 2,244 | 2,212 | Scottish Transport Statistics | |

| A709 Corridor Upgrade | | | | | |
|---|--|--|--|--|--|
| It is recognised that major improvements are needed on the A709 corridor in order to provide better connectivity to the Central Belt. | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| A709 Corridor Fastlink | Construction of a new road between Dumfries and Lockerbie to offer enhanced connectivity to Central Scotland | £54m (2002 price base) | Transport Scotland, Dumfries and Galloway Council | STAG Part 1 complete. STAG Part 2 complete and submitted to the Scottish Government and response received. | Considered at Board meeting on 26 March 2010 - to be retained as a Priority Intervention. |
| Quality Bus Link between Dumfries Railway Station and Lockerbie Railway Station | Quality bus link and enhancements at both stations, including new Accessible Bus provision, access facilities, bus turning facilities, and Real Time Information | £600,000 | Transport Scotland, Network Rail, First Scotrail, Dumfries and Galloway Council, Bus Operators | Substantially completed under GoSmart programme. | Potential for further improvements at Lockerbie, specifically integration of bus and rail real time information. |

| Bus Network Quality Strategy | | | | | |
|---|---|--|---|--|---|
| Package of measures aimed at improving the quality of the bus network, its integration with rail, cycling and walking, and its attractiveness to users. This includes new bus interchanges at key towns, new bus shelters across the network, real-time passenger information at key nodes, accessible buses and increased service frequencies on the rural bus network. The potential to use biofuels and reduce emissions will be examined. | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| New Bus Interchanges at Key Towns | Development of enhanced bus interchange facilities at key towns | £1,000,000 | Dumfries and Galloway Council, Bus Operators | Newton Stewart, Annan, Gretna, Moffat and Castle Douglas complete | Complete |
| Accessible Buses | Enhanced bus access with low floor buses and improved stops | TBC | Dumfries and Galloway Council, Bus Operators | Fully accessible buses specified in all SWestrans contracts. | Ongoing |
| Increased Service Frequencies on Rural Bus Network | Enhanced bus network with regular stopping patterns and improved frequencies | TBC | Dumfries and Galloway Council, Bus Operators | Policy Root & Branch Review Complete | Pressure from public sector funding contraction. |
| Real Time Passenger Information at Key Nodes | Introduction of message systems at key bus nodes to inform passengers of real-time bus movements | £2,000,000 | Dumfries and Galloway Council, Bus Operators | Extensive provision | System removed in 2016 due to financial savings required. |
| New Bus Shelters Across Network | Roll-out of enhanced bus shelters across the region offering improved waiting environment | TBC | Dumfries and Galloway Council, Bus Operators | Shelters provided from Capital Expenditure Programme across region | Ongoing |
| Development of Bus Information Strategy | Upgrade information at bus stops. Develop Bus/Air/Rail information and Traveline. Develop integrated ticketing strategy | TBC | Dumfries and Galloway Council, Bus Operators, Rail Operators, Airline Operators | New style bus information panels provided across the region | Ongoing |
| Improved Facilities at Rural Pick-up Points | Low cost improvement measures | TBC | Dumfries and Galloway Council | | Ongoing |
| Bikes on Rural Buses | Development of policy with operators | TBC | Dumfries and Galloway Council, Bus Operators | | Being developed as part of Active Travel Strategy. |

| Dumfries Southern Bypass | | | | | |
|---|--|--|--|---|---|
| Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the critical Crichton area and the health and education services located there. | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Dumfries Southern Bypass | Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the Crichton area (includes improvements to radial routes) | £56 million (2002 prices) | Dumfries & Galloway Council, Scottish Government, Developers | STAG Part 1 complete, STAG Part 2 complete. | Further Board consideration required. |

