

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 20 November 2020 at 10.30am, Remote Meeting
via Microsoft Teams**

Members of the Board

Andrew Wood (Chair)	- Dumfries and Galloway Council
David Bryson	- NHS Dumfries and Galloway
Richard Brodie	- Dumfries and Galloway Council
John Campbell (Vice Chair)	- Dumfries and Galloway Council
Adam Wilson	- Dumfries and Galloway Council
Ronnie Tait	- Dumfries and Galloway Council
Karen Jackson	- South of Scotland Enterprise

Future Meetings
To be determined

Douglas Kirkpatrick
Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 20 November 2020 at 10.30am, Remote Meeting
via Microsoft Teams

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 18 SEPTEMBER 2020 – FOR APPROVAL**
4. **BOARD MEMBERSHIP UPDATE – Recommendation –** note that Ministerial approval was received on 23 October 2020 for the appointment of Karen Jackson to the SWestrans Board on behalf of South of Scotland Enterprise for four years.
5. **CALENDAR OF MEETINGS – Recommendation -** consider the options as detailed in Table 1 and agree the calendar of meetings for 2021.
6. **REVENUE BUDGET MONITORING REPORT 2020/2021 FOR THE PERIOD ENDING 31 OCTOBER 2020 – Recommendation -** note the forecast outturn for the revenue budget as at 31 October 2020.
7. **CAPITAL EXPENDITURE PROGRAMME 2020/21 TO 2022/23 - UPDATE RAIL STATION PARKING - Recommendations –** (i) note the update provided on progress with the Capital Expenditure Programme 2020/21; and (ii) agree a pause to further development of Phase 3 beyond the initial 45 space car park at Sydney Place, Lockerbie and to receive a further reports through 2021.
8. **RAIL UPDATE – Recommendation -** note the update on the current level of rail services to and from the region.
9. **CLIMATE CHANGE DUTIES – REPORTING 2019/20 - Recommendations -** (i) note the summary provided of the information for inclusion in the 2019/20 Climate Change Duties Report for SWestrans; and (ii) agree to submit the 2019/20 Climate Change Duties Report for SWestrans by the deadline 30 November 2020.
10. **CONSULTATIONS - Recommendations -** (i) note the consultations on the Draft Infrastructure and Investment Plan for Scotland 2021-22 to 2025-26; Free bus travel for people resident in Scotland aged under 19 and HS2 Phase 2b Western Leg Design Refinement – Annandale Depot; and (ii) discuss and agree draft responses to each of these consultations to enable officers to submit responses by the closing dates.
11. **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.

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

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership

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

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 18 September 2020
at 10.30am at Remote Meeting via Microsoft Teams

Present

Members

Andrew Wood (Chairman)	-	Dumfries and Galloway Council
David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
Richard Brodie	-	Dumfries and Galloway Council
John Campbell	-	Dumfries and Galloway Council
Ronnie Tait	-	Dumfries and Galloway Council
Adam Wilson	-	Dumfries and Galloway Council

Officials

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

Observers

Fraser Smith	-	Stagecoach Scotland
Graham Whiteley		

1. SEDERUNT AND APOLOGIES

6 Board Members present.

2. DECLARATIONS OF INTEREST

Decision

NONE declared

3. MINUTES OF MEETING ON 18 JUNE 2020

Decision

APPROVED

4. BOARD MEMBERSHIP UPDATE

The Chair on behalf of the Board thanked David Bryson who had undertaken the role of Vice-Chair to the SWestrans Board for 2 terms.

Decision

The Board:-

4.1 **NOTED** that Ministerial approval was received on 31 August 2020 for the reappointment of David Bryson to the SWestrans board on behalf of NHS Dumfries and Galloway for a further four years;

4.2 **APPROVED** the appointment of Karen Jackson to the SWestrans board on behalf of South of Scotland Enterprise (SoSE) for four years, noting that this was subject to the consent of Scottish Ministers; and

4.3 **NOTING** advice provided by the Secretary on the role of the Vice-Chair as outlined in Standing Orders with regard to the delegated authority to the Lead Officer when dealing with matters requiring urgent decisions **AGREED** to appoint a Vice-Chair at today's meeting; and

4.4 **AGREED** to appoint John Campbell as the Vice-Chair of the SWestrans Board.

5. REVENUE BUDGET MONITORING REPORT 2020/2021 FOR THE PERIOD ENDING 31 AUGUST 2020

Decision

The Board **NOTED** the forecast outturn for the revenue budget as at 31 August 2020.

6. REPORT BY EXTERNAL AUDIT ON THE 2019/20 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

Decision

The Board:-

6.1 **RECEIVED** the external auditors' report on the 2019/20 audit detailed in Appendix 1 of the report;

NOTED

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

6.3 that the audited accounts will be certified by the Treasurer and Grant Thornton after this meeting.

7. CAPITAL EXPENDITURE PROGRAMME 2020/21 TO 2022/23 - UPDATE

Decision

The Board:-

7.1 **NOTED** the update provided on progress with the Capital Expenditure Programme 2020/21; and

7.2 **AGREED** the virement of £150k to Dumfries and Galloway Council as SWestrans contribution to DGRI mitigation works as per paragraph 3.5 of the report.

8. STRATEGIC TRANSPORT UPDATE

Decision

The Board **NOTED** :-

8.1 the publication of the National Transport Strategy; and

8.2 the update on the National Transport Strategy Delivery Plan and the second Strategic Transport Projects Review.

9. RAIL UPDATE

Decision

The Board **NOTED** the update on the current level of rail services to and from the region.

10. 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.

PROCEDURE – The Board **AGREED** 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.

11. LOCAL BUS SUSTAINABILITY**Summary of Report**

This report informed Members of the Board of concerns on the future sustainability of local bus services and the possible implications for the bus network.

Decision

The Board:-

11.1 **NOTED** the correspondence received; and

AGREED

11.2 to initiate confidential discussions with Community Planning Partners to seek a joint approach, including urgent meetings with both Dumfries and Galloway College and Dumfries and Galloway Council with both the Chair and Vice-Chair to attend.

11.3 to advise Scottish Government of the significant and critical risk to rural local bus services in Dumfries and Galloway; and

11.4 to seek to work in partnership with other RTPs to address rural bus sustainability.

BOARD MEMBERSHIP UPDATE

1. Reason for Report

This report provides the Board with confirmation of the appointment of Karen Jackson to the SWestrans Board as the representative on behalf of South of Scotland Enterprise.

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 (Local Enterprise Agency)

3.1 At the meeting of 18 September 2020 the Board approved the appointment of Karen Jackson to the SWestrans Board on behalf of South of Scotland Enterprise for four years, noting that this was subject to the consent of Scottish Ministers,

3.2 Ministerial approval was received on 23 October 2020 for the appointment.

4. 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

5. Recommendation

Members of the Board are asked to note that Ministerial approval was received on 23 October 2020 for the appointment of Karen Jackson to the SWestrans Board on behalf of South of Scotland Enterprise for four years.

Report Author: Claire Rogerson Secretary to the Board	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 11 November 2020 File Ref:	

CALENDAR OF MEETINGS

1. Reason for Report

This report provides the Board with meeting dates for approval.

2. Background

2.1 The Board last approved its schedule of meetings on 28 June 2019 with the current meeting being the last of those agreed dates.

2.2 A review of the frequency of meeting in 2018 indicated that these met the business needs of the board, particularly when considering the deadlines for statutory matters requiring Board agreement.

