SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 25 March 2022 at 10.30am, Remote Meeting via Microsoft Teams

Members of the Board

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

Future Meetings

Douglas Kirkpatrick
Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 25 March 2022 at 10.30am, Remote Meeting via Microsoft Teams

1. **SEDERUNT AND APOLOGIES**

2. **DECLARATIONS OF INTEREST**

3. **MINUTES OF MEETING ON 28 JANUARY 2022 – FOR APPROVAL**

4. **EXTERNAL AUDIT PLAN 2021/22** – Recommendation - note and comment on the external audit plan for 2021/22 in the Appendix.

5. **DRAFT REVENUE EXPENDITURE BUDGET 2022/23** – Recommendation - agree the draft revenue budget for 2022/23 as set out in Table 1.

6. **DRAFT CAPITAL EXPENDITURE PROGRAMME 2022/23 – 2024/25** – Recommendations – (i) agree the draft Capital Programme for 2022/23 to 2024/25 outlined in Table 1 and (ii) consider the requests for SWestrans to assist and/or undertake a community and bus user survey to determine support for bus shelter provision in Whithorn.

7. **SWESTRANS ANNUAL REPORT 2020/21** – Recommendation – agree the SWestrans Annual Report for 2020/21 attached as the Appendix**.**

8. **CODE OF CONDUCT** – Recommendation - agree that the Code of Conduct (Appendix) is submitted to Scottish Ministers for approval.

9. **CONSULTATIONS** – Recommendations – (i) note that a draft response to the consultation on 'A route map to achieve a 20 percent reduction in car kilometres by 2030' will be drafted by officers and shared with Board Members for comment prior to the submission date; and (ii) consider and agree the draft response to the Strategic Transport Projects Review 2 consultation, as attached in the Appendix.

10. **REGIONAL TRANSPORT STRATEGY** – Recommendations – (i) note the draft Case for Change as included as the Appendix; (ii) note the draft Case for Change will be updated to reflect the SEA and EqIA assessment reports; (iii) note the proposed Strategic Objectives identified in the draft Case for Change and highlighted in paragraph 3.9; (iv) note the next stage of the process will refine and develop the specific polices, strategies and options for inclusion in the RTS and (v) agree that the Case for Change will be issued for a four-week consultation with the public and key stakeholders.

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 1, 6, 8, 9 and 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

12. **LOCAL BUS SERVICES - CONTRACTS** - 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 28 January 2022
at 10.30am at Remote Meeting via Microsoft Teams

Present

Members

John Campbell (Vice-Chair)	-	Dumfries and Galloway Council
Richard Brodie	-	Dumfries and Galloway Council
Ian Carruthers (Substitute)	-	Dumfries and Galloway Council
Karen Jackson	-	South of Scotland Enterprise
Davie Stitt (Substitute)	-	Dumfries and Galloway Council
Ronnie Tait	-	Dumfries and Galloway Council

Officials

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

Apologies

Andrew Wood (Chair)	-	Dumfries and Galloway Council
David Bryson	-	NHS Dumfries and Galloway
Adam Wilson	-	Dumfries and Galloway Council

Observers

June Hay	-	Outdoor Access Forum
Graham Whiteley		

In Attendance

Ron McLean	-	Beattock Station Action Group
Liz Ashburn		

1. SEDERUNT AND APOLOGIES

PROCEDURE - In the absence of the Chair, the Vice-Chair assumed the role of Chair for the meeting.

5 Board Members present and 3 apologies noting the substitutes present were as follows:- Davie Stitt for Adam Wilson and Ian Carruthers for Andrew Wood

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 26 NOVEMBER 2021

Decision

APPROVED.

4. REVENUE BUDGET MONITORING REPORT 2021/22 FOR THE PERIOD ENDING 31 DECEMBER 2021

Decision

The Board **NOTED** the forecast outturn for the revenue budget as at 31 December 2021.

5. CAPITAL EXPENDITURE PROGRAMME 2021/22 – 2023/24 UPDATE

Decision

The Board **NOTED** the update provided on progress with the Capital Expenditure Programme 2021/22.

6. REGIONAL TRANSPORT STRATEGY

BOARD MEMBER – Ronnie Tait joined the meeting – 6 present.

Decision

The Board **NOTED** the progress to develop a new Regional Transport Strategy including the key milestones and timeline indicated in paragraph 3.5 of the report.

7. LOCAL RAIL DEVELOPMENT FUND - KIRKCONNEL

Decision

The Board:-

7.1 **NOTED** the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report, attached as the Appendix of the report; and

7.2 **AGREED** to submit the 'Kirkconnel Multi-modal Transport Appraisal - Initial Appraisal: Case for Change' report to Transport Scotland for review.

8. LOCAL BUS SERVICES - PROCUREMENT

Decision

The Board :-

8.1 **NOTED** the progress on replacing local bus contracts; and

8.2 **AGREED** that tenders are issued for local bus services with the proposed level of timetable provision as shown in the Appendix of the report.

9. RISK MANAGEMENT

Decision

The Board **AGREED** the Risk Register for 2022/23 included as the Appendix to the report, further noting that this would be subject to review by the Board

10. PUBLIC SOCIAL PARTNERSHIP UPADATE

Decision

The Board **NOTED** the progress of the Community Transport Public Social Partnership throughout 2021/22 as highlighted in section 4 of the report.

11. STRATEGIC TRANSPORT PROJECTS REVIEW – UPDATE

Decision

The Board:-

11.1 **NOTED** the publication of the second Strategic Transport Projects Review (STPR2) and that a full response to the consultation would be drafted for consideration at the March 2022 Board meeting; and

11.2 **AGREED** that the Chair writes to the Transport Minister seeking urgent clarification on the status of the three Strategic Business Cases for Thornhill, Beattock and Eastriggs areas submitted by SWestrans in 2019 and assurance that these are now being progressed through the relevant railway process.

12. 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.

EXTERNAL AUDIT PLAN 2021/22

1. Reason for Report

1.1 SWestrans external auditors have published the plan of work they intend to undertake for the 2021/22 financial year, based on their analysis of risks facing SWestrans.

1.2 The plan highlights the audit work necessary to ensure SWestrans has in place sound arrangements for producing accurate financial statements, for maintaining an effective internal control environment and for managing its performance. By discussing the work plan and the risks on which it is based, the Board can obtain an understanding of the control environment in operation within SWestrans and of the assurances available from external audit work.

2. Background

Grant Thornton had been appointed by the Accounts Commission as Swestrans external auditors for the financial years 2016/17 to 2020/21. Due to the COVID 19 pandemic the appointment has been extended by a year to 2021/22, this is the final year they will be providing the service to SWestrans.

3. Key Points

3.1 An audit plan has been prepared which will lead to a professional audit opinion on the accounts of SWestrans. The plan sets out the responsibilities of the external auditor and SWestrans and the timetable to be followed. It also identifies the reporting arrangements for the work and a list of outputs which are expected to be delivered.

3.2 In the plan SWestrans external auditors state they will:

- Audit the financial statements and provide an opinion on them; and
- Consider SWestrans corporate governance arrangements relating to internal control and reporting, prevention and detection of fraud/irregularity, standards of conduct and the prevention and detection of corruption.

3.3 The audit plan identified the main risk attaching to SWestrans financial statements. Reviewing the plan allows the Board to become better informed about how and why the external auditor has prioritised certain risks over others. The Board can also form a view as to the risks associated with the audit process itself.

4. Consultations

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

5. Implications	
Financial	The fee which has been agreed for the SWestrans 2021/22 audit is included in the plan document.
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 audit plan relates to the known risks R04 – Capital funding R06 – Overspending R07 – Revenue funding R10 – Procurement R11 – Contract disputes R12 – Third Party liabilities R14 – Withdrawal of DGC Governance support R15 – Cyber crime

6. Recommendation

Members of the Board are asked to note and comment on the external audit plan for 2021/22 in the Appendix**.**

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 04 March 2022 File Ref:	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG1 8PN

APPENDIX – External Audit Plan 2021/22

Grant Thornton

South West of Scotland Transport Partnership

Financial year ending 31 March 2022

Draft External Audit Plan

Board

25 March 2022

Your key Grant Thornton team members are:

John Boyd
Audit Director
T 0141 223 0899
E john.p.boyd@uk.gt.com

Chetan Patel
Audit In-charge
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Contents

The contents of this report relate only to the matters which have come to our attention, which we believe need to be reported to you as part of our initial audit planning process. It is not a comprehensive record of all the relevant matters, which may be subject to change, and in particular we cannot be held responsible to you for reporting all of the risks which may affect the organisation or all weaknesses in your internal controls. This report has been prepared solely for your benefit and Audit Scotland (under the Audit Scotland Code of Practice 2016). We do not accept any responsibility for any loss occasioned to any third party acting, or refraining from acting on the basis of the content of this report, as this report was not prepared for, nor intended for, any other purpose.

Plan Overview

The audit plan for the financial year ended 31 March 2021 sets out our risk based audit approach. This plan is reported to SWestrans in draft. Planning is a continuous process and we will continue to review our risk assessment and planned approach. We expect to complete our audit planning procedures by the end February 2022 and will finalise the plan and submit to SWestrans and Audit Scotland by 31 March 2022.

Respective responsibilities

Audit Scotland has issued a document entitled Code of Audit Practice ('the Code') dated 2016 covering this audit appointment period. This summarises where the responsibilities of auditors begin and end and what is expected from the audited body. Our respective responsibilities, and that of SWestrans are summarised in Appendix 1 of this plan. We draw your attention to this and the Code.

Materiality

We have calculated planning materiality using your prior year gross investment assets as our benchmark (consistent across our PSA Scotland Pension Funds):

- £90,020 - planning materiality (2% of prior year gross expenditure)
- Performance materiality of £67,515 million (75% of planning materiality
- Trivial is £4,500 (being 5% of materiality)

Wider Scope Audit – smaller body arrangements

In accordance with Audit Scotland's Code of Practice, we feel it is appropriate to continue to treat you as a smaller body under the Code. In 2021/22 we will consider SWestrans arrangements for ensuring financial sustainability as well as your governance arrangements in place to support disclosures contained within the annual governance statement included within your financial statements.

Financial statement audit risks

We have not yet concluded our audit risk assessment. However, based on our audit planning, in accordance with the ISAs (UK) and FRC Practice Note 10 we have identified the following significant financial statement audit risks:

- Management override of controls (ISA UK 240)
- Risk of fraud in expenditure (cut-off) (FRC PN10)

We have rebutted the risk of fraud in revenue recognition as the majority of funding is via the Dumfries and Galloway Council and the Scottish Government. Our final risk assessment will be included in the final audit plan.

Our Audit Fee

Audit fees were shared by Audit Scotland with the Pension Fund in December 2021. Our fee agreed with Officers is:

- £10,530 which is set at the baseline fee. This fee includes £950 related to Audit Scotland pooled costs and £490 in relation to Audit Scotland central costs.
- We reserve the right to review our fee during the audit should significant delays be encountered and/or new technical matters arise.

Introduction

Purpose

This document provides an overview of the planned scope and timing of the external audit of the South West of Scotland Transport Partnership ('SWestrans') for those charged with governance. This plan is reported to those charged with governance and issued to Audit Scotland.

We are appointed by the Accounts Commission as the external auditors of the Pension Fund for the 6 year period (2016/17 until 2021/22).

Respective responsibilities

Audit Scotland has issued a document entitled Code of Audit Practice ('the Code') dated 2016 covering this audit appointment period. This summarises where the responsibilities of auditors begin and end and what is expected from the audited body. Our respective responsibilities, and that of SWestrans are summarised in Appendix 1 of this plan. We draw your attention to this and the Code.

Scope of our audit

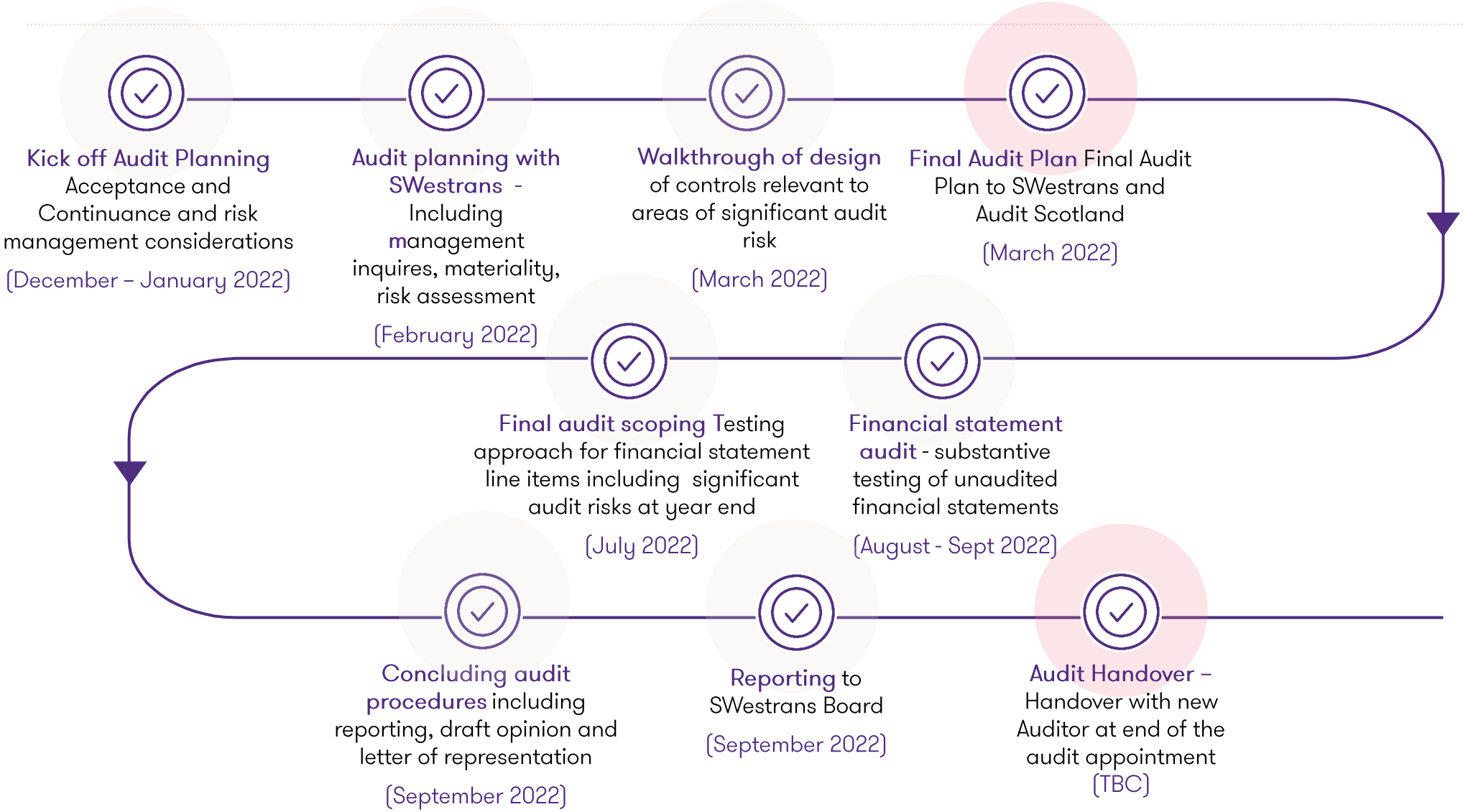
The scope of our audit is set in accordance with the Code and International Standards on Auditing (ISAs) (UK). We are responsible for forming and expressing an opinion on:

- SWestrans' financial statements that have been prepared by management with the oversight of those charged with governance (the SWestrans Board)

The audit of the financial statements does not relieve management and those charged with governance of your responsibilities. It is the responsibility of SWestrans to ensure that proper arrangements are in place for the conduct of its business, and that public money is safeguarded and properly accounted for. We will considered how the SWestrans is fulfilling these responsibilities.

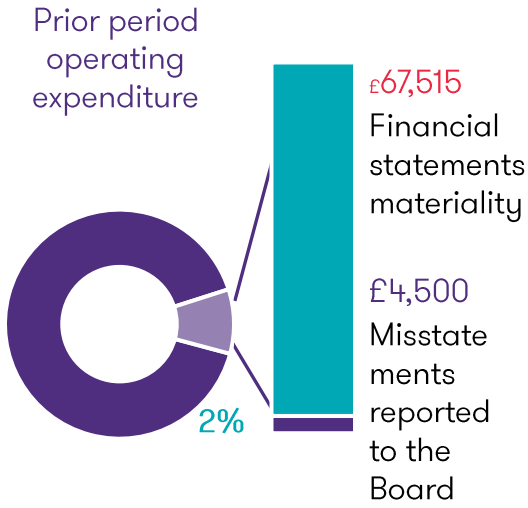
Our audit approach is based on a thorough understanding of SWestrans and is risk based.

Audit approach



Materiality

Financial statement materiality is determined based on a proportion of the total operating expenditure. We have determined **planning materiality** to be £90,020 which equates to approximately 2% of your prior year total operating expenditure in-year.



Performance materiality represents the amount set for the financial statements as a whole to reduce the probability that the aggregate of uncorrected and undetected misstatements exceed materiality. We use this to determine our testing approach to the financial statements. We have set this at 75% of planning materiality (£67,515). This is based on our understanding of SWestrans including no material or unadjusted errors in the prior year.

Materiality reflects our professional judgement of the magnitude of an omission or misstatement that, individually or in the aggregate, could reasonably be expected to influence the economic decisions of the users of the financial statements.

Under ISA 260 (UK) 'Communication with those charged with governance', we are required by auditing standards to report uncorrected omissions or misstatements other than those which are **'clearly trivial'** to those charged with governance. We have determined this threshold to be £4,500 being 5% of financial statement materiality.

We will update our materiality based on the unaudited 2021/22 financial statements. During the course of our audit engagement, we will continue to assess the appropriateness of our materiality.

Significant financial statement audit risks

Significant risks are defined by ISAs (UK) as risks that, in the judgement of the auditor, require special audit consideration. In identifying risks, audit teams consider the nature of the risk, the potential magnitude of misstatement, and its likelihood. Significant risks are those risks that have a higher risk of material misstatement [Subject to completion of audit planning]

Management Override of Controls (as required within Auditing Standards – ISA 240)	Our risk focuses on the areas of the financial statements where there is potential for management to use their judgement to influence the financial statements alongside the potential to override SWestrans internal controls, related to individual transactions. Our work focuses on critical estimates and judgements as set out within the financial statements, including accounting policies. In addition, we specifically consider cut-off (expenditure) and the use of manual journals during the year, and in creating the financial statements where controls may be overridden by management. These are inherently the areas in which management has the potential to use their judgement to influence the financial statements.
Risk of Fraud in Expenditure (as recommended in FRC Practice Note 10 for Public Sector entities) (completeness)	Operating expenditure is understated or not treated in the correct period (risk of fraud in expenditure). Operating expenditure is understated or not treated in the correct period (risk of fraud in expenditure). SWestrans expenditure includes recharges from the Council for the costs of administrative and operational support to SWestrans. In addition, SWestrans provides subsidy payments to local bus network which is recognised as expenditure during the year. With the focus on financial performance on at least breaking even each year, there is a risk Officers may be incentivised to fraudulently record expenditure. We consider the risk to be particularly prevalent around the year end and therefore focus our testing on cut-off of non-pay expenditure. Our testing includes a specific focus on year end cut-off arrangements, where it may be advantageous for management to show an enhanced/different financial position in the context of the need to achieve the financial targets set.

As set out in ISA 240 there is a presumed risk that revenue may by misstated due to improper recognition of revenue. SWestrans receives income from grants, predominantly via the Scottish Government, and funding from Dumfries and Galloway Council. Income is agreed to underlying grant funding agreements and constituent authority funding to initial allocations and formally agreed at the year end. Consequently, we consider there to be a lower opportunity to materially misstate this revenue stream. We therefore rebut the presumed risk of improper recognition of revenue.

The findings on these areas as well as any other significant matters arising from the audit will be communicated to you in our Annual Report to those Charged with Governance and the Controller of Audit in concluding our audit in September 2022.

Other matters

Auditor Responsibilities

We have a number of audit responsibilities as set out in the Code and planning guidance:

- We audit parts of your Remuneration Report in your Annual Report and check whether these sections of your Annual Report have been properly prepared (opinion)
- We read the sections of your Annual Report which are not subject to audit and check that they are consistent with the financial statements on which we give an opinion (opinion)
- We carry out work to satisfy ourselves that disclosures made in your Annual Governance Statement are consistent with the financial statements and that the report is prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).
- We consider our other duties under the Code and planning guidance (2021/22), as and when required, including:
  - Supporting Audit Scotland in Section 22 reporting.
  - Providing regular updates to Audit Scotland to share awareness of current issues.
  - Participating in the Audit Scotland Local Authority Sector group.
  - Notifying Audit Scotland of any cases of money laundering or fraud
  - Review of Technical guidance prior to issue by Audit Scotland.

Internal control environment

Throughout our audit planning and fieldwork we will continue to develop our understanding of the overall control environment (design) as related to the financial statements. In particular we will:

- Consider procedures and controls around related parties, journal entries and other key entity level controls.
- Perform walkthrough procedures on key controls around identified risk areas including: Requisition funding; payroll expenditure; material non-pay expenditure streams; journal entries; and, material areas of management estimate and judgement including defined benefit pension scheme liabilities.
- Our focus is design and implementation of controls only. We do place reliance on controls when it comes to our year end financial statement audit work.

Other material balances and transactions

Under International Standards on Auditing, "irrespective of the assessed risks of material misstatement, the auditor shall design and perform substantive procedures for each material class of transactions, account balance and disclosure". All other material balances and transaction streams will therefore be audited. However, the procedures will not be as extensive as the procedures adopted for the risks identified in this report.

Going concern assessment

As auditors, we are required to obtain sufficient appropriate audit evidence regarding, and conclude on:

- whether a material uncertainty related to going concern exists; and
- the appropriateness of management's use of the going concern basis of accounting in the preparation of the financial statements.

The Public Audit Forum has been designated by the Financial Reporting Council as a "SORP-making body" for the purposes of maintaining and updating Practice Note 10: Audit of financial statements and regularity of public sector bodies in the United Kingdom (PN 10). It is intended that auditors of public sector bodies read PN 10 in conjunction with (ISAs) (UK).

PN 10 has recently been updated to take account of revisions to ISAs (UK), including ISA (UK) 570 on going concern. The revisions to PN 10 in respect of going concern are important.

In particular, PN 10 allows auditors to apply a 'continued provision of service approach' to auditing going concern, where appropriate. In considering going concern we will refer to Audit Scotland's Going Concern publication (December 2020).

Within our wider scope work we will conclude on SWestrans' arrangements to ensure financial sustainability.

Accounting estimates

Under ISA (UK) 540 auditors are required to understand and assess an entity's internal controls over accounting estimates, including:

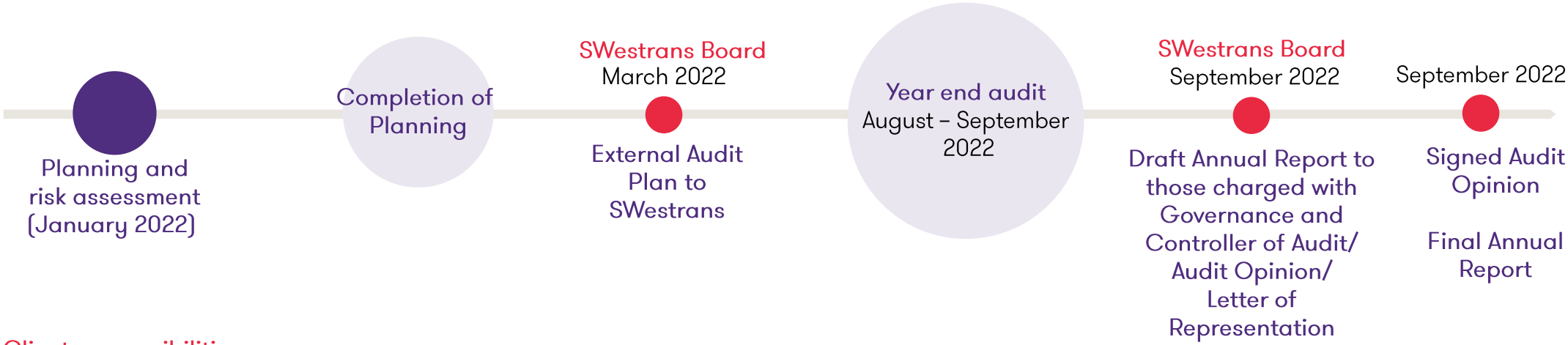
- The nature and extent of oversight and governance over management's financial reporting process relevant to accounting estimates;
- How management identifies the need for and applies specialised skills or knowledge;
- How the entity's risk management process identifies and addresses risks relating to accounting estimates;
- The entity's information system;
- The entity's control activities in relation to accounting estimates; and
- How management reviews the outcomes of previous accounting estimates.

To ensure compliance with this revised auditing standard, we will be requesting further information from management and those charged with governance during our audit. Based on our knowledge of SWestrans we have identified the only material accounting estimate for which this is likely to apply as defined benefit pension schemes.

Wider Scope Audit – smaller body arrangements

For smaller bodies the Audit Scotland Code of Practice permits auditors to not apply the full wider scope audit. In our judgement, taking into account the nature of SWestrans' operating activity and income and expenditure streams, we feel it is appropriate to continue to treat you as a smaller body under the Code. However, in accordance with Audit Scotland planning guidance, we will update our understanding of your arrangements for ensuring financial sustainability as well as your governance arrangements in place to support disclosures contained within the annual governance statement included within your financial statements.

Audit timeline



Client responsibilities

Where clients do not deliver to the timetable agreed, we need to ensure that this does not impact on audit quality or absorb a disproportionate amount of time, thereby disadvantaging other clients. Where additional resources are needed to complete the audit due to a client not meeting their obligations we are not able to guarantee the delivery of the audit to the agreed timescales. In addition, delayed audits will incur additional audit fees.

Our requirements

To minimise the risk of a delayed audit, you need to ensure that you:

- produce draft financial statements of good quality by the deadline you have agreed with us, including all notes, the Annual Report and the Annual Governance Statement
- ensure that good quality working papers are available at the start of the audit, in accordance with the working paper requirements schedule that we have shared with you
- ensure that the agreed data reports are available to us at the start of the audit and are reconciled to the values in the accounts, in order to facilitate our selection of samples for testing
- ensure that all appropriate staff are available (or as otherwise agreed) over the planned period of the audit
- respond promptly and adequately to audit queries.

Quality and adding value through the audit

Our overall approach for the audit is clear and upfront communication, founded on our public sector credentials and a methodology to ensure delivery of a quality audit.

The diagram opposite summarises our key approach to adding value to you throughout our audit.

Our methodology is risk based. We comply with Auditing standards and as a Firm we are regulated by the FRC. We taking findings on audit quality seriously and continue to invest as a Firm through our audit investment plan. The audit investment plan is supported by a specific national Public Sector audit plan.

We comply with Audit Scotland's quality arrangements including submitting an annual quality report over our Audit Scotland portfolio. As part of Audit Scotland's quality arrangements, ICAS review our work on a rotational basis. Audit Scotland's quality report can be found at www.audit-scotland.co.uk

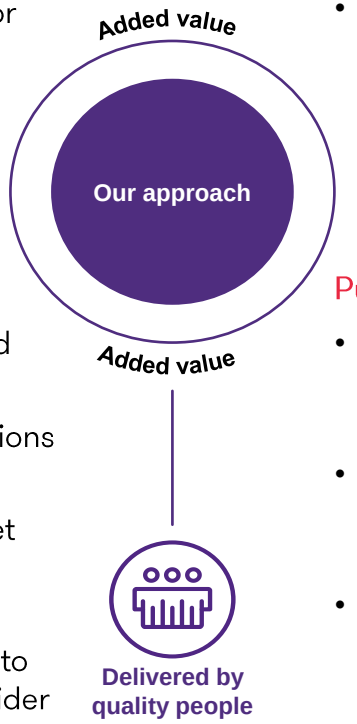
Our wider quality arrangements are set out in our annual transparency reports which are available on our website (www.granthornton.co.uk).

Project management

- Use of Inflo to track progress and deliverables throughout the audit
- Clear roles and ownership of responsibilities within our team
- Clarity over expectations and timetable
- Track record delivering public sector audits on behalf of Audit Scotland

Clear reporting

- Clear audit outputs at planning and within our final Annual Report
- Practical, risk based, recommendations for you to take forward
- Our judgements and conclusions set out transparently and in clear language
- Senior presence at Board meetings to present our findings and support wider dialogue



Pragmatism and early attention of issues

- Accessible and proactive engagement team
- Working with you to reach the right solution – flexing the workplan, recognising Covid-19
- Audit director takes ultimate decision on technical matters, consulting with our technical experts

Public sector understanding

- Using our public sector insight to inform our audit and identify improvements you could make
- Regular meetings throughout the year sharing our observations and wider sector knowledge
- Wider scope conclusions to support you in considering key risks and the improvement actions to take

Audit Fees

Across all sectors and firms, the FRC has set out its expectation of improved financial reporting from organisations and the need for auditors to demonstrate increased scepticism and challenge and to undertake additional and more robust testing. This includes the revised ISA (UK) 540 (revised): Auditing Accounting Estimates and Related Disclosures.

As a firm, we are absolutely committed to meeting the expectations of the FRC over audit quality and public sector financial reporting. This includes, for Audit Scotland contracts, meeting the expectations of the Audit Scotland Quality Team and the ICAS quality framework.

Audit fees were shared by Audit Scotland with SWestrans in December 2021. The audit fee is calculated in accordance with guidance issued by Audit Scotland. In accordance with the Audit Scotland guidance, we can increase the fee by up to 20% from the base fee set by Audit Scotland, depending on risk factors identified by us as your external auditors. We cannot reduce the fee from the baseline set out by Audit Scotland. For 2021/22 we have agreed with Management (Senior Officers) to set the audit fee at the baseline fee. We will continue to review this through our planning procedures.

Relevant professional standards

Audit Scotland set the baseline audit fee. We can increase the fee, from the baseline, for the inclusion of additional risks, new technical matters or specific client matters identified. We are required to consider all relevant professional standards, including paragraphs 4.1 and 4.2 of the FRC's Ethical Standard (revised 2019) which state that the Engagement Lead must set a fee sufficient to enable the resourcing of the audit with partners and staff with appropriate time and skill to deliver an audit to the required professional and Ethical standards.

Audit fees for 2021/22

Service	Fees £
External Auditor Remuneration	9,090
Pooled Costs	950
Contribution to Audit Scotland costs	490
Contribution to Performance Audit and Best Value	Nil
2021/22 Fee	10,530

Additional Fees (Non-Audit Services)

Service	Fees £
At planning stage we confirm there are no non-audit fees	Nil

Fee assumptions

In setting the fee for 2021/22 we have assumed that SWestrans' will:

- prepare a good quality set of accounts, supported by comprehensive and well-presented working papers which are ready at the start of the audit
- provide appropriate analysis, support and evidence to support all critical judgements and significant judgements made in preparing the financial statements
- provide early notice of proposed complex or unusual transactions which could have a material impact on the financial statements.

Independence

Auditor independence

Ethical Standards and ISA (UK) 260 require us to give you timely disclosure of all significant facts and matters that may bear upon the integrity, objectivity and independence of the firm or covered persons. relating to our independence.

We encourage you to contact us to discuss these or any other independence issues with us.

We will also discuss with you if we make additional significant judgements surrounding independence matters.

We confirm that there are no significant facts or matters that impact on our independence as auditors that we are required or wish to draw to your attention.

We have complied with the Financial Reporting Council's Ethical Standard (Revised 2019) and we as a firm, and each covered person, confirm that we are independent and are able to express an objective opinion on the financial statements.

We confirm that we have implemented policies and procedures to meet the requirements of the Ethical Standard.

Our team complete annual fit and proper declarations including independence confirmations on a client by client basis as well as completing timesheets. The work of our Ethics team is overseen by the Ethics partner and all staff undergo ethics training in year.

Appendices

Responsibilities

The Code sets out auditor responsibilities and responsibilities of the audited body. Key responsibilities are summarised below. Please refer to the Code for further detail.

SWestrans

Responsibilities include:

- Preparing financial statements that give a true and fair view
- Maintaining accounting records
- Establishing and maintaining systems of internal control
- Effective internal controls including controls to achieve objectives and secure value for money
- Establish arrangements for proper conduct of affairs including legality of transactions
- Arrangements for prevention and detection of fraud, error, irregularity, bribery and corruption
- Appropriate corporate governance arrangements and arrangements to monitor the effectiveness of governance

External Audit

Responsibilities include:

- Comply with professional engagement and ethical standards
- Provide an ISA compliant audit and opinion on the financial statements including regularity of transactions
- Demonstrate compliance with the wider scope public audit as detailed in the Code and applicable guidance
- Liaise with and notify Audit Scotland when circumstances indicate a statutory report may be required. This includes sharing awareness of current and/or sector issues
- Notify Audit Scotland of any known or suspected frauds greater than £5,000
- Contribute to relevant performance studies (as set out in the planning guidance for the year)

Fraud responsibilities

The term fraud refers to intentional acts of one or more individuals amongst management, those charged with governance, employees or third parties involving the use of deception that result in a material misstatement of the financial statements. In assessing risks, the audit team is alert to the possibility of fraud at South West of Scotland Transport Partnership.

As part of our audit work we are responsible for:

- identifying and assessing the risks of material misstatement of the financial statements due to fraud in particular in relations to management override of controls.
- leading a discussion with those charged of governance (SWestrans) on their view of fraud. Typically we do this when presenting our audit plan and in the form of management and those charged with governance questionnaires.
- designing and implementing appropriate audit testing to gain assurance over our assessed risks of fraud
- responding appropriately to any fraud or suspected fraud identified during the audit.

As auditors we obtain reasonable assurance the financial statements as a whole are free from material misstatement, whether due to fraud or error.

We will obtain annual representation from management regarding managements assessment of fraud risk, including internal controls, and any known or suspected fraud or misstatement. We also make inquires of internal audit around internal control, fraud risk and any known or suspected frauds in year.

The primary responsibility for the prevention and detection of fraud rests with management and those charged with governance including establishing and maintaining internal controls over the reliability of financial reporting effectiveness and efficiency of operations and compliance with applicable laws and regulations.

It is SWestrans' responsibility to establish arrangements to prevent and detect fraud and other irregularity. This includes:

- developing, promoting and monitoring compliance with standing orders and financial instructions
- developing and implementing strategies to prevent and detect fraud and other irregularity
- receiving and investigating alleged breaches of proper standards of financial conduct or fraud and irregularity.

Throughout the audit we work with SWestrans to review specific areas of fraud risk, including the operation of key financial controls. We also examine the policies in place, strategies, standing orders and financial instructions to ensure that they provide a strong framework of internal control.

All suspected frauds and/or irregularities over £5,000 are reported to Audit Scotland by us as your auditors on a quarterly basis.

Anti-Money Laundering Arrangements

As required under the Money Laundering, Terrorist Financing and Transfer of Funds Regulations 2017 there is an obligation on the Auditor General (as set out in the planning guidance) to inform the National Crime Agency if he knows or suspects that any person has engaged in money laundering or terrorist financing. Should we be informed of any instances of money laundering at SWestrans we will report to the Auditor General as required by Audit Scotland.

Communication

ISA (UK) 260 as well as other ISAs set out prescribed matters which we are required to report to those charged with governance (we assume this to be the SWestrans Board Our reporting responsibilities are set out below. We communicate all matters affecting the audit on a timely basis, to management (Senior Officers) and/or SWestrans.

Our communication plan	Audit Plan	Annual Report (considered our ISA 260 Report)
Respective responsibilities of auditor and management(senior officers)/those charged with governance	•	
Overview of the planned scope and timing of the audit, including planning assessment of audit risks and wider scope risks	•	
Confirmation of independence and objectivity	•	•
A statement that we have complied with relevant ethical requirements regarding independence. Relationships and other matters which might be thought to bear on independence. Details of non-audit work performed by Grant Thornton UK LLP and network firms, together with fees charged. Details of safeguards applied to threats to independence	•	•
Significant matters in relation to going concern	•	•
Views about the qualitative aspects of SWestrans' accounting and financial reporting practices, including accounting policies, accounting estimates and financial statement disclosures		•
Significant findings from the audit		•
Significant matters and issues arising during the audit and written representations that have been sought		•
Significant difficulties encountered during the audit		•
Significant deficiencies in internal control identified during the audit		•
Significant matters arising in connection with related parties		•
Identification or suspicion of fraud involving management and/or which results in material misstatement of the financial statements		•
Non-compliance with laws and regulations		•
Unadjusted misstatements and material disclosure omissions		•
Expected modifications to the auditor's report or emphasis of matter		•

Accounting estimates and related disclosures

The Financial Reporting Council issued an updated ISA (UK) 540 (revised): *Auditing Accounting Estimates and Related Disclosures which* includes significant enhancements in respect of the audit risk assessment process for accounting estimates. The first year this impacted on was the 2020/21 financial year.

Introduction

Under ISA (UK) 540 (Revised December 2018) auditors are required to understand and assess an entity's internal controls over accounting estimates, including:

- The nature and extent of oversight and governance over management's financial reporting process relevant to accounting estimates;
- How management identifies the need for and applies specialised skills or knowledge related to accounting estimates;
- How the entity's risk management process identifies and addresses risks relating to accounting estimates;
- The entity's information system as it relates to accounting estimates;
- The entity's control activities in relation to accounting estimates; and
- How management reviews the outcomes of previous accounting estimates.

As part of this process auditors also need to obtain an understanding of the role of those charged with governance, which is particularly important where the estimates have high estimation uncertainty, or require significant judgement.

Specifically do SWestrans members:

- Understand the characteristics of the methods and models used to make the accounting estimates and the risks related to them;
- Oversee management's process for making accounting estimates, including the use of models, and the monitoring activities undertaken by management; and
- Evaluate how management made the accounting estimates?

Additional information that will be required

To ensure our compliance with this revised auditing standard, we will be requesting again this year further information from management and those charged with governance during our audit for the year ended 31 March 2022.

Based on our knowledge of SWestrans, in particular prior year, we have identified only one material accounting estimates being defined benefit pension scheme liabilities.

SWestrans' Information systems

In respect of SWestrans' information systems we are required to consider how management identifies the methods, assumptions and source data used for each material accounting estimate and the need for any changes to these. This includes how management selects, or designs, the methods, assumptions and data to be used and applies the methods used in the valuations.

If management has changed the method for making an accounting estimate we will need to fully understand management's rationale for this change.

Any unexpected changes are likely to raise the audit risk profile of this accounting estimate and may result in the need for additional audit procedures.

Auditing developments

There are changes to the following ISA (UK):

- ISA (UK) 315 (Revised July 2020) 'Identifying and Assessing the Risks of Material Misstatement' - This will impact audits of financial statement for periods commencing on or after 15 December 2021.
- ISA (UK) 240 (Revised May 2021) 'The Auditor's Responsibilities Relating to Fraud in an Audit of Financial Statements This will impact audits of financial statement for periods commencing on or after 15 December 2021.

A summary of the impact of the key changes on various aspects of the audit is included below:

Area of change	Impact of changes

Risk assessment	• The nature, timing and extent of audit procedures performed in support of the audit opinion may change due to clarification of:
	  • the risk assessment process, which provides the basis for the assessment of the risks of material misstatement and the design of audit procedures
	  • the identification and extent of work effort needed for indirect and direct controls in the system of internal control
	  • the controls for which design and implementation needs to be assess and how that impacts sampling
	  • the considerations for using automated tools and techniques.

Direction, supervision and review of the engagement	• Greater responsibilities, audit procedures and actions are assigned directly to the engagement lead, resulting in increased involvement in the performance and review of audit procedures.

Professional scepticism	• The design, nature, timing and extent of audit procedures performed in support of the audit opinion may change due to:
	  • increased emphasis on the exercise of professional judgement and professional scepticism
	  • an equal focus on both corroborative and contradictory information obtained and used in generating audit evidence
	  • increased guidance on management and auditor bias
	  • additional focus on the authenticity of information used as audit evidence
	  • a focus on response to inquiries that appear implausible

Area of change	Impact of changes

Fraud	• The design, nature timing and extent of audit procedures performed in support of the audit opinion may change due to:
	  • clarification of the requirements relating to understanding fraud risk factors
	  • additional communications with management or those charged with governance

Documentation	• The amendments to these auditing standards will also result in additional documentation requirements to demonstrate how these requirements have been addressed.

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DRAFT REVENUE EXPENDITURE BUDGET 2022/23

1. Reason for Report

To seek agreement to the draft revenue budget for the financial year 2022/23

2. Background

2.1 The Scottish Government has offered £259,250 revenue funding for 2022/23, the same level as applied since 2011/12.

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

2.3 Dumfries and Galloway Council at its meeting of 24 February 2022, agreed its budget for 2022/23. At this meeting the Council approved Swestrans bid for additional resources to employ an additional 3 full time staff at a cost of £138.5K. The 2022/23 revenue budget for SWestrans is £4,447,289.

3. Key Issues

3.1 The total available draft revenue funding of £4,447,289is as indicated in Table 1.

Item	Cost £
Staff Costs	249,348
Administration Costs	21,153
Procured Services	4,128,038
Central Support	48,750
TOTAL	**4,447,289**

Table 1 – 2022/23 Revenue Funding

4. Implications	
Financial	It is intended to provide monitoring reports to Board meetings on a regular basis throughout financial year 2022/23
Policy	No policy implications from this report
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	Revenue budget relates to two known risks: R06 – Overspend R07 – Revenue funding

5. Consultation

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

6. Recommendation

It is recommended that Members of the Board agree the draft revenue budget for 2022/23 as set out in Table 1.

Janet Sutton - Report Author Tel:01387 260105 Date of Report: 07 March 2022 File Ref:	Approved by: Douglas Kirkpatrick Lead Officer The South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG1 8PN

DRAFT CAPITAL EXPENDITURE PROGRAMME 2022/23 – 2024/25

1. Reason for Report

This report provides the Board with information on the proposed Capital Programme for 2022/23 to 2024/25.

2. Background

2.1 At its meeting on 22 February 2022, Dumfries and Galloway Council agreed a balanced budget. At this meeting there were no changes to the SWestrans Capital Funding identified.

2.2 The capital budget for 2022/23 to 2024/25 is within an indicative 10 year Capital Investment Strategy. The base funding allocation for SWestrans is £800K for 2022/23, 2023/24 and 2024/25.

2.3 The funding allocation for 2022/23 includes slippage (£400K) and additional allocations for bus replacement/active travel as reported to the Board at its meeting in November 2021.

3. Key Points – Capital Programme 2022/23 to 2024/25

3.1 The draft capital programme for 2022/23 to 2024/25 is detailed in Table 1:

SWestrans Capital Programme 2022/23 – 2024/25	**Total Budget Allocated 2022/23**	**Total Budget Allocated 2023/24**	**Total Budget Allocated 2024/25**	**Total**
	£	£	£	£
Local Bus Network	270,000	560,000	840,000	1,670,000
Rail Station Parking	700,000	0	0	700,000
Active Travel Network	430,000	600,000	400,000	1,430,000
TOTAL	**1,400,000**	**1,160,000**	**1,240,000**	**3,800,000**

Table 1 – SWestrans Capital Programme 2022/23 – 2024/25

3.2 Each of the elements of the proposed Capital Programme for 2022/23 is discussed briefly below and it is anticipated, at this stage, that full expenditure can be achieved in the coming financial year:

- Local Bus Network – purchase of Ultra Low Emission low floor buses to replace existing leased bus assets. The agreed bus shelter renewal/replacement programme and associated works.

- Rail Station Parking – the phases of new parking development at Lockerbie Station will continue within the 2022/23 financial year.

- Active Travel Network – It is anticipated that additional grant funding will be available from the Scottish Government in 2022/23 similar to that provided since 2018/19 and this will match the funding of £430K from SWestrans.

4. Key Points – Whithorn Bus Shelter

4.1 SWestrans has received a request from both an individual bus user and Whithorn and District Community Council to assist and/or undertake a community and bus user survey to determine support for the provision bus shelters in Whithorn.

4.2 As the Board may be aware, SWestrans last attempted to provide bus shelters in Whithorn in 2014 and 2015. During this period, we undertook various consultations which sought the views of local residents and bus users. However, local opinion was polarised and no consensus could be reached. Therefore, the Board agreeing not to proceed with installation of bus shelters.

4.3 A short summary of the key points from 2014/2015 and the Board decisions is provided below:

- 2013/14 bus shelter programme included the provision of bus shelters in Whithorn.
- 2013 – initial feedback from Community Council not supportive.
- 2014 – January meeting with Community Council and Elected Members. 6 individual objections lodged (inc. the Community Council) and a petition submitted with 183 signatures against the provision of bus shelters.
- 2014 – January/February a further petition was received with 205 signatures in favour of installing a shelter in Whithorn.
- 2014 – March Board, paper seeking the Board's view on shelter provision. Decision - the Board having CONSIDERED the issues relating to the proposed installation of bus shelters at Whithorn, AGREED in principle to the installation of a shelter at The Grapes, George Street, Whithorn NOTING that there would be an opportunity for officers to discuss this further with the Community Council and provide feedback on the awning proposal.
- 2014 – October Board, paper highlighting the continued opposition of the Community Council to the siting of a bus shelter and the lack of consensus with the community on the installation of a shelter. Decision - AGREED that officers undertake a further period of consultation with the public and representative bodies in Whithorn and with bus users to determine the most appropriate position for bus shelter facilities in Whithorn which best meets all needs; FURTHER AGREED that the option of an awning would be further explored by the Lead Officer, and that there would be a public meeting which would be held in the evening NOTING that this was part of an iterative process of consultation and engagement.
- 2015 – March Board, paper summarising the process and views. Decision – AGREED to the installation of bus shelters at Isle Street and at George Street outside former Royal Bank of Scotland, as indicated on the drawings (v) and (vii) in Appendix 3 of the report; and that further consultation should be undertaken, with the general population of Whithorn and bus users, on the new proposals, to be completed, in time for recommendations to be made to the next Board meeting, NOTING that this was scheduled for 15 May 2015 in Newton Stewart.
- 2015 – May Board – update on further consultations. Decision – AGREED in light of consultation and subsequent communication, not to proceed with the installation of a bus shelter at Isle Street; and to remit the Lead Officer to progress discussions on the use of an awning at Whithorn Newsagents as a shelter.

4.4 SWestrans, as the body responsible for the policy and delivery of local bus services in the region, has always been supportive of bus shelter provision in Whithorn. However, it is not appropriate to provide shelters without community support and this to date has not been possible to achieve.

4.5 Our resource to undertake community surveys is extremely more limited now than it was in 2014/15. Therefore, if the Board wished us to undertake a survey we would need to seek assistance from Dumfries and Galloway Council and Bus Users Scotland. Initial contact has been made with both organisations and such assistance is likely to be forthcoming.

4.6 It would not be our intention to identify possible locations for bus shelters in the survey but only seek to determine if there is support or otherwise for provision. This work would be undertaken under the Local Bus Network strand of our capital programme 2022/23.

4.7 The Board are asked to consider the requests for SWestrans to assist and/or undertake a community and bus user survey to determine support for the provision bus shelters in Whithorn.

5. Implications	
Financial	It is intended to bring regular reports to the Board on the progress with the capital programme.
Policy	No change in policy. This work fulfils SWestrans policy objectives.
Equalities	Provision of good quality infrastructure will enhance travel choice and experience for those with protected characteristics.
Climate Change	Provision of good quality infrastructure that enhances opportunity for increased uptake of active and sustainable travel will have a positive impact on climate change objectives.
Risk Management	Progression of the Capital Programme relates to two known risks: R02 – Public image. R04 – Capital Funding.

6. Recommendations

Members of the Board are asked to:

6.1 agree the draft Capital Programme for 2022/23 to 2024/25 outlined in Table 1; and

6.2 consider the requests for SWestrans to assist and/or undertake a community and bus user survey to determine support for bus shelter provision in Whithorn.

Douglas Kirkpatrick - Report Author Tel: 01387 260136 Date of Report: 11 March 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

SWESTRANS ANNUAL REPORT 2020/21

1. Reason for Report

To agree the SWestrans Annual Report 2020/21.

2. Background

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

2.2 The report should cover the operational and financial year from 1 April 2020 to 31 March 2021. It should include a report of performance against the objectives, targets and performance indicators set out in the Regional Transport Strategy and should be sent to constituent Councils and others who have provided funding.

3. Key Points

3.1 The draft Annual Report 2020/21 is attached as the **Appendix** to this report.

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

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

5. Recommendation

Members of the Board are asked to agree the SWestrans Annual Report for 2020/21 attached as the Appendix.

Report Author: Kirsty Dunsmore Date of Report: 11 March 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

APPENDIX – SWestrans Annual Report 2020/21

ANNUAL REPORT

2020/21

The Annual Report of the South West of Scotland Transport Partnership, outlining its resources and outputs for financial year 2020/21.

SWESTrans.org.uk
South West of Scotland Transport Partnership

March 2022

Annual Report

1. FOREWORD

This is the annual report of the South West of Scotland Regional Transport Partnership (SWestrans), which details the resource utilisation and activities of the Regional Transport Partnership for the financial year 2020/21.

As a Model 3 Scottish Regional Transport Partnership, SWestrans has responsibility for procuring socially necessary public transport for the Dumfries and Galloway region. The work of the South West of Scotland Transport Partnership during 2020/21 was again a balance of service provision through its revenue budget, and service development through capital budgets.

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

2. INTRODUCTION

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

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

A statutory requirement of the Transport (Scotland) Act 2005 is that each Regional Transport Partnership produces a Regional Transport Strategy (RTS). SWestrans Regional Transport Strategy was agreed by the SWestrans Board on 25 April 2008 after an extensive consultation exercise and approved by Scottish Ministers in June 2008. The RTS Delivery Plan was agreed by the Board on 27 March 2009.

The former Scottish Executive published guidance on Regional Transport Strategies in March 2006. Paragraphs 112 and 133 of the Guidance require the preparation of an annual report to be submitted to Scottish Ministers. The report should cover the operational and financial year to 31 March. It should include a

report of performance against the objectives, targets and performance indicators set out in the RTS and should be sent to constituent Councils and others who have provided funding. This report covers the period from 1 April 2020 to 31 March 2021.

SWestrans is subject to additional reporting requirements in respect of:

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

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

3. THE BOARD

3.1 Members

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

The Members of the SWestrans Board on 1 April 2020 were:

- Andrew Wood (Chairman) - Dumfries & Galloway Council
- David Bryson (Vice Chairman) - External Member (NHS Dumfries & Galloway)
- David Rennie – External Member (Scottish Enterprise)
- Richard Brodie – Dumfries & Galloway Council
- John Campbell – Dumfries & Galloway Council
- Ronnie Tait – Dumfries & Galloway Council
- Adam Wilson – Dumfries & Galloway Council

The Council Member substitutes on 1 April 2020 were:

- Ian Carruthers
- Katie Hagmann
- Jim McColm
- Davie Stitt

At its meeting of 19 June 2020 the Board agreed to reappoint David Bryson to the SWestrans Board, the reappointment procedures were completed with an assessment undertaken by the Chair with support from the Lead Officer and Secretary, prior to submission to Scottish Ministers for approval. The consent of Scottish Ministers was provided on 31 August 2020 for David Bryson's third term on the SWestrans Board, the term of appointment is for 4 years.

The position of Vice-Chair to the SWestrans Board became vacant as it had previously been held by David Bryson for 2 terms, the Vice Chair appointment cannot be held for over 2 terms. The Board therefore agreed to appoint John Campbell as the new Vice-Chair

On 18 September 2020 the Board agreed to Karen Jackson, on behalf of South of Scotland Enterprise (SOSE), taking up the vacant place on the Board, previously held by David Rennie of Scottish Enterprise. Ministerial approval for this appointment was granted on 23 October 2020, for a term of 4 years.

The Members of the SWestrans Board on 31 March 2021 were:

- Andrew Wood (Chairman) - Dumfries & Galloway Council
- John Campbell (Vice Chairman) – Dumfries & Galloway Council
- David Bryson - External Member (NHS Dumfries & Galloway)
- Karen Jackson – External Member (South of Scotland Enterprise)
- Richard Brodie – Dumfries & Galloway Council
- Ronnie Tait – Dumfries & Galloway Council
- Adam Wilson – Dumfries & Galloway Council

The Council Member substitutes on 31 March 2021 were:

- Ian Carruthers
- Katie Hagmann
- Jim McColm
- Davie Stitt

3.2 Observers

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

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

The list of Observers on 1 April 2020 was as follows:

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

There were no changes to the Observers to the Board between 1 April 2020 and 31 March 2021.

Observers receive Board Papers electronically.

4. MEETINGS

4.1 Dates

There were 5 Meetings of the Board between 1 April 2020 and 31 March 2021 with provision for special meetings where urgent business needs to be discussed. Meetings were held on the following dates, with all taking place virtually due to the Covid-19 pandemic

- 19 June 2020
- 18 September 2020
- 20 November 2020
- 29 January 2021
- 26 March 2021

4.2 Agendas

Item	19 June 2020
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	STANDING ORDERS - AMENDMENT
4	MINUTES OF MEETING ON 24 JANUARY 2020
5	REVENUE BUDGET OUTTURN REPORT 2019/20
6	DRAFT REVENUE EXPENDITURE BUDGET 2020/21
7	DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2019/20
8	CAPITAL EXPENDITURE PROGRAMME 2019/20 OUTTURN REPORT
9	DRAFT CAPITAL EXPENDITURE PROGRAMME 2020/21 - 2022/23
10	BOARD MEMBERSHIP UPDATE
11	SWESTRANS ANNUAL REPORT 2018/19
12	LOCAL BUS UPDATE
13	ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION LOCAL BUS COVID-19 UPDATE (confidential)

Item	18 September 2020
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 18 JUNE 2020
4	BOARD MEMBERSHIP UPDATE
5	REVENUE BUDGET MONITORING REPORT 2020/2021 FOR THE PERIOD ENDING 31 AUGUST 2020
6	REPORT BY EXTERNAL AUDIT ON THE 2019/20 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP
7	CAPITAL EXPENDITURE PROGRAMME 2020/21 TO 2022/23 - UPDATE

8	STRATEGIC TRANSPORT UPDATE
9	RAIL UPDATE
10	ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION
11	LOCAL BUS SUSTAINABILITY (CONFIDENTIAL)

Item	20 November 2021
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 18 SEPTEMBER 2020
4	BOARD MEMBERSHIP UPDATE
5	CALENDAR OF MEETINGS
6	REVENUE BUDGET MONITORING REPORT 2020/2021 FOR THE PERIOD ENDING 31 OCTOBER 2020
7	CAPITAL EXPENDITURE PROGRAMME 2020/21 TO 2022/23 - UPDATE RAIL STATION PARKING
8	RAIL UPDATE
9	CLIMATE CHANGE DUTIES – REPORTING 2019/20
10	CONSULTATIONS
11	ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION
12	LOCAL BUS SUSTAINABILITY (CONFIDENTIAL)

Item	29 January 2021
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 20 NOVEMBER 2020
4	SCOTRAIL PRESENTATION
5	REVENUE BUDGET MONITORING REPORT 2020/2021 FOR THE PERIOD ENDING 31 DECEMBER 2020

6	CAPITAL EXPENDITURE PROGRAMME 2020/21 TO 2022/23- UPDATE
7	STRATEGIC TRANSPORT UPDATE
8	PUBLIC SOCIAL PARTNERSHIP UPDATE
9	RISK MANAGEMENT
10	MODEL CODE OF CONDUCT CONSULTATION
11	ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION
12	LOCAL BUS SUSTAINABILITY (CONFIDENTIAL)

Item	**26 March 2021**
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 29 JANUARY 2021
4	EXTERNAL AUDIT PLAN 2020/21
5	DRAFT REVENUE EXPENDITURE BUDGET 2021/22
6	DRAFT CAPITAL EXPENDITURE PROGRAMME 2021/22 - 2023/24
7	EQUALITIES REPORTING
8	SWESTRANS ANNUAL REPORT 2019/20
9	REGIONAL TRANSPORT STRATEGY
10	STRATEGIC TRANSPORT UPDATE
11	ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

5. GOVERNANCE

5.1 Members

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

5.2 Key Governance Documentation

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

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

5.3 Annual Accounts 2020/21

Draft Annual Accounts for 2020/21 were considered by the SWestrans Board at its meeting on 25 June 2021. These were prepared to comply with International Financial Reporting Standards and proper accounting Practice. The draft unaudited accounts were submitted prior to the statutory deadline of 30 June 2021, and to Grant Thornton, who are the appointed external auditors for SWestrans. The draft accounts were published on the SWestrans website and the Council's website during this period. The Final Accounts were received by the Board at its meeting on 26 November 2021 prior to being signed by the Treasurer.

<u>Revenue Expenditure</u>

The expenditure for 2020/21 was £4,501,443. This was funded by:

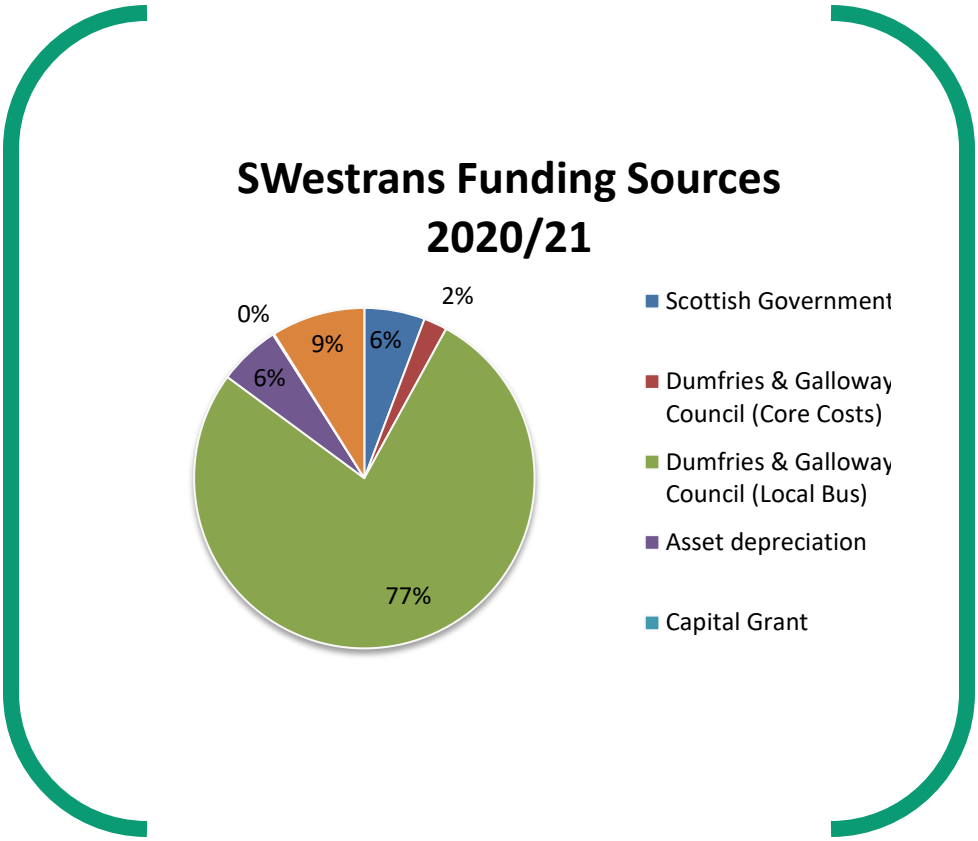
- Grants from the Scottish Government totalling £259,250 for core costs and the progression of the Regional Transport Strategy;

- Dumfries and Galloway Council also contributed £100,000 to the core running costs, £263,723 towards depreciation of assets and £3,472,565 in respect of payments made to Bus Contractors and £5,320 capital grant; and

- Other contributions totalling £400,585 which included Dumfries and Galloway College (£77,380), Strathclyde Passenger Transport (£207,173), Scottish Borders Council (£40,400), NHS Dumfries and Galloway (£70,000) and Barony College (£5,632).

5.4 Internal Audit

No internal audit was carried out during 2020/21.



5.5 External Audit

Audit of Accounts

Regulation 6 of the Local Authority Accounts (Scotland) Regulations 1985 (as amended) requires that a certified abstract of accounts and the external auditor's report to Board Members on those accounts should be laid before a meeting of the Board no later than two months following their receipt. The partnership's external auditors for 2020/21 were Grant Thornton UK LLP.

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

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

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

The external auditor's report on the audit of SWestrans' 2020/21 Annual Accounts to the Board, (in line with the requirements of the International Standard on Auditing 260 (ISA 260)), was approved by the Board on 26 November 2021, prior to the deadline of 30 November 2021.

Due to restrictions associated with Covid 19, the audit of SWestrans Annual Accounts has been undertaken remotely for both 2019/20 and 2020/21. This approach has been more resource intensive for both Grant Thornton and Officers. In recognition of these increased demands, that statutory deadline for preparing and auditing the 2020/21 Annual Accounts was extended, with the date for "signing off" the Accounts extended from 30 September to 30 November, and publication extended to 30 November 2021.

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

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

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

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

5.6 Performance Management

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

The elements of the Performance Management Framework include:

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

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

6. FUNCTIONS

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

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

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

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

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

7. STAFFING AND RESOURCES

7.1 Key Staff

SWestrans employs no staff directly. Staff are employed by Dumfries and Galloway Council on behalf of SWestrans, and either attached to the Partnership, or provide

significant support to it in addition to their Council roles. During 2020/21 these staff resources included:

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

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

7.2 Other Business Needs

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

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

7.3 Secretary to the Board

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

7.4 Chairman of the Board

Andrew Wood was the Chairman of the Board for the 2020/21 period, being appointed by the SWestrans Board on 30 June 2017. The Chairman represents SWestrans on the Dumfries and Galloway Strategic Partnership.

7.5 Vice-Chairman of the Board

David Bryson was the Vice-Chairman of the Board until the Board meeting of 18 September 2020 when he was replaced by John Campbell.

8. STRATEGY, POLICY, LOBBYING AND ENGAGEMENT

8.1 The Regional Transport Strategy

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

In performing its duty, a Transport Partnership shall have regard to any guidance in that respect given to it or to Transport Partnerships generally by the Scottish Ministers and to any current National Transport Strategy established by the Scottish Ministers.

National Transport Strategy

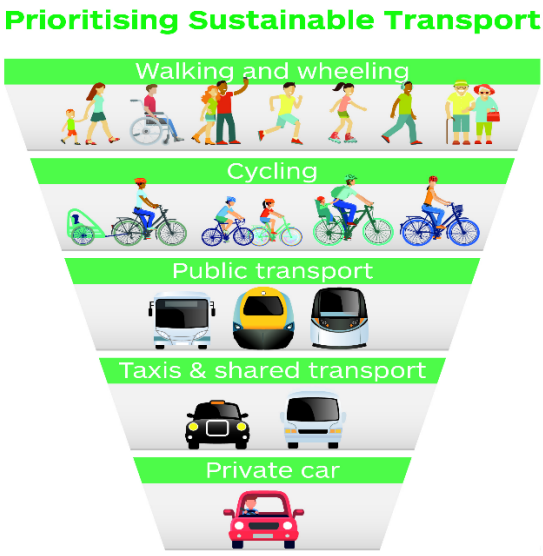
A new National Transport Strategy (NTS2) was agreed in 2020 and will have a significant impact on the refresh of the SWestrans RTS which would be required to align our regional delivery to the national vision, policy and outcomes.

The NTS2 was published in February 2020 and set out priorities for Scotland's transport system over the next 20 years (in graphic on previous page). The updated vision is that: we will have a sustainable, inclusive, safe and accessible transport system helping to deliver a healthier, more prosperous and fairer Scotland for communities, business and visitors.

Importantly, overarching all the policies, to address the challenges and achieve the priorities there is an embedded Sustainable Travel Hierarchy for decision making which will promote walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. Promotion of efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail will be prioritised.

In addition, at the national level the Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing both inequalities and the need to travel unsustainably are prioritised. There is also a need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the challenges, opportunities and impacts of climate change. Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps will investment involving targeted infrastructure improvements be considered.

All future investment decisions will be assessed against their contributions to supporting this Strategy, and in particular how they impact against the Takes climate action outcomes and wider climate change targets.



Second Strategic Transport Projects Review (STPR2)

SWestrans input into the development of The Scottish Government's second Strategic Transport Projects Review (STPR2) continued in 2020/21.

SWestrans is a stakeholder in the South of Scotland Transport Working Group, which met in 2020/21 to discuss progress.

The Final Report 'South West Scotland Transport Study Initial Appraisal: Case for Change' presented 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.

The study identified the key transport problems and opportunities in the South West area and was undertaken in line with Scottish Transport Appraisal Guidance (STAG). Evidence-based problems have formed the basis for the development of Transport Planning Objectives (TPOs) and the generation, sifting and development of a wide range of interventions across all modes in the study area, which have subsequently been appraised and packaged.

Based on detailed data analysis and an extensive public and stakeholder engagement programme, a number of problems have been identified around the key themes of:

- Average Journey Times
- Mobility
- Journey Time Reliability
- Connectivity
- Environmental Impact
- Cost
- Safety

The multi-modal problems identified through these exercises have subsequently been mapped against the themes and used to help inform the development of TPOs for the study:

- TPO1: Reduce journey times across the strategic transport network in the study area to the ports at Cairnryan.
- TPO2: Reduce accident rates and the severity of accidents on the trunk road network in the South West of Scotland.
- TPO3: Improve the resilience of the Strategic Transport Network across the South West of Scotland.
- TPO4: Improve journey quality across the road, public transport and active travel networks in the South West of Scotland.
- TPO5: Improve connectivity (across all modes) for communities in the South West of Scotland to key economic, education, health and cultural centres including Glasgow, Edinburgh, Ayr, Kilmarnock and Carlisle.

Following the development of the TPOs, and a process of option sifting and packaging, 23 multi-modal option packages across the study area were identified for further appraisal through the STPR2 process. As part of the sifting exercise, a number of options were sifted out, including local options and options outwith the study area. These have been identified for further development by partner organisations and third parties.

The options recommended for taking forward for further assessment as part of STPR2 were:

1. Improved transport integration at main hubs – Package of measures to improve integration of transport at main transport hubs and interchanges (e.g. Stranraer, Dumfries and Lockerbie), including improved integration of bus and rail times, improved cycle connectivity to rail stations and ticket integration.
2. Development of the Strategic Active Travel Network – Package of measures to develop the Strategic Active Travel Network in the South West of Scotland to better connect communities to key destinations, including cycle paths parallel to trunk roads and improvements to the National Cycle Network.
3. New Rail Stations on the Glasgow South Western Line – New rail stations on the Glasgow South Western Line, such as at Cumnock, Thornhill, Eastriggs, Pinwherry, Dunragit and South of Ayr.
4. Enhanced Rail Services on the Glasgow South Western Line – Package of measures to enhance rail services on the Glasgow South Western Line, such as rail service, rolling stock and infrastructure improvements and Stranraer Station relocation.
5. New Rail Stations on the West Coast Main Line - New station at Beattock.
6. Enhanced Rail Services on the West Coast Main Line – Package of measures to enhance rail services on the West Coast Main Line, such as increased services operating from and improved access to rail services at Lockerbie, including increased park and ride provision.
7. New Rail Link between Dumfries and Stranraer - Development of a rail link between Dumfries and Stranraer.
8. New Rail Link between Stranraer and Cairnryan – Development of a rail link between Stranraer and Cairnryan.
9. New Rail link between the Glasgow South Western Line and the West Coast Main Line – Development of a rail link between the Glasgow South Western Line and the West Coast Main Line.
10. Enhanced Rail Freight Capacity- Enhancement of rail freight capacity, such as freight hubs at Girvan and Barrhill.
11. Development of the Timber Transport Network – Package of measures to support the transport of timber freight by road, rail and sea in the South West of Scotland.
12. Development of Enhanced Diversionary Routes and Route Planning – Package of measures and improvements to the secondary road network which performs a strategic function when the trunk road network is closed to increase resilience of the transport network.
13. Development of Enhanced Service, Rest Areas and Laybys – Package of measures to deliver improved rest provision for all road users in the South West

of Scotland, such as truck/lorry stops and rest facilities on the A75 and A77 and enhanced laybys for buses on main routes.

