

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 31 March 2023 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
Willie Scobie	- Dumfries and Galloway Council
Keith Walters	- Dumfries and Galloway Council
Andrew Wood	- Dumfries and Galloway Council

Future Meetings

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, 31 March 2023 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. **MINUTES OF MEETING ON 27 JANUARY 2023 – FOR APPROVAL**
4. **BOARD MEMBERSHIP UPDATE-** Recommendation - note the amendment to the membership of SWestrans on behalf of Dumfries and Galloway Council as detailed at paragraph 2.5.
5. **REPORT BY EXTERNAL AUDIT ON THE 2021/22 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP** – Recommendations – (i) receive the external auditors' report on the 2021/22 audit as detailed at Appendix 1; (ii) approve the Letter of Representation to be certified by the Treasurer and appended to the audit report as detailed at Appendix 2; (iii) approve the audited accounts which will be certified by the Treasurer and Grant Thornton as detailed at Appendix 3; and (iv) note that the certified accounts will be made available to all Members and they will be available on SWestrans website as detailed in paragraph 3.4.
6. **DRAFT REVENUE EXPENDITURE BUDGET 2023/24** – Recommendation - agree the draft revenue budget for 2023/24 as set out in Table 1.
7. **SWESTRANS ANNUAL REPORT 2021/22** – Recommendation – agree the SWestrans Annual Report for 2021/22 attached as the Appendix.
8. **EQUALITIES REPORTING** – Recommendation – (i) note SWestrans duties under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations; and (ii) note the SWestrans Equalities Mainstreaming Report 2021-2023 as shown in the Appendix.
9. **REGIONAL TRANSPORT STRATEGY – CONSULTATION UPDATE** – Recommendations – (i) note the progress with the new Regional Transport Strategy; (ii) note the content of the Draft Regional Transport Strategy Consultation Report at the Appendix and (iii) note that it is intended to bring the final Regional Transport Strategy to the next Board meeting in June 2023, after which it will be submitted to Scottish Ministers for approval.

10. **LOCAL BUS NETWORK 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; (ii) note the update on progress for replacing local bus contracts as presented in Table 1; and (iii) agree the procurement that will seek prices for all existing supported local bus services on a like for like basis and on the alternative specifications highlighted in paragraph 3.12.

11. **ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

It is recommended that Members of the South West of Scotland Transport Partnership Board agree to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given the report contains confidential or exempt information in respect of paragraphs 6, 8, and 9 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

12. **LOCAL BUS CONTRACTS – SUSTAINABILITY** Report to follow – For Board Members only.

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership

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

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 27 January 2023
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
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
Grant Coltart		SWeststrans
Linda Richardson		SWeststrans
Jason Bentley		SWeststrans

Apologies

David Bryson	-	NHS Dumfries and Galloway
Andrew Wood	-	Dumfries and Galloway Council

Observers

June Hay	-	Outdoor Access Forum
High McCreadie	-	Lochside and Woodlands Community Council
Frazer Smith	-	Stagecoach Scotland
Graham Whiteley		

In Attendance

Danny Alderslowe	-	Haud the Bus
Graham Dunn	-	Project Manager Community Transport PSP
Kareen Gillespie	-	
Ron McLean		Beattock Station Action Group
Graham Meiklejohn		Transpennine Express
Ian Reid		Stand Up for our Buses

1. SEDERUNT AND APOLOGIES

4 Board Members present, 1 not present at the start and 2 apologies.

John Campbell and Maureen Johnstone attended at Dumfries and Galloway Council Headquarters,

Karen Jackson, and Keith Walters attended via MS Teams.

PROCEDURE - The Chair intimated that he had agreed to take one item of urgent business – Local Bus Services – 101/102 Dumfries to Edinburgh – which would be taken at item 10.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 25 NOVEMBER 2022

Decision

APPROVED.

4. TRANSPENNINE EXPRESS PRESENTATION.

BOARD MEMBER – Jim Dempster joined the meeting via MS Teams during this item.

Decision

The Board

4.1 **AGREED** to receive the presentation from TransPennine Express; and

4.2 **THANKED** them for the presentation.