3. Key Points

3.1 Meetings have been held on the third Friday of the month. There is now the opportunity to consider having these meetings on the last Friday of the month as there are no longer clashes with Dumfries and Galloway Council's diary. The finance officer has indicated that the 4th Friday of the month would be preferable from an accounts perspective.

3.2 Both options for the 3rd and 4th Friday are presented below for the consideration of the Board.

Option 1 – 3 rd Friday	Option 2 – 4 th Friday
22 January 2021	29 January 2021
19 March 2021	26 March 2021
18 June 2021	25 June 2021
17 September 2021	24 September 2021
19 November 2021	26 November 2021

Table 1 – Calendar of meetings 2021

3.3 It is proposed that the meetings continue to start at 10.30am. The location of the Board meetings due to COVID-19 regulations is currently via MS Teams, rather than Dumfries.

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

5. Recommendation

Members of the Board are asked to consider the options as detailed in Table 1 and agree the calendar of meetings for 2021.

Report Author: Claire Rogerson
Secretary to the board

Date of Report: 11 November 2020
File Ref:

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

REVENUE BUDGET MONITORING REPORT 2020/2021 FOR THE PERIOD ENDING 31 OCTOBER 2020

1. Reason for Report

To provide the Board with an update on the Partnership's 2019/20 monitoring and forecast outturn position based on the period ending 31 October 2020.

2. Background

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

3. Key Points

3.1 The **Appendix** shows the revenue budget summary for SWestrans. The published expenditure budget for 2020/21 of £4,308,789 was agreed by the Board on 19 June 2020. It is vital to the economic wellbeing of the Partnership and its stakeholders that the financial resources are managed effectively, and expenditure and income is delivered in line with the approved budget.

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

3.3 Expenditure variances are expected to occur due to the consequences arising from the COVID-19 pandemic, however, at this time it is considered that increases in expenditure for some budget headings will be offset by savings in others. Board Members will note that, at this stage in the financial year, it is forecast that a balanced budget will be delivered.

4. Consultations

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

5. Implications	
Financial	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 forecast outturn for the revenue budget as at 31 October 2020.

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 4 November 2020 File Ref:	Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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APPENDIX - Monitoring Report 2020/21 for the period ending 31 October 2020.

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

	FINAL OUTTURN 2019/20 £	PUBLISHED BUDGET 2020/21 £	BUDGET ADJUSTMENTS 2020/21 £	ADJUSTED BUDGET 2020/21 £	ACTUAL EXPENDITURE TO 31/10/20 £	PROJECTED OUTTURN 2020/21 £	VARIANCE 2020/21 £
EXPENDITURE							
Staff Costs	95,797	110,848		110,848	21,197	110,848	0
Supplies & Services	872	960		960	0	960	0
Transport Costs	0	2,104	-2,104	0	0	0	0
Administration Costs	18,604	20,193		20,193	22	20,193	0
Payments	4,123,997	4,125,934	2,104	4,128,038	2,612,412	4,128,038	0
Central Support	44,945	48,750		48,750	0	48,750	0
Capital Charges	323,681			0	159,551	0	0
Total Expenditure	4,607,896	4,308,789	0	4,308,789	2,793,182	4,308,789	0
INCOME							
Scottish Government Funding	259,250	259,250		259,250	181,050	259,250	0
D&G Council Funding	117,818	100,000		100,000	0	100,000	0
Other Contributions	4,230,828	3,949,539		3,949,539	58,806	3,949,539	0
Total Income	4,607,896	4,308,789	0	4,308,789	239,856	4,308,789	0
NET EXPENDITURE	0	0	0	0	2,553,326	0	0

CAPITAL EXPENDITURE PROGRAMME 2020/21 TO 2022/23 – UPDATE RAIL STATION PARKING

1. Reason for Report

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

2. Background

2.1 At its meeting on 19 June 2020, the Board agreed the capital programme as shown in Table 1 below:

<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

2.2 **Appendix 1** shows monitoring of the 2020/21 spend to 31 October 2020.

2.3 At its meeting on 8 May 2018, the Board considered a report on parking options at/around Lockerbie Station and agreed in principle to develop an option for 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 also agreed to acknowledge all the options provided within the report for Phase 2, to engage with the community before determining progress on any option for further development and that the Board's vision would be to support a better link in the future between the car park provided in the Phase 3 option and the station.

2.4 At its meeting on 18 September 2020, the Board were advised that the purchase of the initial land required for Phase 3 had been concluded, the site secured, construction work to create the initial 45 space car park was due to start and that it was anticipated that the budget available would be fully spent this financial year.

3. Key Points - Phases

Phase 1

3.1 Phase 1 provided an additional 41 spaces between 2012 and 2015 within the constrained area of the Station (11 spaces) and the development of new provision at ground off Well Road/Union Street (30 spaces).

Phase 2

3.2 Phase 2 will involve the reconfiguration of the existing car park. The existing 57 spaces (53 general spaces + 4 disabled bays) will be re-worked to not only provide extra spaces but the design will achieve a more user-friendly car park facility with improved access/egress/circulation and the removal of any opportunity to park on the footway and the subsequent issues this creates.

3.3 At its meeting in May 2018, the Board considered six possible layout options giving between 3 and 25 additional parking spaces and agreed to engage with the community before determining which option to take forward.

Phase 3

3.4 The initial element of this phase is to provide 45 parking spaces at Sydney Place. Land has been purchased and planning permission granted for the construction of a car park at this site. Further details are provided in Section 4.

3.5 At its meeting in May 2018, the Board were informed of an adjoining site to the east (Bridge Street) and the possible opportunity to extend the initial 45 spaces to 125 spaces. The Board agreed in principle to develop an option which would provide a draft layout of 125 spaces at Sydney Place / Bridge Street.

4. Key Points – Phase 3

4.1 The initial 45 space car park at Sydney Place, estimated to cost some £1.51M in total, is being jointly funded by SWestrans and Dumfries and Galloway Council.

4.2 Dumfries and Galloway Council's Engineering Design team has provided a high-level works programme to achieve full build as follows:

Programme Element	Timeline
Demolition/Termination of Services	November 2020 to March 2021
Car Park Design	November 2020 to April 2021
Drainage/Public Utilities/SEPA	December 2020 to April 2021
Contract Preparation	March 2021 to April 2021
Procurement	May 2021 to July 2021
Construction	August 2021 to October 2021

4.3 As the majority of works will now be delivered in 2021/22, this will require a level of slippage from 2020/21, estimated at some £250K, which will be added to the £300K allocated for this element of the capital programme in 2021/22.

4.4 The Board was previously advised that progressing the Phase 3 parking options would be a step by step process that first required the acquisition and development of the 45 spaces at Sydney Place site before moving onto the possible purchase of the Bridge Street site to allow an expansion to 125 spaces.

4.5 COVID-19 has had a fundamental impact on travel with current national trends showing an 80% reduction in rail journeys. There is significant uncertainty, at this time, on the level to which rail travel will increase as recovery continues.

4.6 A significant volume of the parking at Lockerbie was the result of the commuter/business market accessing Glasgow and Edinburgh. This is a sector of travel has been impacted by COVID-19 and is likely to continue to be at a lower level for some time due to the shift to home-working and digital meetings.

4.7 Therefore, it is now considered appropriate to pause any further land purchase activity on Phase 3 until travel trends are better understood and the impacts can be fully considered at a future Board meeting.

5. Key Points – Phase 2

5.1 As indicated in paragraph 3.3, the Board has previously considered six layout options for Phase 2 and agreed that community engagement on options is undertaken to determine the most appropriate one to take forward.