| Dumfries Town Centre Bus Station | | | | | |
|---|--|--|--|---|---|
| Development of a new bus station in Dumfries town centre which acts as a key transport node for the wider region. This includes compensatory parking to replace spaces lost to the redevelopment of existing parking stock for the bus station and associated traffic management measures | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Dumfries Town Centre Bus Interchange | Development of a new bus station in Dumfries town centre, possibly at a site of an existing car park with compensatory relocated parking | £4,000,000 | Scottish Government, Dumfries & Galloway Council | Study completed. Public consultation exercise completed. Council opted not to progress. | Further Board consideration required. |

| Dumfries Town Centre Public Realm Improvements Including Walking and Cycling Enhancements | | | | | |
|---|--|--|---|--|--|
| Package of measures improving the quality of transport infrastructure in Dumfries town centre. This includes public realm improvements, improved access to the rail station and improvements to walking and cycling routes in Dumfries designed to stimulate further regeneration of the regional capital | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Dumfries Town Centre Public Realm Improvements | Series of improvements to the attractiveness and amenity of the town centre including transport links. | TBC | Dumfries & Galloway Council, Private Sector | Friars Vennel, Bank Street, Plainstones and Burns Statue complete. | Complete |
| Crichton Access Roads | Improved road access to the Crichton | £2,000,000 | Dumfries & Galloway Council | Included with Dumfries Southern Bypass | |
| Dumfries Bus Priority | Improvements on key bus routes in Dumfries | £1,000,000 | Dumfries & Galloway Council, Bus Operators | Concluded with report to Council | |
| Sustainable Transport Initiatives | Opportunities in Dumfries from development of Southern Bypass | TBC | Dumfries & Galloway Council, Bus Operators, Forums | Elements completed as part of GoSMART Dumfries | Potential for further opportunities |
| Cycling/Walking Improvements Dumfries | Improvements to the cycling/ walking network | £1,000,000 | Dumfries & Galloway Council, Cycling Scotland, Sustrans | Maxwelltown Cycle Path including Connect2 Queen of the South Viaduct complete. Facilities provided as part of GoSMART Dumfries | Further projects being progressed in partnership with Dumfries & Galloway Council. |
| Dumfries Town Centre – Rail Station Access | Improve access arrangements to Dumfries railway station | £300,000 | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | Completed as part of GoSMART Dumfries | |
| Dumfries Park and Choose Network | Development of a series of Park and Choose sites around Dumfries | TBC | Dumfries & Galloway Council, Scottish Government, Operators | Substantial development as part of GoSMART Dumfries | |
| Dumfries Sustainable Travel Demonstration Town | Partnership with Scottish Government and Dumfries & Galloway Council | £6.8 million | Scottish Government, Dumfries & Galloway Council, other partners | Complete | |

| Rail Services Upgrade Enhanced rail services on the West Coast Main Line (WCML) and the Glasgow and South Western Line (GSWL) | | | | | |
|---|---|--|---|---|---|
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Improved Lockerbie – Glasgow Service | Improved rail services between Lockerbie and Glasgow | N/A | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | New timetable and rolling stock from May 2014. New Transpennine Franchise from April 2016. | Continue to lobby for improved services from Lockerbie station. |
| Improved Lockerbie – Edinburgh Service | Improved rail services between Lockerbie and Edinburgh | N/A | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | Some improvements to services realised. | Potential for further improvements. |
| GSW Service Frequency / Journey Time Enhancements Combined with Gretna Annan Doubling | Improved rail services between Carlisle and Glasgow | N/A | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | Timetable improvements from Dec 2017. | Still large gaps within Dumfries – Glasgow timetable which need addressed |
| | Reinstatement of double track between Gretna and Annan | £36,000,000 | | Complete | Complete |
| Stranraer Line Frequency / Journey Time Enhancements | The introduction of additional trains and local line improvements | N/A | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | Community Rail Partnership established. Partnership study with SPT, Transport Scotland and Passenger Focus for section between Ayr and Stranraer complete | Stranraer Line position paper agreed by Board in 2017 and shared with relevant decision-makers. |

