

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 25 November 2022 at 10.30am,
Council Hall, Council Offices, English Street, Dumfries, DG1 2DD
and via Microsoft Teams**

Members of the Board

John Campbell (Chair)	- Dumfries and Galloway Council
Karen Jackson (Vice Chair)	- South of Scotland Enterprise
David Bryson	- NHS Dumfries and Galloway
Jim Dempster	- Dumfries and Galloway Council
Maureen Johnstone	- Dumfries and Galloway Council
Keith Walters	- Dumfries and Galloway Council
Andrew Wood	- Dumfries and Galloway Council

Future Meetings

27 January 2023

31 March 2023

30 June 2023

29 September 2023

24 November 2023

Douglas Kirkpatrick

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 25 November 2022 at 10.30am
Council Hall, Council Offices, English Street, Dumfries, DG1 2DD
and via Microsoft Teams

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTE OF MEETING ON 23 SEPTEMBER 2022 – For Approval**
4. **REVENUE BUDGET MONITORING REPORT 2022/23 FOR THE PERIOD ENDING 31 OCTOBER 2022**– Recommendation – to note the forecast outturn for the revenue budget as at 31 October 2022.
5. **CLIMATE CHANGE DUTIES – REPORTING 2021/22**- Recommendations - (i) note SWestrans statutory Climate Change Duties Reporting requirements; and (ii) agree to submit the 2021/22 Climate Change Duties Report for SWestrans by the deadline 30 November 2022.
6. **CAPITAL EXPENDITURE PROGRAMME 2022/23 – 2024/25 UPDATE**- Recommendations – (i) note the update on the Capital Programme for 2022/23; (ii) agree the Bus Shelter Programme as shown at Appendix 2 and (iii) note the ongoing work to collect and then assess the condition of existing bus stops and bus shelters across the region and to agree to receive a full report as soon as data is available.
7. **LOCAL BUS UPDATE** - Recommendations – (i) note the update on the review of all current supported local bus services to meet the delivery challenges previously identified for 2023/24; and (ii) agree that Dumfries and Galloway Council is informed of the options being developed on the review of all current supported local bus services highlighting that Option 1 – Status Quo seeking an additional £160k is included within their budget considerations for 2023/24.
8. **STANDING ORDERS REVIEW** - Recommendations – (i) note the amendment made to Standing Orders regarding the recording and livestreaming of meetings; and (ii) agree that a review of Standing Orders be undertaken by the Secretary and report back to the board in March 2023.
9. **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 terms of Section 50A (4) and paragraph 6 of Part 1 of Schedule 7A of the Local Government (Scotland) Act 1973

10. LOCAL BUS CONTRACTS - VEHICLES – Report to follow – For Board Members only

Douglas Kirkpatrick
Lead Officer

Claire Rogerson
Secretary to the Board

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 23 September 2022
 at 10.30am at Dumfries and Galloway Council Headquarters, English Street,
 Dumfries and via Microsoft Teams

Present

Members

John Campbell (Chair)	-	Dumfries and Galloway Council
Karen Jackson (Vice-Chair)	-	South of Scotland Enterprise
David Bryson	-	NHS Dumfries and Galloway
Jim Dempster	-	Dumfries and Galloway Council
Maureen Johnstone	-	Dumfries and Galloway Council
Keith Walters	-	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	-	Dumfries and Galloway Council
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Observers

Christopher Bradberry Craig	-	Thornhill Station Action Group
June Hay	-	Outdoor Access Forum
High McCreadie		
Fraser Smith	-	Stagecoach Scotland
Graham Whiteley		

In Attendance

Danny Alderslowe	-	Haud the Bus D&G
Chloe Dudgeon	-	Youth Work Services
Graham Dunn	-	Project Manager Community Transport PSP
Ron McLean	-	Beattock Station Action Group
Janet Moxley	-	Stand Up for Our Buses
Iain Reid	-	Stand Up for Our Buses

1. SEDERUNT AND APOLOGIES

6 Board Members present and 1 apology, noting that David Bryson, Jim Dempster, Keith Walters and the Chair were attending via MS Teams.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 24 JUNE 2022

Decision

APPROVED.

4. COMMUNITY TRANSPORT PRESENTATION

Decision

The Board:-

4.1 **AGREED** to receive the presentation from Graham Dunn, Project Manager Community Transport PSP; and

4.2 sought further detail on issues raised from the presentation.

5. REGIONAL TRANSPORT STRATEGY – DRAFT FOR CONSULTATION

Decision

The Board:-

5.1 **NOTED** the progress with the new Regional Transport Strategy; and

5.2 **APPROVED** the draft Regional Transport Strategy at the Appendix for public consultation.

6. LOCAL BUS UPDATE

Decision

The Board:-

NOTED

6.1 the summary of current local bus network provision in Dumfries and Galloway;

6.2 the update on recent actions in relation to local bus services 101/102 Dumfries to Edinburgh and 502 Castle Douglas to Dumfries;

AGREED

6.3 to homologate the decision of the Lead Officer in consultation with the Chair and Vice-Chair to agree the award of contract for SW/22/101/A Dumfries to Edinburgh at a value of £507,940 per year from 15 August 2022 for a period of 20 weeks (with an option to extend for up to a further 13 weeks);

6.4 to homologate the decision of the Lead Officer in consultation with the Chair and Vice-Chair to agree the award of contract for SW/22/502/C Castle Douglas to Dumfries at a value of £96,987 per year from 8 August 2022 for a period up to 31 March 2023 (with an option to extend for up to a further period until 4 August 2024);

NOTED

6.5 and considered the information in section 5 of the report in relation to the petition for the reinstatement of evening journeys on local bus service D1 Locharbriggs / Heathhall and determined that there would be no action at this time by officers due to the review to be undertaken;

6.6 the update on the proposed new Public Transport model and delivery challenges; and

6.7 **AGREED** to receive further reports on a review of all current supported local bus services to meet the delivery challenges identified.

7. RAIL UPDATE

Decision

The Board:-

7.1 – **AGREED** that officers draft a submission to the National Rail Conversation which will be presented at the November Board allowing members the opportunity to feed their views into the paper prior to submission to Transport Scotland;

NOTED

7.2 the three STAG addendums attached as Appendix 1, 2 and 3 of the report and their submission to Transport Scotland for consideration; and

7.3 the current position with services to/from Lockerbie Station and **AGREED** to invite rail operators Avanti and Transpennine to present at a future board meeting.

8. REVENUE BUDGET MONITORING REPORT 2022/23 FOR THE PERIOD ENDING 31 AUGUST 2022**Decision**

The Board **NOTED** the forecast outturn for the revenue budget as at 31 August 2022.

9. CAPITAL EXPENDITURE PROGRAMME 2022/23 – 2024/25 UPDATE**Decision**

The Board **NOTED:-**

9.1 the update on the Capital Programme for 2022/23; and

9.2 the draft design of Lockerbie Rail Station Parking Phase 2 and **AGREED** that public and stakeholder engagement on the design as shown at the Appendix of the report was undertaken.

10. CALENDAR OF MEETINGS**Decision**

The Board:-

10.1 **AGREED** the Calendar of meetings for 2023 as set out in Table 1 of the report;

10.2 **CONSIDERED** the options concerning Board meeting arrangements presented in Table 2 and **AGREED** option 4 being the continuation of hybrid meetings which going forward would now be recorded and livestreamed online;

10.3 **AGREED** to remit the Secretary to update Standing Orders to reflect the agreed meeting arrangements; and

10.4 **NOTED** that hardcopy of board papers would continue to be available by request to Board Members.

11. REPRESENTATION ON OUTSIDE BODIES

Decision

The Board **AGREED** to nominate Keith Walters to represent SWestrans on the South West Scotland Community Rail Partnership; and that the position on West Coast Rail 250 would be left open noting that the Lead Officer would attend when possible.

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 urgent business deemed urgent by the Chair due to the need for a decision.

PROCEDURE – The Board **AGREED** to consider the following items of business in private and excluded the press, members of the public and Observers from the meeting given that the report contained confidential or exempt information in respect of paragraphs 6,8, 9 and 19 of Schedule 7A of the Local Government Scotland Act 1973.

13. LOCAL BUS SERVICE – CONTRACT

Summary of Report – This report advised the Board of sustainability issues raised by an operator of a local bus contract and sought agreement on actions for officers to pursue.

Decision

The Board **NOTED** the sustainability issues raised on the local bus contract and **AGREED** the actions as highlighted in the report.

REVENUE BUDGET MONITORING REPORT 2022/2023 FOR THE PERIOD ENDING 31 OCTOBER 2022

1. Reason for Report

To provide the Board with an update on the Partnership's 2022/23 monitoring and forecast outturn position based on the period ending 31 October 2022.

2. Background

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

3. Key Points

3.1 The **Appendix** shows the revenue budget summary for SWestrans. The published expenditure budget for 2022/23 of £4,447,289 was agreed by the Board on 25 March 2022. It is vital to the economic wellbeing of the Partnership and its stakeholders that the financial resources are managed effectively, and expenditure and income is delivered in line with the approved budget.

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

3.3 Board Members will note that based on the financial performance to date, it is forecast that a balanced budget will be delivered.

4. Consultations

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

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

6. Recommendation

Members of the Board are asked to note the forecast outturn for the revenue budget as at 31 October 2022.

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 2 November 2022 File Ref:	Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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APPENDIX - Monitoring Report 2022/23 for the period ending 31 October 2022.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 October 2022

	FINAL OUTTURN 2021/22 £	PUBLISHED BUDGET 2022/23 £	BUDGET ADJUSTMENTS 2022/23 £	ADJUSTED BUDGET 2022/23 £	ACTUAL EXPENDITURE TO 31/10/22 £	PROJECTED OUTTURN 2022/23 £	VARIANCE 2022/23 £
EXPENDITURE							
Staff Costs	84,007	249,348		249,348	0	249,348	0
Transport Costs	10,016	0		0	0	0	0
Supplies & Services	0	0		0	0	0	0
Administration Costs	61,392	21,153		21,153	25,485	21,153	0
Payments	4,027,155	4,128,038		4,128,038	2,688,297	4,128,038	0
Central Support	43,391	48,750		48,750	0	48,750	0
Capital Charges	264,452			0	143,121	0	0
Total Expenditure	4,490,413	4,447,289	0	4,447,289	2,856,903	4,447,289	0
INCOME							
Scottish Government Funding	259,250	259,250		259,250	181,050	259,250	0
D&G Council Funding	100,000	100,000		100,000	0	100,000	0
Other Contributions	4,131,163	4,088,039		4,088,039	0	4,088,039	0
Total Income	4,490,413	4,447,289	0	4,447,289	181,050	4,447,289	0
NET EXPENDITURE	0	0	0	0	2,675,853	0	0

CLIMATE CHANGE DUTIES - REPORTING 2021/2022

1. Reason for Report

To agree the submission of the 2021/22 Climate Change Duties Report for SWestrans.

2. Background

2.1 All public bodies listed in Schedule 1 of the 'Climate Change (Duties of Public Bodies; Reporting Requirements) (Scotland) Order 2015' as amended by the Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Amendment Order 2020, are required to report annually on compliance with climate change duties established under S44 of the Climate Change (Scotland) Act 2009 and in accordance with Schedule 2 of the 2015 Order.

2.2 SWestrans has submitted annual Climate Change Duties Reports since 2015/2016. Mandatory reports have been required since November 2017 to assist public bodies to monitor progress and activity on climate change duties and inform the future direction of the organisation's climate change strategy. At its meeting on 13 March 2013, the Board agreed a Climate Change Strategy for SWestrans.

3. Key Points

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

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

3.3 SWestrans has direct control and influence on emissions in its policy setting, its delivery of projects and its procurement and delivery of the local bus network. The only measurable emission source under SWestrans direct control is for the total passenger km procured to deliver the local bus network. In 2020/21 this total was 5,057,266 km with the 2021/22 total decreasing to 5,008,848 km.

3.4 In response to the global climate emergency and Scotland's net zero by 2045 target, the 2020 Amendment Order set out additional annual reporting requirements for all public bodies. The additional reporting requirements are as follows:

- where applicable, the body's target date for achieving zero direct emissions of greenhouse gases, or such other targets that demonstrate how the body is contributing to Scotland achieving its emissions reduction targets
- where applicable, targets for reducing indirect emissions of greenhouse gases
- how the body will align its spending plans and use of resources to contribute to reducing emissions and delivering its emissions reduction targets
- how the body will publish, or otherwise make available, its progress to achieving its emissions reduction targets
- where applicable, what contribution the body has made to helping deliver Scotland's Climate Change Adaptation Programme.

3.5 In line with the additional reporting requirements detailed above SWestrans will be required to review its Climate Change Strategy, to enable targets for reducing emissions to be set and adaptations to be made. As part of the new Regional Transport Strategy 2022-2042, which will be agreed in early 2023, SWestrans will set climate targets and establish a clear delivery plan of how emissions from the supported local bus network will be reduced and ultimately be net zero by 2045 in line with Scottish Government targets.

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

5. Recommendations

Members of the Board are asked to:

- 5.1 note SWestrans statutory Climate Change Duties Reporting requirements; and
- 5.2 agree to submit the 2021/22 Climate Change Duties Report for SWestrans by the deadline 30 November 2022.

Report Author: Kirsty Dunsmore Tel: 07734 073391	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 15 November 2022 File Ref: SW2/2022/Meetings	

CAPITAL EXPENDITURE PROGRAMME 2022/23 – 2024/25 UPDATE

1. Reason for Report

This report provides the Board with an update on the Capital Programme, seeks agreement to the Bus Shelter Programme and advises of work underway to assess the condition of all bus stops/shelters across the region.

2. Background

2.1 As reported to the Board at its meeting on 24 June 2022, the SWestrans Capital Programme for 2022/23 to 2024/25 is shown in Table 1 below:

<u>SWestrans Capital Programme 2022/23 – 2024/25</u>	Total Budget Allocated 2022/23	Total Budget Allocated 2023/24	Total Budget Allocated 2024/25	Total
	£	£	£	£
Local Bus Network	526,149	560,000	840,000	1,926,149
Rail Station Parking	435,646	250,000	0	685,645
Active Travel Network	584,717	600,000	400,000	1,584,717
TOTAL	1,546,512	1,410,000	1,240,000	4,196,511

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

2.2 **Appendix 1** shows monitoring of the 2022/23 spend to 30 September 2022.

2.3 At its meeting on 26 June 2022, the Board were advised that Phase 3 of parking provision at Lockerbie Station involving the provision of additional parking to the east of the railway would be fully delivered during 2022/23, with the anticipated Programme of Works as shown in Table 2 below.

Programme Element	Timeline as at June 2022
Termination of Services	Complete
Demolition	Complete
Ground Investigation (additional works)	May-June 2022
Planning approval of the amended design	June-August 2022
Car Park Design	June-August 2022
Drainage design review	July 2022
Consultation	July 2022
Contract Documentation	July-August 2022
Contract Strategy	June-August 2022
Procurement	September- November 2022
Construction	November 2022 – February 2023
As Constructed drawings, Project closedown procedure	March 2023

Table 2 – Phase 3 Sydney Place, Programme of Works

2.4 At its meeting on 16 January 2015, the Board agreed the scoring criteria below for prioritising new and replacement bus shelter for future programmes:

	Factor	Possible
1.	Demand volume, bus departures/day: 1 to 5 6 to 10 11 to 20 20+	5 10 15 20
2.	Existing provision: Exposed location – no shelter <300m No shelter within 300m Shelter within 300m Shelter at location-poor condition	20 15 10 5
3.	User segments: Used for travel to school Significant use by vulnerable users*	10 10
4.	Feasibility Very low Low Medium High Very High	2 4 6 8 10
5.	Strategic fit Very low – not on a bus route/drop-off only Low – on bus route served less than 5 days /week Medium – regular bus route** other shelter(s) in settlement High – regular bus route adjacent to employment/education Very high – regular bus route, only shelter within settlement	2 4 6 8 10
	Total	80

Table 3 – Agreed Bus Shelter Programme Scoring Criteria

*- Significant use by vulnerable users, relates to locations adjacent to sites such as Hospitals, Health Centre, ARCs and Care Facilities

** - Regular bus route = served 5 or more days per week

3. Key Points – Rail Station Parking

3.1 Following a meeting with the Council's Engineering Design Team, who are leading on the delivery of the Phase 3 parking provision at Lockerbie Station, it was confirmed that construction cost estimates have had to be revised with the overall cost of construction now estimated at £508k an increase of £134k. The funding envelope available for this phase of works which is a joint project with Dumfries and Galloway Council can accommodate this increase.

3.2 A further update was provided on 10 November 2022 that indicated that planned Phase 3 construction works would now not be complete by the end of February 2023 as indicated in initial Programme of Works shown paragraph 2.3.

3.3 Due to additional ground investigation works, amended drainage design and on-going consultations, construction is now anticipated to start in April 2023. An amended Programme of Works has been provided and is shown as Table 4 below. This change to the programme will require the funding available for the construction

to be realigned to 2023/24:

Programme Element	Timeline as at November 2022
Termination of Services	Complete
Demolition	Complete
Ground Investigation (additional works)	Complete
Planning approval of the amended design	December 2022
Car Park Design	Complete
Drainage design review	Complete
Consultation	January 2023
Contract Documentation	January-February 2023
Contract Strategy	October-November 2022
Procurement	February- March 2023
Construction	April -July 2023
As Constructed drawings, Project closedown procedure	July 2023

Table 4 – Phase 3 Sydney Place, Amended Programme of Works

3.4 Spend on Phase 3 up to 30 September 2022 has been some £40k with spend for the remainder of this financial year now estimated to be £35k which will require £360k to be realigned to 2023/24.

4. Key Points – Bus Shelter Programme

4.1 New/replacement bus shelters are provided by SWestrans through its Capital Programme. On completion of works the shelters become Dumfries and Galloway Council assets and thereafter any maintenance of the shelters is the responsibility of the Council.

4.2 All bus shelter requests are scored using the agreed criteria shown in paragraph 2.4 and a draft prioritised list of proposed locations for the bus shelter provision/ replacement programme is attached as **Appendix 2**. The Board is asked to agree the priority list for bus shelter renewal/replacement.

5. Key Points – Bus Stop/Shelter Condition

5.1 Members of the Board have previously indicated concern on the condition of existing bus stops and bus shelters across the region.

5.2 To quantify the current condition a survey of all existing infrastructure, some 1,000 locations, which includes a site visit to each stop/shelter has been underway since 3 October 2022 with the data collected now being input into an asset spreadsheet. It is intended that all data will be input by early 2023 to inform a full report on condition to be prepared for the Board's consideration.

5.3 The Board are asked to note the ongoing work to collect and then assess the condition of existing bus stops and bus shelters across the region and to agree to receive a full report as soon as data is available.

6. Implications	
Financial	Regular reports will be brought to the Board on the progress with the capital programme during 2022/23.
Policy	None. 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.

7. Recommendations
Members of the Board are asked to:
7.1 note the update on the Capital Programme for 2022/23;
7.2 agree the Bus Shelter Programme as shown at Appendix 2; and
7.3 note the ongoing work to collect and then assess the condition of existing bus stops and bus shelters across the region and to agree to receive a full report as soon as data is available.

Douglas Kirkpatrick/Linda Richardson - Report Authors	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 12 November 2022 File Ref: SW2/meetings/2022	

Appendix 1 – Capital Programme spend to 30 September 2022

Appendix 2 – Draft Bus Shelter Programme

<u>SWestrans Capital Programme 2022/23</u>	Total Budget Allocated 2022/23	Revised Budget 2022/23	Gross Spend to 30/09/22	Actual Net Spend 30/09/2022	Forecast Spend to 31/03/23	Indicative Budget 2023/24	Indicative Budget 2024/25
Local Bus Network (SWestrans)	526,149	526,149	406,267	406,267	526,149	560,000	840,000
Rail Station Parking (SWestrans)	435,646	435,646	39,884	39,884	435,646	250,000	0
Active Travel Projects (Swestrans)	584,717	584,717	56,321	56,321	584,717	600,000	400,000
TOTAL	1,546,512	1,546,512	502,472	502,472	1,546,512	1,410,000	1,240,000

Location	Road	Address	Score	Position	Provision
Rockcliffe	C23s	at existing stop	58	1	New
Dumfries	Stewartry Road	at Abbey Gardens	56	2	New
Lockerbie	A709	Cemetery EB to Lbie	52	3	New
Dumfries	Lochfield Road	at Health Centre	51	4	New
Dumfries	Brasswell	Industrial Park eastbound	51	4	New
Ae Road End	A76	Etrick/Ae junction	50	6	New
Lochmaben	A709	Sailing Club	49	7	New
Sanquhar	Station Road	at Health Centre	49	7	New
Stranraer	Ochtrelure Way	near Thorneycroft Care Home	49	7	New
Ardwell	A716	(nb)	49	7	New
Dumfries	Brasswell	Industrial Park westbound	49	7	New
Kelton	B725		48	12	New
Rigg	B721 Annan Road	opp existing shelter (Rigg House)	47	13	New
Springholm	Main Street	A75 WB to CD	46	14	New
Clarencefield	B724	McFarlan Hall	46	14	Replace
Nethermill	Serrick Road	Junction	45	16	New
Penpont	Main Street	at Moorhouse	45	16	Replace
Kirkton	C1n	Village Green NB	45	16	New
Dumfries	Georgetown	Mossark Crescent	44	19	New
Kirkconnel	A76 Main Street	at toilets SB	44	19	New
Dalbeattie	B794	Haugh Road/Balliol View	44	19	New
Stranraer	Whitehouse Road	at Larg House	44	19	New
Dumfries	Stewartry Road	at No 9	44	19	New
Dumfries	Bankend Road	Crichton	44	19	Replace
Shawhead	Village	Draco Square	42	25	New
Stranraer	A77	Ryan Bay Caravan Park (nb)	42	25	New
Glencaple	Shore Road	opp Nith hotel	41	27	Replace
Dumfries	Lochside Road	Labour Club	41	27	Replace
Stranraer	Bayview Road	Opp No 11	40	29	New
Newton Stewart	Cumloden Road	Cumloden Manor	40	29	New
Haugh of Urr		crossroads	40	29	New
Greenlea	B724	eastbound to Annan	40	29	New
Stranraer	Edinburgh Road	Station Road	40	29	New
Annan	Back o the Hill	Argyle Terrace (phone box)	39	34	New
Stranraer	McDowall Drive		39	34	New
Kirkcudbright	Tongland Road	opp Burnside Loaning	39	34	New
Carronbridge	A76	(nb)	38	37	New
Shawhead	A75	Opposite Deanside	38	37	New
Sandhead	Main Street	opp Piggeries Lane	38	37	New
Dumfries	Aldermanhill Road	at St Joseph's College	38	37	New
Dumfries	A709 Lockerbie Road	opp Tesco (Lockhards)	38	37	New
Newton Stewart	Crosbie Road	at DEHS	38	37	New
Annan	Silverlaw	Thorburn Cres Jct	37	43	New
Palnure	A75	eastbound to Dumfries	37	43	New
Stranraer	Eastwood Avenue	McMasters road	35	45	New
Terregles	Terregles Road	opp Manse Road	34	46	Replace
Dumfries	Kingholm Loaning	Opp Glenholm Place	32	47	New
Kirkconnel	A76 Main Street	Opposite toilets NB	28	48	New

LOCAL BUS UPDATE

1. Reason for Report

To provide Members of the Board with an update on the review of all current supported local bus services to meet the delivery challenges previously identified for 2023/24.