5.2 It is intended that officers will review the options and bring a report to the January 2021 meeting to seek agreement on engagement with the community. It is intended that this engagement would be undertaken in spring 2021.

6. Implications	
Financial	Regular reports will be brought to the Board on the progress with the capital programme during 2020/21.
Policy	None, this work fulfils SWestrans policy objectives.
Equalities	Good quality infrastructure enhances 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 has 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.

7. Recommendations

Members of the Board are asked to:

- 7.1 note the update provided on progress with the Capital Expenditure Programme 2020/21.
- 7.2 agree a pause to further development of Phase 3 beyond the initial 45 space car park at Sydney Place, Lockerbie and to receive a further reports through 2021.

Douglas Kirkpatrick - Report Author Tel: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership
Date of Report: 10 November 2020 File Ref: SW2/meetings/2020	Cargen Tower Garroch Business Park, Dumfries, DG2 8PN

Appendix 1 – Capital Programme spend to 31 October 2020

Swestrans - Current Year Monitoring Position

<u>Programme/Project</u>	Prev Yrs Spend	Total Budget		Revised Total Budget	Actual Expenditure	Actual Income	Reported Net Spend @30/9/20	Forecast as at 31.03.21	Variance 2020/21	(Acceleration)/ Slippage to 2021/22	Future Budgets		Full Project Costs		
		Allocated 2020/21	Virement or Adjust 2020/21	Alloc 2020/21							Indicative Budget 2021/22	Indicative Budget 2022/23	Budget	Forecast	Variance
Purchase of Accessible Buses		293,875		293,875	0	0	0	293,875	0	0	240,000	300,000			
Bus Infrastructure (including shelters, PUDOs and RTI)		48,163		48,163	9,635	0	9,635	48,163	0	0	50,000	100,000			
Rail Station Parking	94,518	805,856		805,856	338,391	0	338,391	805,856	0	0	300,000	0	1,200,374	1,200,374	0
Active Travel Projects		292,938	-150,000	142,938	20,585	0	20,585	142,938	0	0	210,000	400,000			
Total		1,440,832	-150,000	1,290,832	368,611	0	368,611	1,290,832	0	0	800,000	800,000			

RAIL UPDATE

1. Reason for Report

To update Members of the Board on the future level of rail services to and from the region.

2. Background

2.1 The region is served by three railway lines:

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

2.2 At its meeting on 18 September 2020, the Board noted the current level of rail services to and from the region.

3. Key Points - Timetables

3.1 The three rail operators who deliver timetabled services within the region – ScotRail, TransPennine Express (TPE), and Avanti West Coast (AWC) – are all working to different plans to phase back services.

3.2 Currently, all three have been operating approximately between 85-90% of their pre-COVID 19 timetables. For the SWestrans area, ScotRail are currently operating a full pre-COVID timetable. Generally, TPE services to and from Edinburgh are close to pre-COVID level, however the services to Glasgow are much reduced. The AWC morning return and late evening returns are not operating from Lockerbie to Glasgow but are operating from Glasgow to Lockerbie (except the 2008 on Sunday).

3.3 Each December and May, train operating companies and Network Rail publish updated timetables. It was intended that services would continue to be phased back in line with the changes to travel guidance and demand. However, the increase in societal restrictions to limit the spread of COVID-19 and associated suppressed travel demand have impacted on this intention.

3.4 At the time of writing, the latest transport trend data for Scotland (for the period 26 October – 1 November 2020) showed that rail journeys were down by 80%. Operators have been undertaking reviews of travel data, capacity and forecasted demand to address the significantly low patronage and ongoing revenue implications.

3.5 The December timetable change will see a reduction in rail services across the whole network to mitigate the impact of low patronage. This will affect the service levels to and from Dumfries and Galloway. Officers are awaiting confirmation on the specific journeys which will be removed from the current timetables and will give a verbal update on these changes at the meeting.

4. Implications	
Financial	No financial implications associated with this report.
Policy	No change in SWestrans policy.
Equalities	A reduction in rail services will have a negative impact on equity of access. The impact of this is considered low at this stage due to the decreased demand for travel. However, those without access to private vehicles are likely to be disproportionately affected.
Climate Change	Decrease in travel choice due to reduced public transport services may result in modal shift to private vehicles and negatively impact on climate change aims
Risk Management	The Risk Register will be updated as required to mitigate any risk to SWestrans as rail timetables develop.

5. Recommendation

Members of the Board are asked to note the update on the current level of rail services to and from the region.

Report Author: Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick
Date of Report: 11 November 2020 File Ref: SW2/Meetings/2020	Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries, DG2 8PN

CLIMATE CHANGE DUTIES – REPORTING 2019/20

1. Reason for Report

To agree the submission of the 2019/20 Climate Change Duties Report.

2. Background

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

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

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

3. Key Points

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

3.2 The Climate Change Duties Report has previously been submitted to the Sustainable Scotland Network who collated and assessed the submissions of all public bodies across Scotland to produce an annual Climate Change Public Sector report.

3.3 SWestrans has submitted reports since 2015/16.

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

3.5 From this year, the Scottish Government will be managing the reporting submissions. This year's report is required to be submitted by the 30 November 2020 submission deadline.

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

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

- SWestrans has a direct control and influence on emissions in its policy setting, its delivery of projects and its procurement and delivery of the local bus network.
- The only measurable emission source under SWestrans direct control is for the total passenger km procured to deliver the local bus network. In 2018/19 this total was 5,690,535km with the 2019/20 total slightly increasing to 5,777,167 km. This increase is due, in the main, to a classification error on the previous submission relating to local bus service 367 Stranraer to Portpatrick which is a SWestrans supported service but was previously classified as commercial.

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

5. Recommendations

Members of the Board are asked to:

5.1 note the summary provided of the information for inclusion in the 2019/20 Climate Change Duties Report for SWestrans; and

5.2 agree to submit the 2019/20 Climate Change Duties Report for SWestrans by the deadline 30 November 2020.

Report Author: Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 30 October 2020 File Ref: SW2/2020/Meetings	

CONSULTATIONS

1. Reason for Report

To advise Members of consultations and to invite comment from the Board, which will be incorporated into responses from SWestrans.

2. Background

Three consultations relevant to SWestrans interests have recently been released, one closed on 19 November 2020 with the other two currently live and which have submission dates prior to the next Board in January 2021. The consultations are:

- Draft Infrastructure and Investment Plan for Scotland 2021-22 to 2025-26.
- Free bus travel for people resident in Scotland aged under 19.
- HS2 Phase 2b Western Leg Design Refinement – Annandale Depot.

3. Draft Infrastructure and Investment Plan for Scotland 2021-22 to 2025-26

3.1 The Scottish Government are consulting on a Draft Infrastructure Investment Plan which covers the financial years 2021/22 to 2025/26 and outlines their approach to delivering on the National Infrastructure Mission, recognising the role infrastructure has to play in enabling inclusive, net zero and sustainable growth. A summary of the relevant points is provided in paragraphs 3.2 to 3.7 and the full consultation is available through <https://www.gov.scot/publications/national-mission-local-impact-draft-infrastructure-investment-plan-scotland-202122-202526/>

3.2 The Draft Infrastructure Investment Plan sets out the Government's vision for future infrastructure – intended to support Scotland's resilience and enable an inclusive, net zero emissions society. The plan focusses on adopting and building on the recommendations of the Infrastructure Commission for Scotland's Phase 1 report. It sets out a long-term vision for Scottish infrastructure, indicating how they intend to choose the right future investments, and sets out a 5-year programme of improvements.