14. HGV Speed Limit Increase - HGV speed limit increase to 50mph on the trunk road network in the South West of Scotland.
15. A75 Capacity Enhancements- Development of capacity enhancement measures on the A75, such as partial dualling, town/village bypasses and improved overtaking opportunities.
16. A75 Safety Measures- Implementation of targeted measures, such as improvements to road geometry, bends and junction improvements to improve safety on the A75. Package will also include consideration of safety camera deployments through the Scottish Safety Camera Programme annual site prioritisation exercise.
17. A77 Capacity Enhancements – Development of capacity enhancement measures on the A77, such as partial dualling, town/village bypasses and improved overtaking opportunities.
18. A77 Safety Measures- Implementation of targeted measures, such as improvements to road geometry, bends and localised junction improvements to improve safety on the A77. Package will also include consideration of safety camera deployments through the Scottish Safety Camera Programme annual site prioritisation exercise.
19. A76 Capacity Enhancements – Development of capacity enhancement measures on the A76, such as improved overtaking opportunities and town/village bypasses.
20. A76 Safety Measures – Implementation of targeted measures, such as route improvements to enhance road geometry, bends and junction improvements to improve safety on the A76.
21. Road Capacity Enhancements between Dumfries and the A74(M) – Development of road capacity enhancements between Dumfries and the A74(M), such as partial dualling which would improve overtaking opportunities, and/or bypasses. Package also potentially includes considering the possibility to re-classify the status of the A701 and A709 roads.
22. Road Safety Measures between Dumfries and the A74(M) – Implementation of targeted measures between Dumfries and the A74(M), such as road geometry, bends, junction improvements and measures to address pinch points.
23. Junction Improvements (M6) – Improvements to the M6 for North to West movements (i.e. coming off the A74(M) north to the A75).

The next steps include a Preliminary Options Appraisal that would undertake a qualitative appraisal of the recommended options above including an assessment of:

- The likely impacts of the options against the Transport Planning Objectives developed for STPR2;
- The likely impacts of the options against STAG criteria [i.e. Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion];
- Options appraisal against established policy directives; and
- Feasibility, affordability and public acceptability of options.

Transport Scotland agreed to take a phased approach to STPR2, with Phase 1 reporting along the original planned timescales and focusing on recommendations which "lock in", in transport terms, the positive benefits and travel behaviors of individuals and provide a step change in investment which supports the priorities and outcomes of the NTS2. Phase 2, which will complete the review, reports later in 2021.

The STPR2 Phase 1 report and accompanying suite of documents was published on 3 February 2021 and included a consultation which closed on 31 March 2021. The Board agreed to respond to the consultation and continued to work on the STPR2 process.

Union Connectivity Review

SWestrans submitted a response on the Union Connectivity Review Call for Evidence in December 2020.

On the 10 March 2021 the Department for Transport published the Union Connectivity Review Interim Report in advance of the Final Report which was to be published in Summer 2021. With respect to the interests of Dumfries and Galloway the Interim Report identified:

- Among a list of key concerns – "A higher capacity and faster connection on the A75 from the ferry port at Cairnryan to the M6 corridor for freight and passengers to and from Northern Ireland".
- A project has been commissioned to consider a fixed link between Northern Ireland and the British mainland to "assess the feasibility of such a link, and an outline cost and timescale for the link and the associated works needed".
- "A key recommendation from the Review is the possible development of a new UK Strategic Transport Network".
- "Maritime connectivity between Scotland and Northern Ireland is critical for freight, not only between these countries, but also for goods travelling through Scotland between England and Northern Ireland. This freight flows through the port of Cairnryan; therefore, road connectivity to Stranraer on the west coast is of key strategic importance, specifically the A75 and A77 with the former being particularly important and carrying twice as many freight vehicles than the latter."
- "Feedback from stakeholders and consultees have identified the following road connections as being of interest to the Review…..A75 to the Port of Cairnryan".
- "consultation in the early stages of this work suggests widespread approval for this concept, provided it is funded, and that funding is not subtracted from existing funding of the devolved administrations. UK government funding would, like the former EU funding, be used to add to existing funding streams, to enable higher capacity, faster, and more reliable connectivity."

8.2 Key Locations

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

Dumfries

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

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

Stranraer and Loch Ryan

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

Work continued on STPR2 which includes a strong focus on access to the ports at Cairnryan (as detailed in 8.1).

Gretna, Lockerbie, Annan Triangle

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

The Board at its meetings throughout 2020/21 were updated on the stages required to progress parking options at Lockerbie Station and the agreed acquisition of land. Full planning permission was granted in March 2020 for the Sydney Place site and instruction for land purchase given. The full process was not completed in 2020/21 and there was some slippage on this element. This need for slippage was exacerbated by the impact of Covid-19.

Remote Rural Communities

As a Model 3 Regional Transport Partnership, SWestrans is responsible for procuring socially necessary public transport services. Most of the region is rural, and with some 51% of the bus network (including Dumfries) requiring subsidy, SWestrans provides vital lifeline connectivity and social inclusion to many communities.

There are a small number of local bus operators serving Dumfries and Galloway and once again this year the Board and officers were greatly exercised by the ongoing sustainability issues that these operators face which have been exacerbated by the Covid-19 pandemic. It has become apparent from the issues being faced by operators and the low uptake in the most rural areas, particularly outside of the standard work peaks, that bus services are fragile in areas of the region and cannot sustain a traditional bus service.

Throughout 2020/21 work has continued on social/community transport through the public social partnership (PSP). Further information on the PSP work undertaken in 2020/21 is included within the Community Transport section reported under 8.3 Key Sectors/Themes.

8.3 Key Sectors/Themes

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

Roads

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

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

Lobbying has been undertaken by Mid and East Antrim Borough Council, with both UK and Scottish Governments, which is supportive of both SWestrans and Dumfries and Galloway Council’s position on the A77 and A75 trunk roads.

Bus

Local bus service provision continued to face a number of significant challenges in 2020/21 year, which were further exacerbated by the Covid-19 pandemic. Sustainability issues regarding local bus services were raised by bus operators

throughout the year and the Board agreed courses of action to maintain local bus services and prevent the return of contracts.

Transport Focus have continued to provide their Travel During Covid Reports throughout 2020/21. The reports have provided valuable information on journeys made throughout the pandemic and the willingness of the public to use buses and how they have felt in regards to safety doing so.

SWestrans continued its programme of bus shelter replacement and improvement during 2020/21.

Rail

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

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

The primary community pressure regarding rail travel has been for new stations at Beattock, Thornhill and Eastriggs. Work continued on the potential development of these rail stations for Dumfries and Galloway.

As required by the guidance, a ‘Strategic Business Case’ for each station re-opening were submitted to Transport Scotland for consideration and decision on 14 October 2019.

SWestrans requested that Transport Scotland provide indicative timescales for assessment and decision, and were informed that the projects were being considered as part of the STPR2 process throughout 2020/21.

SWestrans was successful in being awarded a grant from Transport Scotland’s Local Rail Development Fund (LRDF) to complete an appraisal on problems and opportunities relating to access to Kirkconnel station.

Community Transport / Public Social Partnership

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

The Dumfries and Galloway Community Transport Public Social Partnership (PSP) continued to make significant progress in 2020/21.

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

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

Three work streams were developed to progress the PSP:

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

The progress to date in 2020/21 in delivering on the PSP has resulted in:

- Ongoing delivery of the 517 Borgue to Kirkcudbright local bus service.
- A report was prepared on the Health Transport Pilot Project progress. It highlighted that from March 2018 to March 2020 a total of 1,110 patients used the volunteer car schemes operated by Annandale Community Transport Service (ACTS) and Galloway Community Transport (GCT) with 75% of patients over the age of 65. Volunteer drivers provided a total of 4,442 volunteer hours driving over 107,000 miles which is the equivalent to a cost of £44,220 of paid work. The report recommended that it was vital to continue with the project, that it was important that it is expanded to other areas and highlighted that it will be a key delivery partner for the transport hub.
- The continuation of the two Health Transport volunteer car schemes operated ACTS and GCT. Although it is operating at reduced capacity due to COVID-19 both services are still meeting a vital need at this time.
- A Short-Life Working Group (SLWG) has been established to take forward the NHS Dumfries and Galloway transport hub. The SLWG comprises of staff from NHS Dumfries and Galloway, Dumfries and Galloway Council and SWestrans and oversees the development and implementation of the hub. The pilot phase of the hub will see NHS Dumfries and Galloway working in partnership with NHS Lanarkshire, who have been operating a transport hub since April 2019. This partnership is the most cost-effective solution and provides sufficient flexibility to prove the concept locally and to develop and expand it should the evaluation demonstrate the need. It is anticipated that the hub will be operational by March 2021.
- The establishment of the Community Transport Network. The Network will provide an opportunity for the Community Transport Sector in Dumfries and Galloway to work in partnership to assist in bringing co-ordination, enhanced quality and better use of resources within the sector. 12 Community Transport

Operators have been invited to become part of the Network. The first meeting of the Network took place in December 2020 and will meet quarterly and will feed into the PSP Steering Group.

- The development of a Dumfries and Galloway Community Transport Umbrella Organisation. This new Organisation will be developed as a social enterprise. Its overall vision will be for increased and enhanced social, health and community transport services across Dumfries and Galloway, which are more frequently used by people isolated through location or circumstance, in order to improve their quality of life; and to widen the social and economic impact of community transport in these same communities. One of the key objectives will be to integrate the community transport sector to deliver transport solutions across the South West of Scotland and in partnership with Network Members, deliver transport solutions to local communities throughout Dumfries and Galloway. A business plan and operational model is currently being developed.

As well as the on-going work of the PSP, the model will be a critical building block of the new model of sustainable public transport delivery that is being developed from Dumfries and Galloway Council's Transformation Programme (Public Transport and Travel). This new model will not succeed without a sustainable and engaged Community Transport sector as a key delivery partner for all services.

Walking and Cycling

During 2020/21 SWestrans continued to fund active travel infrastructure through its Capital Programme. A number of walking/cycling infrastructure opportunities to improve functional active travel were progressed

The works undertaken through the Regional Active Travel Fund included improvements relating to Dumfries Learning Town, Strategic Minor Works and the Active Travel Disability Fund.

Health

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

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

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

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

8.4 Community Planning

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

8.5 RTS Monitoring and Review

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

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

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

There is an acknowledged issue with reporting progress against achievement of the RTS to the Board. A baseline year of 2007 has been identified as this was the year in which the Regional Transport Strategy (including the RTS Objectives) was originally agreed by the Board.

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

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

- There may be difficulty in obtaining historical values for some indicators.
- No reversal of the reduction in number of ferry services per week following the relocation of Stena Line and related introduction of larger ships.

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

8.6 Public Sector Equalities Duty

SWestrans is a listed public body under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations, and as such we have a duty to publish an Equalities Mainstreaming Report, and a new set of Equality Outcomes, every 4 years, to enable us to better perform the Equality Duty. We are also required to provide a progress update on the Equality Outcomes set every 2 years. Due to the Covid 19 pandemic all listed bodies were permitted, by the Equality and Human Rights Commission, to postpone publishing reports that were due in April 2020 to 30 April 2021.

At its meeting of 26 March 2021 The SWestrans Board agreed a new set of equality outcomes for the period 2021-2025. These outcomes are:

EO1: Everyone will be able to easily access and understand the local bus service information they need.
EO2: Public transport services are more flexible to meet the identified travel needs of those who need them most.
EO3: Access and affordability issues are reduced through new transport solutions developed with partners.
EO4: Our work is informed by a greater understanding of the transport and travel needs, barriers faced and experiences of people with protected characteristics.

The Board also noted the Equalities Mainstreaming Report for March 2021. Both the Mainstreaming Report and Equality Outcomes are published on the Partnership's website.

8.7 Public Bodies Climate Change Duty

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

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

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

The Act requires that Scottish Ministers must give guidance to public bodies in relation to their climate change duties, and those bodies must have regard to such guidance. There are a number of public bodies that the Scottish Ministers consider to be 'major players', as they have a larger influence or impact on climate change than others. A list of these in the Guidance includes SWestrans as well as the other Regional Transport Partnerships. An explanation as given as follows:

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

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

At the meeting on 20 November 2020, Members of the Board agreed the submission of the 2019-20 Climate Change Duties Report for SWestrans.

8.8 Public Services Reform Act

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

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

Hospitality and entertainment; External consultancy; Payments with a value in excess of £25,000 (not including remuneration) and the number of members or employees (if any) who received remuneration in excess of £150,000.

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

SWestrans expenditure 2020/21 on matters specified by the PSR Act 2010	
Public Relations - services are provided for SWestrans By Dumfries and Galloway Council's Communications Unit	0
Overseas Travel	0
Hospitality and Entertainment	0
External Consultancy	0
External Governance – e.g. external audit and governance support	£13,502
Payments exceeding £25,000 - Payments to bus operators (total of 37 payments exceeding £25,000 to bus operators)	£3,630,645
Remuneration exceeding £150,000	0

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

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

- Lobbying at regional, Scottish, UK national and European level for increased investment in transport and connectivity across all transport modes, including Rail, Roads, Ferries, Aviation and Active Travel. This has been achieved through a number of methods, and it is hoped will inform future transport policy i.e. STPR2.

- Innovative approaches to delivery of sustainable public transport services, including review of the local bus network and bus asset procurement as a spend to save initiative and the establishment of a PSP delivery model.

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

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

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

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

8.9 RTPs Joint Chairs and Lead Officers

The Chairs of all Scottish Regional Transport Partnerships hold regular joint meetings. The Joint Chairs also hold regular meetings with the Cabinet Secretary, COSLA and the Confederation for Passenger Transport. The Chairman is supported at these meetings by the Lead Officer. These meetings have been held virtually throughout 2020/21.

8.10 Freedom of Information, Records Management, and Publication Scheme

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

At the meeting on 22 July 2011 Members of the Board considered requirements of the Freedom of Information (Scotland) Act 2002 (FOISA) and agreed a Publication Scheme. A Model Publication Scheme was launched by the Scottish Information Commissioner in October 2012. Public bodies may adopt the Model Publication Scheme in its entirety and publish a 'Guide to Information' to assist the public in finding information. The Scottish Information Commissioner has confirmed that public bodies no longer need to publish their own Publication Scheme. All the required information can be published within the Guide to Information. The Guide to Information advises how information can be obtained, and lists information that is available in the appropriate Classes of Information. A SWestrans Guide to Information has been prepared and published on the SWestrans website. Other information not published under these arrangements may be provided on request.

In addition to having a Records Management Policy the Public Records (Scotland) Act 2011 places an obligation on named public authorities (including transport partnerships) to prepare and implement a Records Management Plan (RMP) which sets out proper arrangements for the management of their records. The Records Management Plan must identify the individual who is responsible for management of the authority's public records, and the individual who is responsible for ensuring compliance with the plan. Records Management Plans must be agreed with the Keeper of the Records of Scotland and regularly reviewed by the authority.

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

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

8.11 Communications and Information

Communications, Media and Press Relations support is provided to SWestrans by Dumfries and Galloway Council. This support includes the provision of a dedicated website at www.swestrans.org.uk and email inbox swestrans@dumgal.gov.uk

Due to a change in Council structure, the website support reduced in 2019/20 and is now largely undertaken by SWestrans officers. SWestrans uses the website to publish information about itself, including meeting agendas, reports and minutes. It is also used to publish studies undertaken by SWestrans which it wishes to place in the public domain. The website includes SWestrans contact information.

9. DELIVERY AND PROJECTS

9.1 The RTS Delivery Plan

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

Since publication of the Regional Transport Strategy and Delivery Plan, a number of planned improvements have been achieved, whilst others have been considered and modified or abandoned. The interventions included in the RTS Delivery Plan are set out in Table 1, attached to this report as **Appendix 2**, and include commentary as to the extent of achievement at 31 March 2021.

There will be a need to consider which interventions can be removed from the revised RTS either because they have been completed, or because they are unlikely to be taken forward during the Strategy period. Interventions will also need to be reviewed in terms of their purpose or related aspects including costs, partnership working and strategic links. New interventions may also need to be included within the Strategy, arising from new opportunities and threats, or the developing environment.

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

9.2 Revenue Budget

A detailed summary of the elements of the Revenue Budget 2020/21 is set out in the following table:

	Final Outturn 2019/20	Adjusted Budget 2020/21	Actual Expenditure to 31/3/21	Variance
EXPENDITURE				
Staff Costs	95,797	117,280	117,280	0
Supplies and Services	872	0	0	0
Transport Costs	0	0	0	0
Administration Costs	18,604	14,062	14,062	0
Payments	4,123,997	4,061,379	4,061,379	0
Central Support	44,945	44,999	44,999	0
Capital Charges	323,681	263,723	263,723	0
Total Expenditure	**4,607,896**	**4,501,443**	**4,501,443**	**0**
INCOME				
Scottish Government	259,250	259,250	259,250	0

D&G Council	117,818	100,000	100,000	0
Other Contributions	4,230,828	4,142,193	4,142,193	0
Total Income	**4,607,896**	**4,501,443**	**4,501,443**	**0**
NET EXPENDITURE	**0**	**0**	**0**	**0**

9.3 Capital Expenditure Programme

Expenditure on the elements of the Capital Expenditure Programme 2020/21 was as follows:

Item	£
Purchase of Accessible Buses	290,666
Bus Infrastructure	28,983
Rail Station Parking	385,327
Active Travel Projects	88,138
Total	**793,114**

9.4 External Funding

No external funding was drawn down in 2020/21.

Regional Transport Strategy Monitoring

	Indicator		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Source	Comment
1	% age of Local Authority Road Network classified as Red or Amber by the Scottish Road Maintenance Condition Survey		48	47	44	45	47.2	48	48	49	46	47	47	48	48	-	Scottish Transport Statistics	Data unavailable for 2020
2	Number of persons killed or seriously injured in road accidents on D&G roads		170	115	130	72	93	89	76	85	69	72	66	73	88	46	Reported Road Casualties (Police Scotland)	Due to changes in the the way casualty severities are recorded, figures for serious accidents from 2019 onwards are not comparable with previous years.
3	Number of ferry services to Ireland per week from D&G ports					100	99	93	86	86	86	86	86	86	86	86	Ferry Operator Timetables	
4	% age driver journeys delayed by congestion / Congestion delays experienced by drivers		6.3		8		-	-	-	-	-	-	-	-	-	-	Scottish Household Survey: Local Area Analysis	No longer surveyed
5	Transport modal split (all journey purposes)																	
6	% age Journeys to Work by public or active transport		23.3		27.3		-	-	-	-	-	-	-	-	-	-	Scottish Household Survey: Local Area Analysis	No longer surveyed
7	% age children walking and cycling to school			48.9	42.9	42.5	44.9	45.2	43.8	45.9	46.8	43.1	42.1	42.2	40.2	48.6	Sustrans Hands Up Survey	
	Including scooter/skate			49.2	43.3	43.2	45.5	46.6	46.5	48.9	49.7	45.3	44.4	43.7	42.5	51.2		
8	CO2 emissions from transport in D&G (kt)	Transport Total	633.1	610.4	583.8	587	581.4	578.5	578.4	545.9	570.6	585.8	619.5	593.5	693.7	-	Department for Energy and Climate Change	2020 figures not yet available
		Per capita	4.3	4.1	3.9	4	3.9	3.8	3.8	-	-	-	-	-	-	-		
10	PM10 and NO2 concentrations (Annual Hourly Mean) (µg/m3)	PM10	18	-	-	-	-	-	-	-	-	-	-	-	-	-	www.scottishairquality.co.uk	No longer measured
		NO2	38	37	35	40	32	33	30	30	32	31	30	29	31	-		No data available for 2020-21
11	Traffic on all roads million veh.km		2,021	2,021	1,998	1,974	1,963	1,927	1,956	2,015	2,073	2,111	2,244	2,212	2,246	2,320	Scottish Transport Statistics/DfT	

A709 Corridor Upgrade It is recognised that major improvements are needed on the A709 corridor in order to provide better connectivity to the Central Belt.					
Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
A709 Corridor Fastlink	Construction of a new road between Dumfries and Lockerbie to offer enhanced connectivity to Central Scotland	£54m (2002 price base)	Transport Scotland, Dumfries and Galloway Council	STAG Part 1 complete. STAG Part 2 complete and submitted to the Scottish Government and response received.	Considered at Board meeting on 26 March 2010 - to be retained as a Priority Intervention.
Quality Bus Link between Dumfries Railway Station and Lockerbie Railway Station	Quality bus link and enhancements at both stations, including new Accessible Bus provision, access facilities, bus turning facilities, and Real Time Information	£600,000	Transport Scotland, Network Rail, First Scotrail, Dumfries and Galloway Council, Bus Operators	Substantially completed under GoSmart programme.	Potential for further improvements at Lockerbie, specifically integration of bus and rail real time information.

Bus Network Quality Strategy
Package of measures aimed at improving the quality of the bus network, its integration with rail, cycling and walking, and its attractiveness to users. This includes new bus interchanges at key towns, new bus shelters across the network, real-time passenger information at key nodes, accessible buses and increased service frequencies on the rural bus network. The potential to use biofuels and reduce emissions will be examined.

Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
New Bus Interchanges at Key Towns	Development of enhanced bus interchange facilities at key towns	£1,000,000	Dumfries and Galloway Council, Bus Operators	Newton Stewart, Annan, Gretna, Moffat and Castle Douglas complete	Complete
Accessible Buses	Enhanced bus access with low floor buses and improved stops	TBC	Dumfries and Galloway Council, Bus Operators	Fully accessible buses specified in all SWestrans contracts.	Ongoing
Increased Service Frequencies on Rural Bus Network	Enhanced bus network with regular stopping patterns and improved frequencies	TBC	Dumfries and Galloway Council, Bus Operators	Policy Root & Branch Review Complete	Pressure from public sector funding contraction.
Real Time Passenger Information at Key Nodes	Introduction of message systems at key bus nodes to inform passengers of real-time bus movements	£2,000,000	Dumfries and Galloway Council, Bus Operators	Extensive provision	System removed in 2016 due to financial savings required.
New Bus Shelters Across Network	Roll-out of enhanced bus shelters across the region offering improved waiting environment	TBC	Dumfries and Galloway Council, Bus Operators	Shelters provided from Capital Expenditure Programme across region	Ongoing
Development of Bus Information Strategy	Upgrade information at bus stops. Develop Bus/Air/Rail information and Traveline. Develop integrated ticketing strategy	TBC	Dumfries and Galloway Council, Bus Operators, Rail Operators, Airline Operators	New style bus information panels provided across the region	Ongoing
Improved Facilities at Rural Pick-up Points	Low cost improvement measures	TBC	Dumfries and Galloway Council		Ongoing
Bikes on Rural Buses	Development of policy with operators	TBC	Dumfries and Galloway Council, Bus Operators		Being developed as part of Active Travel Strategy.

Dumfries Southern Bypass
Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the critical Crichton area and the health and education services located there.

Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Dumfries Southern Bypass	Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the Crichton area (includes improvements to radial routes)	£56 million (2002 prices)	Dumfries & Galloway Council, Scottish Government, Developers	STAG Part 1 complete, STAG Part 2 complete.	Further Board consideration required.

Dumfries Town Centre Bus Station
Development of a new bus station in Dumfries town centre which acts as a key transport node for the wider region. This includes compensatory parking to replace spaces lost to the redevelopment of existing parking stock for the bus station and associated traffic management measures

Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Dumfries Town Centre Bus Interchange	Development of a new bus station in Dumfries town centre, possibly at a site of an existing car park with compensatory relocated parking	£4,000,000	Scottish Government, Dumfries & Galloway Council	Study completed. Public consultation exercise completed. Council opted not to progress.	Further Board consideration required. Included in Dumfries and Galloway Council's Transformation work on Public Transport and Travel.

Dumfries Town Centre Public Realm Improvements Including Walking and Cycling Enhancements Package of measures improving the quality of transport infrastructure in Dumfries town centre. This includes public realm improvements, improved access to the rail station and improvements to walking and cycling routes in Dumfries designed to stimulate further regeneration of the regional capital					
Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Dumfries Town Centre Public Realm Improvements	Series of improvements to the attractiveness and amenity of the town centre including transport links.	TBC	Dumfries & Galloway Council, Private Sector	Friars Vennel, Bank Street, Plainstanes and Burns Statue complete.	Complete
Crichton Access Roads	Improved road access to the Crichton	£2,000,000	Dumfries & Galloway Council	Included with Dumfries Southern Bypass	
Dumfries Bus Priority	Improvements on key bus routes in Dumfries	£1,000,000	Dumfries & Galloway Council, Bus Operators	Concluded with report to Council	
Sustainable Transport Initiatives	Opportunities in Dumfries from development of Southern Bypass	TBC	Dumfries & Galloway Council, Bus Operators, Forums	Elements completed as part of GoSMART Dumfries	Potential for further opportunities
Cycling/Walking Improvements Dumfries	Improvements to the cycling/ walking network	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Maxwelltown Cycle Path including Connect2 Queen of the South Viaduct complete. Facilities provided as part of GoSMART Dumfries	Further projects being progressed in partnership with Dumfries & Galloway Council.
Dumfries Town Centre – Rail Station Access	Improve access arrangements to Dumfries railway station	£300,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Completed as part of GoSMART Dumfries	ScotRail published the Dumfries Station Travel Plan in 2019.
Dumfries Park and Choose Network	Development of a series of Park and Choose sites around Dumfries	TBC	Dumfries & Galloway Council, Scottish Government,Operators	Substantial development as part of GoSMART Dumfries	
Dumfries Sustainable Travel Demonstration Town	Partnership with Scottish Government and Dumfries & Galloway Council	£6.8 million	Scottish Government, Dumfries & Galloway Council, other partners	Complete	

Rail Services Upgrade Enhanced rail services on the West Coast Main Line (WCML) and the Glasgow and South Western Line (GSWL)					
Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Improved Lockerbie – Glasgow Service	Improved rail services between Lockerbie and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	New timetable and rolling stock from May 2014. New Transpennine Franchise from April 2016.	Continue to lobby for improved services from Lockerbie station. Lockerbie Station Liaison Group reconvened March 2020.
Improved Lockerbie – Edinburgh Service	Improved rail services between Lockerbie and Edinburgh	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Some improvements to services realised.	Potential for further improvements.
GSW Service Frequency / Journey Time Enhancements Combined with Gretna Annan Doubling	Improved rail services between Carlisle and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Timetable improvements from Dec 2017.	Still large gaps within Dumfries – Glasgow timetable which need addressed. SWestrans submitted a paper detailing the rail timetable needs to Transport Scotland as part of their PfG commitment to review rail in SW Scotland.
	Reinstatement of double track between Gretna and Annan	£36,000,000		Complete	Complete
Stranraer Line Frequency / Journey Time Enhancements	The introduction of additional trains and local line improvements	N/A	Transport Scotland, Network Rail, First	Community Rail Partnership established.	Stranraer Line position paper agreed by Board in 2017 and shared with

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

Regionwide Rail Stations Strategy New rail stations at Thornhill, Eastriggs, Beattock and Dunragit / Glenluce area and accessibility improvements at Lockerbie and Kirkconnel stations					
Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Region-wide Stations Strategy	New rail stations at locations across the region including Thornhill, Eastriggs, Dunragit/ Glenluce area and Beattock	£7m - £12m	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Original STAG Studies complete for Thornhill and Eastriggs, and submitted to Transport Scotland. Response received. Advised that new STAG studies required to progress.	STAG Appraisals completed for Eastriggs, Beattock and Thornhill and submitted to Transport Scotland. Included in the South of Scotland Transport Study as options to progress through STPR2.
Accessibility Improvements – Lockerbie Station	Improved access to Lockerbie station, particularly for wheelchair users to the southbound platform	£1,400,000	Transport Scotland, Network Rail, Dumfries & Galloway Council	Disabled Access project complete	Complete
Accessibility Improvements – Kirkconnel Station	Improved access to Kirkconnel station, particularly for wheelchair users to the southbound platform	TBC	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Network Rail has been asked to consider accessibility improvements. Study into alternatives to a bridge and lifts option being progressed	LRDF bid accepted and £30K available to progress a review.

Stranraer Waterfront and Town Centre Public Realm Improvements Including Public Rail / Bus Interchange Hub and Walking and Cycling Enhancements Package of measures improving the quality of transport infrastructure in Stranraer town centre and waterfront area. This includes public realm improvements, improved walking and cycling linkages between the town centre and the waterfront and the development of integrated public transport interchange and associated multi-modal rail / bus / ferry links					
Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Integrated Public Transport Interchange, Stranraer, and Associated Multi-modal Rail / Bus / Ferry Links	Development of integrated public transport interchange for rail, bus and ferry users. Undertake further study to review possible extension of railway line to Cairnryan	£2,350,000	Dumfries & Galloway Council, Transport Scotland, Scottish Government, Network Rail, EU-ERDF	StenaLine relocation complete 2011.	Budget allocation for interchange removed and absorbed within regeneration project.
Stranraer Town Centre/ Waterfront Links	Package of measures improving the quality of transport infrastructure in Stranraer town centre including public realm improvements and improved walking and cycling linkages between the town centre and the waterfront and ferry terminals	TBC	Dumfries & Galloway Council, Private Sector	StenaLine relocation complete. Service 350 implemented Sep 2013 (removed 2018)	Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers.

Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network Completion of the National Cycle Network – NCR 73 Newton Stewart – Cairnryan to link NCN Network in Scotland to NCN in Northern Ireland via the Loch Ryan ferry terminals. Involves completion of the Dunragit Bypass and Innermessan to Drummuckloch and cycle / walking path between Beattock and Moffat and cycle / walking path between Lochmaben and Lockerbie. An East to West Cycleway along the line of the Southern Upland Way.					
Intervention	**Description**	**Estimated Expenditure 2009-2024**	**Potential Partners**	**Progress to 2020/21**	**Timescale and Comments** (2020/21)
Lockerbie to Lochmaben Cycle Route	Link to NCN and employment opportunities, providing alternative route to A709, requires bridge over River Annan	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Initial design, land issues and external funding opportunities continue to be investigated	The Board agreed to curtail work on this element at its meeting in March 2018.
Moffat to Beattock Cycle Route	Link to NCN extending link from Dumfries and providing off-road alternative to A701	£250,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Path complete between Beattock and Hidden Corner.	Complete
National Cycle Network Completion	Completion of NCN linking Newton Stewart and Stranraer to Cairnryan, linking to ferry terminals and Northern Ireland	£900,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans, Transport Scotland, EU-Interreg4	Works on Newton Stewart to Stranraer complete following the completion of the Dunragit Bypass.	Complete when Transport Scotland do Drummuckloch to Innermessan Scheme on A77.
Sustainable Travel Plan and Associated Projects	Travel Plans for staff of large businesses and public bodies. Marketing of DGTripshare. Bike Scheme. Active Travel Strategy. Consideration of Park & Cycle projects	TBC	Dumfries & Galloway Council, NHS Dumfries & Galloway, Dumfries South Travel Plan Group, Dumfries & Galloway College	Travel Plan for DGRI and Crichton Royal Hospitals complete. DGTripshare established. Dumfries & Galloway Council Travel Plan complete.	Potential for public sector travel plans in locations other than Dumfries.
Provision of Cycling / Walking Infrastructure at Various Locations across the Region	Cycling / Walking routes to link into National and Strategic routes	TBC	Dumfries & Galloway Council, Sustrans, ERDF, Cycling Scotland	Various facilities provided under previous expenditure programmes.	Further /opportunities being taken forward by Dumfries & Galloway Council.
East – West Cycle Route along Southern Upland Way Corridor	Cycling/Walking route to link into national and strategic routes and communities	TBC	Dumfries & Galloway Council, Sustrans, Cycling Scotland	Design, land issues continue to be investigated.	On-going

CODE OF CONDUCT

1. Reason for Report

The purpose of this report is to advise the Board that it is necessary to provide approval to a new the Code of Conduct (the Code), This follows public consultation and agreement of the new Model Code of Conduct by the Scottish Parliament in October 2021.

2. Background

2.1 SWestrans considered the consultation on the Code at its meeting on 29 January 2021.

2.2 In January 2022 the Chair was written to by the Scottish Government advising of the requirement for SWestrans to produce and publish a new Code and receive approval by Ministers. To assist a template code for RTPs was provided and a deadline of 10 June 2022 has been given to complete this action.

3. Key Points

3.1 This action is required to be implemented by SWestrans as a listed Devolved Public Body, in schedule 3 of the Ethical Standards in Public Life etc. (Scotland) Act 2000.

3.2 The Ethical Standards in Public life etc. (Scotland) Act 2000 provides for Codes of Conduct for local authority councillors and members of relevant public bodies. The Act requires the Scottish Ministers to lay before Parliament a Model Code for Members of Devolved Public Bodies. Public bodies listed in schedule 3 of the Act are required to produce a Code of Conduct in line with the Model Code

3.3 The revised Model Code takes into account changes which where appropriate, are consistent with the revised Councillors' Code and also suggestions submitted to the public consultation.

3.4 The revised Model Code highlights the need for board members to take personal responsibility for their behaviour and to have an awareness of the organisation's policies in relation to a number of areas e.g. social media, equality, diversity and bullying and harassment.

3.5 A revised Code (**Appendix**) has been produced for SWestrans using the template provided.

3.6 Once formally approved by Scottish Government, SWestrans will be provided with a formal approval letter which will advise that a copy of the approved Code has also been passed to the Standards Commission and the Ethical Standards Commission for their records.

3.7 Once approved, SWestrans is required to have the Code available on our website together with revised Register of Interests. Given the imminent Local Government

Election and the time taken to receive approval this will be a requirement for the new board.

3.8 Board members should note that the body's Code currently in place will continue to apply to the conduct of members until such time as the revisions have been approved.

4. Implications	
Financial	There are no direct financial implications from this report.
Policy	Statutory requirement to approve the code
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	No risk implications from this report.

5. Recommendation

The Board is asked to agree that the Code of Conduct (**Appendix**) is submitted to Scottish Ministers for approval.

Report Author: Claire Rogerson Date of Report: 16 March 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

APPENDIX – Code of Conduct

Code of Conduct for Members of SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

CONTENTS

SECTION 1: INTRODUCTION TO THE CODE OF CONDUCT

1.1 This Code has been issued by the Scottish Ministers, with the approval of the Scottish Parliament, as required by the Ethical Standards in Public Life etc. (Scotland) Act 2000 (the "Act").

1.2 The purpose of the Code is to set out the conduct expected of those who serve on the boards of public bodies in Scotland.

1.3 The Code has been developed in line with the nine key principles of public life in Scotland. The principles are listed in Section 2 and set out how the provisions of the Code should be interpreted and applied in practice.

My Responsibilities

1.4 I understand that the public has a high expectation of those who serve on the boards of public bodies and the way in which they should conduct themselves in undertaking their duties. I will always seek to meet those expectations by ensuring that I conduct myself in accordance with the Code.

1.5 I will comply with the substantive provisions of this Code, being sections 3 to 6 inclusive, in all situations and at all times where I am acting as a board member of my public body, have referred to myself as a board member or could objectively be considered to be acting as a board member.

1.6 I will comply with the substantive provisions of this Code, being sections 3 to 6 inclusive, in all my dealings with the public, employees and fellow board members, whether formal or informal.

1.7 I understand that it is my personal responsibility to be familiar with the provisions of this Code and that I must also comply with the law and my public body's rules, standing orders and regulations. I will also ensure that I am familiar with any guidance or advice notes issued by the Standards Commission for Scotland ("Standards Commission") and my public body, and endeavour to take part in any training offered on the Code.

1.8 I will not, at any time, advocate or encourage any action contrary to this Code.

1.9 I understand that no written information, whether in the Code itself or the associated Guidance or Advice Notes issued by the Standards Commission, can provide for all circumstances. If I am uncertain about how the Code applies, I will seek advice from the Standards Officer of my public body, failing whom the Chair or Clead Officer of my public body. I note that I may also choose to seek external legal advice on how to interpret the provisions of the Code.

Enforcement

1.10 Part 2 of the Act sets out the provisions for dealing with alleged breaches of the Code, including the sanctions that can be applied if the Standards Commission finds that there has been a breach of the Code. More information on how complaints are dealt with and the sanctions available can be found at **Annex A**.

SECTION 2: KEY PRINCIPLES OF THE MODEL CODE OF CONDUCT

2.1 The Code has been based on the following key principles of public life. I will behave in accordance with these principles and understand that they should be used for guidance and interpreting the provisions in the Code.

2.2 I note that a breach of one or more of the key principles does not in itself amount to a breach of the Code. I note that, for a breach of the Code to be found, there must also be a contravention of one or more of the provisions in sections 3 to 6 inclusive of the Code.

The key principles are:

Duty
I have a duty to uphold the law and act in accordance with the law and the public trust placed in me. I have a duty to act in the interests of the public body of which I am a member and in accordance with the core functions and duties of that body.

Selflessness
I have a duty to take decisions solely in terms of public interest. I must not act in order to gain financial or other material benefit for myself, family or friends.

Integrity
I must not place myself under any financial, or other, obligation to any individual or organisation that might reasonably be thought to influence me in the performance of my duties.

Objectivity
I must make decisions solely on merit and in a way that is consistent with the functions of my public body when carrying out public business including making appointments, awarding contracts or recommending individuals for rewards and benefits.

Accountability and Stewardship
I am accountable to the public for my decisions and actions. I have a duty to consider issues on their merits, taking account of the views of others and I must ensure that my public body uses its resources prudently and in accordance with the law.

Openness
I have a duty to be as open as possible about my decisions and actions, giving reasons for my decisions and restricting information only when the wider public interest clearly demands.

Honesty
I have a duty to act honestly. I must declare any private interests relating to my public duties and take steps to resolve any conflicts arising in a way that protects the public interest.

Leadership
I have a duty to promote and support these principles by leadership and example, and to maintain and strengthen the public's trust and confidence in the integrity of my public body and its members in conducting public business.

Respect
I must respect all other board members and all employees of my public body and the role they play, treating them with courtesy at all times. Similarly, I must respect members of the public when performing my duties as a board member.

SECTION 3: GENERAL CONDUCT

Respect and Courtesy

3.1 I will treat everyone with courtesy and respect. This includes in person, in writing, at meetings, when I am online and when I am using social media.

3.2 I will not discriminate unlawfully on the basis of race, age, sex, sexual orientation, gender reassignment, disability, religion or belief, marital status or pregnancy/maternity; I will advance equality of opportunity and seek to foster good relations between different people.

3.3 I will not engage in any conduct that could amount to bullying or harassment (which includes sexual harassment). I accept that such conduct is completely unacceptable and will be considered to be a breach of this Code.

3.4 I accept that disrespect, bullying and harassment can be:

a) a one-off incident,
b) part of a cumulative course of conduct; or
c) a pattern of behaviour.

3.5 I understand that how, and in what context, I exhibit certain behaviours can be as important as what I communicate, given that disrespect, bullying and harassment can be physical, verbal and non-verbal conduct.

3.6 I accept that it is my responsibility to understand what constitutes bullying and harassment and I will utilise resources, including the Standards Commission's guidance and advice notes, my public body's policies and training material (where appropriate) to ensure that my knowledge and understanding is up to date.

3.7 Except where it is written into my role as Board member, and / or at the invitation of the Lead Officer, I will not become involved in operational management of my public body. I acknowledge and understand that operational management is the responsibility of the Lead Officer and Executive Team.

3.8 I will not undermine any individual employee or group of employees, or raise concerns about their performance, conduct or capability in public. I will raise any concerns I have on such matters in private with senior management as appropriate.

3.9 I will not take, or seek to take, unfair advantage of my position in my dealings with employees of my public body or bring any undue influence to bear on employees to take a certain action. I will not ask or direct employees to do something which I know, or should reasonably know, could compromise them or prevent them from undertaking their duties properly and appropriately.

3.10 I will respect and comply with rulings from the Chair during meetings of:

a) my public body, its committees; and
b) any outside organisations that I have been appointed or nominated to by my public body or on which I represent my public body.

3.11 I will respect the principle of collective decision-making and corporate responsibility. This means that once the Board has made a decision, I will support that decision, even if I did not agree with it or vote for it.

Remuneration, Allowances and Expenses

3.12 I will comply with the rules, and the policies of my public body, on the payment of remuneration, allowances and expenses.

Gifts and Hospitality

3.13 I understand that I may be offered gifts (including money raised via crowdfunding or sponsorship), hospitality, material benefits or services ("gift or hospitality") that may be reasonably regarded by a member of the public with knowledge of the relevant facts as placing me under an improper obligation or being capable of influencing my judgement.

3.14 I will never **ask for** or **seek** any gift or hospitality.

3.15 I will refuse any gift or hospitality, unless it is:

a) a minor item or token of modest intrinsic value offered on an infrequent basis;
b) a gift being offered to my public body;
c) hospitality which would reasonably be associated with my duties as a board member; or
d) hospitality which has been approved in advance by my public body.

3.16 I will consider whether there could be a reasonable perception that any gift or hospitality received by a person or body connected to me could or would influence my judgement.

3.17 I will not allow the promise of money or other financial advantage to induce me to act improperly in my role as a board member. I accept that the money or advantage (including any gift or hospitality) does not have to be given to me directly. The offer of monies or advantages to others, including community groups, may amount to bribery, if the intention is to induce me to improperly perform a function.

3.18 I will never accept any gift or hospitality from any individual or applicant who is awaiting a decision from, or seeking to do business with, my public body.

3.19 If I consider that declining an offer of a gift would cause offence, I will accept it and hand it over to my public body at the earliest possible opportunity and ask for it to be registered.

3.20 I will promptly advise my public body's Standards Officer if I am offered (but refuse) any gift or hospitality of any significant value and / or if I am offered any gift or hospitality from the same source on a repeated basis, so that my public body can monitor this.

3.21 I will familiarise myself with the terms of the Bribery Act 2010, which provides for offences of bribing another person and offences relating to being bribed.

Confidentiality

3.22 I will not disclose confidential information or information which should reasonably be regarded as being of a confidential or private nature, without the express consent of a person or body authorised to give such consent, or unless required to do so by law. I note that if I cannot obtain such express consent, I should assume it is not given.

3.23 I accept that confidential information can include discussions, documents, and information which is not yet public or never intended to be public, and information deemed confidential by statute.

3.24 I will only use confidential information to undertake my duties as a board member. I will not use it in any way for personal advantage or to discredit my public body (even if my personal view is that the information should be publicly available).

3.25 I note that these confidentiality requirements do not apply to protected whistleblowing disclosures made to the prescribed persons and bodies as identified in statute.

Use of Public Body Resources

3.26 I will only use my public body's resources, including employee assistance, facilities, stationery and IT equipment, for carrying out duties on behalf of the public body, in accordance with its relevant policies.

3.27 I will not use, or in any way enable others to use, my public body's resources:

a) imprudently (without thinking about the implications or consequences);
b) unlawfully;
c) for any political activities or matters relating to these; or
d) improperly.

Dealing with my Public Body and Preferential Treatment

3.28 I will not use, or attempt to use, my position or influence as a board member to:

a) improperly confer on or secure for myself, or others, an advantage;
b) avoid a disadvantage for myself, or create a disadvantage for others or
c) improperly seek preferential treatment or access for myself or others.

3.29 I will avoid any action which could lead members of the public to believe that preferential treatment or access is being sought.

3.30 I will advise employees of any connection, as defined at Section 5, I may have to a matter, when seeking information or advice or responding to a request for information or advice from them.

Appointments to Outside Organisations

3.31 If I am appointed, or nominated by my public body, as a member of another body or organisation, I will abide by the rules of conduct and will act in the best interests of that body or organisation while acting as a member of it. I will also continue to observe the rules of this Code when carrying out the duties of that body or organisation.

3.32 I accept that if I am a director or trustee (or equivalent) of a company or a charity, I will be responsible for identifying, and taking advice on, any conflicts of interest that may arise between the company or charity and my public body.

SECTION 4: REGISTRATION OF INTERESTS

4.1 The following paragraphs set out what I have to register when I am appointed and whenever my circumstances change. The register covers my current term of appointment.

4.2 I understand that regulations made by the Scottish Ministers describe the detail and timescale for registering interests; including a requirement that a board member must register their registrable interests within one month of becoming a board member, and register any changes to those interests within one month of those changes having occurred.

4.3 The interests which I am required to register are those set out in the following paragraphs. Other than as required by paragraph 4.23, I understand it is not necessary to register the interests of my spouse or cohabitee.

Category One: Remuneration

4.4 I will register any work for which I receive, or expect to receive, payment. I have a registrable interest where I receive remuneration by virtue of being:

a) employed;
b) self-employed;
c) the holder of an office;
d) a director of an undertaking;
e) a partner in a firm;
f) appointed or nominated by my public body to another body; or
g) engaged in a trade, profession or vocation or any other work.

4.5 I understand that in relation to 4.4 above, the amount of remuneration does not require to be registered. I understand that any remuneration received as a board member of this specific public body does not have to be registered.

4.6 I understand that if a position is not remunerated it does not need to be registered under this category. However, unremunerated directorships may need to be registered under Category Two, “Other Roles”.

4.7 I must register any allowances I receive in relation to membership of any organisation under Category One.

4.8 When registering employment as an employee, I must give the full name of the employer, the nature of its business, and the nature of the post I hold in the organisation.

4.9 When registering remuneration from the categories listed in paragraph 4.4 (b) to (g) above, I must provide the full name and give details of the nature of the business, organisation, undertaking, partnership or other body, as appropriate. I recognise that some other employments may be incompatible with my role as board member of my public body in terms of paragraph 6.7 of this Code.

4.10 Where I otherwise undertake a trade, profession or vocation, or any other work, the detail to be given is the nature of the work and how often it is undertaken.

4.11 When registering a directorship, it is necessary to provide the registered name and registered number of the undertaking in which the directorship is held and provide information about the nature of its business.

4.12 I understand that registration of a pension is not required as this falls outside the scope of the category.

Category Two: Other Roles

4.13 I will register any unremunerated directorships where the body in question is a subsidiary or parent company of an undertaking in which I hold a remunerated directorship.

4.14 I will register the registered name and registered number of the subsidiary or parent company or other undertaking and the nature of its business, and its relationship to the company or other undertaking in which I am a director and from which I receive remuneration.

Category Three: Contracts

4.15 I have a registerable interest where I (or a firm in which I am a partner, or an undertaking in which I am a director or in which I have shares of a value as described in paragraph 4.19 below) have made a contract with my public body:

a) under which goods or services are to be provided, or works are to be executed; and
b) which has not been fully discharged.

4.16 I will register a description of the contract, including its duration, but excluding the value.

Category Four: Election Expenses

4.17 If I have been elected to my public body, then I will register a description of, and statement of, any assistance towards election expenses relating to election to my public body.

Category Five: Houses, Land and Buildings

4.18 I have a registrable interest where I own or have any other right or interest in houses, land and buildings, which may be significant to, of relevance to, or bear upon, the work and operation of my public body.

4.19 I accept that, when deciding whether or not I need to register any interest I have in houses, land or buildings, the test to be applied is whether a member of the public, with knowledge of the relevant facts, would reasonably regard the interest as being so significant that it could potentially affect my responsibilities to my public body and to the public, or could influence my actions, speeches or decision-making.

Category Six: Interest in Shares and Securities

4.20 I have a registerable interest where:

a) I own or have an interest in more than 1% of the issued share capital of the company or other body; or
b) Where, at the relevant date, the market value of any shares and securities (in any one specific company or body) that I own or have an interest in is greater than £25,000.

Category Seven: Gifts and Hospitality

4.21 I understand the requirements of paragraphs 3.13 to 3.21 regarding gifts and hospitality. As I will not accept any gifts or hospitality, other than under the limited circumstances allowed, I understand there is no longer the need to register any.

Category Eight: Non–Financial Interests

4.22 I may also have other interests and I understand it is equally important that relevant interests such as membership or holding office in other public bodies, companies, clubs, societies and organisations such as trades unions and voluntary organisations, are registered and described. In this context, I understand non-financial interests are those which members of the public with knowledge of the relevant facts might reasonably think could influence my actions, speeches, votes or decision-making in my public body (this includes its Committees and memberships of other organisations to which I have been appointed or nominated by my public body).

Category Nine: Close Family Members

4.23 I will register the interests of any close family member who has transactions with my public body or is likely to have transactions or do business with it.

SECTION 5: DECLARATION OF INTERESTS

Stage 1: Connection

5.1 For each particular matter I am involved in as a board member, I will first consider whether I have a connection to that matter.

5.2 I understand that a connection is any link between the matter being considered and me, or a person or body I am associated with. This could be a family relationship or a social or professional contact.

5.3 A connection includes anything that I have registered as an interest.

5.4 A connection does not include being a member of a body to which I have been appointed or nominated by my public body as a representative of my public body, unless:

a) The matter being considered by my public body is quasi-judicial or regulatory; or
b) I have a personal conflict by reason of my actions, my connections or my legal obligations.

Stage 2: Interest

5.5 I understand my connection is an interest that requires to be declared where the objective test is met – that is where a member of the public with knowledge of the relevant facts would reasonably regard my connection to a particular matter as being so significant that it would be considered as being likely to influence the discussion or decision-making.

Stage 3: Participation

5.6 I will declare my interest as early as possible in meetings. I will not remain in the meeting nor participate in any way in those parts of meetings where I have declared an interest.

5.7 I will consider whether it is appropriate for transparency reasons to state publicly where I have a connection, which I do not consider amounts to an interest.

5.8 I note that I can apply to the Standards Commission and ask it to grant a dispensation to allow me to take part in the discussion and decision-making on a matter where I would otherwise have to declare an interest and withdraw (as a result of having a connection to the matter that would fall within the objective test). I note that such an application must be made in advance of any meetings where the dispensation is sought and that I cannot take part in any discussion or decision-making on the matter in question unless, and until, the application is granted.

5.9 I note that public confidence in a public body is damaged by the perception that decisions taken by that body are substantially influenced by factors other than the public interest. I will not accept a role or appointment if doing so means I will have to declare interests frequently at meetings in respect of my role as a board member. Similarly, if any appointment or nomination to another body would give rise to objective concern because of my existing personal involvement or affiliations, I will not accept the appointment or nomination.

SECTION 6: LOBBYING AND ACCESS

6.1 I understand that a wide range of people will seek access to me as a board member and will try to lobby me, including individuals, organisations and companies. I must distinguish between:

a) any role I have in dealing with enquiries from the public;
b) any community engagement where I am working with individuals and organisations to encourage their participation and involvement, and;
c) lobbying, which is where I am approached by any individual or organisation who is seeking to influence me for financial gain or advantage, particularly those who are seeking to do business with my public body (for example contracts/procurement).

6.2 In deciding whether, and if so how, to respond to such lobbying, I will always have regard to the objective test, which is whether a member of the public, with knowledge of the relevant facts, would reasonably regard my conduct as being likely to influence my, or my public body's, decision-making role.

6.3 I will not, in relation to contact with any person or organisation that lobbies, do anything which contravenes this Code or any other relevant rule of my public body or any statutory provision.

6.4 I will not, in relation to contact with any person or organisation that lobbies, act in any way which could bring discredit upon my public body.

6.5 If I have concerns about the approach or methods used by any person or organisation in their contacts with me, I will seek the guidance of the Chair, Lead Officer or Standards Officer of my public body.

6.6 The public must be assured that no person or organisation will gain better access to, or treatment by, me as a result of employing a company or individual to lobby on a fee basis on their behalf. I will not, therefore, offer or accord any preferential access or treatment to those lobbying on a fee basis on behalf of clients compared with that which I accord any other person or organisation who lobbies or approaches me. I will ensure that those lobbying on a fee basis on behalf of clients are not given to understand that preferential access or treatment, compared to that accorded to any other person or organisation, might be forthcoming.

6.7 Before taking any action as a result of being lobbied, I will seek to satisfy myself about the identity of the person or organisation that is lobbying and the motive for lobbying. I understand I may choose to act in response to a person or organisation lobbying on a fee basis on behalf of clients but it is important that I understand the basis on which I am being lobbied in order to ensure that any action taken in connection with the lobbyist complies with the standards set out in this Code and the Lobbying (Scotland) Act 2016.

6.8 I will not accept any paid work:

a) which would involve me lobbying on behalf of any person or organisation or any clients of a person or organisation.

b) to provide services as a strategist, adviser or consultant, for example, advising on how to influence my public body and its members. This does not prohibit me from being remunerated for activity which may arise because of, or relate to, membership of my public body, such as journalism or broadcasting, or involvement in representative or presentational work, such as participation in delegations, conferences or other events.

ANNEX A: BREACHES OF THE CODE

Introduction

1. The Ethical Standards in Public Life etc. (Scotland) Act 2000 ("the Act") provided for a framework to encourage and, where necessary, enforce high ethical standards in public life.

2. The Act provided for the introduction of new codes of conduct for local authority councillors and members of relevant public bodies, imposing on councils and relevant public bodies a duty to help their members comply with the relevant code.

3. The Act and the subsequent Scottish Parliamentary Commissions and Commissioners etc. Act 2010 established the Standards Commission for Scotland ("Standards Commission") and the post of Commissioner for Ethical Standards in Public Life in Scotland ("ESC").

4. The Standards Commission and ESC are separate and independent, each with distinct functions. Complaints of breaches of a public body's Code of Conduct are investigated by the ESC and adjudicated upon by the Standards Commission.

5. The first Model Code of Conduct came into force in 2002. The Code has since been reviewed and re-issued in 2014. The 2021 Code has been issued by the Scottish Ministers following consultation, and with the approval of the Scottish Parliament, as required by the Act.

Investigation of Complaints

6. The ESC is responsible for investigating complaints about members of devolved public bodies. It is not, however, mandatory to report a complaint about a potential breach of the Code to the ESC. It may be more appropriate in some circumstances for attempts to be made to resolve the matter informally at a local level.

7. On conclusion of the investigation, the ESC will send a report to the Standards Commission.

Hearings

8. On receipt of a report from the ESC, the Standards Commission can choose to:

    - Do nothing;
    - Direct the ESC to carry out further investigations; or
    - Hold a Hearing.

9. Hearings are held (usually in public) to determine whether the member concerned has breached their public body's Code of Conduct. The Hearing Panel comprises of three members of the Standards Commission. The ESC will present evidence and/or make submissions at the Hearing about the investigation and any conclusions as to whether the member has contravened the Code. The member is entitled to attend or be represented at the Hearing and can also present evidence and make submissions. Both parties can call witnesses. Once it has heard all the evidence and submissions, the Hearing Panel will make a determination about whether or not it is satisfied, on the balance of probabilities, that there has been a contravention of

the Code by the member. If the Hearing Panel decides that a member has breached their public body's Code, it is obliged to impose a sanction.

Sanctions

10. The sanctions that can be imposed following a finding of a breach of the Code are as follows:

- **Censure**: A censure is a formal record of the Standards Commission's severe and public disapproval of the member concerned.
- **Suspension**: This can be a full or partial suspension (for up to one year). A full suspension means that the member is suspended from attending all meetings of the public body. Partial suspension means that the member is suspended from attending some of the meetings of the public body. The Commission can direct that any remuneration or allowance the member receives as a result of their membership of the public body be reduced or not paid during a period of suspension.
- **Disqualification**: Disqualification means that the member is removed from membership of the body and disqualified (for a period not exceeding five years), from membership of the body. Where a member is also a member of another devolved public body (as defined in the Act), the Commission may also remove or disqualify that person in respect of that membership. Full details of the sanctions are set out in section 19 of the Act.

Interim Suspensions

11. Section 21 of the Act provides the Standards Commission with the power to impose an interim suspension on a member on receipt of an interim report from the ESC about an ongoing investigation. In making a decision about whether or not to impose an interim suspension, a Panel comprising of three Members of the Standards Commission will review the interim report and any representations received from the member and will consider whether it is satisfied:

- That the further conduct of the ESC's investigation is likely to be prejudiced if such an action is not taken (for example if there are concerns that the member may try to interfere with evidence or witnesses); or
- That it is otherwise in the public interest to take such a measure. A policy outlining how the Standards Commission makes any decision under Section 21 and the procedures it will follow in doing so, should any such a report be received from the ESC can be found here.

12. The decision to impose an interim suspension is not, and should not be seen as, a finding on the merits of any complaint or the validity of any allegations against a member of a devolved public body, nor should it be viewed as a disciplinary measure.

ANNEX B: DEFINITIONS

“Bullying” is inappropriate and unwelcome behaviour which is offensive and intimidating, and which makes an individual or group feel undermined, humiliated or insulted.

"Chair" includes Board Convener or any other individual discharging a similar function to that of a Chair or Convener under alternative decision-making structures.

“Code” is the code of conduct for members of your devolved public body, which is based on the Model Code of Conduct for members of devolved public bodies in Scotland.

"Cohabitee" includes any person who is living with you in a relationship similar to that of a partner, civil partner, or spouse.

“Confidential Information” includes:

- any information passed on to the public body by a Government department (even if it is not clearly marked as confidential) which does not allow the disclosure of that information to the public;
- information of which the law prohibits disclosure (under statute or by the order of a Court);
- any legal advice provided to the public body; or
- any other information which would reasonably be considered a breach of confidence should it be made public.

"Election expenses" means expenses incurred, whether before, during or after the election, on account of, or in respect of, the conduct or management of the election.

“Employee” includes individuals employed:

- directly by the public body;
- as contractors by the public body, or
- by a contractor to work on the public body’s premises.

“Gifts” a gift can include any item or service received free of charge, or which may be offered or promised at a discounted rate or on terms not available to the general public. Gifts include benefits such as relief from indebtedness, loan concessions, or provision of property, services or facilities at a cost below that generally charged to members of the public. It can also include gifts received directly or gifts received by any company in which the recipient holds a controlling interest in, or by a partnership of which the recipient is a partner.

“Harassment” is any unwelcome behaviour or conduct which makes someone feel offended, humiliated, intimidated, frightened and / or uncomfortable. Harassment can be experienced directly or indirectly and can occur as an isolated incident or as a course of persistent behaviour.

“Hospitality” includes the offer or promise of food, drink, accommodation, entertainment or the opportunity to attend any cultural or sporting event on terms not available to the general public.

“Relevant Date” Where a board member had an interest in shares at the date on which the member was appointed as a member, the relevant date is – (a) that date; and (b) the 5th April immediately following that date and in each succeeding year, where the interest is retained on that 5th April.

“Public body” means a devolved public body listed in Schedule 3 of the Ethical Standards in Public Life etc. (Scotland) Act 2000, as amended.

“Remuneration" includes any salary, wage, share of profits, fee, other monetary benefit or benefit in kind.

“Securities” a security is a certificate or other financial instrument that has monetary value and can be traded. Securities includes equity and debt securities, such as stocks bonds and debentures.

“Undertaking” means:
a) a body corporate or partnership; or
b) an unincorporated association carrying on a trade or business, with or without a view to a profit.

CONSULTATIONS

1. Reason for Report

This report provides the Board with information on current consultations and seeks agreement to SWestrans responses.

2. Background

2.1 Transport Scotland and CoSLA published a consultation on 'A route map to achieve a 20 percent reduction in car kilometres by 2030' on 13 January 2022, with responses to be submitted by 6 April 2022.

2.2 Transport Scotland published a consultation on the draft Strategic Transport Projects Review 2 (STPR2) on 20 January 2022, with responses to be submitted by 15 April 2022.

2.3 The Board, at its meeting in January 2022, received an initial report on the draft STPR2 recommendations and agreed that the Chair write to the Transport Minister seeking urgent clarification on the status of the three Strategic Business Cases for Thornhill, Beattock and Eastriggs areas submitted by SWestrans in 2019 and assurance that these are now being progressed through the relevant railway process. No response has been received to date.

3. Key Points - A route map to achieve a 20 percent reduction in car kilometres by 2030

3.1 Transport Scotland and CoSLA jointly published 'A route map to achieve a 20 percent reduction in car kilometres by 2030'.

3.2 The route map is published in response to the Scottish Government's Climate Change Plan update commitment to reduce car kilometres by 20 percent by 2030, to meet Scotland's statutory obligations for greenhouse gas emissions reduction by 2045. However, it also recognises the benefits that re-thinking the way we travel can have on our individual and community health and wellbeing, as well as the fairness of our society and the inclusiveness of our economy.

3.3 The route map builds on the vision for Scotland's transport system set out in the second National Transport Strategy, aimed at protecting our climate and improving our lives. However, it acknowledges that people's travel behaviours are shaped by the wider context in which they live and services they need to access. The route map to reduce car use therefore includes a range of non-transport policies interventions, including the provision of good connectivity and digital access to services; the way we plan and invest in our public places; where we locate key services such as healthcare; and how we support our children and young people to make healthy, fair and sustainable travel choices from an early age.

3.4 The route map does not aim to eliminate all car use. It is recognised that would not be realistic or fair, especially for journeys undertaken by disabled people or in rural areas where sustainable travel options may not always be available or practical. Rather, the route map encourages all of us to reduce our overreliance on cars wherever possible and identifies four key behaviours that everyone in Scotland should consider each time they plan a journey:

- make use of sustainable online options to reduce your need to travel;
- choose local destinations to reduce the distance you travel;
- switch to walking, wheeling, cycling or public transport where possible; and
- combine a trip or share a journey to reduce the number of individual car trips you make, if car remains the only feasible option.

3.5 Officers will draft a response to the consultation and share with Board members by email for comment prior to the consultation submission date.

4. Key Points - Strategic Transport Projects Review

4.1 As reported to the Board at its January 2022 meeting, the STPR2 Phase 2 draft recommendations were published on 20 January 2022 and are the subject of a Transport Scotland consultation which closes on 15 April 2022.

4.2 STPR2 presents the Strategic Business Case for 45 recommendations. There is limited detail, at this stage, on individual projects that will be delivered as part of these recommendations as these will be further developed, following this consultation stage, to provide more detailed business cases to inform the investment decision making process. As this development and business case work progresses, projects may become Scottish Government commitments with funding and a delivery programme. It may also be determined that a recommendation is not a priority for investment or that it is not a high priority.

4.3 The 45 STPR2 recommendations focus investment on sustainable transport options grouped under 6 themes:

- Improving Active Travel infrastructure.
- Influencing travel choices and behaviours.
- Enhancing access to affordable public transport.
- Decarbonising transport.
- Increasing safety and resilience on the strategic transport network.
- Strengthening strategic connections.

4.4 The content of STPR2 has been influenced by the policy approach set out in the second National Transport Strategy (NTS2), which prioritises the promotion of more sustainable travel choices, and making best use of existing infrastructure, prior to investment in new infrastructure. There is also a focus on reducing car kilometres in order to help meet net zero greenhouse gas emission reduction goals.

4.5 The Final Report ‘South West Scotland Transport Study Initial Appraisal: Case for Change’ (SWSTS), published on 28 January 2020, was a significant piece of work feeding into the STPR2 process. This Case for Change report presented the context for the appraisal of interventions for the South West of Scotland and 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.

4.6 The study identified the key transport problems and opportunities in the study area and was undertaken in line with Scottish Transport Appraisal Guidance (STAG). Evidence-based problems formed the basis for the development of Transport Planning Objectives (TPOs) and the generation, sifting and development of a wide range of interventions across all modes in the study area, which were subsequently appraised and packaged. Through this process 23 possible interventions were identified for further appraisal.

4.7 Of the 23 possible interventions identified in the SWSTS, 6 do not feature in the draft STPR2 recommendations:

- New Rail Stations on the Glasgow South Western Line - New rail stations on the Glasgow South Western Line, such as at Cumnock, Thornhill, Eastriggs, Pinwherry, Dunragit and South of Ayr.
- New Rail Stations on the West Coast Main Line - New station at Beattock.
- New Rail Link between Dumfries and Stranraer - Development of a rail link between Dumfries and Stranraer.
- New Rail Link between Stranraer and Cairnryan - Development of a rail link between Stranraer and Cairnryan.
- New Rail link between the Glasgow South Western Line and the West Coast Main Line - Development of a rail link between the Glasgow South Western Line and the West Coast Main Line.
- Development of the Timber Transport Network - Package of measures to support the transport of timber freight by road, rail and sea in the South West of Scotland.

4.8 9 of the 23 possible interventions in the SWSTS, related to safety, capacity and resilience improvements to the A75, A76 and A77 Trunk Roads and can be mapped across to draft STPR2 Recommendation 30 ‘Trunk Road and motorway network safety improvements’ and/or draft Recommendation 31 ‘Trunk road and motorway network climate change adaptation and resilience’. Recommendation 30 has ‘a primary, but not exclusive focus on rural sections where accident rate and severity are typically high.’

4.9 STPR2 Recommendation 40 Access to Stranraer and the ports at Cairnryan is specific to our region and the Ayrshire and Arran region. STPR2 recommends that “safety, resilience and reliability improvements are made on the A75 and A77 strategic road corridors, in turn supporting placemaking opportunities. This would include, but is not limited to enhancing overtaking opportunities, widening or realigning carriageways and improving junctions. To encourage greater use of public transport and enable regeneration activities, consideration would also be given to upgrading or relocating the railway station in Stranraer. These would provide more resilient connections to the draft Fourth National Planning Framework (NPF4) national developments at Stranraer Gateway, Chapelcross Power Station Redevelopment and the ports at Cairnryan.”

4.10 Four other recommendations are highlighted within STPR2 as being of particular benefit for our region, these are:

- Recommendation 18: "Supporting integrated journeys at ferry terminals" – STPR2 recommends "a detailed review of key ferry terminals to consider the improvements in timetable information, signing, ticketing and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals."
- Recommendation 23: "Smart, integrated public transport ticketing" – STPR2 recommends "continuing with the support and ongoing delivery of fully integrated smart ticketing and payment services across all public transport, to increase demand and encourage active travel. This recommendation supports the delivery of the objectives within the 2019 Transport (Scotland) Act, and subsequent workstreams, which aims to establish a National Smart Ticketing Advisory Board and set a technological standard for smart ticketing."
- Recommendation 44: "Rail freight terminals and facilities" – STPR2 recommends that "Transport Scotland supports industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/ hubs to confirm how to meet long-term mode shift requirements."
- Recommendation 45: "High speed and cross border rail enhancements" – STPR2 recommends "that Transport Scotland continues to work closely with the UK Government to take forward a programme of infrastructure on-line and off-line upgrades targeted at longer-distance cross-border routes. These will provide higher speed passenger services and increased capacity and reliability for freight."

4.11 Following the consultation process Transport Scotland intend to finalise STPR2, then prepare and publish an STPR2 Delivery Plan towards the end of 2022. It is understood that this Delivery Plan shall identify specific projects to be taken forward within particular timescales.

4.12 The Board are asked to consider and agree the draft response to the Strategic Transport Projects Review 2 as attached in the **Appendix**.