2. Background

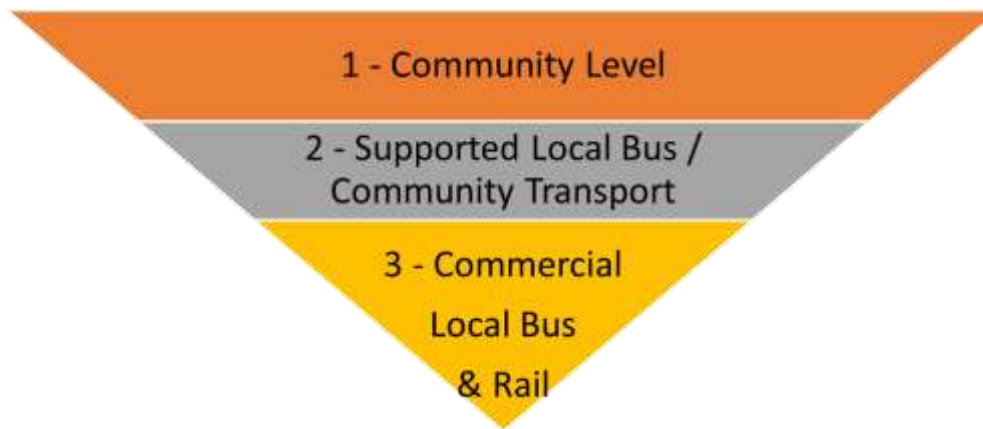
2.1 At its meeting on 23 September 2022, the Board received a detailed briefing on the current local bus network provision in Dumfries and Galloway, current issues on the network, the proposed new Public Transport model and delivery challenges from 2023/24. The Board noted the delivery challenges and agreed to receive further reports on a review of all current supported local bus services to meet the delivery challenges identified.

2.2 The Board in 2011 and then again in 2014 agreed the policy and framework under which it would provide such socially necessary local bus services (within the budget available) with a set of 6 prioritised travel need factors developed through public consultation, as follows:

1. Employment
2. Education
3. Health
4. Retail
5. Transport Links
6. Personal Activity

2.3 SWestrans supports 57 local bus services across the region for a total gross annual spend of some £4.2M with funding contributions received from SPT, Scottish Borders Council and NHS Dumfries and Galloway totalling £0.6M giving a net annual spend of £3.6M. 55 of the contracts for supported services are valid for a 1 year period (up to August 2023) with a possible 1 year extension. The contracts for 101 Dumfries to Edinburgh and 502 Castle Douglas to Dumfries are only funded for the remainder of the 2022/23 financial year.

2.4 At its meeting on 24 September 2021, the Board agreed to SWestrans being the lead Community Planning Partner for the development and delivery of a new Public Transport Model. The model will seek to utilise the opportunities available to provide our residents with a needs-based, coordinated, affordable and integrated network that allows easy transitions across modes. The model is to be structured around a 3 tier framework for delivering a public transport network for the region which incorporates all journey needs, outlined in the diagram below:



Tier 1 – Community Level Provision: made up of a number of tailored and flexible services providing travel opportunities at community level linking directly to amenities/services or to a more structured/timetabled public transport option.

Tier 2 – Supported Local Bus and Community Transport Services: made up of supported bus services provided by bus operators, DGC Buses and Community Transport. This would include fixed or semi-fixed bus routes along with Demand Responsive Transport services that would either complement the current supported routes or be an alternative to these routes.

Tier 3 – Commercial Local Bus and Rail Services: made up of commercial bus routes and ScotRail services. They would operate on the main corridors where there is high passenger demand for these services.

3. Key Points – Delivery Challenges 2023/24

3.1 At its meeting on 23 September 2022, the recent challenges on services 101 Dumfries to Edinburgh and 502 Castle Douglas to Dumfries were highlighted. This included the need to find a resolution to these services within the cash limited budget available to SWestrans early in 2023 to ensure they could continue in financial year 2023/24. The funding gap to retain all supported local bus services (based on the existing contract rate for service 101/2) is some £160k in 2023/24.

3.2 The Board were advised that a review of all existing supported local bus network would be required to determine what, if any, efficiencies could be identified to enable all routes to be maintained.

3.3 The Board were also advised that establishing any efficiencies within such short-term (1 year) contracts would be unlikely. Therefore, the review would also be undertaken in line with the Board's agreed policy and framework, as indicated in paragraph 2.2.

4. Key Points – Current Actions

Passenger Usage

4.1 Detailed passenger usage for 2019, 2020, 2021 and 2022 has been collated with Stagecoach, DGC Buses and Houstons Coaches providing high-level usage numbers on their commercial journeys. This has enabled a comparison of usage to be made across the 4 years with 2019 showing the pre-Covid usage. A summary of the usage figures (annualised) is provided in Table 4 below:

Type	2019	2020	2021	2022
Supported	1,669,642	796,463	1,028,209	1,409,161
Commercial	3,084,627	1,448,577	1,554,865	1,754,974
Totals	4,754,269	2,245,040	2,583,074	3,164,135

Table 4 – Annualised passenger usage figures 2019 to 2022

4.2 For the overall network, passenger usage is currently some 33% below pre-Covid numbers with a continuing build back from the 2020 usage which was 53% below pre-Covid usage.

101-2 Dumfries to Edinburgh

4.3 Tenders seeking a replacement for the 101/2 Dumfries to Edinburgh local bus service, at a similar level to that currently provided, for a 5-year period from 5 March 2023 have been issued by SPT with a closing date in early December.

4.4 Six tender options, each requiring a price to be submitted on minimum subsidy and gross cost basis, have been issued. The options are briefly summarised below:

- 1 - Dumfries to Edinburgh (4 Mon to Sun returns)
- 2 - Biggar to Edinburgh (6 Mon to Sat returns)
- 3 - Dumfries to Biggar (5 Mon to Sat returns/4 Sun returns)
- 4 - Biggar to Edinburgh (10 Mon to Sat returns/4 Sun returns)
- 5 - Crawford/Abington/Biggar to Edinburgh (13 Mon to Sat returns/4 Sun returns)
- 6 - Moffat/Biggar to Edinburgh (12 Mon to Sat returns/4 Sun returns)

4.5 Option 1 provides direct journeys between Dumfries and Edinburgh similar to those currently in place. Option 3 provides an additional return opportunity from Dumfries to/from Edinburgh with all journeys requiring a connection to option 4 at Biggar. Options 5 and 6 would require passengers travelling to/from Edinburgh to use the commercial X74 Dumfries to Glasgow service and connect at the appropriate point (Abington Services/Moffat) along the route.

4.6 Prior to tenders being issued SPT, as the lead authority for the procurement, collated and presented information to elected members and bus user representatives along the route. The presentation is included as **Appendix 1**.

4.7 Stand Up for Our Buses commissioned 56⁰ Degree Insight to undertake a survey of residents and users along the 101/102 bus route between 5 October and 21 October 2022. A copy of the survey report is attached as **Appendix 2** and this report is being made available to potential bidders during the procurement process.

4.8 The Board will be advised of the procurement outcome as soon as it is available.

5. Key Points – Review of Supported Local Bus Services Process

5.1 As indicated in paragraph 3.2, a review of all existing supported local bus services is underway to determine what, if any, efficiencies can be identified to enable all routes to be maintained from 2023/24.

5.2 Discussions with operators which will look at possible efficiencies across each contract will take place in December with the outcome reported to the next meeting of the Board in January 2023.

Passenger Usage

5.3 A snapshot of current passenger usage data by passenger type on all supported services for the 4-week period from 29 August to 25 September 2022 has been provided by operators. This data has been collated, analysed and expanded to give estimated annual usage figures which will form a framework for individual discussions with operators. A summary of the passenger usage across the 4 years 2019 to 2022 and an estimated subsidy/passenger based on current use is provided at **Appendix 3**.

5.4 Analysis of the 2022 supported service passenger data against pre-Covid levels shows Adults are some 27% lower, Under 22's are 95% higher and Concessions 37% lower. All residents in Scotland under the age of 22 became eligible for free bus travel from 31 January 2022. Latest figures show that some 38% of those eligible for the Under 22 Free Bus Scheme in Dumfries and Galloway have joined the Scheme.

5.5 A similar analysis of the 2021 data against pre-Covid levels showed Adults were 17% lower, Under 22's were 41% lower and Concessions 50% lower. Whilst some of those passengers previously categorised as Adults (16+) now fall into the Under 22 category it is clear that the Under 22 Scheme is generating significant increases in travel for that age group.

Developing Options

5.6 Initial options are at an early stage of development, and these will be further expanded with other options also explored through the planned discussions with operators and through deeper analysis of passenger data. However, a short summary of the current options is provided below for the Board's information/consideration:

Option 1 – Status Quo	Likely Outcome
Request an additional budget enhancement of £160k from Dumfries and Galloway Council for 2023/24.	<p>Contracts retained at current level until contract end date (August 2023) and with operator agreement to a contract extension they would be retained until the end of financial year 2023/24.</p> <p>This would allow a level of stability to enable longer term replacement contracts to be developed/procured and, subject to contract extension agreement, tenders would need to be prepared and issued in October 2023 to replace contracts from April 2024. This would allow for some development of the new public transport model.</p>

Option 2 – Contract Cost Reduction (1)	Likely Outcome
<p>Identify/negotiate through discussions with operator's options to reduced spend by some £60k for the period April to August 2023 (equivalent to £160k per year)</p>	<p>Establishing any efficiencies within the 19 weeks remaining of the 1 year contract term up to August 2023 would be unlikely.</p> <p>If any efficiency options are identified, they are likely to be the loss of evening and weekend services or the termination of whole contracts.</p> <p>Tenders would need to be prepared and issued in April 2023 to replace all contracts from August 2023. Contract prices are likely to increase. This would impact on the development and delivery of the new public transport model.</p>
Option 3 – Contract Cost Reduction (2)	Likely Outcome
<p>Identify/negotiate through discussions with operator's options to reduced spend by some £160k April 2023 to March 2024</p>	<p>Subject to operators agreeing contract extensions until the end of financial year 2023/24, establishing efficiencies for the full year amended contract term up to March 2024 would be challenging.</p> <p>If any efficiency options are identified, they are likely to be the loss of evening and weekend services or the termination of whole contracts.</p> <p>Tenders for all contracts would need to be prepared and issued in October 2023 to replace contracts from April 2024. This would allow for some development of the new public transport model.</p>
Option 4 – Develop a Core Network	Likely Outcome
<p>Accept efficiencies are not possible and all contracts will end in August 2023.</p> <p>Develop a core network of scheduled bus services based on usage and the Boards agreed prioritised travel need factors and procure to commence August 2023.</p>	<p>Scheduled bus services will be focussed and delivered only on routes where numbers and need are clear.</p> <p>Some existing routes will not be served by bus.</p> <p>Options for on-demand only journeys (through a booking platform) will be available in other areas.</p> <p>Tenders for the core network would need to be prepared and issued in April 2023 to replace contracts from August 2023. Contract prices are likely to increase.</p> <p>Although in line with the principles of the new public transport model, the development, delivery and public acceptance of on-demand services will be extremely challenging to achieve in the limited timeframe.</p>

Option 5 – Reduce Network	Likely Outcome
<p>Accept efficiencies are not possible and all contracts will end in August 2023.</p> <p>Identify and terminate low performing services based on usage and the Boards agreed prioritised travel need factors from April 2023.</p>	<p>Some existing routes will not be served by bus.</p> <p>Tenders for all remaining contracts would need to be prepared and issued in April 2023 to replace contracts from August 2023. Contract prices are likely to increase, and this would impact on the development and delivery of the new public transport model.</p>

5.7 Dumfries and Galloway Council will shortly be undertaking their budget development for 2023/24. Therefore, it would be prudent to inform the Council of the options currently under consideration highlighting that Option 1 (to retain the status quo and provide space to develop the new public transport model) is highly likely to be included in any decision by the Board in January 2023 and as such it should form part of their considerations at this time.

5.8 The Board are asked to agree that Dumfries and Galloway Council are informed of the options being developed on the review of all current supported local bus services highlighting that Option 1 – Status Quo seeking an additional £160k is included within their budget considerations for 2023/24.

6. Implications	
Financial	The financial implications are included in the report.
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS and within Dumfries and Galloway Council's Council Plan
Equalities	<p>Procurement exercises to retain local bus services that may be cancelled commercially and to trial new models of service delivery are undertaken with the aim to retain local bus services and mitigate the impact of any such loss.</p> <p>The reduction of local bus services will impact on a number of groups with protected characteristics:</p> <p>Older people would be disproportionately affected by reductions in services. At a minimum, services would be reduced for personal activity and retail, removing non-peak journeys. Older people tend to use these services, and many rely on the national concessionary fare scheme for their travel.</p> <p>Disabled people who rely on public transport for their travel needs would face an increased lack of accessibility.</p>

	<p>Our own research shows that women are more reliant on public transport than men and have lower levels of access to private vehicles. Pregnant women and mothers of younger children also tend to rely more heavily on public transport for accessing health and retail, and other facilities.</p> <p>Service reduction will have a potential impact on the mental and physical health of residents who will suffer reduced access to facilities.</p> <p>Service reduction will impact those in more isolated areas who cannot access alternative transport.</p> <p>Research indicates that those members of society on lower income rely heavily on public transport for access to all essential services; any reduction in provision could result in increased hardship and greater inequality.</p>
Climate Change	Bus service provision can have a positive impact on climate change objectives by reducing emissions associated with car usage.
Risk Management	Local bus provision relates to the known risks: R02 – Public Image R03 – Strategic Direction R07 – Revenue Funding R08 – Bus Contracts Prices R11 – Contract Disputes R13 – Lack of Bus Operators and Drivers

7. Recommendations

Members of the Board are asked to:

- 7.1 note the update on the review of all current supported local bus services to meet the delivery challenges previously identified for 2023/24; and
- 7.2 agree that Dumfries and Galloway Council is informed of the options being developed on the review of all current supported local bus services highlighting that Option 1 – Status Quo seeking an additional £160k is included within their budget considerations for 2023/24.

Douglas Kirkpatrick – Report Author Tel:01387 260136	Approved by: Douglas Kirkpatrick, Lead Officer
Date of Report: 14 November 2022	South West of Scotland Transport Partnership Cargen Tower Garroch Business Park
File Ref: SW2/meetings/2022	Dumfries DG2 8PN

Appendix 1 – Service 101 Meeting - Presentation

Appendix 2 – 101/102 Bus Service Survey of Residents & Users 5-21 October 2022

Appendix 3 – Supported Local Bus Services 2019 to 2022

Service 101
Dumfries to Edinburgh

Service 101 Meeting

Thursday 13th October, 10:00

Biggar Municipal Hall



Meeting Agenda

1. Background
2. Issues
3. Opportunities
4. Constraints
5. Data
6. Options
7. Feedback on Options
8. Questions ?

Background

Service 101
Dumfries to Edinburgh

- The service 101/102 is a registered bus service providing a direct link between Dumfries & Galloway and Edinburgh
- The route serves communities in South Lanarkshire, Scottish Borders and Midlothian as it travels along the A702
- Provides a link to employment, education, health and leisure for residents along the length of the route
- The contract is tendered by Swestrans with current cost at £507,940 per annum
- Approx 190,000 passengers per year use the service

Issues

Service 101
Dumfries to Edinburgh

- Current contract price £9,768 per week, **86% higher** than previous
- Contract received SINGULAR bid
- Requires more layover time in Edinburgh, which is the reason an additional bus has been injected and one of the reasons for the dramatic cost increase
- Lack of driver resource in Biggar area mean Stagecoach are staffing all journeys with Dumfries based staff – additional cost implications
- Requirement to connection with Stuart's service 91/191 to/from Lanark, at Biggar
- Requirement for driver breaks in Edinburgh for long journeys to/from Dumfries

Service 101
Dumfries to Edinburgh

Opportunities

- Grow patronage
- Improve quality
- Improve reliability

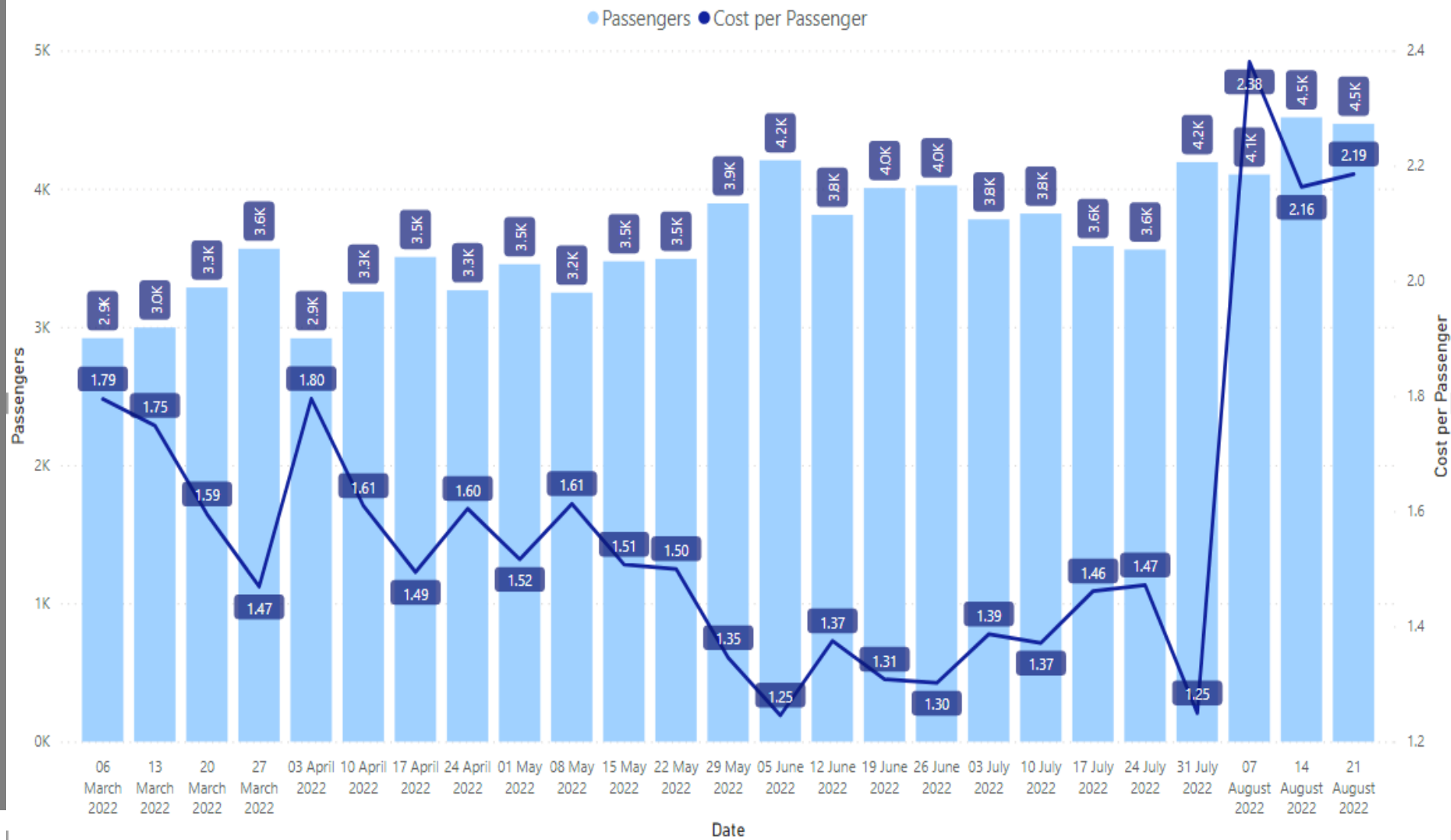
Constraints

Service 101
Dumfries to Edinburgh

- Driver availability in the industry
- Limited budget available from the funding partners
- Midlothian contribute £14k for departure charges but no additional subsidy has been made available from them or Edinburgh City
- Increasing layover to improve reliability impacts on connections with other services
- Increased layover means timetable becomes less efficient and likely reduces overall number of journeys on offer
- The journey between Dumfries and Edinburgh is 86 miles long
- Service is impacted by congestion in Edinburgh

Data : Patronage and Costs

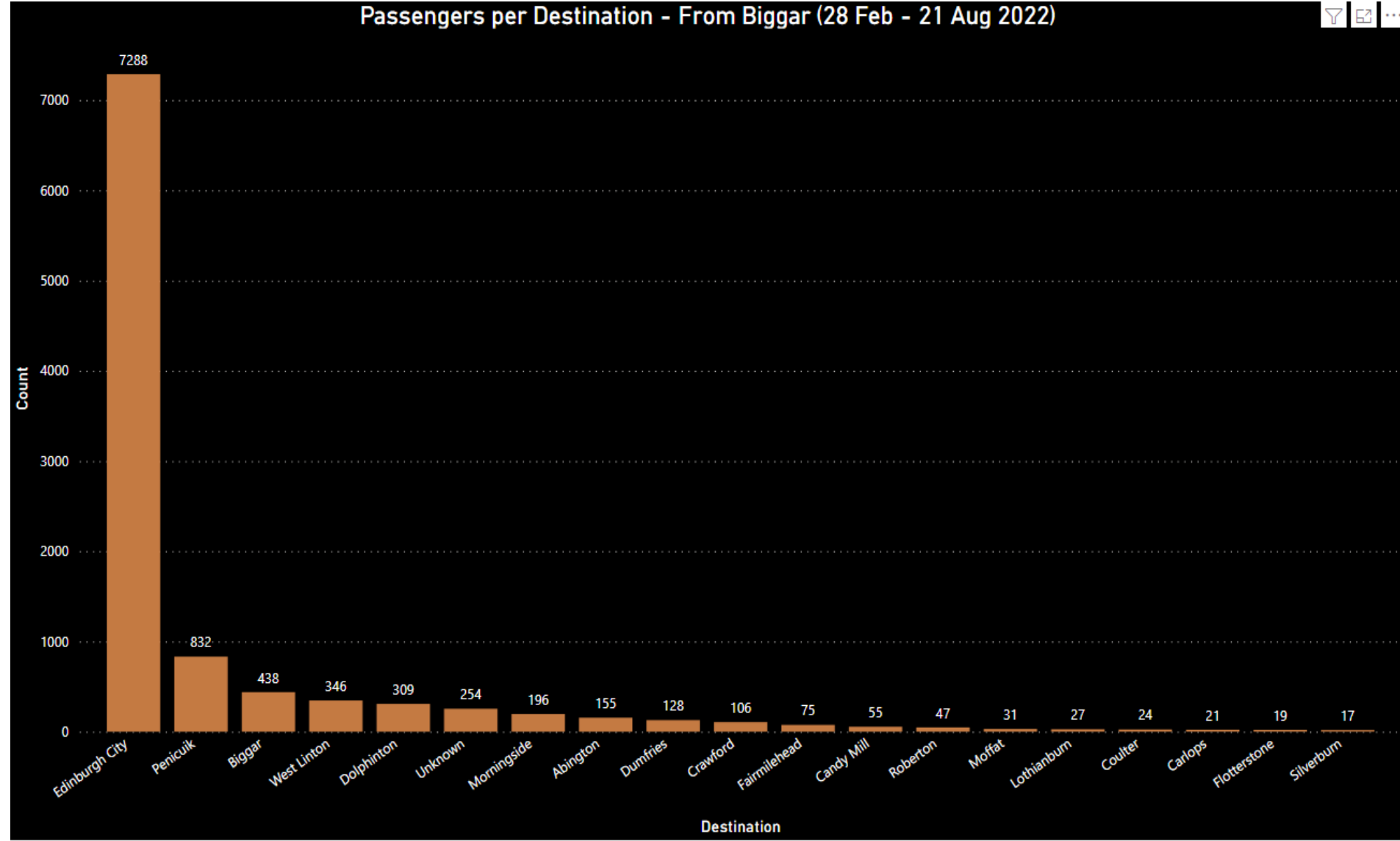
Patronage and Subsidy Cost per Passenger per Week