3.3 The Scottish Government are seeking views on the ways to implement the Commission's recommendations in the following areas:

- The inclusion of natural infrastructure;
- How to prioritise - the common investment hierarchy approach;
- How to best assess the impact of proposed infrastructure; and
- How to best assess the carbon impact of future Plans.

3.4 The Government would like to revise its infrastructure definition to include references to natural infrastructure, and proposes the following changes (shown in green):

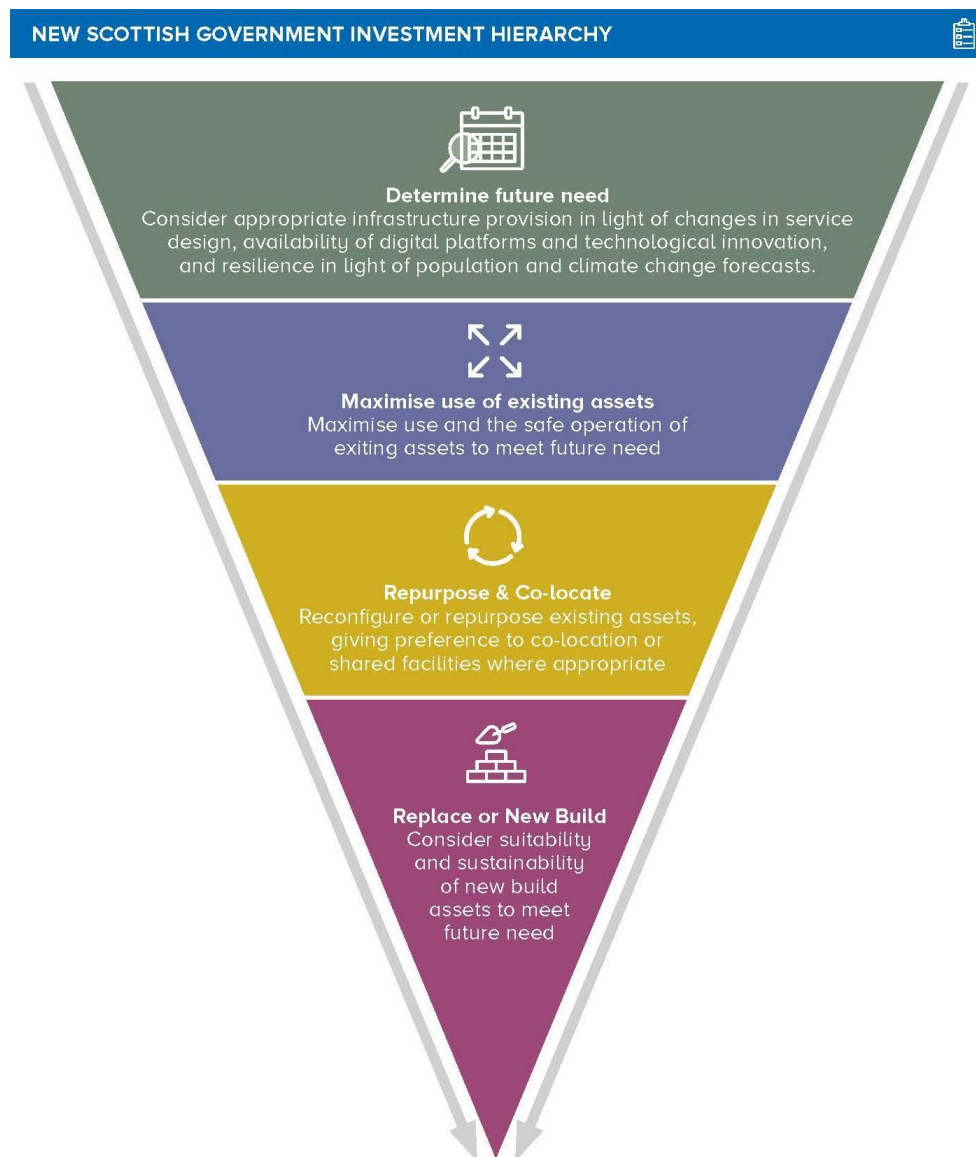
“The physical and technical facilities, **natural** and other fundamental systems necessary for the economy to function and to enable, sustain or enhance societal living conditions.

These include the networks, connections and storage relating to the enabling infrastructure of transport, energy, water, telecoms, digital and internet, to permit the ready movement of people, goods and services.

They include the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; **natural assets and networks**; and public services such as emergency services and resilience.”

3.5 The Infrastructure Plan identifies an Investment Hierarchy to aid planning and decision-making and drive future investment choices. In practice, this means that the following steps would need to be considered, in turn, before deciding the right investment plans.

1. Determine future need.
2. Maximise use of existing assets.
3. Repurpose & Co-locate.
4. Replace or New Build.



3.6 Whilst recognising the intent in making best use of existing assets and taking account of future needs, there is a need to recognise that some areas of Scotland have not seen significant infrastructure investment.

3.7 A focus on future projected demand cannot leave behind areas, such as the South West, which has not seen the necessary investment to enable economic growth. The key Transport commitments and commitments relevant to Dumfries and Galloway within the Plan are:

Decarbonising transport

- Over £500 million over 5 years in active travel, the large majority of which will be for active travel infrastructure including reallocating road space in favour of walking, wheeling and cycling, encouraging active travel for shorter every day journeys.
- £495 million towards the Programme for Government commitment to invest over £500 million in improved bus priority infrastructure to tackle the impacts of congestion on bus services, making journey times shorter and services more reliable, encouraging people to leave their cars at home and to take the bus.
- Continue our investment to support public sector fleet alternatives to petrol and diesel vehicles.
- Invest over £3.8 billion in the operation, maintenance and sustainable renewal of a high performing rail network for passengers and freight
- Progress the rail decarbonisation action plan

Strengthening Connectivity

- Double investment in bridge and roads maintenance: a programme of around
- £1.5 billion over 5 years to boost structural repairs and strengthen the network, improve road safety, deliver a range of improvements to our ITS infrastructure, and enhance key links such as the Tarbert to Inverarnan A82 section.
- Deliver significantly improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen to Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services.
- Complete construction of the A77 Maybole Bypass and improvements to the A92/A96 Haudagain junction.

Supporting long- term inclusive and sustainable growth

- Investing £525 million, aligned with local authority and UK Government funds, to deliver the next five years of £5 billion city region and regional growth deals. These investments will help drive inclusive growth that will deliver significant and lasting economic benefits for individuals, businesses and communities across Scotland, and benefit Scotland as a whole, creating thousands of jobs and up-skilling local labour markets in: Glasgow City Region; Aberdeen City Region; Inverness and Highland; Edinburgh and South East Scotland; Stirling and Clackmannanshire; Tay Cities; Ayrshire; Borderlands; Moray; Argyll and Bute; Falkirk; and the Islands.

- We will deliver a range of economic, environmental and social measures for the benefit of rural Scotland through £100 million funding for the Scottish Rural Development Programme.

Creating better local places

We will build on our “Place Principle” to promote place-based economic development and cohesion, ensuring all city, town, village and island communities can thrive by establishing a Place Based Investment Programme. As part of this programme we will invest £275 million to support community led regeneration and town centre revitalisation, including the repurposing of buildings, maintenance and repairs, reallocating external space and community led land acquisition. This will build on the Regeneration Capital Grant Fund and the ongoing work on Clyde Gateway.

3.8 The consultation closed on 19 November 2020. Therefore, officers will submit a response relevant to the Board’s transport remit caveated that this may change following consideration by the Board at today’s meeting. The response will be provided to the Board prior to the meeting to enable full discussion.