| | | | | | |
|---|---|------------|--|--|--|
| <p>Rail Services to Prestwick Airport via GSWL</p> | <p>Improved rail services to Prestwick Airport from Dumfries and Galloway</p> | <p>N/A</p> | <p>Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council</p> | <p>Partnership study with SPT, Transport Scotland and Passenger Focus for section between Ayr and Stranraer complete</p> | |
|---|---|------------|--|--|--|

| Regionwide Rail Stations Strategy | | | | | |
|--|---|--|---|--|---|
| New rail stations at Thornhill, Eastriggs, Beattock and Dunragit / Glenluce area and accessibility improvements at Lockerbie and Kirkconnel stations | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Region-wide Stations Strategy | New rail stations at locations across the region including Thornhill, Eastriggs, Dunragit/ Glenluce area and Beattock | £7m - £12m | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | Original STAG Studies complete for Thornhill and Eastriggs, and submitted to Transport Scotland. Response received. Advised that new STAG studies required to progress. | STAG Pre-Appraisals completed and STAG part 1 completed. Work on STAG part 2 ongoing. |
| Accessibility Improvements – Lockerbie Station | Improved access to Lockerbie station, particularly for wheelchair users to the southbound platform | £1,400,000 | Transport Scotland, Network Rail, Dumfries & Galloway Council | Disabled Access project complete | Complete |
| Accessibility Improvements – Kirkconnel Station | Improved access to Kirkconnel station, particularly for wheelchair users to the southbound platform | TBC | Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council | Network Rail has been asked to consider accessibility improvements. Study into alternatives to a bridge and lifts option being progressed | Low patronage impacts on Benefit/Cost Ratio for funding. |

| Stranraer Waterfront and Town Centre Public Realm Improvements Including Public Rail / Bus Interchange Hub and Walking and Cycling Enhancements | | | | | |
|--|---|--|---|--|---|
| Package of measures improving the quality of transport infrastructure in Stranraer town centre and waterfront area. This includes public realm improvements, improved walking and cycling linkages between the town centre and the waterfront and the development of integrated public transport interchange and associated multi-modal rail / bus / ferry links | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Integrated Public Transport Interchange, Stranraer, and Associated Multi-modal Rail / Bus / Ferry Links | Development of integrated public transport interchange for rail, bus and ferry users. Undertake further study to review possible extension of railway line to Cairnryan | £2,350,000 | Dumfries & Galloway Council, Transport Scotland, Scottish Government, Network Rail, EU-ERDF | StenaLine relocation complete 2011. | Budget allocation for interchange removed and absorbed within regeneration project. |
| Stranraer Town Centre/ Waterfront Links | Package of measures improving the quality of transport infrastructure in Stranraer town centre including public realm improvements and improved walking and cycling linkages between the town centre and the waterfront and ferry terminals | TBC | Dumfries & Galloway Council, Private Sector | StenaLine relocation complete. Service 350 implemented Sep 2013. | Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers. |

| Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network | | | | | |
|--|---|--|---|--|--|
| Completion of the National Cycle Network – NCR 73 Newton Stewart – Cairnryan to link NCN Network in Scotland to NCN in Northern Ireland via the Loch Ryan ferry terminals. Involves completion of the Dunragit Bypass and Innermessan to Drummuckloch and cycle / walking path between Beattock and Moffat and cycle / walking path between Lochmaben and Lockerbie. An East to West Cycleway along the line of the Southern Upland Way. | | | | | |
| Intervention | Description | Estimated Expenditure 2009-2024 | Potential Partners | Progress to 2018/19 | Timescale and Comments (2018/19) |
| Lockerbie to Lochmaben Cycle Route | Link to NCN and employment opportunities, providing alternative route to A709, requires bridge over River Annan | £1,000,000 | Dumfries & Galloway Council, Cycling Scotland, Sustrans | Initial design, land issues and external funding opportunities continue to be investigated | The Board agreed to curtail work on this element at its meeting in March 2018. |
| Moffat to Beattock Cycle Route | Link to NCN extending link from Dumfries and providing off-road alternative to A701 | £250,000 | Dumfries & Galloway Council, Cycling Scotland, Sustrans | Path complete between Beattock and Hidden Corner. | Complete |
| National Cycle Network Completion | Completion of NCN linking Newton Stewart and Stranraer to Cairnryan, linking to ferry terminals and Northern Ireland | £900,000 | Dumfries & Galloway Council, Cycling Scotland, Sustrans, Transport Scotland, EU-Interreg4 | Works on Newton Stewart to Stranraer complete following the completion of the Dunragit Bypass. | Complete when Transport Scotland do Drummuckloch to Innermessan Scheme on A77. |
| Sustainable Travel Plan and Associated Projects | Travel Plans for staff of large businesses and public bodies. Marketing of DGTripshare. Bike Scheme. Active Travel Strategy. Consideration of Park & Cycle projects | TBC | Dumfries & Galloway Council, NHS Dumfries & Galloway, Dumfries South Travel Plan Group, Dumfries & Galloway College | Travel Plan for DGRI and Crichton Royal Hospitals complete. DGTripshare established. Dumfries & Galloway Council Travel Plan complete. | Potential for public sector travel plans in locations other than Dumfries. |
| Provision of Cycling / Walking Infrastructure at Various Locations across the Region | Cycling / Walking routes to link into National and Strategic routes | TBC | Dumfries & Galloway Council, Sustrans, ERDF, Cycling Scotland | Various facilities provided under previous expenditure programmes. | Further /opportunities being taken forward by Dumfries & Galloway Council. |
| East – West Cycle Route along Southern Upland Way Corridor | Cycling/Walking route to link into national and strategic routes and communities | TBC | Dumfries & Galloway Council, Sustrans, Cycling Scotland | Design, land issues continue to be investigated. | On-going |

LOCAL BUS SERVICES UPDATE

1. Reason for Report

To inform the Board of service changes/issues on the local bus network.

2. Background

2.1 At its meeting on 13 December 2019, the Board agreed the award of local bus contracts to commence in April and August 2020.

2.2 SWestrans contribute to the Monday to Friday evening and Sunday X95 Edinburgh to Galashiels to Langholm to Carlisle local bus service which contracted and managed by Scottish Borders Council.

3. Key Points – Service 6 Kingholm Quay to Dumfries

3.1 On 7 February 2020, Stagecoach West Scotland confirmed that due to the loss of local bus service 6a Dumfries to Caerlaverock from 6 April 2020 they would be cancelling their current commercial service 6 Dumfries to Kingholm Quay from the same date. The journeys this removed from the network are shown below:

| | Monday to Saturday | | | | | |
|-------------------|--------------------|------|------|------|------|------|
| | NS | | | | | NS |
| Great King Street | 0730 | 1055 | 1125 | 1155 | 1225 | 1415 |
| Loreburne Centre | 0733 | 1058 | 1128 | 1158 | 1228 | 1418 |
| Glencaple Avenue | 0740 | 1105 | 1135 | 1205 | 1235 | 1425 |
| Kingholm Quay | 0745 | 1110 | 1140 | 1210 | 1240 | 1430 |
| DG One | 0754 | 1119 | 1149 | 1219 | 1249 | 1439 |
| Great King Street | 0759 | 1124 | 1154 | 1224 | 1254 | 1444 |

NS - Not Saturday

3.2 Stagecoach supplied usage figures for this service and the opportunity to undertake these journeys, on a commercial basis, was presented to other operators.