Service 101
Dumfries to Edinburgh

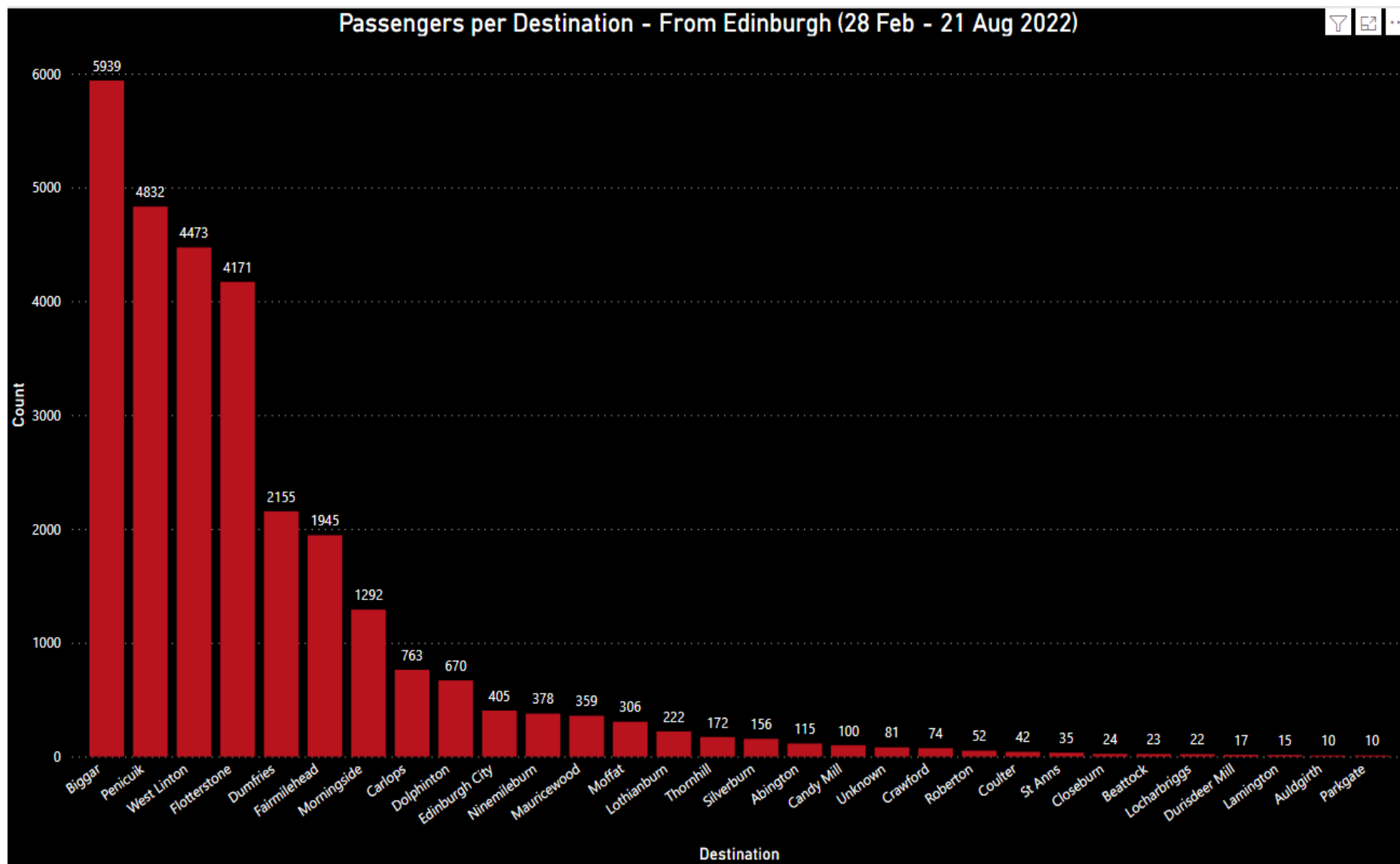
Origin + Destination : from Biggar

Service 101
Dumfries to Edinburgh



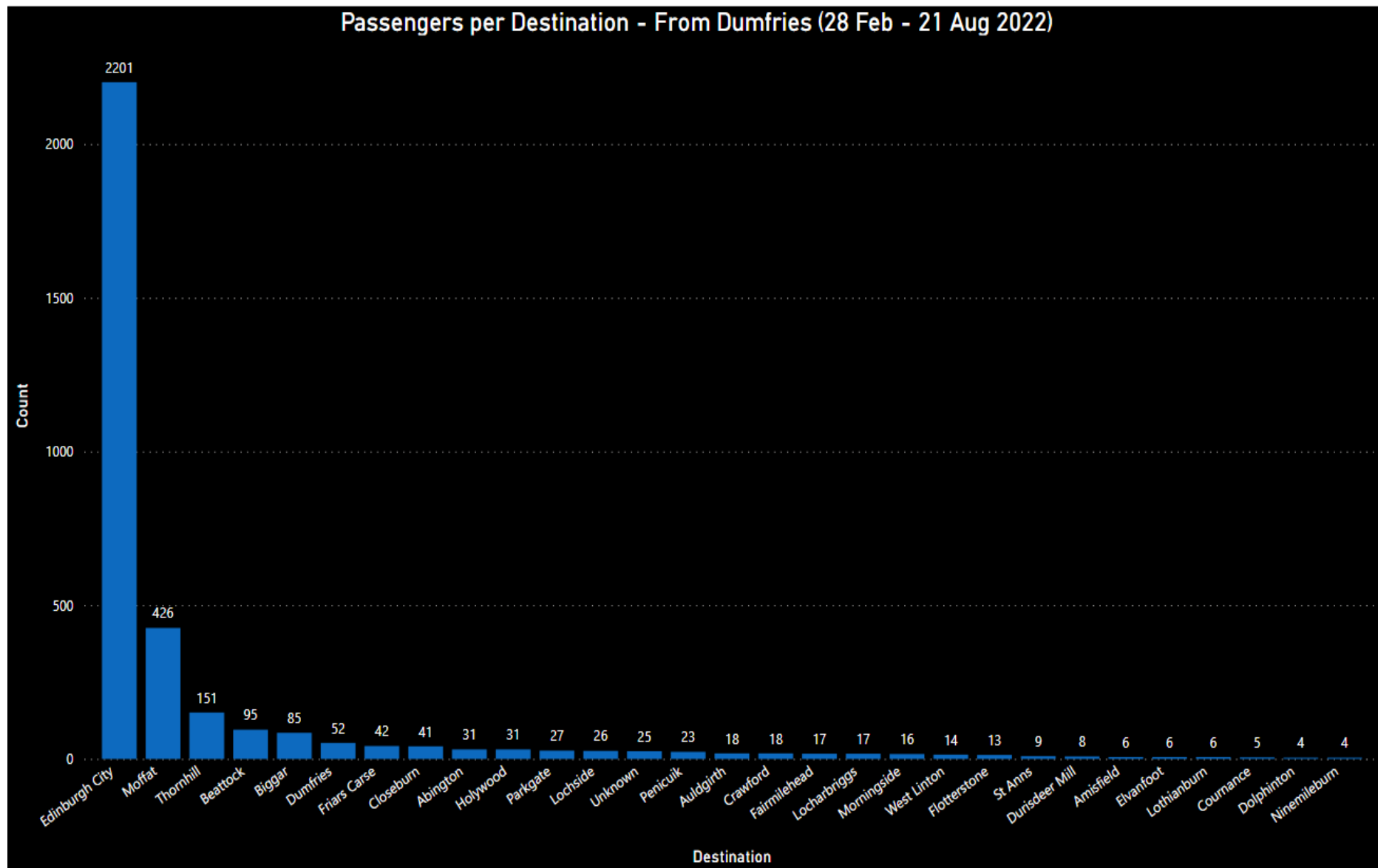
Origin + Destination : from Edinburgh

Service 101
Dumfries to Edinburgh



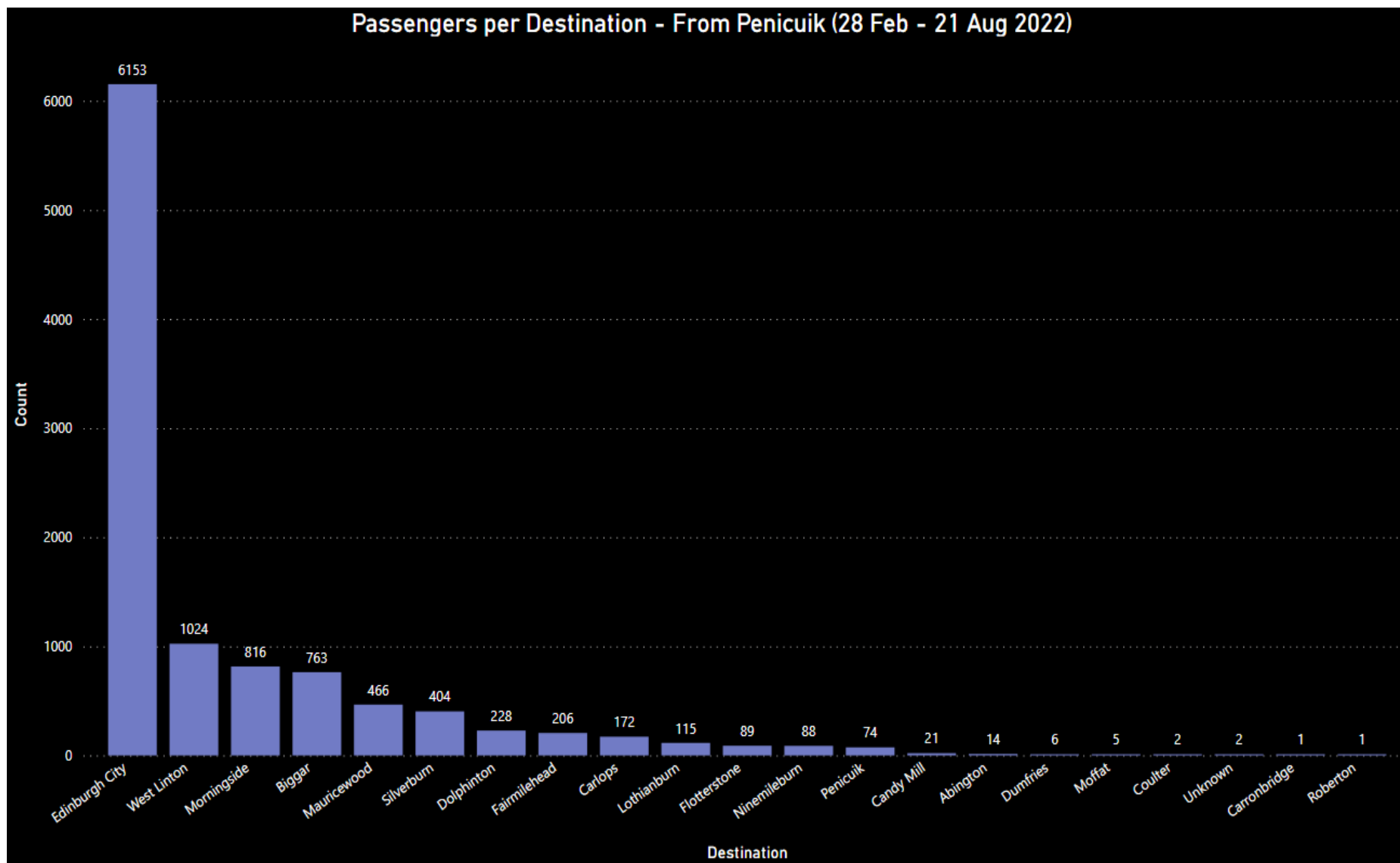
Origin + Destination : from Dumfries

Service 101
Dumfries to Edinburgh



Origin + Destination : from Penicuik

Service 101
Dumfries to Edinburgh



Option 1

Service 101
Dumfries to Edinburgh

- Through journeys to/from Dumfries retained
- 10 journeys per day Biggar to Edinburgh vs current 12
- Connections work
- Increased timetable resilience to improve reliability

				1st journey		last journey	
				departs	arrives	departs	arrives
Biggar to Edinburgh				06:33	08:01	16:58	18:24
Dumfries to Edinburgh				05:30	08:30	16:30	19:28
Edinburgh to Biggar				08:20	09:41	20:30	21:51
Edinburgh to Dumfries				09:20	12:14	20:30	23:35

Option 2

Service 101
Dumfries to Edinburgh

- Dumfries workings curtailed to Biggar, with connections to Edinburgh
- Some connections broken between 91/191 to Lanark
- Increased layover accumulates through the day with the result of some gaps in service at certain times
- 10 journeys per day Biggar to Edinburgh vs current 12

	1st journey		last journey	
	departs	arrives	departs	arrives
Biggar to Edinburgh	06:23	07:51	18:55	20:16
Dumfries to Edinburgh (change at Biggar)	05:12	08:16	17:15	20:16
Edinburgh to Biggar	08:20	09:41	20:30	21:51
Edinburgh to Dumfries (change at Biggar)	09:30	12:35	20:30	23:50

Option 3

Service 101
Dumfries to Edinburgh

- Operates between Crawford and Edinburgh, with connections to the X74 at Abington
- All except two X74s to/from Dumfries has a connecting 101 to/from it
- Connections to/from 91/191 at Biggar work well from Edinburgh but less well to Edinburgh (30 min wait)
- Loss of earliest through 101 from Dumfries means earliest possible arrival in Edinburgh from Dumfries now 09:23 (prev 08:30)
- 11 journeys per day Biggar to Edinburgh vs current 12

	1st journey		last journey	
	departs	arrives	departs	arrives
Biggar to Edinburgh	06:23	07:51	19:20	20:41
Crawford to Edinburgh	06:33	08:30	18:35	20:41
Edinburgh to Biggar	08:20	09:41	21:20	22:41
Edinburgh to Crawford	09:20	11:35	19:20	21:25

Option 4

Service 101
Dumfries to Edinburgh

- Operates between Moffat and Edinburgh, with connections to the X74 at Abington
- Northbound connection from X74 to 101 at Moffat has a 25 minute wait, in order to make the connections work at Biggar
- Southbound connection from 101 to X74 works well
- 10 journeys per day Biggar to Edinburgh vs current 12
- Last departure from Edinburgh offering a connection to Dumfries becomes 1720 (currently 2030)

	1st journey		last journey	
	departs	arrives	departs	arrives
Biggar to Edinburgh	06:23	07:51	18:55	20:16
Moffat to Edinburgh	06:07	08:30	17:50	20:16
Edinburgh to Biggar	08:20	09:41	21:20	22:41
Edinburgh to Moffat	08:20	10:41	20:20	22:41

Next Steps

- Week beginning 24th October : on-line Stakeholder meeting
- Between 31st Oct and 14th November : tenders issued
- Between 15th and 28th November : tenders returned
- January Operations Committee : contract award approved
- February/ March : new contract commences

Service 101
Dumfries to Edinburgh

Questions ?

101/102 Bus Service

Survey of Residents and Users

5th-21st October 2022

Consumer Research Report



Prepared by:



A survey to provide a comprehensive understanding of the views of residents and bus users about the 101-102 bus route connecting Dumfries, Moffat, Biggar, West Linton, Penicuik and Edinburgh

Contents

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2) Travel Methods used Transport types, bus travel, positive sentiments, incentives and disincentives to travel by bus	10
3) The 101-102 service – usage, last 3 months Time of use and purpose, Edinburgh, reasons for travel. Outward and return journeys.	16
4) The 101 – 102 service – change in usage Covid, recent increase/decrease in usage, expectations And motivations for future use	22
5) The 101 – 102 service – change of service Implications Responses to four scenarios regarding the future: Stopping completely; Reduction in service; No change; Increase in service. Survey of positive impacts on residents, Incentives to encourage more use.	30

With the future of the bus route uncertain, in order to obtain a comprehensive understanding of the views of residents about the current 101-102 bus service between Dumfries, Moffat, Biggar, West Linton, Penicuik and Edinburgh, market research agency, 56 Degree Insight undertook an extensive and robust survey of residents along the length of the route. This survey invited responses from all residents – whether they were frequent, occasional, lapsed users or had not used the bus service in recent times.

The survey was designed, hosted online and administered by 56 Degree Insight – a Market Research Society-affiliated research agency. This company has extensive experience in undertaking consumer research and specialises in the areas of transport, travel and tourism research. The 56 Degree Insight team regularly conduct surveys for the Scottish Government on a wide range of areas, but also has undertaken several surveys for the likes of SESTran, Paths for All and various destinations on travel choices.

The survey went online on Wednesday 5th October and remained 'live' until midnight, Friday 21st October – a period of just over two weeks. Across this period, 1,401 respondents completed the survey. Links to the survey were promoted by the various Community Councils along the route as well as on Facebook and other social media pages. It was also promoted at bus stops along the route with A4 posters containing a QR code which bus users could scan on their mobile phones and complete during their journey.



Key Findings



Key findings from the survey (1 of 3)

- In terms of general attitudes towards bus travel, the importance of this form of transport generally amongst the population of this area is clear. Some 53% are most likely to travel by public bus for either eating or drinking out or for other entertainment – and these are the two trip purposes where public buses are, by some distance, the most popular transport type. It is also the main transport type for trips to school/education, and it is also a close second to the car for travel to work and for travel to non-grocery shops, banks, post office etc. (Page 11)
- Bus travel is also seen as helping to reduce congestion in cities like Edinburgh, it's better for the environment and it is a cost-effective means of travel (especially during a cost of living crisis). There was also strong agreement that the convenience factor of bus travel was attractive, that it was a generally reliable means of getting from A to B and that it was one of the safest means of travel (Page 14)
- In terms of the 101-102 service, there is a big range in usage over the last 3 months – one in five haven't used the 101/102 service at all, a third have used it a few times a month, and just over a quarter, weekly or more. Amongst users, in a typical week, three in five travel on the 101-102 on a mix of weekdays and weekends (59%). Just over one in five use the bus during the week only (21%), whilst 12% only use it at weekends. Some 3% use it on a daily basis. Usage covers a wide range of purposes – the largest proportions have used it for eating or drinking out (65%) or for going somewhere else for entertainment (59%). But the service is also important for social occasions such as visiting friends or relatives (43%), and for essential visits to banks and post offices (32%). And a quarter use the bus to travel to work (25%) (Page 17)
- Across the whole week, people travel by the 101-102 for a wide variety of purposes. Travelling for entertainment/eating and drinking out are dominant trip purposes throughout the week – although this is especially the case at weekends when around two thirds of journeys are for this reason. During the week, there is a greater mix of use cases beyond eating/drinking out (50%) or other entertainment (46%). Around a quarter or more each using the 101-102 to travel to work (27%), sport/recreation (24%), non-grocery shopping/bank/post office visits (30%) or to visit friends and relatives (37%). At the weekend, as well as the two thirds or more travelling by bus for eating out/entertainment, 44% are visiting friends/relatives, 30% are travelling for sport/recreation, and 28% are doing non-grocery shopping/banks/post office etc (Page 19)
- The starting point for bus journeys is focused between Biggar and Silverburn – 58% of journeys begin here on weekdays and 59% on weekends. In each case, 16% of journeys start further south, whilst 25% start from Penicuik northwards. There are however some differences in the patterns of travel between weekdays and weekends. During the week, 3 in 10 journeys begin before 8am (29%) – reflecting the peak travel time for work and education. But the largest proportion of journeys are from 8am until midday – 7 in 10 journeys begin then (69%). At the weekend on the other hand, the proportions travelling mid morning to early afternoon are much higher (74% and 31% respectively) (Page 20)
- The return journey on the route largely Edinburgh – over three quarters of return journeys originate there. This is especially the case on weekends where Edinburgh dominates. Although there is a similar pattern on weekdays, slightly larger proportions are returning from stops between Penicuik and Biggar. On weekdays, the 3pm-6pm timeslot is the most popular one for the return journey (68% of trips are during this period – largely reflecting the return from work and school). On weekends, a larger proportion return in the evening – 59% (the equivalent proportion on weekdays is 38%) (Page 21)



Key findings from the survey (2 of 3)

- The first Covid lockdown took place in Spring 2020 and there was another significant lockdown during Q1 2021. It is not surprising therefore that use of the 101-102 service fell markedly from 2019 to 2021: whilst 21% were using it more in 2021 than in 2019, 42% were using it less – a net decrease of -21%. Over the last 12 months however, there has been a marked increase in usage back towards the pre-pandemic levels. Although 17% are using it less this year than last year, 42% are using it more – a net increase of +25% over last year. Whilst three in five don't expect their use of the 101-102 bus service to change in the next few months, 37% believe they will use the service more (9% 'much more' than currently). Only 3% expect to use it less (Pages 23 and 26)
- A number of motivations to using the 101-102 service have been identified. Over half are more inclined to use the 101-102 service because of the benefits to climate change (57% agree strongly), the increased costs of fuel (56%) and the fact that the service is perceived to be under threat, a desire to show support (55%). A majority are also more inclined to use the bus service as more events are happening again following the effects of Covid, and also because of an increasing confidence in using a public bus service following the pandemic. Indeed only one in ten are currently reluctant to use the bus service because they still have fears of catching Covid. Some 9% are less likely to use the service because they are now working from home more (Page 29).
- Respondents were provided with four potential scenarios regarding the future of the 101-102 bus service, and they were asked to describe the impact it would have on them, and their reasons:
 1. **Stopping the service completely** would have a huge negative impact on the people living in the area: 58% claimed it would be very negative and a further 35% said it would be fairly negative. Understandably, the impact among frequent users would be greatest – almost four in five said that stopping the service completely would have a very negative impact on them (78%). And although the extent of negative impact decreases by frequency of use, even amongst those who had not used the 101-102 in the previous three months, the majority would be impacted negatively: 33% very negative and 42% fairly negative. The very negative impacts would be highest in the Borders part of the route and it would be lowest in Dumfries and Galloway (Page 32)
 2. **A reduced 101-102 service** would still result in a negative impact on the lives of most people living along the route. In this case however, there is a slight shift from 'major negative impact' were the service to be stopped altogether to 'fairly negative impact' if it were a reduced service (48%). Should the service be reduced, once again, the levels of negative impact increase with usage (47% 'very negative impact' amongst those using the service weekly or more often). But again, even amongst those who have not used the service in the previous three months, reducing it further would negatively impact two thirds of them (66%). Again, the negative impacts are highest in communities along the route located in the Borders, and again, they are higher amongst those with no access to a car (Page 34)



Key findings from the survey (3 of 3)

- Overall, **retaining the current level of service** would be seen as a net positive by almost half of those living along the route (46%). Some 35% would see it as having no impact, and 20% would still see this as having a negative impact. There are variations however. Those who use the service a few times a month or more often are more likely to see the status quo as a positive outcome (53% in each case). However, current 'non-users' are more likely to see this outcome in more negative terms (they are already rare users of the bus, so it is understandable that the 'status quo' is less likely to appeal. It also varies geographically: those living in Midlothian and Edinburgh would be happier with this outcome than those living in the Borders for example (Page 36)
 - Increasing the current bus service** would have major positive impacts to people across all communities along the route. Over half described the impact as very positive (51%) whilst over a third said it would be fairly positive (34%). Positivity increased with frequency of bus usage – those already using the service on a frequent basis believed they would benefit most positively (two thirds 'very positive' – 67% and 91% positive overall), however even amongst current non-users, 80% felt that an increased service would have a positive impact. The most positive impacts would be felt in the communities along the route in Borders and Midlothian – 89% and 87% respectively would see positive benefits – 54% and 55% respectively 'very positive' (Page 38)
- Respondents were finally asked what factors would encourage them to use the 101-102 service more often. This was an open-ended question, but because of its importance, we have coded up the 1,300+ responses provided opposite. Amongst the population along the length of the route as a whole, three elements were each mentioned by around a fifth or more: a later evening bus from Edinburgh (ideally 10pm onwards) (28%), more frequent/regular buses generally (25%), and an upgrade in terms of the existing buses – making them more modern and more akin to coach travel given the length of the route (18%). There was also demand amongst 9% for a more direct and faster service – avoiding the Penicuik loop (16% amongst D&G respondents). It is interesting to compare the responses from current non-users – if they can be persuaded to use the service occasionally, this could represent a big increase in usage. Responses are similar although they would be more likely to be enticed by more comfortable coaches and a direct/express service into Edinburgh (Page 41)
 - In summary, if the basics of the existing service were maintained – but ideally with a service post-10pm from Edinburgh, and possibly some additional services earlier in the day, using more modern and comfortable coaches, not only will this increase usage from existing users of the service, it would be likely to encourage more use amongst current non-users of the service. In terms of impact, removing or reducing the existing service will have clear negative impacts on the populations of the communities along the route and result in further decreases in usage. The survey results suggest that maintaining the existing service should be considered the bear minimum in the eyes of those living in the communities – but with enhancements as suggested above, there is clear evidence that more people would use the service – and on a more frequent basis.**



1. Who we talked to



Survey respondents were more likely to be women, aged 55+ years, covering a range of socio-economic groups and the full geographical spread of the route from north to south has been comprehensively covered

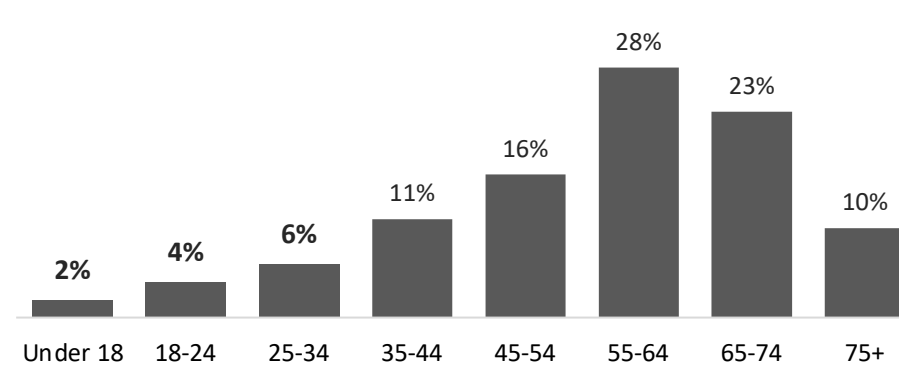
The key socio-economic demographics of the 1,401 survey respondents reflects the older, slightly polarised socio-economic profile of both the region and bus users themselves.

