



Annual Accounts

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 (Dumfries and Galloway Council)
 Archie Dryburgh (Dumfries and Galloway Council) – to 26 September 2019
 Andrew Giusti (Dumfries and Galloway Council) – to 26 September 2019
 Katie Hagmann (Dumfries and Galloway Council) – from 26 September 2019
 Sean Marshall (Dumfries and Galloway Council) – to 26 September 2019
 Jim McColm (Dumfries and Galloway Council) – from 26 September 2019
 Davie Stitt (Dumfries and Galloway Council) – from 26 September
 Ronnie Tait (Dumfries and Galloway Council) – to 25 October 2019
 Vacancy (Dumfries and Galloway Council) – 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 Borgue 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.

Movement in Reserves Statement

The Movement in Reserves Statement is shown on page 9 of the accounts and 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.

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.
8. In response to the COVID19 Pandemic, the Board operated virtually and remains confident sound governance continues to operate during the period of disruption and is fully committed to maintaining the system to deliver this.

Paul Garrett
Treasurer

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

Report on the audit of the financial statements

Opinion on financial statements

We certify that we have audited the financial statements in the annual report of South West of Scotland Transport Partnership for the year ended 31 March 2020 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Comprehensive Income and Expenditure statement, Movement in Reserves statement, Balance Sheet, and Cash Flow statement, and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and International Financial Reporting Standards (IFRSs) as adopted by the European Union, and as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2019/20 (the 2019/20 Code).

In our opinion the accompanying financial statements:

- give a true and fair view in accordance with applicable law and the 2019/20 Code of the state of affairs of the body as at 31 March 2020 and of the income and expenditure of the body for the year then ended;
- have been properly prepared in accordance with IFRSs as adopted by the European Union, as interpreted and adapted by the 2019/20 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

Basis for opinion

We conducted our audit in accordance with applicable law and International Standards on Auditing (UK) (ISAs (UK)) as required by the Code of Audit Practice approved by the Accounts Commission for Scotland. Our responsibilities under those standards are further described in the auditor's responsibilities for the audit of the financial statements section of our report. We were appointed by the Accounts Commission on 31 May 2016. The period of total uninterrupted appointment is four years. We are independent of the body in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK including the Financial Reporting Council's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. Non-audit services prohibited by the Ethical Standard were not provided to the body. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern basis of accounting

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the Treasurer has not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the body's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

Risks of material misstatement

We report in a separate Annual Audit Report, available from the Audit Scotland website, the most significant assessed risks of material misstatement that we identified and our conclusions thereon.

Responsibilities of the Treasurer and South West of Scotland Transport Partnership for the financial statements

As explained more fully in the Statement of Responsibilities, the Treasurer is responsible for the preparation of financial statements that give a true and fair view in accordance with the financial reporting framework, and for such internal control as the Treasurer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Treasurer is responsible for assessing the body's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless deemed inappropriate. The South West of Scotland Transport Partnership is responsible for overseeing the financial reporting process.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements. A further description of the auditor's responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website www.frc.org.uk/auditorsresponsibilities. This description forms part of our auditor's report.

Other information in the annual report

The Treasurer is responsible for the other information in the annual report. The other information comprises the information other than the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon except on matters prescribed by the Accounts Commission to the extent explicitly stated later in this report. In connection with our audit of the financial statements, our responsibility is to read all the other information in the annual report and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Report on other requirements

Opinions on matters prescribed by the Accounts Commission

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and
- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial

statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

Matters on which we are required to report by exception

We are required by the Accounts Commission to report to you if, in our opinion:

- adequate accounting records have not been kept; or
- we have not received all the information and explanations we require for our audit; or
- there has been a failure to achieve a prescribed financial objective.

We have nothing to report in respect of these matters.

Conclusions on wider scope responsibilities

In addition to our responsibilities for the annual accounts, our conclusions on the wider scope responsibilities specified in the Code of Audit Practice, including those in respect of Best Value, are set out in our Annual Audit Report.

Use of our report

This report is made solely to the parties to whom it is addressed in accordance with Part VII of the Local Government (Scotland) Act 1973 and for no other purpose. In accordance with paragraph 120 of the Code of Audit Practice, we do not undertake to have responsibilities to members or officers, in their individual capacities, or to third parties.

John Boyd, for and on behalf of Grant Thornton UK LLP
110 Queen Street
Glasgow
G1 3BX
Date: 18 September 2020

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 movement in reserves statement shows how the movements in year of the Partnership's reserves are broken down between gains and losses incurred in accordance with generally accepted accounting practices and the statutory adjustments required to return to the amounts chargeable to the General Fund. The net increase/decrease line shows the statutory general fund balance in the year following those adjustments.

	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 Audited Accounts were issued on 18 September 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 Council's transactions for the 2019/20 financial year and its financial position at the year end of 31 March 2020. The Council 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 2019/20 (the Code) and the Service Reporting Code of Practice 2019/20 (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 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.

The accounts are prepared on a going concern basis.

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. Vehicles are held at depreciated historic cost as a proxy for current value and not subject to revaluation. These assets are depreciated over their useful economic lives.

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. There are no critical judgements to disclose.

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 audited Statement of Accounts were issued by the Treasurer on 18 September 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. SWestrans continued to pay operators as normal following the COVID 19 pandemic with staff and the Board working remotely. The impact on local bus contracts has and continues to be closely monitored.

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
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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 £190K (£233k 2018/19) and a further £3.416 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 £142k (£167k in 2018/19) in respect of staff support, supplies and other support services. NHS Dumfries and Galloway contribute £70k (£70k in 2018/19) to a specific bus contract. At the year end £71k (3k in 2018/19) was outstanding for payments to Dumfries and Galloway Council.

15. Leases

Partnership as Lessor

SWestrans purchased 2 buses in 2019/20 (0 buses in 2018/19) and 33 (31 in 2018/19) buses are leased to private bus operators as part of specific route tenders. No income is received from these operating leases.