4. Free bus travel for people resident in Scotland aged under 19

4.1 The Scottish Government intends to launch a new statutory national concessionary travel scheme providing free bus travel for young people resident in Scotland up to their 19th birthday (referred to as ‘under 19s’ or ‘under 19’). The consultation is attached as **Appendix 1** and is available at <https://consult.gov.scot/transport-scotland/consultation-free-bus-travel-for-people-under19/>

4.2 It is anticipated that legislation to underpin the scheme would be required to be laid in Parliament in early 2021 and the scheme would come into effect later in 2021.

4.3 The purpose of the consultation is to set out the proposed arrangements for the new scheme and options for how the scheme operates.

4.4 The consultation closes on 7 December 2020 and the consultation questions are shown below. The Board are asked to discuss the questions and agree a draft response for officers to submit a response by the closing date.

Consultation Questions: Free bus travel for people resident in Scotland aged under 19

Question 1. Do you think extending national concessionary travel to include free bus travel for under 19s in Scotland will contribute towards our objectives to increase opportunities and reduce inequalities?

Yes

No

Please Explain

Question 2. Do you think there are any disadvantages to introducing free bus travel for under 19s in Scotland?

Yes

No

If yes, please explain

Question 3. Should a smart card, such as the widely used Young Scot card, be used to establish eligibility for free bus access?

Yes

No

Please Explain

Question 4. Should children under a certain age need to have their application for a travel card approved by a parent or guardian?

Yes

No

Please Explain

Question 5. If you answered 'yes' to question 4, at what age should parental or guardian approval be required?

Question 6. Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above? Please be as specific as possible.

Question 7. Do you think the proposals contained within this Consultation may have any additional implications on the rights, wellbeing and safety of children and young people that is not picked up above?

Question 8. Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens for bus companies, public bodies, third sector organisations or businesses? Please be as specific as possible.

Question 9. Are there any other issues you wish to raise which are not covered in the points or questions above?

5. HS2 Phase 2b Western Leg Design Refinement – Annandale Depot

5.1 High Speed Two (HS2) is a planned new high speed railway in the UK and is being developed and promoted by High Speed Two Limited on behalf of the UK Government. The Minister of State for Transport is consulting on four proposed refinements to the design of the Western Leg of HS2 Phase 2b.

5.2 The proposal in Dumfries and Galloway is the introduction of a train stabling facility for the maintenance of HS2 trains. The Annandale depot will be connected to the West Coast Main Line between Gretna Green and Kirkpatrick-Fleming and located on farmland, some of which is already zoned or allocated for commercial development.

5.3 It would stable and provide light maintenance for up to 28 200m-long trains overnight. It would include train wash and maintenance facilities, as well as a wastewater treatment facility. A new access road would be built off the B7076 for site employees. To help reduce the visual impact on the local community there will be planting around the facility. Once operational it is anticipated that the facility will create

around 100 new jobs in addition to the employment opportunities created during construction.

5.4 HS2 Ltd will contact those directly affected by these proposals and have also been running an online virtual exhibition for affected local communities. Full consultation documents are available at

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/927058/10961-DfT-HS2_DRC2_Response_Correction_Slip_in.pdf. The pages (page 43 to 47) which refer to the Annandale Depot proposals are included in this report as

Appendix 2.

5.5 This consultation will close at 11:45pm on 11 December 2020 and the consultation question is included below:

- What are your comments about the proposed train stabling facility at Annandale?

5.6 The Board is asked to discuss the question and agree a draft response for officers to submit a response by the closing date.

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

7. Recommendations

Members of the Board are asked to:

- 7.1 note the consultations on the Draft Infrastructure and Investment Plan for Scotland 2021-22 to 2025-26; Free bus travel for people resident in Scotland aged under 19 and HS2 Phase 2b Western Leg Design Refinement – Annandale Depot;
- 7.2 discuss and agree draft responses to each of these consultations to enable officers to submit responses by the closing dates.

Report Authors: Douglas Kirkpatrick Tel: 01387 260136	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 11 November 2020 File Ref: SW2/Meetings/2020	

Appendix 1 – Free Bus travel for people resident in Scotland aged under 19.
Appendix 2 - HS2 Phase 2b Western Leg Design Refinement pages 43 to 47 – Annandale Depot



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Consultation

**Free bus travel for people
resident in Scotland aged
under 19**

Contents

About this consultation and the consultation process	3
Responding to this consultation	3
Handling your response	4
Next steps in the process	4
Comments and complaints	4
Scottish Government consultation process.....	4
Free bus travel for people resident in Scotland aged under 19: our proposal ...	6
Objectives of the scheme	7
Eligible people	7
Eligible services	7
Delivery options	8
Reimbursement	9
COVID-19 implications	10
Assessing impact	10
Other considerations	11
Consultation questions	12
RESPONDENT INFORMATION FORM	14

About this consultation and the consultation process

The Scottish Government intends to launch a new statutory national concessionary travel scheme providing free bus travel for young people resident in Scotland up to their 19th birthday (referred to as 'under 19s' or 'under 19' throughout the rest of this consultation). We anticipate that legislation to underpin the scheme would be required to be laid in Parliament in early 2021 and the scheme would come into effect later in 2021.

The purpose of this consultation is to set out the proposed arrangements for the new scheme and options for how the scheme operates. By providing us with your views, we can establish the most appropriate way to provide free travel for young people to meet their needs and requirements.

We hope that as many members of the public as possible will respond to this consultation. In particular we would like to hear the views of people who will be impacted by these proposals including children and young people, their parents and carers and people who work with children in a paid or voluntary capacity. We appreciate that some of the consultation questions are technical but their application to free bus travel could have direct impacts on numerous individuals and organisations. As such, we would encourage everyone to respond to any or all of those areas where you feel you have a contribution to make.

This consultation is not about the design or implementation of any other concessionary travel schemes. We are running a separate engagement with young people on the future of transport more broadly, seeking their views on how we tackle transport inequalities and move us towards a more sustainable and inclusive Scottish transport network.

Responding to this consultation

The consultation will run for six weeks and we are inviting responses by Monday 7 December.

Please respond to this consultation using the Scottish Government's consultation hub, Citizen Space (<http://consult.gov.scot>). Access and respond to this consultation online at <https://consult.gov.scot/transport-scotland/consultation-free-bus-travel-for-people-under19>. You can save and return to your responses while the consultation is still open. Please ensure that consultation responses are submitted before the closing date of Monday 7 December.

If you are unable to respond using our consultation hub, please complete the Respondent Information Form and return to:

Email: Under19Consultation@transport.gov.scot

Post: Under 19 Consultation

Bus, Accessibility and Active Travel

Transport Scotland

Buchanan House

58 Port Dundas Road
Glasgow G4 0HF

Handling your response

If you respond using the consultation hub, you will be directed to the 'About You' page before submitting your response. Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to be published. If you ask for your response not to be published, we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government is subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

If you are unable to respond via Citizen Space, please complete and return the Respondent Information Form included at the end of this document.

To find out how we handle your personal data, please see our privacy policy:
<https://beta.gov.scot/privacy/>

Next steps in the process

Where respondents have given permission for their response to be made public, and after we have checked that they contain no potentially defamatory material, responses will be made available to the public at <http://consult.gov.scot>. If you use the consultation hub to respond, you can receive a copy of your response via email.

Following the closing date, all responses will be analysed and considered along with any other available evidence to help us prepare the free bus travel scheme for people resident in Scotland aged under 19. Responses will be published where we have been given permission to do so. An analysis report will also be made available.