Three in five respondents were aged 55 and over (61%), and whilst 35% were in the professional/managerial socio-economic groups (ABs), a similar proportion were DEs (34%).

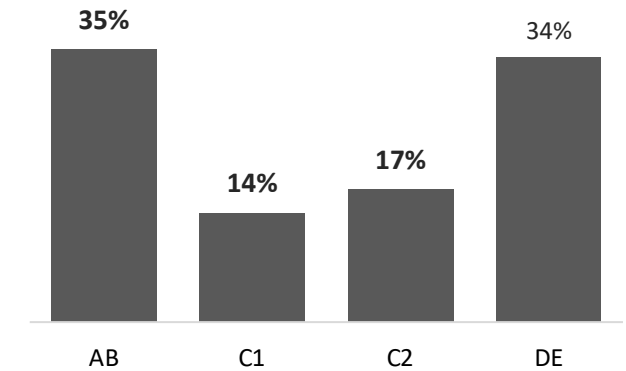
Women accounted for two thirds of respondents, whilst 82% had access to a car (a lower proportion than in the 2011 Census – 87%).

And whilst three in five respondents were from South Lanarkshire and the Borders (61%), there is a very good geographical spread to ensure the survey sample provides comprehensive coverage across the length of the route.

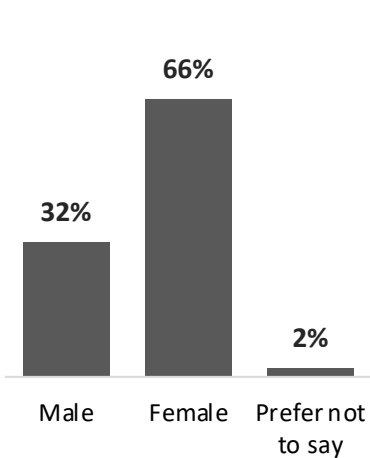
Age



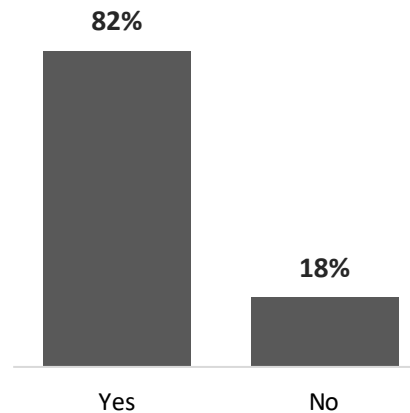
Social Class



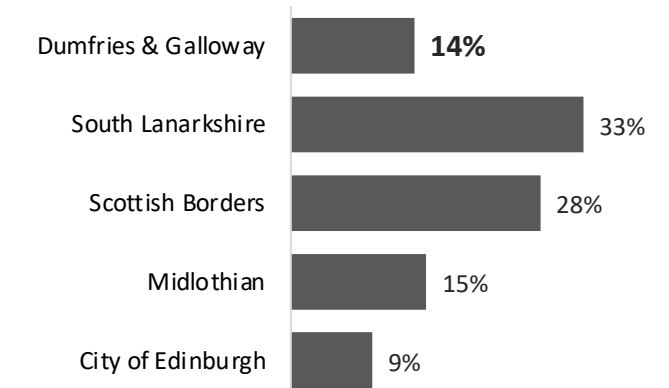
Gender



Access to a car



Place of residence



Base: All respondents (n=1,401)

Reflecting the older age profile, the proportion of families in the survey was below the national average, and a larger proportion had health issues. Eight in ten had used the bus service in the previous 3 months

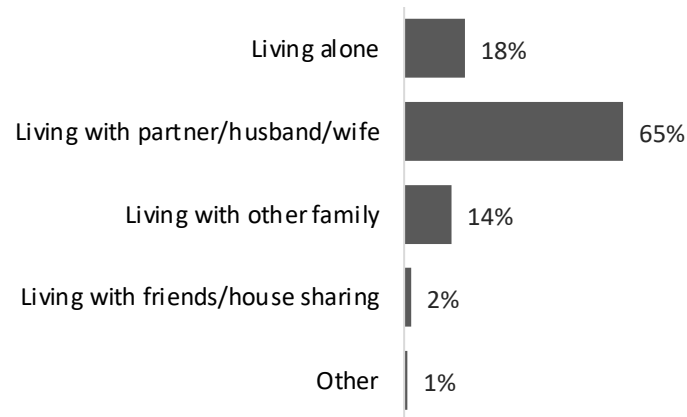
The slightly older age profile means that there are fewer with dependent children in the household, but a larger proportion who have health, disability or other impairments.

In Scotland as a whole, around 30-35% have dependent children in the household – in this survey, the proportion is lower (19%).

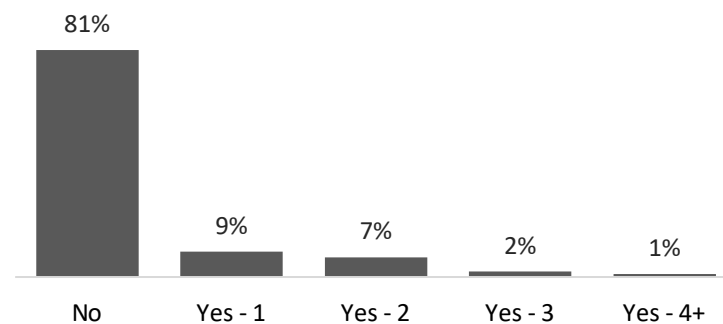
Our older profile means that a larger proportion have health conditions (17%).

Although the majority of the sample used the 101/102 service at least once in the previous quarter (80%), over half did so infrequently (a few times a month or less – 52%). One in seven used the bus several times a week or more however (14%), illustrating the great diversity of usage.

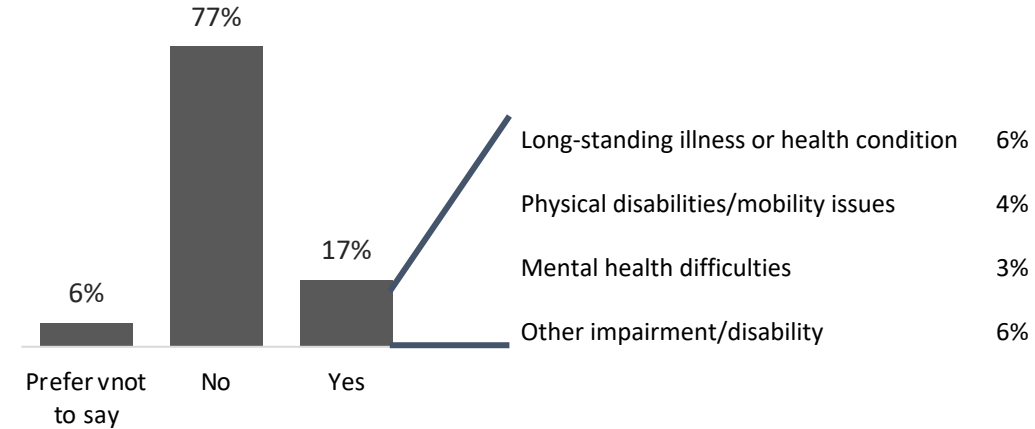
Household composition



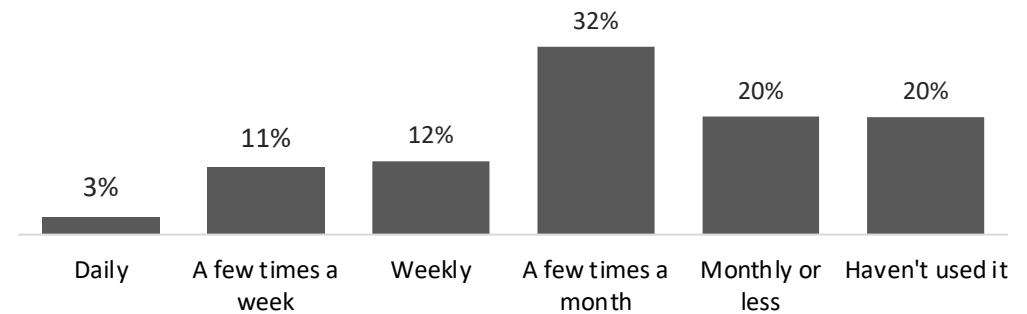
Children in household



Health Conditions, Impairments, Learning difficulties



Frequency of 101/102 usage – last 3 months



Base: All respondents (n=1,401)

2. Travel methods used

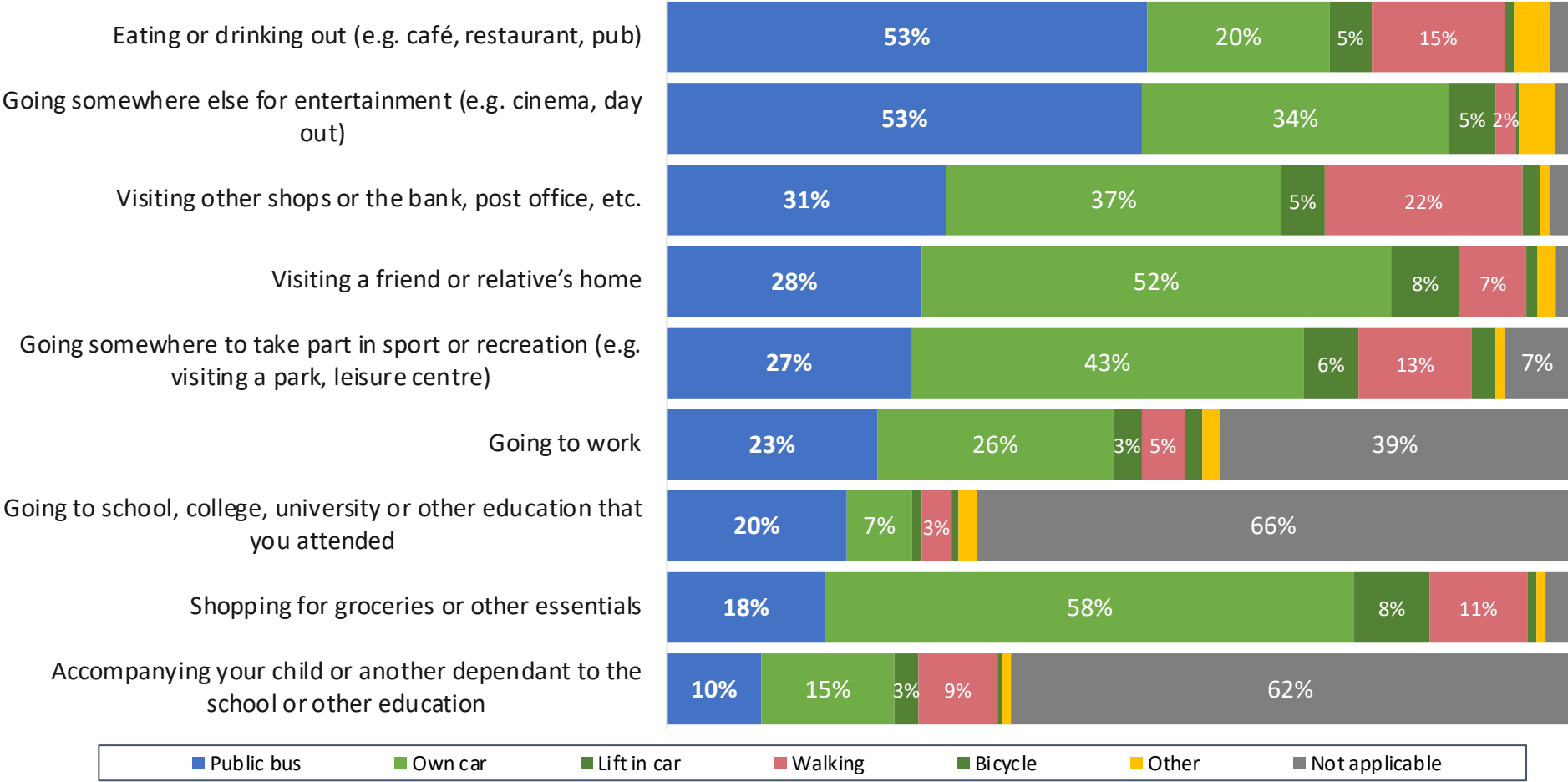


In terms of transport types used generally, public buses are used for two reasons on over half of the occasions – eating or drinking out or other entertainment. They also play a significant role in most other reasons for travel

The importance of bus travel generally amongst the population of this area is clear. Some 53% are most likely to travel by public bus for either eating or drinking out or for other entertainment – and these are the two trip purposes where public buses are, by some distance, the most popular transport type.

In addition however, amongst those affected, bus travel is also the main transport type for trips to school/education, and it is also a close second to the car for travel to work and for travel to non-grocery shops, banks, post office etc.

Car travel is dominant for grocery shopping, visiting friends/relatives and for travel for sport/recreation.



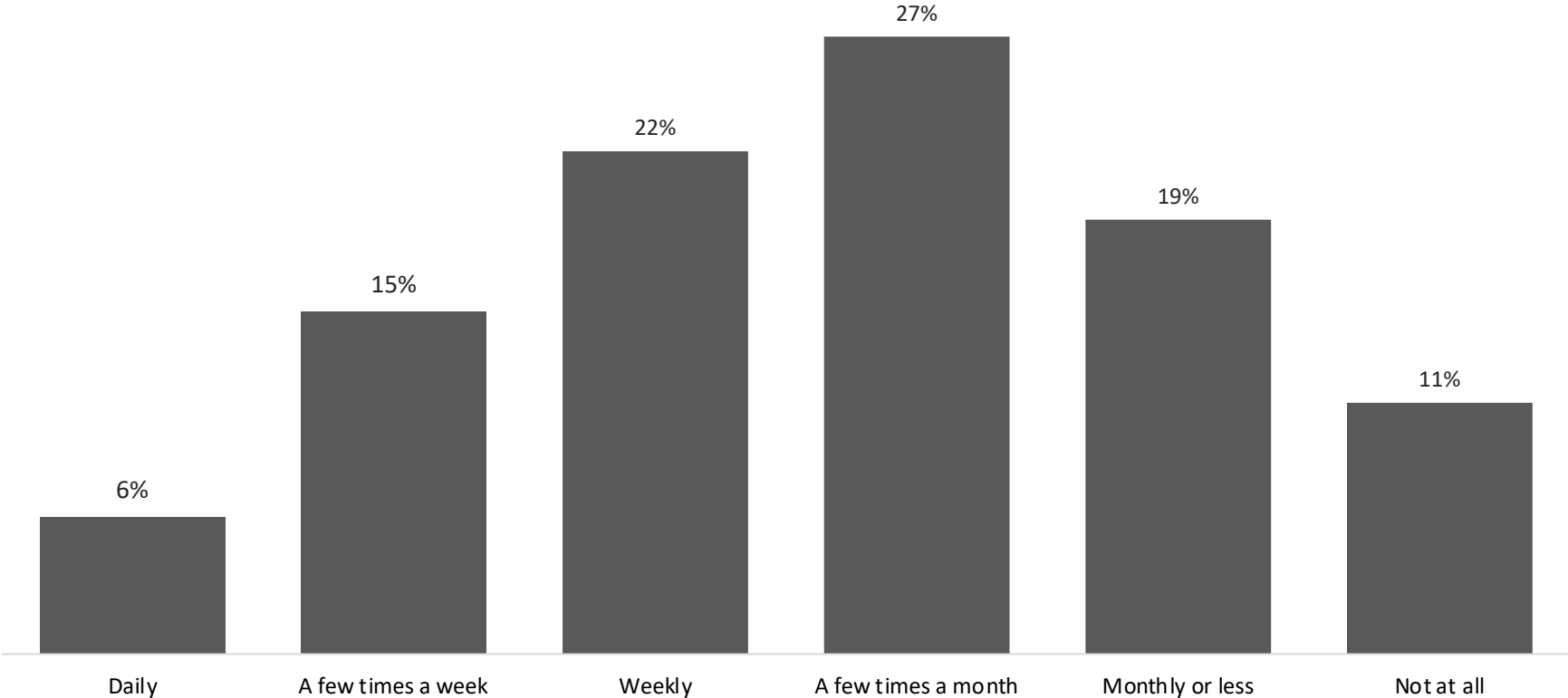
Which type of transport are you MOST LIKELY TO USE for each of the following purposes?
Base: All respondents (n=1,401)

Looking more broadly than the 101-102 service, openness to bus travel is clear amongst the population in the survey – 89% had travelled by bus over the previous month, 43% weekly or more often

Bus travel generally is popular amongst the survey population. Only 11% had not travelled by bus at all in the previous month.

The bus travel referred to here goes beyond the 101-102 service and relates to bus travel generally. It does however illustrate that there is a clear appetite for bus travel amongst those living along the route,

We will see later how the frequency of usage of the 101-102 specifically compares with the above patterns of bus travel generally.



*Thinking about travelling by bus generally - either at home or elsewhere - how often have you travelled by bus in the last month or so?
Base: All respondents (n=1,401)*

When asked to provide views in their own words about travelling by bus generally, there was a great deal of positivity with positive sentiments at around 82%

Respondents were asked to provide their views about bus travel generally – in their own words. Not surprisingly, many focused on the 101-102 service, however importantly, there is a high degree of positivity towards bus travel

With over 1,300 detailed verbatims, it is impossible to summarise all of the key comments, however over 4 comments in 5 showed positive sentiment towards bus travel (82%).

The word cloud opposite illustrates the most commonly used words in the responses. We have also provided some illustrative verbatim quotes alongside.

The detailed comments can be read in the excel file provided separately

I would use the bus whenever I want to go out for a meal, or save the cost of parking in the city. I would prefer to take the bus to save the cost of fuel. However the bus is very limited where I live, and the timings are difficult.

Its my preferred mode of transport, but reductions in services mean its not always practical, especially with a young child and the need to travel to meet times of work and school start/finish times.

Travelling by bus is a very convenient and more comfortable way of travelling ..

I prefer to take the bus when it is direct, reasonably comfortable and not overly time-consuming. I would much rather not have to deal with driving and parking issues, especially when I can do something else on my journey. It is also the most environmentally friendly way to travel and can become a social occasion when chatting to fellow passengers

To meet climate change targets we need to maintain and improve public transport to encourage people out of their cars, not cut vital services like this one

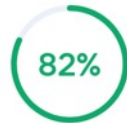
It's a very convenient mode of transport if the times are correct, given the lack of other public transport in rural areas, if there was a late evening bud it would be much better too

Travelling by bus is convenient for me but also a necessity as I can't drive and without buses I'd become very isolated. I believe there are many like me.

Bus travel is essential for individual or connective journeys if you do not have a car and don't live near a railway station.

Great way to get about and give independence to young and old

Don't mind the bus as you can switch off, listen to music, etc and the price is reasonable but the lack of a frequent and late bus from/to West Linton/Edinburgh means I use the car much more frequently instead.



Positive Sentiment
This text is mostly composed with positive sentiment.