5. REVENUE BUDGET MONITORING REPORT 2022/23 FOR THE PERIOD ENDING 31 DECEMBER 2022

Decision

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

6. CAPITAL EXPENDITURE PROGRAMME 2022/23 – 2024/25 UPDATE

Decision

The Board:-

6.1 **NOTED** the update on the Capital Programme for 2022/23;

AGREED

6.2 the acceleration of spend for the purchase of low-floor buses as indicated in paragraph 3.3 of the report;

6.3 the slippage of the construction costs for Lockerbie Station parking Phase 3 as indicated in paragraph 3.5 of the report; and

6.4 not to draw down any funding from the Scottish Government's Regional Active Travel Fund for 2022/23 and that this be intimated to Transport Scotland.

7. LOCAL BUS UPDATE

Decision

The Board:-

7.1 **NOTED** the update on the review of all current supported local bus services to meet the delivery challenges previously identified for 2023/24; and

AGREED

7.2 that that all local bus contracts with an end date of 6 August 2023 terminate on that date; and

7.3 the proposed tender timeline for replacing local bus contracts as presented in Table 1 of the report.

8. RISK MANAGEMENT

Decision

The Board: **CONSIDERED** and **AGREED** the Risk Register for 2023/24 included as the Appendix of the report –

9. STRATEGIC TRANSPORT PROJECTS REVIEW UPDATE

Decision

The Board **NOTED** the publication of the second Strategic Transport Projects Review (STPR2) final report.

10. ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

Decision

The Board **NOTED** that there was one item of urgent business deemed urgent by the Chair due to the need for a decision.

10A. LOCAL BUS SERVICES – 101/102 DUMFRIES TO EDINBURGH

This item was presented as an urgent item of business due to the need for a decision due to the fact that this information was not available when the papers for the meeting were published, and a timeous decision being required.

Decision

The Board **AGREED** the contribution of £128,333 per year to SPT for local bus service 101/102 Dumfries to Edinburgh.

BOARD MEMBERSHIP UPDATE

1. Reason for Report

At a special meeting of Dumfries and Galloway Council on 7 March 2023 the Council considered its representation on outside bodies including SWestrans to ascertain if any amendments were required. This report provides an update on board membership on behalf of the Council.

2. Considerations

2.1 At the first meeting of Dumfries and Galloway Council, following the Local Government election, on 24 May 2022 the Council were asked to consider appointments to the SWestrans Board being 5 Board Members and 5 substitutes.

2.2 The Council were also asked to give consideration to gender balance when agreeing nominations as guidance has been issued by the Scottish Government to Board Members of Public Bodies which outlines a clear aim of achieving a 50:50 gender balance on all public body boards.

2.3 The nominations received in May 2022 for 5 Board Members were John Campbell, Jim Dempster, Maureen Johnstone, Keith Walters and Andrew Wood. The five nominations for substitutes received being Ben Dashper, Richard Brodie, Sean Marshall, Ivor Hyslop and Ian Carruthers.

2.4 At the meeting of 7 March 2023 the Council were asked to make any required amendments to outside body representation, following a change in political administration of the Council. This review has resulted in most of the board membership remaining as per the decision in May 2022.

2.5 Willie Scobie has joined the board with Maureen Johnstone leaving.

2.6 Current substitutes remain largely the same:- Ben Dashper, Sean Marshall and Ivor Hyslop. Andrew Giusti has replaced Ian Carruthers. At the time of writing there was a vacancy on behalf of the Independent Group.

2.7 This is a procedural report, and the Lead Officer is in agreement with its terms.

3. Recommendation

Members of the Board are asked to note the amendment to the membership of SWestrans on behalf of Dumfries and Galloway Council as detailed at paragraph 2.5.

<p>Claire Rogerson - Report Author Tel:01387 260024 Date of Report: 23 March 2023 File Ref: SW2/meetings/2023</p>	<p>Claire Rogerson Secretary to the Board South West of Scotland Transport Partnership English Street, Dumfries DG1 2DD</p>
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REPORT BY EXTERNAL AUDIT ON THE 2021/22 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

1. Reason for Report

The purpose of this report is to present SWestrans audited annual accounts and the external auditors' report on the 2021/22 audit of SWestrans to this Board in line with the requirements of the International Standards on Auditing 260 (ISA 260).

2. Background

2.1 The Partnership's external auditors are Grant Thornton UK LLP who were appointed on a five year appointment from 2016/17 to 2020/21. On 13 October 2020, the Auditor General for Scotland and the Accounts Commission for Scotland confirmed that this appointment would be extended for one further year to cover the period 2021/22 due to the significant disruption that COVID 19 has had on public sector bodies and the auditors of the public sector.