5. Implications	
Financial	There are no direct financial implications from the report. However, all publications referred to within the paper do present funding opportunities for our region.
Policy	STPR2 and the 20% reduction in car kms will inform the new SWestrans RTS which will be required to align our regional delivery to the national visions, policies and outcomes.
Equalities	There are no direct equalities implications. Any future policy change may have equalities implications which will be monitored.
Climate Change	Any major infrastructure investment associated with STPR2 will require to consider how it impacts on climate action, how it adapts to the effects of climate change, how it helps deliver a net-zero target and how

	it will promote greener, cleaner choices.
Risk Management	The Risk Register will be updated as required to mitigate any risk to SWestrans as STPR2 and the 20% reduction in car kms progress.

5. Recommendations

Members of the Board are asked to:

5.1 note that a draft response to the consultation on 'A route map to achieve a 20 percent reduction in car kilometres by 2030' will be drafted by officers and shared with Board Members for comment prior to the submission date; and

5.2 consider and agree the draft response to the Strategic Transport Projects Review 2 consultation, as attached in the Appendix.

Douglas Kirkpatrick - Report Author Tel: 01387 260136 Date of Report: 4 March 2022 File Ref: SW2/meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

Appendix - Draft response to the Strategic Transport Projects Review 2 consultation

APPENDIX

Draft Response to the Strategic Transport Projects Review 2 Consultation

STPR2 Consultation

Overview

This consultation is on the draft second Strategic Transport Projects Review (STPR2), which sets out draft transport recommendations for the next 20 years. STPR2 is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). It is an important tool for achieving the Government's commitment to 20% reduction in vehicle kilometres by 2030 and contributing to Scotland's net zero greenhouse gas emissions target by 2045. Also, addressing inequalities, improving health and wellbeing and contributing to inclusive economic growth.

Questionnaire:

STPR2 Process

Q1. Were you aware of STPR2 prior to this consultation?

Yes ☒ No ☐ Don't Know / No Opinion ☐

Q2. To what extent do you agree or disagree that the STPR2 process reflects the NTS2 Priorities and Outcomes?

☐ Strongly agree
☒ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

APPENDIX

Q3. Please provide any further comments you have in relation to the STPR2 process:

The process is aligned with the NTS2 priorities and outcomes but does not truly reflect them. As stated in our response to Phase 1 of the process, we do not agree with the rationale for some of the decisions regarding what is in and out of scope of STPR2. We believe that some of the priorities and outcomes of the NTS2 are not as well reflected in STPR2 as they could have been.

On reflection, we are not convinced that the phasing of the STPR2 has been helpful to the overall process as it created blurred lines between what was in scope and what was not for each phase, therefore undermining decisions. It was not as clear externally as it was to Transport Scotland and the Scottish Government. We understand that this was not the original plan and was made in response to the pandemic.

Whilst we understand that this process could not be a quick one given the nature of the appraisal work and engagement required, and fully recognise the impact the pandemic had on timescales, we feel that the STPR2 process has taken too long. SWestrans officers attended the first area study workshop in 2017 and a final STPR2 Delivery Plan is not expected until Autumn 2022. During this time progress has been made on decarbonising the transport network and the introduction of the Transport Act to assist with bus operations. However, many localised transport projects that could have been progressed were negatively impacted and paused due to them being in scope of STPR2 (only to be later ruled as being out of scope).

In relation to this consultation, we have not answered the majority of questions asking us to prioritise individual projects. Many of the interventions relate to transport problems and opportunities outwith our region and detailed knowledge. Likewise, we have not responded to the questions relating to prioritising themes as interventions on all themes will need to be required concurrently over the next 20 years to achieve our climate targets and achieve a just transition for all our communities.

Q4. To what extent do you agree or disagree that it was correct to take both a Regional and National approach to STPR2?

- ☒ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ Don't Know / No Opinion

Q5. Please provide any further comments:

We agree that a regional and national approach was the correct one and commend Transport Scotland for commissioning the regional appraisal for the South West of Scotland. This reflected the transport opportunities and challenges for our region and, on the whole, we were content with the 23 multi-model options put forward for further assessment.

We have reservations/concerns on how the regional and national approaches were combined to form the final recommendations. For example, a number of changes to the South West of Scotland Case for Change Initial Appraisal were made to align with the national work and this meant that some options were removed before any further assessment was undertaken.

This has concluded with a set of draft recommendations which are national interpretations of regional needs.

We welcome recommendations relating to strategic links to Cairnryan and cross-border/high-speed rail, as well as national projects relating to rail decarbonisation, fares and encouraging modal shift to more sustainable transport options. However, the significant number of interventions that were appraised to have a case for change in our region but do not feature specifically in the STPR2 recommendations is notable and raises concerns. We call for these to be included in STPR2. These include:

- New Rail Stations on the Glasgow South Western Line - New rail stations on the Glasgow South Western Line, such as at Cumnock, Thornhill, Eastriggs, Pinwherry, Dunragit and South of Ayr.
- New Rail Stations on the West Coast Main Line - New station at Beattock.
- New Rail Link between Dumfries and Stranraer - Development of a rail link between Dumfries and Stranraer.
- New Rail Link between Stranraer and Cairnryan - Development of a rail link between Stranraer and Cairnryan.
- New Rail link between the Glasgow South Western Line and the West Coast Main Line - Development of a rail link between the Glasgow South Western Line and the West Coast Main Line.

Q6. To what extent do you agree or disagree that the engagement process has allowed you to provide a contribution to STPR2?

- ☐ Strongly agree
- ☒ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ Don't Know / No Opinion

Q7. Please provide any further comments you have on the engagement carried out throughout STPR2.

During the South West of Scotland Transport Study work, we found the engagement to be meaningful and collaborative – the strong level of engagement was reflected in the number of responses to the associated consultation, the regional stakeholder workshops and the regular officer meetings with Transport Scotland, the consultants and key regional partners.

Whilst impacted by COVID, we felt that the engagement in the latter phase was not as strong. The Regional Working Group meetings did ensure dialogue, and though we were listened to and afforded the opportunity to question the process, it was more of an information sharing relationship rather than a collaborative decision-making process where we could influence outcomes as decisions had already been made elsewhere.

APPENDIX

Key Themes

STPR2 recommendations are grouped under six key themes:

1. Improving active travel infrastructure
2. Influencing travel choices and behaviours
3. Enhancing access to affordable public transport
4. Decarbonising transport
5. Increasing safety and resilience on the strategic transport network
6. Strengthening strategic connections

Q8. Which of the overall key themes is your / your organisation's **top priority**?

- ☐ 1. Improving active travel infrastructure
- ☐ 2. Influencing travel choices and behaviours
- ☐ 3. Enhancing access to affordable public transport
- ☐ 4. Decarbonising transport
- ☐ 5. Increasing safety and resilience on the strategic transport network
- ☐ 6. Strengthening strategic connections
- ☒ Don't Know / No Opinion

Q9. Which of the overall key themes is your / your organisation's **lowest priority**?

- ☐ 1. Improving active travel infrastructure
- ☐ 2. Influencing travel choices and behaviours
- ☐ 3. Enhancing access to affordable public transport
- ☐ 4. Decarbonising transport
- ☐ 5. Increasing safety and resilience on the strategic transport network
- ☐ 6. Strengthening strategic connections
- ☒ Don't Know / No Opinion

APPENDIX

STPR2 Key Themes and Recommendations

A. Improving Active Travel Infrastructure

Q10. To what extent do you agree or disagree that the recommendations under this theme will contribute to Improving Active Travel Infrastructure?

Recommendations (1-5):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
1. Connected neighbourhoods						
2. Active freeways						
3. Village-town active travel connections						
4. Connecting towns by active travel						
5. Long distance active travel network						

Q11. Which of these recommendations would you prioritise to contribute to Improving Active Travel Infrastructure?

Recommendations (1-5):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
1. Connected neighbourhoods					
2. Active freeways					
3. Village-town active travel connections					
4. Connecting towns by active travel					
5. Long distance active travel network					

Q12. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒ No ☐ Don't Know / No Opinion ☐

APPENDIX

Q13. Please provide any additional comments you have on the theme Improving Active Travel Infrastructure and the recommendations within it.

We agree that the successful delivery of these interventions would contribute to improving active travel infrastructure in our region.

However, as a largely rural partnership, we remain concerned that the majority of these recommendations are likely to require bids into current competitive funding streams that do not enable all parts of the country to have a fair share of the monies available. The population bias of such competitive bid processes tends to favour larger authorities with resources to make bids leaving the South of Scotland at a severe disadvantage.

We look forward to further information within the proposed Delivery Plan and ongoing discussion around this work.

APPENDIX

2. Influencing Travel Choices and Behaviours

Q14. To what extent do you agree or disagree that the recommendations under this theme contribute to Influencing Travel Choices and Behaviours?

Recommendations (6-10):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
6. Behaviour change initiatives						
7. Changing road user behaviour						
8. Increasing active travel to school						
9. Improving access to bikes						
10. Expansion of 20mph limits and zones						

Q15. Which of these recommendations would you prioritise to contribute to Influencing Travel Choices and Behaviours?

Recommendations (6-10):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
6. Behavioural change initiatives					
7. Changing road user behaviour					
8. Increasing active travel to school					
9. Improving access to bikes					
10. Expansion of 20mph limits and zones					

Q16. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒ No ☐ Don't Know / No Opinion ☐

Q17. Please provide any additional comments you have on the theme Influencing Travel Choices and Behaviours and the recommendations within it.

We agree with the recommendations but have concerns about where the step-up in delivering significant modal shift is going to come from without transformational behaviour change.

We are supportive of the Influencing Travel Choices and Behaviour theme as it assists in fulfilling the objectives to promote walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people.

APPENDIX

3. Enhancing Access to Affordable Public Transport

Q18. To what extent do you agree or disagree that the recommendations under this theme contribute to Enhancing Access to Affordable Public Transport

Recommendations (11-23):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
11. Clyde Metro						
12. Edinburgh & South East Scotland Mass Transit						
13. Aberdeen Rapid Transit						
14. Provision of strategic bus priority measures						
15. Highland Mainline rail corridor enhancements						
16. Perth-Dundee-Aberdeen rail corridor enhancement						
17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement						
18. Supporting integrated journeys at ferry terminals						
19. Infrastructure to provide access for all at railway stations						
20. Investment in DRT and MaaS						
21. Improved public transport passenger interchange facilities						
22. Framework for delivery of mobility hubs						
23. Smart, integrated public transport ticketing						

Q19. Which of these recommendations would you prioritise to contribute to Enhancing Access to Affordable Public Transport?

Recommendations (11-23):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
11. Clyde Metro					
12. Edinburgh & South East Scotland Mass Transit					
13. Aberdeen Rapid Transit					
14. Provision of strategic bus priority measures					
15. Highland Mainline rail corridor enhancements					
16. Perth-Dundee-Aberdeen rail corridor enhancement					
17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement					
18. Supporting integrated journeys at ferry terminals					
19. Infrastructure to provide access for all at railway stations					
20. Investment in DRT and MaaS					
21. Improved public transport passenger interchange facilities					
22. Framework for delivery of mobility hubs					
23. Smart, integrated public transport ticketing					

APPENDIX

Q20. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☐ No ☒ Don't Know / No Opinion ☐

Q21. Please provide any additional comments you have on the theme Enhancing Access to Affordable Public Transport and the recommendations within it

The recommendations contribute to enhancing access to improved transport networks but, apart from recommendation 23, there is no clear correlation between the recommendations and affordability of public transport.

Enhancing access to public transport through capital investment in much needed infrastructure is welcomed. However, increasing the transport offer without addressing the fundamental issues currently driving the fragility of existing rural bus and rail networks will undermine such investment and further enhance rural isolation and transport poverty.

Specific comments on recommendations:

- 14 – welcomed but would like further information on how this would alleviate rural bus issues.
- 18 – welcomed but would like further information on what interventions will be considered. However, there is likely to be a need for additional ongoing revenue funding to support public transport authorities to deliver integration.
- 19 – welcomed.
- 20 – welcomed given our current transformation work and move to a new public transport model. However, there will need to be a clear delivery framework with ongoing revenue funding to support public transport authorities for both DRT and MaaS.
- 21 – welcomed as rail, bus and ferry terminals all need to be fully accessible.
- 22 - The framework/guidance for mobility hubs appears to lack clarity and this therefore requires further work with partners to ensure consistent delivery across the country.
- 23 - Smart integrated ticketing is supported. Public transport fares have to be affordable, and STPR2 does not seem to address this.

SWestrans would like to state its extreme disappointment around the decision not to include rail stations and rail lines with the draft STPR2 recommendations.

We strongly believe that enabling communities to access to the wider public transport network is a strong example of increasing accessibility to public transport and would achieve modal shift as well as be a stimulus for inclusive growth in rural areas with an ageing population and depopulation of young people.

We ask that this decision is reviewed and that these South West Scotland Transport Study interventions are included within STPR2.

APPENDIX

4. Decarbonising Transport

Q22. To what extent do you agree or disagree that the recommendations under this theme contribute to Decarbonising Transport ?

Recommendations (24-28):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
24. Ferry vessel renewal and replacement and decarbonisation						
25. Rail decarbonisation						
26. Decarbonisation of bus network						
27. Behaviour change and modal shift for freight						
28. Zero emissions vehicles and infrastructure transition						

Q23. Which of these recommendations would you prioritise to contribute to Decarbonising Transport?

Recommendations (24-28):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
24. Ferry vessel renewal and replacement and decarbonisation					
25. Rail decarbonisation					
26. Decarbonisation of bus network					
27. Behaviour change and modal shift for freight					
28. Zero emissions vehicles and infrastructure transition					

Q24. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☐ No ☐ Don't Know / No Opinion ☒

APPENDIX

Q25. Please provide any additional comments you have on the theme Decarbonising Transport and the recommendations within it

Decarbonising measures across all modes are supported.

However, it is important that decarbonisation of the transport network is taken forward equitably across rural and urban areas as it is equally important across all parts of the country. There remains a real concern on how transport authorities can decarbonise our whole fleet whilst maintaining lifeline services within current budgets.

It is our opinion that the pace of change needs to be increased as well as the level of funding.

Time consuming competitive bidding processes against other local authorities for funding should be removed to enable a guaranteed path to decarbonisation to be planned.

APPENDIX

5. Increasing Safety and Resilience on the Strategic Transport Network

Q26. To what extent do you agree or disagree that the recommendations under this theme contribute to Increasing Safety and Resilience on the Strategic Transport Network?

Recommendations (29-38):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
29. Access to Argyll A83						
30. Trunk road and motorway safety Improvements						
31. Trunk road and motorway network climate change adaption and resilience						
32. Trunk road and motorway network renewal for reliability, resilience and safety						
33, 34, 35 Enhancing Intelligent Transport Systems						
36. Strategy for improving rest and welfare facilities for hauliers						
37. Improving active travel on trunk roads through communities						
38. Speed management plan						

Q27. Which of these recommendations would you prioritise to contribute to Increasing Safety and Resilience on the Strategic Transport Network?

Recommendations (29-38):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
29. Access to Argyll A83					
30. Trunk road and motorway safety Improvements					
31. Trunk road and motorway network climate change adaption and resilience					
32. Trunk road and motorway network renewal for reliability, resilience and safety					
33, 34, 35 Enhancing Intelligent Transport Systems					
36. Strategy for improving rest and welfare facilities for hauliers					
37. Improving active travel on trunk roads through communities					
38. Speed management plan					

Q28. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒ No ☐ Don't Know / No Opinion ☐

APPENDIX

Q29. Please provide any additional comments you have on the theme Increasing Safety and Resilience on the Strategic Transport Network and the recommendations within it

The South West of Scotland Transport Study identified 9 possible interventions related to safety, capacity and resilience improvements to the A75, A76 and A77 Trunk Roads.

Whilst recommendation 40 (discussed further in Q33) specifically references the interventions on the A75 and A77 we would seek confirmation that the 9 identified interventions in the SWSTS will be considered under draft recommendations 30 ‘Trunk Road and motorway network safety improvements’ and 31 ‘Trunk road and motorway network climate change adaptation and resilience’.

We note that Draft recommendation 30 has ‘a primary, but not exclusive focus on rural sections where accident rate and severity are typically high.’

APPENDIX

6. Strengthening Strategic Connections

Q30. To what extent do you agree or disagree that the recommendations under this theme contribute to Strengthening Strategic Connections?

Recommendations (39-45):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
39. Sustainable access to Grangemouth Investment Zone						
40. Access to Stranraer and ports at Cairnryan	X					
41. Potential fixed links in Outer Hebrides and Mull						
42. Investment in port infrastructure						
43. Major station masterplans						
44. Rail freight terminals						
45. High speed and cross Border rail enhancements	X					

Q31. Which of these recommendations would you prioritise to contribute to Strengthening Strategic Connections?

Recommendations (39-45):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
39. Sustainable access to Grangemouth Investment Zone						
40. Access to Stranraer and ports at Cairnryan	X					
41. Potential fixed links in Outer Hebrides and Mull						
42. Investment in port infrastructure						
43. Major station masterplans						
44. Rail freight terminals						
45. High speed and cross Border rail enhancements		X				

Q32. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒ No ☐ Don't Know / No Opinion ☐

APPENDIX

Q33. Please provide any additional comments you have on the theme Strengthening Strategic Connections and the recommendations within it

Transport connectivity within and across the South West of Scotland is critical to the future prosperity of Dumfries and Galloway, Scotland and the United Kingdom. The draft NPF4 and SWSTS acknowledges that the region has a key role to play as a gateway to Scotland and provides important connections from Northern Ireland across the region to the rest of Scotland, England and Europe.

Access to Stranraer and ports at Cairnryan

- Welcome fully
- Note importance to region, Scotland and UK and impact it will have on safety, our economy and increased strategic accessibility: robust strategic transport corridors to Stranraer and Cairnryan are vital in supporting the role of the port whilst improving the connections between rural communities across the South West and key markets.
- Recognised in the SWSTS – pleased that it has been recommended for investment
- Need to consider more improvements beyond the Crocketford and Springholm bypasses and the A75/A76 junction that are mentioned in the recommendation and avoid the situation arising where these are the only A75 improvements considered further.
- Welcome link to recommendation 37 (increasing active travel on trunk road network) and case for increased active travel opportunities road improvements may offer our towns and villages

Cross border rail – High Speed

- Welcome the planned investment on important strategic rail connections to the South of Scotland and increased access these cross-border rail services will bring.
- Would highlight the role of Lockerbie for large proportion of our region and its strategic importance for links to access Edinburgh and Glasgow as well as south to England.

APPENDIX

STPR2 RECOMMENDATIONS AND OTHER SCOTTISH GOVERNMENT POLICY

STPR2 recommendations aim to contribute to five key objectives that are consistent across Scottish Government Policy. These are:

- takes climate action
- addressing inequalities & accessibility
- improving health & wellbeing
- supporting sustainable and inclusive economic growth
- improving safety & resilience

This ensures that STPR2 recommendations:

- align with relevant Scottish Government policy, delivery and investment plans in order to help deliver their priorities
- help to deliver the priorities set out in the National Transport Strategy (NTS2) and its Delivery Plan
- meets the transport planning objectives and stated purpose of STPR2 (as identified by the STPR2 development process)

Q34. Prior to this consultation were you aware of the list of Scottish Government policies below, which STPR2 aligns with and supports?

	Yes	No	Don't Know / No opinion
Take action against climate change	X		
Decarbonising transport	X		
Reducing car use	X		
Encouraging greater walking, wheeling and cycling	X		
Addressing inequalities, such as:			
• Child poverty	X		
• Affordability of transport	X		
• Access to transport	X		
Transport as an enabler of inclusive economic growth	X		
Providing a safe transport system	X		
Providing a reliable and resilient transport system	X		

Q35. Prior to this consultation were you aware of the Scottish Government policy documents to which STPR2 aligns with and supports?

	Yes	No	Don't Know / No opinion
National Transport Strategy 2 (NTS2)	X		
National Planning Framework (NPF4)	X		
Climate Change Plan Update & Route Map	X		
Infrastructure Investment Plan	X		
Just Transition	X		
Cleaner Air for Scotland 2 & Delivery Plan	X		
National Performance Framework	X		

Q36. To what extent do you agree or disagree that the STPR2 recommendations reflect and will contribute to the aims of government policy?

- ☐ Strongly agree
- ☒ Agree
- ☐ Neither agree nor disagree
- ☐ Disagree
- ☐ Strongly Disagree
- ☐ Don't Know / No Opinion

Q37. Please provide any additional comments you have on the STPR2 recommendations' contribution to Government policy?

We welcome many of the recommendations, and in particular access to the ports at Cairnryan and cross-border rail improvements as these will contribute to Government policy. However, success will be in the delivery and we welcome further detail and assurances that these will be developed as a priority.

Equity of provision across all of Scotland will be critical in delivering a Just Transition for the decarbonisation and accessibility/affordability themes. This will enable inclusive economic growth; our young people having equal opportunities in life; tackling social isolation and loneliness; and making our communities resilient to climate change. There needs to be a shift in approach to transport investment, it cannot continually prioritise urban-focussed projects that reach more people but have no more impact than projects in rural Scotland.

STPR2 is capital investment but successful delivery will require revenue investment and support to make full use of legislation and guidance changes.

APPENDIX

Strategic Environmental Assessment (SEA) & Other Impact Assessments

A statutory Strategic Environmental Assessment (SEA) ensures the potential impact of transport projects on the environment are considered by STPR2. Other impact assessments, which have been undertaken to review how STPR2 can have a positive impact on groups in society as part of STPR2, are listed below:

- The Strategic Environmental Assessment (SEA)
- Equality Impact Assessment
- Island Communities Impact Assessment
- Fairer Scotland Duty Assessment
- Child Rights and Wellbeing Impact Assessment

The Strategic Environmental Assessment (SEA)

Q38. To what extent do you agree or disagree with the overall findings of the SEA?

☐ Strongly agree
☒ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

Q39. The SEA has reviewed plans, policies and programmes relevant to STPR2. Are there any others that should be considered?

Yes ☐ No ☒ Don't Know / No Opinion ☐

If Yes is selected, please provide details here:

Q40. The SEA sets out the current national and regional baseline environment conditions and future trends. Do you have any comments on this baseline data?

Yes ☐ No ☒ Don't Know / No Opinion ☐

If Yes is selected, please provide details here:

Q41. Are there any particular issues, problems or opportunities you would like to mention that have not been captured within the SEA?

Yes ☐ No ☒ Don't Know / No Opinion ☐

If Yes is selected, please provide details here:

Other Impact Assessments

Q42. Please provide any comments on the findings of the **Equality Impact Assessment**

STPR2 does not consider interventions regarding the cost and fragility of public transport, which are significant equalities issues. It is important to recognise that these issues are exacerbated in rural areas, where the commercial viability of public transport is more challenging, and therefore the negative impact on equalities is greater.

Q43. Please provide any comments on the findings of the **Island Communities Impact Assessment**

No comment

Q44. Please provide any comments on the findings of the **Fairer Scotland Duty Assessment**

STPR2 does not consider interventions regarding the cost and fragility of public transport, which are significant equalities issues. It is important to recognise that these issues are exacerbated in rural areas, where the commercial viability of public transport is more challenging.

APPENDIX

Q45. Please provide any comments on the **Child Rights and Wellbeing Impact Assessment**

The assessment references high transport costs for young people compared to income. STPR2 does not include interventions to address this issue.

REGIONAL TRANSPORT STRATEGY

1. Reason for Report

To inform the Board of progress with a new Regional Transport Strategy.

2. Background

2.1 SWestrans Regional Transport Strategy (RTS) was agreed by the SWestrans Board on 25 April 2008 after an extensive consultation exercise and approved by Scottish Ministers in June 2008. The RTS Delivery Plan was agreed by the Board on 27 March 2009. The RTS covers the period up to 2023.

2.2 SWestrans has a statutory duty to draw up a strategy for transport within its region. At its meeting on 26 March 2021, the Board were informed that following the publication of the National Transport Strategy 2 all the Regional Transport Partnerships were undertaking a new RTS and that a new RTS for SWestrans would take a minimum of 18 months to complete.

2.3 The Board, at its meeting in January 2022, received an update on the progress to develop a new Regional Transport Strategy including the key milestones and timeline, below:

Milestone	Date
M1 – Inception Report	w/c 13th December 2021
M2 – Initial Appraisal: Case for Change Report	w/c 28th March 2022
M3 – Preliminary Options Appraisal Report	w/c 27th June 2022
M4 – Draft RTS for Consultation	w/c 26th September 2022
M12 – Final RTS	w/c 30th January 2023

3. Key Points – Case for Change

3.1 The Case for Change forms a key development stage within the RTS. It does not identify or set out the policies and strategies that will emerge through the next stages of the RTS's development. However, as required by STAG guidance, the Case for Change provides a consolidated evidence base to identify the main transport problems and issues experienced within the SWestrans area and sets out proposed strategic components to underpin the development of the new RTS. In doing so, the Case for Change seeks to ensure the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the COVID-19 pandemic. A draft Case for Change document has been produced and is attached as the **Appendix**.

3.2 The draft Case for Change is supplemented by supporting EqIA and SEA documentation, the development of which are running in parallel with it and which will be available following input from the statutory SEA consultees.

3.3 The Case for Change defines a transport problem as being a problem experienced by a user, or potential user of the transport network. These transport problems can be thought of as one or more of:

- Something that negatively affects a journey which is still made (people and freight) by that mode of travel – in the main this makes a trip less efficient, more expensive or less comfortable.
- Something that stops people or goods travelling by (generally) more sustainable and policy friendly modes – this primarily leads to more car use.
- Something that stops people making the trips they'd like to make, or goods being moved – impacting on peoples' life chances and business opportunities.

3.4 These transport problems are defined as problems faced by users of transport networks and services either now or potentially in the future and are the basic building blocks from which RTS Objectives are developed. In the subsequent stage, options will be developed to address these problems and thus meet the RTS Objectives. These options will be developed and appraised within the wider context framed by prevailing policy and encapsulated in the NTS2 Priorities.

3.5 Each of these transport problems has a consequence in terms of travel behaviour:

- adding cost or inconvenience to any trip – adding to the cost of travel, journey times/journey time reliability and/or impacting on health, education and wellbeing.
- meaning that people travel by a different (often less sustainable) mode (or they are forced to through lack of alternatives).
- people not making trips with a range of consequences for them and society more generally.

3.6 The draft Case for Change provides a set of transport problems for each mode of transport in the SWestrans context based on the baselining work, the new engagement work and the comprehensive engagement and analysis undertaken in the South West Scotland Transport Study. Each transport problem identified is linked to the underlying transport supply side cause(s) of this problem and the potential range of wider societal impacts associated with the transport problem including inequalities of outcome in terms of protected groups.

3.7 In accordance with STAG requirements, Transport Planning Objectives (TPOs) have been developed and correspond to associated problems and are set out in section 7.5 of the draft Case for Change. These TPOs have then been used as the basis for setting Strategy Objectives. They also provide a foundation of the types of issues which will be considered in the options appraisal with respect to the Strategy Objectives.

3.8 A set of six draft RTS Objectives which reflect and encompass the TPOs and set a clear direction for the strategy have been developed. These are defined below but further detail (including sub-objectives) for each are provided in section 7.6 of the draft Case for Change report:

- Strategy Objective 1 – To facilitate and encourage safe active travel for all by connecting communities and travel hubs.
- Strategy Objective 2 – To improve the quality and sustainability of public transport within, and to / from the region.
- Strategy Objective 3 – To widen access to, and improve connectivity by public transport within and to / from the region.
- Strategy Objective 4 – To improve integration between all modes of travel and freight within and to / from the region.
- Strategy Objective 5 – To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan.
- Strategy Objective 6 – To reduce the impact of transport on the people and environment of the region.

3.9 The next stage in the development of the RTS will be the development and appraisal of individual options to implement the proposed RTS Strategic Objectives (and thereby address all identified TPOs) through Stage 2 – Preliminary Options Appraisal of the STAG process. This will be undertaken in tandem with the application of the Equalities Assessment Framework and the SEA Framework, to test and refine all emerging options for potential inclusion within the draft RTS. Outcomes of the appraisal process will inform the preparation of a full draft RTS, which will be accompanied by detailed Environmental Assessment Report and Equalities Duties Report for consultation.

3.10 However, prior to that the Case for Change will be subject to a four-week consultation period when the public and key stakeholders will be invited to comment on the problems identified and the strategy objectives as well as any general issues they think should be taken into consideration in the development of the RTS. The findings will be taken into account in future stages of the RTS development.

4. Implications	
Financial	The RTS can be accommodated within revenue funding across financial years 2021/22 and 2022/23
Policy	Policy implications are included within the report.
Equalities	An EqIA is a critical element of the RTS.
Climate Change	A SEA is a critical element of the RTS. Climate issues will be a focus of the RTS.
Risk Management	The need for a current RTS and Delivery Plan relates to a number of known risks: R03 – Strategic Direction R04 – Capital Funding R05 – RTS Delivery R07 – Revenue Funding

5. Recommendations

Members of the Board are asked to:

5.1 note the draft Case for Change as included as the Appendix;
5.2 note the draft Case for Change will be updated to reflect the SEA and EqIA assessment reports;
5.3 note the proposed Strategic Objectives identified in the draft Case for Change and highlighted in paragraph 3.9;
5.4 note the next stage of the process will refine and develop the specific polices, strategies and options for inclusion in the RTS; and
5.5 agree that the Case for Change will be issued for a four-week consultation with the public and key stakeholders.

Report Author: Douglas Kirkpatrick Tel: 01387 260136 Date of Report: 11 March 2022 File Ref: SW2/Meetings/2022	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN

Appendix – SWestrans Regional Transport Strategy STAG Case for Change Report March 2022

SWestrans REGIONAL TRANSPORT STRATEGY

STAG Case for Change Report

March 2022

In partnership with: Stantec

Prepared by: **Thomas Reiskin**

Reviewed by: **Alec Knox**

Approved by: **Scott Leitham**

Table of Contents

LIST OF TABLES

LIST OF FIGURES

1. Introduction

SWestrans Regional Transport Strategy

STAG Case for Change Report

1.0 INTRODUCTION

1.1 OVERVIEW

SWestrans is the statutory Regional Transport Partnership (RTP) for the South West of Scotland covering Dumfries and Galloway. RTPs have a statutory requirement to produce a Regional Transport Strategy (RTS). The South West of Scotland Regional Transport Strategy was originally published in 2008. SWestrans now wishes to produce a new RTS, fully reflective of the particular circumstances of Dumfries and Galloway and the prevailing policy context.

As with all transport strategy and policy documents in Scotland, they must be founded on the principles of the Scottish Transport Appraisal Guidance (STAG), an objective-led framework whereby the options / option packages developed ultimately reflect an evidenced set of problems and opportunities, and Transport Planning Objectives (TPOs) derived from these.

The first stage of the STAG will be the 'Initial Appraisal: Case for Change'. This will identify and evidence the transport problems, issues, opportunities and constraints in the SWestrans region and key cross-boundary links, before setting appropriate Strategy Objectives to reflect this.

This Case for Change Report has been prepared in accordance with RTS development guidance (Transport Scotland, 2006), the Scottish Transport Appraisal Guidance (STAG) and all relevant legislative and policy requirements. It is supported by a suite of evidence drawn from published policy documents, data analysis as well as stakeholder and public consultation. The preparation of the new SWestrans RTS, including the development of this Case for Change Report, is informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA) processes. This Case for Change Report is accompanied by proportionate SEA and Equalities Duties Assessment Reports which consider how relevant equalities and environmental issues have been taken account of to date and provides recommendations to inform future stages of RTS development.

In the 2017/18 Programme for Government, the Scottish Government committed to commence work to inform the second Strategic Transport Projects Review (STPR2) in the Dumfries and Galloway area. Responding to this commitment, in 2019, a report entitled '**South West Scotland Transport Study - Initial Appraisal: Case for Change**' was produced on behalf of Transport Scotland[1] setting out the case for investment in transport in South West Scotland (hereafter referred to as the SWS Study). The key aim of the work was to consider the rationale for improvements to road, rail, public transport and active travel on key strategic corridors in South West Scotland, including that served by the A75, with a focus on access to the Ports at Cairnryan. Many of the problems outlined within the SWS Study are still relevant and are referenced within this Case for Change. Given the relevance of this work to developing the Case for Change for the RTS, this report reproduces, updates, and supplements the analysis from the SWS study where relevant and appropriate. This approach ensures consistency between the Case for Change

[1] https://www.transport.gov.scot/publication/south-west-scotland-transport-study-initial-appraisal-case-for-change/

developed for the purposes of informing STPR2 and that for the RTS whilst also being proportionate and maximising efficient use of resources.

The remainder of the report is structured as follows:

- **Chapter 2.0 -** BACKGROUND & CONTEXT**:** An overview is provided of the background policy context against which this study has been taken forward.
- **Chapter 3.0 -** TRANSPORT CONTEXT**:** This section presents the results from a data analysis review used to set out the baseline transport conditions in the study area.
- **Chapter 4.0 -** SOCIO-ECONOMIC CONTEXT**:** This section presents the results from a data analysis review on the socio-economic conditions in the study area, which has subsequently been used as the basis for problems and opportunities analysis.
- **Chapter 5.0 –** FUTURE CONTEXT**:** This chapter provides an overview of the factors which will impact upon transport demand in the region during the lifetime of the RTS.

Chapter 6.0 –

- PUBLIC & STAKEHOLDER ENGAGEMENT**:** This section provides a summary of the approaches used to engage the public and key stakeholders including key consultation findings.
- **Chapter 7.0 –** DEVELOPING RTS OBJECTIVES: Based on the key themes identified from the Problems and Opportunities analysis, this section presents the Transport Planning Objectives developed for the RTS.
- **Chapter 8.0 –** NEXT STEPS: This section details the process used to generate and sift options identified to address the RTS Objectives.

2. Background & Context

SWestrans Regional Transport Strategy

STAG Case for Change Report

2.0 BACKGROUND & CONTEXT

2.1 INTRODUCTION

This chapter presents an overview of the background to this study, including the policy context against which this study has been taken forward.

2.2 STUDY AREA

Figure 2.1: SWestrans Study Area indicates the boundaries of the study area. The SWestrans RTP area is unique as it follows the boundaries of the Dumfries and Galloway local authority area and does not overlap into neighbouring local authorities.

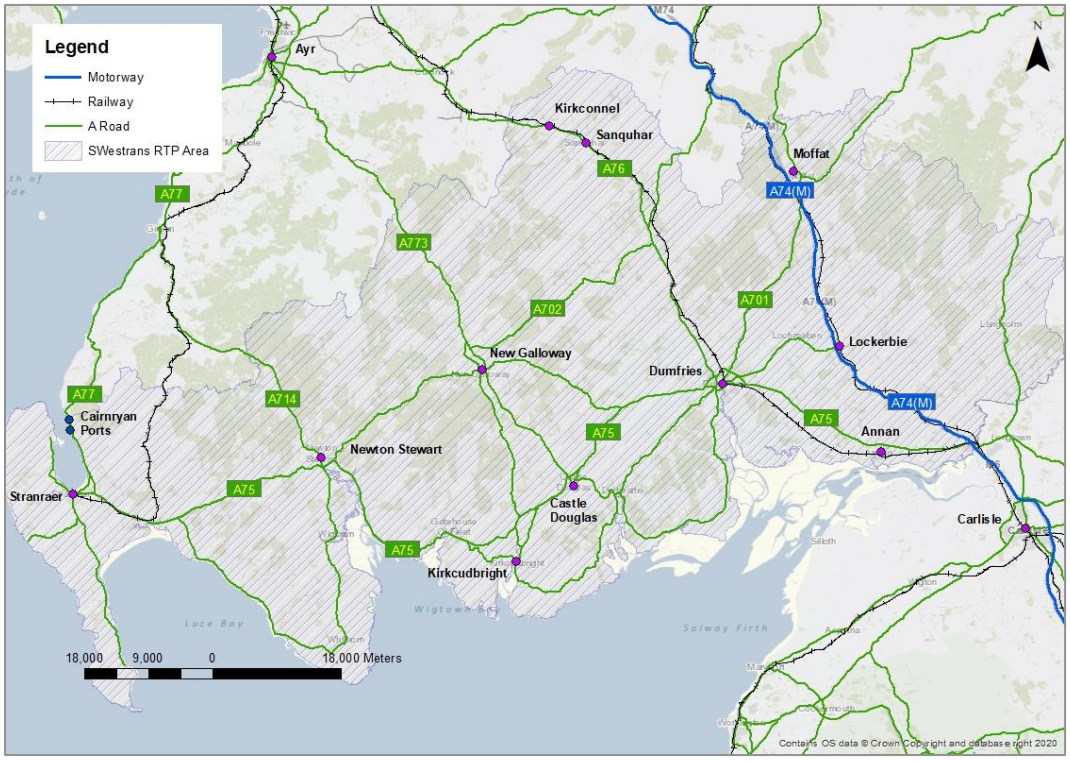


Figure 2.1: SWestrans Study Area

The key strategic corridors within the study area have been defined considering their use, characteristics, trade flows and logistics operations. These are:

- A7 – Canobie - Edinburgh
- Dumfries – A74(M)
  - A75 to Gretna / Carlisle
  - A709 to Lockerbie
  - A701 to Beattock / Moffat – Glasgow / Edinburgh

- A74(M) – Gretna Green – Glasgow / Carlisle
- A76 – Dumfries – A77/M77
- A75 - Gretna – Stranraer / Cairnryan
- A77 – Glasgow – Stranraer / Cairnryan
- A713 – Castle Douglas - Ayr

These corridors include the key routes of the A7, A74(M), A75, A76, A77, A701 and A709, though it is to be noted that all routes within the study area have been considered and the analysis of problems and opportunities has been carried out across all modes of transport. Rail corridors within the study area include the West Coast Mainline and the Glasgow South Western Line (Glasgow to Stranraer and Glasgow to Carlisle / Newcastle via Dumfries).

As the RTS develops, these regional / national corridors (in addition to more local connections) and their associated settlements will be used to frame the RTS and provide spatial context to the options, policies and actions.

2.3 POLICY CONTEXT

Central to the requirement to produce a new RTS has been the significant evolution in the policy context. At the heart of this policy evolution is the crucial objective of taking measures to reduce Scotland's contribution to climate change, ultimately contributing to the delivery of the Scottish Government's legal commitment to deliver net zero greenhouse gas emissions by 2045.

This focus on emissions reductions represents a major shift in emphasis on the transport strategy work which has occurred before, both in Dumfries & Galloway and nationally. In the past, transport planning and investment has more typically been based on a 'predict and provide' model, that is providing infrastructure and services to meet current and future demand. The emerging new approach is focused instead on reducing the need to travel, making better use of existing assets and, where a journey is required, ensuring that this is made by active travel or public transport where possible.

In the light of the above, this chapter sets out the direction of national transport policy, which in turn will inform the strategic direction of regional and local transport policy and strategy documents spanning transport, land-use and economic development amongst other areas.

Figure 2.2: Key Policy Reviewed provides an overview of the key strategies and policies reviewed. Further sources are listed after each section.

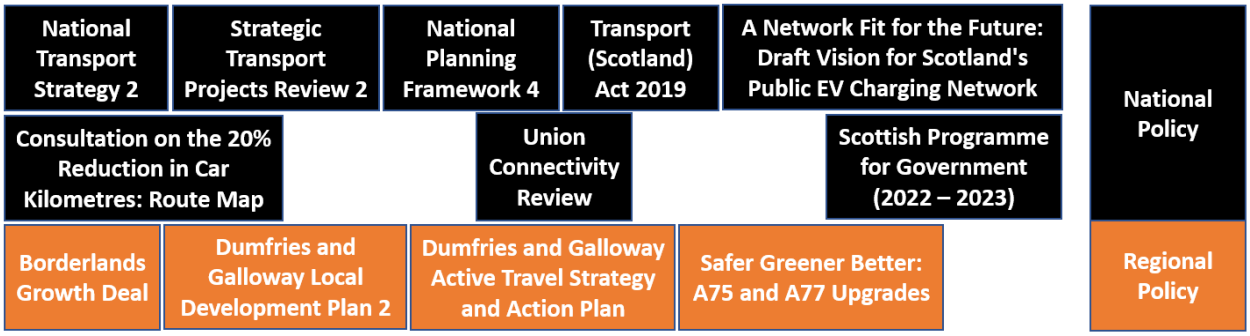


Figure 2.2: Key Policy Reviewed

2.3.1 Scottish Government Policy

2.3.1.1 National Transport Strategy 2 (NTS2)

In February 2020, Transport Scotland published its *National Transport Strategy 2* (NTS2) which set out a vision for Scotland's transport system over the next 20-years to 2040, including a statement of transport's contribution to achieving net zero by 2045. Its 'Vision' is:

- '*We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors*'.[2]

The Vision is underpinned by four 'Priorities' and 12 'Outcomes', as shown in Figure 2.3: NTS2 Priorities below:

Figure 2.3: NTS2 Priorities

The NTS2 establishes two 'hierarchies' which define the principles upon which future transport investment decision making and services should be planned. The 'Sustainable Travel Hierarchy' defines the priority which will be given to each mode of transport in future investment planning and is shown in Figure 2.4: NTS2 Sustainable Travel Hierarchy below.

[2] National Transport Strategy 2 (Transport Scotland, 2020), p. 5.

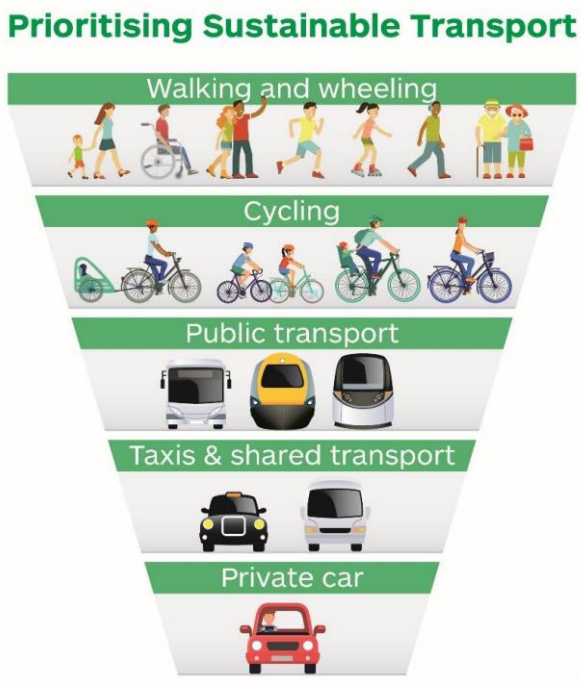


Figure 2.4: NTS2 Sustainable Travel Hierarchy

In summary, the Sustainable Travel Hierarchy prioritises walking & wheeling and cycling, with investment to support the single occupant private car being the lowest priority.

Implications for the RTS: Measures promoted through the strategy, and which will emerge from it, should prioritise active travel and accessible public transport connections, whilst at the same time discouraging short, single car occupant journeys. Dumfries and Galloway is predominantly a rural area, so understanding the current baseline of public transport will be crucial to developing a holistic plan. Achieving net zero emissions will also be crucial to consider in the development of the final strategy.

The 'Sustainable Investment Hierarchy' establishes a structured set of steps to be followed when planning investment in transport provision, as is illustrated in Figure 2.5 National Transport Strategy Sustainable Investment Hierarchy below. This hierarchy focuses on how to reduce unsustainable travel, where journeys must be made.

Figure 2.5 National Transport Strategy Sustainable Investment Hierarchy

Implications for RTS: The implication of this hierarchy is that investment in new infrastructure should only be considered once a wider package of options to reduce the need to travel, reduce the need to travel unsustainably, optimise use of existing infrastructure, influence travel behaviour or manage demand have been explored.

The first phase of the *NTS2 Delivery Plan 2020-22* has been published and is being implemented by Transport Scotland. There is however no statement of priorities beyond the end of March 2022.

2.3.1.2 Draft Strategic Transport Projects Review 2 (STPR2)

The recent publication of the draft STPR2 outlines the delivery plan for the vision, priorities and outcomes that are set out in the NTS2. A final list of preferred projects is included, each appraised in line with STAG. This report will inform transport investment in Scotland from 2022 to 2042 by providing evidence-based recommendations for future transport investment decisions.

The objectives of STPR2 are consistent to those listed within the NTS2 and across other government transport policy. They are listed below:

- Taking climate action
- Addressing inequalities & improving accessibility
- Improving health & wellbeing
- Supporting sustainable and inclusive economic growth
- Improving safety and resilience

Based on the objectives listed above, the report makes 45 strategic project recommendations. Some 28 would provide benefits for individuals, families, communities and businesses across Scotland. An additional six are high-level policies pertinent to the Dumfries and Galloway region and one specifically tailored to improving current infrastructure. The most relevant to the development of the RTS are listed in Table 2.1.

Table 2.1: Relevant STPR2 Recommendations (1)

Recommendation(s):	Commentary
3 – Village-Town Active Travel Connections **4 – Connecting Towns by Active Travel** **5 – Long-distance Active Travel Network** **8 – Increasing Active Travel to School**	*'These objectives would combine to provide a nationwide active network connecting Scotland's communities. This would promote a modal shift from car to active modes and allow people to benefit from improved access to goods, services and education.'*
10 – Expansion of 20mph	*'Introducing more 20mph speed limits and zones in cities, towns and villages can reduce cities traffic, making streets safer.'* Many of Dumfries and Galloway's rural communities lie on major trunk routes, including the A75, A76 and A77. These trunk routes carry the bulk of HGV traffic to the ferry terminals on Loch Ryan for services to Northern Ireland. A reduction in speed limit to 20 mph may increase active travel as users will feel safer.
20 – Investment Demand Responsive Transport and Mobility as a Service	*'In locations where conventional fixed route bus services may not be suitable or viable, flexible options, such as Demand Responsive Transport (DRT), perhaps supported by Mobility as a Service (MaaS) and smart technology where appropriate can be used to provide improved public transport connectivity.'*
23 – Smart, integrated public transport ticketing	*'Making it easier for people to reach their end destination by simplifying how they book and pay for tickets with different providers make public transport a more convenient, flexible and attractive transport option.'*
37 – Improving active travel on trunk roads through communities	*'Where a trunk road passes through a community, measures may be able to be introduced to benefit people walking, wheeling and cycling.'*
38 – Speed Management Plan	*'Changing how speeds are managed [has] the potential to help meet net zero emissions targets by reducing vehicle fuel consumption. Reducing speed in communities can also improve the sense of place and encourage active travel, with a positive impact on emissions as well as health and well-being.'*

STPR2 also lists targeted investment in various areas within Scotland. Those listed for the SWestrans Region are listed in Table 2.2:

Table 2.2: Relevant STPR2 Recommendations (2)

Recommendation(s):	Commentary
18 – Supporting integrated journeys at ferry terminals	*'STPR2 recommends a detailed review of key ferry terminals to consider improvements in timetable information, signing, ticketing, and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals'*
23 – Smart, integrated public transport ticketing	*'Making it easier for people to reach their end destination by simplifying how they book and pay for tickets with different providers make public transport a more convenient, flexible, and attractive travel option.'*
40 – Access to Stranraer and the ports at Cairnryan	*'STPR2 recommends that safety, resilience and reliability improvements are made on the A75 and A77 strategic road corridors, in turn supporting placemaking opportunities. This would include, but is not limited to enhancing overtaking opportunities, widening or realigning carriageways and improving junctions. To encourage greater use of public*

Recommendation(s):	Commentary
	transport and enable regeneration activities, consideration would also be given to upgrading or relocating the railway station in Stranraer.'
44 – Rail freight terminals and facilities	*'Transport Scotland [should] support industry partners in carrying out an updated market study for rail freight in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals / hubs to confirm how to meet long-term mode shift targets'.*
45 – High speed and cross border rail enhancements	*'STPR2 recommends that Transport Scotland continues to work closely with the UK Government to take forward a programme of infrastructure on-line and off-line upgrades targeted at longer-distance cross-border routes. These will provide higher speed passenger services and increased capacity and reliability for freight.'*

Implications for the RTS: The 14 recommendations highlighted above have significant implications for the development of the RTS as they show a desire to increase integrated transport and reduce the movement of freight via traditional road hauled methods.

2.3.1.3 National Planning Framework 4 (NPF4)

The National Planning Framework 4 is currently in the draft consultation phase, with the aim of publishing the final draft in late 2022. The plan sits under a National Spatial Strategy, which is guided by four overarching principles, outlined below:

- **Sustainable places** – where we reduce emissions and restore and better connect biodiversity
- **Liveable places** – where we can live better, healthier lives
- **Productive places** – where we have greener, fairer and more inclusive wellbeing economy
- **Distinctive places** - where we recognise and work with our assets

The draft NPF4 outlines a wide range of plans and developments across five areas of Scotland. Dumfries and Galloway is located within the *Southern Sustainability Area*. Some of the proposed transport objectives within this area are:

- **22. Create a low-carbon network of towns** – Settlements across this area provide services to surrounding rural communities. The towns are well placed to be models of sustainable living. Quality of life for people living in the area will depend on this network in the future and it should be used for the basis of a tailored response to the 20-minute neighbourhood concept.
- **25. Strengthen resilience and decarbonise connectivity –** '*The area's low-carbon future will depend on supporting modal shift and reducing car use, given current dependence on the car and the need to improve access to services, education and employment. […] Public transport, including the bus network, will play an important role in decarbonisation and developing innovative solutions and linkages to the rail system. Active travel should be supported with wheeling, walking and cycling within and between towns and other communities linked to strategic routes for tourists and visitors*.'

Implications for the RTS: The current plans to increase connectivity through the development of new 20-minute neighbourhoods and improvement of strategic connections between all modes of transport will require the RTS to fully develop the current connectivity levels within the region.

2.3.1.4 Transport (Scotland) Act 2019

The Transport (Scotland) Act 2019 is an important legal framework that was designed to help make Scotland's transport network cleaner and more accessible. The law grants new powers to local authorities in the areas of bus provision, parking, low emission zones, road works, smart ticketing, and RTPs. A summary of new powers available to local authorities is listed in Table 2.3:

Table 2.3 Overview of Transport (Scotland) Act 2019 Powers

New Powers:	Key Provisions:
Bus Services:	• Allowance of Bus Service Improvement Partnerships (BSIPs) • New local franchising powers • New/extended powers for local transport authorities to provide bus services to meet social needs • Powers to require bus operators to make more information available to the public on services, including routes, timetables and fares • Powers to require operators withdrawing services to provide more information to local transport authorities
Smart Ticketing:	• Extending existing ticketing arrangements and schemes to include connecting services • Giving Scottish Ministers the power to set a national technological standard for smart ticketing • Creating a National Smart Ticketing Advisory Board • Providing a guide for a consistent approach for smart ticketing arrangements and schemes, and clearer processes for implementation • The requirement for local transport authorities to produce annual reports on ticketing arrangements and schemes to evaluate and adapt for best practices • Scottish Ministers have new powers to direct a local transport authority to make or adjust a ticketing scheme
Regional Transport Partnerships:	• Regional Transport Partnerships are granted the same financial controls as councils. RTPs can hold and operate capital funds, renewal and repair funds, and insurance funds.
Low Emission Zones (LEZs):	• Local authorities are able to create, enforce, operate or revoke a low emissions zone in their area, and are able to design the shape, size and vehicle scope of the LEZ • The ability for local authorities to promote permanent and/or time-limited exemptions from the requirements of a low emission zone, in line with Scottish Minister regulations • Local authorities are required to ring-fence the funds received from penalties to facilitate the achievement of LEZ scheme objectives.
Workplace Parking Licensing:	• Local authorities are able to implement workplace parking licensing locally, and shape proposals to suit local circumstances • Local authorities may use revenues from the workplace parking levy to support the policies in their Local Transport Strategy

Implications for the RTS: The creation of new powers for RTPs allows for more local provision of bus services and will create new opportunities for increased public transport connectivity.

2.3.1.5 A Fairer, Greener Scotland: Programme for Government 2022 - 23

The Scottish Government's Programme for Scotland sets out the Government's ambitions for each fiscal year. The document provides strategies and policies across all departments of Government, including transport. Within this year's document, there is a focus on Scotland's transition to a Net Zero Nation in a fair and just way. There are six policy interventions that will shape the development of the RTS. Three of these policies were from '*Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018-2032':*

- Removing the majority of diesel buses from public transport by the end of 2023
- Reducing car kilometres by 20% by 2030
- Decarbonising Scotland's railways by 2035

A further three policies within the Programme for Scotland were obtained from the *Bute House Agreement* between the Scottish National Party and the Scottish Green Party:

- Phasing out the sale of new petrol and diesel cars by 2030
- Nationwide free bus travel for young people under the age of 22
- Spending at least £320 million or 10% of the total transport budget on active travel (beginning in 2024-2025)

Implications for the RTS: The vision for increased spending on active travel and free bus travel for under 22s will promote these modes of transport, while reducing private vehicle usage. The introduction of new rail traction and buses also has the potential to decrease travel times and decarbonise the transport network (depending on the technology used).

2.3.1.6 Consultation on the 20% Reduction in Car KMs: Route Map

The commitment to reduce car kilometres by 20% within the *Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018 – 2032* policy document is a defining aspect of Scotland's net zero future. Transport Scotland recently published their stakeholder consultation report along with a route map.

The report outlines current road statistics:

- Longer journeys account for a disproportionate amount of total car kilometres, with 4% of trips (those over 55 kilometres) accounting for nearly 30% of the total kilometres driven in 2019
- 45% of trips were recorded to be under 8 kilometres and accounted for 12% of total car kilometres driven in 2019
- Rural areas see more car usage, with 70% of rural residents over the age of 17 driving at least three times per week, compared to only 46% of people in large urban areas

The framework recognises that any solution must include a holistic framework of interventions to provide car-use reduction options for different trip types in different geographical areas. To encourage the reduction in car usage, the framework outlines the need for a behaviour change by users through positive messaging. This has led to the development of four desired behaviours which are displayed in Figure 2.6 Route Map to 20% Car KM Reduction - Four Behaviours below.

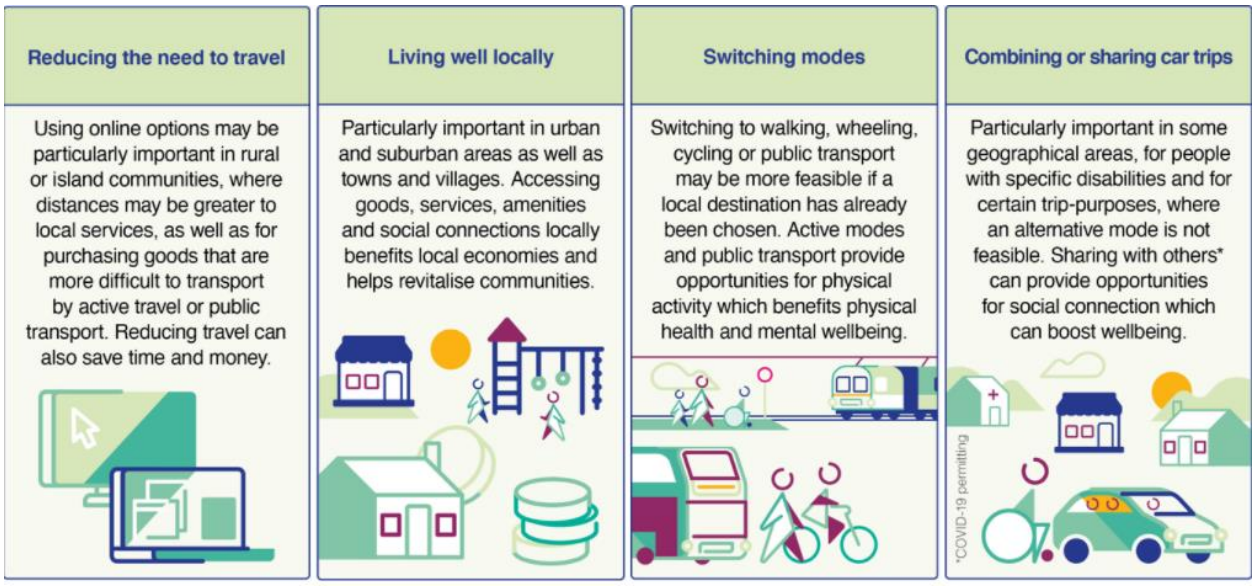


Figure 2.6 Route Map to 20% Car KM Reduction - Four Behaviours

From these desired behaviour changes, a wide range of high-level policy interventions have been crafted. Pertinent ones to the RTS have been listed below:

- Intervention 1c – Mapping digital connectivity alongside transport connectivity
- Intervention 3a – Publishing the Cycling Framework and Delivery Plan for Active Travel in Scotland in 2022:
- Intervention 3b – Increasing Investment in active travel
- Intervention 3i – Providing nationwide free bus travel for Scotland's young people aged under 22 from January 2022
- Intervention 3k – Introducing a Community Bus Fund
- Intervention 3n – Supporting integrated journeys at ferry terminals
- Intervention 4a – Testing the viability of Mobility as a Service (MaaS) in Scotland
- Intervention 4b – Re-promoting the benefits of car-sharing and car-clubs post-pandemic

Implications for the RTS: The implication of the measures promoted is the aim to reduce the need to travel, have journeys occur locally, creating the need for a planned spatial strategy and a focus of looking at how the RTS can implement the Scottish EV Charging Network Strategy

2.3.1.7 A Network fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network

Transport Scotland published a draft vision for Scotland's public electric vehicle (EV) charging network in late January 2022. The plan aims to encourage the uptake of zero emission vehicles through increasing the number of publicly available EV chargers.

Since 2013, £50 million has been invested into ChargePlace Scotland's network of available chargers creating a network of over 2,100 charge points. Some 12.7% of new cars purchased in 2021 were EVs, with Transport Scotland estimating 500,000 to 1 million EVs will be on Scotland's roads by 2030. To

deliver the infrastructure for EVs the vision outlines four main objectives which are listed in Table 2.4 alongside the associated outcomes and priorities.

Table 2.4: EV Charging Network Aims, Objectives, Outcomes and Priorities

Objectives	Aims	Outcomes	Priorities
A People Focused Network	Ensuring that all households and businesses have the opportunity to design the network to ensure it caters for everyone's needs.	• People have access to a well-designed and comprehensive public network of charge points • The public electric vehicle network works for everyone, regardless of age, health, income or other needs	• Drawing on feedback from community engagement to continuously improve Scotland's public charging network; through consultation, surveys and engagement • Working with the design community and industry to make charging an electric vehicle simple and seamless; tackling issues relating to charge point design for the benefit of all groups of users to ensure a Just Transition
Accelerating Commercial Investment	Developing a relationship with the private sector to expand investment opportunities into Scotland's EV charging network	• Attracting private sector investment to grow the electric vehicle charging network to ensure it meets the needs of all people	• Working with investors, charge point network operators and other parties to provide access to ChargePlace Scotland data • Enabling new models of public electric vehicle charge point financing and delivery, focused on public private partnerships, to support and coordinate investment • Ensuring public funds are targeted at areas where commercial investment is unable to fully deliver • Working with Scotland's enterprise and skills agencies to realise supply chain opportunities from electric vehicles and infrastructure in Scotland
Coordinating with the Electricity Network	Creating a new partnership with the energy network to allow for new electricity storage opportunities, end-to-end net zero energy generation, and ensuring optimal capacity on Scotland's power grid	• The public charging network is powered by clean, renewable energy and drivers benefit from advancement in energy storage, smart tariffs and network design	• Continuing to work with the electricity Distribution Network Operators and Ofgem to enable a regulatory environment that delivers optimal outcomes for consumers and the decarbonisation of Scotland's transport system • Building on the work of the strategic partnership, ensuring a coordinated approach is taken to planning and delivery of public electric vehicle charge points and electricity infrastructure in order to optimise investment • Enabling Scotland to develop, test and adopt new electric vehicle and energy system technologies
Integration with Scotland's Sustainable	Locating EV charge points where they can promote active and public transport usage	• People's first choice wherever possible is active and public transport	• Using STPR2 to inform investment and to reduce the need to travel unsustainably

Objectives	Aims	Outcomes	Priorities
Transport System	inline with the 20% reduction in car KM and sustainable transport hierarchy		• Allowing local authorities to plan public electric charging infrastructure

2.3.1.8 Other Key Drivers (National):

Other guiding national policy documents relevant to the RTS development are listed in Table 2.5 below.

Table 2.5: Other National Policy Documents

Policy	Description
Active Travel Framework	The Active Travel Framework brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. Supports 2030 Vision that 'Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys'
Scottish Government's update to the Climate Change Plan 2018-2032	The Scottish Government's update to the Climate Change Plan 2018-2032 (2020) sets out a commitment to reduce greenhouse gas emissions to 75% of 1990 levels by 2030, 90% by 2040 and net-zero by 2045. The Plan recognises the key role that the decarbonisation of transport will play in reducing Scotland's emissions and includes: 1. an aim to reduce the number of kilometres travelled by car by 20% by 2030 2. a commitment to phase out the need for new petrol and diesel cars and vans by 2030 3. a £120 million investment in Zero Emissions Buses, driving forward a fully decarbonised future for Scotland's bus fleet and supporting the Scottish supply chain 4. an investment of £50 million to create Active Freeways, providing a sustainable link between our towns, cities and some of our most beloved national landmarks
Scotland's Road Safety Framework to 2030	Sets out a vision for Scotland to have the best road safety performance in the world by 2030 and outlining a safe systems approach to road safety delivery whilst recognizing wider strategic priorities including health, sustainability and equality.
Infrastructure Commission for Scotland (2020)	Set out an overall 30-year vision for infrastructure to support and enable an inclusive net zero carbon economy and establish short and longer-term actions. Recommendations include the prioritisation of existing infrastructure assets to ensure these are most effectively and efficiently utilized, maintained and enhanced to net zero carbon readiness, accelerating the decarbonization of heat and transport and the ongoing development of digital services including delivery of a full fiber network for Scotland by 2027
Just Transition Commission: A National Mission for a fairer, greener Scotland (2021)	Includes 24 headline recommendations including: • Scottish Government, Local Authorities and Developers must commit to creating communities that embed low-carbon lifestyles, while improving our health and wellbeing • Ensure sufficiently developed roadmaps exist for the net zero transition in Scotland, including for key technology options • Implement Green Participatory Budgeting with agreed target levels of funding
Scotland's Accessible Travel Framework (2016)	Vision: All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens. • **Outcome 1**: more disabled people make successful door-to-door journeys, more often • **Outcome 2:** disabled people are more involved in the design, development and improvement of transport policies, services and infrastructure. • **Outcome 3:** everyone involved in delivering transport information, services and infrastructure will help to enable disabled people to travel.

Policy	Description
	• **Outcome 4**: disabled people feel comfortable and safe using public transport – this includes being free from hate crime, bullying and harassment when travelling
Equality Act Scotland, Fairer Duty Scotland, Child Rights and Wellbeing Impact Assessment, Human Rights	The public sector equality duty requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. These are being addressed through the separate Equalities Assessment of the RTS together with assessments for the Fairer Scotland Duty and Child Rights and Wellbeing Duty.

2.3.2 United Kingdom Policy

2.3.2.1 Union Connectivity Review

The Union Connectivity Review (2021) outlines the UK Government's ambitions to increase transport connectivity between the four nations of the United Kingdom. The review aimed to understand (i) the current connectivity issues between the four nations on all modes of transport and (ii) where targeted investment could support economic investment, the Government's levelling up agenda and improve emissions.

Alongside the creation of a strategic transport network (UKNET), the plan outlines 19 recommendations with five pertinent to Scotland and the development of the SWestrans RTS. These are listed below:

- **Recommendation 2** – '*Plan improvements to the network using multimodal corridors, which should be reviewed regularly and appraised on a wider economic basis in order to support government objectives such as levelling up and net zero*'
- **Recommendation 4** – '*Reduce rail journey times and increase rail capacity between Scotland and London, the Midlands and North West England by upgrading the West Coast Main Line*'
- **Recommendation 6** – '*Offer funding to support the upgrade of the A75 to improve journeys between Northern Ireland and Great Britain*'
- **Recommendation 18** – '*Improve connectivity of seaports across the United Kingdom by enhancing rail freight connections and maximise the potential of freeports by investing in improved connectivity to and from these economic hubs*'
- **Recommendation 19** – '*Maintain high environmental standards on UKNET such as the provision of electric vehicle charge points, the protection of the natural environment and integration with local active travel schemes and sustainable local transport options*'

Implications for the RTS: The Union Connectivity Review emphasises the need for an overarching view on inter-country connectivity, specifically between Great Britain and Northern Ireland. This is crucial for the development of the RTS due to the location of the Belfast and Larne ferries at Cairnryan and Loch Ryan ports in the Dumfries and Galloway area.

2.3.3 Regional Policy

2.3.3.1 Borderlands Growth Deal

The Borderlands Growth Deal was published in March 2021. The deal is the result of a collaboration between the Scottish and United Kingdom governments and acts as a framework for investment for developing the economies of Carlisle, Cumbria, Dumfries and Galloway, Northumberland, and the Scottish Borders.

The plan's shared ambition is to:

'*[Ensure] the Borderlands [reaches] its potential for everyone, delivering green growth and attracting new businesses and investment. We will improve our connectivity, deliver skills and innovation, and improve our places to support their longer-term resilience. We will attract new residents and welcome more visitors to enjoy the beautiful natural environment of our vibrant, inclusive region.'*

The plan identifies three key solutions which aim to increase economic growth within the region:

- Narrowing the productivity gap
- Increasing the working age population
- Delivering inclusive growth

The plan focuses on delivering on the following investment themes:

- Enabling infrastructure – increasing digital and transport connectivity
- Improving places – revitalising rural areas, towns and cities to attract people to live, work and visit
- Supporting business, innovation and skills – simulating business growth to create a more diverse regional economy
- Encouraging green growth – capitalising on the green credentials of the Borderlands region and to facilitation decarbonisation and the creation of new high value jobs supporting low carbon energy generation

From the investment themes, a list of various projects has been developed. The most pertinent to the SWestrans area are listed in Table 2.6 below.

Table 2.6: Borderlands Growth Deal Investment into the SWestrans Area

Project	Project Description
Digital Infrastructure	Up to £16.2 million invested into full fibre and 4G connectivity across the region.
Place Programme	£20 million is ringfenced to support the revitalisation of towns, subject to a business case approval
Stranraer Marina	A £18 million investment to repurpose Stranraer and Loch Ryan as a vibrant, distinctive marine leisure destination to draw in visitors and create new economic opportunities
7stanes	£5 million investment into 7stanes mountain bike centres to improve facilities and trails. This is expected to enhance the surrounding areas and to attract residents, investors and visitors

Project	Project Description
Business Infrastructure	£13.4 million will be invested into business centres in Annan, Castle Douglas and Newton Stewart to promote relocation of businesses
Rural Innovation and Skills	£8 million will be invested in the Dairy Nexus project, which will be a state-of-the-art centre for education and innovation a Scotland's Rural College in Dumfries and Galloway Future investment will create a Learning Network and a Forestry Innovation Zone
Encouraging Green Growth	£20.8 million will be invested into the site of the former nuclear power station at Chapelcross, Annan. This site will be developed as a strategic employment site, with a focus on high-quality, green energy-focused industry.
Borders Railway Extension Feasibility Study	£10 million has been ringfenced for a feasibility study into expanding the Borders Railway from the current terminus at Tweedbank to Carlisle. The current routing for the extensions is via Newcastleton, Langholm and Longtown.