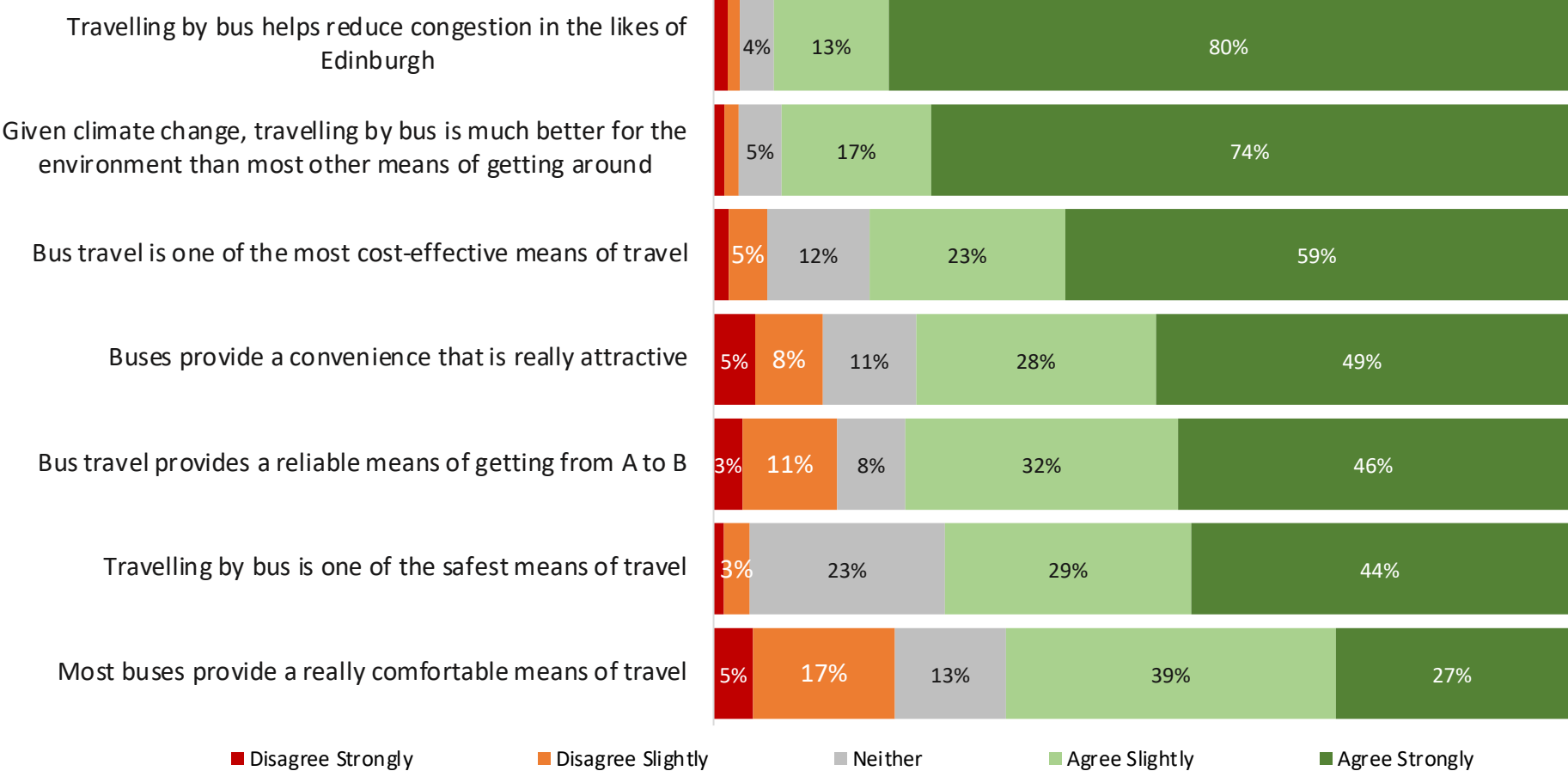
What are your views about travelling by bus generally? Please provide your thoughts and opinions below

Base: All respondents (n=1,401)

Most strongly agreed that bus travel appeals as it can reduce congestion in our cities, that it is better for the environment in terms of carbon emissions and that it is a cost effective means of travel

The positive impact of bus travel is clear – especially in terms of helping reduce congestion in cities like Edinburgh, the fact that it's better for the environment and that it is a cost-effective means of travel (especially during a cost of living crisis). In each case, three in five or more strongly agreed with these benefits.

Just under half also agreed that the convenience factor of bus travel was attractive, that it was a generally reliable means of getting from A to B and that it was one of the safest means of travel.



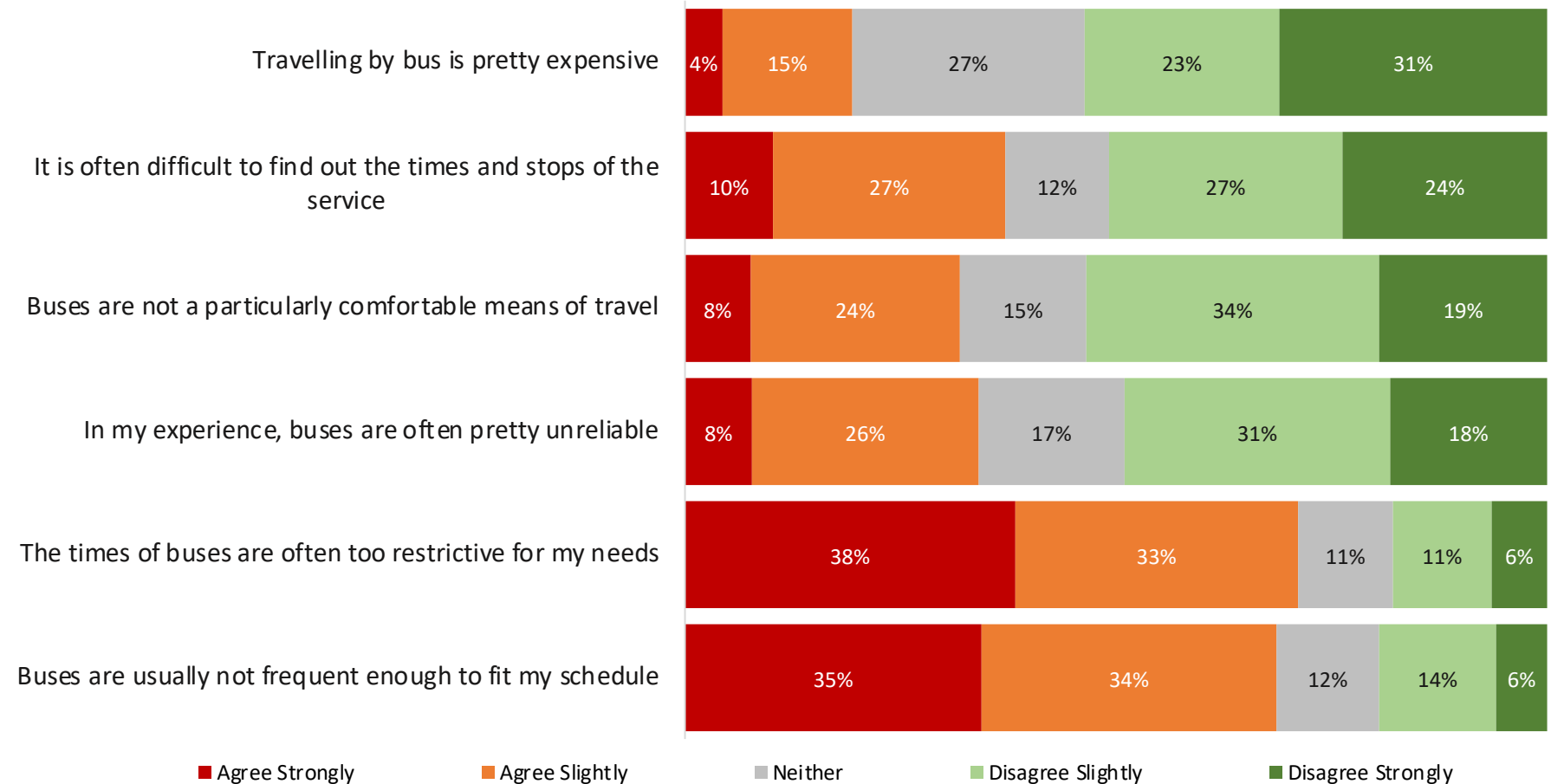
To what extent do you agree or disagree with the following statements that others have made about bus travel generally?
Base: All respondents (n=1,401)

The only two significant negatives cited about bus travel were that buses are often too infrequent or restrictive to meet the needs of potential users. Reliability and lack of comfort were negatives for around a third.

Respondents were also shown a series of negative statements about bus travel and asked the extent to which they agreed or disagreed. The main concerns centred around timetabling – agreed with by over half of the respondents – is that buses are often not frequent enough to meet their schedule or were too restrictive for their needs.

On the other hand, the majority disagreed that bus travel is pretty expensive or that it's often difficult to find out the times and stops.

Reliability and the lack of comfort received rather more of a split in opinion – around a third agreed they are often unreliable and not particularly comfortable whereas 49% disagreed about reliability and 53% disagreed about the lack of comfort.



To what extent do you agree or disagree with the following statements that others have made about bus travel generally?
Base: All respondents (n=1,401)

3. The 101-102 service - usage, last 3 months



Typically, the 101/102 service has been used a few times a month over the last quarter, generally on a mix of weekdays and weekends, with eating/drinking out and entertainment the main purposes of travel

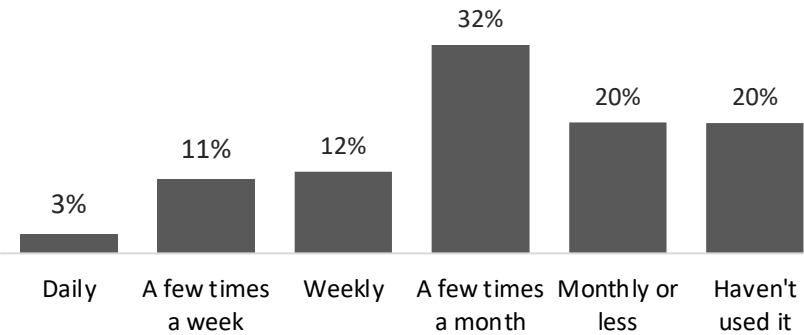
There is a big range in usage over the last 3 months – one in five haven't used the 101/102 service at all, a third have used it a few times a month, and just over a quarter, weekly or more.

Amongst users, in a typical week, three in five travel on the 101-102 on a mix of weekdays and weekends (59%). Just over one in five use the bus during the week only (21%), whilst 12% only use it at weekends. Some 3% use it on a daily basis.

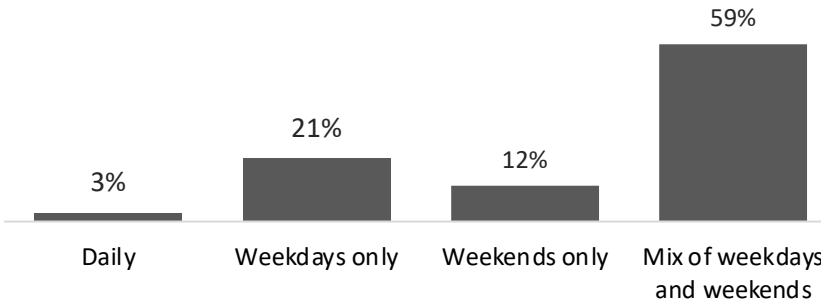
Usage covers a wide range of purposes – the largest proportions have used it for eating or drinking out (65%) or for going somewhere else for entertainment (59%). But the service is also important for social occasions such as visiting friends or relatives (43%), and for essential visits to banks and post offices (32%). And a quarter use the bus to travel to work (25%).

From this point on, all of the questions asked in the survey relate specifically to the 101-102 bus service between Edinburgh & Dumfries

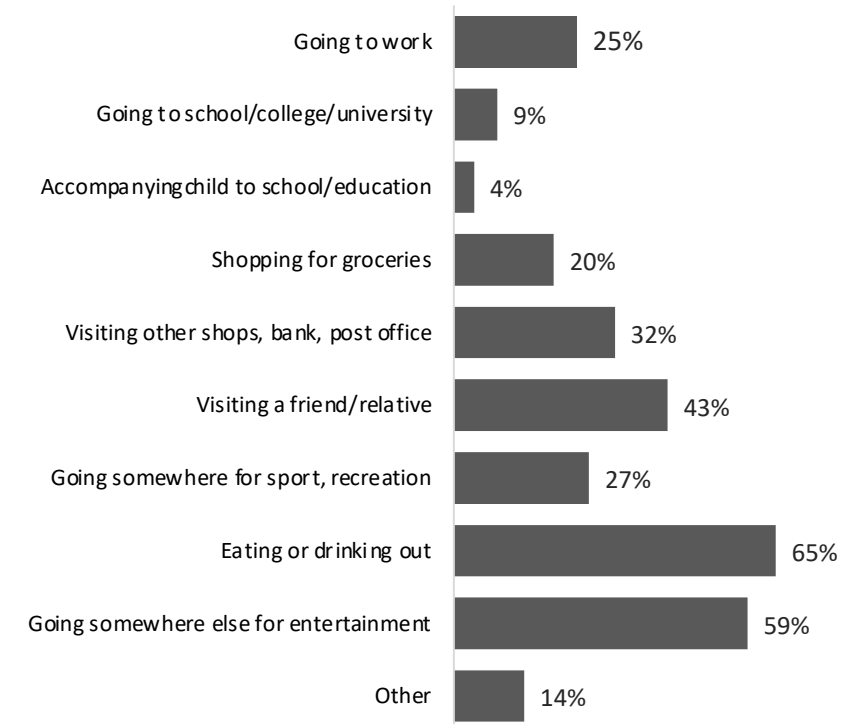
Frequency of 101/102 usage – last 3 months



(Amongst users) Usage in a typical week



Trip purpose when using 101/102 bus in the last 3 months



Looking back over the last 3 months (July, August and September), roughly how often would you say that you used the 101/102 bus service over this period?

In a 'typical week' over the last 3 months, when have you tended to take the 101/102 bus service?

What types of trip purpose have you used the 101/102 bus for over the last 3 months?

Base: All those who used the 101/102 bus over the last 3 months (n=1,085)

Weekday and Weekend journeys – a comparison – Trip Purpose:

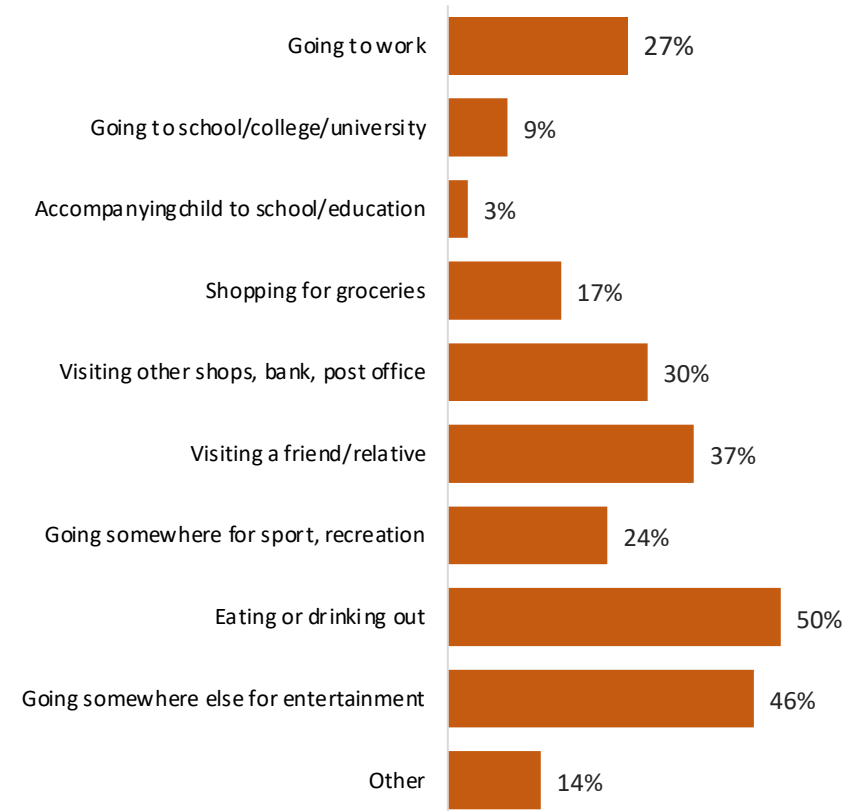
Although eating/drinking out and other entertainment are the dominant reasons for travel on weekdays and weekends, this is much more the case at weekends, as is visiting friends and recreation/sports. During the week, going to work and education are much more common purposes

Travelling by the 101-102 for entertainment/eating and drinking out are dominant trip purposes throughout the week – although this is especially the case at weekends when around two thirds of journeys are for this reason.

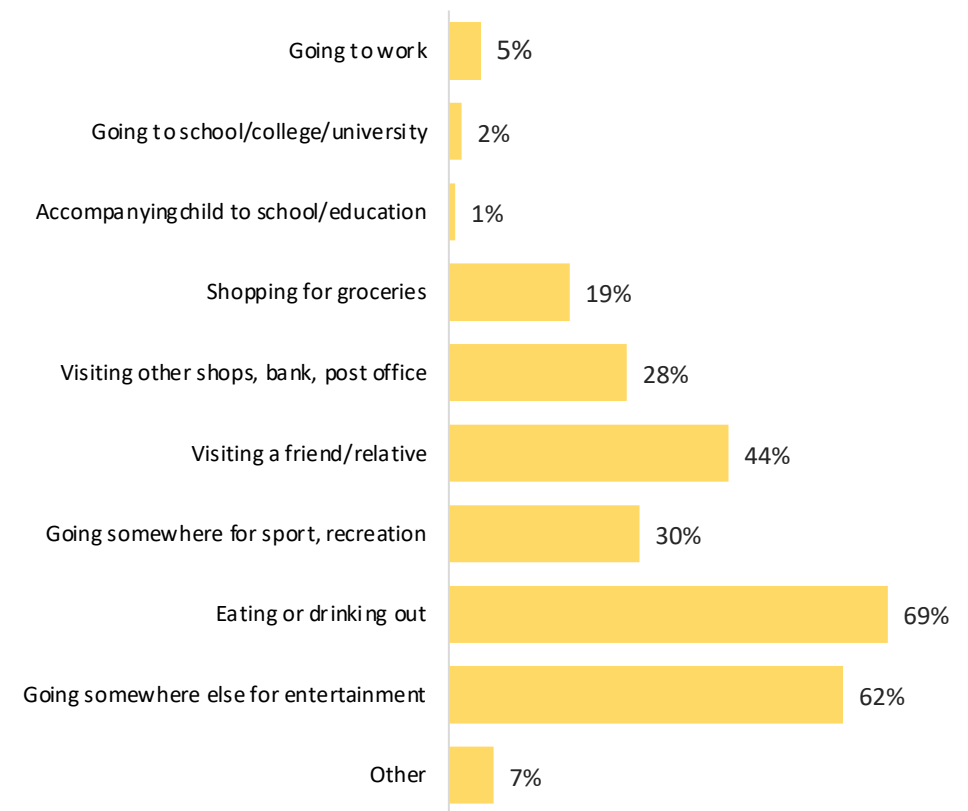
During the week, there is a greater mix of use cases beyond eating/drinking out (50%) or other entertainment (46%). Around a quarter or more each using the 101-102 to travel to work (27%), sport/recreation (24%), non-grocery shopping/bank/post office visits (30%) or to visit friends and relatives (37%). At the weekend, as well as the two thirds or more travelling by bus for eating out/entertainment, 44% are visiting friends/relatives, 30% are travelling for sport/recreation, and 28% are doing non-grocery shopping/banks/post office etc.

In summary, across the whole week, people travel by the 101-102 for a wide variety of purposes

101-102 Trip Purpose - Weekdays



101-102 Trip Purpose - Weekends



For these **weekday** journeys where you have travelled on the 101/102 bus service, what have been the main reason for travel?
 For these **weekend** journeys where you have travelled on the 101/102 bus service, what have been the main reason for travel?
 Base: All those who used the 101/102 bus over the last 3 months (Weekdays: n=894; Weekends: n=794)

Weekday and Weekend journeys – a comparison – OUTWARD JOURNEY Starting Points and Times of Day:

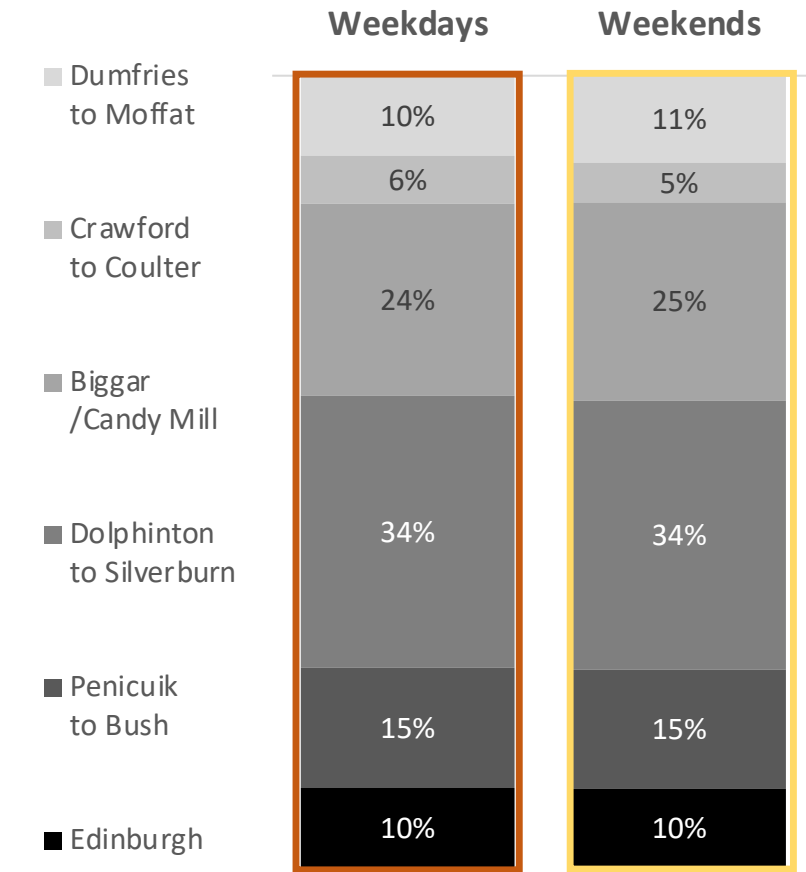
Around three in five set off between Biggar and Silverburn – on both weekdays and weekends – usage is similar along the route in each case. However, outward journeys tend to be later on weekends than on weekdays

The starting point for bus journeys is focused between Biggar and Silverburn – 58% of journeys begin here on weekdays and 59% on weekends. In each case, 16% of journeys start further south, whilst 25% start from Penicuik northwards.

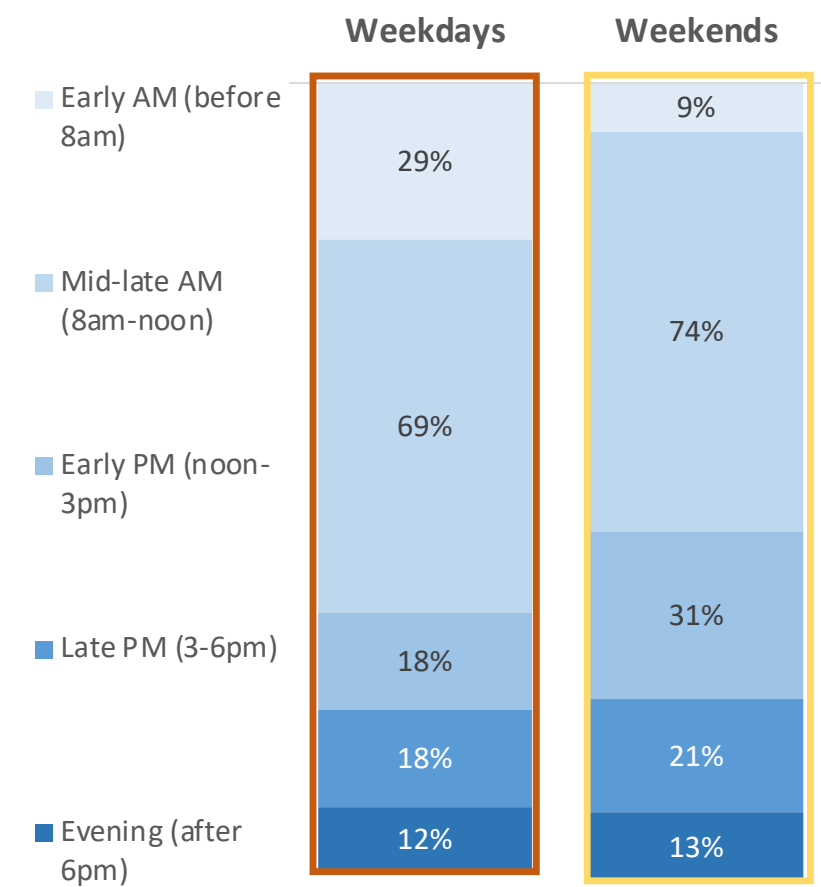
There are however some differences in the patterns of travel between weekdays and weekends. **During the week**, 3 in 10 journeys begin before 8am (29%) – reflecting the peak travel time for work and education. But the largest proportion of journeys are from 8am until midday – 7 in 10 journeys begin then (69%). At the **weekend** on the other hand, the proportions travelling mid morning to early afternoon are much higher (74% and 31% respectively).