2.2 Grant Thornton have now concluded their audit of the Partnership's Annual Accounts for the year ended 31 March 2022. There are no qualifications in the audit report on the Annual Accounts. It is the opinion of the External Auditor that the financial statements provide a true and fair view of the Partnership's financial position and income and expenditure for the year.

2.3 As reflected in the audit report the delay in Grant Thornton completing the audit in time for Audit Scotland's deadline of 30th November 2022 is not a reflection on the Partnership and their support of the audit process. Grant Thornton are required to present a report to those charged with governance, covering the external auditors' wider role, extending to areas such as governance & accountability and performance management & improvement. The report is attached at **Appendix 1**

3. Key Points

The 2021/22 Final Accounts Audit Process

3.1 The main purpose of the external auditors' report to the Board is to highlight any significant matters that have arisen during the course of the audit, extending to areas such as governance and accountability and performance management & improvement. There were no key issues highlighted for the Partnership.

3.2 The International Standard on Auditing 580 (ISA 580) requires auditors to obtain assurances from the proper officer on certain issues relating to the annual accounts. A copy of the letter relating to the 2021/22 accounts as **Appendix 2**. Board members are asked to approve this statement which will be signed by the Treasurer following this meeting.

3.3 As previously reported to this Board, the regulations on the publication of the annual accounts changed in 2014/15 and the audited accounts will require to be approved by the Board prior to being signed by the Treasurer. Therefore, again this year the unsigned audited accounts have been included as part of this report and are attached in **Appendix 3**.

3.4 There have been no significant changes made from the unaudited accounts which were presented to the Board on 24 June 2022. The final certified annual accounts will be made available to the Board, and they will be published on the SWestran's website.

4. Consultation

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

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

5. Implications	
Financial	The Financial implications are as laid out in the report
Policy	None
Equalities	None
Climate Change	None
Risk Management	None

6. Recommendations

Members of the Board are asked to:

- 6.1 receive the external auditors' report on the 2021/22 audit as detailed at Appendix 1;
- 6.2 approve the Letter of Representation to be certified by the Treasurer and appended to the audit report as detailed at Appendix 2;
- 6.3 approve the audited accounts which will be certified by the Treasurer and Grant Thornton as detailed at Appendix 3; and
- 6.4 note that the certified accounts will be made available to all Members and they will be available on SWestrans website as detailed in paragraph 3.4.

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 20 March 2023 File Ref:	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG1 8PN
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Appendix 1 – Report to Members and the Controller of Audit on the 2021/22 Audit

Appendix 2 – Letter of Representation

Appendix 3 – Unsigned audited accounts 2021/22

External Audit Report – South West of Scotland Transport Partnership (SWESTRANS)

Financial year ended 31 March 2022

Prepared for those Charged with Governance and
the Controller of Audit

March 2023



Contents



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

Executive Summary

This table summarises the key findings and other matters arising from the external audit of South West of Scotland Transport Partnership (SWESTRANS) and the preparation of the financial statements for the year ended 31 March 2022 for those charged with governance and the Controller of Audit.

Financial Statements

Under International Standards of Audit (UK) (ISAs) and Audit Scotland's Code of Audit Practice ('the Code'), we are required to report whether, in our opinion:

- The SWESTRANS financial statements give a true and fair view in accordance with applicable law and CIPFA Code of Practice on Local Authority Accounting 2021/22 ('the 2021/22 Code') of the state of the Partnership as at 31 March 2022 and of the income and expenditure of the Partnership;
- the Partnership's financial statements have been properly prepared in accordance with International Financial Reporting Standards (IFRS), as interpreted and adapted by the 2021/22 Code;
- the Partnership's financial statements have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) regulations 2014, and the Local Government in Scotland Act 2003.
- the audited part of the Remuneration Report has been properly prepared in accordance with The Local Authority Accounts (Scotland) Regulations 2014.

We are required to report whether the information given in the Management Commentary is consistent with the financial statements and has been prepared in accordance with statutory guidance issued under the Local government in Scotland Act 2003. We are also required to report on whether the information given in the Annual Governance Statement is consistent with the financial statements and prepared in accordance with the Delivering Good Governance in Local government: Framework (2016).