3.3 Houston Coaches indicated their intention to provide a service from 6 April 2020. The replacement service (below) does not match the previous provision however it is all that can be provided by the resources available to the company in the Dumfries area and will be delivered completely at their risk. There is no cost to SWestrans for this provision. However, it should be noted that a reduced service level is currently operating due to the impact of Covid-19 on all local bus services.

| | Monday to Saturday | | | |
|-------------------|--------------------|------|------|------|
| Great King Street | 1055 | 1125 | 1325 | 1355 |
| Loreburne Centre | 1058 | 1128 | 1328 | 1358 |
| Glencaple Avenue | 1105 | 1135 | 1335 | 1405 |
| Kingholm Quay | 1110 | 1140 | 1340 | 1410 |
| DG One | 1119 | 1149 | 1349 | 1419 |
| Great King Street | 1124 | 1154 | 1354 | 1424 |

4. Key Points – Service X95 Edinburgh to Galashiels to Langholm to Carlisle

4.1 SWestrans contribute some £38K per year to Scottish Borders Council for the evening and Sunday journeys on local bus service X95 Edinburgh to Galashiels to Langholm to Carlisle, this covers the following journeys:

- Monday to Friday from Hawick to Carlisle at 1705 and 1805
- Friday only journey from Hawick to Carlisle at 2105
- 2 journeys from Carlisle to Galashiels at 1925 and 2025
- 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.

4.2 In late February 2020, Scottish Borders Council advised that this provision was currently out with the communities for consultation. The text below is from their 'your bus matters' consultations:

X95 Monday to Friday evenings and Sundays

Journeys on Monday to Friday at 6.05pm and Fridays only at 9.05pm from Hawick to Carlisle, and Monday to Friday 8.25pm and Fridays only at 10.55pm from Carlisle will be withdrawn after operation on **15 May 2020**. Sunday frequency will reduce from four journeys to three from the same date.

4.3 The impact of Covid-19 on local bus provision has delayed progress on this proposal and it is now likely that changes, if they are agreed, will be implemented in September 2020 subject to on-going impacts of the pandemic. It is understood that Scottish Borders Council are looking to reduce their costs, and by default ours, for this provision by some 50%.

4.4 The Lead Officer has sought clarification on the following points to ensure the Board is fully informed of the proposals:

- Can you confirm what the situation is with the Monday to Friday/Friday Only journeys that also run on a Saturday at the same times (and which also are proposed to be amended), are these supported or commercial? – **response: It is understood that the Saturday evening journeys are commercial, this will be clarified.**
- Can you confirm that the consultation is only to inform passengers of a withdrawal of service and that this is the final position? – **response: Scottish Borders Council have given the communities until 18th March to feedback their thoughts on the proposed timetables. The 'your bus matters' meetings in Hawick and Denholm are also part of the community engagement process to ensure that we capture as many views as possible (note the 18 March date is no longer relevant due to the impact of Covid-19).**
- This removal of service has a much greater impact on residents of Dumfries and Galloway. For example, for those accessing Edinburgh the changes make travel

almost pointless, earliest arrival is 1256 with the last return is now at 1423 (circa 90 mins in the City). Have options for extending the 1805 from Hawick to Langholm/Canonbie been discussed with the operator? - **response: A meeting has been arranged with the operator and the possibility of this extension will be discussed.**

4.5 The Board are asked to note the proposed reduction of service and provide comments for submission to Scottish Borders Council as part of their consultation.

| 5. Implications | |
|------------------------|---|
| Financial | There are no negative financial implications at this stage. |
| Policy | SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. This extension complies with SWestrans policy. |
| Equalities | Local bus service provision provides positive advantages for 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 |

7. Recommendations

Members of the Board are asked to:

- 7.1 note the changes to commercial local bus service 6 Kingholm Quay to Dumfries;
- 7.2 note the intention of Scottish Borders Council to reduce the current provision on the Monday to Friday evening and Sunday X95 Edinburgh to Galashiels to Langholm to Carlisle; and
- 7.3 provide comments for submission to Scottish Borders Council for their consultation on proposed changes to service X95 Edinburgh to Galashiels to Langholm to Carlisle.

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