In summary, geographical usage of the service is consistent across the week, however the time of setting off changes moves from early to mid morning on weekdays to mid morning to mid afternoon on weekends.

Outward Journey Starting Points



Outward Journey – Times of Day



Where about do you generally get on the 101/102 bus on your outbound weekday/weekend journeys? And at what time(s) of the day have you tended to take the 101/102 bus on your outbound weekday/weekend journeys? Base: All those who used the 101/102 bus over the last 3 months (Weekdays: n=894; Weekends: n=794)

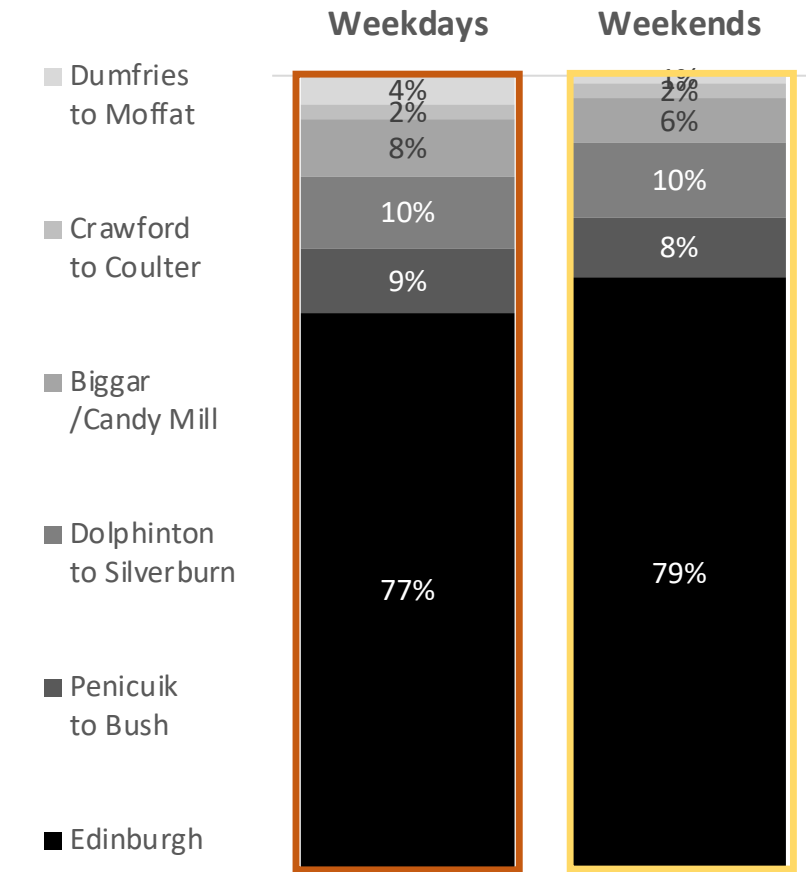
Weekday and Weekend journeys – a comparison – RETURN JOURNEY Starting Points and Times of Day:
Over three quarters of return journeys originate in Edinburgh on weekdays and weekends, however they are more likely to be in the evenings at weekends and late afternoon on weekdays

The return journey on the route largely Edinburgh – over three quarters of return journeys originate there. This is especially the case on weekends where Edinburgh dominates. Although there is a similar pattern on weekdays, slightly larger proportions are returning from stops between Penicuik and Biggar.

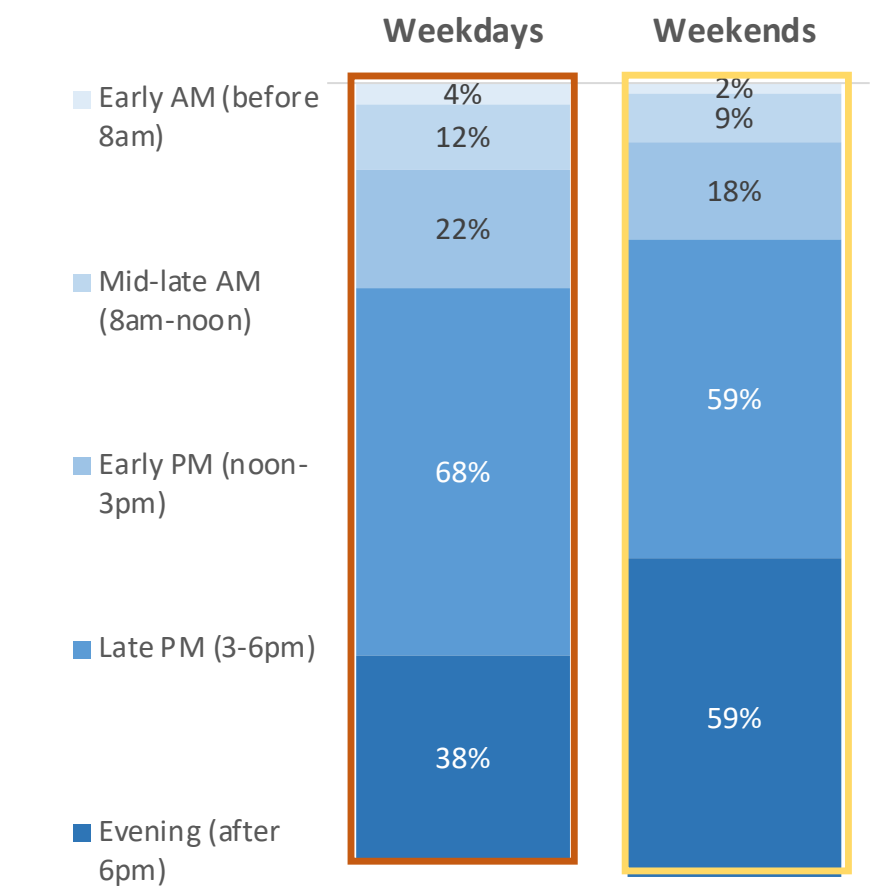
On weekdays, the 3pm-6pm timeslot is the most popular one for the return journey (68% of trips are during this period – largely reflecting the return from work and school). On weekends, a larger proportion return in the evening – 59% (the equivalent proportion on weekdays is 38%).

In summary, looking at outward and return journeys, the majority start between Biggar and Silverburn and are headed for Edinburgh. Weekday outward journeys tend to be early-mid morning, returning late afternoon; weekend trips tend to be mid morning to mid afternoon, returning in the evening.

Return Journey Starting Points



Return Journey – Times of Day



Where about do you generally get on the 101/102 bus on your outbound weekday/weekend journeys?
 And at what time(s) of the day have you tended to take the 101/102 bus on your outbound weekday/weekend journeys?
 Base: All those who used the 101/102 bus over the last 3 months (Weekdays: n=894; Weekends: n=794)

4. The 101-102 service - change in usage



101-102 – change in usage, 2019-2021 and 2021-2022

Use of the 101-102 service decreased from before the pandemic to 2021 levels, however use has increased again markedly from 2021 to 2022

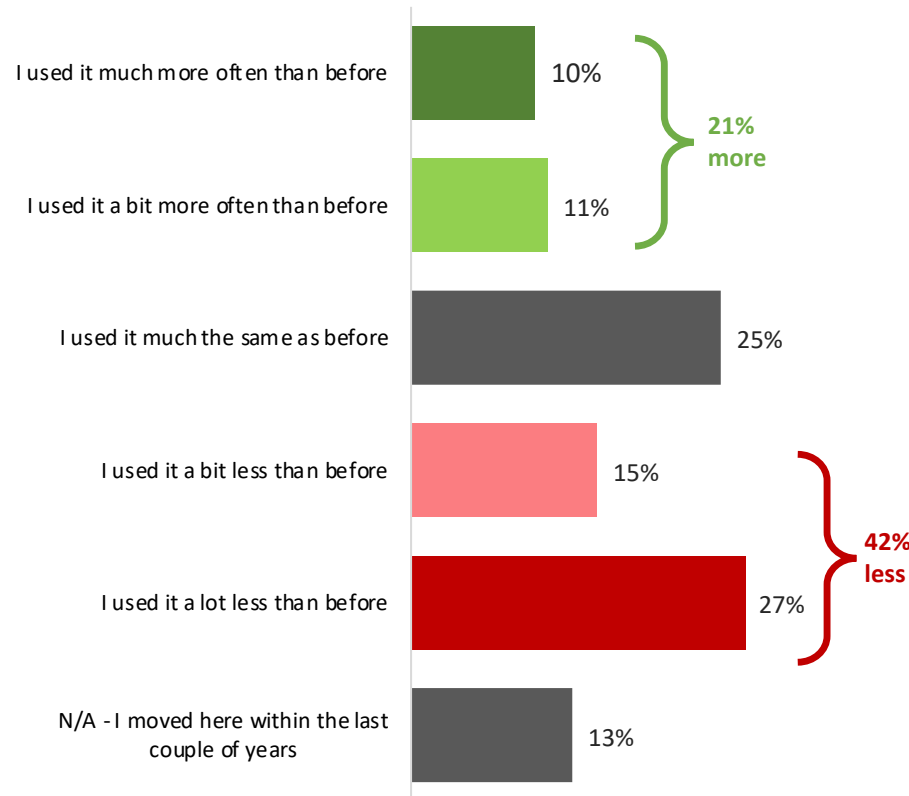
The first Covid lockdown took place in Spring 2020 and there was another significant lockdown during Q1 2021. It is not surprising therefore that **use of the 101-102 service fell markedly from 2019 to 2021**: whilst 21% were using it more in 2021 than in 2019, 42% were using it less – a net decrease of -21%.

Over the last 12 months however, there has been a marked increase in usage back towards the pre-pandemic levels.

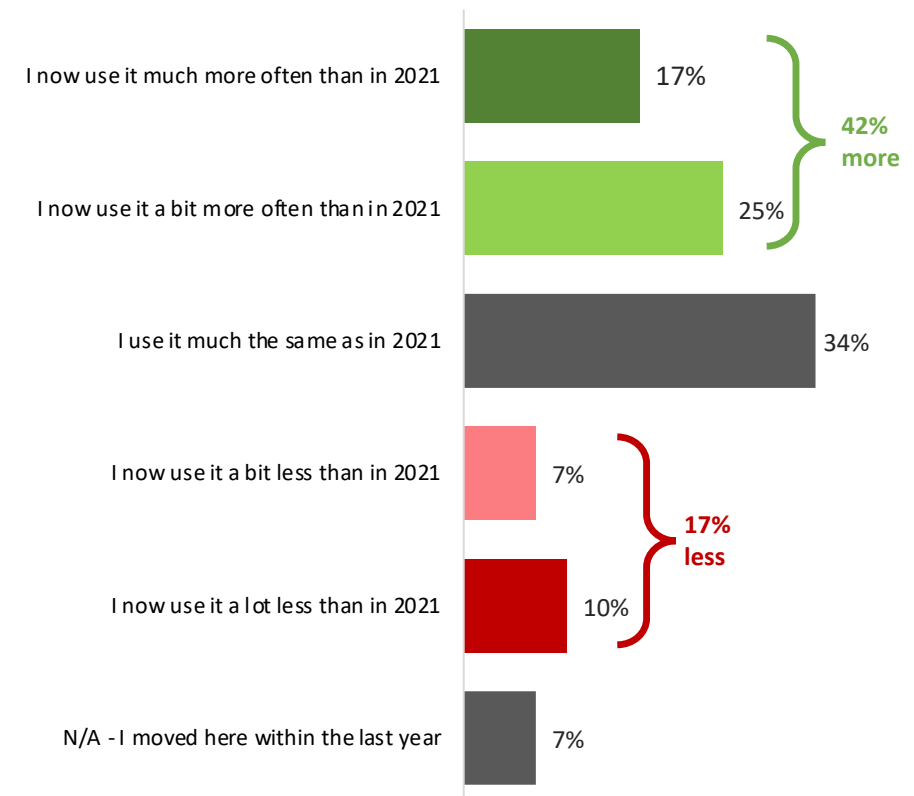
Although 17% are using it less this year than last year, 42% are using it more – a net increase of +25% over last year.

Reasons for increased usage over last year are provided overleaf, followed by reasons for decreases

Change in 101-102 usage – 2019-2021



Change in 101-102 usage – 2021-2022



Looking back over the last few years, how has your use of the 101/102 bus service changed, if at all? First of all, how did your bus use change between 2019 and 2021? And what about since 2021? How has your use of the 101/102 bus service changed, if at all?
Base: All respondents (n=1,401)

Reasons why people are using the 101-102 bus service MORE in 2022 than last year

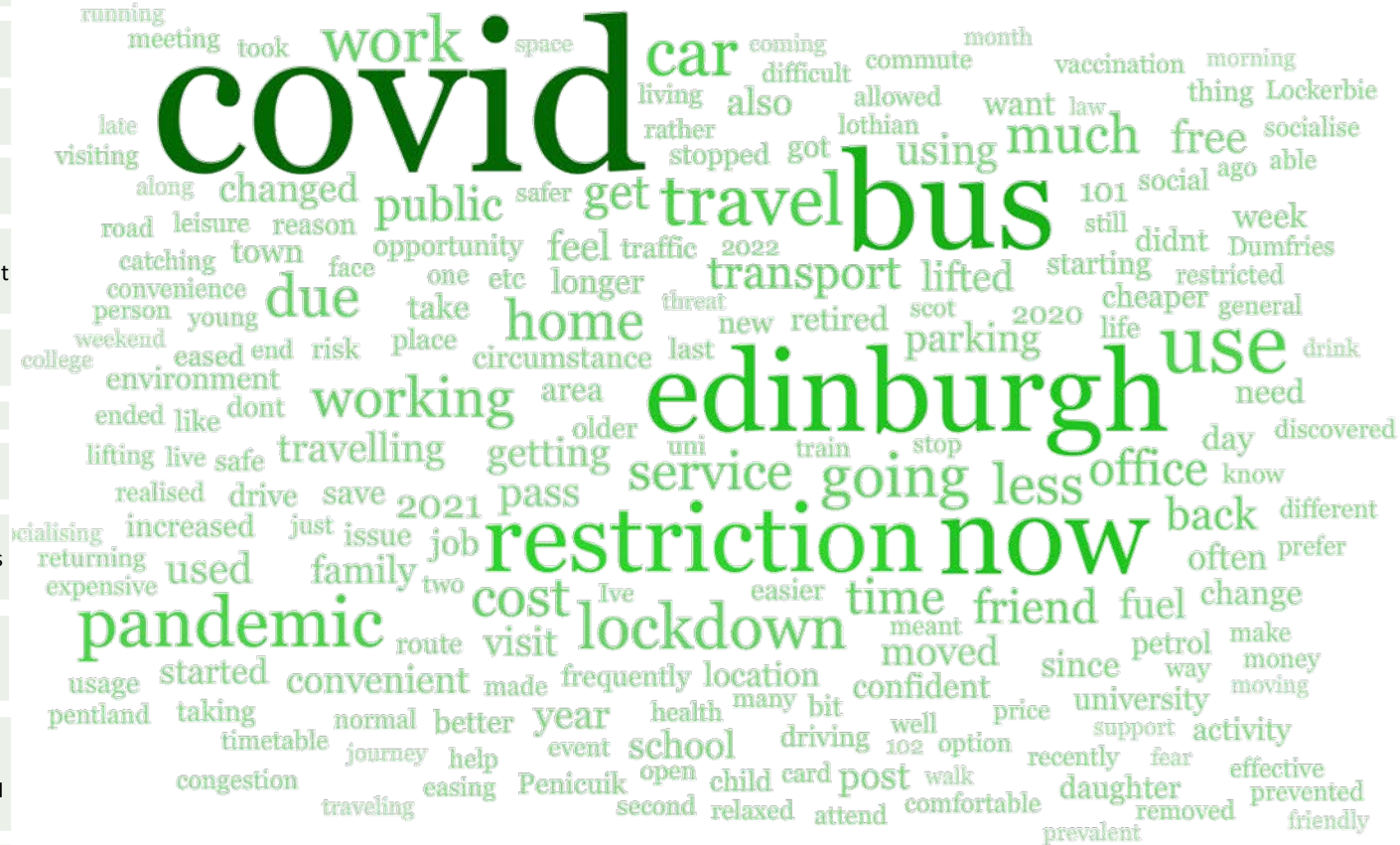
Those 578 respondents who are now using the 101-102 service more than they were in 2021, were asked to explain why

The word cloud opposite illustrates the most commonly used words in the responses. We have also provided some illustrative verbatim quotes alongside. The most common responses relate to the lifting of Covid restrictions meaning that they are travelling into work more now rather than working from home, and there is more of a confidence about using public transport again.

In addition, the rising costs of living – especially petrol costs – have also persuaded many to move from car to bus.

The detailed comments can be read in the excel file provided separately

- Because Covid lockdown prevented or discouraged travel
- Back in the office more frequently after extended periods of home working due to COVID last year.
- Going in the office more and having more confidence to go out post covid.
- No covid restrictions Parking costs & congestion in Edinburgh
- More face to face activities and also feel more comfortable in a crowded space with people I don't know.
- I use it more often due to the escalating cost of fuel.
- I was never on a bus during the COVID pandemic.
- Going back out more now covid restrictions gone and feel more confident being out.
- Children have now left home so we are now more likely to want to go out for meals in Edinburgh, bus is more cost effective for two rather than four.
- My work has moved back into the office in Edinburgh, while in 2021 we were working from home.
- During the Pandemic my usage of the bus dramatically decreased. It feels that things are getting back to previous levels and I now feel that I am back in the habit of using the bus
- I made a conscious decision to use the bus to both save money on petrol and to help the environment and to help keep the service running by using it!



Why are you now using it more than a year ago?
Base: All those who are using the 101/102 bus more in 2022 than they did in 2021 (n=578)

101-102 – likely change in usage – the next few months

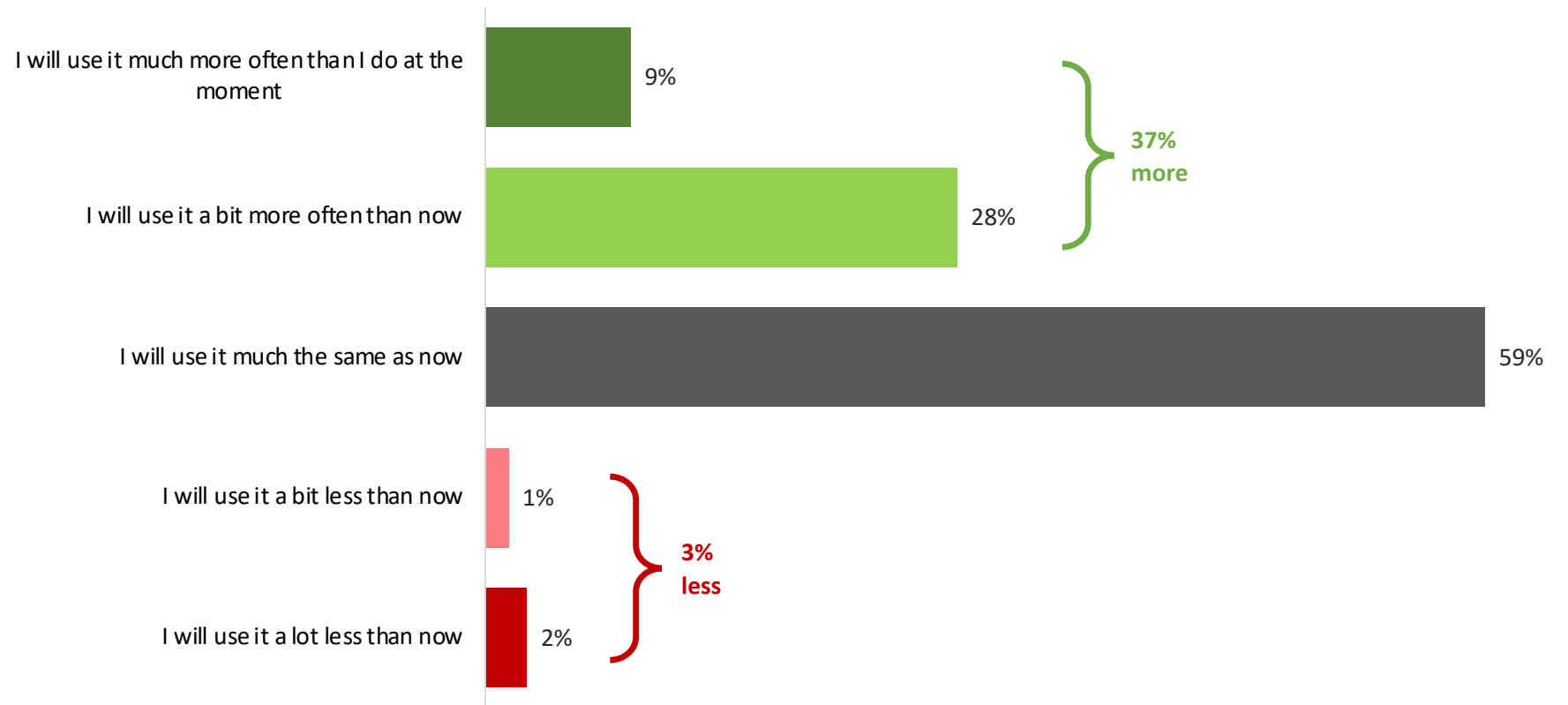
Encouragingly, 37% of respondents expect to increase their use of the 101-102 service over the next few months

Whilst three in five don't expect their use of the 101-102 bus service to change in the next few months, 37% believe they will use the service more (9% 'much more' than currently).