Comments and complaints

If you have any comments about how this consultation exercise has been conducted, please send them to the contact address above or Under19Consultation@transport.gov.scot.

Scottish Government consultation process

Consultation is an essential part of the policymaking process. It gives us the opportunity to consider your opinion and expertise on a proposed area of work.

You can find all our consultations online: <http://consult.gov.scot>. Each consultation details the issues under consideration, as well as a way for you to give us your views, either online, or by email or post.

Responses will be analysed and used as part of the decision making process, along with a range of other available information and evidence. We will publish a report of

this analysis for every consultation. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.

Free bus travel for people resident in Scotland aged under 19: our proposal

The Scottish Government's National Transport Strategy, published in February 2020, set out our vision for a transport system that:

- reduces inequalities and advances equality of opportunity and outcome
- takes climate action to minimise the long-term impacts of transport on our climate
- delivers sustainable and inclusive economic growth
- enables a healthy, active and fit nation

The Scottish Government aims to make travel as accessible and affordable as possible. To this end, we offer a range of concessionary travel schemes for young Scots, over 60s and eligible disabled people. Further details on these national schemes are available on the Transport Scotland website (<https://www.transport.gov.scot/concessionary-travel/>).

We now intend to extend this provision by offering free bus travel to people resident in Scotland aged under 19, delivering on our commitment in the 2020 Programme for Government. This policy will be integral to realising the National Transport Strategy vision. Free bus travel will help under 19s access education, employment and leisure, particularly for low income families. It will also increase young peoples' independence and encourages a greater, long term shift to more sustainable travel by embedding the use of public transport in people's behaviour from an early age.

Extending free bus travel to all people resident in Scotland aged under 19 – approximately 770,000 young people – may also encourage families to use cars less for a range of activities such as travel to school and transport to leisure activities. This mode shift to low-emission and lower carbon public transport is central to tackling the climate emergency and likely to improve air quality in our towns and cities by reducing the number of car journeys.

To minimise additional burdens on bus operators, Local Authorities and other key stakeholders we intend to base the under 19 free bus travel scheme on the administrative processes that underpin the current National Bus Travel Concession Scheme for Older and Disabled Persons. The details of this scheme can be found at: <https://www.transport.gov.scot/concessionary-travel/60plus-or-disabled/#37404>. The new scheme would replace for under 19s the bus element of the current non-statutory Young People's Scheme. That scheme would continue to operate for full time volunteers aged between 19 and 25 who volunteer for more than 30 hours a week, and to provide discounted rail and, as appropriate, ferry travel for those who qualify for it.

There are still choices about how such a scheme is designed and rolled out to ensure it is as effective and accessible as possible. We provide further information on these areas in this consultation, the options available in implementing free bus travel for under 19s and how we can mitigate any risks.

Objectives of the scheme

A national travel concession scheme provides travel concessions to certain people travelling on eligible services and such schemes are enabled through section 40 of the Transport (Scotland) Act 2005. We intend to provide free travel on bus services to all residents in Scotland aged under 19.

The scheme is intended to:

- open up social, educational, employment or leisure opportunities in line with our National Transport Strategy (NTS) priorities to improve our health and wellbeing and deliver inclusive economic growth
- reduce household outgoings to aid children, particularly those living in poverty, in line with our NTS priority to reduce inequalities

By providing free bus travel to persons aged under 19, we are seeking to improve their access to education, training and employment and to embed positive sustainable travel behaviours.

Most people aged under 19 are in full time education, working or in training and need transport to travel to their school, college or place of work. Providing free bus travel widens opportunities for this group and will have a particular impact on people from lower income households who are more likely to take the bus: according to the Poverty and Inequality Commission's report *Transport and Poverty in Scotland*, 44% of people with an income of less than £10,000 travel by bus once a week or more compared to 16% of those with an income over £40,000.

Eligible people

There are approximately 770,000 people under 19 resident in Scotland who would be eligible. Most people aged under 19 are in full time education, working or in training.

Children under five are already eligible for free bus travel as a widespread practice across the bus industry. Children and young people between five and 19 (and full time volunteers aged between 19 and 25 who volunteer for more than 30 hours a week) can travel by bus at a discounted price of two thirds of the adult single fare using the Young Scot card.

Our intention is that everyone can travel for free on eligible bus services until their 19th birthday as those under five generally do under existing commercial arrangements.

Eligible services

Our intention is that eligible bus services would be the same as those services eligible for the existing NCTS for those aged over 60 or with a disability. The eligible services for that scheme are bus services which operate wholly within Scotland (or a service travelling from Scotland to Berwick-upon-Tweed and Carlisle or vice versa) that are:

- a local registered service in terms of section 2 of the Transport Act 1985 or

- a scheduled bus or coach service which runs at least once a week and is available and advertised to the general public

Further details on which services are eligible in the existing scheme can be found in the relevant legislation, details available here:

<https://www.transport.gov.scot/concessionary-travel/60plus-or-disabled/#37404>

Question 1

Do you think extending national concessionary travel to include free bus travel for under 19s in Scotland will contribute towards our objectives to increase opportunities and reduce inequalities?

- Yes
- No
- Please Explain

Question 2

Do you think there are any disadvantages to introducing free bus travel for under 19s in Scotland?

- Yes
- No
- If yes, please explain

Delivery options

In line with our existing National Concessionary Travel Scheme we intend to facilitate access to free travel by providing smart cards to all eligible people aged between five and 18. Children under five would be able to travel free without identification, in line with current general commercial practice. Eligible people would be able to board and travel for free on eligible bus services on presentation of a valid travel card.

We have considered various options around how to establish the scheme, including whether to establish a scheme with or without cards (for example where some or all 5-18 year olds could board without needing to present a card). However, a card-based scheme would be more effective in managing payments, including minimising fraud, by allowing us to monitor anonymised card usage data. It would also allow us to analyse journey patterns and usage to evaluate the impact of the scheme on our objectives and adjust it in the future.

The existing concessionary travel privacy policy is available to read here: <https://www.transport.gov.scot/concessionary-travel/60plus-or-disabled/#55520>. This details how we currently use, store and share (for example with the National

Entitlement Card Programme Office, local authorities and, in limited circumstances, with the police) personal information that we hold in connection with our national concessionary travel schemes. We will review the safeguards and data privacy arrangements in the existing NCTS to see which arrangements may be appropriate for the new scheme.

Providing nationwide free bus travel to people under 19 requires us to carefully consider the implications for child safety. We are considering setting an age below which access to the scheme would have to be authorised by parents or guardians. For example, Transport for London's Zip Oyster scheme for children under 16 requires parents to create an online account and apply for the card on their child's behalf.

Question 3

Should a smart card, such as the widely used Young Scot card, be used to establish eligibility for free bus access?

- Yes
- No
- Please explain

Question 4

Should children under a certain age need to have their application for a travel card approved by a parent or guardian?

- Yes
- No
- Please explain

Question 5

If you answered 'yes' to question 4, at what age should parental or guardian approval be required?

Reimbursement

Bus operators will be reimbursed for carrying passengers under this scheme. We envisage that this will be done in a similar way to that in which operators are reimbursed for journeys made in the existing NCTS. This could involve calculation on the basis of an adult single fare for each eligible journey, weighted to take account of a range of factors specific to the anticipated travel patterns of under 19s using the scheme and the fares which they would pay were the scheme not in place.