Implications for the RTS: The investments outlined have the potential to increase transport demand across the whole of Dumfries and Galloway and will need to be incorporated into the final Strategy Objectives.

2.3.3.2 Dumfries and Galloway Local Development Plan 2 (LDP2)

The Dumfries and Galloway LDP2 was released in October 2019 and is the Council's key strategic land use planning document. The purpose of this plan is to set out a long-term strategy and a policy framework to guide future development, sustainable and inclusive economic growth and regeneration of rural areas. This strategy is based on three visions, outlined in Table 2.7 below.

Table 2.7: Local Development Plan 2 Priorities

Vision	Components
A viable rural economy and community characterised by:	• More rural businesses • More houses in small groups • More recreational activity • High quality distinctive landscapes • High quality viewpoints, paths and green networks • Access to sustainable transport • Ready access to high education and opportunities for knowledge transfer
Vibrant Towns and Villages that have:	• More business and people working from home • More opportunities to meet locally arising affordable housing needs • Housing developments of a scale and character appropriate to their location • More green networks providing a range of environmental, social and economic benefits • More sustainable developments linked to allotments, waste recycling, energy generation and that are based around sustainable transport modes
A successful Regional Capital in Dumfries characterised by:	• Housing developments that incorporate features such as open space, green networks, SuDS and are based around sustainable transport modes • A vibrant town centre with a range of uses and enhanced public realm • Visually enhanced town edges, gateways and approach roads

Vision	Components
	• A full range of educational opportunities, including a thriving and vibrant university campus at Crichton as a key economic driver for the regional economy.

This vision for more localised development has shaped the transport policies located within the Spatial Strategy section of this document. Those relevant to transport are listed in Table 2.8 below.

Table 2.8: Relevant Local Development Plan 2 Policies

Policy T1 – Transport Infrastructure	*'Proposals for the improvement of existing transport infrastructure, and where appropriate, the provision of new transport infrastructure and / or services will be supported provided they accord with the Regional and Local Transport Strategies. […] Development of facilities for cyclists and pedestrians will be supported.'*
Policy T2 – Location of Development / Accessibility:	*'All proposals will be expected to prioritise personal travel by mode in the following order: walking, cycling, public transport and lastly car.'* Be well served by the most sustainable modes of travel available and provide opportunities for a modal shift from private car use to more sustainable transport, including active travel, wherever possible Give consideration to the provision of electric vehicle charging points, and other infrastructure that may be required to support other sustainable power sources, as part of the development'
Policy T4 – Freight Transport:	Consideration must also be given to the need for improved and additional freight transfer facilities, including rail freight interchanges
Policy T5 – Former Transportation Routes:	There will be a presumption against any development on or adjacent to former railway routes with a reasonable prospect of being reused for rail or active transport or recreational purposes which would adversely affect its potential for reversion to its original use as an operational railway or conversion to other transport uses such as walking, riding or cycling.

Implications for the RTS: By promoting local development, there is an opportunity for modal shift onto active travel and to reduce car KMs in line with the Scottish Government's target.

2.3.3.3 Dumfries and Galloway Active Travel Strategy and Action Plan

Dumfries and Galloway Council released their Active Travel Strategy and Action Plan in 2015. This document defined the Council's strategy for promoting active travel through Dumfries and Galloway until 2020. This plan identifies eight high-level objectives:

- Develop infrastructure improvements that encourages active travel and seeks to prioritise maintenance of active travel infrastructure
- Promote walking, cycling and scooting as alternative transport modes, particularly for short trips
- Continue to work with students and school children, staff and parents to encourage more walking, cycling and scooting to and from school / further education
- Work with employers and staff to encourage more walking and cycling to and from work
- Improve the safety of walking and cycling in Dumfries and Galloway, and contribute to national road safety targets
- Embed active travel opportunities within new developments
- Seek and support funding opportunities for active travel

- Encourage and facilitate walking as leisure and tourist activities to provide benefits to health and the local economy

To ensure the objectives for the plan were achieved, three key areas of focus were developed to facilitate an increase in active travel journeys in Dumfries and Galloway. These are: infrastructure, behaviour change and monitoring. From this focus, six policies were identified to develop the transport system in Dumfries and Galloway:

- **Policy 1** – '*The partnership will promote schemes which will not only benefit Dumfries and Galloway but will add value to the broader Scottish economy and underpin increased sustainable national economic growth, aligning to local and national objectives*.'
- **Policy 2** – '*Transport interventions promoted through the Regional Transport Strategy will support the regional economy in relation to local jobs and also facilitate sustainable connectivity internally as well as externally to key business centres in the central belt and other locations such as Ayrshire and Cumbria*.'
- **Policy 3** – '*The Regional Transport Strategy seeks to improve quality of life by promoting vibrant places which provide access for all to employment, healthcare, education and other services*.'
- **Policy 4** – '*Transport interventions incorporated in the Regional Transport Strategy seek to address peripherality between the region's main settlements and outlying areas, and between the region and its external markets*.'
- **Policy 5** – '*The Partnership will adopt a balanced approach to competing needs, recognising the role transport plays in sustaining local economies while at the same time making use of alternative approaches in locations where different transport policies focused on minimising car use are more appropriate and more effective*.'
- **Policy 6** – '*The Partnership will assist the Scottish Government in delivering on its five high level national objectives and the National Transport Strategy. A presumption will be given in favour of transport improvements linked to the strategic vision based on well-defined economic, social and environmental objectives*.'

Implications for the RTS: Understanding the vision and goals of the Active Travel Strategy will allow for the new RTS to build on the work already done and to identify specific recommendations that should be escalated to the new RTS.

2.3.3.4 Previous Regional Transport Strategy (2008 – 2022)

SWestrans published the first version of the RTS in 2008. This document describes the role of a higher quality transport system that enables higher levels of internal and external connectivity which will allow the region's economy to grow while minimising the impact of transport on the environment. The vision sets out that the system should:

- facilitate access to jobs and public services
- support key sectors, vibrant places and inclusive communities
- enable goods to reach their markets
- provide travel choices that promote equality, social inclusion and support quality of life
- enhance the quality and integration of public transport
- support walking and cycling, not only as a leisure pursuit but as a means of healthy, active travel
- add value to the broader Scottish economy

- assist the Scottish Government in attaining its national targets for increased sustainable economic growth, road traffic stabilisation, and reduced carbon emissions.

Implications for the RTS: Understanding the vision and goals of the previous RTS will allow for the new RTS to build on the work already done and to identify specific recommendations that should be escalated to the new RTS.

2.3.3.5 Safer Greener Better: A75 and A77 Upgrades

This policy document was published in 2022 by Stena Line, P&O Ferries and Belfast Harbour. The document suggests that targeted improvements on the A75 and A77 will promote a safer, greener, and better roadway. The plan is separated into three priorities:

- **Safer** – reduce casualties on both roads through targeted safety investment
- **Greener** – reduce CO_2 emissions through adding passing locations
- **Better** – decrease travel time to ports at Cairnryan

Implications for the RTS: The proposals to increase overtaking opportunities and reduce accidents on the A75 and A77 are highly relevant to the development of the RTS as they could allow for safer movement of goods within the study area.

2.3.3.6 Other Key Drivers (Regional / Local)

Other key guiding policies relevant to the RTS development include:

Table 2.9: Other Key Drivers (Regional / Local)

Policy	Description
South of Scotland Regional Economic Strategy:	The South of Scotland Regional Economic Strategy is currently in the draft consultation phase (as of 2022). While this document covers the Borders alongside Dumfries and Galloway, much of the document is pertinent to the development of the Regional Transport Strategy. The strategy contains 6 crucial themes: • Skilled and Ambitious people • Innovative and Enterprising • Rewarding and Fair work • Cultural and Creative Excellence • Green and Sustainable Economy • Thriving and Distinct Communities These 6 themes aim to transform Dumfries and Galloway into a region that attracts new businesses and workers, through increasing access to education, attracting investment, and revitalisation of towns and rural communities.
Dumfries and Galloway Regional Economic Strategy:	The aim of this strategy is to ensure every member of the community has equality of access to a prosperous future. This strategy will be delivered by: • Growing business by capitalising on the strength of the region's base to increase productivity and provide the conditions for business growth • Developing places by empowering the region's communities to address economic challenges and opportunities • Creating a culture of better skills and opportunity which will retain and attract people of working age and improve the competitiveness for individuals and businesses • Investing in large investment projects that will impact on the region's economy

Policy	Description
	• Creating a shared vision and partnership working across the public, private and third sectors along with higher education providers
North Channel Partnership	The North Channel Partnership is a collaborative working group comprised of Dumfries and Galloway Council, and Mid and East Antrim Borough Council. The group aims to work on the following areas of interest: • Ports • Infrastructure and Roads • Digital investment • Food and Drink • Tourism • Collaborative Events The North Channel Partnership has not been established as of yet, but its proposed function will be to: • Adopt strategic policy and lobbying positions on projects of mutual interest to both Councils • Work jointly on shared economic, tourism, heritage and cultural projects which provide defined and measured benefits for the respective areas • Identify and attract funding for joint projects which positively impact on the economy of both regions • Strengthen the historic links and strong relationships between the respective Council regions • Share best practice on the development of the policy, the economy, tourism culture and heritage • Identify and prioritise these activities which can create an immediate positive impact on the economy • Raise the economic profile of both regions
SWestrans Equality Outcome Scheme	As SWestrans is a listed public body it is subject to The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. This requires SWestrans to have due regard to the following: • Eliminating unlawful discrimination, harassment and victimisation and other prohibited conduct • Advance equality of opportunity between people who share a relevant protected characteristic and those who do not • Foster good relations between people who share a protected characteristic and those who do not The act defines that having due regard for advancing equalities involves: • Removing or minimising disadvantages suffered by people due to their protected characteristics • Taking steps to meet the needs of people from protected groups where these are different from the other people • Encouraging people from protected groups to participate on public life or in other activities where their participation is disproportionately low To comply with the regulations set out by the act, SWestrans have published four equality outcomes: • Everyone will be able to easily access and understand the local bus service information they need • Public transport services are more flexible to meet identified travel needs of those who need them most • Access and affordability issues are reduced through new transport solutions developed with partners • [SWestrans'] work is informed by a greater understanding of the transport and travel needs, barriers faced and experiences of people with protected characteristics

Policy	Description
	These outcomes last for the period 2021-2025, with progress reports published every two years.
High Speed 2 – Western Leg Design Refinement Consultation Response	Within the design consultation response for High Speed 2, there is reference to a proposed train stabling facility in Dumfries and Galloway located near the A74(M). The proposed facility would include: • 14 stabling tracks – with a total capacity of 28 trains • Two connections to the WCML to the south • One connection to the north • A shed for undertaking light maintenance
Crichton Development Plans:	The Crichton Estate is a protected conservation area located in close proximity to Dumfries Town Centre. The area currently has 27 individually listed buildings. The area currently hosts Dumfries and Galloway College and the former Dumfries and Galloway Infirmary. It has been identified as an area for potential redevelopment, with up to 15 hectares of land available for academic, business and community usage. Some of the objectives of the master plan include: • [Providing] an appropriate framework for the continued development and expansion of an academic campus of outstanding quality • [Enhancing] the opportunities for leisure and other support facilities of the estate as a complement to the key academic and business uses and to the promotion and significantly greater community access and enjoyment of the site • To identify means by which the estate may be significantly better connected both physically and perceptively to Dumfries town centre using interlinked green spaces as an alternative to the road system for sustainable means of transport for both commuting and recreational use.
Chapelcross Development:	The Chapelcross development sits on the site of a decommissioned nuclear power plant. It sits between Annan, Gretna Green and Lockerbie. Due to completion of the decommissioning of the plant and the proximity to Carlisle, there is potential for high skilled workers to move to other locations creating a brain drain within the area. Due to the proximity of the M74, the plan aims to foster new hi-tech manufacturing (energy, forest, logistics and data centres) using skilled workers from the former plant.
Stranraer Development:	Due to the relocation of the ferry port to Cairnryan, the waterfront within Stranraer is currently underused. Dumfries and Galloway Council are currently developing plans to transform the former port into a 'marine leisure destination' with the aim to create a 223-berth marina. It is thought this development will bring 20,000 additional visitors to the region.
Cairnryan Green Freeport	Two green freeports will be established in Scotland, with the sites expected to open in 2023. Cairnryan, with support from the Dumfries and Galloway Council, have begun to develop a bid to host a freeport in the region. If successful, up to £25 million will be made available to create a zone for businesses and operators. This could create a number of jobs in the Stranraer area if the bid is successful.

2.4 SUMMARY

This chapter has presented an overview of the national, regional, and local policy context within which the RTS will be developed.

On a national level, there is a significant shift in policy with achieving net-zero through behavioural change and modal shift outlined as a key priority. There are also specific references to improvements to the A75 and A77 within STPR2 which will improve connectivity to the ports at Cairnryan.

The regional and local plans propose significant economic regeneration within smaller towns, with the developments at Chapelcross and Stranraer adding new jobs. This could drive demand to these areas which will need to be captured within the RTS.

This policy framework will be used in the later options generation and appraisal stage to drive the development of appropriate options and ensure the demonstrably comply with current policy.

3. Transport Context

SWestrans Regional Transport Strategy

STAG Case for Change Report

3.0 TRANSPORT CONTEXT

This chapter provides a baseline review of transport conditions in the SWestrans area. The review outlines existing transport trends in the region and provides the basis for the identification of transport-related problems and opportunities discussed later in this report.

3.1 ACTIVE TRAVEL

There are several National Cycle Network (NCN) routes within the study area, as detailed below.

- **NCN Route 73 (South)** runs from Stranraer to Newton Stewart. The 41-mile stretch is predominantly on-road.
- **NCN Route 7** connects Sunderland and Inverness. The Glasgow to Carlisle section runs through Maybole, Newton Stewart, Castle Douglas, Dumfries and Gretna Green. This route is mainly on-road with occasional off-road sections.
- **NCN Route 74** connects Gretna and Glasgow following a route very similar to the A74(M). The 70-mile route is predominantly on-road, though there are some traffic free routes.
- **NCN Regional Route 10** runs between Dumfries and Beattock and is a mixture of on-road and traffic free sections.

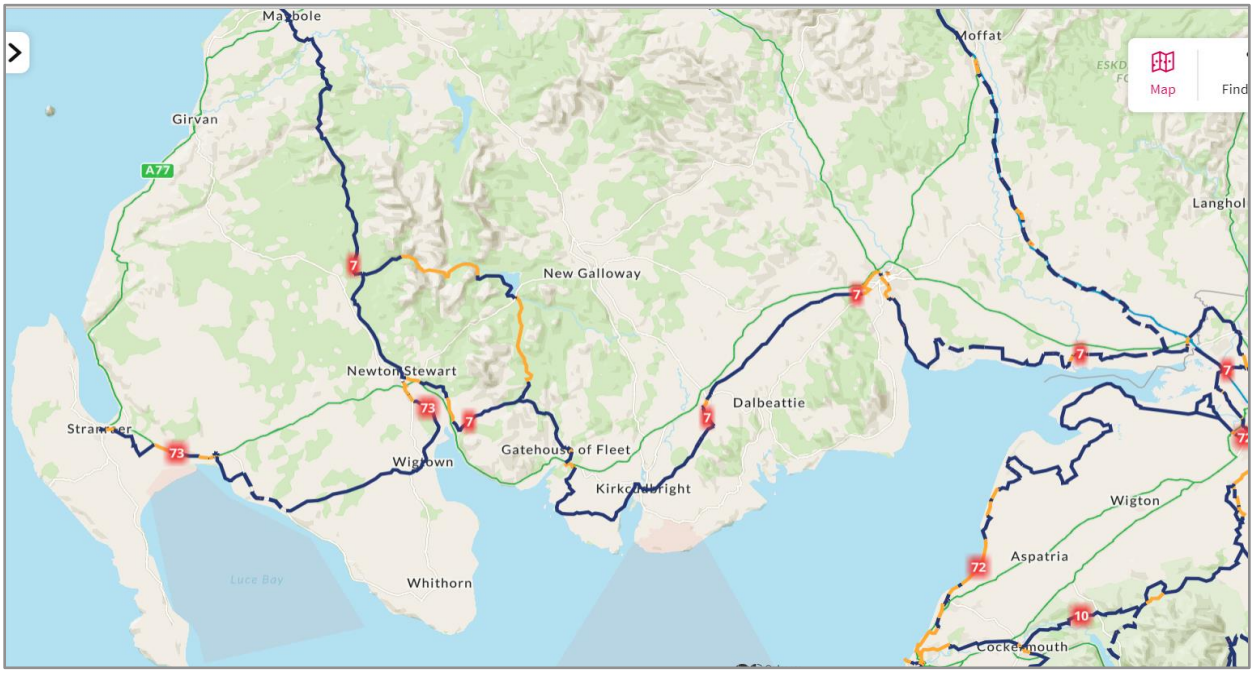


Figure 3.1 NCN Routes in South West Scotland

Figure 3.1 NCN Routes in South West Scotland shows traffic free routes (orange) and on-road routes (blue) on the National Cycle Network. As can be seen, the majority of the NCN network is classified as on-road.

3.1.1 Strava Metro

As a part of this study, through SWestrans, access has been made available to Strava Metro data. **All Strava Metro data within this report is aggregated and de-identified data from Strava Metro.**

It is recognised that Strava data is only representative of a subset of those who cycle and is particularly likely to be skewed towards those who are more likely to be willing to cycle on road. However, it is nonetheless a very useful source of information regarding which routes / roads are more heavily used for cycling journeys, the times of day when cyclist flows are highest, and the preferred routes people are taking – which does not always match the most direct route. Outputs from Strava are presented in the sections below.

3.1.1.1 Strava – Cycling Heat Maps

Strava heat maps provide an indication of the comparative use of routes within the study area. The darker purple lines indicate high-volume use by cyclists, with the lighter lines indicating less use.

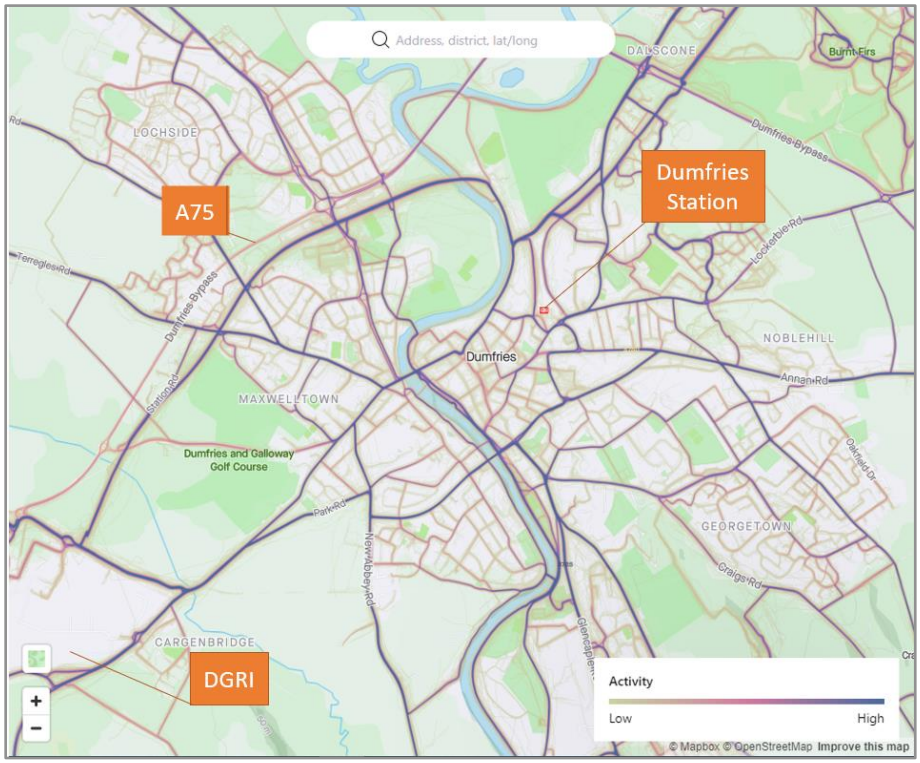


Figure 3.2: Dumfries Strava Metro Heatmap

Figure 3.2: Dumfries Strava Metro HeatmapFigure 3.2 displays the relative density of movements in Dumfries town centre between January 2021 and December 2021. The majority of cyclists use Maxwelltown Railway path, a dedicated active travel path that parallels the A75 to reach the Dumfries and Galloway Royal Infirmary (DGRI) and/or town. A high number of cyclists also traverse the path where the A76 terminates at the A75. Riders use a dedicated footbridge to reach Lochside, where they avoid a roundabout. Some cyclists access the town centre via College Street, a pedestrian only bridge, and Nith

Avenue. Most cyclists do not access the town centre and circumnavigate it via Nith Avenue and Whitesands. This could suggest that riders do not feel safe when accessing the town centre. There are not many cyclists in the southeast of the town, suggesting there could be limited active travel infrastructure or a perceived danger to cycling in this area. Alternatively, there may be a lack of attractive destinations in this vicinity.

Strava Metro data provides insight into the use of individual routes across the day as well as whether Strava users have marked their journey as a commute or leisure ride. While there is functionality within Strava for the user to choose the type of ride, care should be taken to not place too much weighting on this as it is not known how many users accurately alter this choice.

The following figures display the corridors with the most unique trips.

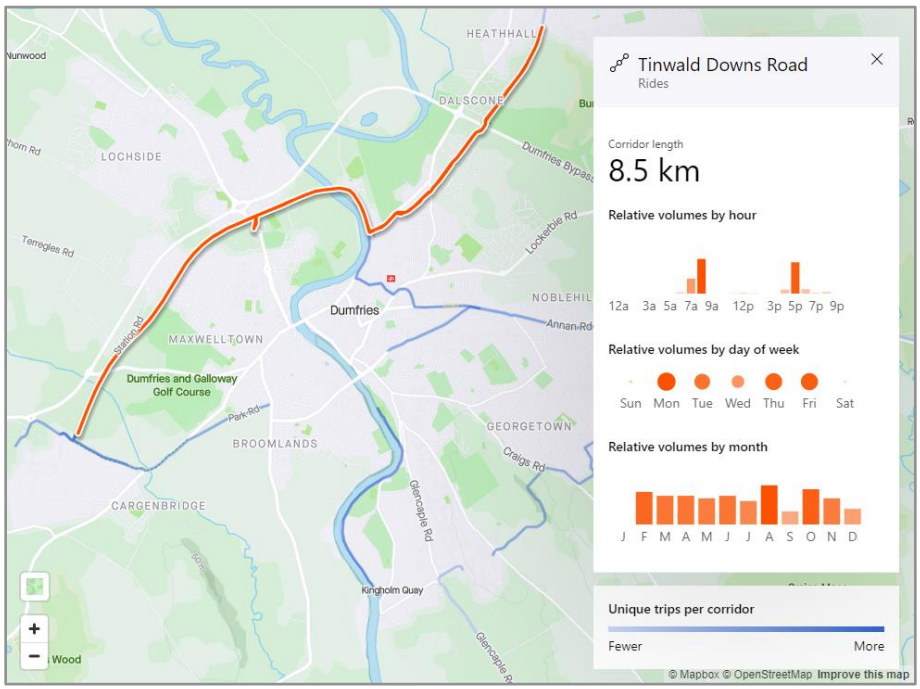


Figure 3.3 DGRI to Heathhall Corridor

The corridor shown in Figure 3.3 DGRI to Heathhall CorridorFigure 3.3 runs from DGRI to Heathhall in the north via the Maxwelltown Railway path, Nunholm Road and the A701 (Edinburgh Road). The corridor is the most utilised active travel route within Dumfries, which could be attributed to the dedicated active travel path. The route is used during commuting times (before 0900 and between 1600-1800) during weekdays, suggesting that users are using the path to commute to DGRI. The usage remains steady except for September, November and December suggesting this is a common commuter route.

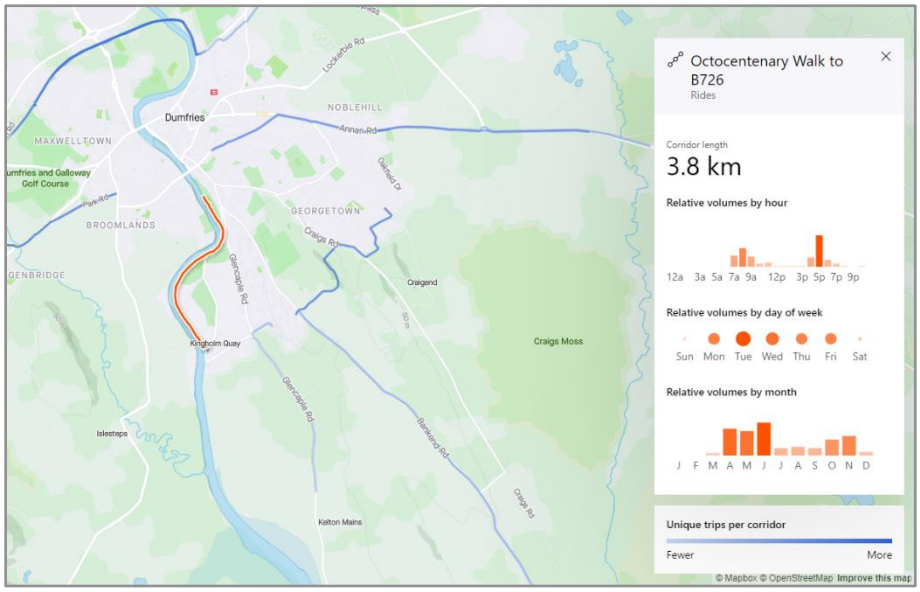


Figure 3.4 National Cycle Network 7 Corridor

Figure 3.4 National Cycle Network 7 CorridorFigure 3.4 shows an active travel corridor on National Cycle Network Route 7 between Dumfries town centre and Crichton Campus. The route is segregated from traffic. The corridor sees significant amounts of traffic on weekdays around 0800 and 1700 suggesting it is used predominantly for commuting purposes. Usage is predominately during the spring and early summer, suggesting it is used by students accessing the Dumfries campus of the University of the West of Scotland.

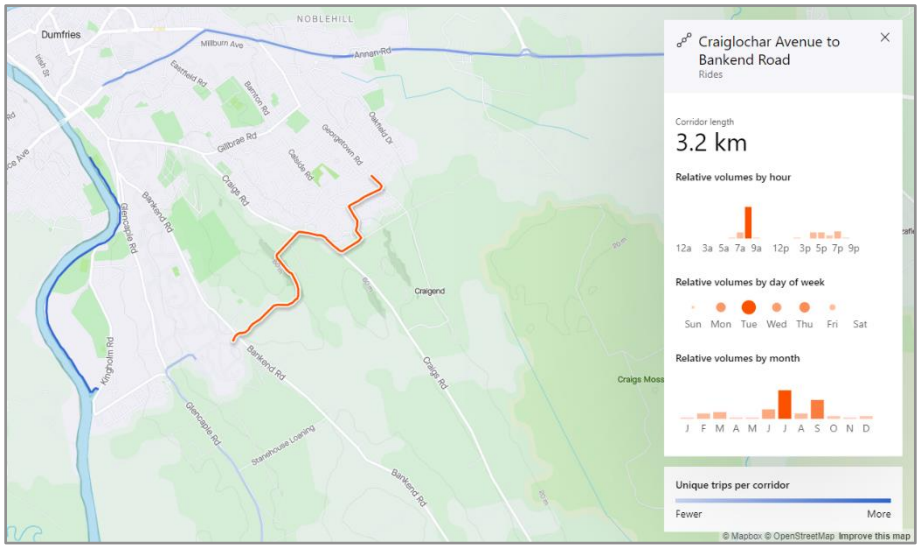


Figure 3.5 Craiglochar Avenue to the Crichton Campus Corridor

Figure 3.5 Craiglochar Avenue to the Crichton Campus Corridor shows the usage of a recorded active travel corridor from Craiglochar Avenue to the Crichton Campus via the Craigs Ridge Maidenbower Cycle Path. The usage suggests this route may be used for commuting due to most riders using the path at

0800 at weekdays. Whilst there is no direct corresponding movement in the PM peak it does appear that there may be a more spread out return over the PM peak.

Figure 3.6 Rural Active Travel Corridors shows the whole map within rural Dumfries and Galloway. The dense observed loops on the map are mainly 7stanes outdoor bike centres. All the loops displayed on the maps had journeys tracked around midday on Saturdays and Sundays during the summer, suggesting leisure use. Significant numbers of journeys are not recorded between rural towns, villages or on the Sustrans designated national cycle routes. This suggests that cyclists may feel unsafe on designated routes, there is poor infrastructure in place to support active travel, or cyclists prefer other modes of transport over active travel. In addition, the number of people making these journeys might be too low to be recorded especially given the sparsely populated nature of the area.

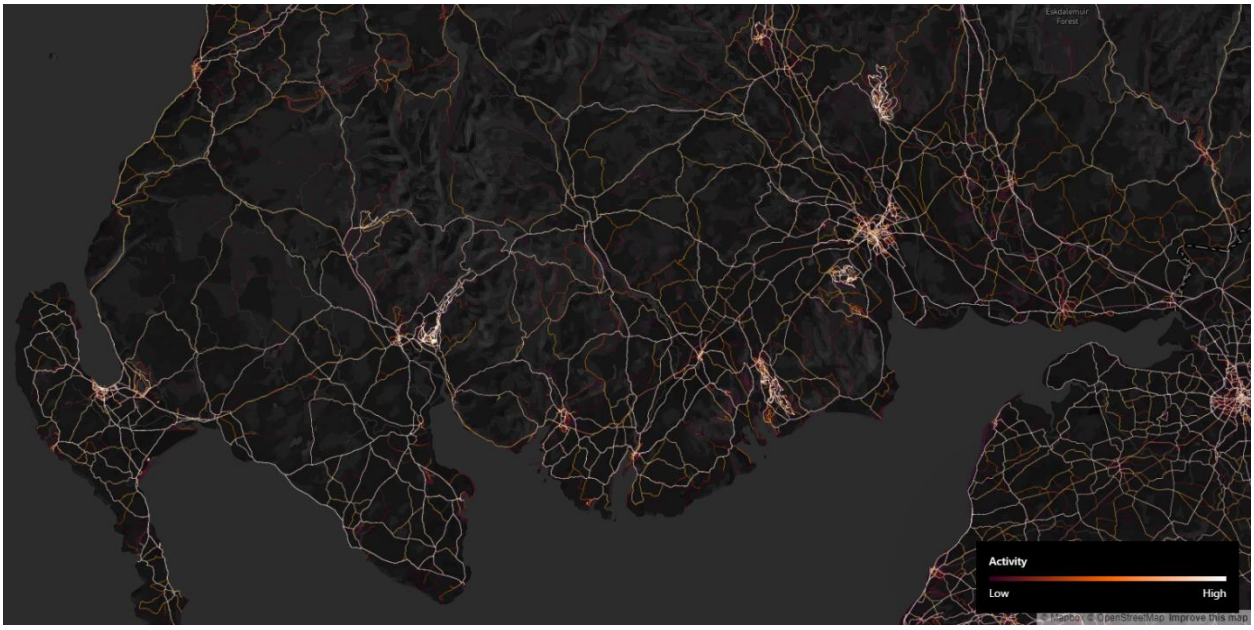


Figure 3.6 Rural Active Travel Corridors

3.2 BUS NETWORK

3.2.1 Overview

Bus services fulfil an essential role in facilitating travel to employment, education, public services, and leisure opportunities in the SWestrans area. Dumfries and Galloway is served by 10 different operators. The number of services and type of service provided is listed in Table 3.1: Bus Operators in the SWestrans Area.

Table 3.1: Bus Operators in the SWestrans Area

Bus Operator	Type of Service Provided	Number of Services Operated
Andersons of Langholm	Supported	5
Borders Buses	Commercial / Supported	1 (Some scheduled services supported)

Bus Operator	Type of Service Provided	Number of Services Operated
Brownriggs Coaches	Supported	1
Dumfries and Galloway Council Buses	Council Operated	15
Houstons Coaches	Commercial / Supported	17
McCalls Coaches	Supported	10
McCullochs Coaches	Supported	3
Stagecoach Cumbria	Commercial / Supported	3
Stagecoach West Scotland	Commercial / Supported	30
Telfords Coaches	Supported	1

A full list of the bus services serving the SWestrans region can be found in Appendix A . Figure 3.7: Total Buses per Hour Tuesday AM Peak (0700-0859, 2018 data) illustrates network coverage and frequencies (i.e., buses per hour) for the AM peak period during 2018. The service coverage has reduced due to the COVID-19 pandemic, so the usage displayed should be interpreted with caution.

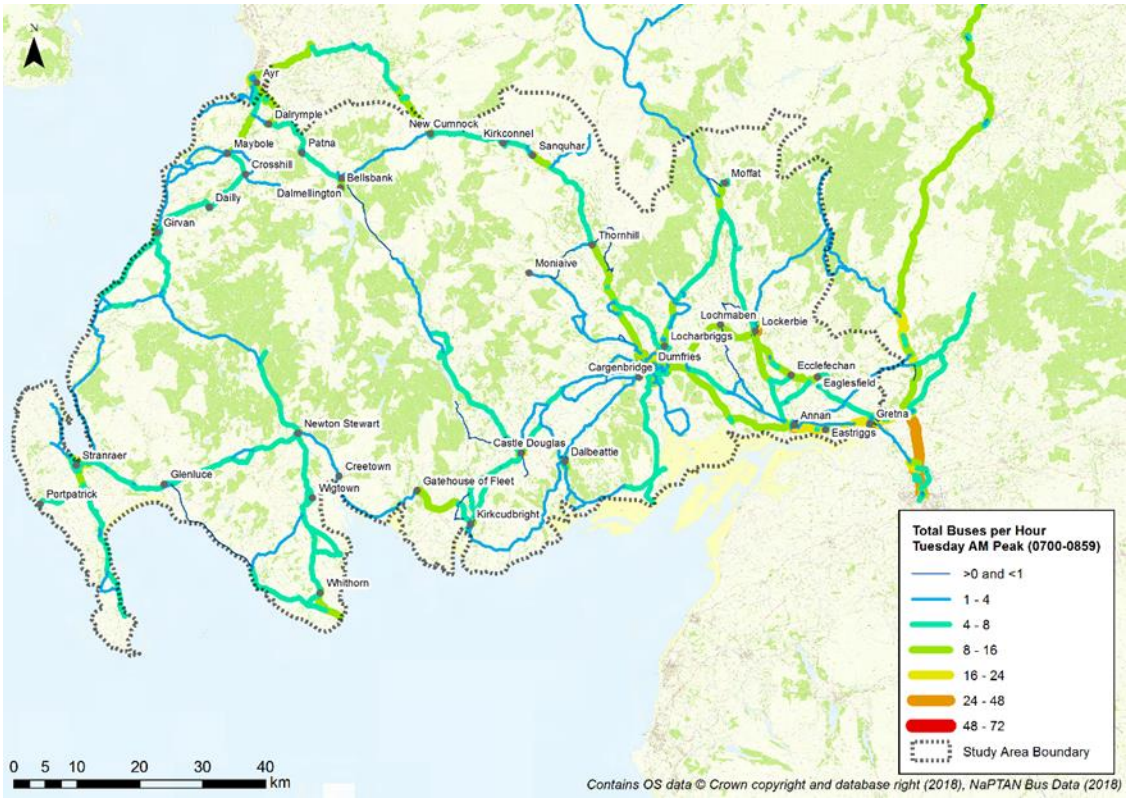


Figure 3.7: Total Buses per Hour Tuesday AM Peak (0700-0859, 2018 data)

From the figure, the following can be concluded:

- As would be expected, the most developed part of the network and the majority of the commercial services are concentrated in the most populated area in and around Dumfries. There is also relatively high bus frequency on the key corridors into the town, including the A75 corridor between Dumfries

and Gretna, the A76 between Dumfries and Thornhill, and the A709 between Dumfries and Lockerbie. As these services provide a link to the rail network at Lockerbie, details of the buses in the case of latter are provided in Table 3.2. There are two primary services (service 81 and 381) which together provide a service frequency of approximately two buses per hour.

- Bus service frequency is lower across more rural locations, with particularly low frequency levels between Glenluce and Port William, across several routes into Castle Douglas and Kirkcudbright, and between Moniavie and Thornhill.
- The lower levels of bus connectivity in some of the more rural locations is likely to contribute to a range of social issues, including difficulty accessing education, employment, social isolation, and forced car ownership

Table 3.2: Bus Services between Dumfries and Lockerbie and Weekday Departure Times / Frequency

Service	Origin	Destination	Operator	First Departure from Origin	Last Departure from Destination	Approx. Frequency
81	Dumfries Whitesands	Lockerbie Broomhouses Industrial Estate	Stagecoach West Scotland	0600	1740	2 per hour
381 (Commercial)	Dumfries Whitesands	Lockerbie Broomhouses Industrial Estate	Houston's Coaches	05:30	14:00	Every 60 minutes until 8am then 3 returns until 14:00
381 (Tendered)	Dumfries Whitesands	Lockerbie Broomhouse Industrial Estate	Houston's Coaches	18:55	23:10	5 returns

In addition, it is important to note the commercial reality of the bus industry across Dumfries & Galloway within a rural context, which can lead to transport issues in the area, including the ongoing viability of the bus network. Figure 3.8 Commercial and Supported Bus Services in Dumfries and Galloway (2018 data) shows the operating commercial and supported buses in the area (in 2018).

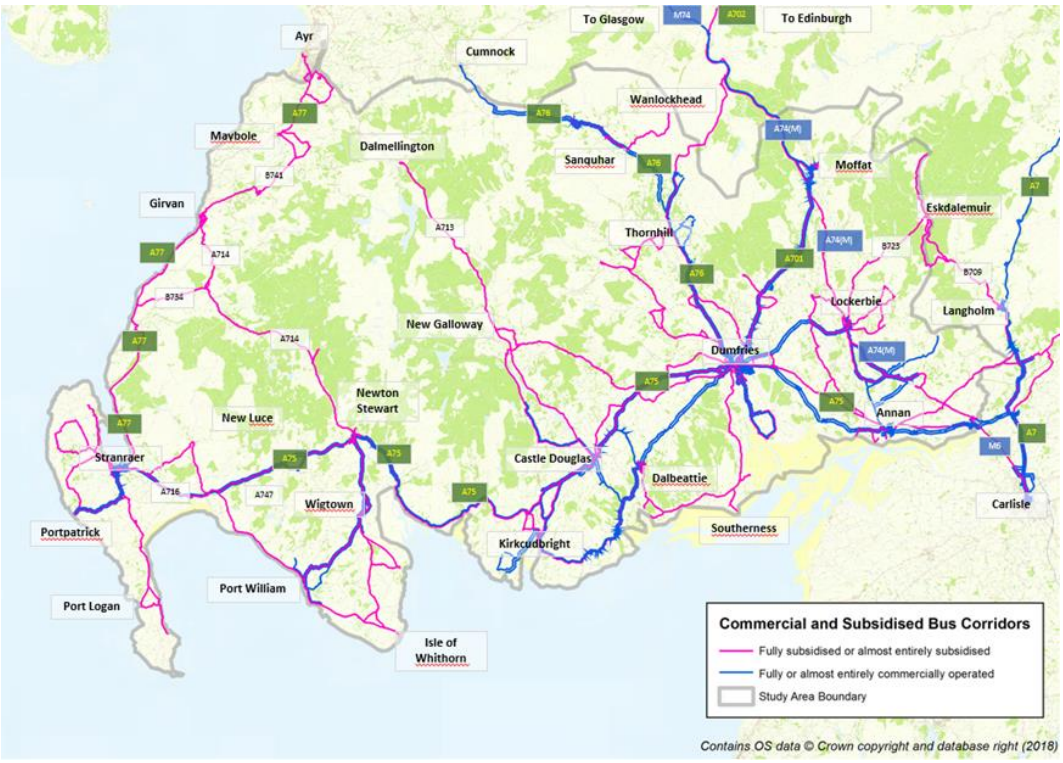


Figure 3.8 Commercial and Supported Bus Services in Dumfries and Galloway (2018 data)

3.2.2 Bus Network – COVID-19 Support

Commercial operators, such as Stagecoach West Scotland operate scheduled services without subsidy, as highlighted above, the extent of the commercially operated network in Dumfries and Galloway is limited. During the COVID-19 Pandemic there was a significant decline in passengers, although services were required to run for essential workers.

During this period, the Scottish Government put in place the COVID-19 Support Grant (CSG) and the COVID-19 Support Grant – Restart (CSG-R). The CSG grant was implemented in April / May 2020 and provided eligible commercial operators payments at the levels forecast prior to the impact of COVID-19. These payments are based on the estimated level of financial compensation received from the National Concessionary Transport Scheme (NCTS) pre-COVID and the pre-COVID level of financial funding received from the Bus Service Operators Grant (BSOG). The grant requires operators to deliver around 30% (25-35%) of pre-COVID service levels for the period of the scheme, to maintain core service and to liaise with local authorities and health boards to determine which services should be operated.

The CSG-R grant is an additional grant to increase bus services back to pre-COVID levels. The grant was available for operators to claim from June 2020 and ended on the 31st of March 2022. This grant was replaced by the Network Support Grant (NSG), which is intended to last until the end of the 2022-2023 financial year. The NSG pays operators monthly and is divided into two sub-schemes, NSG and NSG Plus. This grant is only eligible to operators who are either operating a local bus service as defined in Section 2 of the Transport Act 1985 or operating a community transport service possessing a Section 19 or Section 22 permit.

The NSG scheme pays operators 14.4 pence per kilometre to help offset the cost of running services under the following conditions:

- Operators must provide a provision of forecast service kilometres for the relevant financial year to Transport Scotland
- A commitment to consult with relevant local transport authorities on timetabling, paying special attention to services which may support children traveling to school and those that are required to minimise public transport connectivity disadvantages
- A commitment to respond positively and quickly to reasonable requests from local transport authorities to amend service patterns, hours of operation, vehicles used, or levels of provision
- Delivery of mitigations in line with any applicable public health guidance and rules and regulations, including in relation to COVID-19
- A commitment to communicate changes to service with the relevant local transport authority, Transport Scotland, and the public in a timely fashion

The NSG Plus scheme is intended to help offset lost revenue while patronage recovers from the effects of the COVID-19 pandemic. The NSG Plus rate will be subject to review and adjustment as patronage and revenue recovers. As operators within the NSG Plus scheme will receive higher levels of funding, they will be subject to additional terms and conditions, including:

- Provision of forecast service kilometres for the relevant financial year to Transport Scotland
- Notifying Transport Scotland of significant reductions to service kilometres, causing them to drop below 90% of their level on the Estimate Claim Form, or of service frequency reduction of 10% or more in a service that was every 30 minutes or less frequency to a particular locality compared to the local bus services operated by the Grantee when the Grantee signed up to NSG Plus
- Provision of regular data on farebox revenue, costs, patronage and other relevant measures to Transport Scotland
- A commitment to consult with the relevant transport authorities on timetabling, paying special attention to bus services which may support children to travel to school and that are required to minimise public transport connectivity disadvantages
- A commitment to respond positively and quickly to reasonable requests from local transport authorities to amend service patterns, hours of operation, vehicles used or levels of provision
- Delivery of mitigations in line with any applicable public health guidance and rules and regulations, including in relations to the COVID-19 pandemic and the relevant guidance for the applicable local area
- A commitment to communicate changes to services with the relevant local transport authority and the public in a timely fashion
- A cap on permissible fare rises with the increasing limited to the Consumer Price Index from an agreed date pre-COVID

3.2.3 Bus Network – Supported Service

As indicated in Table 3.3 there has been a 7% decrease in subsidy provided by SWestrans to support bus services between 2015/16 to 2020/21[3], while total bus kilometres have reduced by 16.8%.

[3] Subsidy and milage data provided by SWestrans

SWestrans has not had a budget increase during this period. Supported services have seen a larger reduction in bus kilometres (-18.6%) when compared to commercial service (-13.9%). The declines shown are affected by the COVID-19 pandemic - however there was still a decline in bus usage pre-COVID, albeit at a slower pace.

Table 3.3: Subsidy Spent on Supported Bus Services and Bus Milage

Year	2015/16	2016 / 17	2017/18	2018/19	2019/20	2020/21
Subsidy spent (£'000)	£3,736	£3,531	£3,400	£3,395	£3,400	£3,472
Change in subsidy spent compared to previous year		*-5.5%*	*-3.7%*	*-0.1%*	*+0.1%*	*+2.1%*
Commercial milage (Km)	3,709,195	3,668,843	3,762,063	3,757,383	3,619,269	3,192,425
Change in commercial milage compared to previous year		*-1.1%*	*+2.5%*	*-0.1%*	*-3.7%*	*-11.8%*
Supported (Km)	5,372,340	4,855,325	5,167,167	5,004,795	5,091,427	4,371,526
Change in supported milage compared to previous year		*-9.6%*	*6.4%*	*-3.1%*	*1.7%*	*-14.1%*
Total (Km)	9,091,535	8,524,168	8,929,230	8,762,178	8,710,696	7,563,951
Change in total milage compared to previous year		*-6.2%*	*4.7%*	*-1.9%*	*-0.6%*	*-13.1%*

Overall, two-thirds of buses operating in Dumfries and Galloway operate with partial or full subsidy, and this subsidy is reducing due to competing pressures on local authority budgets. There is uncertainty regarding how much funding will be available in the future. For commercially run services, the overall viability of services is, in many cases, only achievable due to the high use on services in the morning by school children. As such, **the overall bus network and operation across the region is fragile** and even minor changes to routes or services (or any new competition with rail), which have the potential to tie up resources or affect patronage, can have major consequences for the viability of the network.

Table 3.4 shows passenger usage for 2019, 2020 and 2021 for all commercial and supported services across the SWestrans area. When compared to pre-COVID usage figures, commercial service has seen a 50% decrease in passengers, supported a 38% decrease, and an overall decrease of 46% in passenger numbers. Further analysis provided by SWestrans shows that the passenger decline is based on a reduction of Adults (17%), Children (41%) and Concession (50%).

Table 3.4: Bus Usage (2019 - 2021)

Type	2019	2020	2021
Supported	1,671,934	798,782	1,030,633
Commercial	3,084,354	1,448,278	1,554,462
Total	**4,756,288**	**2,247,060**	**2,585,095**

Due to the COVID-19 pandemic and shifting travel-to-work patterns, the subsidy per-passenger costs for supported routes have significantly risen. Table 3.5 shows the five routes with the highest per-passenger subsidy. This data shows the per-passenger subsidy for 2019–2021 and has been generated using estimates of passenger numbers. Only services with at least two journeys per weekday were considered.

Table 3.5: Highest Subsidy Bus Services

Route	Per Head Subsidy (2019)	Per Head Subsidy (2020)	Per Head Subsidy (2021)	*Percent Change*
512 – Castle Douglas Town	£36.46	£108.14	£79.34	*118%*
124 – Langholm to Samye Ling	£17.70	£10.02	£73.03	*313%*
420 – Newton Stewart Town	£17.54	£60.82	£63.06	*259%*
390 – Annan to Powfoot	£28.01	£44.94	£49.35	*102%*
385 – Annan to Dumfries	£11.81	£23.83	£24.85	*110%*

The majority of the above routes operate during the day as a primary service (with the exception of route 385 Annan to Dumfries, which complements the rail service between Annan and Dumfries). All services have seen a significant increase in per-passenger subsidy. The table displays a wide range of bus services in different geographical areas, suggesting that the bus service is fragile across the SWestrans area.

3.2.4 Summary - Bus

The most developed part of the bus network is in the most populated area in and around Dumfries and the key corridors into the town, with service frequency relatively low across many of the more rural locations. The network is fragile with the COVID-19 pandemic affecting passenger numbers and revenues. There is potential for a further reduction in supported service provision due to the rising subsidy cost and a stagnant RTP budget. This could result in fewer services connecting rural towns to economic and leisure opportunities and public services. This may result in an increase in car usage or social isolation and result in adverse equalities impacts on people in a range of protected characteristics groups, and those who experience socio-economic disadvantage and are dependent on public transport.

3.3 RAIL NETWORK

3.3.1 Overview

The following section presents an overview of the rail network in South West Scotland drawing on relevant data analysis including the results from rail passenger interviews and car park surveys, both undertaken across the region in 2018 as a part of the SWS Study. However, it should be noted that demand for rail services has been significantly impacted in the wake of the COVID-19 pandemic and, where possible, these impacts have been illustrated. Rail primarily serves longer-distance public transport journeys (i.e., travelling to Glasgow). The majority of rail services do not compete with commercial or supported bus service.

There are two railway lines serving South West Scotland, as follows:

- Glasgow & South West Line (GSWL)
  - Glasgow to Stranraer
  - Glasgow to Carlisle / Newcastle via Dumfries
- West Coast Mainline (WCML)
  - London / Birmingham to Glasgow / Edinburgh

The routes are shown in Figure 3.9: Rail Network within the SWestrans Area.

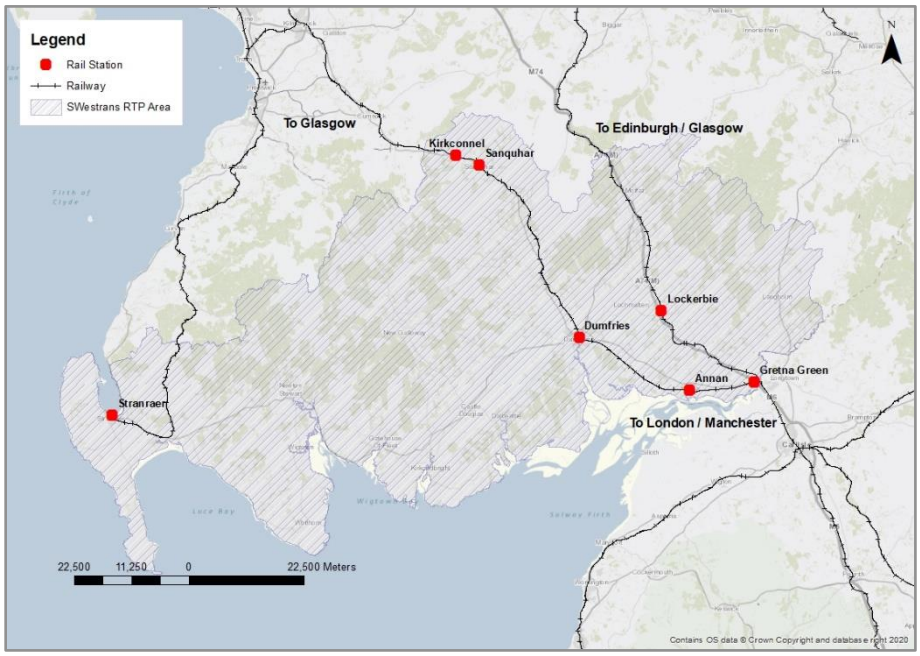


Figure 3.9: Rail Network within the SWestrans Area

There is no rail access in the Stranraer to Gretna Corridor, meaning communities along the route have to travel up to 35 miles to access their nearest station. The *Castle Douglas and Dumfries railway* and *Portpatrick and Wigtonshire Joint Railway* formerly linked Dumfries and Stranraer but was closed in 1965.

The three tables below show the train service frequency along with the time of the first and last service for all stations located within the area for weekdays, Saturdays and Sundays respectively, reflecting the Spring timetables for Avanti West Coast, Transpennine Express, and ScotRail from December 2021 to July 2022.

Table 3.6: Monday - Friday Rail Service

Route / Direction	Station	Journeys Per day (Monday – Friday)	First Service	Last Service
Glasgow to Dumfries / Carlisle[4]	Kirkconnel	8	08:28	22:30
	Sanquhar	8	08:33	22:35

[4] Some services originate in Dumfries

Route / Direction	Station	Journeys Per day (Monday – Friday)	First Service	Last Service
	Dumfries	15 (9 Begin in Dumfries, 6 from Glasgow)	04:58	23:01
	Annan	15	05:13	23:18
	Gretna Green	15	05:22	23:27
Carlisle / Dumfries to Glasgow	Gretna Green	14	05:31	21:24
	Annan	14	05:52	21:33
	Dumfries	8	06:45	20:49
	Sanquhar	8	07:12	21:15
	Kirkconnel	8	07:17	21:20
Stranraer	Stranraer (Departure times are from Glasgow Central)	4 (2 Midday Service Begin in Ayr)	08:08	18:13
	To Glasgow	4 (3 Midday Services Terminate at Ayr)	07:00	19:03
Lockerbie	To Carlisle	20	05:37	21:12
	To Edinburgh	8	08:35	20:41
	To Glasgow	12	07:07	22:08

Key points:

- Stranraer has only four weekday departures, with three (11:06, 15:00 and 19:03) terminating at Ayr requiring users to change services adding to the journey time. The earlier train (07:00) does not arrive in Glasgow until 09:39 limit economic and other opportunities there.
- Lockerbie is well served by rail, seeing roughly one train every two hours to both Edinburgh and Glasgow. The majority of southbound services terminate at Manchester Airport, therefore offering good international connections.
- The journey time to Glasgow is far faster from Lockerbie (1 hour) than from Dumfries (1 hour 50 minutes) as it is served by long-distance, express services
- Services on the GSWL between Glasgow and Dumfries have gaps of up to two hours during the day (between Dumfries and Kilmarnock / Dumfries and Carlisle)
- 6 out of 14 services between Carlisle and Dumfries terminate at Dumfries, limiting onward Carlisle connections to the Upper Nith Valley
- Some services between Glasgow and Dumfries do not extend to Carlisle, limiting access to economic / leisure opportunities for residents of the Upper Nith Valley

Table 3.7: Saturday Rail Service

Route	Station	Journeys Per day (Saturday)	First Service	Last Service
Glasgow to Dumfries / Carlisle	Kirkconnel	8	08:28	22:13
	Sanquhar	8	08:33	23:31
	Dumfries	14	04:58	23:57

Route	Station	Journeys Per day (Saturday)	First Service	Last Service
	Annan	14	05:13	00:14
	Gretna Green	14	05:35	00:23
Carlisle / Dumfries to Glasgow	Gretna Green	13	05:42	21:24
	Annan	13	05:52	21:32
	Dumfries	8	06:45	20:51
	Sanquhar	8	07:12	21:17
	Kirkconnel	8	07:17	21:22
Stranraer	Stranraer	4	08:07	18:13
	To Glasgow	4	07:00[5]	19:03
Lockerbie	To Carlisle	18	05:52	21:04
	To Edinburgh	7	08:35	21:40
	To Glasgow	9	07:07	23:10

Key points:

- Lockerbie is well served by rail, seeing roughly one train every two hours to both Edinburgh and Glasgow. The majority of southbound services terminate at Manchester Airport, therefore offering good international connections.
- All services from Stranraer terminate at Kilmarnock. This could significantly increase journey times and limit economic / leisure opportunities.
- The route between Carlisle and Dumfries is well served, with services operating between 04:58 and 23:57
- Services on the Glasgow South West Line between Dumfries and Glasgow have gaps of up to two hours which may limit economic / leisure opportunities

Table 3.8: Sunday Rail Service

Route	Station	Journeys Per day (Saturday)	First Service	Last Service
Glasgow – Dumfries / Carlisle	Kirkconnel	2	16:25	22:34
	Sanquhar	2	16:30	23:29
	Dumfries	5	13:01	23:56
	Annan	5	13:16	00:13
	Gretna Green	5	13:25	00:21
Carlisle / Dumfries - Glasgow	Gretna Green	5	13:23	21:38
	Annan	5	13:31	21:46
	Dumfries	2	13:50	22:03
	Sanquhar	2	14:16	20:16

[5] Service terminates at Kilmarnock

Route	Station	Journeys Per day (Saturday)	First Service	Last Service
	Kirkconnel	2	14:21	20:21
Stranraer	Stranraer	5	12:31	19:38
	To Ayr	5	10:41	19:40
Lockerbie	To Carlisle	11	10:25	21:14
	To Edinburgh	5	12:38	20:28
	To Glasgow	6	13:37	21:41

Key Points:

- There are only two services between Glasgow and Dumfries on a Sunday, limiting access to leisure opportunities for residents on the line.
- Stranraer sees more service on a Sunday (5) compared to other days of the week, but all services terminate at Ayr, requiring a change to travel onto Kilmarnock / Glasgow. This may limit leisure opportunities.
- Lockerbie sees a shorter operating day on a Sunday, with northbound service commencing at 12:38 (compared to 7:07 on weekdays and Saturdays) and terminating at 21:41 (22:08 on weekdays and Saturdays). Southbound service has a similar reduction in service with service commencing at 10:25 (compared to 05:38 on weekdays and Saturdays) and terminating at 21:14 (22:08 on weekdays and Saturdays). This may affect leisure opportunities as users cannot arrive at Edinburgh until 13:43 and Glasgow until 14:44.
- Service on the GSWL is poor on Sundays, with only two services running the entirety of the route between Glasgow and Carlisle. The first service from Glasgow does not arrive into the Upper Nith Valley until 16:25, severely affecting leisure opportunities for users.
- Service between Dumfries and Carlisle on Sundays is poor with only five services running. The first service commences at 13:01 from Dumfries. This could affect leisure opportunities.

3.3.2 Patterns of train travel

3.3.2.1 Travel volumes

Figure 3.10 Passengers per annum by Station (2017 – 2021, ORR) shows stations usage between 2017 and 2021, for all stations located in the area based on Office and Road and Rail (ORR) estimates on passenger entries and exits.

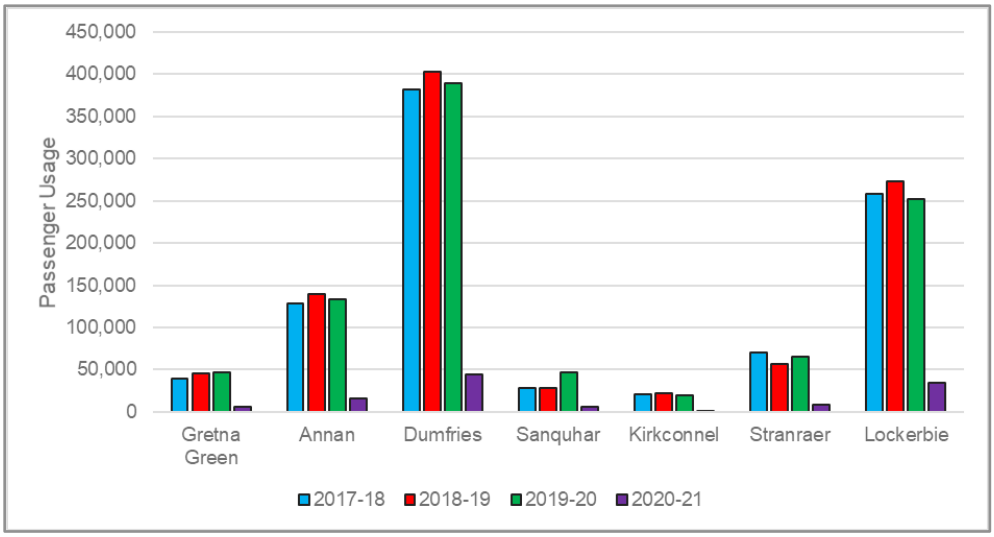


Figure 3.10 Passengers per annum by Station (2017 – 2021, ORR)

Dumfries is the most used station within the area, peaking in 2018-19 with 402,564 passengers. Lockerbie was the second most used station, with 272,800 users in the 2018-19, followed by Stranraer with almost 70,000 passengers. These figures are significantly impacted as a result of the COVID-19 pandemic with large drop-offs evident at all stations in 2020/21. The percentage reduction in passenger number is shown in Table 3.9.

Table 3.9: Percentage Change in Station Usage due to COVID-19 (2018-19 to 2019-20)

Station	Percentage Change
Annan	-88%
Dumfries	-89%
Gretna Green	-88%
Kirkconnel	-94%
Lockerbie	-86%
Sanquhar	-88%
Stranraer	-86%

Figure 3.11: Number of Journeys to and from stations within the study area shows the total number of ticket sales to and from each of the rail stations within the study area between July 2017 and June 2018[6].

[6] Data covers the ScotRail four weekly periods 2018/P5 to 2019/P4 which covers the period 19/07/2017 to 26/06/2018.

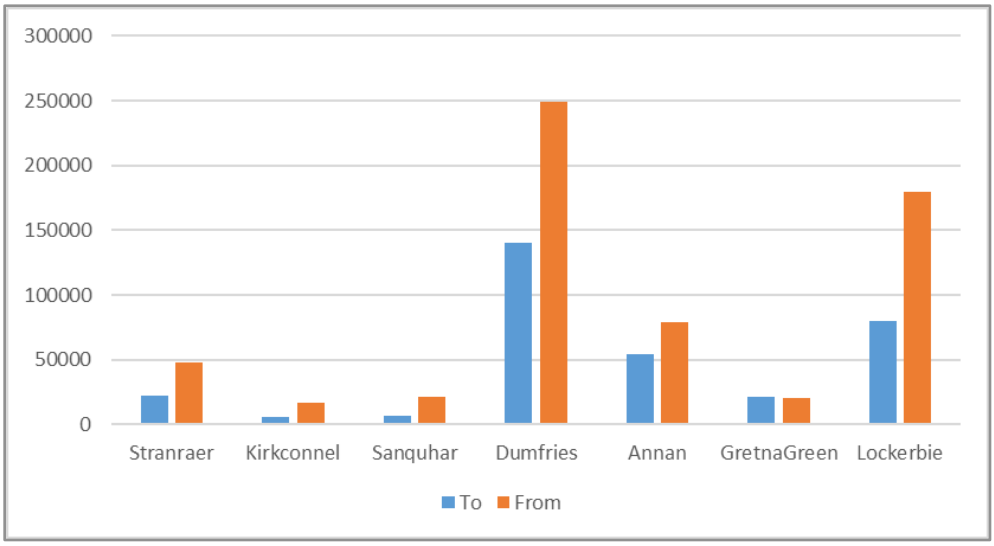


Figure 3.11: Number of Journeys to and from stations within the study area[7]

These figures show that all stations with the exception of Gretna are 'exporters' of trips – i.e., more people are travelling **from** the station and back than travel **to** the stations and back. The numbers are more even at Gretna, which is presumably a reflection of visitors to the Gretna Gateway Outlet Village.

3.3.2.2 Fares

Fares on ScotRail services are regulated and set by ScotRail. Advance fares for travel from Lockerbie vary widely as these are set by the operators Avanti West Coast and Transpennine Express on a commercial basis.

Table 3.10 shows the peak time return fares (obtained in January 2022) when travelling from Dumfries and Lockerbie to Glasgow and Edinburgh. As shown, in addition to journey times being quicker, fares between Lockerbie and Edinburgh / Glasgow are cheaper than the equivalent journeys from Dumfries.

Table 3.10: Peak time return fare when travelling from Dumfries / Lockerbie to Glasgow / Edinburgh[8]

	Glasgow	Edinburgh
Dumfries	£18.40	£81.20[9]
Lockerbie	£15.40	£28.20

Figure 3.12: Outbound and inbound trips between Dumfries / Lockerbie and Glasgow / Edinburgh shows the number of trips between Dumfries and Lockerbie and Glasgow and Edinburgh. Owing to the faster journey times, more frequent services, and cheaper fares on the WCML compared to the GSWL, there are a larger number of trips between Lockerbie and Glasgow / Edinburgh than between Dumfries and

[7] Source: LENNON 2017/18
[8] Fares sources from ScotRail website on 12/01/2022. Tickets searched were singles from Dumfries to destination stations during the morning peak.
[9] Via Glasgow

Glasgow / Edinburgh. The disparity is particularly noticeable for Edinburgh which can likely be attributed to the large variation in fare between Dumfries and Lockerbie.

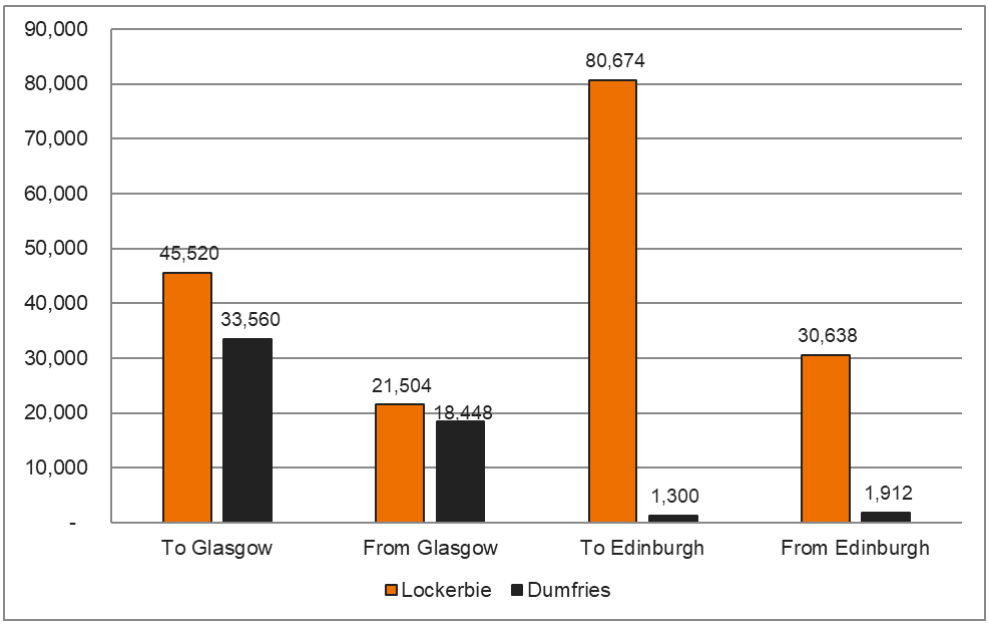


Figure 3.12: Outbound and inbound trips between Dumfries / Lockerbie and Glasgow / Edinburgh[10]

Based on analysis of 2017/18 LENNON data, a review has been undertaken of the most common origin and destination stations for each station within the study area. Key points from the review are shown below:

Glasgow South West Line - Glasgow to Stranraer:

- The majority of ticket sales on the GSWL - Stranraer line are northbound. At Stranraer the most popular origin and destination is Glasgow.

Glasgow South West Line – Glasgow to Carlisle / Newcastle via Dumfries:

- The direction of travel on the line between Kirkconnel and Dumfries is mixed. There is more of an even split between northbound and southbound sales at both Kirkconnel and Sanquhar, while the proportion of sales to Dumfries increases at stations further south on the line. The majority of ticket sales on the section between Dumfries and Gretna are eastbound, with Carlisle the dominant origin and destination at all three stations. At both Annan and Gretna, the proportion of outbound ticket sales to Carlisle is far higher than the equivalent figures for Dumfries, highlighting the importance of Carlisle as a regional economic and leisure centre.

West Coast Mainline:

[10] LENNON Data

- Most sales from Lockerbie are northbound with Edinburgh Waverley and Haymarket accounting for the largest proportion of inbound and outbound trips (38% and 45% respectively), followed by Glasgow Central and Glasgow Queen Street Stations (27% and 25% respectively).

3.3.2.3 Station Catchments

Figure 3.13: Geographical spread of origins of rail station survey respondents shows the geographical spread of the origins of respondents to the station surveys undertaken in 2019 grouped by the station at which they were surveyed.