Only 3% expect to use it less

Reasons provided for an anticipated increased usage over the next few months are provided overleaf followed by reasons for expected decreased usage

Likely change in 101-102 usage – the next few months

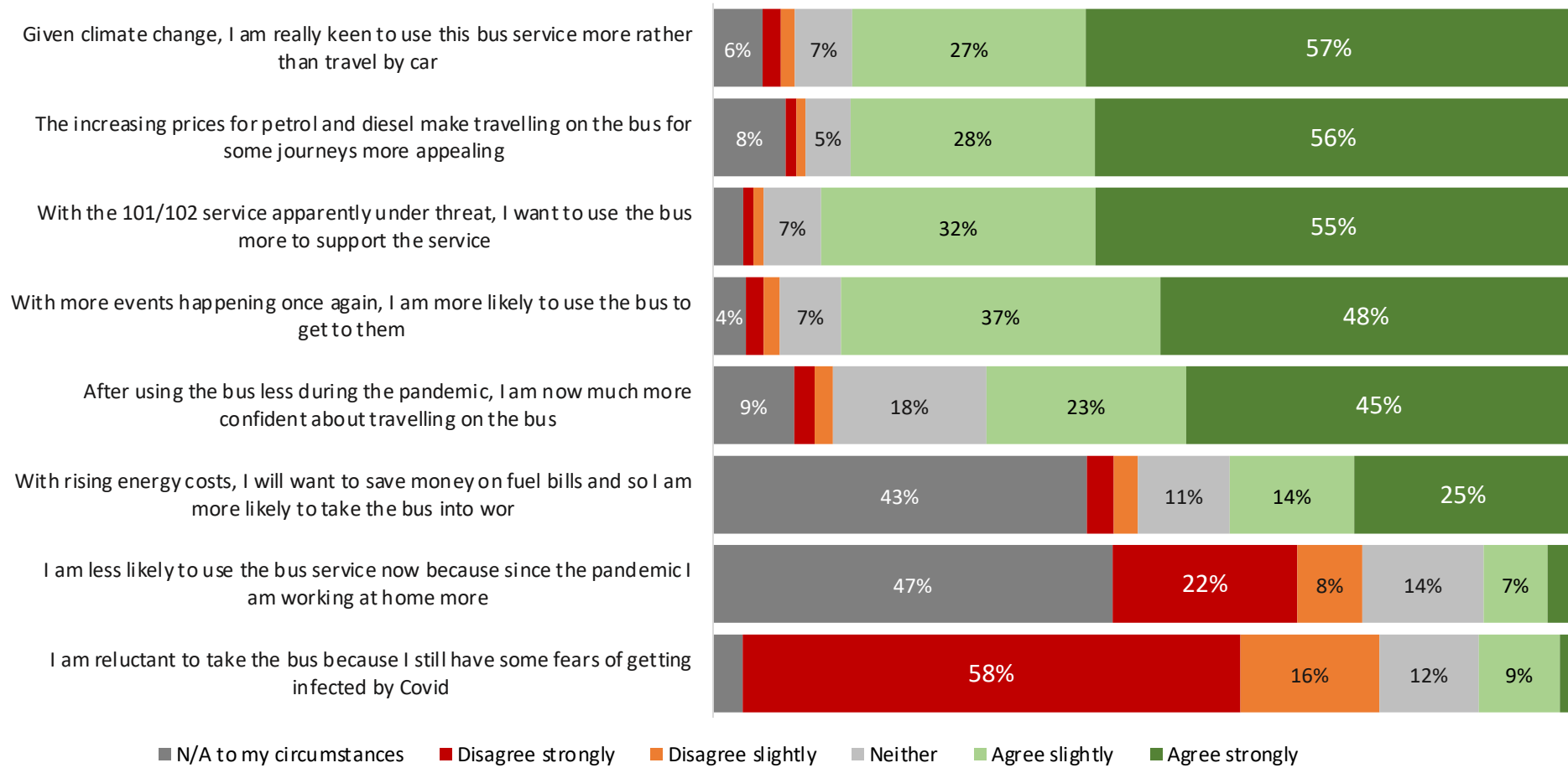


Looking forward to the next few months, how do you expect your use of the 101/102 bus service to change, if at all?
Base: All respondents (n=1,401)

Key motivations for using the 101-102 bus service relate to climate change benefits, the increasing costs of petrol and diesel and a wish to support the service as they fear it is under threat

A number of motivations to using the 101-102 service have been identified. Over half are more inclined to use the 101-102 service because of the benefits to climate change (57% agree strongly), the increased costs of fuel (56%) and the fact that the service is perceived to be under threat, a desire to show support (55%).

A majority are also more inclined to use the bus service as more events are happening again following the effects of Covid, and also because of an increasing confidence in using a public bus service following the pandemic. Indeed only one in ten are currently reluctant to use the bus service because they still have fears of catching Covid. Some 9% are less likely to use the service because they are now working from home more.



To what extent do you agree or disagree with the following statements that others have made about the 101/102 bus service?
Base: All respondents (n=1,401)

5. The 101-102 service - change of service implications



Reactions obtained to 4 possible scenarios regarding the future of the 101-102 bus service

In the final section of the questionnaire, respondents were provided with four potential scenarios regarding the future of the 101-102 bus service, and they were asked to describe the impact it would have on them, and their reasons:

1 Impact on you if the **101/102 service was stopped completely**

Very negative impact Fairly negative impact No impact Fairly positive impact Very positive impact

3 Impact on you if the **101/102 service stays at the same level as it is at the moment**

Very negative impact Fairly negative impact No impact Fairly positive impact Very positive impact

2 Impact on you if the **101/102 service was reduced - with fewer buses throughout the day**

Very negative impact Fairly negative impact No impact Fairly positive impact Very positive impact

4 Impact on you if the **101/102 service was increased - with more buses throughout the day**

Very negative impact Fairly negative impact No impact Fairly positive impact Very positive impact

Over the following pages, we will examine the impact on each scenario, one at a time.....

1

101/102 Service was stopped completely

Stopping the 101-102 service completely would have a major negative impact on the area – 93% claim the impact on them personally would be negative, with almost three in five saying it would have a very negative impact on their lives

Stopping the service completely would have a huge negative impact on the people living in the area: 58% claimed it would be very negative and a further 35% said it would be fairly negative.

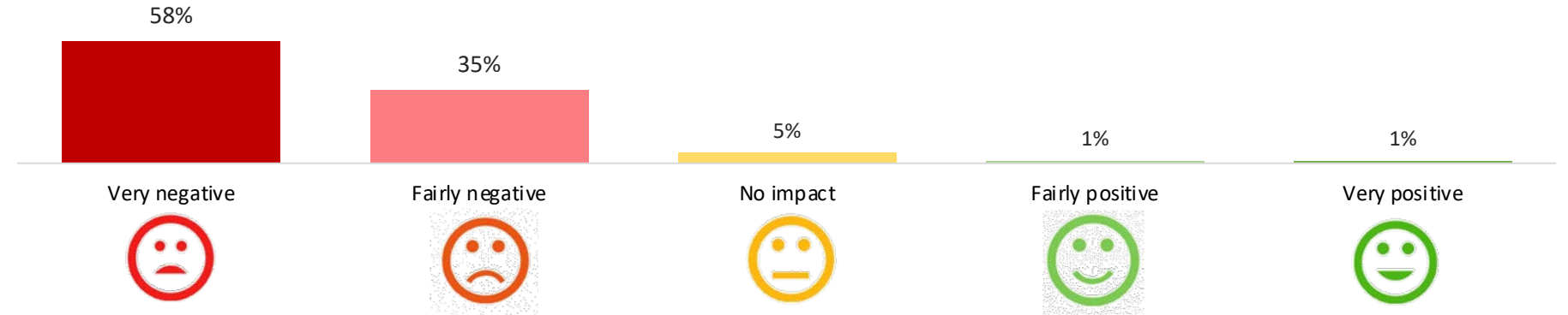
Understandably, the impact among frequent users would be greatest – almost four in five said that stopping the service completely would have a very negative impact on them (78%). And although the extent of negative impact decreases by frequency of use, even amongst those who had not used the 101-102 in the previous three months, the majority would be impacted negatively: 33% very negative and 42% fairly negative.

The very negative impacts would be highest in the Borders part of the route and it would be lowest in Dumfries and Galloway.

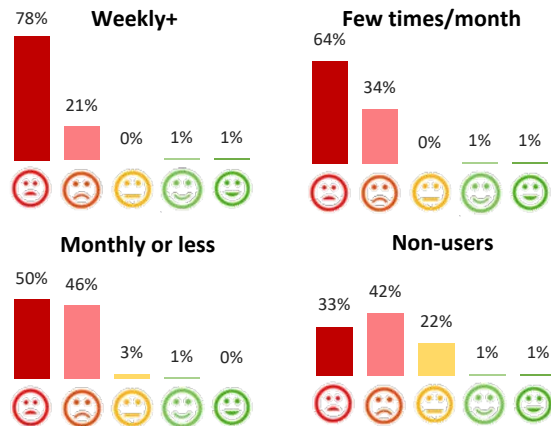
Those without car access would also be impacted most – 70% very negative.

Overleaf, reasons for these responses are examined.

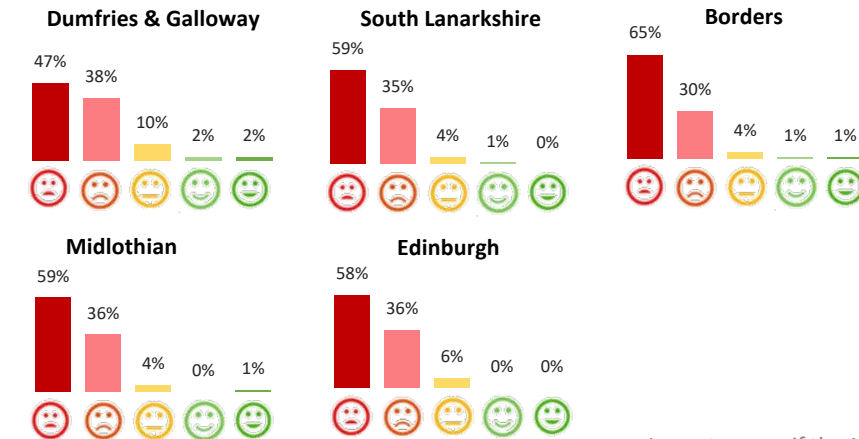
Impact on all residents



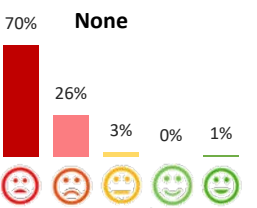
Impact by 101/102 usage



Impact by geographical location



Car access:



Impact on you if the 101/102 service was stopped completely?
Base: All respondents (n=1,401)

Reduced 101/102 Service – fewer buses throughout the day

Reducing the number of 101-102 buses throughout the day would also have a negative impacts on the lives of most along the route – albeit with the emphasis shifting to ‘fairly negative’ as opposed to ‘very negative’ if the service was stopped

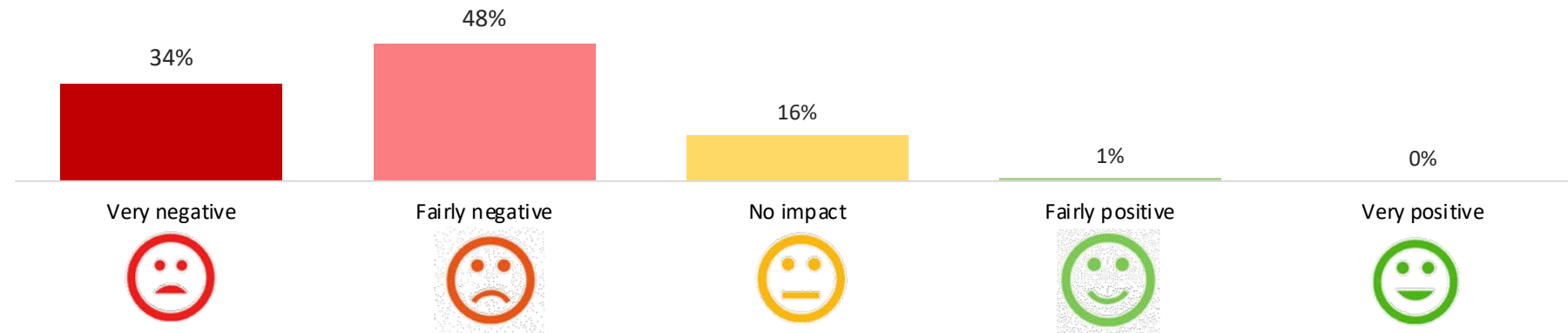
A reduced 101-102 service would still result in a negative impact on the lives of most people living along the route. In this case however, there is a slight shift from ‘major negative impact’ were the service to be stopped altogether to ‘fairly negative impact’ if it were a reduced service (48%).

Should the service be reduced, once again, the levels of negative impact increase with usage (47% ‘very negative impact’ amongst those using the service weekly or more often). But again, even amongst those who have not used the service in the previous three months, reducing it further would negatively impact two thirds of them (66%).

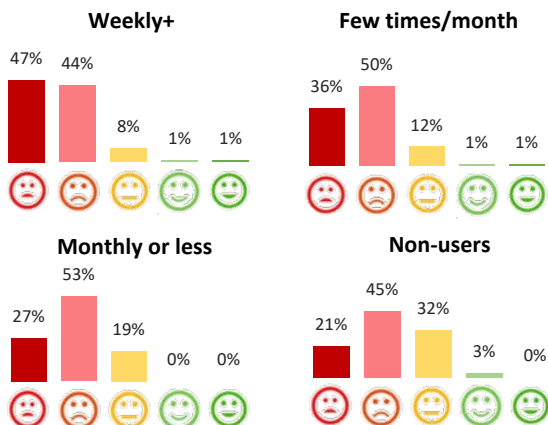
Again, the negative impacts are highest in communities along the route located in the Borders, and again, they are higher amongst those with no access to a car.

Again, overleaf, reasons for these responses are examined.

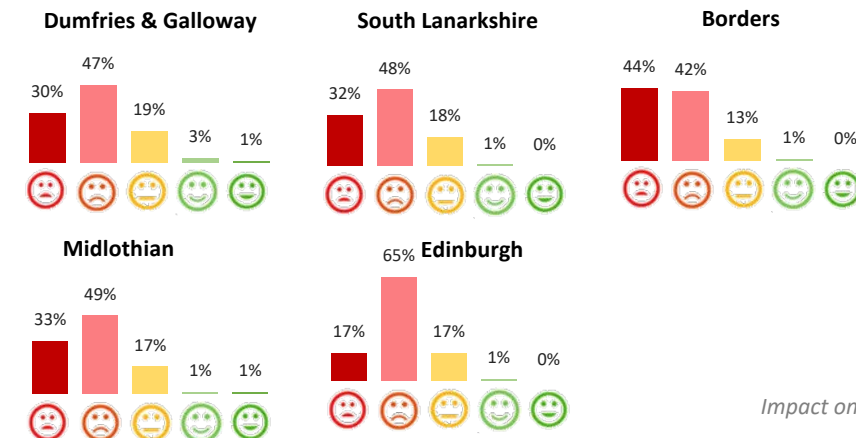
Impact on all residents



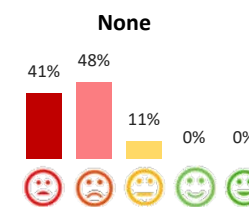
Impact by 101/102 usage



Impact by geographical location



Car access:



Impact on you if the 101/102 service was reduced with fewer buses throughout the day?
Base: All respondents (n=1,401)

Retaining the 101/102 Service at the same level as at present

Retaining the 101-102 service at a similar level to at present would, if anything, be seen as a positive across the communities along the route: 46% would see this as positive vs 20% seeing it as a negative outcome

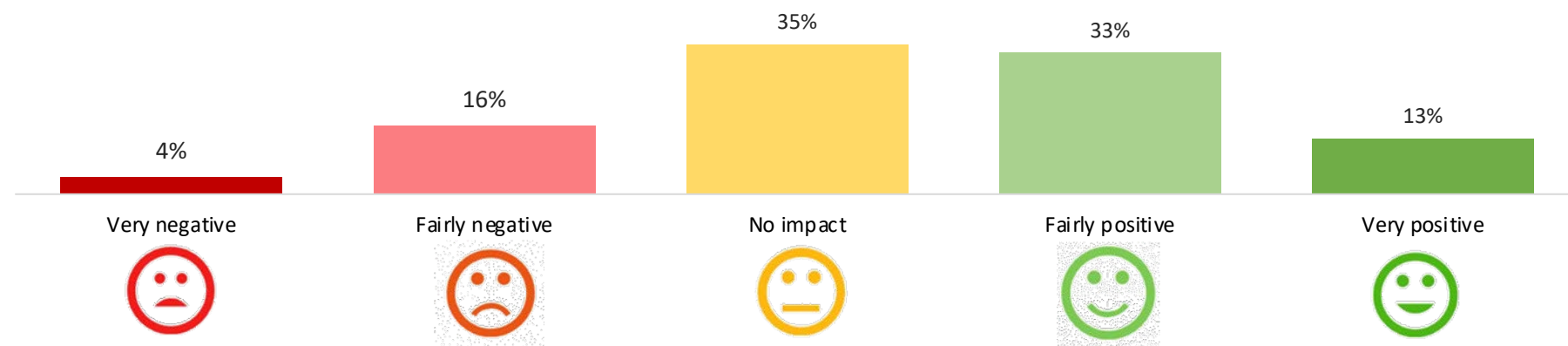
Overall, retaining the current level of service would be seen as a net positive by almost half of those living along the route (46%). Some 35% would see it as having no impact, and 20% would still see this as having a negative impact.

There are variations however. Those who use the service a few times a month or more often are more likely to see the status quo as a positive outcome (53% in each case). However, current 'non-users' are more likely to see this outcome in more negative terms (they are already rare users of the bus, so it is understandable that the 'status quo' is less likely to appeal).

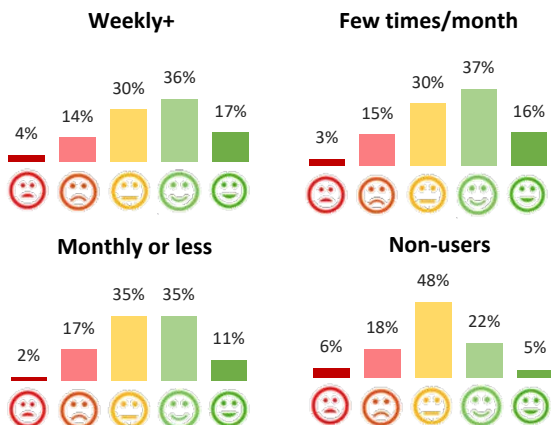
It also varies geographically: those living in Midlothian and Edinburgh would be happier with this outcome than those living in the Borders for example

Again, overleaf, reasons for these responses are examined.

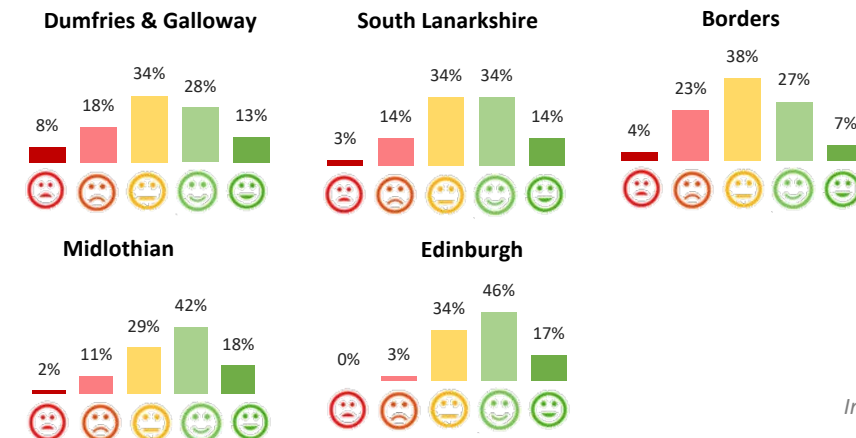
Impact on all residents



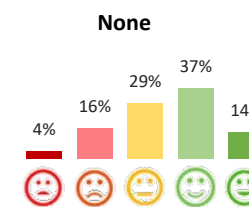
Impact by 101/102 usage



Impact by geographical location



Car access:



Impact on you if the 101/102 service was retained at a similar level to at present?
Base: All respondents (n=1,401)

Increasing the 101/102 Service with more buses throughout the day

Increasing the 101-102 service with more buses throughout the day would have a major, positive impact across all communities on the route

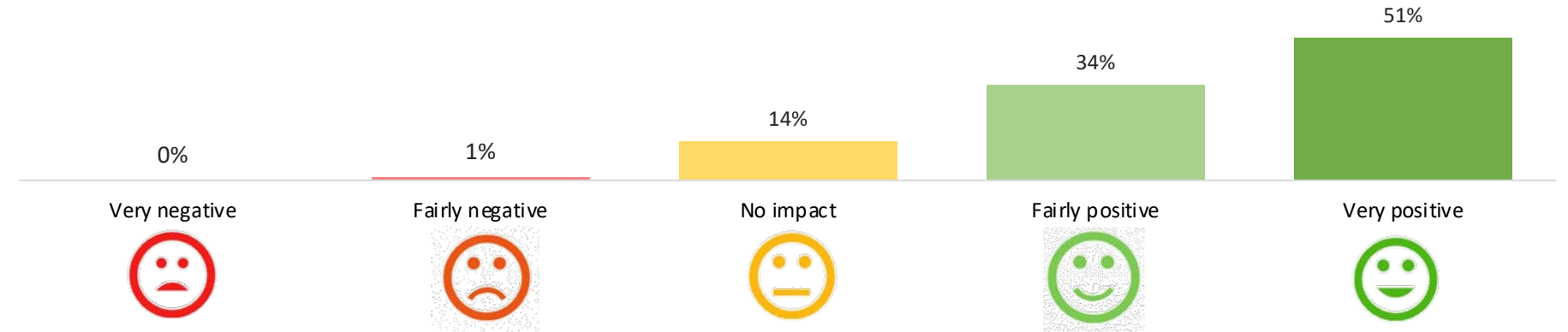
Increasing the current bus service would have major positive impacts to people across all communities along the route. Over half described the impact as very positive (51%) whilst over a third said it would be fairly positive (34%).

Positivity increased with frequency of bus usage – those already using the service on a frequent basis believed they would benefit most positively (two thirds ‘very positive’ – 67% and 91% positive overall), however even amongst current non-users, 80% felt that an increased service would have a positive impact.

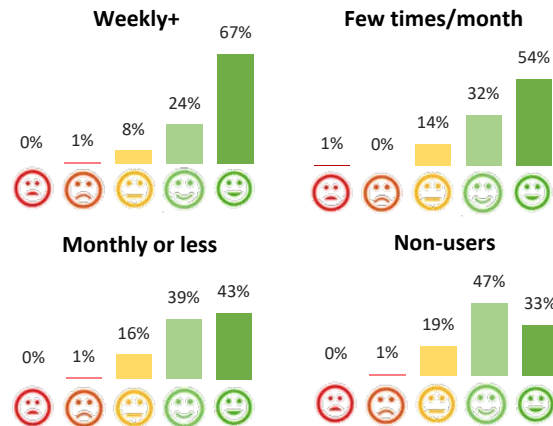
The most positive impacts would be felt in the communities along the route in Borders and Midlothian – 89% and 87% respectively would see positive benefits – 54% and 55% respectively ‘very positive’.

Again, overleaf, reasons for these responses are examined.

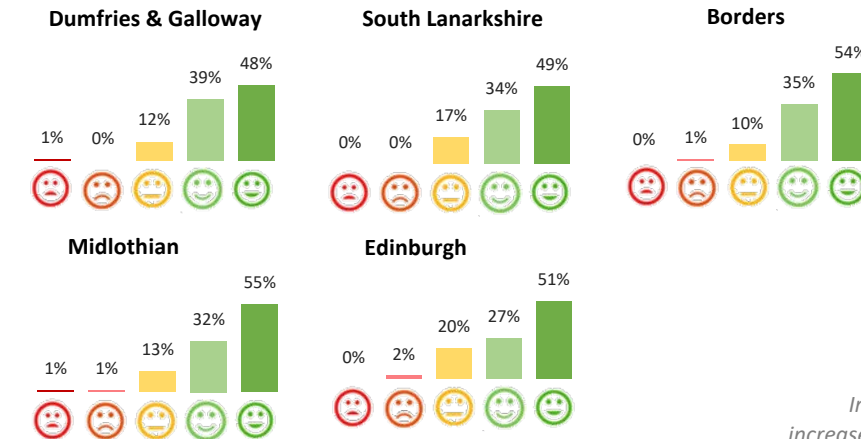
Impact on all residents



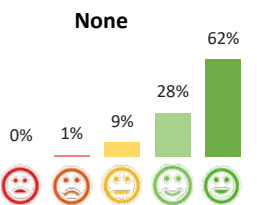
Impact by 101/102 usage



Impact by geographical location



Car access:



Impact on you if the 101/102 service was increased with more buses throughout the day?
Base: All respondents (n=1,401)

Increasing the 101/102 Service with more buses throughout the day

Respondents were then asked to indicate how increasing the existing 101-102 service would impact on them.....

The prospect of an increased service led to a range of very positive comments and responses. In particular, the increased flexibility it would provide them in their lives, the greater opportunities for work and socialising would all be potential results.

The detailed comments can be read in the excel file provided separately

POSITIVE COMMENTS

Greater flexibility and would enable me to use them more frequently as provides more optionality

Would be much more likely to take the bus if it were less busy and timed better - both of which are possible by increasing frequency during commuter hours.

It would be nice to have a later bus back to Biggar so that members of the community could attend events and meals out.