We will engage with key stakeholders on how to set reimbursement rates and what levels those would be. We intend that the reimbursement rate is subject to a similar 'no better, no worse off' aim as exists in the scheme for over 60s and eligible disabled people and that we would reimburse only for journeys undertaken by 5-18 year olds (inclusive) since, as set out earlier, children under five already generally receive free travel without reimbursement.

We intend to review the impact of the scheme and usage after the first year.

COVID-19 implications

The COVID-19 pandemic has had a profound effect on travel patterns and bus usage with demand considerably reduced during lockdown and capacity constrained since then by physical distancing requirements.

It is difficult to predict the status of the pandemic and the context for public transport at the point this scheme is introduced in 2021. Our intention is to implement free bus travel for under 19s in 2021 notwithstanding the COVID-19 pandemic. The course of the pandemic may have consequences for the way in which we roll out the scheme and we may need to adjust some elements of implementation when we have a clearer view of the circumstances at that time.

Assessing impact

We are committed to assessing the impact of our new under 19s free bus travel proposals on a wide range of stakeholder groups across Scotland and local communities. This consultation will help us assess the impact of the scheme including in relation to equalities, business and regulation, child rights and wellbeing. For example your views will inform us about the likely impact of our policy on our duty to advance equality, eliminate discrimination and foster good relations for people who share certain protected characteristics such as:

- age
- disability
- sex
- gender reassignment
- sexual orientation
- race and religion or belief
- pregnancy and maternity

We will take a robust evidence based approach to the development of our impact assessments and will work in close consultation with key stakeholders and representatives of particular groups that are likely to be impacted.

Question 6

Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above? Please be as specific as possible.

Question 7

Do you think the proposals contained within this Consultation may have any additional implications on the rights, wellbeing and safety of children and young people that is not picked up above?

Question 8

Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens for bus companies, public bodies, third sector organisations or businesses? Please be as specific as possible.

Other considerations

That is the end of our questions but we invite comments on any other issues not raised elsewhere in this consultation.

Question 9

Are there any other issues you wish to raise which are not covered in the points or questions above?

Consultation questions

Number	Consultation question
1	<p>Do you think extending national concessionary travel to include free bus travel for under 19s in Scotland will contribute towards our objectives to increase opportunities and reduce inequalities?</p> <ul style="list-style-type: none"> • Yes • No • Please Explain
2	<p>Do you think there are any disadvantages to introducing free bus travel for under 19s in Scotland?</p> <ul style="list-style-type: none"> • Yes • No • If yes, please explain
3	<p>Should a smart card, such as the widely used Young Scot card, be used to establish eligibility for free bus access?</p> <ul style="list-style-type: none"> • Yes • No • Please explain
4	<p>Should children under a certain age need to have their application for a travel card approved by a parent or guardian?</p> <ul style="list-style-type: none"> • Yes • No • Please explain
5	<p>If you answered 'yes' to question 4, at what age should parental or guardian approval be required?</p>
6	<p>Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above? Please be as specific as possible.</p>
7	<p>Do you think the proposals contained within this Consultation may have any additional implications on the</p>

Number	Consultation question
	rights, wellbeing and safety of children and young people that is not picked up above?
8	Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens for bus companies, public bodies, third sector organisations or businesses? Please be as specific as possible.
9	Are there any other issues you wish to raise which are not covered in the points or questions above?

Free bus travel for people resident in Scotland aged under 19

RESPONDENT INFORMATION FORM

Please note this form must be completed and returned with your response. To find out how we handle your personal data, please see our privacy policy: <https://beta.gov.scot/privacy/>

Are you responding as an individual or an organisation?

- Individual
- Organisation

Full name or organisation's name

Phone number

Address

Postcode

Email

We would like to hear the views of people who will be impacted by these proposals including children and young people, their parents and carers and people who work with children in a paid or voluntary capacity. To help us understand more about you, are you:

- Under 19 years old
- The parent or carer of someone under 19 years old
- Working or volunteering with people under age 19 (for example as a teacher, educator or social worker)

- None of the above

We would also like to know how often you normally use buses (i.e. prior to the pandemic):

- I regularly use buses (daily or weekly)
- I sometimes use buses (for example once a month)
- I very occasionally use buses (for example once or twice a year)
- I never use buses

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference.

- Publish response with name
- Publish response only (without name)
- Do not publish response

Information for organisations: The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published. If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

- Yes
- No



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The introduction of a new train stabling facility at Annandale, in Dumfries and Galloway

Community Area: Off-route

The Minister of State is minded to include a train stabling facility at Annandale, Dumfries and Galloway to stable and carry out light maintenance on High Speed trains serving the north west of England and Scotland.