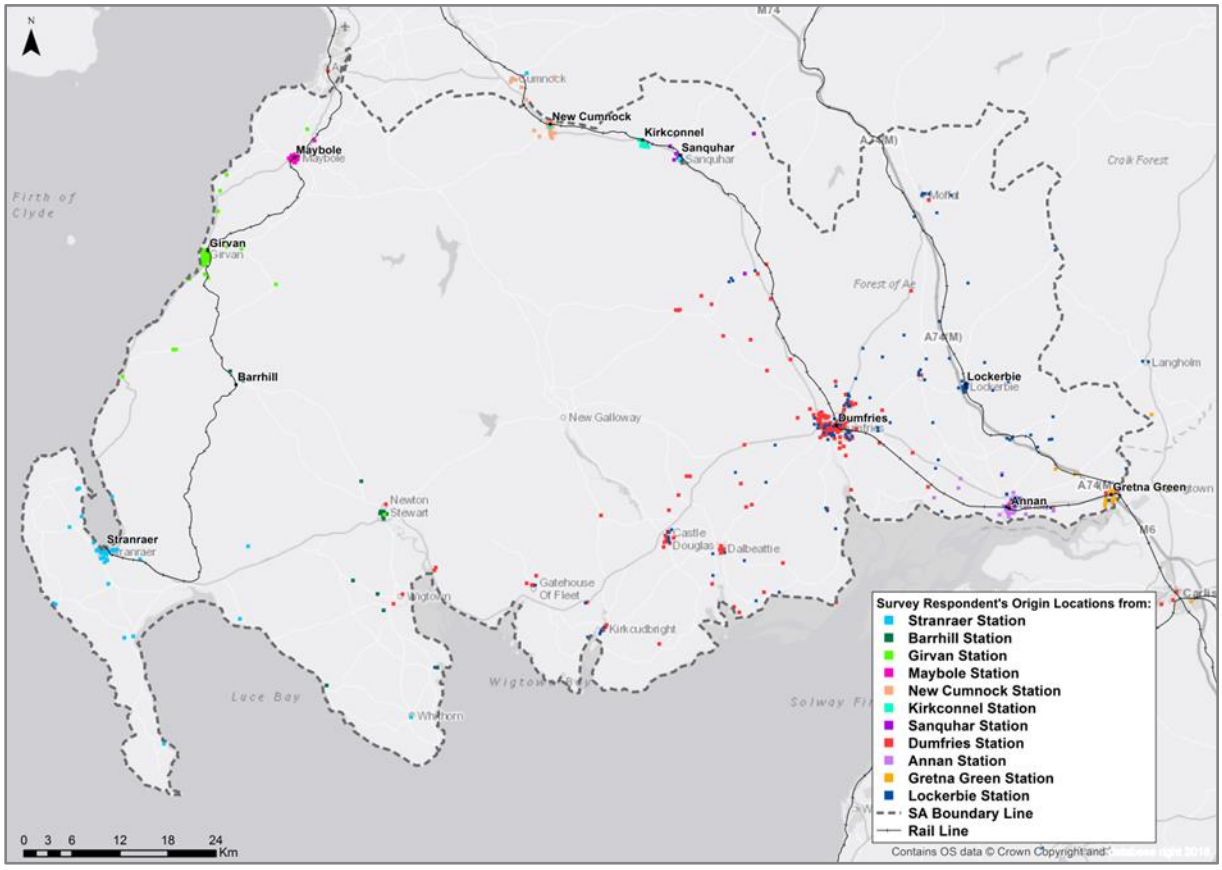


Figure 3.13: Geographical spread of origins of rail station survey respondents[11]

Results indicate:

- Dumfries Station has a large catchment with passengers travelling from as far as Wigtown in the south of the area, Thornhill on the A76 corridor, Moffat on the A701 corridor, and Carlisle to the south east
- Lockerbie Station also has a large catchment similar to that of Dumfries, a function of people travelling to take advantage of the enhanced service and cheaper fares on the WCML compared to

[11] Note that this graphic includes some stations in Ayrshire as it has been reproduced from the SWS Study.

the GSWL, with many people living in Dumfries and west of the town electing to travel to Lockerbie for onward travel to the Central Belt rather than travelling direct from Dumfries. This is supported by Figure 3.14: Lockerbie Trip Origins Direction of Travel which shows that large numbers of those travelling north from Lockerbie, started their journey in Dumfries or west of Dumfries.

- As may be expected, given that it is the last station on the line, Stranraer also has a relatively dispersed catchment area with respondents travelling from as far as Drummore at the southern end of the Rhins of Galloway and Kirkcolm on the western coast of Loch Ryan
- Outwith Dumfries, Lockerbie, and Stranraer, the remaining stations have more concentrated catchments, with the majority of users surveyed (more than 70% in each case) drawn from within a 3km radius

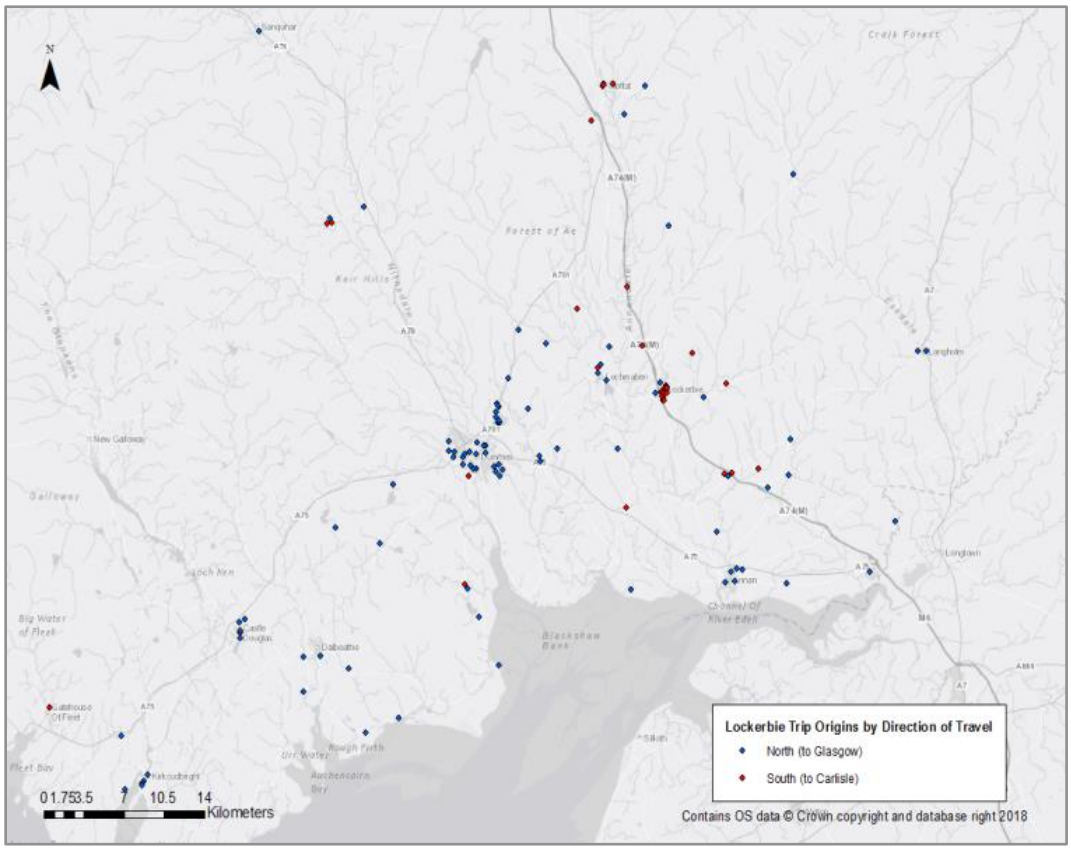


Figure 3.14: Lockerbie Trip Origins Direction of Travel

3.3.2.4 Journey Purpose

Analysis has also been undertaken of travel purpose for each station in the study area as recorded via the rail passenger interviews completed as part of the South West Scotland study undertaken in 2018, with key points noted below:

- *Glasgow South West Line - Glasgow to Stranraer:* Stranraer saw the lowest levels of commuting of all the stations in the study area with 39% of respondents
- *Glasgow South West Line – Glasgow to Carlisle / Newcastle via Dumfries:* The majority of weekday trips on the GSWL between Dumfries and Gretna are commuting accounting for 62%, 59%, and 79%

of weekday trips from Dumfries, Annan, and Gretna respectively. Overall, Gretna has the highest proportion of weekday commuting trips (79%) of all the stations in the study area, significantly higher than the study area wide average (64%). Given the direction of travel on the line, the majority of these are likely to be Carlisle bound.

- *West Coast Mainline:* Lockerbie Station on the WCML has the second highest (after Gretna) level of weekday commuting of all the stations in the study area at 78%.

3.3.2.5 Mode used to access the station

Figure 3.15: Mode of transport used to access the station shows the travel mode used to access each station by respondents to the rail passenger interviews conducted as part of the South West Scotland Study.

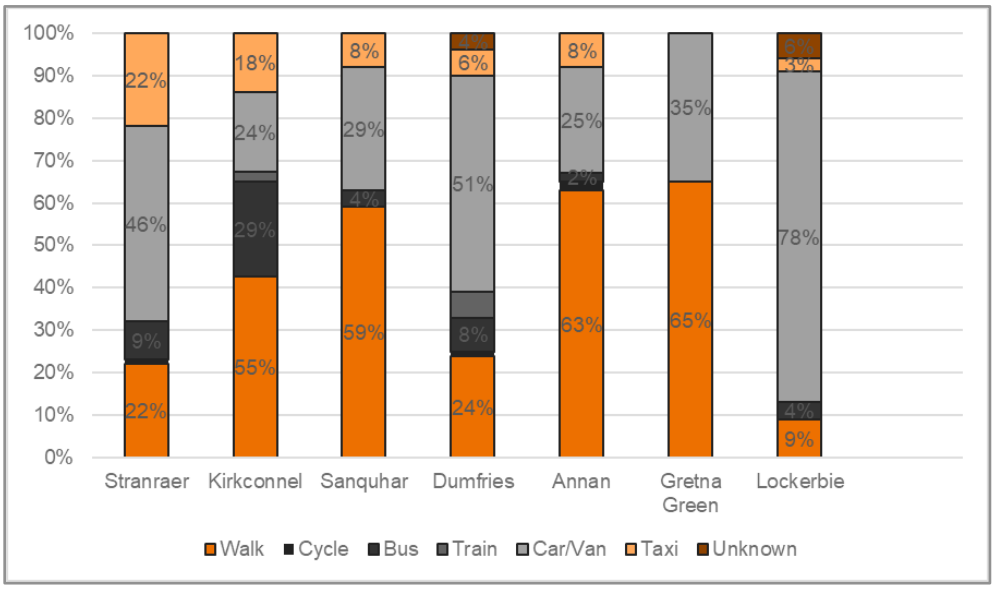


Figure 3.15: Mode of transport used to access the station

Key findings include:

- Lockerbie Station recorded a high proportion of car users (78%, n=122) and a small proportion of people walking (9%, n=14), reflecting the station's large catchment area. Bus use at Lockerbie is also relatively low, with just 4% (n=7) of respondents travelling to Lockerbie by this mode.
- Dumfries and Stranraer Stations also have a relatively high car use (51% and 46% respectively) which again accords with the catchment analysis above. While 9% (n=6) of respondents at Stranraer travelled to the station by bus, it is worth noting that all of these were either local trips from within Stranraer itself or from Cairnryan – there were no recorded bus trips from further afield.
- Overall, bus use is low across all stations, with Stranraer recording the highest levels (9%, n=6). Conversely, taxi use is relatively high, with several stations recording more than 15% use. This may suggest there is potential to improve bus provision to access stations in some locations.

3.3.3 Station Accessibility

Table 3.11 shows station facilities and accessibility at stations within the SWestrans area. This notes Accessibility Levels and reflects the categories defined under the ORR Station Accessibility Classification System:

- **Category A:** The station has step-free access to and between all platforms, at all times trains are running, via level access, lifts or ramps (in accordance with new-build standards, i.e., gradient/length). Additional station entrances or walking routes not meeting the A criteria are permitted, providing the additional walking distance to avoid these is no more than 100m.
- **Category B:** The station does not meet category A but has step-free access to all platforms or at least one platform. In some cases, the station may be usable for some disabled/older people, but in other major barriers may exist which are likely to restrict the ability of some to use the station. This may include long/steep ramps, access between platforms that may be via the street, and there may not be step-free access to or between all station areas.
- **Category C:** The station has no step-free access to any platform.

Table 3.11: Station Accessibility Levels

Station	Accessibility Level
Annan	Category B – Level to both platforms and connecting footbridge with stairs between platforms
Dumfries	Category B – Level to both platforms and connecting footbridge with stairs between platforms
Gretna Green	Category A – Step-free access to both platforms
Kirkconnel	Category B – Level to platform 1 and connecting footbridge with stairs to platform 2
Sanquhar	Category B – Ramps to both platforms
Stranraer	Category A – Step-free access to both platforms

3.3.4 Summary – Rail

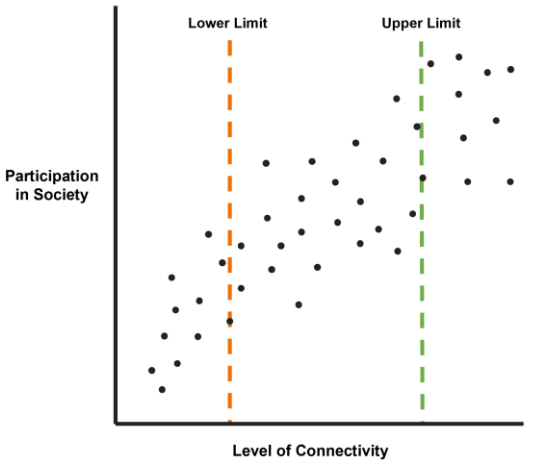
The connections from the majority of the stations are better to Carlisle than to Glasgow, Edinburgh and the rest of Scotland. Lockerbie is the exception to this, with two hourly service to Edinburgh and Glasgow. This has made it an important hub for northwards travel and has a large catchment area. Public transport connectivity to Lockerbie should be focused on in the development of the RTS.

Stranraer is not well connected, with only one trains per day travelling to Glasgow, with the remaining three terminating at Kilmarnock. On Sundays, there are more services but only to Ayr. This may reduce economic and leisure activities and increase reliance on the private car.

The majority of smaller stations recorded high levels of access by walking, suggesting usable active travel links to the stations for most. However, Dumfries and Lockerbie record high levels of driving to access the station, suggesting either poor transport links and / or a dispersed catchment area. This also reflects their role as a focal point for inter-regional journeys and that the rail network caters to longer distance public transport journeys.

3.4 CONNECTIVITY DEPRIVATION AUDIT TOOL: UNDERSTANDING SOCIO-ECONOMICS AND CONNECTIVITY

It is argued that access to a connected transport system is a prerequisite for full participation in society, with 'Transport Poverty' leading to social exclusion from employment, healthcare, education, and greenspace. Therefore, there is a relationship between a person's level of connectivity and their quality of life. As such, equity and transport are inherently interlinked.



Adapted from Martens, 2017

Social inequality is an issue in the SWestrans region, with pockets of northern Dumfries, Kirkconnel and Stranraer being some of the more deprived areas within Scotland. With transport being a critical enabler of socio-economic activity and life opportunities (including to help eliminate discrimination and disadvantage), it is therefore important for the RTS to understand connectivity to important employment and service destinations across the region.

To better understand the SWestrans region's access to services, analysis was undertaken using a bespoke Connectivity Deprivation Audit Tool (CDAT). This classifies datazones into three tiers based upon the combination of their level of deprivation (drawing on data from the Scottish Index of Multiple Deprivation 2020) and public transport connectivity, by a combination of TRACC connectivity analysis (bus and rail) and weighting the attractiveness of each destination.

The analysis is undertaken at the Scottish datazone level, with datazones then placed into one of three tiers depending on the level of correlation relative to all of the datazones in the study area. These three tiers consist of:

- **Tier 3**: Datazones in this tier are those that demonstrate high levels of deprivation and poor levels of connectivity to specific services and opportunities. Specifically, they register scores of social deprivation below the regional (i.e., the SWestrans population) median and connectivity scores equal to or less than the regional median travel times.
- **Tier 2:** Datazones in this tier display scores in line with the region weighted average in terms of deprivation and travel times slightly above the regional median travel times
- **Tier 1:** Datazones in this tier either display scores above the region weighted average or show no correlation between the respective scores of the socio-economic indicators and travel times. For example, high levels of educational attainment but low levels of connectivity to educational institutions.

This tiered approach identifies those areas which are in most need of further focus and potential intervention to help reduce the level of deprivation (i.e., Tier 3 datazones), and thus help improve access to services for the region's population.

Although this analysis has been undertaken looking at each destination type in terms of use, it is important to note, that **many of these destinations are multi-purpose**. For example, hospitals are a place for

employment, health appointments and visiting. Therefore, this should be considered when interpreting the analysis in the following sections.

To reflect the urban-rural nature of the SWestrans region, datazones were split into 'Urban' or 'Rural' using the 6-fold Scottish Government Urban-Rural Classification (and thus compared only to similar types of datazone), as outlined below:

- **'Urban'**: Set 2 (Other Urban Areas), Set 3 (Accessible Small Towns), Set 4 (Remote Small Towns)
- **'Rural':** Set 5 (Accessible Rural), Set 6 (Remote Rural)

Results for both sets of origins are presented together to provide an overarching view of the SWestrans region.

3.4.1.1 Connectivity to Employment

Figure 3.16: Connectivity to Employment shows connectivity to employment destinations within the SWestrans region and adjoining local authority areas (including those in northern England).

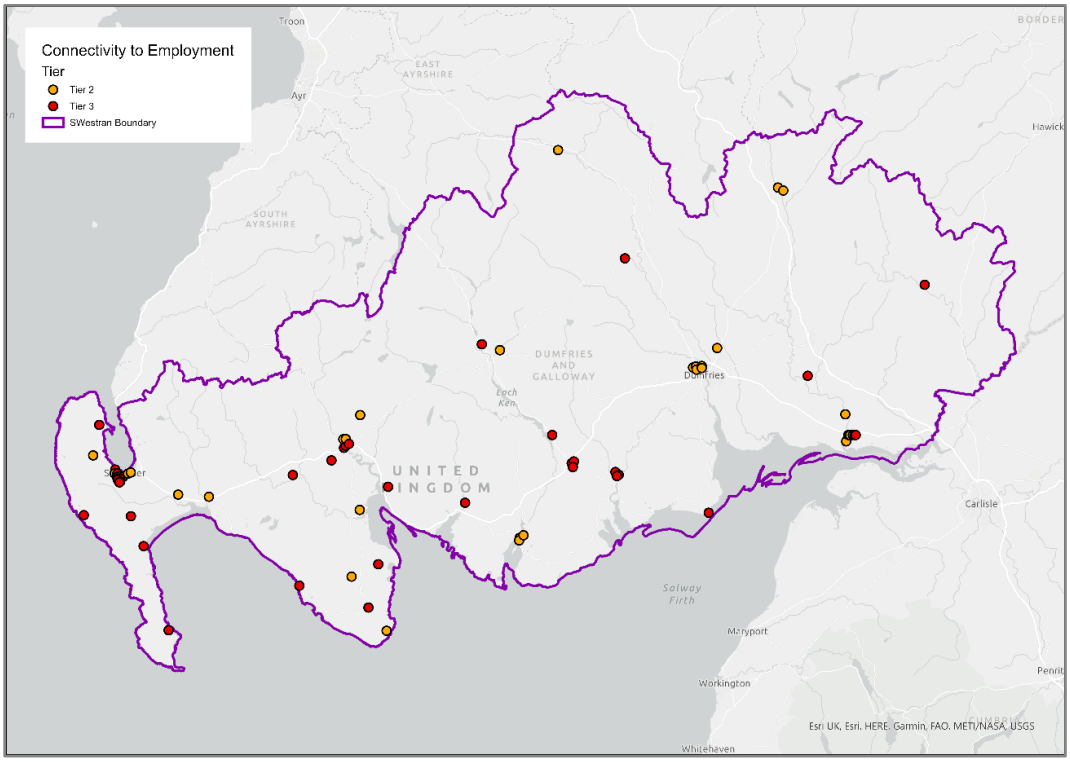


Figure 3.16: Connectivity to Employment

The graphic shows how there is a concentration of Tier 3 locations within central Stranraer and the far western area of the SWestrans region. There are also further pockets of Tier 3 locations within Newton Stewart, Kirkcowan, Creetown and the Bridge of Dee area. Overall, Tier 3 locations constitute 20% (30,925) of the SWestrans region's population. Conversely, Tier 2 locations are mostly located in the eastern area of the SWestrans region, with there being numerous Tier 2 datazones in Dumfries, Annan, and Moffat. There are also Tier 2 locations in various rural enclaves throughout the region. Approximately 15% (22,097)

of the SWestrans region's population live in Tier 2 locations. These results highlight how most of the people which suffer from the combination of employment deprivation and relatively poor public transport connectivity to employment are located in both urban and rural areas – although, these areas are concentrated in the western portion of the region. The findings also underline areas where transport accessibility issues are contributing to socio-economic disadvantage.

3.4.1.2 Connectivity to Retail

Figure 3.17: Connectivity to Retail shows connectivity to retail destinations within SWestrans region and adjoining local authority areas (including those in northern England).

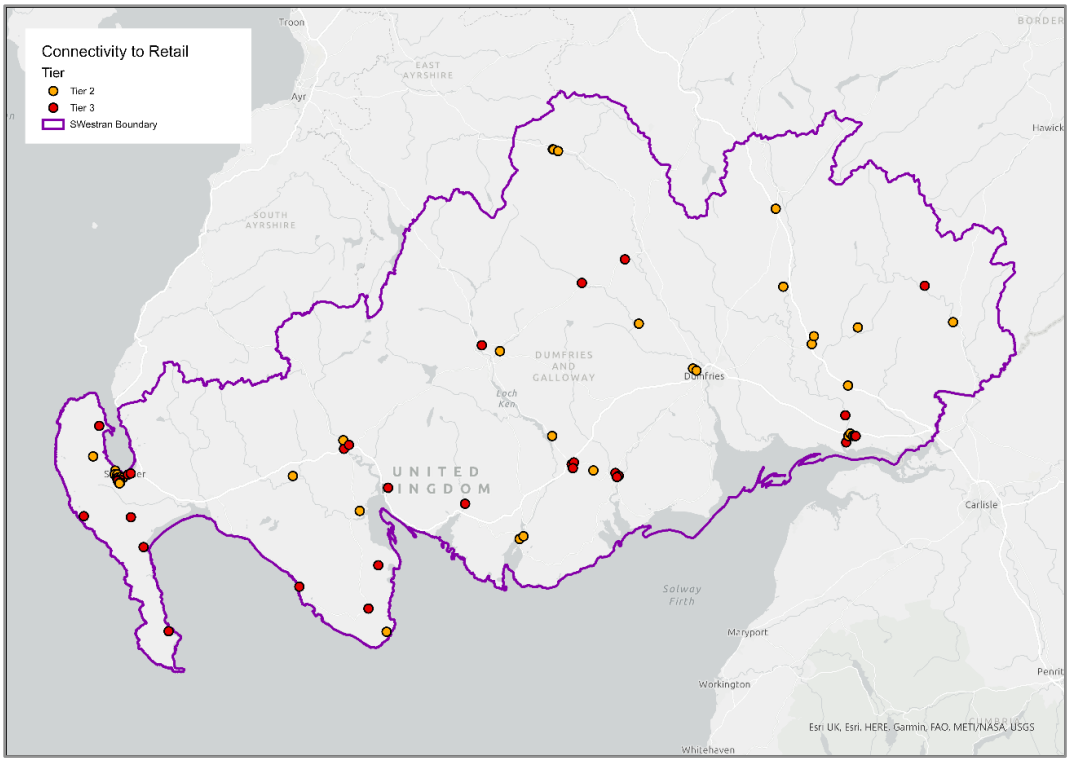


Figure 3.17: Connectivity to Retail

The graphic highlights how Tier 3 locations are dispersed throughout the SWestrans region. Although, there are concentrations of Tier 3 locations within the Stranraer, Castle Douglas, Dalbeattie, and Annan areas. These locations constitute 18% (27,055) of the SWestrans population. Tier 2 locations are either distributed throughout the eastern side of the SWestrans region or concentrated within central Stranraer. Overall, these locations make up 17% (26,281) of the SWestrans population. These results highlight how most of the people which suffer from the combination of income deprivation and relatively poor public transport connectivity to retail destinations are located in both urban and rural areas.

3.4.1.3 Connectivity to Education

Figure 3.18: Connectivity to College Destinations outlines connectivity to education destinations within the SWestrans region and adjoining local authority areas (including those in northern England). University and College destinations were undertaken as separate pieces of analysis.

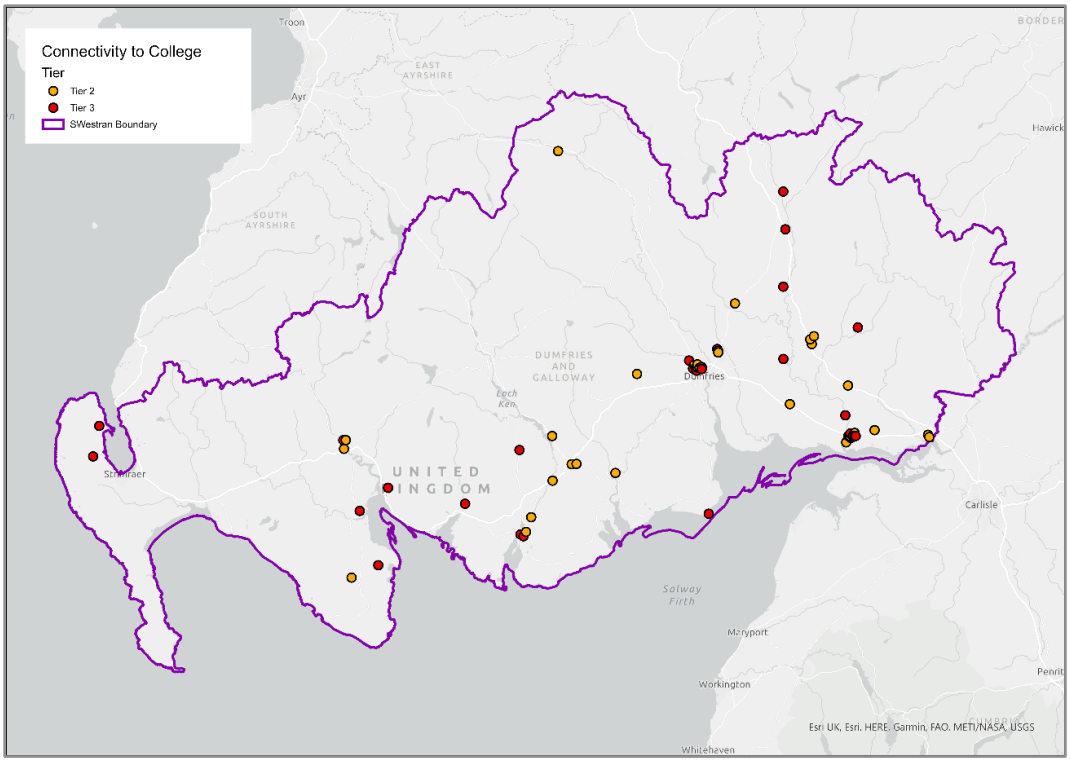


Figure 3.18: Connectivity to College Destinations

The map shows that those living in Dumfries and Annan possess the poorest levels of connectivity to college destinations. These Tier 3 locations represent 13% (20,839) of the SWestrans region's population. Tier 2 locations are focused within the central / eastern areas of the region, with Newton Stewart, Castle Douglas, Kirkcudbright, Lockerbie, and Annan possessing the majority of these datazones. These Tier 2 locations constitute 15% (23,124) of the SWestrans region's population.

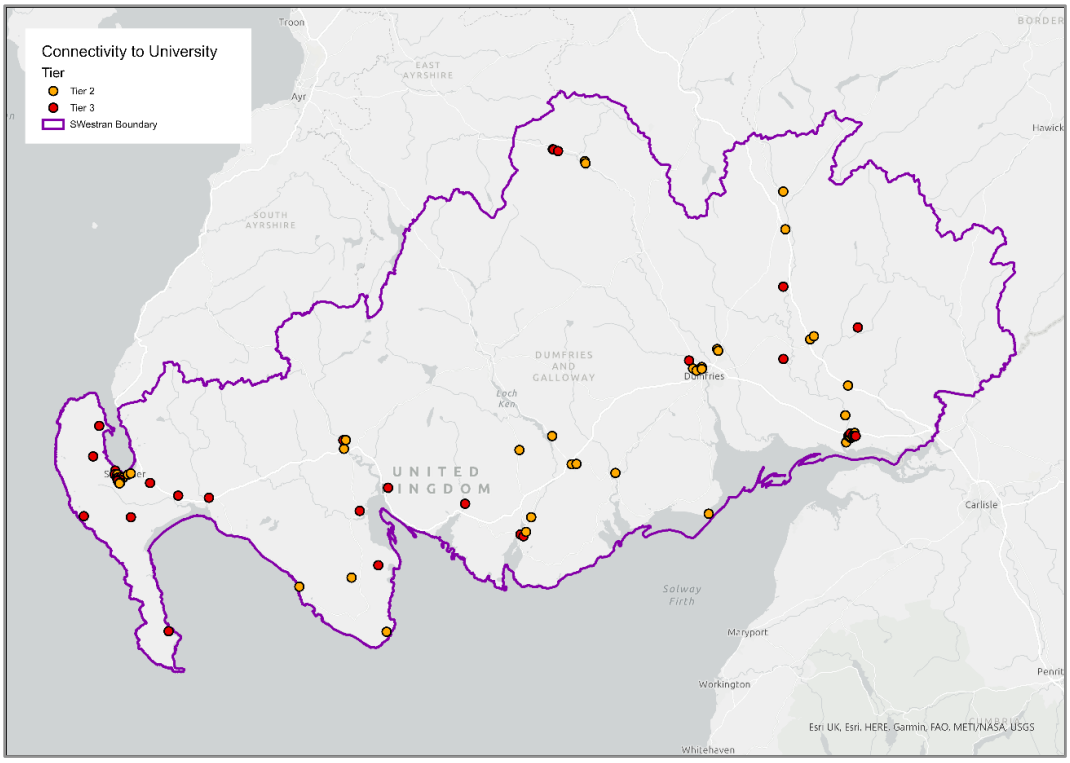


Figure 3.19: Connectivity to University Destinations

Figure 3.19: Connectivity to University Destinations highlights how western areas of the SWestrans region contain most of the Tier 3 datazones. Pockets of poor connectivity also exist within Annan, Kirkconnel, and the Kirkcudbright area. These Tier 3 locations constitute 17% (25,702) of the SWestrans region's population. Conversely, Tier 2 datazones are more dispersed throughout the SWestrans region, with Dumfries, Annan, Stranraer and Newton Stewart all possessing a number of these locations. These Tier 2 locations represent 19% (28,121) of the SWestrans region's population. Overall, eastern areas have poorer levels of connectivity to university destinations, whilst western areas possess lower connectivity to college destinations. In both instances, those locations which suffered from a combination of education deprivation and poor transport connectivity were situated in both urban and rural areas. The findings underline potential issues for many young people in the area in terms of their relative difficulty in accessing education sites using public transport.

3.4.1.4 Connectivity to Health

Figure 3.20: Connectivity to Healthcare Destinations outlines connectivity to the main healthcare destinations within the SWestrans region.

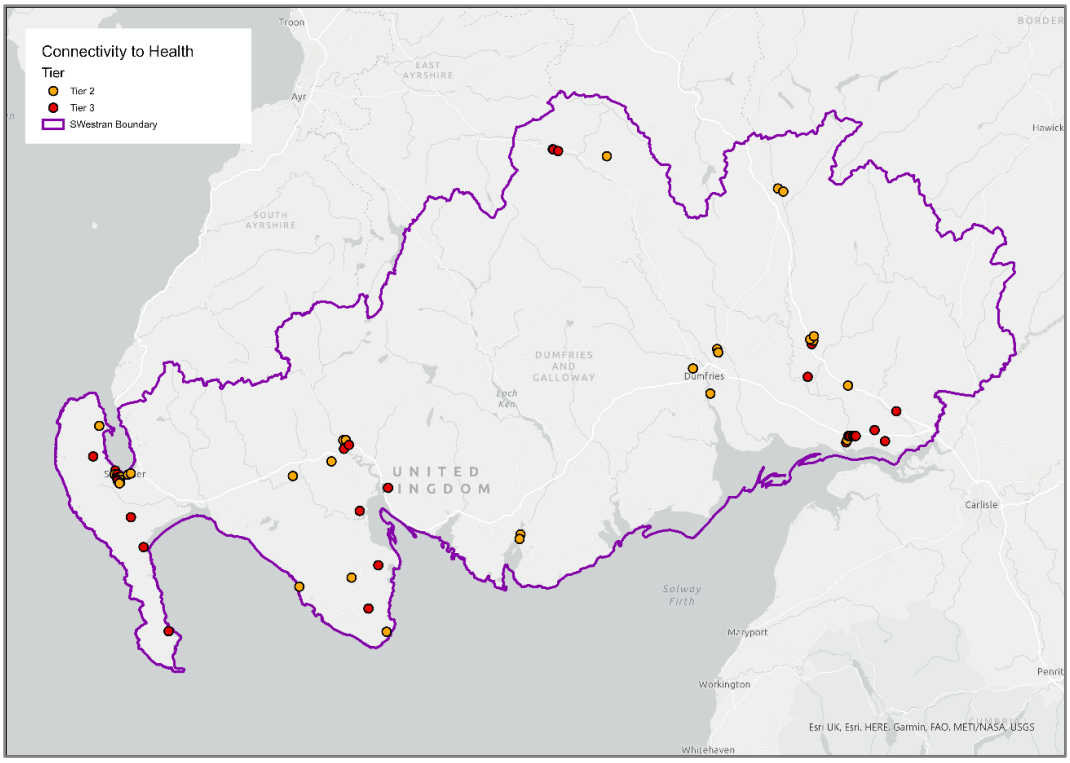


Figure 3.20: Connectivity to Healthcare Destinations

The map outlines how the main areas of connectivity deprivation are located within either Annan, Newton Stewart, or Stranraer area. These Tier 3 locations constituted 15% (23,089) of the SWestrans population. Tier 2 locations were mostly focused within the outskirts of Dumfries, Kirkcudbright, Lockerbie, or Moffat. These datazones represent 14% (20,874) of the SWestrans population. These results highlight how most of the people who experience the combination of health deprivation and relatively poor public transport connectivity to healthcare destinations are located in both urban and rural areas.

3.4.1.5 Summary

The aim of this analysis was to ascertain areas within the SWestrans region where poor transport connectivity is associated with high levels of deprivation. **These Tier 3 locations would therefore be a focus for initiatives with a focus on equality of opportunity for all groups including those with protected characteristics**. Figure 3.21: Total Number of Tier Three Results outlines the total number of Tier 3 results for each datazone within the SWestrans region. Datazones which didn't possess any Tier 3 results were excluded.

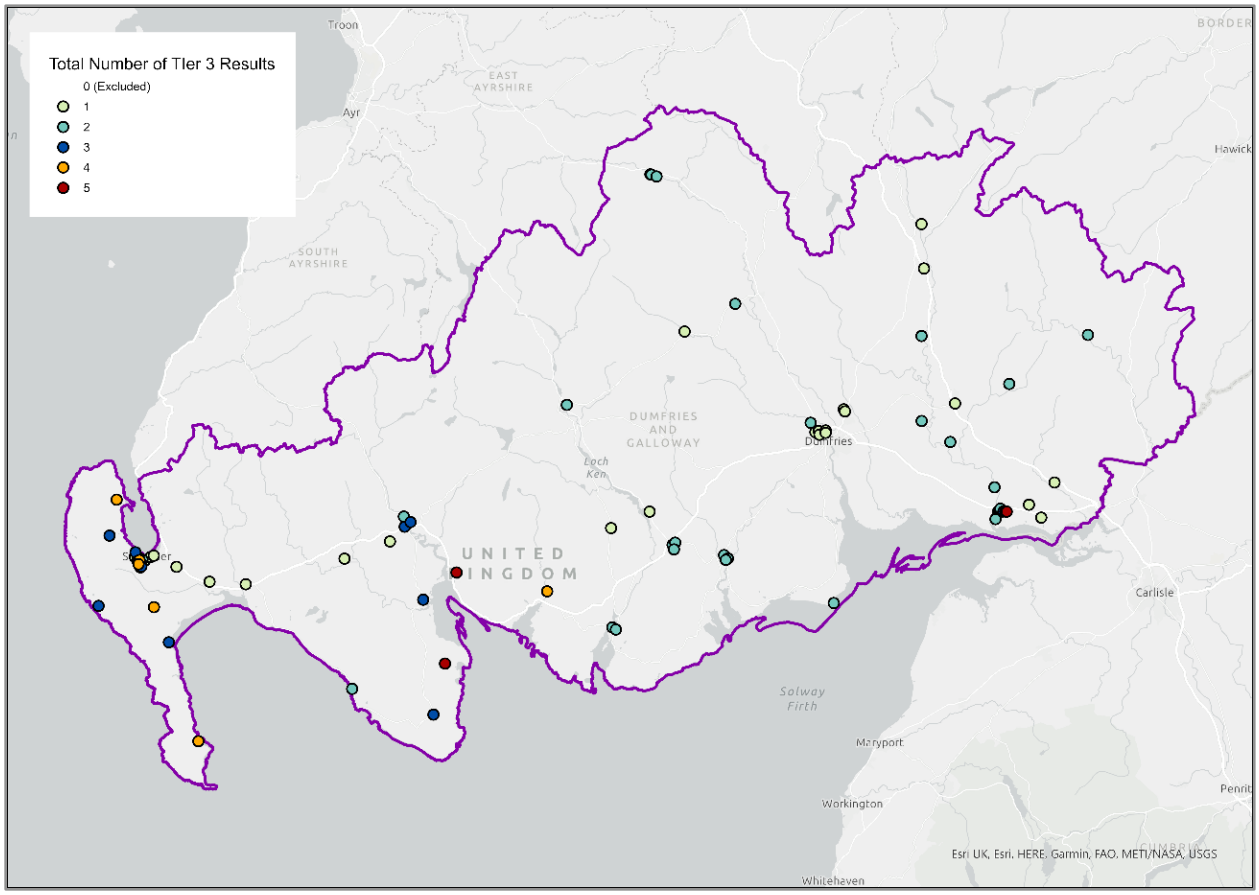


Figure 3.21: Total Number of Tier Three Results

Again the map shows how connectivity deprivation is evenly split between urban and rural areas of the SWestrans region. Specifically, the urban areas of Stranraer, Annan, Gatehouse and Newton Stewart have some of the poorest levels of connectivity within the region. Conversely, the rural areas such as Machars, Rhins North, and Rhins South also have strong correlation between high levels of deprivation and poor levels of transport connectivity. These areas (which possess four or more Tier 3 results), represent 5% (8,294) of the SWestrans region's population.

3.5 SOUTH WEST PORTS

3.5.1 Overview

A focus for the region is access to Scotland's only Irish Sea Ro-Ro (Roll-on Roll-off) ferry routes which operate out of the Ports of Loch Ryan and Cairnryan.

- P&O Ferries operates between Cairnryan Port and Larne (around 20 miles north of Belfast) with a crossing time of around two hours. There are six departures from Cairnryan per weekday with five on a Saturday, and four departures on a Sunday.
- Stena Line operates between Loch Ryan Port and Belfast with a crossing time of around 2 hours 15 minutes. There are six departures from Loch Ryan with five departures on a Sunday and Monday. In

2011, Stena Line moved from Stranraer to a new site on Loch Ryan, roughly 1.5 miles north of the Cairnryan Port where P&O ferry services are based.

On a typical weekday, there are therefore 12 ferry calls (i.e., arrival + departure) per day in Loch Ryan. Both operators use two vessels on the route and provide a 24-hour service. Although the pattern of ferry calls differs slightly across the day, on average this equates to a ferry call every one hour and 50 minutes at the Loch Ryan Ports. These services provided by P&O and Stena Line are wholly commercial.

The ferry operation on Loch Ryan is of a substantial scale with the vessels currently operating the route ranging from around 150m to 200m in length providing circa 1700 – 1950 lane metres of vehicle deck capacity.

3.5.2 Traffic Volumes

Table 3.12 provides an overview of traffic volumes at the Ports at Cairnryan.

Table 3.12: Ferry Traffic Volumes (2019)[12]

Type	P&O (Cairnryan-Larne)	Stena Line (Loch Ryan-Belfast)	Total
Passengers	467,000	1,304,000	**1,771,000**
Cars	123,000	273,000	**396,000**
Freight Tonnes	2,857,000	2,546,000	**5,403,000**

Stena Line has a far larger share of the passenger and car market, in part reflecting the ports used and also the on-board offer, whereas the freight market is more evenly split. Between the two operators, 1.77 million passengers, 396,000 cars, and over 5,403,000 tonnes of freight were moved in 2019. It is notable that around one third of commercial vehicle movements are 'unaccompanied', i.e., trailers which are dropped off / picked up at the port by tractor units with these trailers being loaded / unloaded onto the ferry using 'tugs' based at the port. These are advantageous to hauliers as they can save on lane-meter charges and driver hours.

These figures underline the freight-focussed nature of the Irish Sea routes with the total number of commercial vehicles carried almost matching the number of cars carried at around 400,000. Averaged across the year, around 1,100 commercial vehicles per day are therefore using both Loch Ryan Ports, and in rough terms, on average each ferry sails with around 45 commercial vehicles on board, so 45 alight and 45 disembark each time a ferry calls at one of Loch Ryan or Cairnryan Port. This level of commercial vehicle traffic, particularly in concentrated waves when ferries disembark inevitably has implications for the roads serving the ports.

3.5.2.1 Traffic Distribution

Routes from the ports at Cairnryan provide options for those travelling between Great Britain and the island of Ireland. Passenger surveys were undertaken at the ports in 2017 to provide an understanding of

[12] Scottish Transport Statistics – Water Transport

origin-destination patterns for cars and commercial vehicles, as shown in Figure 3.22: Origin-Destination of Trips recorded amongst those traveling Westbound from Great Britain to the island of Ireland.

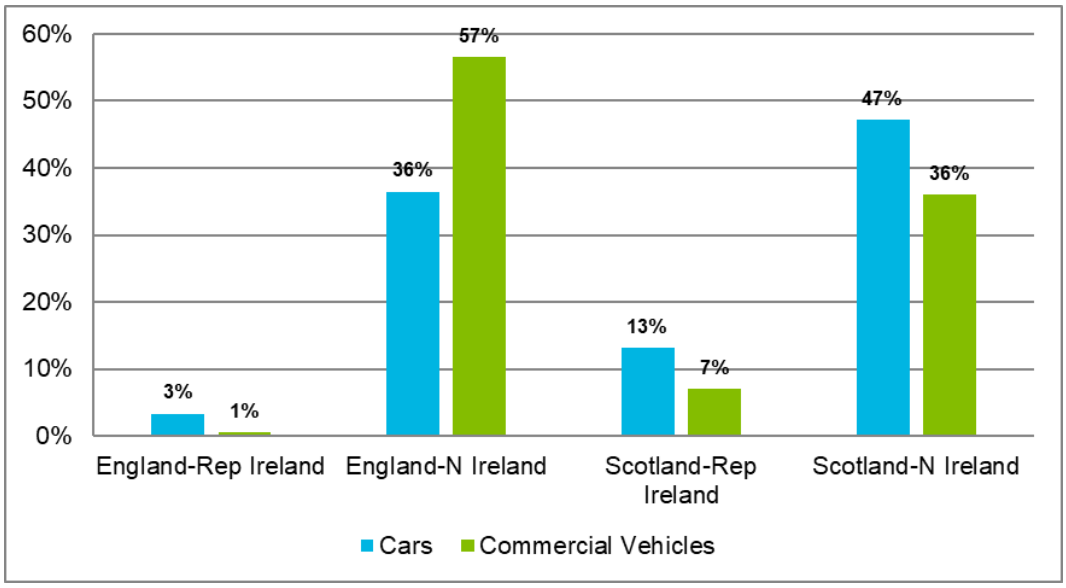


Figure 3.22: Origin-Destination of Trips recorded amongst those traveling Westbound from Great Britain to the island of Ireland

Results indicate that:

- The biggest single car movement is between Scotland and Northern Ireland, whilst the biggest single commercial vehicle movement is between England and Northern Ireland
- Trips to / from the Republic of Ireland accounted for 16% of car movements and 8% of commercial vehicle movements. These figures therefore confirm that the vast majority of traffic on the route, and indeed more than 90% of freight movements, are associated with Northern Ireland.

In more detail, Figure 3.23: Origin Destinations for Car Passengers (left image) and Goods Vehicles (right image) between Great Britain and the Isle of Ireland shows the origins and destinations of car and commercial vehicle traffic departing from the Ports at Cairnryan.

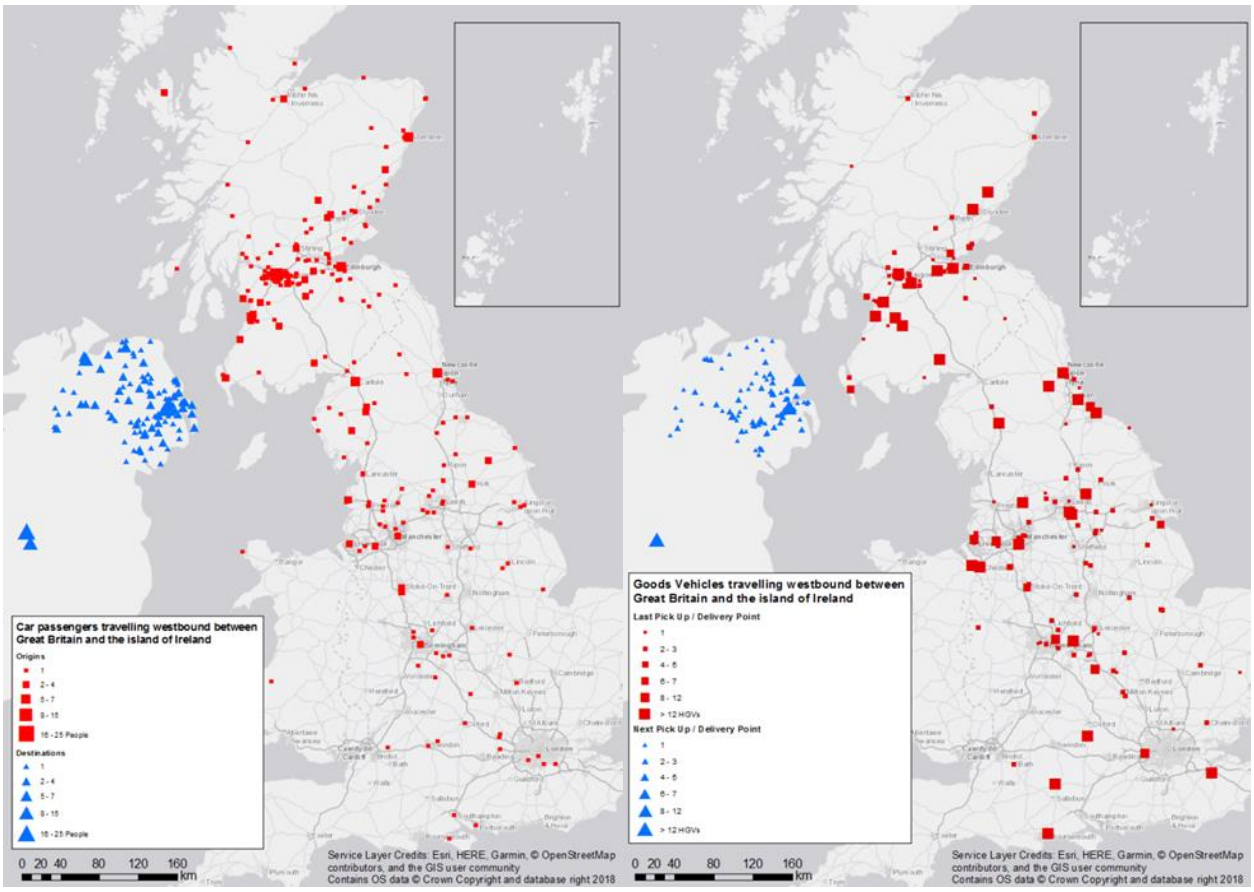


Figure 3.23: Origin Destinations for Car Passengers (left image) and Goods Vehicles (right image) between Great Britain and the Isle of Ireland

Car-based journeys are primarily focused on Scotland, although there is some evidence of journeys originating across much of northern England and the Midlands. In addition to the Central Belt, concentrations of freight movements can be seen around the north west and north east of England in particular, though journeys are also seen to originate from as far away as the south coast, clearly illustrating the national reach of the Ports at Cairnryan. As much of the freight traffic to Northern Ireland passes through Dumfries and Galloway, many of the economic benefits generated by the ports are accrued outside of the region.

3.5.2.2 A75/A77 Freight Study

To support a greater understanding of goods vehicle movements on the A75 and A77 in South West Scotland, and the importance of these strategic routes in supporting the role and operation of the Ports at Cairnryan, Transport Scotland undertook research focused on freight on the A75 and A77[13] using Specialised Goods Vehicle Counts (SGVC), reviews of survey data, stakeholder consultation, site visits and desktop research. An overview of key findings from the study is presented below:

[13] A75/A77 Freight Study, AECOM for Transport Scotland (2018)

- **Port observations** - confirmed the vehicle departure pattern from the port terminals was characterised by an initial spike of traffic in the first 15 minutes after the ship docked (the accompanied trailers). Mainly cars and motorbikes were allowed off first followed closely by freight vehicles. The initial spike was followed by a longer tail of intermittent freight vehicles which had been transported on the ferry as unaccompanied trailers. The dominant flow of freight vehicles (by numbers) from the ports was towards the A75 rather than the A77. The percentage split across the whole day of survey was **two thirds towards the A75 and one third to the A77**. However, it should be noted that this varied depending on time of day, ranging from 50% towards both routes for teatime sailings (18:00) to 85% towards the A75 recorded from the night sailing camera video footage (02:00 arrival).
- **SGVCs** were conducted to better understand freight movements at two sites: one on the A70/A77 junction at Ayr and the other at the A75/A76 roundabout in Dumfries. Over the surveyed days, 3,700 freight vehicles were observed at the Dumfries count site and 2,900 freight vehicles at the Ayr count site. The analysis aimed to see if the level of traffic on a typical Thursday varied from a Friday as there is a weekend effect with drivers going back home for the weekend. At Ayr there was 17% less HGV traffic on Friday (1,315) compared to Thursday (1,585) but at Dumfries there was just 3% less freight traffic on the Friday. Both sites had a significant volume of port related traffic (estimated to be around 35%) but there were other important freight flows directly supporting the economy of South West Scotland. The Dumfries site, reflecting its spatial location, had a higher proportion of forestry traffic than at Ayr and both sites have strong agricultural, food and drink and building sectors.
- **Estimated Value of Freight:** Based on the SGVC observations and valuations of the type of goods being transported, approximately £26 million pounds worth of goods per day is estimated to use the A75 East of Dumfries, £20 million on the A75 West of Dumfries with approximately £10 million moving on the A77 south of Ayr. Table 3.13 below summarises the estimated value of freight flows on key routes in the South West of Scotland based on the SGVC work undertaken.

Table 3.13: Summary of value of freight flows

Road	Location of Valuation Value	Value
A70	East of Ayr	£4m
A75	East of Dumfries	£26m
A75	West of Dumfries	£20m
A76	North of Dumfries	£6m
A77	North of Ayr	£11m
A77	South of Ayr	£10m

- **Hauliers:** The SGVC surveys noted a significant volume of temperature-controlled vehicles dominated by a relatively small number of hauliers including AGRO / Sawyers, McBurney, Manfreight and Morgan McLernon with notable retail traffic from the liveried vehicles of Sainsburys, Tesco and Asda seen at Ayr. A.W. Jenkinson's forest product vehicles and French's mainly agricultural tippers were the most observed hauliers at Dumfries and Ayr respectively. Over both surveys combined Jenkinson and McBurney vehicles had the most sightings with 240 and 195 individual entries recorded. A video livery count at the two ports confirmed the main hauliers were consistent with those observed as part of the port observations.
- **Automatic Number Plate Recognition (ANPR) Survey:** An ANPR survey at the two locations of Loch Ryan and Cairnryan clearly showed the wave effect of the ferry arrivals into the ports which can

cause platoons of traffic heading east along the A75 and north on the A77. There is also the longer, intermittent tail of the unaccompanied trailers being collected for onward movement. There is a benefit of unaccompanied trade on the road network in that traffic is spread more evenly throughout the day rather than being in platoons. The 21:52 and 22:00 arrivals were shown to be particularly popular with inbound freight.

Overall, the analysis undertaken as part of the Freight Study confirmed the strategic importance of the A75 and A77 to the freight industry in terms of providing access to the short sea crossings from the Ports at Cairnryan.

3.5.3 The Strategic Importance of the Ports at Cairnryan

The Ports at Cairnryan therefore provide:

- the only surface trade route between Scotland and Northern Ireland / Ireland
- the only ferry routes to enable personal travel directly between Scotland and Northern Ireland, two nations with historic and cultural ties
- a short sea crossing route to Northern Ireland for traffic from across England
- significant local employment on the ferries themselves and at the ports. During the engagement exercise, it was noted by the ferry operators that over 300 people are employed at the ports and on the ships, with many of these employees living locally. In addition, many freight business ferry users employ HGV drivers (and other mechanics etc.) from the local area. Any reduction in port usage would therefore reduce local employment opportunities and have potential issues for socio-economic disadvantage in the region.
- employment across Scotland in the freight and logistics sector involved in moving freight using the South West of Scotland ferry routes

The future viability and success of these routes is therefore of key importance to Scotland as a society and an economy. The Irish Sea ferry market is highly competitive and any loss of major customers to other routes could lead to a diminution of the current service with the associated negative impacts. The transport links to the ports have a key role to play in supporting the competitive position of South West Scotland's ferry ports.

Given its national focus, The SWS Study also included a wider analysis of the Irish Sea ferry market which is not repeated here for brevity.

3.6 ROAD NETWORK - SUPPLY

From a road perspective, the study focuses on the trunk roads within the study area (A75, A77, A76, A7, and the A701) as well as the A709 which, while not a trunk road is one of the busiest routes in the network and the primary link between Dumfries and Lockerbie, also providing accessing to the A74(M). Further information on each of these road corridors is provided below.

A74(M) (Gretna Green to Moffat)

The A74(M) is the main north-south link in the study area, connecting England to Glasgow. Approximately 82km of the route is located within Dumfries and Galloway and forms part of European Route 5 (E05)

which extends from Greenock to Algeciras in Spain. The route is motorway standard for the entire length of the road.

A75 (Gretna to Stranraer)

The A75 between Gretna and Stranraer is the main east-west link in the study area, linking Stranraer and its ferry Ports at Cairnryan with the A74(M) at Gretna, close to the Border with England and the M6 Motorway. The route is approximately 155 km long and (along with the A751 and the section of the A77 south of the Ports at Cairnryan) forms part of European Route 18 (E18) which extends from Craigavon (Northern Ireland) to St Petersburg in Russia. The route is primarily single-carriageway standard. In the last 10-year period as part of a wider Route Action Plan, Transport Scotland has completed several improvement projects[14] on the route, primarily involving the development of various stretches of 2+1 carriageway in order to provide overtaking opportunities. In 2014, the Dunragit Bypass, a 5.3km section around the village of Dunragit in the west of the study area was completed. With the completion of the Dunragit bypass, there are now only two settlements, Springholm and Crocketford, which are not bypassed and through which the speed limit on the A75 reduces to 30mph.

A76 (Dumfries to Cumnock)

The A76 is a single carriageway road running between Dumfries and Kilmarnock. The section within the study area, between Dumfries and Kirkconnel, covers around 68km. It is mainly rural in nature; however, it passes through the settlements of New Bridge, Holywood, Blackwood, Closeburn, Thornhill, Carronbridge, Mennock, Sanquhar and Kirkconnel. At Enterkinfoot, the A76 has currently been limited to one-way traffic due to a landslip. A scheme has been proposed to construct a new section of trunk road to replace the current route between Thornhill and Enterkinfoot[15].

A701 (Dumfries to Moffat)

The A701 is a single carriageway road which extends for approximately 32km from Dumfries to Moffat, joining the A74(M) east of Beattock. There is a narrowing of the road to cross the bridge over Kinnel Water at St. Ann's and subsequent single lane running with traffic signals.

A7 (Langholm to Teviothead)

The A7 is a trunk road passing through the east of Dumfries and Galloway linking communities there to Carlisle, Edinburgh and the central Borders. The route is single carriageway with occasional stretches of 2+1 providing overtaking opportunities. It runs through many settlements *en route* including the major towns of Hawick and Selkirk.

[14] Including the Barfil to Bettyknowes Project, the Newton Stewart Project, Planting End to Drumflower Project, Cairntop to Barlae Project, Dunragit Bypass, and Hardgrove to Kinmount Improvement Project.
[15] https://www.transport.gov.scot/road-order/the-a76-trunk-road-enterkinfoot-to-thornhill-trunking-order-201/

A709 (Dumfries to Lockerbie)

The A709 is a single carriageway road from Dumfries to Lockerbie via Lochmaben. While the route does not form part of the trunk road network, it is well used forming the primary route between Dumfries and Lockerbie. In the centre of Lochmaben the route turns a 90-degree bend.

A77 (South Ayr to Stranraer)

The A77 is included here even though only around 13km actually lies within Dumfries and Galloway, The route connects the south of Glasgow to Stranraer (and the ports at Loch Ryan) and is mostly single carriageway, passing through a large number of settlements where the speed limit reduces to 30 or 40mph. Average speed cameras operate between Ardwell Bay, south of Girvan, to Bogend Toll by Symington. In December 2018 it was confirmed that there would be a £38 million investment to build a bypass of Maybole[16], and this scheme has recently opened.

3.7 ROAD NETWORK - DEMAND

3.7.1 Traffic Volumes

Table 3.14 presents annual average daily traffic (AADT) for 2017 and 2019 and the change in vehicle volumes between 2017 and 2019 (where available) [17]for Transport Scotland roadside counting facilities. The sites are ordered by 2019 AADT.

Table 3.14: Traffic Counts

Site Name	Site Location	2017 AADT	2019 AADT	*Percentage Change*
ATC6_41S	M6 S of Gretna Junction Southbound	20,521	20,823	*1.5%*
ATC6_41N	M6 S of Gretna Junction Northbound	20,359	20,467	*0.5%*
ATC6_22N	A74(M) S of J14 Northbound	17,852	18,067	*+1.2%*
ATC6_22S	A74(M) S of J14 Southbound	17,781	18,031	*+1.4%*
JTCC00378	A76 Dumfries Glasgow Road	12,462	13,028	*+4%*
ATCSW021	A75 Northwest of Cleughbrae – Between B725 and B724	11,422	10,454	*-8%*
0000ATCSW023	A75 Northeast of A745 – Between B795 and A745	10,219	9,723	*-5%*
JTC00375	A75 - Crocketford	9,097	9,215	*+1%*
JTC00118	A75 Southeast of A751	6,875	6,841	*-0.5%*

[16] https://www.transport.gov.scot/projects/a77-maybole-bypass/
[17] Data for the A7 was not available as there were no counters before 2020 within the SWestrans area

Site Name	Site Location	2017 AADT	2019 AADT	*Percentage Change*
JCT00376	A75 - Barncrosh	6,333	6,597	*+4%*
JCT08196	A75 – Carsluith	5,031	4,976	*-1%*
JTC00384	A701 – St Anns	4,646	4,848	*+4%*
JTCC00383	A77 North of Cairnryan	2,208	4,179	*+89%*
JTC00377	A75 – Knockbrex by Newton Stewart	4,390	2,985	*-32%*
ATC09056	A76 Southeast of Ryehill Farm – Northwest of B797	3,134	2,589	*-17%*

The results show that traffic flow across the key routes in the study area varied as follows:

- Traffic levels on the **A74(M)** have not experienced growth during the years assessed. There is a significant amount of traffic (~2,750 vehicles per hour) that does not travel on from Gretna Junction, suggesting this traffic is using the **A75** to access destinations within Dumfries and Galloway
- Traffic levels on the **A75** decrease from east to west, with the highest levels between Gretna and Dumfries (10,454) and the lowest levels west of Newton Stewart (2,985).
- Traffic levels on the **A76** area are generally higher closer to Dumfries, with approximately 13,000 vehicles recorded on the A76 immediately north of Dumfries, compared to just 2,589 just north of Sanquhar.
- There is just one ATC site on the **A701**, which gave an AADT of just over 4,848 vehicles in 2019
- Total road usage has remained steady at the majority of sites, with the exception of the A77 north of Cairnryan (89% increase) and at the A75 – Knockbrex by Newton Stewart (-32%). This suggests that freight to Carinryan might be predominantly using the A75 route from the Ayrshire and Glasgow.

3.7.2 Vehicle Composition

To provide more information about traffic in the study area, a series of 12hr Roadside Interviews (RSIs) were undertaken during October 2017. The location of the sites surveyed as well as the direction of travel is shown in figure Figure 3.24: Location of RSIs. A summary of key findings is provided below.

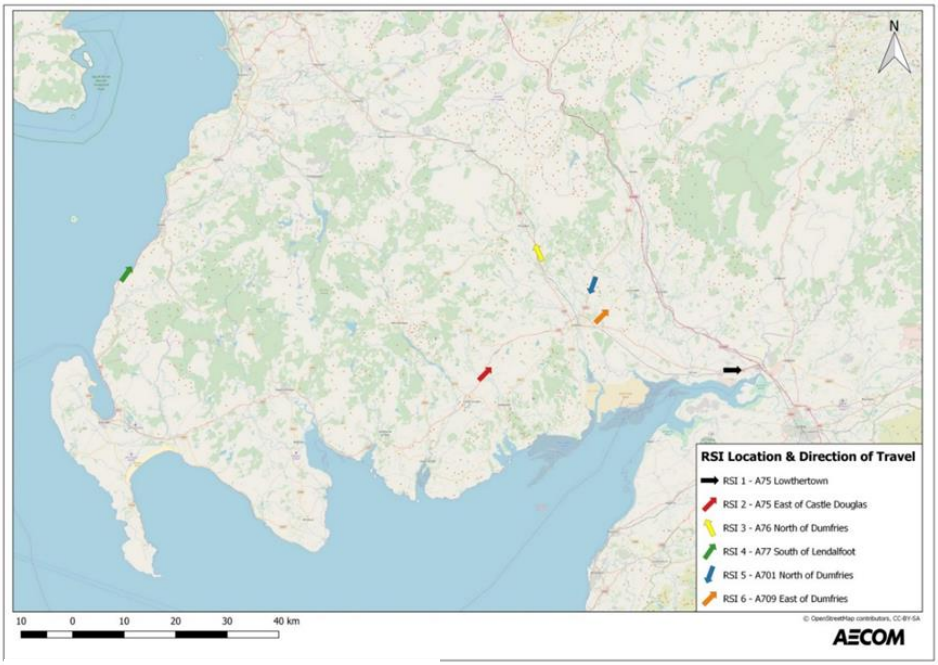


Figure 3.24: Location of RSIs

Overall, the A75 at Lowthertown site and the A77 site south of Lendalfoot had the highest proportion of HGVs (19% and 16% respectively). This reflects the role of the A75 and A77 as the primary access routes to the ferry ports. The proportion of HGVs at the A75 East of Castle Douglas site (12%) was lower than that recorded at the A75 Lowthertown site (19%). In comparison to the A75 and A77, the A76, A701 and A709 had much lower levels of HGV traffic (9%, 9%, and 6% respectively).

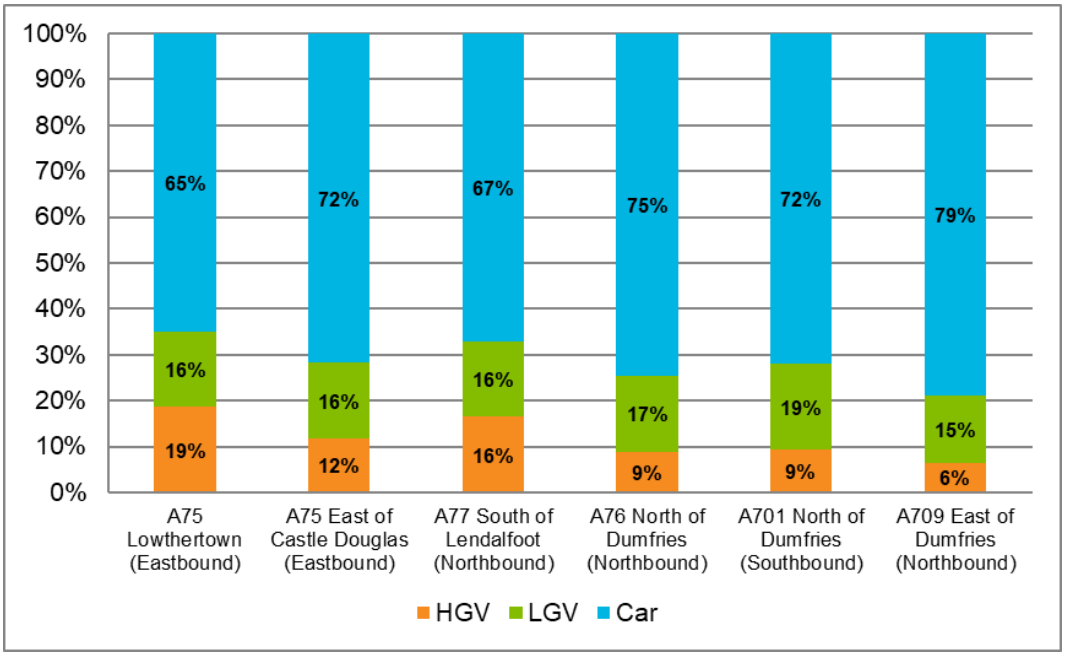


Figure 3.25: Vehicle composition at RSI sites

3.7.3 Traffic Origins and Destinations

Origin and destination data from the surveys were broadly as expected based on the direction of travel. Key points to note include:

- A sizeable proportion of traffic on the A75 and A77 originates in Northern Ireland which reflects the importance of the ferry ports in terms of traffic composition on these routes
- The proportion of HGV traffic which originates in Northern Ireland is higher than the proportion of general traffic which originates in Northern Ireland on both the A75 and the A77, highlighting the dominance of HGVs amongst port traffic
- The proportion of general traffic which originates in Northern Ireland is highest at the A77 RSI site while the proportion of HGV traffic originating in Northern Ireland is highest at the A75 East of Castle Douglas site, suggesting that the A75 is used more by HGV port traffic and the A77 is used more by non-HGV port traffic.

3.7.4 Journey Purpose

Figure 3.26: Journey Purpose of non-HGV Traffic shows the breakdown by journey purpose of non-HGV traffic surveyed at each of the RSI sites.