We need a virtuous circle where more buses = more passengers rather than the self-reinforcing deterioration of recent years. More buses would be especially useful on Sundays when the services is almost unusable but people need to travel for family and recreational reasons.

I would love a proper, reliable bus service which was comfortable, air conditioned and an evening service which meant people could go out of an evening

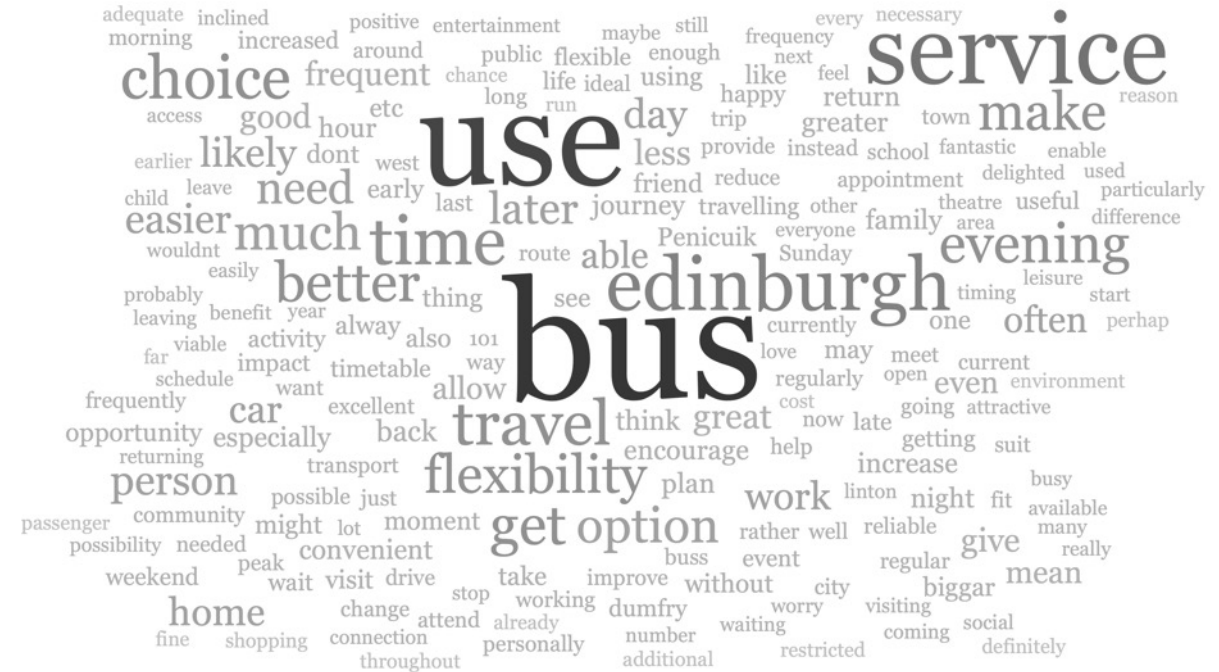
This would provide excellent flexibility for outward and return journeys and allow for more frequent travel and more regular use.

I would be delighted so would my kids - it would give them independence and be able to socialise more I would also be able to get to work earlier and there would be more job opportunities for our children if the buses were better.

Would be very impressed if "peak" hours numbers were increased. Would also say late night buses required , particularly at the weekends.

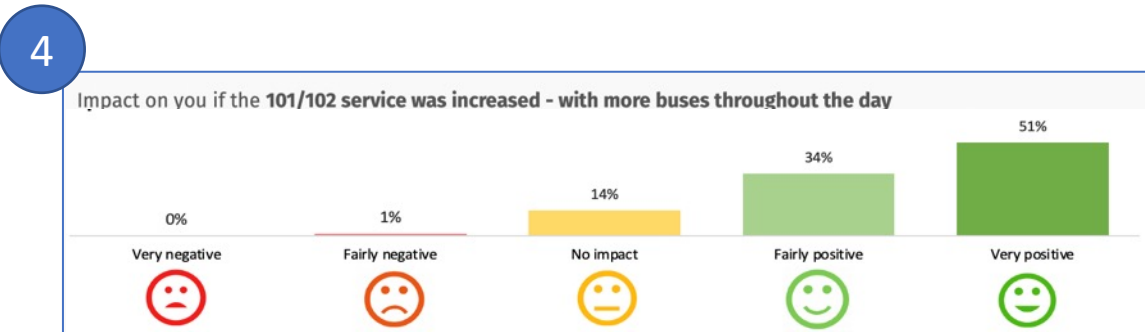
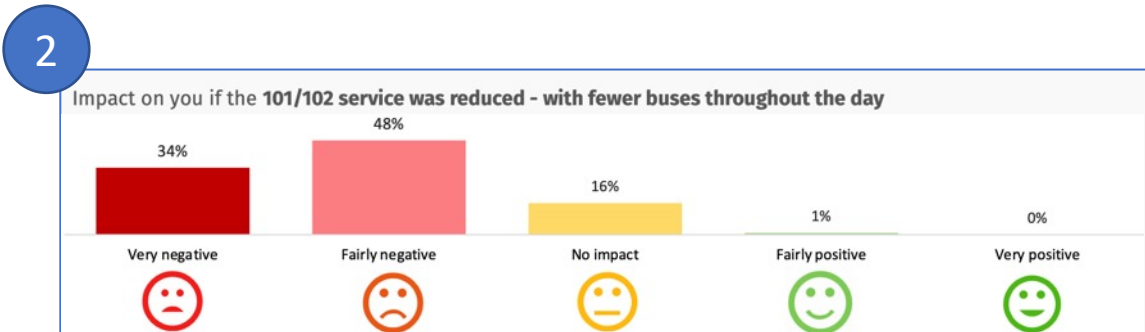
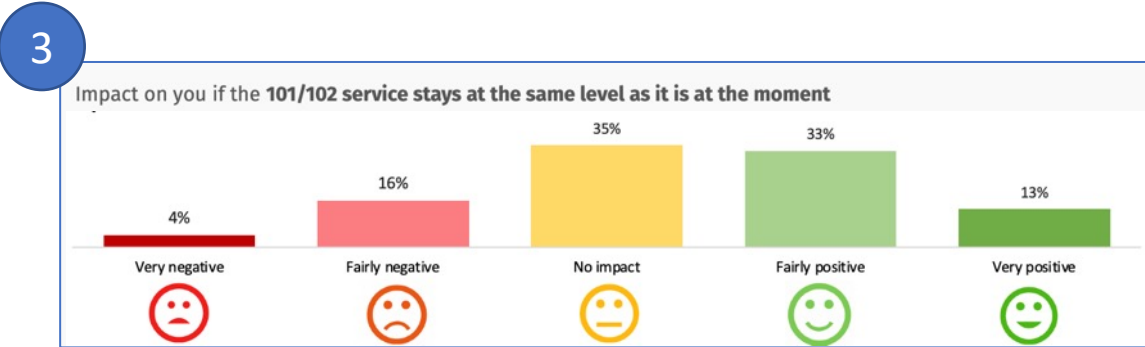
Increasing the frequency of the buses (especially along the whole route) would vastly improve the usefulness of the buses for everyone

It would really make people question taking a car if there is a good service. Many people don't trust the service and need to be encouraged out of their car or maybe to get rid of a 2nd/3rd car.



Why do you say that?
Base: All respondents (n=1,401)

In summary, the positive impacts on the lives of people along the length of the route cannot be more clearly illustrated than in the charts below: the better and more enhanced the service, the more it will be used and appreciated – by both existing and currently very infrequent ‘non-users’



Finally, we asked people, in their own words to tell us what specific improvements or changes to the service would make them use it more often.....

What would encourage you to use the 101-102 service more?

Later evening buses from Edinburgh, more buses generally and more comfortable/modern coaches are the factors that would be most likely to encourage greater use of the existing 101-102 service.

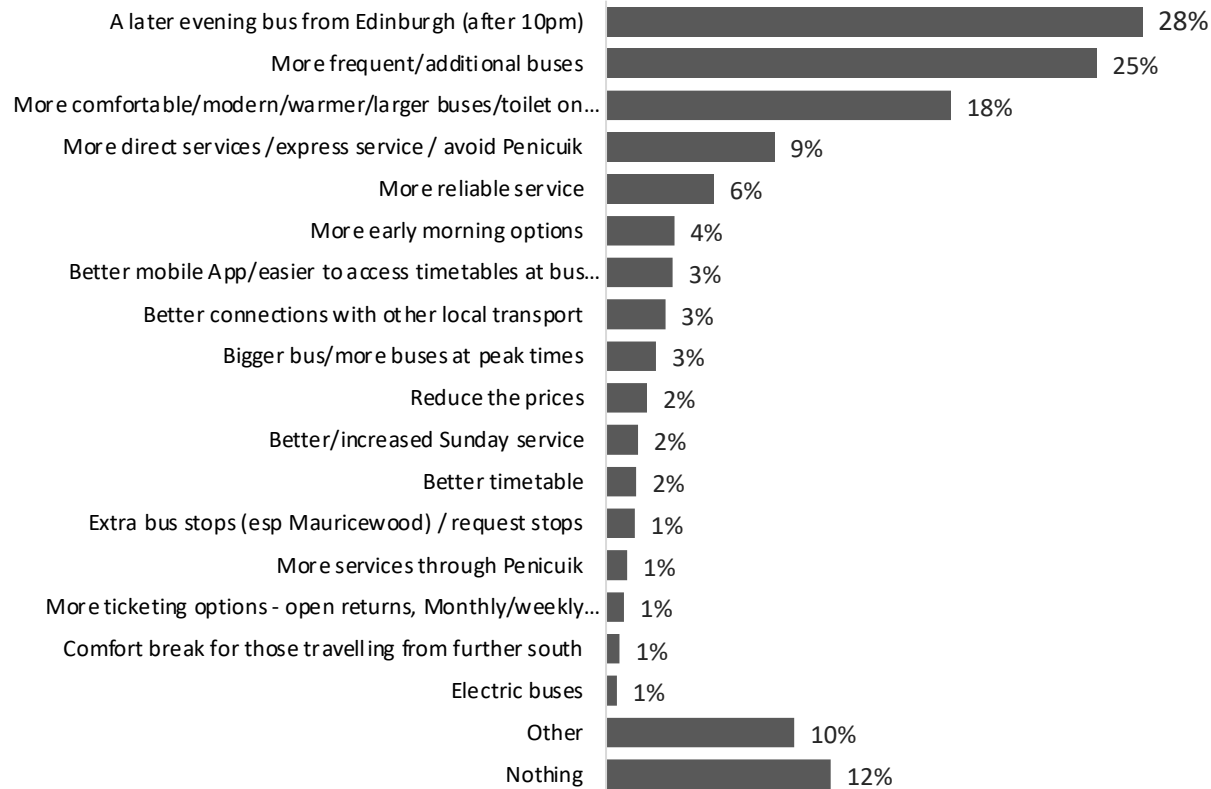
Respondents were asked what factors would encourage them to use the 101-102 service more often. This was an open-ended question, but because of its importance, we have coded up the 1,300+ responses provided opposite.

Amongst the population along the length of the route as a whole, three elements were each mentioned by around a fifth or more: a later evening bus from Edinburgh (ideally 10pm onwards) (28%), more frequent/regular buses generally (25%), and an upgrade in terms of the existing buses – making them more modern and more akin to coach travel given the length of the route (18%). There was also demand amongst 9% for a more direct and faster service – avoiding the Penicuik loop (16% amongst D&G respondents).

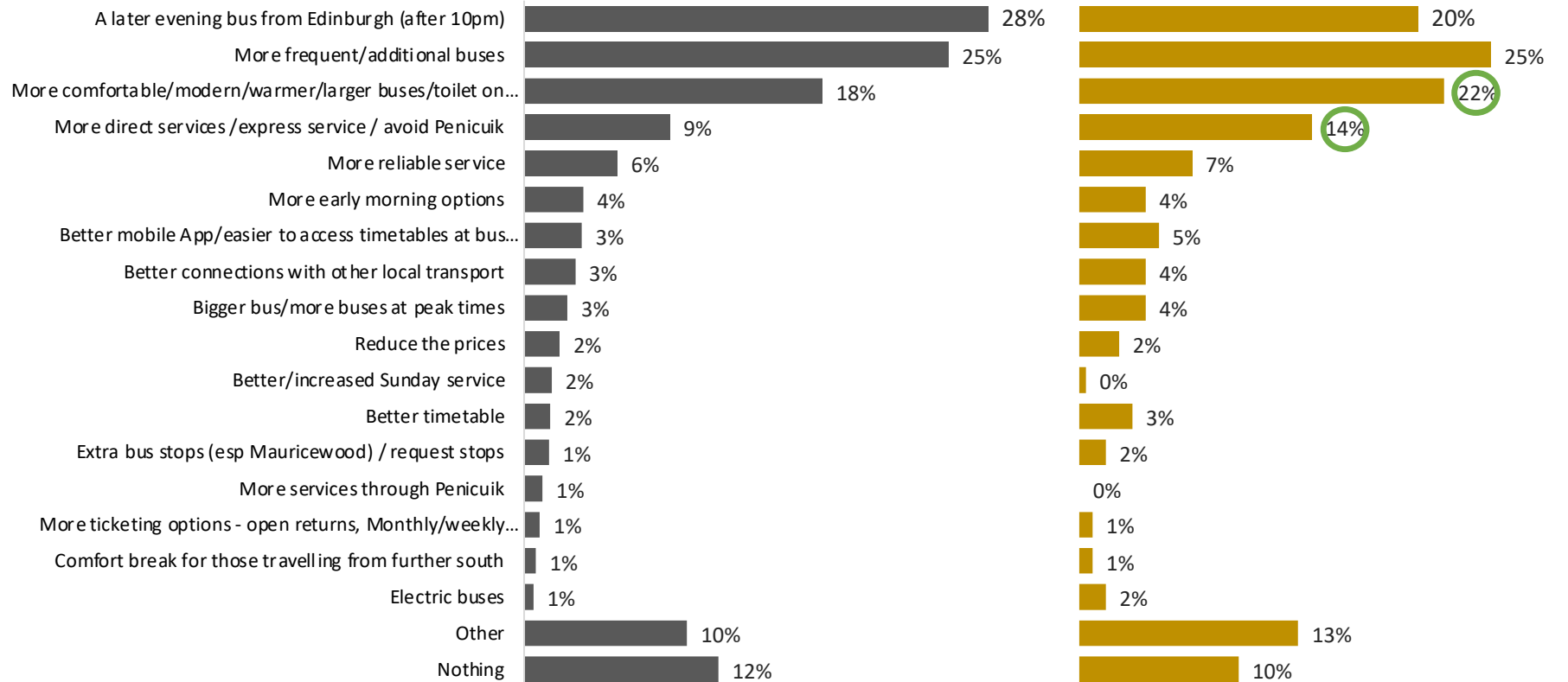
It is interesting to compare the responses from current non-users – if they can be persuaded to use the service occasionally, this could represent a big increase in usage. Responses are similar although they would be more likely to be enticed by more comfortable coaches and a direct/express service into Edinburgh.

Factors that would encourage greater use of the 101-102 service.....

.....All respondents



.....current non-users



Are there any factors or changes to the 101-102 service that would encourage you to use it more often?

Base: All respondents (n=1,401)



Any questions? A follow-up discussion?

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Supported Local Bus Services 2019 to 2022

Service	Operator	Funding (£p.a.)	Annual Passengers				2022 Subsidy / Passenger (£)
			2019	2020	2021	2022	
D4A Lochvale/Georgetown to Dumfries Town Centre	Stagecoach West Scotland	183760	16146	3528	6500	9321	1.99
D7 Troqueer to Dumfries Town Centre	Stagecoach West Scotland	as D4A	31330	13520	15782	20020	as D4a
D8 Cargenbridge to Dumfries Town Centre	Stagecoach West Scotland	as D4A	39442	18811	24414	28951	as D4a
D9 Summerhill to Dumfries Town Centre	Stagecoach West Scotland	as D4A	52052	21749	28769	33865	as D4a
D5 Crichton to Dumfries Town Centre	Stagecoach West Scotland	106290	112320	19214	54964	88153	1.21
6A Caerlaverock to Dumfries	Houstons Coaches	57100	26637	7150	9711	21476	2.66
101/102 Dumfries to Edinburgh (All Users/Full Cost)	Stagecoach West Scotland	507940	165360	92157	135356	207272	2.45
101/102 Dumfries to Edinburgh (D&G Users/Cost)		169313				22282	7.60
104 Lockerbie Town / Corrie	Houston Coaches	29100	13936	6305	7488	7137	4.08
111 Dumfries Town Centre to DGRI	Houstons Coaches	75600	86008	26897	30693	54366	1.39
112 Lockerbie to Samye Ling	McCalls Coaches	49672	10166	5265	5044	9763	5.09
115 Dumfries to Ae Village	Houstons Coaches	36650	7956	5070	4498	4914	7.46
117 Lockerbie to Hightae	Houstons Coaches	31800	2613	2015	2925	1794	16.99
110 Lockerbie to Annan	Houston Coaches	as 117	650	0	221	78	as 117
120 Langholm Town	Andersons of Langholm	8374	2119	1391	1508	1092	7.67
123 Langholm to Annan	Andersons of Langholm	30474	3588	1105	2795	3198	5.36
388 Annan to Back of the Hill	Andersons of Langholm	as 123	1430	1391	1235	1404	as 123
390 Annan to Powfoot	Andersons of Langholm	as 123	897	559	819	1079	as 123
124 Langholm to Samye Ling	Telfords Coaches	76400	4238	7488	1027	1768	43.21
127 Newcatleton to Langholm	Telfords Coaches	54460			1755	13065	4.17
202 Moniaive to Dumfries	Houstons Coaches	75600	15561	6045	8853	11648	6.49
212 Moniaive to Thornhill	Brownriggs	49950	na	na	na	1729	28.89
221 Wanlockhead to Sanquhar to Kirkconnel	Brownriggs	93127	38467	12025	17030	na	na
236 Dumfries to Kirkton to Thornhill	Houstons Coaches	53900	36283	35139	37609	15977	3.37
236 Dumfries to Kirkton to Thornhill	McCalls Coaches	49996				21177	2.36
358 Stranraer to Girvan (All Users/Full Cost)	Stagecoach West Scotland	241046	92794	54197	34372	64792	3.72
358 Stranraer to Girvan (D&G Users/Cost)		58598				37856	1.55
359 Newton Stewart to Girvan (All Users/Full cost)	Stagecoach West Scotland	265830	22906	12909	20176	27001	9.85
359 Newton Stewart to Girvan (D&G Users/Cost)		168508				15834	10.64
365 Stranraer Town	Stagecoach West Scotland	57681	145470	71045	75114	92261	0.63

Service	Operator	Funding (£p.a.)	Annual Passengers				2022 Subsidy / Passenger (£)
			2019	2020	2021	2022	
367 Stranraer to Portpatrick	Stagecoach West Scotland	64138	24869	8801	8385	12272	5.23
372 Dumfries to Sandyhills	Houstons Coaches	184900	47957	29172	34242	49764	3.03
372 Dalbeattie to Sandyhills	Houstons Coaches	as 372	11908	5187	8801	11349	as 372
373 Dumfries to Shawhead	Houstons Coaches	33640	5863	2756	3809	5135	6.55
380 Lockerbie to Moffat	Houstons Coaches	91252	52910	30693	39169	51402	1.78
382 Lockerbie to Carlisle	McCalls Coaches	68943	52910	15899	21606	26104	2.64
382 Lockerbie to Gretna	Houstons Coaches	135500	21528	12441	18473	20501	5.56
379 Gretna to Annan	Houstons Coaches	as 382	4173	2860	2886	3874	as 382
379 Carlisle to Dumfries	Stagecoach Cumbria	38806	14482	8398	5876	8892	4.36
381 Dumfries to Lockerbie	Houstons Coaches	43120	24531	15405	26195	29003	1.49
383 Lockerbie to Annan	McCalls Coaches	28996	4576	2236	3055	4277	6.78
385 Annan to Dumfries	McCalls Coaches	69497	18629	9230	8853	10257	6.78
407 Stranraer to Drummole	Stagecoach West Scotland	244848	25844	11349	17394	20787	7.05
408 Stranraer to Kirkcolm	Stagecoach West Scotland	as 407	16887	7930	12207	13962	as 407
410 Glenluce to Stranraer	McCullochs Coaches	39975	416	338		780	11.56
411 Stranraer to Knock	McCullochs Coaches	as 410	1677	1690		2080	as 410
412 Stranraer to Ervie	McCullochs Coaches	as 410	598	364		598	as 410
415 Machars to Newton Stewart	Stagecoach West Scotland	313253	64090	25311	41535	47333	4.95
416 Machars to Stranraer	Stagecoach West Scotland	as 415	13949	10517	14586	15925	as 415
420 Newton Stewart Town	Stagecoach West Scotland	80818	16497	4758	4589	4420	18.28
431 Gatehouse to Kirkcudbright (Town)	Houstons Coaches	59565	22334	11778	16588	14586	4.08
500 Dumfries to Stranraer	Stagecoach West Scotland	280677	145483	62231	100061	153660	1.83
501 Dumfries to Kirkcudbright	McCalls Coaches	83498	26299	15964	19994	24271	3.44
502 Dumfries to Castle Douglas	McCalls Coaches	96987	na	na	na	4082	23.76
502 Kirkcudbright to Castle Douglas	McCalls Coaches	68998	49621	36660	37271	56836	1.21
503 Dumfries to Castle Douglas	McCalls Coaches	208193	20202	11102	12805	20345	3.68
512 Castle Douglas Town	McCalls Coaches	as 503	5629	1898	2587	2652	as 503
520 Castle Douglas to Dalmellington	McCalls Coaches	as 503	33176	20267	27586	33540	as 503
505 Dalbeattie to Kirkcudbright	McCalls Coaches	49764	10530	5785	8437	15756	3.16
521 Laurieston to Dumfries	McCalls Coaches	46481	3705	468	2561	3146	14.77

STANDING ORDERS REVIEW

1. Reason for Report

This report provides the Board with an update on Standing Orders following the decision taken at the last meeting. Further, the report asks for the Board's agreement to undertake a review of Standing Orders.

2. Background

Following agreement at the September 2022 meeting to continue with hybrid meetings and where possible that these be recorded and livestreamed, the Board remitted the Secretary to make any required amendments to Standing Orders to reflect the decision taken.

3. Key Points

3.1 The Secretary has added the following to the Standing Orders at 5.8:

“Using SWestrans agreed arrangements, there is provision for the meeting to be livestreamed, recorded and viewed online for all items on the agenda that would be open to the public. Any failure of livestreaming or recording would not invalidate the meeting.”

3.2 The Standing Orders online have been updated to reflect this amendment.

[Standing Orders \(swestrans.org.uk\)](https://swestrans.org.uk)

3.3 Standing Order 26.3 provides for the Transport Partnership to at least once every year review the Standing Orders to determine whether any alteration should be considered.

3.4 It is proposed that a review is undertaken by the Secretary as follows:

- Review for any housekeeping /updating changes required
- Opportunity for the Board and substitutes to provide comments
- Benchmark with other RTPs standing orders

3.5 It is proposed that this review would report back to the meeting of the Board in March 2023.

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

5. Recommendations

Members of the Board are asked to:

- 5.1 note the amendment made to Standing Orders regarding the recording and livestreaming of meetings; and
- 5.2 agree that a review of Standing Orders be undertaken by the Secretary and report back to the board in March 2023.

Claire Rogerson - Report Author Tel:01387 260024 Date of Report: 10 November 2022 File Ref: SW2/meetings/2022	Claire Rogerson Secretary to the Board The South West of Scotland Transport Partnership English Street Dumfries DG1 2DD
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