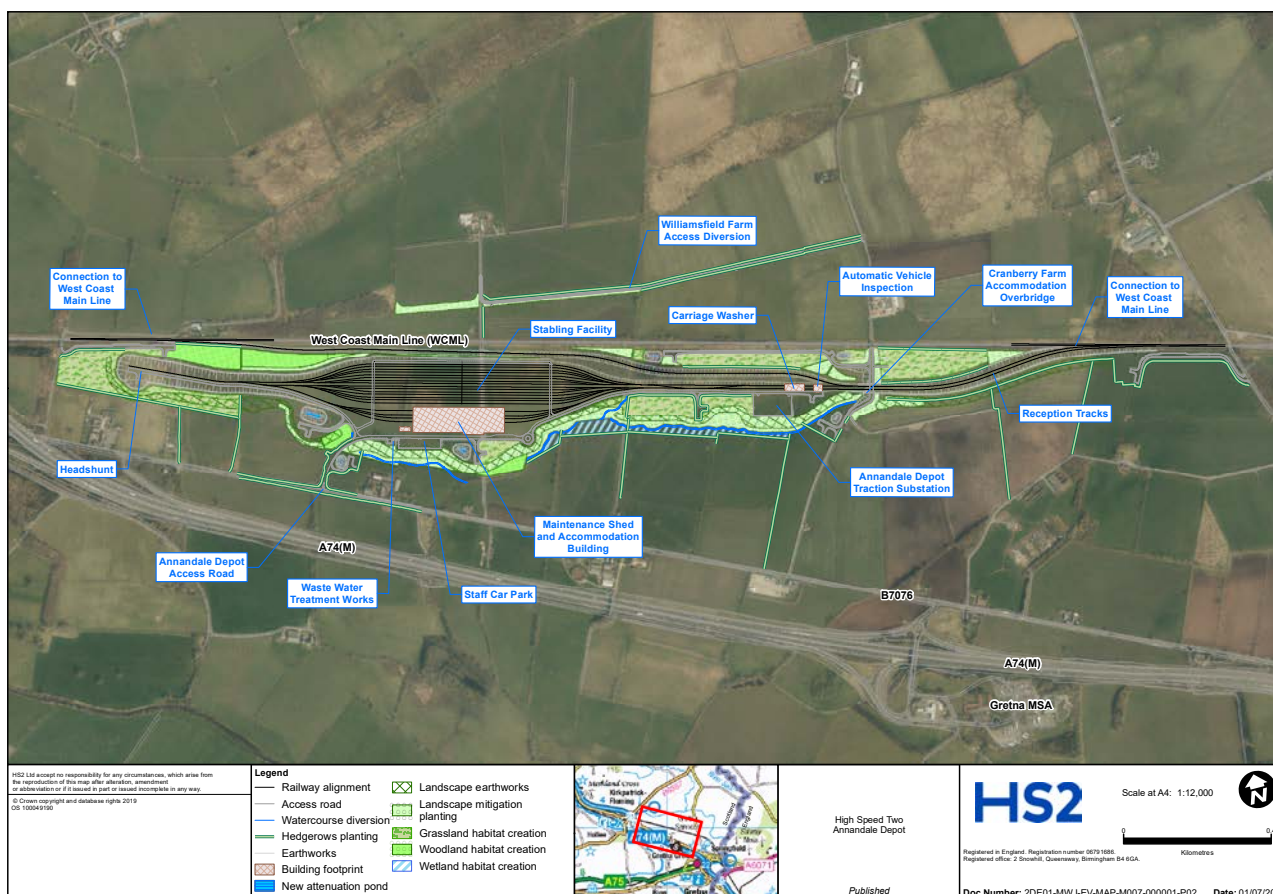


Figure 7: Annandale Depot

Introduction

2.120 Phase 2b will provide an increased number of services to Scotland and North West England compared to Phase 2a or Phase One of HS2, with two 400m trains running from Euston each hour and splitting at Carlisle into two 200m trains to serve Glasgow and Edinburgh. HS2 trains will also serve Scotland from Birmingham. New HS2 trains serving Scotland and the north west of England will need overnight stabling and light maintenance in this area, near to where trains finish and start service. It would not be operationally efficient for these trains to run empty to the next closest HS2 depot north of Crewe, approximately 150 miles away.

Identification of the proposed site

2.121 To support the efficient operation of HS2 additional train stabling facilities are required somewhere in the area between Carlisle, Glasgow and Edinburgh.

2.122 For a site to be potentially suitable for stabling HS2 trains in this search area, it needs to meet the following requirements:

- be close to the existing railway;
- be a relatively large, flat site;
- preferably a brownfield rather than greenfield site;
- located as close as feasible to where HS2 services will terminate or begin to minimise empty train movements;
- be accessible to the workforce and local transport network;
- be suitable for 24-hour working;
- have enough space to accommodate equipment for light maintenance activities; and
- have enough space to accommodate the expected number of trains.

2.123 In considering which of the potentially suitable sites would be the optimal one to stable HS2 trains, HS2 Ltd balanced a range of factors including operational suitability, impact on the environment and the local community, engineering complexity and cost.

2.124 HS2 Ltd explored options that consisted of one large depot, many smaller ‘satellite’ stabling sites near to stations where services would terminate, and a hybrid of a large stabling facility supported by one or two small satellite sites each accommodating only a few units.

Design refinement options

2.125 Initially, brownfield sites, including depots on the existing railway were examined to see if they were suitable. Brownfield sites which could potentially act as smaller satellite facilities near Glasgow and Edinburgh as well as larger facilities capable of stabling a greater number of trains were both assessed at a high-level. However, all of these brownfield options were discounted.

2.126 The potential smaller satellite options were too small to fit facilities for light maintenance to HS2 trains, which would be necessary given how far to the south the next nearest Rolling Stock Depot (RSD) would be at Crewe. The potential brownfield sites for a larger depot were discounted for a number of reasons including having insufficient

space for HS2 trains without remodelling the sites and disrupting existing railway operations, being higher cost, being the subject of a local authority masterplan and not being operationally suitable.

- 2.127 Given no potential brownfield sites were found to be suitable, greenfield sites were then explored.
- 2.128 A number of greenfield sites were identified that could be suitable locations for a larger depot with light maintenance facilities. Two potentially suitable locations were identified near to the English-Scottish border, these were at Todhills and Annandale. A further suitable location between Glasgow and Edinburgh was also identified at Ravenstruther.
- 2.129 Compared to Annandale, a stabling facility at Todhills would be more expensive and complex to construct, but would have lower operational costs than Annandale as Todhills is closer to Glasgow and Edinburgh meaning empty trains have less distance to travel for service start/end each day. However, Todhills would have greater environmental impacts than a site at Annandale as it is partially located in flood zones 2 and 3. There would also be the need for significant road diversions to create access to the site and potential impacts on community facilities and commercial units. For an option nearer the Scottish border, Annandale was the preferred option.
- 2.130 Compared to Annandale, Ravenstruther would have had higher operational costs due to how far it is from Carlisle, Glasgow and Edinburgh, resulting in more empty train movements. The civil engineering works required to construct a depot here would be more complex than at a depot at Annandale, with more temporary highway diversions, and greater impact on the West Coast Main Line overhead line equipment due to the existing overlap and feeding arrangements. Ravenstruther is also close to scheduled monuments and residential properties, of which some would require demolition, and as such would result in adverse impacts on communities and health.
- 2.131 The Annandale site, near the English-Scottish border, was judged to be the most operationally suitable, cost-effective and least environmentally impactful solution for a stabling facility. The new facility could stable up to 28 200m HS2 trains. This stabling space at Annandale would be supplemented by a small number of trains being stabled at the existing Polmadie depot near Glasgow.

Description of the proposed change

- 2.132 The proposed Annandale train stabling facility would be approximately 18km north of Carlisle Station, situated 3.5km northwest of Gretna Green in greenfield land south of the adjacent West Coast Main Line (WCML). To the south of the proposed Annandale stabling facility is the B7076 and A74(M). Please see pages 48-56 of the accompanying Western Leg Design Refinement Consultation Mapbook for further details.
- 2.133 The proposed site is approximately 80 hectares in size. The width of the site is approximately 400m at its widest and stretches approximately 3.15km in length.

2.134 The site would perform the following functions:

- stabling trains overnight;
- internal and external cleaning;
- light servicing, inspection and maintenance;
- training and meeting facilities; and
- equipment spares storage facilities.

2.135 Most trains stabled at the Annandale Depot would start and end passenger service at Carlisle.

2.136 The proposed train stabling facility would include:

- 14 stabling slides, that can each accommodate two 200m trains;
- two connections to the existing WCML to the south for trains to enter and leave in quick succession;
- one connection to the existing WCML to the north for empty stock movements to Scottish termini, which would join the southern connection to form a loop;
- automatic carriage wash machine;
- overhead catenary system and power substation;
- waste water treatment plant;
- office and welfare building; and
- car parking and a maintenance shed for undertaking light maintenance.

2.137 Some highways modifications would be required including some road widening near to the proposed facility entrance. The south-facing connection between the site and the WCML intersects the existing road access to Cranberry Farm and a new bridge is proposed to enable continued access.

2.138 The proposed facility would sever the existing access to Williamsfield Farm. New access would be provided via the access road for Cranberry Farm and a diversion along the field boundaries.

2.139 Due to the location of the Ewes Burn, culverts and watercourse diversions would be required for this stabling facility.

2.140 A high voltage overhead line may need to be diverted.

Why the Minister of State is minded to make this change

2.141 The Minister of State is minded to include the proposed train stabling facility at Annandale, to provide overnight storage and light maintenance for HS2 trains serving the north west of England and Scotland.

2.142 The Minister of State is aware of the potential additional impacts caused by the change and has asked HS2 Ltd to continue to engage with the local community and stakeholders so that further opportunities to avoid, reduce or mitigate impacts are considered in ongoing design development.

Impacts of the proposed change

2.143 The site of the proposed train stabling facility at Annandale is farmland adjacent to the WCML and near the A74(M). Landscape and visual impacts associated with the stabling facility would occur as a result of a number of buildings at the site, including a train maintenance shed and earthworks for the stabling facility and habitat planting.

2.144 An appropriate waste water treatment and discharge mechanism would be incorporated into the scheme to allow waste water to be discharged safely into the Ewes Burn.

2.145 There would be potential traffic impacts during both the construction and operational periods, however these are expected to be low.

2.146 The facility would create around 100 permanent jobs, skilled and unskilled.

Question 4: What are your comments about the proposed train stabling facility at Annandale?