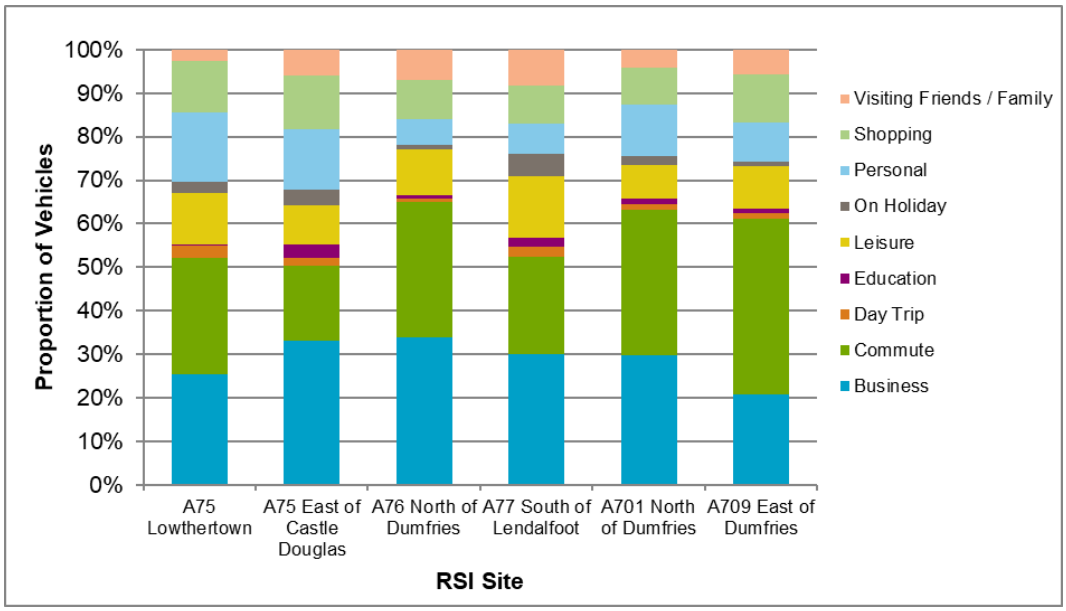


Figure 3.26: Journey Purpose of non-HGV Traffic

Key points to note from this data are as follows:

- The A709 has the highest proportion of commuting journeys, followed by the A76 and A701. In comparison, the level of commuting on the A75 and A77 is lower.
- The high levels of commuting on the A709 may in part be a result of people travelling from Dumfries and areas west of Dumfries to Lockerbie in order to access the WCML for onward trips to the Central Belt by rail
- The proportion of respondents who said they were on holiday is higher on the A77 and A75 which likely reflects people ferry traffic
- The proportion of education trips is higher at the A75 East of Castle Douglas and on the A77 which likely reflects people travelling from areas in the south of the study area where there are relatively few higher and further education sites to Dumfries and Ayr respectively.

3.8 TRANSPORT BASELINE SUMMARY

The section has set out the baseline for active travel, bus service, rail service, ferries and roads affecting the SWestrans area.

The **active travel** network serves local journeys within towns, with limited inter-town travel recorded on Strava Metro.

The **bus network** is extremely fragile, with decreasing bus kilometres and an increasing subsidy. Passenger numbers have not returned to pre-COVID levels, with concessionary fares 50% below 2019 levels. The network is currently supported by COVID-19 grants provided by Scottish Government, but these will only last until the end of 2022. Beyond this, it is unknown whether the government will provide further funding which may threaten the viability of the bus network.

The bus and **rail networks** complement each other, with limited competition. The bus network predominately serves intra-town and inter-town journeys where there is no rail connection. Rail serves the Upper Nith valley and provides long-distance connections to Carlisle and the south, Edinburgh and Glasgow. However, many residents of central Dumfries and Galloway need to drive long distances to reach a rail service which could cause higher levels of car usage.

As Cairnryan and Loch Ryan ports act as a strategic link to Northern Ireland, there is significant car and HGV demand on the A75 and A77 trunk **roads**. There is no rail connection to Cairnryan. The A75 and A77 are not dual carriageway and have low average speeds, causing long and unreliable journey times due in part to the reduced speed and platooning of HGVs. As there are not any parallel north / south or east / west routings to Cairnryan, incidents and closures of the A75 or A77 add significant journey times in the case of a road closure. Indeed the road network is sparse implying long diversionary routes across the area. The A75 passes through two communities (where a 30 mph speed limit is in place), negatively impacting on these communities and extending journeys.

There are pockets of poor **connectivity** to services (i.e., education and healthcare) and employment in the west and northern areas of Dumfries and Galloway. Most residents are required to travel to Dumfries as the area's regional centre. Due to the lack of frequent and direct service, many residents are required to own a car.

Overall, there is clear evidence of transport connectivity issues within the Dumfries and Galloway area which have direct repercussions for public transport usage, car ownership, and access to opportunities.

4. Socio-Economic Context

SWestrans Regional Transport Strategy

STAG Case for Change Report

4.0 SOCIO-ECONOMIC CONTEXT

This section summarises the socio-economic profile of the SWestrans area to develop an understanding of the local economy and labour market, how this impacts on transport, and any problems or issues it creates. Relevant data for equalities issues have been used to inform the evidence base for the equalities impact assessments reported in the separate accompanying report. We have used the smallest geographic resolution available for any given dataset. However, in some instances data is only available at local authority level which means only a broad understanding of the issues in the study area can be achieved. Furthermore, we have made use of Census data where appropriate which was collected in 2011. Whilst this is older than we would ideally like in some instances it provides the most comprehensive data available.

For the purpose of analysis and presentation of data in this section, geographic sectors have been created using the output area and datazone geographies. These are shown in Figure 4.1: Socio-Economic Geographic Sectors.

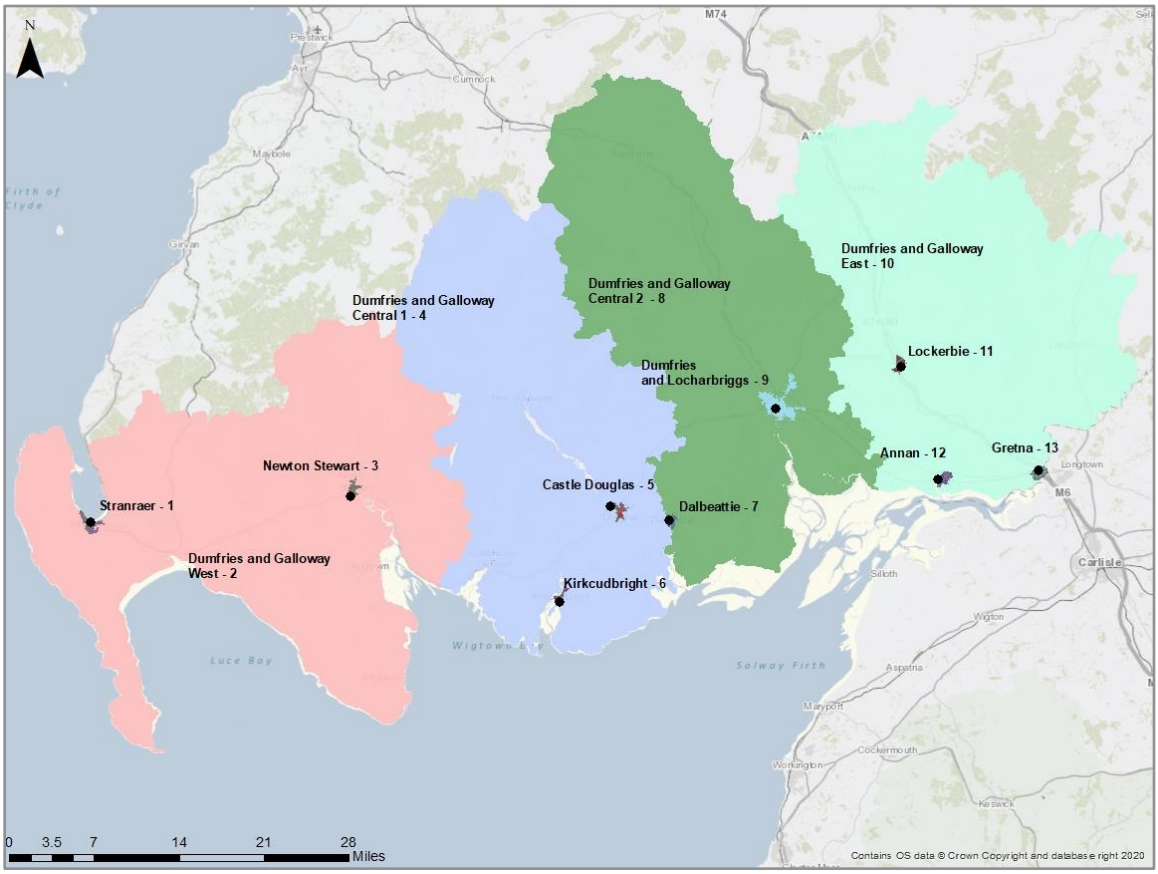


Figure 4.1: Socio-Economic Geographic Sectors

4.1 INTRODUCTION

An estimated 148,290 people resided in the SWestrans area in 2020 according to Scottish Government Statistics. This equates to 2.7% of the total population of Scotland which was 5,466,000 in 2020. The SWestrans area covers 6,426 square kilometres which is 8.1% of the total 78,789 square kilometres occupied by Scotland. The population density is therefore 23 people per square kilometre whereas Scotland has an average of 69 people per square kilometre. This highlights the low population density in South West Scotland which has implications for the provision of effective and efficient transport. In particular, it is difficult to provide commercially viable public transport services in areas with dispersed populations and modes like walking and cycling are generally suited to shorter, local trips.

4.2 URBAN-RURAL CLASSIFICATION

The Scottish Government provide a classification of how to define urban and rural areas across Scotland by datazone. This is dependent on the population of the datazone and the accessibility on travel time analysis to differentiate between accessible and remote rural areas. The classification is split into six categories which are outlined below:

- Large Urban Areas – Over 125,000 residents
- Other Urban Areas – Between 10,000 and 125,000 residents
- Accessible Small Towns Settlements – Between 3,000 and 10,000 residents and within a 30-minute drive of a settlement of 10,000 or more residents
- Remote Small Towns Settlements – Between 3,000 and 10,000 residents and over 30-minute drive to the nearest settlement of 10,000 or more residents
- Accessible Rural Settlements – Less than 3,000 residents and within a 30-minute drive to a settlement of 10,000 or more residents
- Remote Rural Settlements – Less than 3,000 residents and over 30-minute drive to the nearest settlement of 10,000 or more residents

Figure 4.2: Rural-Urban Classification of the SWestrans Area displays the Rural-Urban classification for the SWestrans area.

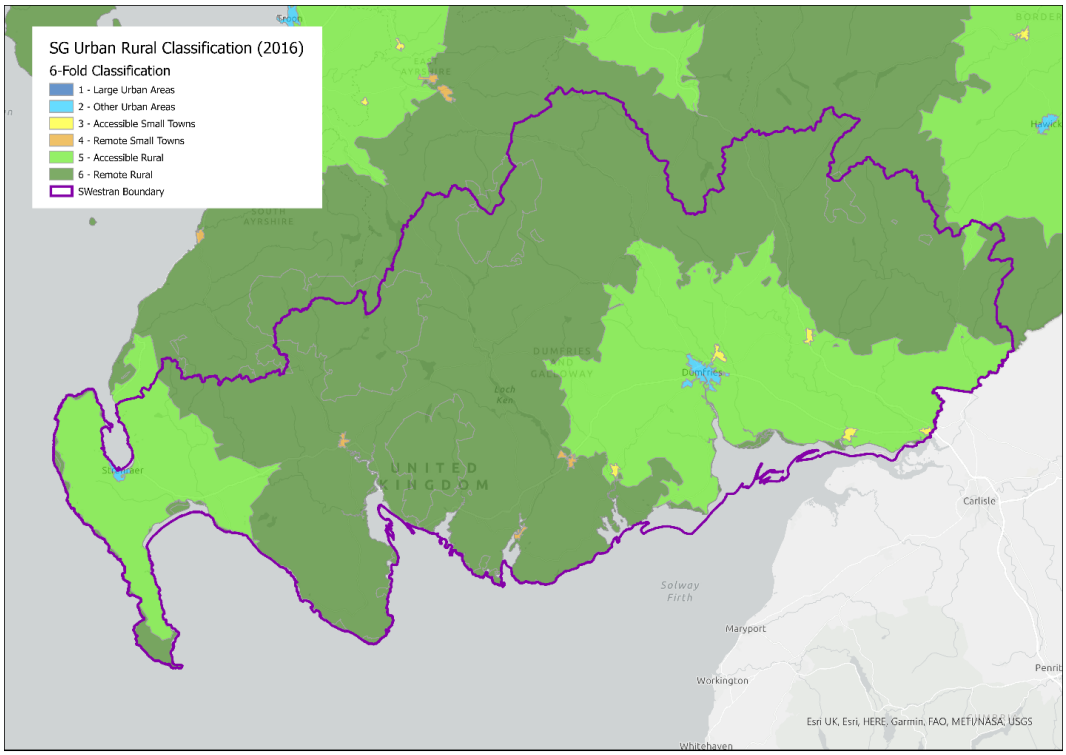


Figure 4.2: Rural-Urban Classification of the SWestrans Area

The distribution of population, organised by population size, across the area is shown in Table 4.1. It can be seen that Dumfries & Locharbriggs accounts for just over a fifth of the area's population and is over three times the size of the next settlement, Stranraer. This highlights its importance as a regional hub.

Table 4.1: Population by Sector[18]

Sector	Total Population	% of Total
Dumfries & Locharbriggs	33,714	23%
Dumfries & Galloway Central 2	26,677	18%
Dumfries & Galloway East	22,629	15%
Dumfries & Galloway West	14,520	9.7%
Dumfries & Galloway Central 1	10,898	7.3%
Stranraer	9,438	6.3%
Annan	8,543	5.7%
Newton Stewart	4,142	2.7%
Lockerbie	4,028	2.7%
Dalbeattie	3,743	2.5%
Gretna	3,356	2.2%
Kirkcudbright	3,184	2.1%
Castle Douglas	2,828	1.9%

[18] Source: Census 2011, NOMIS

The SWestrans area has a low population spread over a large geographic area. This low population density can make provision of viable public transport services challenging and lead to higher levels of car dependency. The Socio-economic analysis has also highlighted that the study area has a larger older population and lower working age population than Scotland as a whole. This can place additional burdens on health care, public transport and other services required by a more elderly population.

4.3 POPULATION

4.3.1 Age Structure

Analysis of the breakdown of the population by age group has been undertaken to identify where any region differences exist. In Figure 4.3: Proportion of People Aged 15 to 24 Years Old it can be seen that the largest clusters of young people (15 to 24 years old) are largely located around settlements and their hinterlands with the lowest proportions in rural areas.

At 10.8%, the SWestrans area has a slightly lower proportion of population aged 15 to 24 years old than Scotland (12.3%).

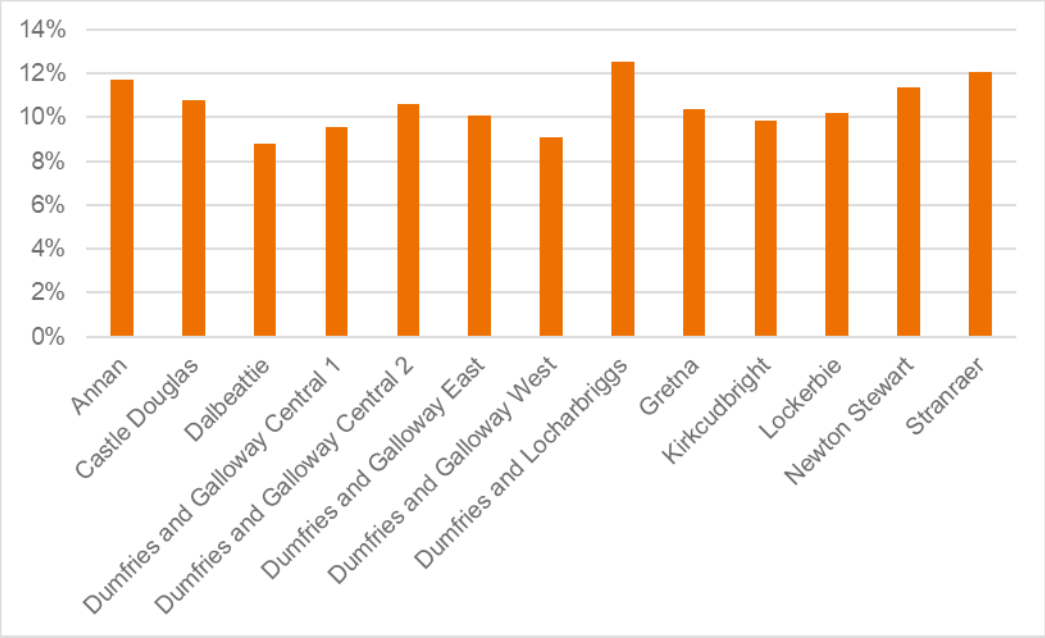


Figure 4.3: Proportion of People Aged 15 to 24 Years Old

Figure 4.4: Proportion of People at Working Age shows the distribution of the working age (16 to 64 years old) population. This illustrates high proportions in and around some settlements, but it is also noticeable that there are high proportions of working age population in some more rural areas as well.

The SWestrans areas has 69.9% of its population of working age whilst Scotland overall also has 69.9% suggesting a regularly sized labour market. The three highest concentrations of working aged residents

are within Dumfries and Locharbriggs (92%, 86% and 85%). This highlights Dumfries as an economic centre.

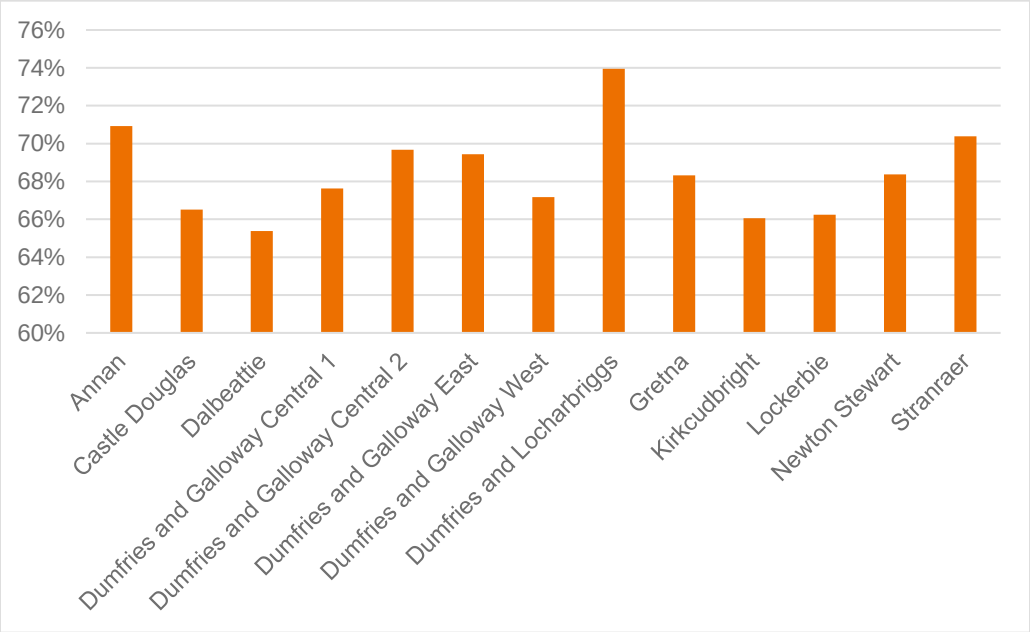


Figure 4.4: Proportion of People at Working Age

Finally, Figure 4.5: Proportion of People Aged 65 or OlderFigure 4.5: Proportion of People Aged 65 or Older shows the distribution of population aged 65 years old or greater. This highlights the areas in Lockerbie (40%), Newton Stewart (39%) and Dalbeattie (38%) as areas with a higher proportion of residents over the age of 65. The SWestrans area has 21.8% of its population over the age of 65. This is higher than the Scotland figure of 19.3%. This alongside the data for the other age groups illustrates that the SWestrans area has a more elderly population than Scotland as a whole.

The implications of an older population include a smaller workforce being available to support a greater number of elderly people which can place additional demands on public services, particularly services which older people tend to be more reliant upon like healthcare and public transport.

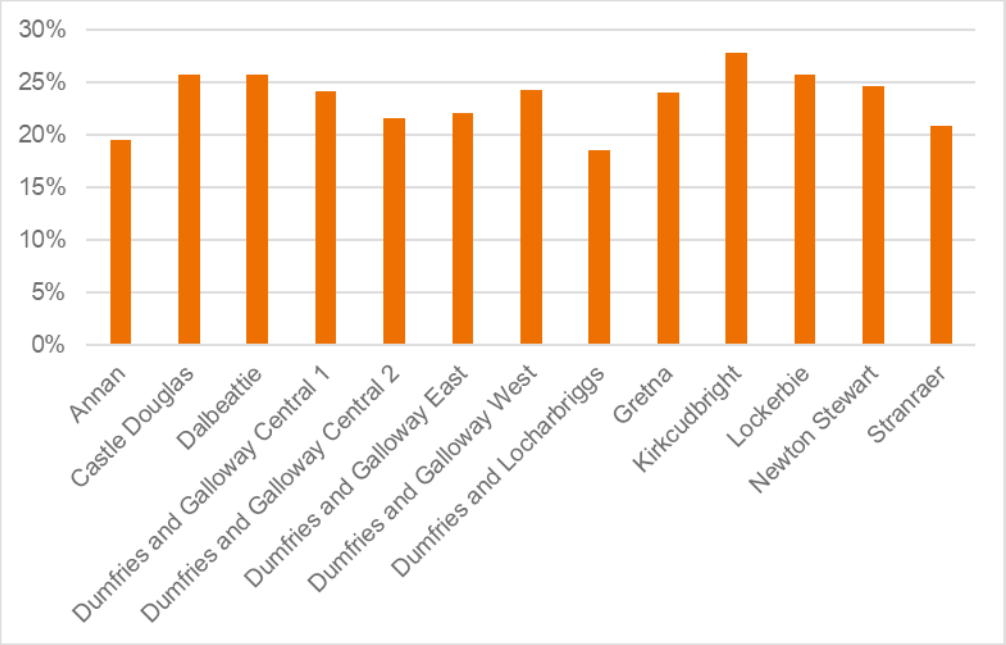


Figure 4.5: Proportion of People Aged 65 or Older

4.3.2 Population Projection

Based on 2018 data[19] and projected to 2032, Dumfries and Galloway is expected to have a declining population, with an estimated 142,452 residents in 2032 which is a 4% decrease in overall residents. This contrasts with the equivalent figure for Scotland which is an increase of 0.19%.

4.3.3 Resident Health

Health is an indication of how productive a labour force is within an area, as health conditions may limit a person's ability to work. All the sectors had a lower proportion of people with very good health when compared to the Scottish average (52.5%). Annan, Dumfries and Galloway East, and Dumfries and Locharbriggs had a higher proportion of residents with very bad health when compared to the Scottish average (1.3%).[20]

4.3.4 Long-term Physical or Mental Health Conditions

The Scottish Survey Core Questions provides an estimate of the number of residents with a long-term mental or physical health condition[21]. The survey defines long-term conditions as '*health conditions that last a year or longer, impact on a person's life, and may require on-going care and support*'. In the SWestrans area, an estimated 28% of residents have a limiting long-term physical or mental health condition. This is higher than the Scottish average of 25.9%. This suggests that the area has a higher

[19] Scottish Government Statistics, (2018)
[20] Scottish Census, 2011
[21] Scottish Statistics, 2019

level of residents with a long-term physical or mental health condition which may increase the need for good transport connectivity to health destinations.

4.3.5 Key Points – Population:

- The SWestrans area has a low population spread over a large geographical area. This low population density can make provision of viable public transport services more challenging and lead to higher levels of car dependency (with attendant equalities issues)
- Dumfries & Locharbriggs is a major centre of population accounting for a fifth of total residents
- The population of the SWestrans area is expected to decline, suggesting an aging population and / or an outflow of workers. This may affect economic development and the viability of public transport
- There is a larger older population and lower working age population than Scotland as a whole. This can place additional demands on health care, public transport and other services required
- The proportion of residents in bad health or very bad health is higher than the Scottish average, suggesting connectivity to health might be poor in the region. This however may be among a range of other health determinants

4.4 DEPRIVATION

The Scottish Index of Multiple Deprivation (SIMD) for 2020 highlights a few pockets of deprivation within the SWestrans area.

Figure 4.6: Scottish Index of Multiple Deprivation - East displays the eastern half of the SWestrans area[22]. There are some pockets of deprivation located in Northern Dumfries and within Kirkconnel (Upper Nith Valley), with both the highlighted areas in the 20% most deprived areas within Scotland.

[22] Scottish Government Statistics, 2020

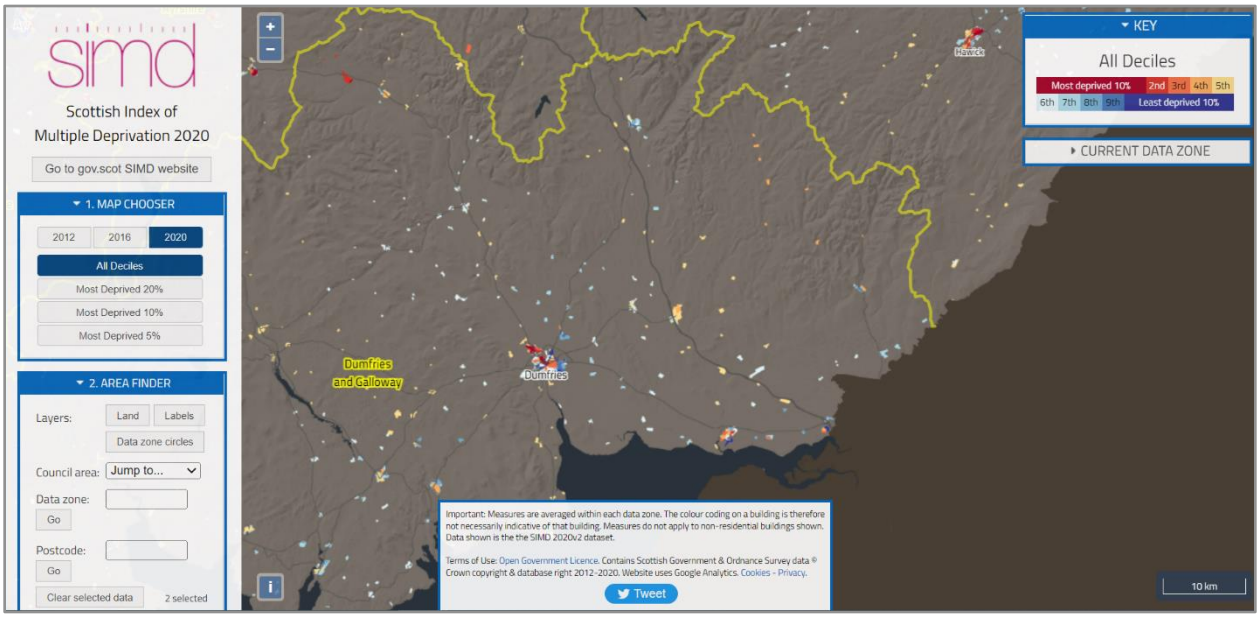


Figure 4.6: Scottish Index of Multiple Deprivation - East

Figure 4.7: Scottish Index of Multiple Deprivation - West displays the western half of the SWestrans area. There are some areas of deprivation located within Stranraer, with some in the 20% most deprived parts of Scotland

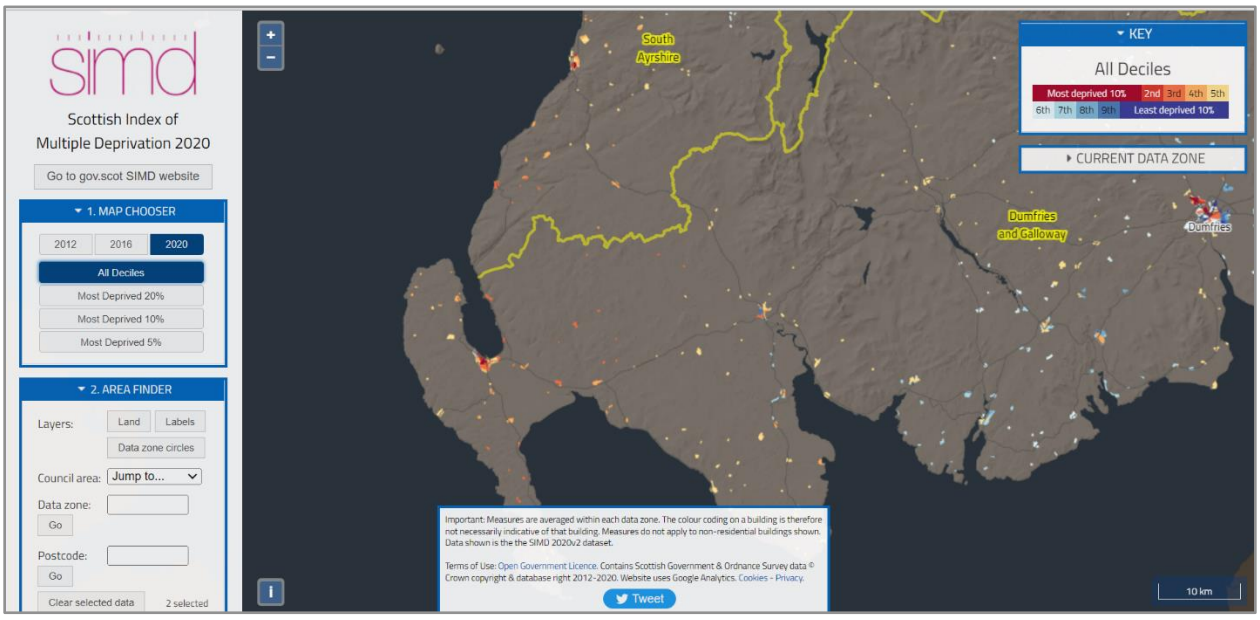


Figure 4.7: Scottish Index of Multiple Deprivation - West

4.5 CAR AVAILABILITY

Analysis of car availability data from the 2011 Scottish Census shown in Figure 4.8: Car Availability within the SWestrans Area highlights that only Annan (31.9%) and Stranraer (33.9%) have higher proportions of

households with no car or van availability when compared with the national average (30.5%). Across the entirety of the SWestrans area, the proportion of households with no cars is only 21.9%. The high proportion of car ownership is to be expected in a mainly rural area like this.

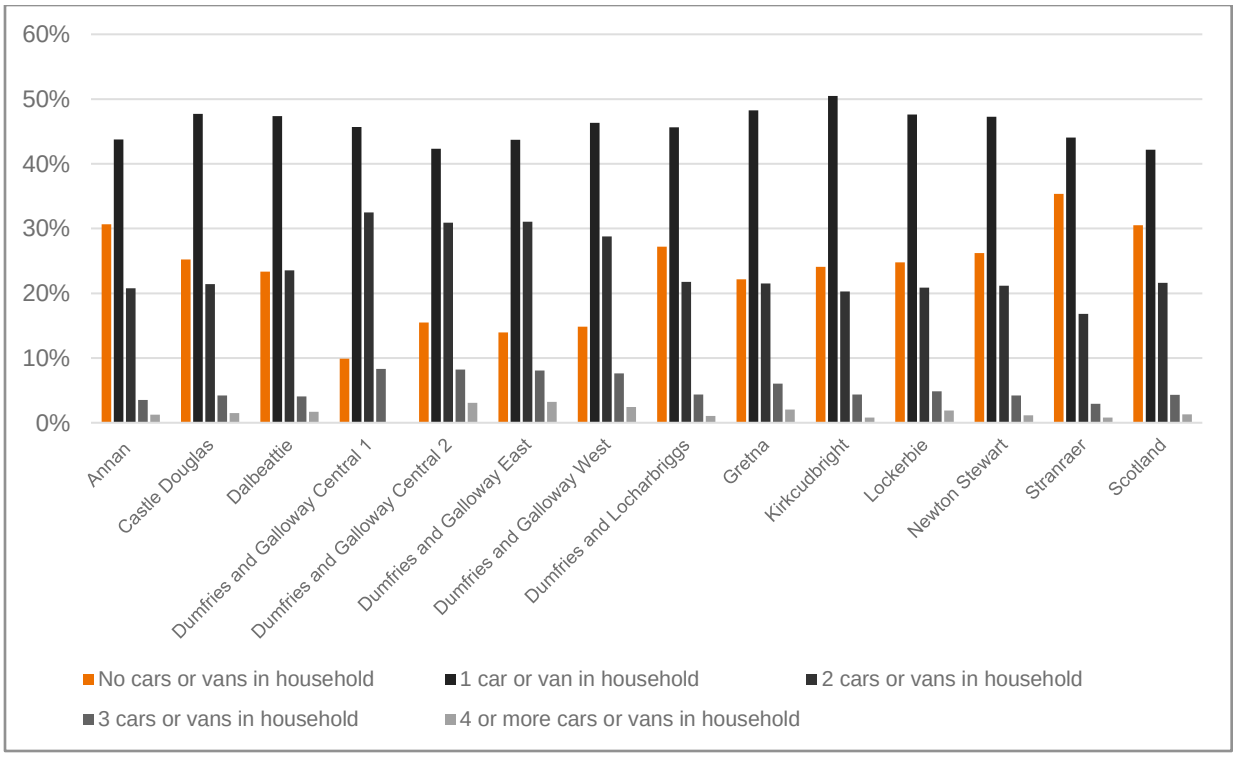


Figure 4.8: Car Availability within the SWestrans Area

4.6 TRAVEL TO WORK

We have examined people travelling to key centres of employment within the SWestrans area, specifically Dumfries, England and Stranraer. The total number of commuters are displayed in Table 4.2.

Table 4.2: Number of Workers Travelling from SWestrans Area[23]

To Dumfries	To England	To Stranraer
12,200	3,107	4,344

[23] Source: Census 2011, Scotland's Census

Dumfries has the largest number of people travelling to jobs or study and its catchment area can be seen here in Figure 4.9: Number of People Travelling to Dumfries Workplaces. The majority of trips are localised around Dumfries itself but it is also evident that it has a wide impact across South West Scotland which underlines its role as a local economic hub.

The next biggest location by total people travelling to work or study in these key locations is Stranraer although this is only a third of those travelling to Dumfries. Figure 4.10: Number of People Travelling to Stranraer Workplaces shows that these people are mainly located around Stranraer with its influence extending as far as Newton Stewart in the east. This is likely due to its geographic location at the far south-west tip of Scotland and the difficulty this presents for accessing the rest of the SWestrans area.

However, there is a sizeable number of people travelling to work or study in England demonstrating how South West Scotland has stronger ties with the economy south of the border than it does with the Central Belt, Scotland's economic centre. Figure 4.11: Number of People Travelling to English Workplaces highlights that most of these people travel from locations just north of the border like Gretna, Annan and Lockerbie but there are also people travelling from further afield too. This reflects the location of the M74 corridor which provides fast, direct links to England from the eastern extent of South West Scotland.

Overall, the Dumfries and Galloway sectors have limited interaction in terms of their labour market movements with each being fairly self-contained. There is virtually no interaction with Glasgow whereas there is much more integration with the economy of England.

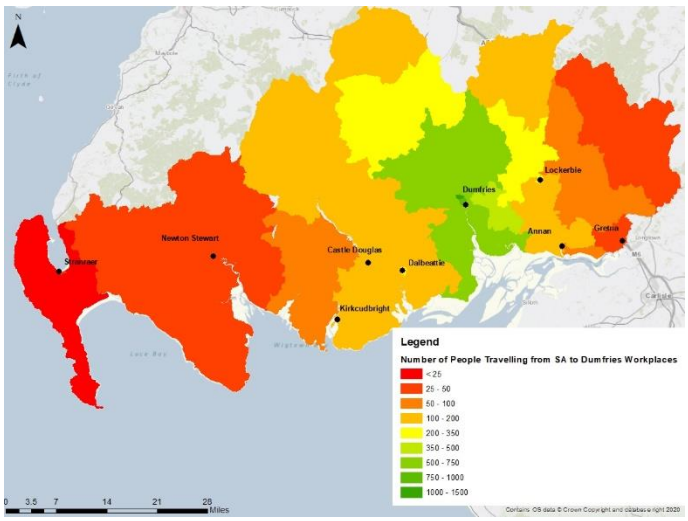


Figure 4.9: Number of People Travelling to Dumfries Workplaces

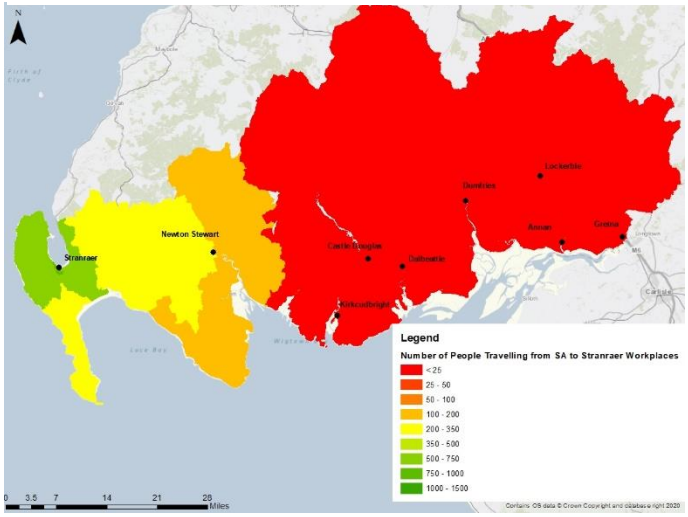
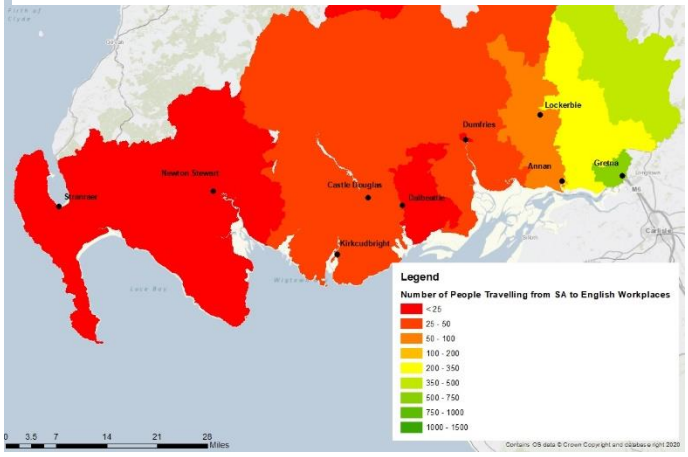


Figure 4.10: Number of People Travelling to Stranraer Workplaces



Driving a car or van is the most used **method of travel to work or study** in all areas. However, in the settlements there is also a high proportion of people that walk, often much greater than the national average, reinforcing the observation that many people in South West Scotland often live and work in the same settlement. In more rural areas there are h
Figure 4.11: Number of People Travelling to English Workplaces
which is to be expected. Public transport use is
areas having lower train use.

4.7 ECONOMY

4.7.1 Employees by Industry – Count

Figure 4.12: Number of Employees by Industry Sector shows the total number of employees for each Office of National Statistics (ONS) industry sector in Dumfries and Galloway. This data was drawn from the Business Register Employment Survey (BRES, 2020).

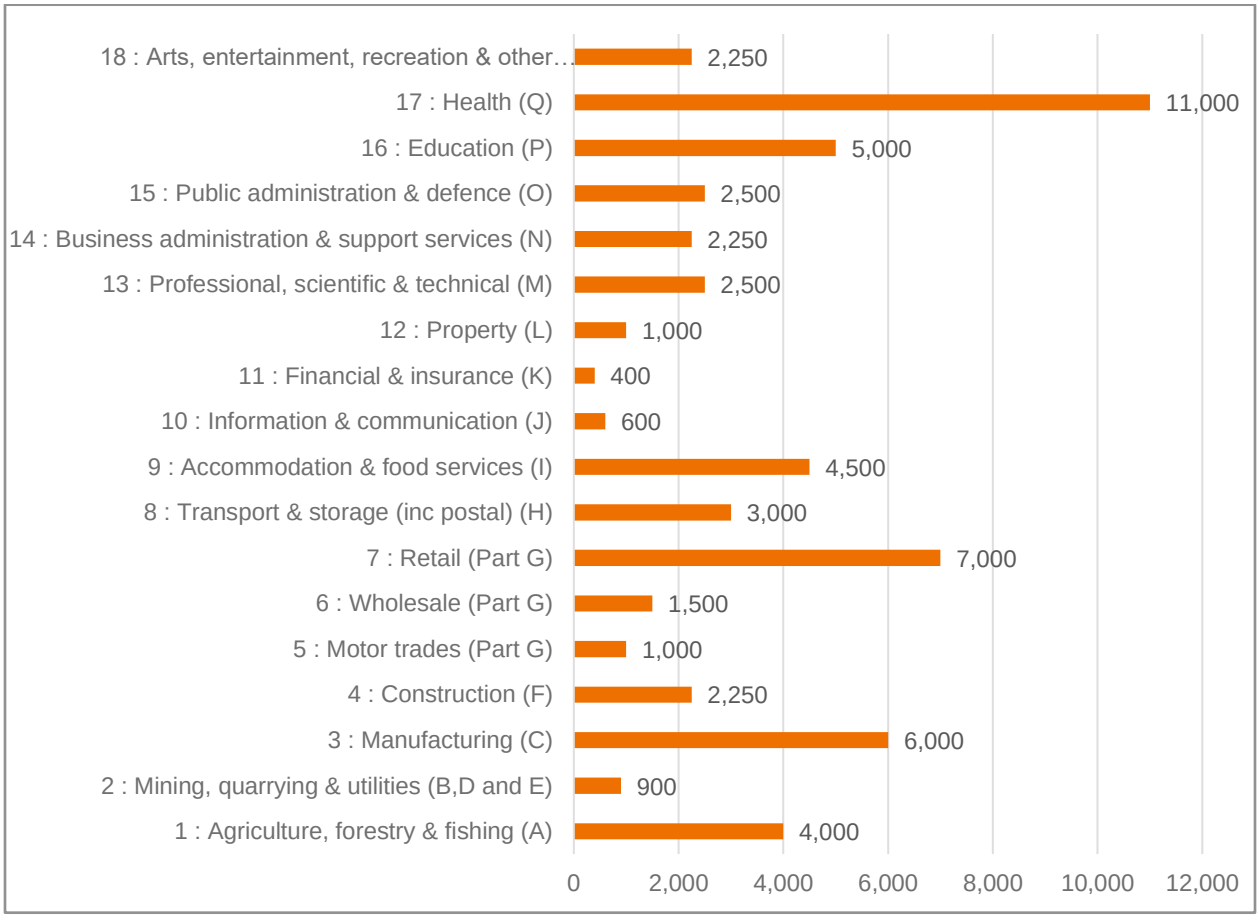


Figure 4.12: Number of Employees by Industry Sector

The two largest sectors in Dumfries and Galloway in terms of employment are therefore Health and Retail (perhaps reflecting the presence of Caledonia Gateway at Gretna), followed by Manufacturing and Education.

4.7.2 Employees per Industry – Percent

To further understand the importance of each industry for Dumfries and Galloway, the percentage of the workforce employed in each sector is shown below in Table 4.3 Percentage of Employees by Industry (2019), together with figures for two comparable rural local authority areas (Argyll and Bute and Scottish Borders) and for Scotland as a whole.

Table 4.3 Percentage of Employees by Industry (2019)

Sector	Dumfries and Galloway	Argyll and Bute	Scottish Borders	Scotland
Agriculture, Forestry and Fishing	7.1%	5.1%	6%	1.6%
Mining, Quarrying and Utilities	1.6%	2.1%	1.9%	2.7%
Manufacturing	11%	5.9%	11%	7.2%
Construction	4%	5.1%	4.8%	5%
Motor Trades	1.8%	1%	1.9%	1.7%
Wholesale	2.7%	2.1%	3%	2.6%
Retail	13%	8.8%	11%	9.4%
Transport and Storage	5.4%	5.1%	2.4%	4.5%
Accommodation and Food Services	8%	12%	6%	7.1%
Information and Communication	1.1%	1.3%	1.7%	3.6%
Financial and Insurance	0.7%	0.5%	0.7%	3.2%
Property	1.8%	1.5%	1.9%	1.5%
Professional, Scientific and Technical	4.5%	4.4%	4.2%	6.4%
Business Administration and Support	4%	8.8%	3%	7.9%
Public Administration and Defence	4.5%	12%	4.2%	6.4%
Education	8.9%	7.4%	8.3%	8.3%
Health	20%	13%	21%	16%
Arts, Entertainment, Recreation and Other Services	4%	3.7%	4.2%	3.9%

Dumfries and Galloway has a large health sector with 20% of total employees working within this sector. This is similar to the Scottish Borders (21%) but is higher than Argyll and Bute (13%) and the Scottish average (16%). Agriculture, Forestry and Fishing is another strong sector accounting for 7.1% of all employment, compared to 1.6% for the Scottish average, and a higher proportion than Argyll and Bute and Scottish Borders). Accommodation and Food Services has a lower proportion than seen in Argyll and Bute underlining that tourism is a bigger factor in Argyll and Bute than in Dumfries and Galloway or indeed the Scottish Borders.

However, business administration and support (4%), and financial and insurance (0.7%) are much lower than the Scottish averages of 7.9% and 3.2%, suggesting a smaller ‘white collar’ industry since these sectors are more concentrated in Scotland’s cities.

4.7.3 Gross Value Added per Head

While the employee per industry metric can capture the size of the industry, it does not show how efficient it is in producing a good or service. Table 4.4: GVA per Head by Industry Sector (Scottish Business Survey, 2019) displays the gross value added per head by industry for the Dumfries and Galloway, Argyll and Bute, Scottish Borders and the Scottish average.

Table 4.4: GVA per Head by Industry Sector (Scottish Business Survey, 2019)

Sector	Dumfries and Galloway	Argyll and Bute	Scottish Borders	Scotland
Non-Manufacturing Production[24]	£85,048	£120,450	£137,686	£257,568
Manufacturing	£59,915	£83,014	£43,828	£75,692
Construction	£42,984	£57,688	£59,266	£59,519
Motor Trades, Retail and Wholesale	£48,846	£35,187	£36,868	£39,488
Transport and Storage	£74,263	£47,431	£35,619	£63,626
Accommodation and Food Services	£11,667	£17,685	£12,512	£20,763
Information and Communication	£59,915	£35,408	£43,828	£83,401
Real Estate Activities	£74,263	£69,899	£77,254	£63,626
Professional, Scientific and Technical	£40,687	£51,383	£149,671	£63,909
Business Administration and Support	£41,937	£63,402	£43,940	£42,887
Education, Health and Social Work	£21,077	£13,051	£19,967	£17,430
Arts, Entertainment, Recreation and Other Services	£19,645	£2,379	£2,235	£31,479
Total GVA Per Head	**£42,903**	**£42,355**	**£47,743**	**£53,524**

Overall GVA per head in Dumfries and Galloway is lower than the Scottish Borders (£47,743) and the Scottish average (£53,524), suggesting lower levels of economic efficiency. Dumfries and Galloway has a strong real estate market, with a GVA of £74,263. This is stronger than Argyll and Bute (£69,899) and the Scottish average (£63,626). The Accommodation and Food Services sector in Dumfries and Galloway (£11,667) is weaker than the comparator local authorities and the Scottish average, suggesting there may be either an unproductive workforce or fewer numbers of purchasers of these services.

4.8 SUMMARY

Car dependence is high which is to be expected in a mainly rural area although Annan and Stranraer have high proportions of no car ownership highlighting the need for good public transport connections in

[24] Consists of part of Section (A) and B, D, and E of the ONS Industry sectors

these areas. In settlements, there is a high proportion of people walking whilst public transport use is low across all areas suggesting a large proportion of people both live and work locally.

The main towns of Dumfries and Galloway have limited interaction in terms of their labour market movements with each being fairly self-contained. There is virtually no interaction with Glasgow whereas there is much more integration with the economy of England, particularly along the A74(M) corridor.

The economy is heavily dependent on Dumfries & Locharbriggs as a local hub of population and centre of employment and public services. There is limited integration with the economies of neighbouring areas with the exception of England where there is a clear link along the A74(M) corridor. In addition, there is a high degree of reliance on the health industry which is mainly concentrated around Dumfries & Galloway Royal Infirmary.

Stranraer shows signs of suffering from greater economic and social problems than South West Scotland as a whole.

The population is also ageing with evidence of a lower working age and more elderly population than the national average. This can place additional burdens on health care, public transport and other services required by a more elderly population.

Dumfries and Galloway also has a low population density which makes the provision of commercially viable public transport services challenging and contributes to high levels of car dependency. However, there are also high levels of no car ownership in Annan and Stranraer which underlines the issues in these settlements.

Overall, there is clear evidence of socio-economic problems in the South West Scotland area which have direct repercussions for transport provision, mode choices, accessibility to opportunities, equalities issues as well as future economic growth and activity.

5. Future Context

SWestrans Regional Transport Strategy

STAG Case for Change Report

5.0 FUTURE CONTEXT

5.1 INTRODUCTION

The RTS is being developed at a time when a range of factors are likely to influence the future demand for travel in South West Scotland. In particular, three factors have been identified which need to be taken into consideration in the development of the new RTS including:

- **Land-Use Development**: there is significant housing development planned for the region which will have implications for where people want to travel to and from as well as how they want to get there
- **Transport Innovation**: new technologies are offering the potential to disrupt the traditional transport system by providing new ways of accessing and operating transport networks and services
- **Travel Behaviour Change**: the COVID-19 pandemic has accelerated a number of long-term trends in travel behaviour that will have repercussions for how and when people want to travel

These are each explored in the remainder of this chapter.

5.2 LAND-USE DEVELOPMENT

5.2.1 Development Plans

Transport demand is closely related to land-use as people travel to reach employment, healthcare, retail, education and leisure facilitates. Historically, land-use and transport planning have often not been undertaken in a wholly coordinated manner leading to developments which can be difficult to use or access for those without access to a private car. It is critical to achieving environmental targets (e.g., climate change, air quality) and for better equalities outcomes that land-use development and transport are integrated to plan for a future, fairer, mobility system and low-carbon society.

The land-use planning context in the region is influenced by national, regional and local policy. The Scottish Government is currently in the process of finalising the National Planning Framework 4 (NPF4) which will set out a plan for Scotland in 2050. The draft plan focuses on four key outcomes which include:

- Net-Zero Emissions
- A Wellbeing Economy
- Resilient Communities
- Better, Greener Places

In February 2021, the ‘Minimum All-Tenure Housing Land Requirement’ method paper was published for NPF4. This paper contains housing land allocations for the Dumfries and Galloway local authority as shown in Table 5.1. In addition, the percentage increase on the existing housing stock that these housing allocations represent has been calculated to provide an indication of the scale of development. This shows that the housing stock will increase, with an expected increase of 6% to the total housing stock.

Table 5.1: Current and Planned Housing in the SWestrans Area

Area	Housing Land Requirement	Total Dwellings (2020)	% of Total Dwellings
Dumfries and Galloway	4,550	75,298	6%

Planning authorities are subject to a new duty to produce a Regional Spatial Strategy with Local Development Plans. The indicative Regional Spatial Strategies (iRSS) have been used in the development of the NPF4. Through the development of both the RTS and iRSS, it is imperative that there is closer integration between land-use and transport planning in the region. It is important to understand where growth opportunities will be created and how these can be delivered in a manner that ensures sustainability and inclusivity through equitable access. In addition, there is a need to join up the delivery plans and priorities for transportation to support ongoing development. A finalised Interim Regional Spatial Strategy has been prepared for South of Scotland region, which covers the Borders and Dumfries and Galloway. An overview of the strategy is displayed in Figure 5.1: Dumfries and Galloway iRSS.

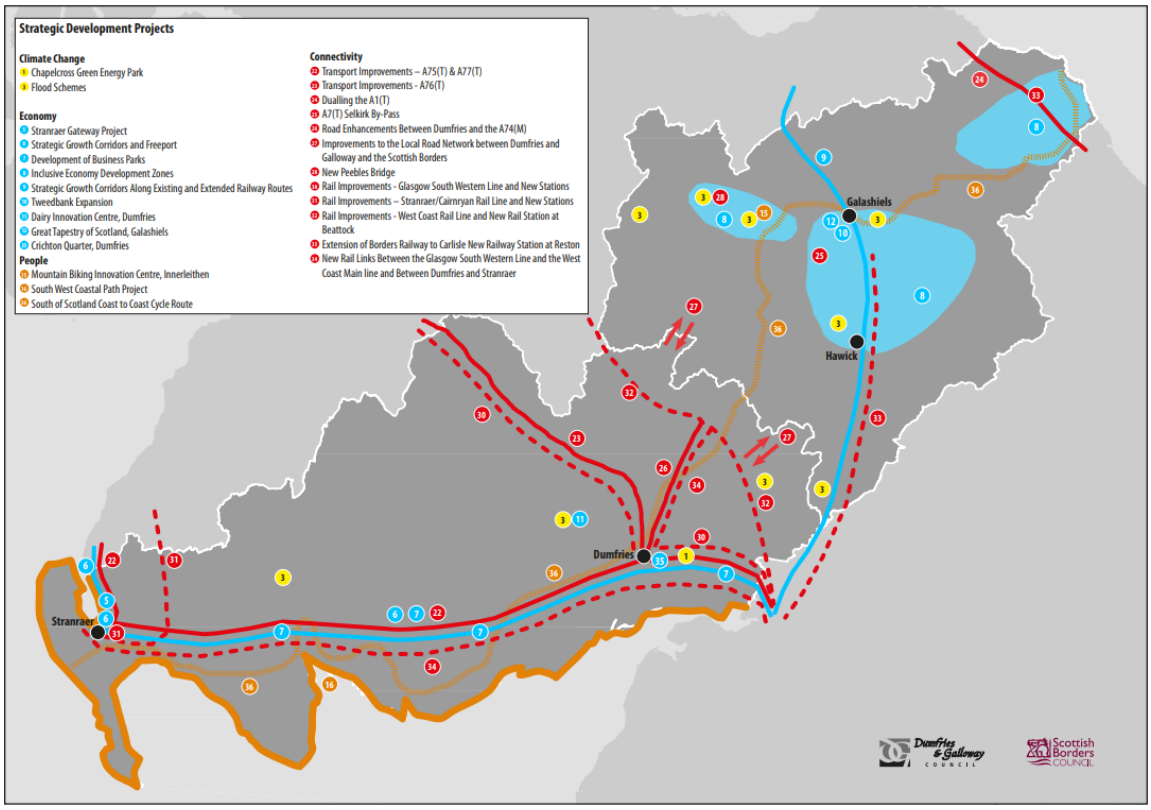


Figure 5.1: Dumfries and Galloway iRSS

The spatial strategy sets out a commitment to provide new opportunities for inclusive economic growth. A key element of increase economic growth within Dumfries and Galloway focuses on five initiatives across 10 sites which include:

- Stranraer – Gateway Project

- Freeport Zones (Cairnryan, Stranraer and / or Newton Stewart
- Castle Douglas, Chapelcross Kirkcudbright and Newton Stewart – Business Parks
- Dumfries – Dairy Innovation Centre
- Dumfries – Crichton Quarter

The iRSS highlights the importance of increasing connectivity across the region noting that it is about transport infrastructure and strong connections between communities and settlements to ensure that there are no barriers to participation. There are concerns about the high levels of limited public transport options between communities and larger centres out with the south of Scotland, and poor opportunities for multi-modal transport, leading to a high dependency on car transport.

The iRSS strategy includes a broad range of interventions to tackle high car usage and to capitalise on the connectivity opportunities High Speed 2 (HS2) will bring to the region. Firstly, to improve connectivity there are planned improvements to the internal and external road, rail, bus and active travel network. These improvements include the creation of sustainable transport hubs on strategic routes (at Dumfries, Lockerbie, Castle Douglas, Newton Stewart and Stranraer) and improved railway infrastructure (i.e., new stations and improved rail access to the proposed HS2 rail hub at Carlisle and future rail links).

The iRSS notes the recent proposal for a green freeport near the port at Cairnryan. This area would be a large, zoned area where businesses and operators would benefit from tax benefits and other incentives (see below). The green freeport would not need to be located near Cairnryan as they can be located up to 45km away from a port. This could see developments located in Newton Stewart or Stranraer, which could bring a government investment of up to £25 million into the region.

5.2.2 Green Freeports

Funding for freeports was announced in the March 2021 budget by the UK Government. Freeports are a type of Special Economic Zone (SEZ) located near shipping ports or airports. The SEZ area can extend up to 45 km beyond the port. Freeport SEZs will benefit from a range of tax incentives including enhanced capital allowances, relief from stamp duty and employer national insurance contributions. Freeport SEZs also benefit from a range of customs measures, where goods imported from abroad are not taxed allowing manufacturers located within a freeport zone the ability to import raw materials tariff-free. Only finished products leaving the site for elsewhere in the UK face tariffs. Each Freeport will be granted up to £25 million of seed capital funding to address infrastructure gaps, and other improvements. There are currently plans for eight Freeport SEZ sites within England.

Scotland also has the ability to create Freeports under the same model. The Scottish Government has named these areas Green Freeports. In addition to the customs and economic measures, operators and businesses located within the zone must show they contribute to a just transition to net zero emissions by 2045 and support the creation of high-quality employment. Currently there are no established Green Freeports. The Scottish Government intends to have two Green Freeport sites.

Dumfries and Galloway Council has recently submitted a bid for a Green Freeport SEZ under the working title of ‘Scotland’s Southwest Euro Gateway’. This SEZ would be located near the port at Cairnryan. It is hoped that the strategic nature of the link to Northern Ireland, the potential for regeneration of Stranraer and surrounding communities, and the implementation of the Northern Ireland protocol would allow for the

bid to progress. If the bid is successful, the SEZ would offer potential to capture more of the economic benefits generated by Cairnryan within Dumfries and Galloway itself.

5.3 TRANSPORT INNOVATION

There are four main areas of transport innovation that are relevant to the RTS which include:

- **Alternative Fuels**: transitioning away from fossil fuels towards electric and hydrogen powered vehicles has implications for decarbonisation, supply systems, tax revenue and travel behaviour
- **Shared Mobility**: new 'on demand' models of transport where traditional models of ownership are replaced
- **Mobility as a Service (MaaS)**: based on buying packages of travel and shared mobility solutions to integrated travel with potential implications for travel behaviours
- **Alternative Fuels**: transitioning away from fossil fuels towards electric and hydrogen powered vehicles has implications for decarbonisation, supply systems, tax revenue and travel behaviour

5.3.1.1 Alternative Fuels

The majority of transport modes use an internal combustion engine (ICE) fuelled by petrol or diesel. These fossil fuels emit high levels of CO_2 and other greenhouse gases when burned to create energy, as well as atmospheric pollutants which effect human health and biodiversity. In Scotland, the transport sector is responsible for over 30% of CO_2 emissions, the majority of which derives from road transport, which is highly dependent on fossil fuels.

As the Scottish Government is aiming to phase out the sale of new petrol and diesel cars, and due to the diminishing supply of available fossil fuels, it is important to understand alternative fuels and low/zero emission technologies, not only for cars but across the transport sector. This section considers alternative fuels such as electricity, hydrogen, and biofuels (bioethanol and biodiesel) as well as technological developments which facilitate the use of these fuels, such as batteries, fuel cells, and infrastructure.

5.3.1.2 Types of Alternative Fuels

Electric Vehicles

Electric Vehicles (EVs) are now viewed as the future of road transport as there are many models now on the market and on the road. There are several types of EVs split broadly into All-Electric Vehicles (AEV) and Hybrid Electric Vehicles (HEV) which operate using different supplies of energy. These are set out in Figure 5.2: Types of Alternative Fuels and Table 5.2. Battery Electric vehicle (BEV) and Plug in Hybrid Electric Vehicle (PHEV) are highlighted as they are the main types of EV on the market.

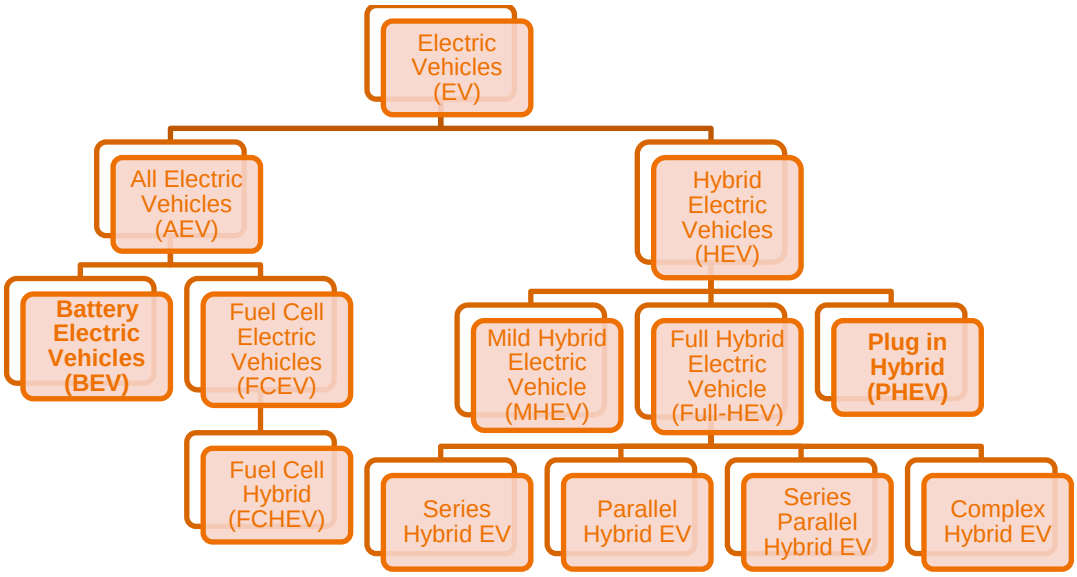


Figure 5.2: Types of Alternative Fuels

Table 5.2: Method of Operation and Refuelling

AEV	• Only run-on electricity drawn from the electric grid which is stored in the battery and powers one or more electric motors • Part charges through regenerative braking (whereas ICE vehicles lose energy when braking) • Require electricity charge points
BEV	• As above. • Charging system can be on or off board the vehicle
FCEV	• Fuel Cells use hydrogen and other fuel sources to cleanly and efficiently produce electricity (the products are only electricity, water and heat) • Fuel Cells work like batteries but do not require recharging, they simply keep producing electricity if fuel (hydrogen) is supplied • Require hydrogen refuelling stations
FCHEV	• Consists of a Fuel Cell, battery and / or ultracapacitor (stores electricidal energy) • Drawbacks of individual power sources are compensated by other sources in the vehicle
HEV	• ICE engine using petroleum-based fuel in combination with electric motor or separately • Battery is charged by the engine and is not plugged in
MHEV	• Petroleum provides main source of power to operate ICE • An electric motor supports the engine and is typically used for coasting, braking and assist pulling away • Battery charged by the engine and is not plugged in • Cannot drive on electric power alone
Full - HEV	• ICE engine using petroleum-based fuel in combination with electric motor or separately • Consists of 4 main types, Series, Parallel, Series Parallel and Complex full-HEV
PHEV	• Use batteries to power an electric motor • Larger battery than HEV allowing it to travel further using just electric power • Plug into the electric grid to charge • Use petroleum based or alternative fuel to power ICE

Case Study: Electric Buses

Scottish Ultra-Low Emissions Bus Scheme (SULEBS): The Scottish Government are investing in the SULEBS to replace 215 diesel buses with new battery-electric buses. 172 of these buses are to be built in Falkirk enhancing skills and green manufacturing jobs in the area. This also reduces the environmental impact of the lifecycle of the buses as they are being produced locally to where they will be used, limiting transportation emissions.

Poland: Various electric bus models have been developed in Poland, for example, the Ursus City Smile bus has a range of circa 240km and is a fast-charging electric vehicle. Another model is the Ursus Ekovolt which has photovoltaic cells on the roof of the vehicle which helps to power the on-board batteries.

There are numerous benefits to electric vehicles within the transport sector:

- **Environmental benefits**: lower levels of noise and air pollution in addition to fuel sources being less carbon intensive than fossil fuels. They are more efficient vehicles, i.e. electric motors have a higher tank-to-wheel efficiency than ICE vehicles meaning they have higher energy efficiency between obtaining energy to when it is exerted via movement. They can also regain kinetic energy through regenerative breaking which does not occur in combustion vehicles.
- **Social benefits**: less noise and air pollution benefits people's health as well as plants and animal habitats in which humans can enjoy
- **Future benefits**: The technology is becoming more popular meaning the cost of car batteries is declining which will allow more people to adopt these vehicles. Technological advancements are positive thus it is anticipated that future EVs will have lower climate implications than the ones on the market today.

However, there are still many factors hindering the uptake of EVs. Despite the cost benefits above, the price of an EV remains high compared to a traditional car which obstructs some people from entering the market, particularly lower income groups which often includes people with protected characteristics. The technology is developing; however, range anxiety is still prevalent due to battery capabilities and a charging infrastructure which can further dissuade potential buyers. Specifically, within rural areas, EVs are not viewed as a practical alternative by some people.

Though EVs can be beneficial in some cases for passenger cars and light goods vehicles, they are not yet suitable across all modes within the sector. Larger vehicles would require very large batteries and multiple stops disrupting a journey to recharging. This shows the impracticality of electrification for large carriers unless there are significant changes in battery technology.

Hydrogen

Hydrogen can be used instead of fossil fuels and only produce energy and water, not CO_2. Currently, hydrogen is produced from fossil fuels, but under standard pressure and temperature it can be obtained from renewable resources. However, the cost of producing hydrogen via renewables is high in comparison to fossil fuels making it less competitive.

Hydrogen can be used to power fuel cells and produce electricity. Fuel cells do not produce emissions and can be an alternative to batteries in cars. These are compact which makes them ideal for portable application within road vehicles and they are already commercially available in some hydrogen powered

vehicles. Due to a lack of hydrogen refuelling infrastructure, they are not viewed as competitive compared to ICE vehicles or EVs at present.

Conversely, there is more scope for hydrogen to be used within shipping and aviation as it can fuel longer distances and / or facilitate higher load capacities. Hydrogen Fuel Cells are already used in demonstration projects for trucks, buses, trains, and commercial forklifts.

Case Study: Aberdeen Hydrogen Double-Decker Buses

Aberdeen City Council is leading a project to implement the world's first hydrogen double-decker buses across the city. The only bi-product of this zero-emission fleet is water during its day-to-day running which is in line with the cities 'Net Zero Vision' and national climate targets. The buses are fuel efficient, have a good range and take less than 10 minutes to refuel.

Biofuels

Biofuels are produced from renewable organic materials and have recently been used as alternative fuels for cars. There are two main types: bioethanol and biodiesel which produce significantly fewer pollutants than fossil fuels.

Biofuels are rarely used as the sole fuel to power a car; however, they are frequently blended with other fuels like petrol and diesel to make them more environmentally friendly. For example, standard unleaded fuel across the UK contains up to 5% bioethanol. There is scope to include a higher percentage as countries like Brazil and Sweden have up to an 85% bioethanol blend. They can be used within traditional ICE in addition to heavy duty vehicles, aviation, and shipping.

5.3.1.3 Supply Systems and Infrastructure

To facilitate an uptake of alternative fuels, there needs to be infrastructure in place to support the transition away from ICE vehicles. Without this infrastructure, alternative fuels will remain a reality only for a small section of the population and areas.

Appropriate infrastructure should offer:

- **Coverage**: offering enough infrastructure to enable convenient travel
- **Capacity**: to meet growing demand
- **Positive cash flow**: for station owners and network-wide supply
- **Cost competitiveness**: with fossil fuel alternatives

To implement the infrastructure which meets these aims, coordinated deployment actions, geographically and over time, are needed which has implications for the RTS.

Electric Charge Point Infrastructure

ChargePlace Scotland is the national Electric Vehicle Charging Network which incentivises people and businesses to invest in charging points around the country. It aims to offer low cost, fast and accessible charge points as well as an interactive map to help EV owners plan their journeys and find the nearest available charge point. Charge points range from rapid, fast and slow chargers which are mainly located

close to main routes and often at motorway services. Domestic charge points are often slow chargers whereas main motorway services would be faster.

More charge points will need to be implemented for wide uptake of EV. There are different business models that can be applied to the charging infrastructure as shown in Figure 5.3: EV Charging Point Business Models.

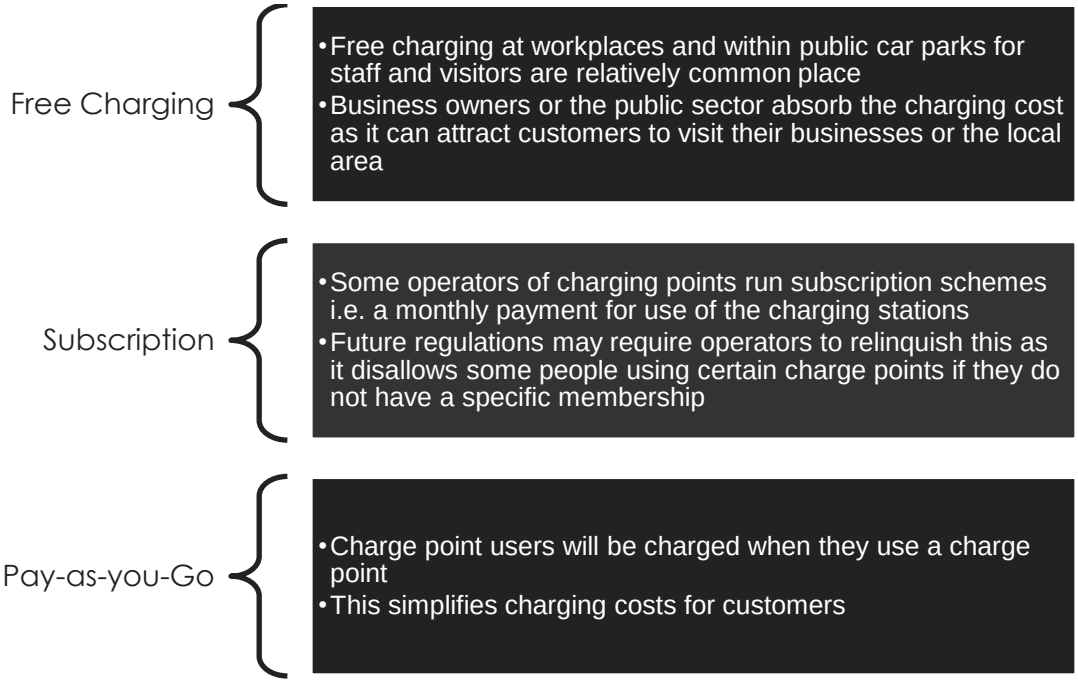


Figure 5.3: EV Charging Point Business Models

Potential issues here include:

- Reliability of system could be compromised if the network is required to increase capacity
- Transmission congestion can mean the grid may fail to deliver the necessary electricity on demand at times of peak usage
- Difficulty in providing charging points at convenient locations which is key to alleviating range anxiety for long distance trips
- Provision of appropriate charging infrastructure in dense urban areas could be challenging

Hydrogen Refuelling Infrastructure

The highest investment in hydrogen and fuel cell vehicles is currently concentrated in a small number of countries including the USA, Japan, China, Korea and a few EU countries. In the UK, there are currently only 11 hydrogen refuelling stations.

Hydrogen issues:

- Affordability compared to EV and ICE vehicles
- Competition with EV and high rate of penetration into the market
- Deployment of infrastructure takes time and money.

5.3.1.4 Implications for Decarbonisation

Due to the range of alternatives discussed above, the future decarbonisation of the transport sector looks promising. However, potential issues can arise if we only consider how 'green' these fuels are during the day-to-day running of a vehicle, and not the entire lifespan of a vehicle or production process of a fuel. If this is not acknowledged, then there is potential to miscalculate the progress to meet national climate targets or determine the actual impact of alternative fuels on the environment. By critically engaging with the introduction of alternative fuels, potential issues that that may materialise upon their adoption may be avoided.

Some issues which need to be critically engaged with are as follows:

- The raw materials for EV batteries require mining for minerals and metals, including lithium, manganese, copper, and nickel which can result in high levels of resource extraction and depletion in comparison to what is required for ICE vehicles
- The manufacturing process of EVs can emit more CO_2 than ICE vehicle production
- Some batteries in EVs have become a safety concern in terms of battery fires or become faulty, for example, if they are damaged during a traffic collision
- The 'end of life' of an EV battery can also have negative environmental impacts
- Some alternative fuels require the production of electricity which can be via renewable or non-renewable sources.

5.3.1.5 Travel Behaviour and Decarbonisation

There are several factors which are hindering the widespread adoption of alternatively fuelled vehicles, such as:

- Lack of cost competitiveness and availability in comparison with ICE vehicles
- Range anxiety
- Requirement for infrastructure development to cater for alternative fuel use
- Safety and legal liability of features within EVs
- Charging issues and battery service life and cost of replacement

Technological advancements are attempting to combat these issues. However, by making alternative fuels readily availbale to replace fossil fuels, **there will be no requirement for people to alter their travel behaviour, or attitude towards how they travel**. For example, consumers may replace their current vehicle with an alternatively fuelled car without actually adjusting their lifestyle or travel habits. The user may rationalise travelling more frequently or for lengthier journeys as the vehicle is considered to be 'green'. In turn, if all road users adopted this attitude, then alternative fuels could actualy induce more road traffic and counteract any environmental benefits that it had offered in the first place.

To add, people who have adopted an EV for environmental reasons are likely to be more conscious of their travel behaviours and reflect on their personal impact on the environment. However, some consumers may adopt EVs for the long-term financial benefits such as lower energy taxation. This consumer group are less likely to be thoughtful of how they use their EV.

Therefore, it is paramount that alongside the adoption of alternative fuels, there is an effort **to adjust our travel behaviours to account for the whole life carbon associated with car use**, such as walking and cycling for short journeys, using public transport where possible, and reducing the need to travel entierly.

5.3.1.6 Summary

Overall, the shift to alternative fuels presents a number of uncertainties which will need to be taken into consideration through the development of the new RTS. Whilst EVs are emerging as the dominant technology, they will not be appropriate for all modes of transport and decarbonisation may require alternative fuels such as hydrogen in some instances. There are also issues around provision of the infrastructure to support alternative fuels. In particular, who takes the lead and who bears the cost of this as well as ensuring adequate and equitable network coverage. A shift to alternative fuels will also have implications for tax revenues which will require consideration of how we pay to use the road network. New electric vehicles are also still expensive when compared to ICE cars, which may price lower income users out of EV and hybrid vehicles.

There is a also risk that the transition to alternative fuel sources is seen as a panacea to transport emissions and that people choose to use their car more often on this basis which would lead to other negative impacts such as congestion, delays and unreliable journey times. Finally, the widespread adoption of EVs will require significant investment in electric chargepoints and alternative fuel stations. As such, a range of policy measures which include encouraging modal shift to public transport and active travel will still need to be pursued to achieve both decarbonisation targets and an efficient and sustainable transport system.

5.3.2 Shared Mobility

Shared Mobility is based upon providing people with short-term access to shared vehicles like cars, bikes, scooters, etc. on an on-demand basis. This removes the need for vehicle ownership and provides people with a wider range of sustainable transport options than they would have available under the traditional ownership-based approach. It is facilitated through a range of services and mechanisms like those in Figure 5.4 Shared Mobility Services.

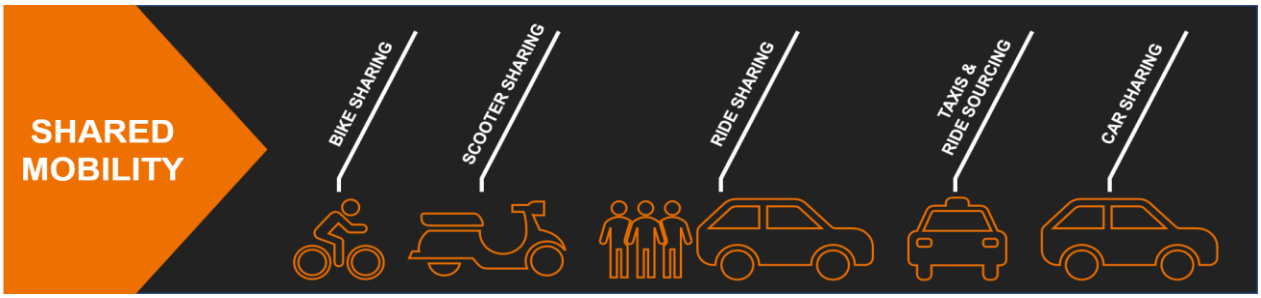


Figure 5.4 Shared Mobility Services

Bike Sharing

People access pools of communal bikes as required from a network of bike sharing stations. These are typically unattended and located around towns and urban areas although there is also potential to place them in rural locations / stations for leisure purposes. The majority of bike sharing operators cover the costs

of maintenance, storage and parking of bicycles and users can pay on an annual, monthly, daily or per-journey basis. In general, trips of less than 30 minutes are included within the membership fees. In addition to traditional bikes, schemes can also include e-bikes and cargo bikes as well.

There are three main types of bike share network which include:

- **Station-Based One-Way Access**: Bicycle can be returned to any station. The most common form of Bike Sharing.
- **Station-Based Round-Trip Access**: Bicycles must be returned to the same station where they were picked up.
- **Free-Floating One-Way Bike Share**: Offers users the ability to check-out a bicycle and return it to any location within a predefined area.

It is however recognised that a bike hire scheme was launched in 2010 in Dumfries but was withdrawn in 2016 as it could not operate on a commercial basis.

Ride Sharing

One of the most well-known forms of shared mobility is ride sharing where people with similar travel requirements share one vehicle rather than make separate trips. Carpooling is the most common form of ride sharing which can take three forms:

- **Informal:** organised independently of any carpooling system through friends, family or colleagues. In addition, some informal carpooling schemes are community-based initiatives
- **Organisational:** coordinated by an employer, university or other large organisation for their members
- **Formal Non-Organisational:** formally coordinated through an online platform or app that seeks to match people who have no other connection other than similar travel requirements

Car-poolers will typically contribute to the running costs of the driver's vehicle and may share driving responsibilities. However, the COVID-19 pandemic is likely to reduce the willingness for people to ride share with strangers at least in the short-medium term.

Taxis, Ride Sourcing and Community Transport

Taxis are the most well-established form of shared mobility and are now being incorporated into online ride sourcing platforms which enable journeys to be booked online or through an app. The most well-known example of a ride sourcing provider is Uber which, like other similar operators, coordinates a fleet of private vehicles that offer users services that are uninterrupted, personalised, highly flexible and provide a door-to-door service which covers individual requests from place of origin to destination.

In ride sourcing systems like these, a service charge covers fuel costs and vehicle depreciation, the driver's fee, remuneration for the company that linked the service provider and final consumer and any taxes associated with the regulation of the service. They often use a dynamic pricing mechanism in which fares increase when demand is high and then efficiently adjust to the fluctuating demand throughout the day.

Community Transport services also provide vital links for people who are elderly, require special assistance or, for mobility or other reasons, cannot access public or other private transport. These are

often provided by volunteers with minimal charge and, in some instances, are free. These are often lifeline services for people who have no other access to public or private transport providing key links to healthcare, shops and social events.

Car Sharing

This differs from ride sharing in that people share access to a vehicle, like bike sharing, rather than sharing a journey with someone. This means people can enjoy the freedom and benefits of the car without the responsibilities and costs of owning one.

Customers typically access vehicles by joining a car sharing organisation that provides a fleet of vehicles in the local area. Vehicles can then be booked online or via a smartphone app. The operator provides fuel, parking and maintenance with users paying a fee each time they use the vehicle.

Like bike share schemes, there are three main types of car share network which include:

- **Station-Based Round-Trip Car Sharing**: Customers pick up a vehicle at a designated station and return it to the same place with fees normally being paid on an hourly basis
- **Station-Based One-Way Car Sharing**: Like the above except vehicles do not need returned to the same station but can instead be dropped off at designated parking places across a city or region. These are harder to manage as operators must guarantee a level of vehicle availability and imbalance in demand between stations could lead to an oversized fleet and underused vehicles.
- **Free-Floating One-Way Car Share**: Enables vehicles to be picked up and dropped off anywhere within a designated operating area. There are no specific stations and while users can drive outside the operating zone, they still have to drop off cars inside the operating area.

Alongside traditional car sharing schemes like these, an emerging alternative is personal vehicle sharing where car owners rent their vehicle to other drivers on a short-term basis. Generally, a company will broker transactions between car-owners and renters by providing the resources necessary to make the exchange possible (e.g., online platforms, customer support, insurance, etc.).

There are two main types of personal vehicle sharing which are:

- **Peer to Peer Car Sharing:** privately owned vehicles that are temporarily made available for shared use by an individual or members of a peer-to-peer car sharing company. The operator facilitates the rental and retains a portion of the fee to cover operating costs.
- **Fractional Ownership:** Involves the ownership of a vehicle amongst a small number of people, with each of these individuals taking up a portion of the expense for access to the shared service

Delivering Shared Mobility

Shared Mobility trends are already emerging and there is an opportunity to influence their development to ensure they deliver mobility lifestyles that are more inclusive and have less environmental impact than traditional travel systems. This will be essential to ensure Shared Mobility develops in a manner consistent with policy aspirations to reduce carbon emissions and deliver inclusive economic growth through sustainable access to essential services. Shared mobility schemes have potential for beneficial equalities impacts where they offer affordable and enhanced accessibility for disadvantaged groups such as non-car owners and communities with poor access to public transport.

To facilitate this, it is essential that Shared Mobility is developed in line with the principles set out in Figure 5.5: Shared Mobility Core Principles, and those solutions are used in an integrated manner through the creation of Mobility Hubs. It will also need to be responsive to changing travel demand patterns and personal requirements resulting from the COVID-19 pandemic. This may necessitate further measures to ensure that shared vehicles and services are thoroughly cleaned between uses.

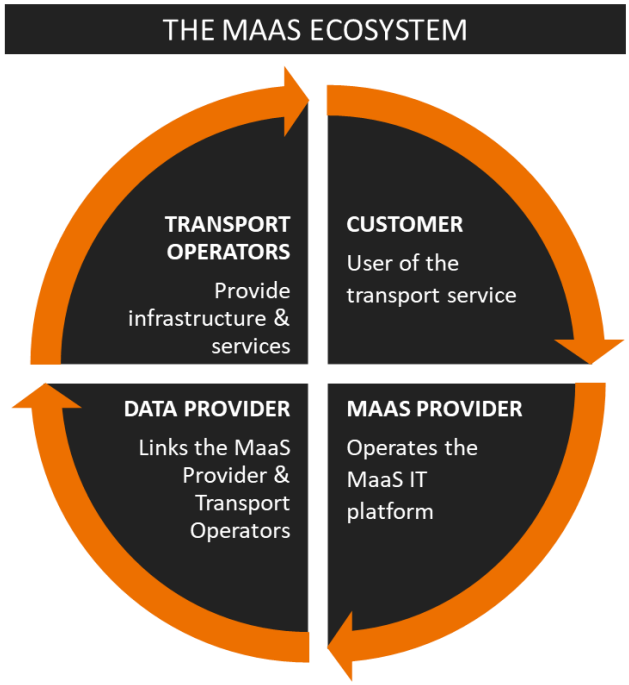
Figure 5.5: Shared Mobility Core Principles

5.3.3 Mobility as a Service (MaaS)

MaaS envisages users buying transport services (including public transport, car usage, access to active travel, taxi, demand responsive transport, etc.) as packages based on their needs instead of buying the means of transport itself or in a series of distinct packages. It is being driven by digital innovation which presents the opportunity to combine transport provision through a single platform. It is still an emerging concept which has yet to be widely implemented.

Core Characteristics

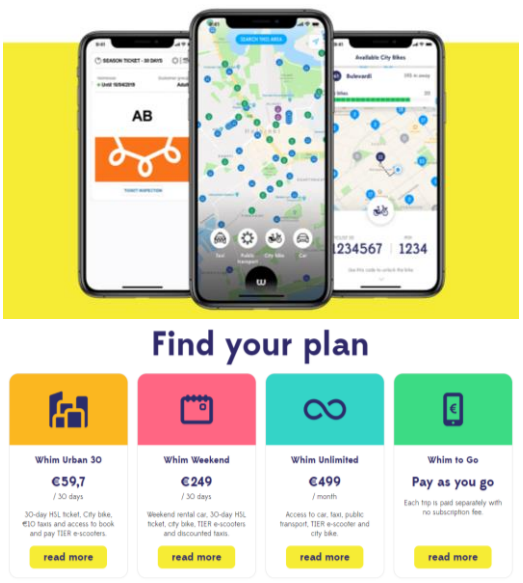
Whilst MaaS is still in its embryonic stage the fundamental components have been largely agreed which are:



- **Multi-Modal**: integration between multiple modes of transport including public transport, active travel and shared mobility solutions
- **Payment Solutions**: users are able to pay for their travel across a range of modes directly through the MaaS platform with integrated multi-modal ticketing solutions in built
- **One Platform**: for everything including travel information, booking, ticketing and payments
- **Integration**: bringing together customers, transport providers, public sector, payment processors, telecommunication companies and the platform owners
- **Digital**: an online platform supported by telecommunications technology
- **User Focused**: centred around demand from customers and personalised to their needs

There are two types of payment model anticipated for MaaS which are:

- **Subscription Based:** Customer would purchase a 'bundle' of services proportionate to their budget and mobility needs e.g., 'fortnightly' subscription which provides unlimited trips on public transport, 11 hours of car sharing, 10% discount on ride-hailing services and unlimited bike rental
- **Pay as You Go:** Customer would be provided with the range of available transport services and choose their mode(s) for that journey then pay a single, one-time transaction price for the whole journey. This could include a pricing cap which would be applied at a variety of timescales (i.e., daily, weekly or monthly) to encourage increased usage of MaaS services (e.g., Transport for London has a daily pricing cap on their Oyster Card).



Case Study: Whim, Helsinki

In Helsinki, MaaS Global is the first commercial start-up to develop a MaaS subscription service. This was created in October 2016 through the launch of its Whim app. It offers several levels of service, ranging from a pay-as-you-go option to an unlimited use package which includes public transport, taxis, bike and car-sharing.

Whim was enabled by Finnish Ministry of Transportation legislation, which itself was informed by the deregulation of their telecoms market, making it mandatory for public transportation to allow access to their Application Programming Interfaces (APIs) and ticketing systems on vendor platforms. Phase one of the legislation came into effect in January 2018, with phase two implemented in January 2019.

Whim now has 13,000 active users per month in Helsinki and has expanded its service to several other European cities, including Antwerp and Birmingham. Within Helsinki, Whim currently has less than 1.5% of the total mobility market but aims to shift the market from ownership to usership, with its unlimited package costing less than car ownership.

Delivering MaaS

The implementation of MaaS presents an opportunity to create a seamlessly integrated sustainable travel system that meets the needs of users as effectively and efficiently as possible. However, given the uncertainty at this time around the ways that MaaS will develop there is a need for government and bodies like MaaS Scotland to guide and shape MaaS to ensure its successful delivery by supporting a broad, collaborative, and multi-modal approach which provides a framework for:

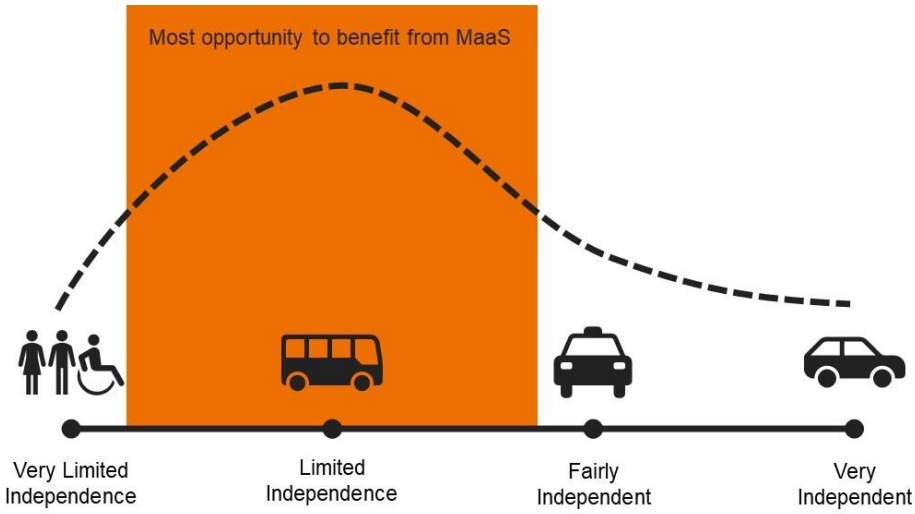
- achieving beneficial social, economic, and environmental outcomes
- developing a healthy ecosystem that encourages operators and users to engage with it as well as facilitating an open data environment
- co-ordination and scaling of infrastructure and services to meet growth in demand
- equality of access and meeting the needs of all passengers
- performance, monitoring, evaluation, and ongoing improvement
- future proofing to accommodate innovations like autonomous vehicles

Current uncertainties and barriers around the delivery of MaaS include:

- data sharing and the extent to which an open data environment can be achieved
- whether a top down or bottom-up approach should be taken to delivering MaaS
- the most appropriate Governance models (e.g., public / private partnership, etc.)
- whether white label MaaS platforms should be the preferred approach

Any MaaS scheme in the SWestrans region would need to capable of meeting the differing needs of both urban and rural areas which must be considered when planning the ecosystem. In urban areas, MaaS will

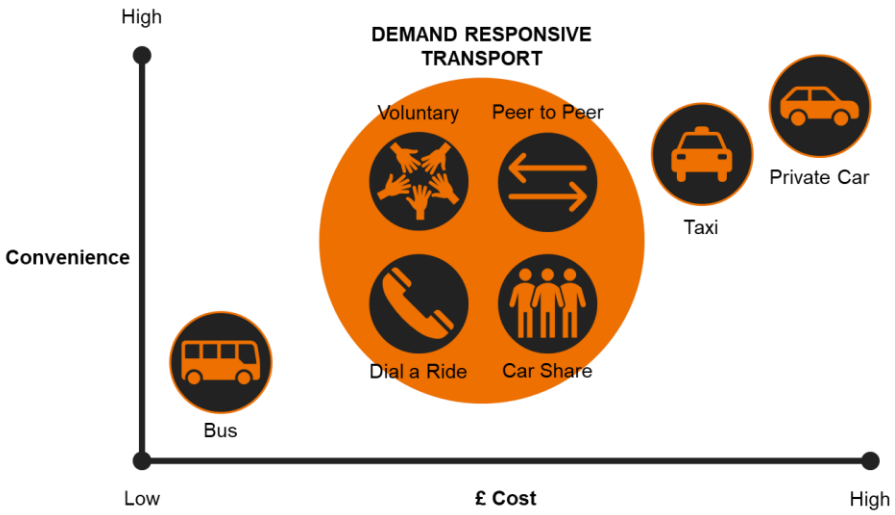
predominantly provide a more comprehensive sustainable mobility package that provides an attractive alternative to the private car leading to a reduced need for ownership and usage.



In rural areas, MaaS needs to ensure that people are provided with effective and affordable links to essential services particularly for those that do not own a car. Rural residents with lower levels of independence are likely to be the users who have the greatest potential to benefit from MaaS as shown here.

Within this group, planned journeys, where the person knows in advance where they want to go, are likely to be those with the greatest opportunity to be delivered by new transport methods through MaaS. Here, users typically have more notice to consider their journey method ahead of time. They also have a greater degree of flexibility over their journey compared to commuting or spontaneous trips.

In rural areas, MaaS providers and transport operators should be seeking to increase convenience, decrease cost or ideally do both in order to help create a desirable proposition for passengers. The greatest opportunity lies in the field of Demand Responsive Transit (DRT) as illustrated here.



Whilst DRT is not a new concept and is already widely operating across rural areas in the region, there are opportunities to deliver DRT services to a wider user base at a lower cost to users. The opportunity for transport suppliers is to make more use of existing spare capacity on their services. This capacity comes in the form of spare seats, empty running and vehicle downtime. Innovation can help to tackle these inefficiencies by increasing visibility of services, making booking services easier and smarter routing. The benefit to customers would be optimised services providing better accessibility and meeting their needs more effectively.

The geographical scale at which a MaaS scheme operates also needs to be considered as artificial boundaries could be created which limits its effectiveness. On this basis, a regional scheme may be most effective.

5.3.4 Automation

The automation of the transportation system refers to a myriad of technologies which range from automated car features to modifications across a transport network which integrates information and communication for different modes. Automation ultimately aims to complement the existing transport network by applying technological advancements to enhance the efficiency and safety for network users, reduce congestion, which has scope to reduce emissions, specifically in urban areas.

Though it is a vast topic, automation can generally be split up into automated features and automated capabilities. Automated features are already present in cars available today, such as automatically regulating a safe distance to the vehicle ahead, lane assist technologies, blind spot detection or cameras and sensors when cars are reversing. The capability of an automated vehicle refers to several systems or automated features which work together to conduct a task with little or no human intervention. This is an attractive concept as it has the potential to revolutionise the way people can be transported, i.e., driving time could be spend productively engaging in other activities. There is also scope for freight transport to shift with automation enhancements via truck platooning or drones being utilised for last-mile deliveries. The various levels of automation are at different stages of development and deployment into the transport system.

Table 5.3: Types of Driving Automation

DRIVER PERFORMS PART OF THE DRIVING TASKS		
NO AUTOMATION	*DRIVER ASSISTANCE*	*PARTIAL AUTOMATION*
The driver performs all tasks even if aided by enhanced warning or intervention systems	Some automation, such as steering or acceleration / deceleration features, are in place. These features use information about the surrounding environment to act and warn the driver. There is an expectation the driver will be engaged and perform the remaining tasks.	One or more automated features are in place such as steering and acceleration / deceleration, again using features from the surrounding environment. There is an expectation the driver will be engaged and perform the remaining tasks.
SYSTEM PERFORMS THE ENTIRE DRIVING TASK		
CONDITIONAL AUTOMATION	*HIGH AUTOMATION*	*FULL AUTOMATION*
The automated vehicle system will undertake all the dynamic driving tasks with the expectation that the driver will be engaged and intervene where required.	The automated vehicle system will undertake all the dynamic driving tasks with no expectation that the driver will need to respond or intervene.	The automated vehicle system will fully undertake all the dynamic driving tasks with no expectation that the driver will need to respond or intervene.

Different Levels of Automation

There are six levels of automation which range from a vehicle with no automation (a human is in complete control of the vehicle or device) to a fully automated vehicle (where the automated technological system

performs the entire movement of the vehicle). The technology which is currently available on the market mainly belongs to the category shown as *Driver performs part of the driving tasks*. These include partially automated vehicles which include Tesla developing an autopilot feature where the system takes control of most driving actions, but the driver is expected to remain alert and intervene where necessary. In addition, intelligent speed assistance is starting to be introduced which aids the driver in maintaining the appropriate speed for the road environment by providing dedicated and appropriate feedback. Further examples of existing semi-automated cars are provided below.

The other category *System performs the entire driving task* involves technology which is being developed. Higher levels of automation have been developed though many are undergoing testing and pilot studies, thus they have not been successfully implemented into mainstream transport to date.

AVAILABLE SEMI-AUTOMATIC CARS	
Tesla Autopilot	Enhanced autopilot which can autosteer, lane keep assist, break, and accelerate as long as the driver has their hands on the wheel.
Volvo Pilot Assist	Steering, lane keep assist and maintain a safe distance from the car in front as long as the driver has their hands on the wheel. If their hands come of the wheel, then an alarm will sound.
BMW Intelligent Driving	Steering, lane keep assist as long as the driver has their hands on the wheel. The 'stop and go' feature which warns the driver of a vehicle ahead which is sharply breaking. The vehicle can depress breaks if no action is taken by the driver.
Nissan Pro-pilot	Adjust speed to suit surrounding traffic conditions, lane keep assist, auto parking and stops the car if necessary.
Audi A8	This model is the first production car to reach conditional automation (vehicle is able to cover nearly all aspects of driving). This includes monitoring surroundings, braking, and controlling steering in certain conditions. The driver is not required to monitor the situation and can remove their hands from the wheel for long periods of time but must be able to intervene if needed or if the vehicle reaches a speed over 37mph.

However, technological advancements in this sector are market driven by organisations such as Tesla, Google and other major stakeholders within the technology sector who are who are competing to develop fully automated or 'driverless' vehicles. Similarly, driverless trucks have been operating within areas like ports and airports, however they are not fully operational on the road network. As such, it is plausible that vehicles which fall into the *System performs the entire driving task* category will move from pilot projects to operational within the lifetime of the RTS.

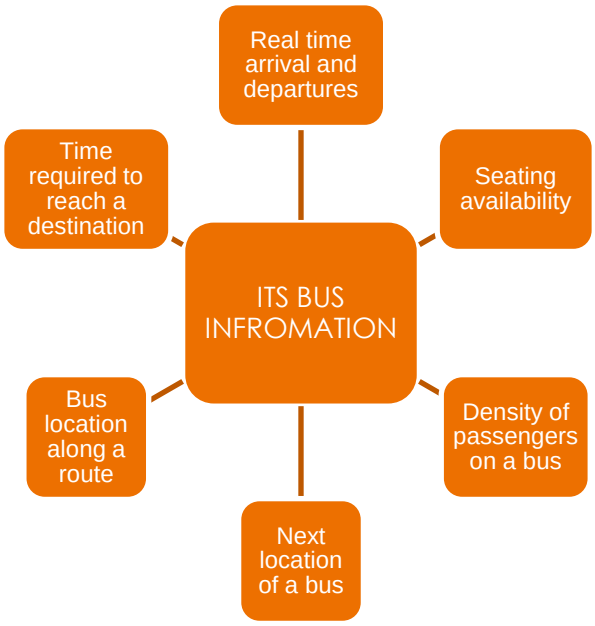
Intelligent Transport Systems (ITS)

ITS manage the transport network via the use of 'big data' and artificial intelligence (AI) to implement the most effective solutions to improve network efficiency and safety. ITS involves integrating technologies including sensors, computers, electronics, communication devices, and other automated technologies within transport infrastructure and individual vehicles. The aim is to improve efficiency, safety, sustainability, increasing travel time reliability and reducing the cost of the transport network on the economy and environment by distributing the information across all modes to benefit all network users. Users of the transport network would be able to access real time travel information and be presented with smart alternatives at identified areas of high congestion or disruption to inform their travel choices.

To counteract or limit the intensification of congestion or disruption, ITS can manipulate the transport network by

- Predicting traffic conditions via data from the surrounding environment and infrastructure
- Providing information to network users to best inform travel choice
- Car communication via signal controllers in the road infrastructure relaying information to individual vehicles to modify speed / act accordingly
- Smart intersections which collect data and relay information
- Redirecting road traffic
- Altering signal timings

ITS are being actively introduced into traffic control systems, vehicle designs and interactive systems for informing transport network users. There is also some cross over with ITS and 'smart cities', a concept which strives for urban areas to function in a sustainable and intelligent way through the cohesive integration of infrastructure and services by using technology. The aim is to generate a better quality of life for inhabitants of these urban areas. The main issue within the UK is the lack of investment, state of readiness and the awareness of the smart road transport concept. Though, 'smart motorways' have been developing in the UK since 2006 and some cities have implemented ITS features within their transport network. An example of how ITS is applied to bus information provision is displayed opposite.



Platooning

Platooning involves a lead vehicle, which is generally driven by a human driver, followed by other vehicles which are potentially driverless. The subsequent vehicles do so via automated communication technologies such as longitudinal and lateral control which involves integrating cooperative adaptive cruise control and lane keeping assist systems. Coupling and de-coupling technologies can also be implemented to allow other road users to cross and come between different vehicles within a platoon.

Platooning can help to reduce energy consumption as vehicles are usually driving within a tightly packed 'platoon', reducing the aerodynamic drag. To add, technologies such as vehicle detection, anti-collision and lateral control technologies can benefit road safety for the driver of the platoon and other road users. Freight capacity can be enhanced as multiple vehicles containing cargo could be led by one driver which saves time and cost.

This technology has not been implemented as a viable commercial product; however, there are some active pilots which show potential. The European Truck Platooning Challenge (2016) involved European truck manufactures which trialled platoons of trucks with automation technologies on public roads across Europe. In 2016, the first cross-border truck platooning trial was successful in reaching its destination in

the Port of Rotterdam. This form of automation could also therefore begin to emerge as a viable means of transportation during the lifetime of the new RTS.

Other Areas of Automation

Automation does not always apply to solely road vehicles as there have been some technological developments for how automation can benefit the operation of rail, air and sea transport operations for both pedestrian travel and freight movements as well. These are summarised in Table 5.4 below.

Table 5.4 Automation of Rail, Sea and Air

Rail	Sea	Air
Automated train operations (ATO) offer predictable running times, higher capacity, energy optimisation, automated and computerised failure detection and response, enhanced safety as well as the potential for driverless train operation. ATO is expected to considerably alter the interaction between infrastructure and the day to day running of rail operations. Some automated and driverless rail systems are already in operation such as the Docklands Light Railway (DLR) in London.	There is scope for sea vessels to operate without the need to have a large crew as they could be automated or operate via remote controls. This has many safety benefits as less workers would be exposed to harsh sea conditions as people could operate vessels movements from land. Whilst this is unlikely to be adopted immediately, there may be a phasing of implementation resulting in a mix of traditionally crewed vessels and autonomous vessels sailing at the same time.	Unmanned aircraft systems, i.e., drones, are discussed below, however, ultra-short haul commercial flights are also being explored as potential future developments for aviation. Automation can also be used to enhance safety checks of aircrafts prior to take off which aids workers and pilots in managing the flight by replaying certain manual tasks, and air traffic control to monitor the status of all flights. Airports have also implemented automated baggage handling and screening systems which helps to improve safety and remove human error.

Implementation of Automation

The implementation of automation into mainstream transportation is dependent on the market and industry stakeholders and legislation. Economic benefits, demographic trends and safety factors are catalysts for automation and companies such as Tesla, Uber and Google are competing to eventually develop cars which completely remove the need for a driver. Many of the technologies described above have been implemented or are undergoing pilot studies. However, it is anticipated that within the next two decades there will be a gradual but significant deployment and uptake of this technology which means this needs to be taken into account in the development of the new RTS.

There are clear benefits to the implementation of automation within the transport sector, however this needs to be managed carefully through policy. Automation does not automatically result in reductions in energy consumption and emissions, but it indirectly supports changes in vehicle operations, vehicle design, choice of energy, policy intervention, or transportation system design that may or may not be more sustainable. To add, automated vehicles could increase network efficiency, making driving more attractive to people who may have otherwise opted for an alternative mode. Thus, there is scope for vehicle kilometres travelled to increase alongside the implementation of automation.

There would also be a reduction in jobs, specifically for truck and bus drivers and people manually operating trucks, trains, ships as they will be replaced by machine led automated devices. This will

disproportionally impact jobs which are low-skilled and low-paid, whereas there will be an increase in demand for jobs which are more highly paid such as engineers and researchers.

There are also concerns about how automated vehicles will replicate human actions, specifically in situations such as traffic collisions. As automation is market led, it is paramount that there is policy intervention to ensure that automation is implemented into the transport network at a gradual and sustainable rate and in a manner that seeks to deliver overarching policy objectives.

5.4 TRAVEL BEHAVIOUR CHANGE

In addition to technology-based supply side changes, there are long-term trends surrounding the amount and way that people travel, which if continued will affect future travel patterns. It is important to understand these as this will inform the development of the RTS. Firstly, there is a long-term trend of people making fewer trips, as reflected in the DfT's long-running National Travel Survey as shown in Figure 5.6.

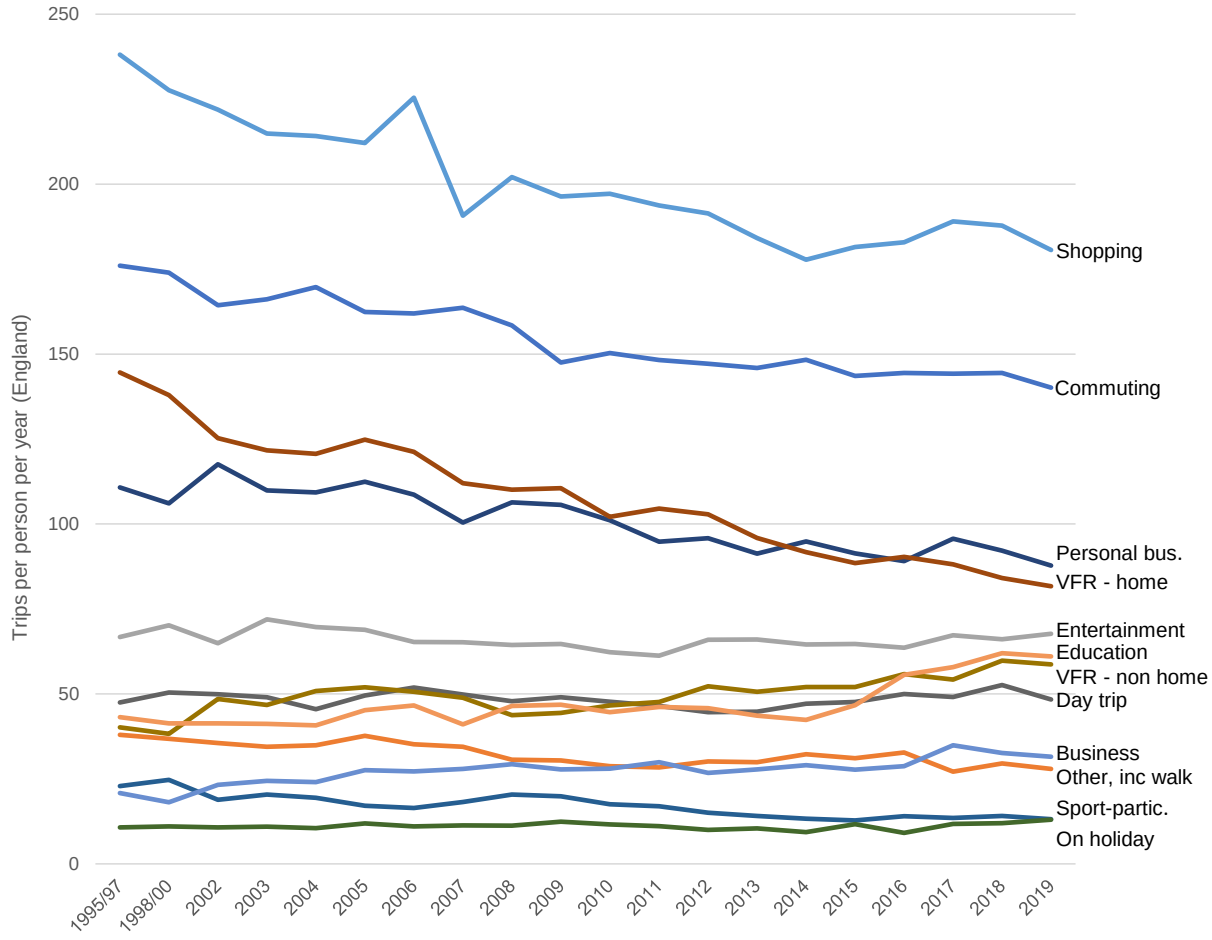


Figure 5.6 DfT Trips Per Person Per Year

On average people are making 13% fewer trips per annum compared to the mid-1990s. All of the main travel purposes have seen a decline, with only education and some of the less frequent leisure trip

categories seeing an increase. The average distance travelled has declined at a lower rate (7%) meaning that the average trip length has increased over this period. Reflecting this, average trip duration has also increased from 20 to 23 minutes. At the UK level, this reduction in travel per person has been offset by growth in population of 15% over this period. Population growth has therefore been the main driver of growth in travel, offsetting the reductions in travel at the individual level.

5.5 COVID-19

The COVID-19 pandemic and its potential aftermath has introduced a high degree of uncertainty into all aspects of transport planning. Whilst the short-term picture (during the pandemic and the various levels of restriction) is well understood, there is significant uncertainty regarding the structural (permanent) changes in peoples' behaviour once the pandemic is behind us.

Throughout the pandemic, Transport Scotland have provided data on current usage of Scotland's transport network, baselined against pre-pandemic usage[25]. The most recent data available (30th of August 2021 to 5th of September 2021) is shown in Table 5.5. There were no travel restrictions at this point in time.

Table 5.5: Change in Transport Usage Compared to Pre-Pandemic Levels

Mode of Transport	% Change
Walking	-40%
Cycling	10%
Concessionary Bus	-35%
Rail	-50%
Ferry	10%
Air	-45%
Car	0%

These figures display a significant drop in all modes of public transport, with the exception of ferry travel which as seen a 10% increase. This may be due to changing public attitudes to using public transport due to COVID-19 and the rise of home and hybrid working.

To further understand the context behind these decreases in public transport usage, Transport Scotland have undertaken a public survey, in conjunction with measuring transport usage, to understand the public's transport usage. The survey was undertaken during the period of 18 – 24th August 2021. It is unknown what the sample size of the survey was.

Key results from the survey include:

- 36% of respondents indicated they were avoiding public transport due to the risk of COVID-19,
- 48% of users agreed that they expect to work from home more often
- 53% agreed that they will walk and cycle more

[25] Public Attitudes Survey, Transport Scotland (2020)

These results indicate that there will be less demand for public transport in the future which may affect the viability of public transport provision. However, the increase in use of active travel could lead to some demand if all modes of transport are integrated.

As this issue is still playing out, the structural impact of the pandemic on travel patterns will be kept under review during the RTS development process.

6. Public and Stakeholder Engagement

SWestrans Regional Transport Strategy

STAG Case for Change Report

6.0 PUBLIC & STAKEHOLDER ENGAGEMENT

6.1 INTRODUCTION

An extensive programme of public and stakeholder engagement was undertaken between September and December 2018 during the SWS Study. In the light of this, and to avoid repetition, bespoke engagement and consultation for the RTS CfC was focussed on key stakeholders only and these meetings were undertaken between January and March 2022.

6.2 KEY FINDINGS – SOUTH WEST SCOTLAND STUDY

Previous consultation activities for the SWS Study included engagement with local authority and national government officers, members of the public and representatives from transport providers, business organisations and relevant action groups. The main elements of the engagement programme are set out in Figure 6.1.

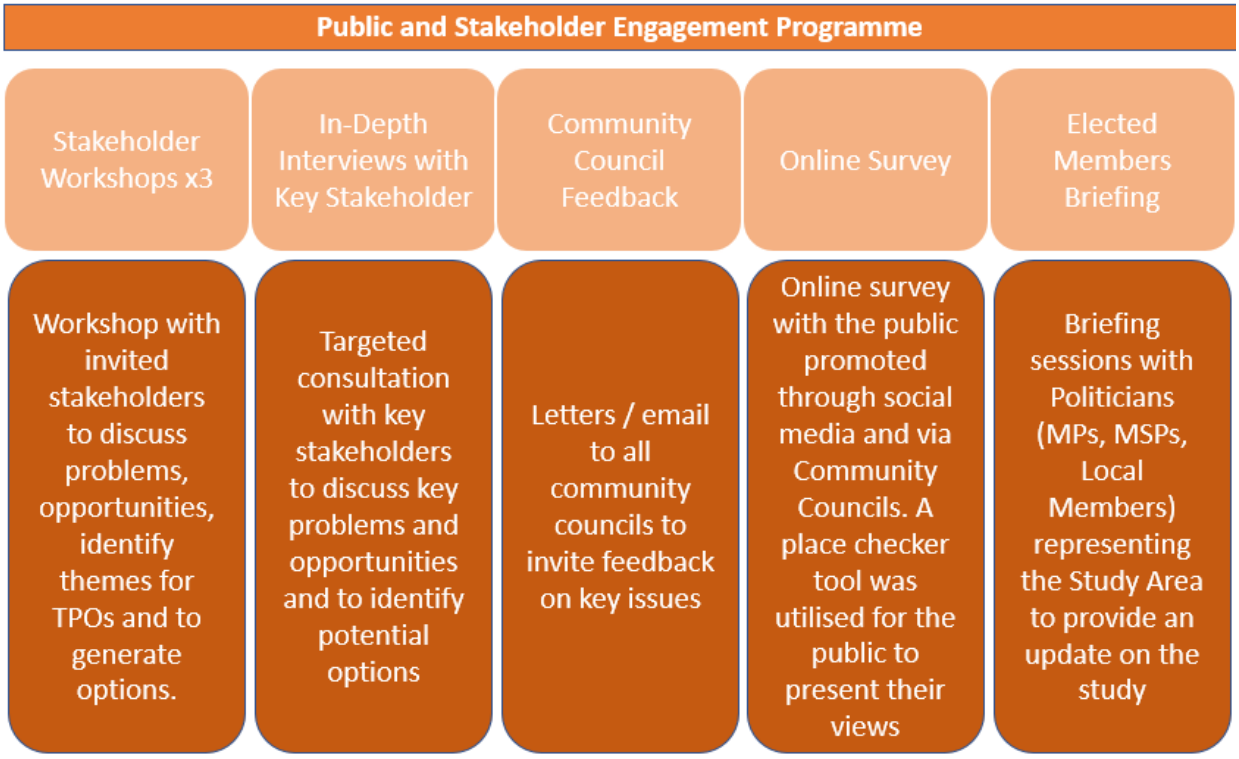
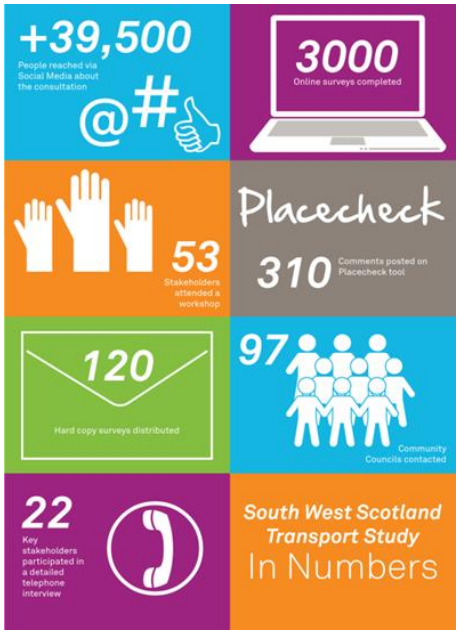


Figure 6.1: Key Elements of the SWS Consultation

Overall, the consultation exercises generated a strong level of participation, with the feedback obtained central to guiding the development and evidencing of problems, as well as the identification of options. The graphic opposite provides a snapshot of the level of feedback to the Engagement Strategy undertaken as part of the SWS Study. A bespoke Consultation Report was produced which has been used to inform the development of transport problems for the RTS.



6.2.1 Stakeholder Workshops

Stakeholder workshops, held in Stranraer, Dumfries and Maybole, were attended by over 50 stakeholders representing a range of organisations across the three locations.

Key findings included:

- **Perception of area as the 'forgotten' part of Scotland:** There is a perception that other parts of Scotland have benefited from investment in infrastructure whilst South West Scotland has not benefited from any large-scale infrastructure projects (though it was noted that some improvements have been undertaken e.g. overtaking lanes on A75)
- **Road infrastructure issues – classification, carriageway quality:** Concerns relating to the quality of road surfaces were frequently highlighted, including potholes and faded white line markings. It was suggested that given the status of the roads in the area (e.g., the A75 is part of the Trans European Road Network) and their importance as freight corridors, routes are not 'fit for purpose'.
- **HGV platoons and limited overtaking opportunities:** Platoons are often experienced on the A75 and A77, coinciding with ferry arrivals. These are coupled with frequent bends, which result in a lack of overtaking opportunities.
- **Perception of safety issues:** Although analysis of accident data indicates that overall, accident rates (2012 – 2016) are lower in the study area than the equivalent national rate, when accidents do occur, they tend to be more serious in nature. This supports the perception that many routes are unsafe.
- **Connectivity, impacting potential economic development:** It was noted that there is some reluctance from individuals / businesses to invest in the area, particularly at the ports, if connectivity to / from other parts of the UK is not improved. The A75 and A77 were the connections which need to be improved and a lack of investment has the potential to hinder economic opportunities in the area.
- **Resilience – long diversionary routes in event of road closures:** There are a lack of alternative routes in the study area, particularly for journeys along the A76 and A77. In the event of road closures due to an accident or maintenance works, diversionary routes are often long, and journey times significantly increased.
- **Rail issues – long rail journey times, access to rail network:** Whilst there was generally a desire by attendees to use rail, journey times, particularly to the Central Belt, were noted to be too long, deterring commuters and visitors alike. Access to rail is difficult in some areas, particularly where there are long distances to travel to a station.

6.2.2 Depth Interviews

Telephone interviews were undertaken with a range of stakeholders. In total, telephone interviews were undertaken with 22 organisations. A recurring theme across many interviews was the view that South West Scotland is the 'forgotten part of Scotland', which has possibly not benefited from the same level of infrastructure investment as other parts of Scotland.

6.2.3 Online Survey & Placecheck

To better understand existing transport-related problems and opportunities in South West Scotland, and the improvements sought by those who regularly travel throughout the study area, an online survey was developed and promoted to communities and other interested stakeholders in the study area. Some 3,016 responses were received to the survey.

Results from the online survey, alongside the other consultation feedback informed the identification of problems and opportunities. To support the Online Survey, the interactive 'Placecheck' mapping tool was also promoted to enable people to record their views on current transport provision with reference to a particular location. A total of 310 comments were submitted, with the majority of these centred on road-based issues. These comments will be particularly helpful when options are being developed and defined spatially.

The **Gretna–Stranraer corridor** recorded comments related to poor route alignment, HGV platoons (particularly eastbound travel following disembarkation from the ferries) and a lack of safety on the route; though multiple locations were highlighted as safety concerns, a particular clustering of comments centred on the safety of the A75/A751 junction. Opportunities for new rail stations, the bypassing of Springholm and Crocketford and dualling the A75 (or at least part of) were also frequently raised comments related to this corridor.

Similar comments were provided for the **South of Ayr – Stranraer corridor**. Comments were received relating to poor route alignment leading to a perception of poor road safety. The quality of the A77 was generally considered to be poor with a lack of overtaking opportunities. Poor route resilience and long diversionary routes were also highlighted, particularly as a result of landslips. High HGV volumes were also commented on, although not to the same extent as the A75 corridor. Multiple comments related to bypass opportunities around settlements, including at Ballantrae and Lendalfoot were raised, alongside suggestions for public transport improvements including to the Ayr – Stranraer rail line and suggestion for a Stranraer-Cairnryan rail link.

With regards to the **Dumfries – Kirkconnel corridor**, comments received focused on Thornhill; with respondents highlighting issues such as poor pedestrian facilities and parking.

Comments concerning the **Dumfries – Moffat corridor** related to a lack of overtaking opportunities, poor route geometry and queuing on approach to the A75 junction. For the **Dumfries – Lockerbie** corridor, there was a clustering of comments around Lochmaben to highlight safety concerns, including poor route geometry within the town and excessive speeding. The lack of available parking spaces at Lockerbie Station was also noted.

In addition to the multi-modal corridors, comments were also given to issues within key hubs/towns in the study area. Notable issues raised included:

- Dumfries – a mixture of local and strategic comments, including a desire for additional seating at bus stops, comments noting the high-quality cycle paths in the town and issues at the A76/A75 roundabout.
- Stranraer – most of the comments received within Stranraer centred on the rail station, with support amongst some respondents to relocating the existing station at the pier head into the town centre.

6.2.4 Elected Members Briefing

Elected Members Briefing sessions were held in Dumfries and Ayr. Key comments include:

- Strong agreement with initial study findings that the study area is the 'forgotten' part of Scotland
- Although STPR2 will deliver a 20-year plan for transport investment, it is important that South West Scotland does not have to wait the full 20 years to see projects implemented
- It is important to note that results from the Online Survey may be skewed towards investment on the A75 given the higher population on that corridor.
- Average daily traffic flows do not show the whole picture and higher than average flows when vehicles disembark ferries must be considered

6.3 KEY FINDINGS – 2022 STAKEHOLDER CONSULTATION

During the development of this CfC, consultation with key stakeholders was undertaken between January 2022 and March 2022 to understand whether any of the previously identified issues were resolved, or whether there were any new issues that needed to be addressed. A summary of key responses is outlined below. A list of all the stakeholders consulted can be found in Appendix B

Active Travel: Opportunities for active travel within rural areas of the region are limited due to the lack of infrastructure. There are designated bike paths, but these are not segregated from road users. Dumfries however does have a good active travel network with segregated paths and supporting infrastructure (i.e., bike repair stands).

Borderlands Growth Deal: The deal was signed in March 2021 and provides up to £452 million in targeted investment into Carlisle, Cumbria, Dumfries and Galloway, Northumberland and The Borders. Key developments include:

- Borderlands Place Programme – Investments into towns and town centres. Gretna, Kelloholme, Stranraer, Wickton and Whiton identified as priority places
- £10 million for a feasibility study to extend the Borders Railway to Carlisle
- Chapelcross – Business Park at the site of the former nuclear power plant with improved access to the A74(M). Detailed proposals for the development have not yet been developed. This site has also been identified as a National Development within the draft NPF 4.
- Dairy innovation centre – located at the Scotland's Rural College Campus outside Dumfries
- Digital upgrade plan – improving 4G and fibre connectivity across the region
- Stranraer development – regeneration of the marina into a leisure destination

Bus Driver Availability: Smaller bus operators in the region noted that the driver availability is a significant issue, with any absence materially affecting operations and causing services to be cancelled (including school buses). There is also a lack of applicants to replace retiring drivers at smaller firms which is threatening long-term operation. Stagecoach is not facing the same difficulties as it is able to train new drivers and has a larger reserve base, but smaller depots can face operational issues if multiple drivers are unable to work.

Bus Network Fragility: The majority of bus services within the SWestrans area are operated under tender, with a very small number of commercial services. Before the pandemic, commercial and tendered services were operating at a limited profit margin and the pandemic has caused services to become untenable if Scottish Government funding is removed. This could lead key bus operators like Stagecoach to withdraw from the area which would leave a significant portion of the SWestrans area with no scheduled bus service.

Loch Ryan Ports: The ferry service links to Northern Ireland are becoming more crucial due to the implementation of the Northern Ireland protocol. The UK government is potentially investing in customs facilities to streamline the customs checks, which may create jobs within Stranraer.

Green Freeport: Dumfries and Galloway Council, and the South of Scotland Enterprise have jointly bid for a Green Freeport Zone near Stranraer, allowing easy access to the ferry ports. If the bid is successful there would be a significant investment into the area, providing more jobs. Given the 45km radius, Dumfries and Galloway Council has been examining potential sites across the western part of the area which could form part of the Green Freeport. This could act as an economic catalyst for the area also and increase demand on the road network.

Health Connectivity: As the majority of outpatient appointments for NHS Dumfries and Galloway are located at Dumfries and Galloway Royal Infirmary, most users drive to attend appointments. Bus services do not allow for quick and timely access, the service is not reliable, and is too expensive for some patients to use. This has caused pressures at hospital carparks. For patients who do not drive, it is possible to arrange for an NHS funded taxi, but this increases costs for the trust. The NHS fleet is also operating at capacity, so there is no scope for it to be used as a part of a wider, flexible community transport service.

Land Use: Dumfries and Galloway Council is awaiting the release of the final National Planning Framework 4 and Local Development Planning regulation before commencing work on the third iteration of the Local Development Plan. The new plan will incorporate placemaking in more rural towns, encouraging local development in line with the development of 20-minute neighbourhoods. There are also plans to increase active travel locations near Newton Stewart and Stranraer.

Rail: Passenger patronage has not recovered back to pre-COVID-19 levels, causing services to run at a greater financial loss. A consultation is currently underway on how the service pattern can be readjusted to better suit users. There are currently reserved freight routes on the GSWL, but they are underutilised. There is potential for the GSWL to be used as a diversionary route for the WCML, but significant investment would be needed.

Rail Infrastructure: There are currently no plans for any significant investment on the GSWL. However, the GSWL could be electrified in line with the Scottish Government's ambitions for net-zero by 2045.

Langholm could see new services to Edinburgh via the Scottish Borders, but there is currently no timescale for completion.

Road Traffic: The implementation of the Northern Ireland Protocol, the potential for a Green Freeport near Stranraer, and high timber prices will further increase HGV road volumes on the A75 and A77. Further investment in Stranraer's harbour redevelopment will also cause increased tourism demand. The recognition of the A75 and A77 in STPR2 is a good start but there is no plan in place to implement the improvements. There are issues with timber traffic damaging minor roads / causing congestion. Movement of forestry by rail has been identified as a potential solution but there are no plans for rail transfer terminals as of yet.

Transport Connectivity: The road routes connecting Dumfries and Galloway to adjacent authorities are not adequate, with significant congestion on the A75 and A77 due to the speed of HGVs. There are also issues with timing of trains to Glasgow, which affects economic possibilities. Internally, the North/South and East/West connections are poor and hinder connectivity. Network resilience is an issue due to poor diversionary routes when road closures are required. This subjects the movement of goods and scheduled passenger buses to increased travel times.

Transport Integration: Bus services are not timed well to connecting train services, leading to rail users driving to stations. Integrated ticketing is non-existent and could benefit users if implemented with well timed, connecting services.

6.3.1 Summary

This chapter has presented an overview of the stakeholder engagement undertaken for this study, including a high-level overview of findings. Many of the problems identified within the SWS Study are still apparent, or in some cases, exacerbated by the COVID-19 pandemic These findings will feed into the development of the Strategy Objectives.

7. Developing RTS Objectives

SWestrans Regional Transport Strategy

STAG Case for Change Report

7.0 DEVELOPING RTS OBJECTIVES

7.1 OVERVIEW

This section sets out the RTS Objectives, and the logic-based process used in their development. Any STAG-based study starts from the identification of transport problems. The SWS Study was undertaken primarily from a strategic / national network perspective, and whilst the RTS has a slightly different perspective (with a more comprehensive focus on all transport across the region), the transport problems identified and evidenced for the SWS Study are still relevant and are therefore set out below as a starting point. For brevity, the evidence base established in the SWS Study is not repeated here and can be found in the SWS Study Report. The following problems (by mode) were identified.

- Road
  - RD1) Road Standard and Usage
  - RD2) Route Consistency
  - RD3) Road Maintenance
  - RD4) Diversionary Routes
  - RD5) HGV Parking / Rest Areas
  - RD6) Traffic in and around Dumfries
  - RD7) Electric Vehicle Infrastructure
- Rail
  - RA1) Rail Network Coverage
  - RA2) Rail Station Accessibility
  - RA3) Rail Station Quality
  - RA4) Rolling Stock Quality
  - RA5) Parking at Stations
  - RA6) Rail Fares
  - RA7) Rail Service Frequency
  - RA8) Rail Operating Hours
  - RA9) Rail Journey Times
- Bus
  - BU1) Bus Quality and Accessibility
  - BU2) Bus Service Frequency
  - BU3) Bus Operating Hours
  - BU4) Bus Service Reliability
  - BU5) Bus Fares
  - BU6) Integrated Ticketing
  - BU7) Bus Service Integration
  - BU8) Bus-Rail Service Integration
  - BU9) Bus-Ferry Service Integration
- Bus / Rail
  - BR1) Network Coverage
- Active Travel
  - AT1) Links to Rail Stations

- AT2) Links to Bus Stops
- AT3) Cycle Facilities at Rail Stations
- AT4) Off-road Cycle Facilities
- AT5) Active Travel Route Maintenance

These problems formed the basis of the development of Transport Planning Objectives and the subsequent option development and sifting process in the SWS Study.

7.2 APPROACH

Building on the SWS Study work, the process for developing RTS objectives has followed a seven-step 'bottom up' process as set out in the diagram and text below.

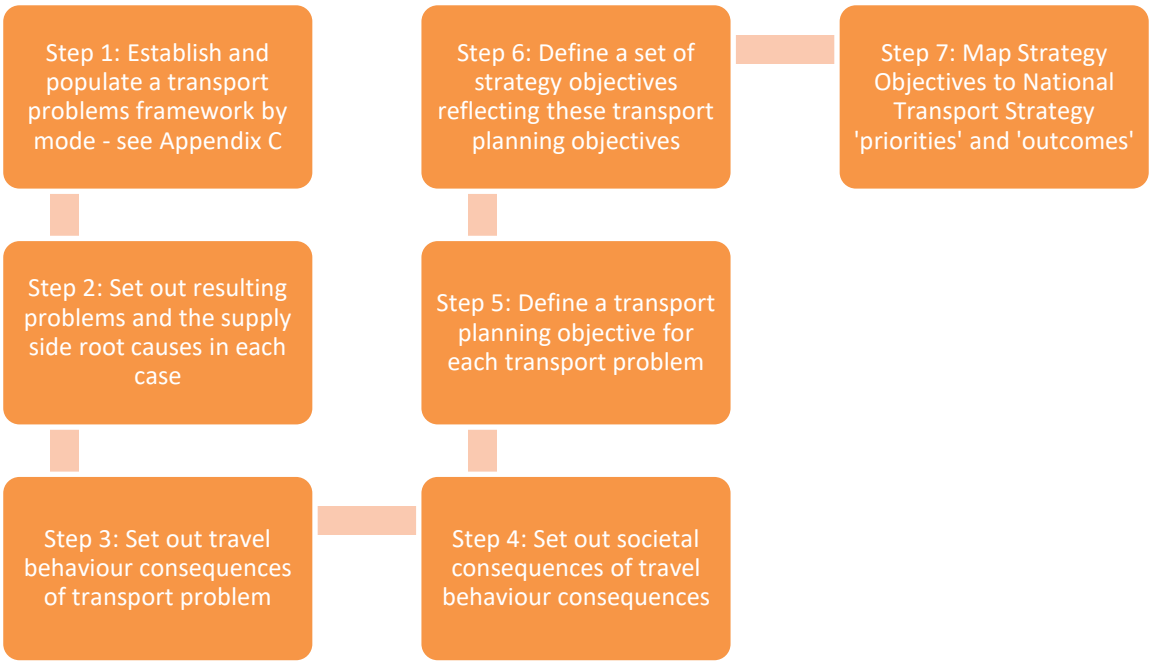


Figure 7.1 RTS Objective development process

7.3 STEPS 1: ESTABLISH AND POPULATE TRANSPORT PROBLEMS FRAMEWORK

What is a transport problem? Here, we primarily focus on a definition of a transport problem as being a problem experienced by a user, or potential user of the transport network. These transport problems can be thought of as one or more of:

- Something that negatively affects a journey which is still made (people and freight) by that mode of travel – in the main this makes a trip less efficient, more expensive or less comfortable
- Something that stops people or goods travelling by (generally) more sustainable and policy friendly modes – this primarily leads to more car use

- Something that stops people making the trips they'd like to make, or goods being moved – impacting on peoples' life chances and business opportunities

As noted above, these transport problems are defined as problems faced by users of transport networks and services either now or potentially in the future and are the basic building blocks from which RTS Objectives are developed. In the subsequent stage, options will be developed to address these problems and thus meet the RTS Objectives. These options will be developed and appraised within the wider context framed by prevailing policy as set out in Chapter 2 and encapsulated in the NTS2 Priorities.

Transport problems when defined in this way are typically associated with a relatively narrow range of parameters which define any trip, including:

- All modes of travel:
  - Concern over environmental impact of travel
  - Cost of travel and affordability
  - Fuel / power issues
  - Integration of travel between modes
  - Journey information, including for protected groups who may find accessing information particularly difficult
  - Journey quality
  - Journey times
  - Journey time reliability (including public transport service punctuality)
  - Lack of awareness of travel options
  - Personal Accessibility – being able to access transport networks and public transport services specifically including people with disabilities or other protected characteristics which affect accessibility
  - Personal security (fear of crime)
  - Travel safety (collisions, personal injury)
- Public transport services specifically:
  - Capacity – seating / ferry
  - Comfort
  - Connectivity and network coverage (availability of services)
  - Ease of use / convenience
  - Integration between services (within mode, e.g., bus to bus)
  - Service reliability (cancellations)
  - Timetables (first and last / frequency / days of the week etc.)

The above list has been used as a 'checklist' to develop a set of transport problems for each mode of transport in the SWestrans context based on the baselining work, the new engagement work and the comprehensive engagement and analysis undertaken in the SWS Study.

The full 'checklist' table can be found in Appendix X.

7.4 STEPS 2-4: SUPPLY SIDE CAUSES, AND TRAVEL AND SOCIETAL CONSEQUENCE

Each of these transport problems has a consequence in terms of travel behaviour:

- adding cost or inconvenience to any trip – adding to the cost of travel, journey times / journey time reliability and / or impacting on health, education, and wellbeing
- meaning that people travel by a different (often less sustainable) mode (or they are forced to through lack of alternatives)
- people not making trips with a range of consequences for them and society more generally

The table below sets out:

- each transport problem identified in the Problems Framework above
- the underlying transport supply side cause(s) of this problem – note that this will be used subsequently to generate options for the RTS to consider
- for each of the three types of travel behaviour impacts, the potential range of wider societal impacts associated with the transport problem including inequalities of outcome in terms of protected groups

Table 7.1: Travel and Societal Consequences of Identified Transport Problems – Walking and Wheeling

			Consequences of a problem that….		
Problem theme	**Transport Problem Walking and Wheeling**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Integration	Walking and wheeling links to my local bus stops / train stations are poor	- Quality of surfacing - Quality of streetscape - Obstacles on footway - Steps on routes - Lack of road crossing facilities	- Anxiety whilst walking due to security concerns – a particular issue for more vulnerable groups - Extended journey times associated with longer routes, road crossing arrangements etc. - Anxiety caused by presence of HGVs - exposure to noise and emissions from general traffic especially where major routes run through settlements	- When travelling by car rather than walking (including those in some protected groups unable to undertake walking and wheeling journeys) people generate avoidable car kilometres with associated impacts (energy usage, emissions, noise, collisions etc.) - Health impacts due to reduced physical activity as people travel by car or take the bus instead (or contribute to externalities which exert a health impact on others) - Makes transport more expensive, impacting most on those with socio-economic disadvantage (including many people with protected characteristics)	- Reduced discretionary walking for leisure - Health impacts due to reduced physical activity - Equalities issues as some of these problems only (or most adversely) affect vulnerable or protected groups – economic, gender, age, disability etc. meaning that some groups cannot access opportunities - Increased social isolation and associated impacts on health and wellbeing - Reduced tourism-based walking in some communities with knock on economic impacts)
Journey quality	I don't think my local environment is suitable for walking and wheeling	- Quality of surfacing - Quality of streetscape - Obstacles on footway - Steps on routes - Road crossing facilities on stretches of road and at roundabouts - Absence of paths or footway to connect communities - Absence of recreational walking opportunities - Absence of connections between paths requiring the user to walk on the road			
Journey times	Walking takes too long	- Indirect routes compared to crow fly - Community severance caused by major roads			
Lack of awareness of travel options	I do not know where walking routes are / do not feel confident using them	- Lack of information regarding recreational walking opportunities - Lack of signing on routes to provide comfort to users			
Personal accessibility	Walking is not a realistic option for me because of a disability	- Obstacles on footway, visibility of obstacles - Steps and other interruptions (e.g., gates) on routes - Lack of appropriate infrastructure including tactile paving etc			
Personal security	I sometimes don't think it's secure enough for me to walk	- Lack of safe, well-lit, welcoming routes - Fear of crime in local environment			
Travel safety	I sometimes don't think it's safe enough for me to walk	- Lack of segregation from traffic - Traffic volumes and speeds - Lack of / poor quality footways - Road crossing facilities - Requirement to cross major routes such as the A7, A75, A76, A77 and A709 running through settlements			

Table 7.2: Travel and Societal Consequences of Identified Transport Problems – Cycling

			Consequences of a problem that….		
	Transport Problem Cycling	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Cost of travel and affordability	I can't afford to own / maintain / use a bike	- Cost of buying and maintaining a bike - Absence of bike hire schemes	- Fear of injury whilst cycling due to concerns about traffic - Anxiety whilst cycling due to security concerns – a particular issue for more vulnerable groups - Extended journey times associated with longer routes - Anxiety caused by presence of HGVs - exposure to noise and emissions from general traffic especially where major routes run through settlements - Damage to bicycles due to surfacing, lack of maintenance	- When people travel by car rather than cycling (including those in some protected groups unable to undertake cycling journeys), they generate avoidable car kilometres with associated impacts (energy usage, emissions, noise, collisions etc.) - Low cycling participation rates in more vulnerable groups - Health impacts due to reduced physical activity as people travel by car or take the bus instead (or contribute to externalities which exert a health impact on others) - Lack of suitable alternatives can mean 'forced' car ownership for some households with significant financial implications, particularly for households with socio-economic disadvantage and in dispersed rural areas - Makes transport more expensive, impacting most on those with socio-economic disadvantage (including many people with protected characteristics)	- Reduced discretionary cycling for leisure - Health impacts due to reduced physical activity - Equalities issues as some of these problems only (or most adversely) affect vulnerable or protected groups – economic, gender, age, disability etc. meaning that some groups cannot access opportunities - Reduced tourism-based cycling in some communities with knock on economic impacts
Integration of travel	Cycling links to my local train station are poor	- The roads are not appropriate for cycling due to traffic levels, traffic speeds and speed limits, HGVs and lighting - Absence of dedicated cycling facilities - Limited signing			
	I can't use my bike to take the bus	- Carriage of bikes on buses at operator discretion and therefore not possible in all cases / guaranteed - Absence of secure bike parking at bus stops			
	I can't always take my bike on the train	- Limited capacity for taking bikes on both GSWL and WCML services			
	Cycle parking options at the stations I use are poor	- Quality of or absence of secure and weatherproofed bike parking at many stations			
Journey quality	I don't think my local environment is suitable for cycling	- Quality of cycle routes, continuity of standard, fragmentation, gaps in routes, lack of segregation etc. - Absence of cycling paths to connect communities - The NCN is of poor quality in places - The road surface is poor in places - Routes are poorly maintained - Advisory cycle lanes not fit for purpose in places			
	There is nowhere for me to securely park a bicycle	- There is a lack of bike parking facilities away from my home - There is a lack of bike parking facilities at my home and I cannot keep a bike in my home			
	I don't like cycling up hills	- Cycling routes which are not defined to minimise the impact of gradients - Costs and availability of electric bikes			
	I need to be presentable at work	- There is a lack of facilities (e.g., showers, lockers, cycle parking etc) at my workplace			
Journey times	Journey times by bike are too long	- Indirect cycling routes required to avoid busy roads unsuitable for cycling			

			Consequences of a problem that….		
	Transport Problem **Cycling**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Lack of awareness of travel options	I am not aware of cycling opportunities in Dumfries and Galloway	- Lack of information, promotion of and signing of cycling routes			
Personal Accessibility	I cannot use a standard bicycle due to disability	- Cost of buying and maintaining a bespoke bike - Route constraints - Steps and other interruptions (e.g., gates) on routes			
Personal security	I don't think it's secure enough for me to travel by bike	- Lack of safe, well-lit, welcoming routes - Fear of crime or anti-social behaviour in local environment			
Travel safety	I don't think it's safe enough for me to travel by bike	- The roads are not appropriate for cycling due to traffic levels, traffic speeds and speed limits, HGVs and lighting - Absence of dedicated cycling facilities - Intimidation by vehicular traffic - Lack of segregation from general traffic - Roundabouts on routes - Requirement to cross major routes such as the A7, A75, A76, A77 and A709			

Table 7.3: Travel and Societal Consequences of Identified Transport Problems – Bus

			Consequences of a problem that….		
	Transport Problem Bus	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Concern over environmental impact of travel	I am concerned about the environmental impact of travelling by bus	- The bus fleet in D&G is generally diesel powered affecting greenhouse gas emissions and local air quality	- Cost of bus travel particularly significant for lower income households in particular and can comprise a significant component of disposable income contributing to transport poverty - Extended journey times associated with longer routes, frequent stopping, waiting times when interchanging etc. leading to lost personal / in work time - Higher costs when separate ticket purchases are required - Missed appointments, including health appointments if buses are late / are cancelled, some with a cost implication - Anxiety whilst using the bus due to security concerns (particularly for some protected groups - e.g., women, elderly people) – on bus and at stop - Anxiety whilst using the bus due to health / virus concerns - Anxiety due to uncertainty of bus arriving on time / turning up - Discomfort at bus stops with poor facilities - Anxiety caused by exposure to traffic on unsuitable paths or verges to / from bus stops - Inconvenience and difficulty when travelling as a person with a disability (journey	- When people travel by car rather than bus, they generate avoidable car kilometres with associated impacts (energy usage, emissions, noise, collisions) - Health impacts due to reduced physical activity as people travel by car rather than bus which involves some walking - Lack of suitable public transport services can mean 'forced' car ownership for some households with significant financial implications, particularly for households with socio-economic disadvantage and in dispersed rural areas - Lack of suitable public transport services can mean that people have to use taxis with significant financial implications for some households	- Labour market efficiency impacts through poor matching of people to skills - Labour market access issues– particularly those undertaking shift work and vulnerable groups such as dispersed rural communities and deprived communities (impacts on those with socio-economic disadvantage) reducing job opportunities and earning potential - Reduced community participation in tertiary education and training - Reduced community participation in leisure, social, cultural and sporting activities - Increased social isolation and associated impacts on health and wellbeing - Reduced tourism around the region - Equalities issues when vulnerable groups cannot travel by bus, and/or have accessibility issues in relation to bus information, getting to bus stops, physical vehicle access etc
Cost of travel and affordability	I can't afford to travel regularly by bus	- Level of fares, including arrangements for regular bus users in D&G which vary by operator - National concessionary travel entitlement regime			
	Travelling by bus uses a high proportion of my disposable income	- Level of fares, including arrangements for regular bus users in D&G which vary by operator - National concessionary travel entitlement regime			
Integration of travel between modes	I cannot realistically take a bus to catch the train	- Rail and bus timetables			
	I have to buy two tickets to travel by bus and rail	- Limited availability of, and or lack of awareness of integrated PlusBus bus / train tickets			
	Integration between my local bus and train services is poor	- Rail and bus timetables do not align at many stations			
	Integration between buses and ferries at Cairnryan is poor	- Bus and ferry timetables as set by operators means that some ferry arrivals and departures require long wait times or no meaningful connecting bus			
	Switching between modes is difficult for me due to disability	- Alighting and boarding arrangements - The absence of appropriately skilled staff to assist - Physical barriers such as steps - Short connecting times between services			
Journey information	I do not know if my bus is going to be on time	- Absence of real time journey bus information at bus stops and via apps etc.			
Journey quality	I am exposed to weather at bus stops	- Availability / quality of bus shelters across D&G			
	Travelling by bus does not feel like a high-quality experience	- Age and quality of some vehicles - Customer experience - Quality of bus stop infrastructure - Absence of bus stop signs in places - Absence of onboard toilets on longer routes			
Journey times	It takes a long time to travel by bus, particularly compared to travel by car	- Frequency of bus stops - Circuitous service routing - Congestion in Dumfries			
	I have to change buses or between bus and train which makes my journey long	- Current timetables			

			Consequences of a problem that….		
	Transport Problem **Bus**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Journey time reliability / punctuality	Journey times by bus are not reliable	- Delays due to incidents on the road - Delays due to driver availability issues - Delays due to vehicle issues - Delays due to traffic congestion and absence of bus priority in, and on approaches to Dumfries - Climate change leading to increasing weather events	planning, access to infrastructure and accessing services/vehicles) - People travel at a time less convenient to them - People may have to rely on lifts reducing independence and increasing reliance on others (a particular issue for young people)		
	The bus is sometimes late to arrive and I have a longer wait at the stop	- Buses not punctual due to incidents on the network or operation reasons			
Lack of awareness of travel options	I am not aware of the bus services available	- Level of, accessibility of, and promotion of bus routes, fares and vehicle information in D&G - A particular issue for occasional or infrequent users			
Personal Accessibility	I find it difficult to, or am unable to travel on the bus due to a disability	- Access and egress routes to / from bus stops - Combination of bus station / stop location and design, and bus design - Not all bus stops are fully accessible - Issues with driving standards - Absence of journey assistance offer - Smaller buses (under 22 seats) are exempt from Public Service Vehicle Accessibility Regulations 2000			
Personal security	I do not feel secure travelling on the bus	- Lack of CCTV on board buses - Low bus occupancy in places - Infection control measures - Anti-social behaviour on buses			
	I do not feel secure waiting at bus stops	- Absence of formal bus stations with facilities - Combination of bus station and bus stop location and design, lighting - Lack of CCTV coverage - Absence of other people passing in area of bus stops - Anti-social behaviour on transport			
Travel safety	The walking route to my bus stop does not feel safe	- Some stops require people to walk along verges of busy roads where there are no footways			
Comfort	I do not find bus travel comfortable	- Some of the bus fleet is ageing			
	There are no bus services where I live	- Coverage provided by current scheduled bus and DRT network			

			Consequences of a problem that….		
	Transport Problem **Bus**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Connectivity and network coverage	There are bus services but they do not go where I want to go	- Coverage provided by current scheduled bus and DRT network - Absence of buses at the times people want to travel - Absence of Sunday services - Lack of connections to key locations such as Edinburgh			
Integration between services	I have to change buses to get where I want to go	- Extent of current scheduled bus network - Most services are to / from Dumfries			
	I have to buy two tickets to travel by different bus operators	- Absence of multi-operator tickets			
	Integration between my local and long-distance bus is poor	- Bus timetables and absence of multi-operator tickets			
Service reliability / cancellations	The bus sometimes does not show up	- Cancellations due to driver or vehicle issues - Cancellations due to incident on the road network			
	The school bus sometimes doesn't show up	- Cancellations due to driver or vehicle issues - Cancellations due to incident on the road network			
Timetables	The bus service is not frequent enough	- Extent of current scheduled bus timetable			
	There is no bus at the time I want to travel	- Extent of current scheduled bus timetable			
	I can't travel by bus for a regular working day	- Extent of current scheduled bus timetable			
	I can't get to early morning appointments / shift work or attend late night social events / shift work by bus	- Extent of current scheduled bus timetable			
	I cannot travel by bus on a Sunday	- Extent of current scheduled bus timetable			

Table 7.4: Travel and Societal Consequences of Identified Transport Problems – Train

			Consequences of a problem that….		
	Transport Problem **Train**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Concern over environmental impact of travel	I am concerned about environmental impacts when I travel by train	- GSWL trains are diesel powered and dated	- Cost of rail travel particularly significant for lower income households and can comprise a significant component of disposable income contributing to transport poverty and increased inequalities of outcome - Extended journey times associated with slow line speeds, stopping patterns, waiting times when interchanging etc. leading to lost personal / in work time - Missed appointments, including health appointments if trains are late / are cancelled, some with a cost implication - Anxiety whilst using the train due to security concerns (particularly for some protected groups - e.g., women, elderly people) – on train and at station - Anxiety whilst using the train due to health / virus concerns - Discomfort at stations with poor facilities - Discomfort on ageing trains - Inconvenience and difficulty when travelling as a person with a disability	- When people travel by car rather than train, they generate avoidable car kilometres with associated impacts (energy usage, emissions, noise, collisions) - Health impacts due to reduced physical activity as people travel by car rather than train may involve some walking - Lack of suitable public transport services can mean 'forced' car ownership for some households with significant financial implications, particularly for households with socio-economic disadvantage and in dispersed rural areas - Lack of suitable public transport services can mean that people have to use taxis with significant financial implications for some households -	- Labour market efficiency impacts through poor matching of people to skills - Labour market access issues– particularly those undertaking shift work and vulnerable groups such as dispersed rural communities and deprived communities (impacts on those with socio-economic disadvantage) reducing job opportunities and earning potential - Reduced community participation in tertiary education and training - Reduced community participation in leisure, social, cultural and sporting activities - Increased social isolation and associated impacts on health and wellbeing - Reduced tourism around the region - Equalities issues when vulnerable groups cannot travel by train, and/or have accessibility issues in relation to train information, getting to bus stops, physical vehicle access etc
Cost of travel and affordability	I can't afford to travel regularly by train	- Level of fares set by ScotRail - High cost of travel on GSWL compared to WCML from Lockerbie - Some stations sit just outwith the SPT fares zone			
	Travelling by train uses a high proportion of my disposable income	- Level of fares set by ScotRail - High cost of travel on GSWL compared to WCML from Lockerbie - Some stations sit just outwith the SPT fares zone			
Journey quality	Travelling by train does not feel like a high-quality experience	- GSWL trains are Class 156 Super Sprinter DMUs which are over 30 years old so are not state of the art			
	My local station has poor facilities	- Many stations do not have ticket offices, pre-purchase collection, ticket machines, toilets, shops etc. - Closure of facilities in the evening			
Journey times	I find journey times by train across the region to be too long with the exception of services from Lockerbie	- Line speeds on GSWL - Station stopping patterns			
	I have to change trains or between train and bus which makes my journey long	- Extent of bus and rail network - Absence of stations in settlements with a railway line			
Journey time reliability / punctuality	Journey times by train are not reliable	- Rolling stock issues - Staffing issues - Weather events, some of which are linked to climate change - Knock on effects of disruption in the Glasgow area			

			Consequences of a problem that….		
	Transport Problem **Train**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
	The train sometimes leaves and arrives late	- Rolling stock issues - Staffing issues - Weather events, some of which are linked to climate change - Knock on effects of disruption in the Glasgow area - WCML disruption at Lockerbie	(journey planning, access to infrastructure and accessing services/vehicles) - People travel at a time less convenient to them - People may have to rely on lifts reducing independence and increasing reliance on others (a particular issue for young people)		
Personal Accessibility	I find it difficult to, or am unable to travel by train due to a disability	- Many stations have poor access routes to / from and at stations – e.g., absence of step free access, ramps for train access etc. - Some station locations are not convenient for the communities they serve (e.g., Stranraer) - Absence of journey assistance offer			
Personal security	I do not feel secure travelling by train	- Onboard staffing levels - Low train usage			
	I do not feel secure at railway stations	- Unstaffed stations - Lighting, security camaras etc - Low station usage levels			
Comfort	I don't find train travel comfortable	- GSWL trains are Class 156 Super Sprinter DMUs which are over 30 years old so are not state of the art			
Connectivity and network coverage	There are no railway stations near where I live	- Absence of railway lines in larger settlements (e.g., Langholm) - Absence of stations in settlements with a railway line (e.g., Beattock, Eastriggs, Thornhill).			
	There are train services, but they do not go where I want to go	- Absence of railway lines in larger settlements (e.g., Langholm) - Absence of stations in settlements with a railway line			
Service reliability / cancellations	The train is sometimes cancelled	- Rolling stock issues - Staffing issues - Weather events, some of which are linked to climate change - Knock on effects of disruption in the Glasgow area			
Timetables	The train service is not frequent enough	- Timetables operated by ScotRail and WCML operators at Lockerbie - Frequency of trains to Edinburgh and Glasgow from Lockerbie			

			Consequences of a problem that….		
	Transport Problem **Train**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
	I can't travel by train for a regular working day	- Timetables operated by ScotRail and WCML operators at Lockerbie			
	I can't get to early morning appointments / shift work or attend late night social events / shift work by train	- Timetables operated by ScotRail and WCML operators at Lockerbie			
	I cannot travel by train on a Sunday	- Timetables operated by ScotRail and WCML operators at Lockerbie			

Table 7.5: Travel and Societal Consequences of Identified Transport Problems – Other road based travel

			Consequences of a problem that….		
	Transport Problem **Other Road-Based Travel**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Concern over environmental impact of travel	I am concerned about the environmental impact when I travel by car or taxi	- High ongoing use of fossil fuelled vehicles generating greenhouse gases and other pollutants - Embedded carbon in EVs - Absence of alternatives to car use for many	- Higher car operating costs in rural areas adds to already high cost of rural life - Cost of car ownership / taxi use (particularly significant for lower income households) and can comprise a significant component of disposable income - Cost of car ownership and uses means people may have to rely on lifts reducing independence and increasing reliance on others and increased inequalities of outcome - Long journey times contribute to lost personal and productive time - Long journey times by road across the region affect supply chain costs and hence costs to end consumers - Variable journey times have to be factored into trips for appointments including ferry traffic, leading to lost time when this 'contingency' is not required - Anxiety when travelling to a schedule cause by variable journey times - Delays due to incidents on the road network lead to lost time, missed appointments, missed ferries and impacts on	- Low take up rate of non-petrol / diesel cars and commercial vehicles, particularly amongst lower income groups (lack of fairness in opportunities to travel more sustainably) - High cost of car ownership and use can however drive more sustainable travel choices through making people car share, or using public transport or active travel instead - Parking issues at stations may generate avoidable car kilometres with associated impacts (energy usage, emissions, noise, collisions) as people drive to their destination or get dropped off / picked up potentially generating a double trip - Limited use of rail to move freight to / from or though the region contributes to HGV km	Prohibitive cost of car ownership and use (and inability to use or afford taxis), combined with absence of public transport or active travel options may bring: - reduced community employment participation reducing job opportunities and earning potential - labour market efficiency impact if people are excluded from matched jobs - reduced community participation in tertiary education and training - reduced community participation in leisure, social, cultural and sporting activities - inability to attend health appointments - increased social isolation and associated impacts on health and wellbeing - Perceptions of long journey times by road impact contributes to lower levels of tourism and business investment in the area, lower levels of in-migration and higher levels of people moving out of the area
	I am concerned about environmental impacts when I move freight by road	- High ongoing use of fossil fuelled vehicles generating greenhouse gases and other pollutants - Embedded carbon in EVs - Absence of alternatives to car use for many			
Cost of travel and affordability	The cost of driving is too high for me	- Higher fuel prices in rural areas			
	I can't afford an electric vehicle	- New EV prices are higher than petrol / diesel equivalent and low supplies of second hand EVs mean they are unaffordable for many at present			
	The cost of using a taxi is too high for me	- Fares tariff set by D&G Council - Higher costs during travel at anti-social hours - Absence of competition to traditional taxi model – e.g., Uber-type operations			
Fuel / power issues	I can't charge an electric vehicle	- Lack of off-street parking at home / flat based accommodation makes home charging difficult - Absence of suitable public EV charging infrastructure			
	I have no alternative but to use petrol / diesel vehicles	- Lack of alternative fuel technologies on heavier vehicles - Absence of suitable public EV charging infrastructure			
Integration of travel between modes	I cannot park easily and regularly at the stations I want to use	- Limited parking at Lockerbie station - Limited parking at Dumfries station - Absence of viable alternative ways to get to these stations			
	It is not convenient to switch freight between road and rail	- Absence of intermodal facilities in the area			
Journey information	I do not know if there are incidents on the road when I set off	- Limited real time traffic information other than that provided by app, local radio etc			

			Consequences of a problem that….		
	Transport Problem **Other Road-Based Travel**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Journey quality	I can't park where I want to park	- Lack of disabled parking bays and increasing number of blue badge holders - Limited enforcement of parking regulations restricts peoples' ability to park - Limited parking got motorhomes	supply chains and the value of time sensitive freight - Illegal use of disabled parking spaces adds to travel difficulties faced by blue badge holders - Anxiety when travelling by taxi - Anxiety over risk of being involved in a traffic accident and intimidation by HGVs in particular - Absence of rest areas for HGVs can increase the risk of accidents and generate nuisance parking - Longer journey times for existing users of diversionary routes when these are required leading to lost personal and productive time - Damage to vehicles due to surfacing and maintenance		
	I find the quality of the road surfaces poor	- Level of road maintenance - Increasing weather incidents linked to climate change			
	I do not think there are enough rest areas on the roads I use	- Few formal HGV parking / rest areas with appropriate facilities			
Journey times	Journey times by road are long across the region with low average speeds	- Low average speeds on the main routes, relative to comparable A class roads - Limited overtaking opportunities due to single-carriageway roads and poor sightlines, road alignment and geometry - Seasonal tourist traffic - Even the main trunk routes (A75, A76, A7 and A77) have stretches of 30mph - Mix of local and strategic traffic, high proportions of HGVs, and platooning (or convoys) of vehicles often associated with ferry traffic leaving Cairnryan, agricultural vehicles - Congestion around Dumfries			
Journey time reliability	Journey times by road are variable even when there are no incidents	- Limited overtaking opportunities due to single-carriageway roads and poor sightlines, road alignment and geometry - Mix of local and strategic traffic, high proportions of HGVs, and platooning (or convoys) of vehicles often associated with ferry traffic leaving Cairnryan, agricultural vehicles - Congestion around Dumfries			
	Journey times by road can be longer when there is an incident / road works that require a diversion	- Long diversionary routes due to local geography / sparse road network - Use of these routes as a diversion impacts regular users of these routes - Climate change leading to increasing weather events			
Personal accessibility	I am unable to access taxi services due to disability	- Availability of fully accessible taxis - Lack of text-based booking options for those with hearing difficulties			
Personal security	I don't feel secure travelling by taxi	- Perception of taxi drivers			

			Consequences of a problem that….		
	Transport Problem **Other Road-Based Travel**	**Supply Side Cause**	…**negatively affects a journey** which is still made by this mode (people and freight)	…stops people or goods **travelling by more sustainable modes**, or their preferred mode	…stops people **making the trips they'd like to make**, or goods being moved
Travel safety	I am concerned about the risk of road accidents	- Traffic speeds and enforcement of speed limits - High volumes of (platooned) HGVs on A75 and A77 in particular - Presence of unprotected right turns and right turns from side road onto busy A roads - Road geometry – horizontal and vertical alignment - Road surfacing - Winter road treatment regime (including early morning / late night) - Animals (deer) on the roads - HGVs using inappropriate roads - Junctions perceived as dangerous - Dangerous overtaking by other road users, in part due to limited overtaking opportunities			
	I find driving on the region's roads intimidating	- High volumes of (platooned) HGVs on A75 and A77 in particular - Presence of unprotected right turns and right turns from side road onto busy A roads - Condition of roads in winter weather			
Connectivity and network coverage	There is a lack of taxis where I live / want to travel	- Council licencing arrangements - Economics of operating taxi services in rural areas			

Table 7.6: Travel and Societal Consequences of Identified Other Non-User Problems

Other non-user problems	Cause of Problem	Consequence of problem
The operation and development of the region's transport networks impacts or may impact biodiversity, geodiversity, flora & fauna, soil, water, cultural heritage, and landscape	- Resource usage - New construction - Emissions and pollution	- Health and wellbeing impacts - Negative impacts on biodiversity, geodiversity, flora & fauna, soil, water, cultural heritage, and landscape
Traffic is a blight on my home / work / local community	- Major routes such as the A7, A75, A76, A77 and A709 route through my community causing noise, vibration, pollution and safety concerns - Speed limits in these areas	- Health and wellbeing concerns in the affected communities - Property blight
Development patterns can lead to car dependency	- Land allocations - Planning system more generally	- High levels of car use if development does not embed sustainable travel behaviours - Perpetuates inequalities
People may feel they cannot rely on local bus service in the long term	- Bus services have been reduced over time due to cost and human resource issues	- People feel they cannot make a commitment (work, education) which depends on the bus service, impacting on their life opportunities and disproportionately affecting protected characteristics groups and people in low-income households

7.5 STEP 5: DEFINE TRANSPORT PLANNING OBJECTIVES

For each of the transport problems identified above, the table below sets out a Transport Planning Objective (TPO) developed in response to each problem. These TPOs are then used as the basis for setting Strategy Objectives. They also provide a foundation of the types of issues which will be considered in the options appraisal with respect to the Strategy Objectives.

Table 7.7: Transport problems and Transport Planning Objectives

Problem Theme	Transport Problem	Transport Planning Objective
Walking And Wheeling		
Integration	Walking and wheeling links to my local bus stops / train stations are poor	Improve walking and wheeling links to bus stops and stations across the region
Journey quality	I don't think my local environment is suitable for walking and wheeling	Improve the physical environment and infrastructure for those walking & wheeling
Journey times	Walking takes too long	Improve the directness of walking & wheeling routes
Lack of awareness of travel options	I do not know where walking routes are / do not feel confident using them	Improve signing, information, and promotion of walking & wheeling routes for all groups
Personal accessibility	Walking is not a realistic option for me because of a disability	Make walking & wheeling accessible to people of all abilities
Personal security	I sometimes don't think it's secure enough for me to walk	Address the personal security barriers which stop people walking & wheeling more
Travel safety	I sometimes don't think it's safe enough for me to walk	Reduce conflicts between walkers & wheelers and general traffic and the perceived intimidation of walkers & wheelers by general traffic
Cycling		
Cost of travel and affordability	I can't afford to own / maintain / use a bike	Widen access to cycle usage to enhance affordability
Integration of travel	Cycling links to my local train station are poor	Improve cycling links to bus stops and railway stations across the region
	I can't use my bike to take the bus	Make bus travel accessible to all in the region, including those with prams, bikes etc
	I can't always take my bike on the train	Increase opportunities for bike / train travel
	Cycle parking options at the stations I use are poor	Improve facilities at stations for cyclists Increase opportunities for bike / train travel
Journey quality	I don't think my local environment is suitable for cycling	Improve the physical environment and infrastructure for cyclists
	There is nowhere for me to securely park a bicycle	Improve cycle parking provision (and security) for those wishing to cycle
	I don't like cycling up hills	Reduce the impact of gradients as a deterrent to cycling
	I need to be presentable at work	Improve workplace facilities for cyclists
Journey times	Journey times by bike are too long	Improve cycle routes to provide more direct routes
Lack of awareness of travel options	I am not aware of cycling opportunities in Dumfries and Galloway	Improve signing, information and the promotion of cycling routes in Dumfries and Galloway for all groups/users
Personal Accessibility	I cannot use a standard bicycle due to disability	Make cycling accessible to all

Problem Theme	Transport Problem	Transport Planning Objective
Personal security	I don't think it's secure enough for me to travel by bike	Address the personal security barriers which stop people cycling more including for age and gender groups
Travel safety	I don't think it's safe enough for me to travel by bike	Improve cycling provision to reduce conflicts between cyclists and general traffic and the intimidation of cyclists by general traffic
Bus		
Concern over environmental impact of travel	I am concerned about the environmental impact of travelling by bus	Reduce the environmental impacts associated the operation of the bus fleet across the region
Cost of travel and affordability	I can't afford to travel regularly by bus	Reduce the impact on households' disposable income of travelling by bus particularly for households with fewer transport alternatives, those affected by socio-economic disadvantage and in remoter areas
	Travelling by bus uses a high proportion of my disposable income	Reduce the impact on households' disposable income of travelling by bus particularly for households with fewer transport alternatives, those affected by socio-economic disadvantage and in remoter areas
Integration of travel between modes	I cannot realistically take a bus to catch the train	Improve the integration between bus and train services
	I have to buy two tickets to travel by bus and rail	Improve the integration between bus and train services
	Integration between my local bus and train services is poor	Improve the integration between bus and train services
	Integration between buses and ferries at Cairnryan is poor	Improve the integration between bus and ferry services
	Switching between modes is difficult for me due to disability	Improve the integration between bus and train services for people with access and mobility difficulties
Journey information	I do not know if my bus is going to be on time	Improve the real time bus information and its accessibility available to passengers
Journey quality	I am exposed to weather at bus stops	Improve the waiting environment / experience at bus stops for all users
	Travelling by bus does not feel like a high-quality experience	Improve the perceptions of the quality of public transport across the region
Journey times	It takes a long time to travel by bus, particularly compared to travel by car	Reduce bus journey times between key settlements and areas
	I have to change buses or between bus and train which makes my journey long	Reduce the number of connections required when travelling by public transport
Journey time reliability	Journey times by bus are not reliable	Improve the reliability of bus in-vehicle journey times
	The bus is sometimes late to arrive, and I have a longer wait at the stop	Improve bus punctuality at bus stops
Lack of awareness of travel options	I am not aware of the bus services available	Improve bus service information and promote bus use across the region for all groups/users
Personal Accessibility	I find it difficult to, or am unable to travel on the bus due to a disability	Make bus travel accessible to all in the region, including those with disabilities, wheelchairs, mobility issues, prams, bikes etc
Personal security	I do not feel secure travelling on the bus	Improve actual and perceived personal security on the bus networks
	I do not feel secure waiting at bus stops	Improve actual and perceived personal security on the bus networks

Problem Theme	Transport Problem	Transport Planning Objective
Travel safety	The walking route to my bus stop does not feel safe	Provide safe routes to bus stops across the region
Comfort	I do not find bus travel comfortable	Improve passenger comfort across the region's bus network
Connectivity and network coverage	There are no bus services where I live	Widen coverage of the bus network across the region by geography and across the day
	There are bus services but they do not go where I want to go	Widen coverage of the bus network across the region by geography and across the day
Integration between services	I have to change buses to get where I want to go	Provide more direct connections across the region
	I have to buy two tickets to travel by different bus operators	Make bus travel / ticketing as seamless as possible
	Integration between my local and long-distance bus is poor	Make bus travel / ticketing as seamless as possible
Service reliability	The bus sometimes does not show up	Improve the certainty of bus travel across the region
	The school bus sometimes doesn't show up	Improve the certainty of bus travel across the region
Timetables	The bus service is not frequent enough	Reduce the inconvenience caused by infrequent bus services
	There is no bus at the time I want to travel	Widen coverage of the bus network across the region by geography and across the day
	I can't travel by bus for a regular working day	Widen coverage of the bus network across the region by geography and across the day
	I can't get to early morning appointments / shift work or attend late night social events / shift work by bus	Widen access to bus services across the day
	I cannot travel by bus on a Sunday	Widen access to bus services across the week
Train		
Concern over environmental impact of travel	I am concerned about environmental impacts when I travel by train	Reduce the environmental impacts associated the operation of the rail network across the region
Cost of travel and affordability	I can't afford to travel regularly by train	Reduce the impact on households' disposable income of travelling by train, particularly for households with fewer transport alternatives and those with socio-economic disadvantage
	Travelling by train uses a high proportion of my disposable income	Reduce the impact on households' disposable income of travelling by train particularly for households with fewer transport alternatives and those with socio-economic disadvantage
Journey quality	Travelling by train does not feel like a high-quality experience	Improve the perceptions of the quality of public transport across the region
	My local station has poor facilities	Improve facilities at stations across the region
Journey times	I find journey times by train across the region to be too long with the exception of services from Lockerbie	Reduce journey times by train within the region and to destinations outside the region
	I have to change trains or between train and bus which makes my journey long	Reduce the number of connections required when travelling by public transport
Journey time reliability	Journey times by train are not reliable	Improve the punctuality of travel by train
	The train sometimes leaves and arrives late	Improve the punctuality of travel by train

Problem Theme	Transport Problem	Transport Planning Objective
Personal Accessibility	I find it difficult to, or am unable to travel by train due to a disability	Make train travel accessible to all in the region, including those with disabilities, wheelchairs, mobility issues, prams, bikes etc
Personal security	I do not feel secure travelling by train	Improve actual and perceived personal security on the rail network
	I do not feel secure at railway stations	Improve actual and perceived personal security on the rail network
Comfort	I don't find train travel comfortable	Improve passenger comfort on the region's trains
Connectivity and network coverage	There are no railway stations near where I live	Improve access to, and coverage of the rail network
	There are train services, but they do not go where I want to go	Improve access to, and coverage of the rail network
Service reliability	The train is sometimes cancelled	Reduce the number of train cancellations across the region including those caused by weather incidents linked to climate change
Timetables	The train service is not frequent enough	Reduce the inconvenience caused by infrequent train services
	I can't travel by train for a regular working day	Widen access to rail services across the day
	I can't get to early morning appointments / shift work or attend late night social events / shift work by train	Widen access to rail services across the day
	I cannot travel by train on a Sunday	Widen access to rail services across the week
Other Road-Based Travel		
Concern over environmental impact of travel	I am concerned about the environmental impact when I travel by car or taxi	Reduce the environmental impacts associated with cars and the taxi fleet
	I am concerned about environmental impacts when I move freight by road	Reduce the environmental impacts associated with commercial vehicles
Cost of travel and affordability	The cost of driving is too high for me	Provide alternatives to car use which are accessible and affordable to all
	I can't afford an electric vehicle	Widen access to, and facilities for, EV ownership and use
	The cost of using a taxi is too high for me	Remove the cost-based barriers to travel by taxi for essential travel
Fuel / power issues	I can't charge an electric vehicle	Widen access to, and facilities for, EV ownership and use
	I have no alternative but to use petrol / diesel vehicles	Widen access to, and facilities for, non ICE-powered commercial vehicles
Integration of travel between modes	I cannot park easily and regularly at the stations I want to use	Improve access to railway stations across all modes of travel and for all groups
	It is not convenient to switch freight between road and rail	Increase the opportunities for intermodal freight in the region
Journey information	I do not know if there are incidents on the road when I set off	Improve the provision of real time traffic information and access to it across the network
Journey quality	I can't park where I want to park	Provide appropriate parking opportunities, and manage and enforce these effectively
	I find the quality of the road surfaces poor	Improve the quality of the roads across the region
	I do not think there are enough rest areas on the roads I use	Provide safe parking and rest areas for commercial vehicles on key routes

Problem Theme	Transport Problem	Transport Planning Objective
Journey times	Journey times by road are long across the region with low average speeds	Improve journey times and journey time reliability on the road network
Journey time reliability	Journey times by road are variable even when there are no incidents	Improve journey times and journey time reliability on the road network
	Journey times by road can be longer when there is an incident / road works that require a diversion	Improve resilience of road network to incidents and weather events, including those linked to climate change
Personal accessibility	I am unable to access taxi services due to disability	Widen access to taxi services for all
Personal security	I don't feel secure travelling by taxi	Widen access to taxi services for all
Travel safety	I am concerned about the risk of road accidents	Improve road safety and the perception of road safety across the region
	I find driving on the region's roads intimidating	Improve road safety and the perception of road safety across the region
Connectivity and network coverage	There is a lack of taxis where I live / want to travel	Widen access to taxi services for all
Non-User Problems		
-	The operation and development of the region's transport networks impacts or may impact biodiversity, geodiversity, flora & fauna, soil, water, cultural heritage, and landscape	*This issue will be covered within the Environment STAG Criterion during options appraisal and strategy development*
-	Traffic is a blight on my home / work / local community	Reduce the impact of road traffic on communities across the region
-	Development patterns can lead to car dependency	Ensure new development embeds more sustainable locations to enable a reduced need to travel and support more sustainable modes of transport
-	People may feel they cannot rely on my local bus service in the long term	Improve the financial sustainability of public transport in the region

7.6 STEP 6: RTS OBJECTIVES

The TPOs set out above have been used to develop a set of RTS Objectives which reflect and encompass the TPOs and set a clear direction for the strategy. Six Strategy Objectives are defined below

Strategy Objective 1 – To facilitate and encourage safe active travel for all by connecting communities and travel hubs

This strategy objective encompasses **sub-objectives** covering:

- Improvements to the physical environment for active travel for all groups
- New connections, improved, safer and better maintained routes between settlements and linking transport hubs and communities
- Promotion of walking, wheeling and cycling for travel and leisure
- Wider access to bicycles and potentially micro-mobility

Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Improved public health due to increased levels of physical activity
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity
- Reductions in car travel as people switch from car to active travel, reducing emissions (carbon and pollutants), reducing noise etc.
- Additional walking and cycle-based tourism
- Support to delivery of 20-minute neighbourhoods

Strategy Objective 2 – To improve the quality and sustainability of public transport within, and to / from the region

This strategy objective encompasses **sub-objectives** covering:

- Quality (actual and perceived), accessibility and comfort of vehicles
- Information provided to passengers
- Punctuality and reliability of services
- Facilities at halts and stations and passenger access for all groups
- The sustainability of the services in terms of human resources and financial support

Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- People making long-term decisions around public transport usage reflecting a greater confidence in the permanence and reliability of the services
- Reductions in car travel as people switch from car to the higher quality public transport, reducing emissions (carbon and pollutants), reducing noise etc.

Strategy Objective 3 – To widen access to, and improve connectivity by public transport within and to / from the region

This strategy objective encompasses **sub-objectives** covering:

- Barriers to the use of public transport such as cost, physical access, personal security fears, safe access etc.
- Coverage of bus and rail services and infrastructure across the area
- Times of first and last services / days of the week operated
- Service frequencies
- Shorter, more reliable journey times
- Inclusive growth and facilitating economic development (including Cairnryan Green Freeport)

Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- New travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- Improved health and wellbeing
- Increased tourism
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity

- Reductions in car travel as people switch from car to public transport, reducing emissions (carbon and pollutants), reducing noise etc.

Strategy Objective 4 – To improve integration between all modes of travel and freight within and to / from the region

This strategy objective encompasses **sub-objectives** covering:

- Timetable integration between buses, and buses and trains
- Information provided to the public, planning and real time
- Ticketing arrangements and cost implications
- Bike / bus and bike / train travel
- Accessibility for all users
- Parking at stations
- Intermodal freight

Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- New and improved travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity
- Reductions in car travel as people switch from car to public transport in full or in part, improving air quality, reducing noise etc.

Strategy Objective 5 – To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan

This strategy objective encompasses **sub-objectives** covering:

- Journey times
- Journey time reliability
- Network resilience to extreme weather / climate change adaptation and diversionary routes
- Road safety and perceptions of safety for all users
- Rest areas and secure parking for freight

Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Inclusive growth and facilitating economic development (including Cairnryan green-port, Chapelcross etc.)
- Labour market efficiencies
- Supply chain efficiencies – Cairnryan and other traffic
- Will address perceptions of peripherality which will boost tourism, business investment and in-migration
- Reduced personal injury accidents (number and severity)

Strategy Objective 6 – To reduce the impact of transport on the people and environment of the region

This strategy objective encompasses **sub-objectives** covering:

- Decarbonisation of the transport system
- Traffic reduction
- Reduced effect on communities affected by through traffic
- The delivery of transport projects in a more sustainable way in terms of the physical environment
- Protect and enhance biodiversity and ecosystem services

Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Reduced carbon emissions and other atmospheric and non-atmospheric pollutants
- Reduced noise and vibration in affected communities
- Improved human health and wellbeing for all groups and ages
- Improved road safety
- A sustainable transport system interconnected with a resilient and diverse natural environment
- Reductions in car travel as people switch from a car to active travel, reducing emissions (carbon and pollutants), reducing noise etc.

In order to demonstrate the linkages between the TPOs and the Strategy Objectives and to cross-check that each TPO is encapsulated in at least one Strategy Objective, the table below shows how the TPOs developed in Step 6 mapped to these Strategy objectives.

The ticks in the table indicate the main Strategy Objectives to which each TPO relates, but it is noted that there will also be a relationship with some of the other Strategy Objectives in some cases

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Table 7.8 TPOs and Strategy Objectives

	Strategy Objectives					
Transport Planning Objective	To facilitate and encourage safe active travel for all by connecting communities and transport hubs	To improve the quality and sustainability of public transport across the region	To widen access to, and improve connectivity by public transport across the area	To improve integration between all modes of travel and transport in the region	To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
Improve walking and wheeling links to bus stops and stations across the region	✓			✓		
Improve the physical environment and infrastructure for those walking & wheeling	✓					
Improve the directness of walking & wheeling routes	✓					
Improve signing and promotion of walking & wheeling routes for all groups	✓					
Make walking & wheeling accessible to all abilities	✓					✓
Address the personal security barriers which stop people walking & wheeling more	✓					
Reduce conflicts between walkers & wheelers and general traffic and the perceived intimidation of walkers & wheelers by general traffic	✓					
Widen access to cycle usage to enhance affordability	✓					
Improve cycling links to bus stops and stations across the region	✓			✓		
Make bus travel accessible to all in the region, including those with prams, bikes etc	✓					
Increase opportunities for bike / train travel	✓			✓		
Improve the physical environment and infrastructure for cyclists	✓					
Improve cycle parking provision (and security) for those wishing to cycle	✓					
Reduce the impact of gradients as a deterrent to cycling	✓					
Improve workplace facilities for cyclists	✓					
Improve cycle routes to provide more direct routes	✓					

	Strategy Objectives					
Transport Planning Objective	To facilitate and encourage safe active travel for all by connecting communities and transport hubs	To improve the quality and sustainability of public transport across the region	To widen access to, and improve connectivity by public transport across the area	To improve integration between all modes of travel and transport in the region	To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
Improve signing and the promotion of cycling routes in Dumfries and Galloway for all groups/users	✓					
Make cycling accessible to all	✓					
Address the personal security barriers which stop people cycling more including for age and gender groups	✓					
Improve cycling provision to reduce conflicts between cyclists and general traffic and the intimidation of cyclists by general traffic	✓					
Reduce the environmental impacts associated the operation of the bus fleet across the region						✓
Reduce the impact on households' disposable income of travelling by bus particularly for households with fewer transport alternatives and in remoter areas			✓			
Improve the integration between bus and train services				✓		
Improve the integration between bus and ferry services				✓		
Improve the real time bus information and its accessibility available to passengers		✓				
Improve the waiting environment / experience at bus stops for all users		✓				
Improve the perceptions of the quality of public transport cross the region		✓				
Reduce bus journey times between key settlements and areas			✓			
Reduce the number of connections required when travelling by public transport			✓			
Improve the reliability of bus in-vehicle journey times		✓				
Improve bus punctuality at bus stops		✓				
Improve bus service information and promote bus use across the region for all groups/users		✓				

	Strategy Objectives					
Transport Planning Objective	To facilitate and encourage safe active travel for all by connecting communities and transport hubs	To improve the quality and sustainability of public transport across the region	To widen access to, and improve connectivity by public transport across the area	To improve integration between all modes of travel and transport in the region	To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
Make bus travel accessible to all in the region, including those with disabilities, wheelchairs, mobility issues, prams, bikes etc			✓			
Improve actual and perceived personal security on the bus networks			✓			
Provide safe routes to bus stops across the region	✓		✓	✓		
Improve passenger comfort across the region's bus network		✓				
Widen coverage of the bus network across the region by geography and across the day			✓			
Provide more direct connections across the region			✓			
Make bus travel / ticketing as seamless as possible				✓		
Improve the certainty of bus travel across the region		✓				
Reduce the inconvenience caused by infrequent bus services			✓			
Widen access to bus services across the day			✓			
Widen access to bus services across the week			✓			
Reduce the environmental impacts associated the operation of the rail network across the region						✓
Reduce the impact on households' disposable income of travelling by train particularly for households with fewer transport alternatives			✓			
Improve facilities at stations across the region		✓				
Reduce journey times by train within the region and to destinations outside the region			✓			
Improve the punctuality of travel by train		✓				

	Strategy Objectives					
Transport Planning Objective	To facilitate and encourage safe active travel for all by connecting communities and transport hubs	To improve the quality and sustainability of public transport across the region	To widen access to, and improve connectivity by public transport across the area	To improve integration between all modes of travel and transport in the region	To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
Make train travel accessible to all in the region, including those with disabilities, wheelchairs, mobility issues, prams, bikes etc			✓			
Improve actual and perceived personal security on the rail network			✓			
Improve passenger comfort on the region's trains		✓				
Improve access to, and coverage of the rail network			✓			
Reduce the number of train cancellations across the region		✓				
Reduce the inconvenience caused by infrequent train services			✓			
Widen access to rail services across the day			✓			
Widen access to rail services across the week			✓			
Reduce the environmental impacts associated with cars and the taxi fleet						✓
Reduce the environmental impacts associated with commercial vehicles						✓
Provide alternatives to car use which are accessible and affordable to all	✓	✓	✓	✓		
Widen access to, and facilities for, EV ownership and use						✓
Remove the cost-based barriers to travel by taxi for essential travel			✓			
Widen access to, and facilities for, non ICE-powered commercial vehicles						✓
Improve access to railway stations across all modes of travel				✓		
Increase the opportunities for intermodal freight in the region				✓		✓

	Strategy Objectives					
Transport Planning Objective	To facilitate and encourage safe active travel for all by connecting communities and transport hubs	To improve the quality and sustainability of public transport across the region	To widen access to, and improve connectivity by public transport across the area	To improve integration between all modes of travel and transport in the region	To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
Improve the provision of real time traffic information and access to it across the network					✓	
Provide appropriate parking opportunities, and manage and enforce these effectively					✓	
Improve the quality of the roads across the region					✓	
Provide safe parking and rest areas for commercial vehicles on key routes					✓	
Improve journey times and journey time reliability on the road network					✓	
Improve resilience of road network to incidents and weather events, including those linked to climate change					✓	
Widen access to taxi services for all			✓			
Improve road safety and the perception of road safety across the region					✓	
Reduce the impact of road traffic on communities across the region						✓
Ensure new development embeds more sustainable travel patterns	✓	✓	✓	✓		✓
Improve the financial sustainability of public transport in the region		✓				

7.7 STEP 7: MAP STRATEGY OBJECTIVES TO NATIONAL POLICY

Finally, it is important to ensure alignment with the RTS Objectives developed here and the national policy context. The table below maps the RTS Objectives to the four National Transport Strategy 'Priorities'.

Table 7.9: Mapping of RTS Objectives to NTS priorities

	NTS2 Priorities			
RTS Objective	**Reduces inequalities**	**Takes climate action**	**Helps deliver inclusive economic growth**	**Improves our health and wellbeing**
To facilitate and encourage safe active travel for all by connecting communities and transport hubs	✓	✓	✓	✓
To improve the quality and sustainability of public transport across the region	✓	✓	✓	✓
To widen access to, and improve connectivity by public transport across the area	✓	✓	✓	✓
To improve integration between all modes of travel and transport in the region	✓	✓	✓	
To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan			✓	✓
To reduce the impact of transport on the people and environment of the region	✓	✓		

8. Next Steps

SWestrans Regional Transport Strategy

STAG Case for Change Report

8.0 NEXT STEPS

This document has set out the 'Case for Change' report for the SWestrans RTS.

The document is split into two parts:

- Chapters 2 to 6 - established the overall context within which the RTS is being developed through the provision of a detailed baseline of the economy and society within South West Scotland and its transport network, as well as consideration of the potential future planning horizon and describing the wider policy context and the key findings from the public and stakeholder consultation.
- Chapters 7 - focused on the substantial elements of the Initial Appraisal - Case for Change, , and setting out the transport problems which were identified and the RTS Objectives which have been developed.

Separate SEA and EqIA Reports were developed alongside this Case for Change Report and have fed into its development. These documents consider how the equalities and environmental issues identified at Scoping stage were taken into account in the development of this document and provide recommendations to inform the future stages of the RTS development.

In line with statutory requirements, this document, along with the accompanying SEA and EqIA Reports, will be subject to a formal public consultation.

Subject to this consultation, the problems identified in this document along with the stated RTS Objectives will then be used as a basis to generate a long-list of options which will subsequently be appraised against the:

- RTS Objectives
- STAG criteria:
  - Environment
    - Biodiversity and habitats
    - Geology and soils
    - Land use (including agriculture and forestry)
    - Water, drainage and flooding
    - Air quality
    - Historic environment
    - Landscape
    - Noise and vibration
  - Climate Change
    - Greenhouse gas emissions
    - Vulnerability to the effects of climate change
    - Potential to adapt to the effects of climate change
  - Health, safety, and wellbeing
    - Accidents
    - Security
    - Health outcomes

    - Access to health and wellbeing infrastructure
    - Visual amenity
  - Economy
    - Transport Economic efficient
    - Wider economic impacts
  - Equality and accessibility
    - Public transport network coverage
    - Active travel network coverage
    - Comparative access by people group
    - Comparative access by geographic location
    - Affordability
- Established policy directives
- Feasibility, affordability, and public acceptability
- Sustainable Investment Hierarchy and Sustainable Travel Hierarchy
- Risk and uncertainty

The results of the appraisal of options will be presented and the remaining options taken forward. Following this stage, the RTS document will then be produced which will collate the outputs of the above tasks into a Strategy and an associated Delivery Plan.

Opportunities

STAG defines the term opportunities rather narrowly as '*opportunities for improvements to the transport system and the way it is used should be thoroughly explored*' where this definition crosses over into options. The process undertaken here has focussed primarily on the transport problems faced across the region now and potentially in the future. However Chapter 5 also set out a range of technology based opportunities which will inform the option development process. As we go through the option development process, transport and related opportunities will emerge and will be noted as such.

Appendix A Bus Service

The table below outlines all the bus services that currently operate within the SWestrans area. The table contains information regarding the operator of the service, type of service, frequency and usage (where provided). This table is accurate as of the 28th of February 2022.

Service	Operator	Type	Frequency (Mon– Fri)	Frequency (Saturday)	Frequency (Sunday)	Usage
D1 – Locharbriggs to Dumfries Town Centre	Stagecoach West Scotland	Commercial	20 Minutes	20 Minutes	40 Minutes	N / A
D2 – Heathenhall to Dumfries Town Centre	Stagecoach West Scotland	Commercial	60 Minutes	60 Minutes	40 Minutes (Route served by D1)	N / A
D3 – Georgetown to Dumfries Town Centre	Stagecoach West Scotland	Commercial	60 Minutes	60 Minutes	120 Minutes (Route served by D4A)	N / A
D4 – Lochvale to Dumfries Town Centre	Stagecoach West Scotland	Commercial	60 Minutes	60 Minutes	120 Minutes (Route served by D4A)	N / A
D4A – Lochvale/Georgetown to Dumfries Town Centre	Stagecoach West Scotland	Supported	2 Services in the evening	2 Services in the evening	120 Minutes	6,000
4A – Larchfield to Dumfries Town Centre	Dumfries and Galloway Council	Council Operated	5 services (09:15 to 14:15)	No Service	No Service	2,892
D5 – Crichton to Dumfries Town Centre	Stagecoach West Scotland	Supported	60 Minutes	60 Minutes	120 Minutes	50,736
5A – Georgetown to Crichton	Dumfries and Galloway Council	Council Operated	2 services in the morning	No Service	No Service	300
6 – Kingholm Quay to Dumfries Town Centre	Houstons Coaches	Commercial	60 Minutes (Running from 10:55 to 13:55)	No Service	No Service	4,620
6A – Caerlaverock to Dumfries	Houstons Coaches	Support	120 Minutes (Running from 07:40 to 17:30)	120 Minutes Running from (07:40 to 17:30)	No Service	8,964
6A – Caerlaverock to Dumfries	Dumfries and Galloway Council	Council Operated	2 Returns at 08:19 and 14:55	No Service	No Service	3,708
D7 – Troqueer to Dumfries Town Centre	Stagecoach West Scotland	Supported	60 Minutes (Running from 08:55 to 17:52)	60 Minutes (Running from 08:55 to 17:52)	No Service (Served by D8)	14,568
D8 – Cargenbridge to Dumfries Town Centre	Stagecoach West Scotland	Supported	60 Minutes (Running	60 Minutes (Running from	120 Minutes (Running	22,536

Service	Operator	Type	Frequency (Mon– Fri)	Frequency (Saturday)	Frequency (Sunday)	Usage
			from 07:45 to 18:55)	08:55 to 18:55)	from 11:05 to 19:05)	
D9 – Summerhill to Dumfries Town Centre	Stagecoach West Scotland	Supported	60 Minutes (Running from 07:05 to 19:07)	60 Minutes (Running from 07:05 to 19:07)	60 Minutes (Running from 11:37 to 17:37)	26,556
D10 – Lochside to Dumfries Town Centre	Stagecoach West Scotland	Commercial	12 Minutes (Running from 05:50 to 22:00)	12 Minutes (Running from 06:10 to 22:00)	45 Minutes (Running from 06:48 to 21:45)	N / A
D12 – Lincluden to Dumfries Town Centre	Stagecoach West Scotland	Commercial	30 Minutes (Running from 06:40 to 17:40)	30 Minutes (Running from 06:40 to 17:40)	Service provided by D10	N / A
14 – Marchfields to Dumfries Town Centre	Dumfries and Galloway Council	Council Operated	3 Returns (Starting at 09:35 and ending at 13:35)	No Service	No Service	132
X74 – Dumfries to Glasgow	Stagecoach West Scotland	Commercial	60 Minutes (Starting at 06:10 to 17:45)	60 Minutes (Starting at 06:10 to 17:45)	120 Minutes (Starting at 06:45 to 16:45)	N / A
74 – Dumfries to Moffat	Stagecoach West Scotland	Commercial	2 Services (06:55 and 08:45)	2 Services (06:55 and 08:45)	No Service	N / A
79 – Carlisle to Dumfries	Stagecoach Cumbria	Commercial	60 Minutes (Starting at 04:57 to 17:25)	60 Minutes (Starting at 05:27 to 17:25)	120 Minutes (Starting at 10:10 to 16:10)	N / A
79(T) – Carlisle to Dumfries	Stagecoach Cumbria	Supported	2 Returns (18:25 and 21:12)	2 Returns (18:25 and 21:12)	2 Returns (18:10 and 21:10)	5,424
80 – Annan Town	Stagecoach Cumbria	Commercial	12 Returns (08:53 to 15:05)	12 Returns (08:53 to 15:05)	No Service	N / A
81 - Dumfries to Lockerbie	Stagecoach West Scotland	Commercial	30 Minutes (06:00 to 17:40)	30 Minutes (06:00 to 17:40)	120 Minutes (09:00 to 17:00)	N / A
X95 – Galashiels to Carlisle	Borders Busses	Commercial	120 Minutes (05:58 to 15:08)	120 Minutes (05:58 to 15:08)	No Service	N / A
101/102 – Dumfries to Edinburgh	Stagecoach West Scotland	Supported	~1 Bus per Hour	~1 Bus per hour	2 return services	91,257
104 – Lockerbie Town / Corrie	McCalls Coaches	Supported	7 journeys to Lockerbie, 2 returns to Corrie	7 journeys to Lockerbie, 2 returns to Corrie	No Service	6,912

Service	Operator	Type	Frequency (Mon– Fri)	Frequency (Saturday)	Frequency (Sunday)	Usage
110 – Lockerbie to Annan	McCalls Coaches	Supported	1 Thursday only Return	No Service	No Service	204
111 – Dumfries Town Centre to DGRI	McCalls Coaches	Supported	30 Minutes (06:00 to 22:05)	30 Minutes (06:00 to 22:05)	90 Minutes (10:05 to 19:05)	28,332
112 – Lockerbie to Samye Ling	Houstons Coaches	Supported	5 Returns (07:25 to 17:20)	5 Returns (07:25 to 17:20)	No Service	4,656
115 (M) - Ae Village to Dumfries	McCalls Coaches	Supported	1 Return (SDO)	No Service	No Service	372
115 - Dumfries to Ae Village	Houstons Coaches	Supported	3 Returns (08:00 to 15:35)	3 Returns (08:00 to 15:35)	No Service	4,152
117 – Lockerbie to Hightae	McCalls Coaches	Supported	3 Returns (08:50 to 11:15)	3 Returns (08:50 to 11:15)	No Service	2,700
120 – Langholm Town	Dumfries and Galloway Council	Council Operated	11 Loops (08:55 to 16:50)	No Service	No Service	10,644
120 (T) – Langholm Town	Andersons of Langholm	Supported	No Service	11 Loops (08:55 to 16:50)	No Service	1,392
122 – Langholm Town to Rowanburn	Dumfries and Galloway Council	Council Operated	2 Returns (09:35 and 14:10)[26]	No Service	No Service	84
123 – Langholm to Annan	Andersons of Langholm	Supported	2 Returns (08:57 to 12:55)	Two Returns (08:57 to 12:55)	No Service	2,580
124 – Langholm to Sayme Ling	Andersons of Langholm	Supported	5 Returns (07:10 to 17:15)	5 Returns (07:10 to 17:15)	No Service	948
127 – Newcastleton to Langholm	Telfords Coaches	Supported	6 Returns (05:00 to 16:05)	2 Returns (09:05 and 17:05)	No Service	N / A
179 – Carlisle to Annan	Stagecoach Cumbria	Commercial	60 Minutes (08:55 to 17:55)	60 minutes (08:55 to 17:55)	No Service	N / A
200 – Thornhill to Durisdeer	Dumfries and Galloway Council	Council Operated	2 Returns (09:30 and 14:20)	No Service	No Service	84
202 – Moniavie to Dumfries	Houstons Coaches	Supported	4 Returns (07:15 to 17:30)	4 Returns (07:15 to 16:00)	No Service	8,172

[26] Service operates on Tuesday and Friday only

Service	Operator	Type	Frequency (Mon– Fri)	Frequency (Saturday)	Frequency (Sunday)	Usage
212 – Moniaive to Thornhill	Brownriggs Coaches	Supported	3 Returns (09:25 to 16:15)	2 Returns (09:25 to 16:15)	No Service	N / A
213 – Thornhill to Dumfries	Dumfries and Galloway Council	Council Operated	5 Returns (09:00 to 15:20)	No Service	No Service	6,240
221 – Wanlockhead to Sanquhar to Kirkconnel	Stagecoach West Scotland	Supported	8 Returns (08:10 to 17:45)	8 Returns (08:10 to 17:45)	No Service	15,720
236 – Dumfries to Kirkton to Thornhill	Houstons Coaches	Supported	8 Returns (06:45 to 17:30)	8 Returns (06:45 to 17:30)	No Service	34,716
246 – Dumfries to Cumnock	Stagecoach West Scotland	Commercial	60 Minutes (06:00 to 20:30)	60 Minutes (06:00 to 20:30)	120 Minutes (10:35 to 20:30)	N / A
358 – Stranraer to Girvan	Stagecoach West Scotland	Supported	4 Returns (10:10 to 19:10)	4 Returns (10:10 to 19:10)	4 Returns (10:10 to 19:10)	31,728
359 – Newton Stewart	Stagecoach West Scotland	Supported	7 Returns (07:25 to 17:20)	7 Returns (07:25 to 17:20)	No Service	18,624
365 – Stranraer Town	Stagecoach West Scotland	Supported	60 Minutes (07:17 to 20:00)	60 Minutes (07:17 to 20:00)	No Service	69,336
367 – Stranraer to Portpatrick	Stagecoach West Scotland	Supported	4 Returns (08:25 to 17:24)	4 Returns (08:25 to 17:24)	3 Returns (09:25 to 15:25)	7,740
367 (D) – Stranraer to Portpatrick	Stagecoach West Scotland	Council Operated	2 Returns (0758 and 15:39	No Service	No Service	2,952
372 – Dumfries to Sandyhills	Houstons Coaches	Supported	9 Returns (06:45 to 17:25)	9 Returns (06:45 to 17:25)	3 Returns (07:30)	31,608
372A – Dalbeattie to Sandyhills	Houstons Coaches	Supported	6 Returns (07:00 to 17:30)	6 Returns (07:00 to 17:30)	3 Returns (08:29 to 17:05)	8,124
373 – Dumfries to Shawhead	Houstons Coaches	Supported	5 Returns (07:45 to 17:40)	5 Returns (07:45 to 17:40)	No Service	3,516
379 – Gretna to Annan	McCalls Coaches	Supported	5 Returns (08:50 to 15:10)	5 Returns (08:50 to 15:10)	No Service	2,664
380 – Lockerbie to Moffat	Houstons Coaches	Supported	10 Returns (07:15 to 17:35)	10 Returns (07:15 to 17:35)	4 Returns (10:55 to 15:40)	36,156
381 – Lockerbie to Dumfries	Houstons Coaches	Commercial	5 Returns (05:30 to 14:00)	5 Returns (05:30 to 14:00)	No Service	N / A

Service	Operator	Type	Frequency (Mon– Fri)	Frequency (Saturday)	Frequency (Sunday)	Usage
381 (T) – Dumfries to Lockerbie	Houstons Coaches	Commercial	5 Returns (18:55 to 23:10)	5 Returns (18:55 to 23:10)	5 Returns (18:35 to 23:05)	24,180

Appendix B Stakeholder Consultation

Consultee	Type of Consultation Offered	Response
Ayrshire Road Alliance	Workshop with surrounding local authorities	Yes
Cumbria County Council	Workshop with surrounding local authorities	Yes
Dumfries and Galloway Council – Economy & Development	Workshop with other Dumfries and Galloway Council departments	Yes
Dumfries and Galloway Council – Education	One to one call	No
Dumfries and Galloway Council – Finance & Procurement	Workshop with other Dumfries and Galloway Council departments	Yes
Dumfries and Galloway Council – Local Development Plan (Planning)	Workshop with other Dumfries and Galloway Council departments	Yes
Dumfries and Galloway Council – Neighbourhood Services	One to one call	Yes
Dumfries and Galloway Council – Restart, Renewal and Recovery	Workshop with other Dumfries and Galloway Council departments	Yes
Dumfries and Galloway Council – Roads & Infrastructure	One to one call	Yes
Network Rail	Joint call with Scotrail	Yes
NHS Dumfries and Galloway	One to one call	Yes
P&O Ferries	One to one call	No
Scottish Borders	Workshop with surrounding local authorities	Yes
Scotrail	Joint call with Network Rail	Yes
South of Scotland Enterprise	One to one call	Yes
Stagecoach West Scotland	One to one call	Yes
Stena Line	One to one call	No
Transport Scotland	One to one call	No

Appendix C Transport Problems Framework

Aspect of travel	Transport problem by mode of travel / transport				
	Walking & Wheeling	Cycling	Bus	Train	Other Road-Based Travel
Concern over environmental impact of travel	not a problem	not a problem	• I am concerned about environmental impacts when I travel by bus	• I am concerned about environmental impacts when I travel by train	• I am concerned about environmental impacts when I travel by car or taxi • I am concerned about environmental impacts when I move freight by road
Cost of travel and affordability	not a problem	• I can't afford to own / maintain / use a bike	• I can't afford to travel regularly by bus • Travelling by bus uses a high proportion of my disposable income	• I can't afford to travel regularly by train • Travelling by train uses a high proportion of my disposable income	• The cost of driving is too high for me • I can't afford an electric vehicle • The cost of taxis is too high
Fuel / power issues	not a problem	not a problem	not a problem	not a problem	• I can't charge an electric vehicle • I have no alterative but to use petrol / diesel vehicles
Integration of travel between modes (quality of, by 'first' mode')	• Walking and wheeling links to my local bus stops / train stations are poor	• Cycling links to my local train station are poor • I can't use my bike to take the bus • I can't always take my bike on the train • Cycle parking options at the stations I use are poor	• I cannot realistically take a bus to catch the train • I have to buy two tickets to travel by bus and rail • Integration between my local bus and train services is poor • Integration between buses and ferries at Cairnryan is poor • Switching between modes is difficult for me due to disability	NA	• I cannot park easily and regularly at the stations I want to use • It is not convenient to switch freight between road and rail
Journey information	not a problem	not a problem	• I do not know if my bus is going to turn up on time	•	• I do not know if there are incidents on the road when I set off
Journey quality	• I don't think my local environment is suitable for walking and wheeling	• I don't think my local environment is suitable for cycling • There is nowhere for me to securely park a bicycle • I don't like cycling up hills • I need to be presentable at work	• I am exposed to weather at bus stops • Travelling by bus does not feel like a high-quality experience	• Travelling by train does not feel like a high-quality experience • My local station has poor facilities	• I can't park where I want to park • I find the quality of the road surfaces poor • I do not think there are enough rest areas on the roads I use

Aspect of travel	Transport problem by mode of travel / transport				
	Walking & Wheeling	Cycling	Bus	Train	Other Road-Based Travel
Journey times	• Walking takes too long	• Journey times by bike are too long	• It takes a long time to travel by bus, particularly compared to travel by car [Cairnryan] • I have to change buses or between bus and train which makes my journey long	• I find journey times by train across the region to be too long with the exception of services from Lockerbie • I have to change trains or between train and bus which makes my journey long	• Journey times by road are long across the region • [road standard, horix and vert alignment, links to mway, HGVs platooning, 30mphs]
Journey time reliability (including public transport punctuality	not a problem	not a problem	• Journey times by bus are not reliable • The bus is sometimes late and I have a longer wait at the stop	• Journey times by train are not reliable • The train sometimes leaves and arrives late	• Journey times by road are variable even when there are no incidents • Journey times by road can be longer when there is an incident / road works that require a diversion
Lack of awareness of travel options	• I do not know where walking routes are / do not feel confident using them	• I am not aware of cycling opportunities near where I live	• I am not aware of the bus services available where I live	not a problem	not a problem
Personal Accessibility	• Walking is not a realistic option for me because of a disability	• I cannot use a standard bicycle due to a disability	• I find it difficult to, or am unable to travel on the bus due to a disability	• I find it difficult to, or am unable to travel by train due to a disability	• I am unable to access taxi services due to a disability
Personal security	• I sometimes don't think it's secure enough for me to walk	• I don't think it's secure enough for me to travel by bike	• I do not feel secure travelling by bus • I do not feel secure waiting at bus stops	• I do not feel secure travelling by train • I do not feel secure at railway stations	• I do not feel secure travelling by taxi
Travel safety (collisions, personal injury)	• I sometimes don't think it's safe enough for me to walk	• I don't think it's safe enough for me to travel by bike	• The walking route to my bus stop does not feel safe	not a problem	• I am concerned about the risk of road accidents • I find driving on the region's roads intimidating

Public transport services specific

Aspect of travel	Transport problem by mode of travel / transport		
	Bus	Train	Other Road-Based Travel
Capacity (seating / ferry)	• not a problem	• not a problem	• not applicable

Aspect of travel	Transport problem by mode of travel / transport		
	Bus	Train	Other Road-Based Travel
Comfort	• I do not find bus travel comfortable	• I don't find train travel comfortable	• not applicable
Connectivity and network coverage	• There are no bus services where I live • There are bus services but they do not go where I want to go	• There are no railway stations near where I live • There are train services but they do not go where I want to go	• There is a lack of taxis where I live / want to travel
Ease of use / convenience	•	• not a problem	• not applicable
Integration between services (within mode e.g. bus to bus)	• I have to change buses to get where I want to go • I have to buy two tickets to travel by different bus operators • Integration between my local and long distance bus is poor	• not a problem	• not applicable
Service reliability (cancellations)	• The bus sometimes does not show up • The school bus sometimes doesn't show up	• The train is sometimes cancelled	• not applicable
Timetables (first and last / frequency / days of the week)	• The bus service is not frequent enough • There is no bus at the time I want to travel • I can't travel by bus for a regular working day • I can't get to early morning appointments / shift work or attend late night social events / shift work by bus • I cannot travel by bus on a Sunday	• The train service is not frequent enough • I can't travel by train for a regular working day • I can't get to early morning appointments / shift work or attend late night social events / shift work by train • I cannot travel by train on a Sunday	• not applicable