We intend to issue an unmodified audit opinion on the annual report and accounts.

As in prior year our external audit work was completed remotely. The financial statements presented for audit were of a good quality and the Partnership's finance team have supported the audit process, by providing suitable working papers and answering our auditor queries on a timely basis.

We would like to highlight that the delay in completing the audit in time for Audit Scotland's deadline of 30th November 2022 is not a reflection on the Partnership and their support of the audit process, but rather a result of the prioritisation of the Dumfries and Galloway Council's audit and the delay in concluding this audit.

Our agreed adjustments, and those not adjusted by Officers, are set out in Appendix 1. In addition, we recommended certain enhancements to the disclosures in the accounts, and these are also captured in Appendix 1.

This is our last year as the Partnership's appointed auditors and we wish to thank the Partnership and the finance team for supporting the audit process over our audit appointment.

Introduction

Scope of our audit work

This report is a summary of our findings from our external audit work for the financial year ended 31 March 2022. The scope of our audit was set out in our External Audit Plan.

The core elements of our audit work in 2021/22 have been:

- An audit of the Partnership's annual report and accounts for the financial year ended 31 March 2022;
- Consideration of the wider dimensions that frame the scope of public audit as set out in Audit Scotland's Code of Audit Practice 2016 ('the Code')
- Any other work requested by Audit Scotland.

Our work has been undertaken in accordance with International Standards of Auditing (ISAs) (UK) and the Code.

This report is addressed to the SWESTRANS Board and the Controller of Audit and will be published on Audit Scotland's website www.audit-scotland.gov.uk in due course.

Responsibilities

SWESTRANS has primary responsibility for ensuring the proper financial stewardship of public funds. This includes preparing annual accounts in accordance with proper accounting practices. The Partnership is also responsible for compliance with legislation, and establishing arrangements over governance, propriety and regularity that enable it to successfully deliver its objectives.

Our responsibilities as independent auditors, appointed by the Accounts Commission, are set out in the Local Government in Scotland Act 1973, the Code and supplementary guidance, and International Standards on Auditing in the UK.

The recommendations or risks identified in this report are only those that have come to our attention during our normal audit work and may not be all that exist. Communication in this report of matters arising from the audit or of risks or weaknesses does not absolve officers from their responsibility to address the issues raised and to maintain an adequate system of control.

Adding value through our audit work

We aim to add value to SWESTRANS throughout our audit work. We do this through using our wider public sector knowledge and expertise to provide constructive, forward looking recommendations where we identify areas for improvement and encourage good practice around financial management and sustainability, risk and performance. In so doing, we aim to help the Partnership promote improved standards of governance, better management and decision making, and more effective use of resources.

Audit of the annual report and accounts

Key messages and judgements

We have identified no adjusted audit misstatements to the financial statements and no unadjusted misstatements. We raised a number of minor disclosure adjustments as part of our review of the accounts and annual report. Disclosure corrections identified during our audit have been detailed in Appendix 1.

Our follow up of recommendations from the prior year's audit are detailed in Appendix 2.

Our audit opinion

For the financial year ended 31 March 2022 we intend to issue an **unmodified opinion** on the annual report and accounts. As reported in the independent auditor's report:

- SWESTRANS financial statements give a true and fair view in accordance with applicable law and the 2021/22 Code of the state of the Partnership as at 31 March 2022 and of the income and expenditure of the Partnership for the year then ended;
- SWESTRANS financial statements have been properly prepared in accordance with International Financial Reporting Standards (IFRS), as interpreted and adapted by the CIPFA Code of Practice on Local Authority Accounting 2021/22 ('the 2021/22 Code');
- SWESTRANS financial statements have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) regulations 2014, and the Local Government in Scotland Act 2003; and
- The audited part of the Remuneration Report has been properly prepared in accordance with The Local Authority Accounts (Scotland) Regulations 2014.

The audit process

Our external audit work commenced in late November 2022 with the audit team working remotely however due to various resourcing constraints this work was delayed until January 2023. The Partnership prepared and published the unaudited annual report by the end of June, as required. The overall quality of the accounts were of a good standard.

The Partnership's finance team supported the audit process, with both teams working well together to resolve audit queries.

We would like to highlight that the delay in completing the audit in time for Audit Scotland's deadline of 30th November 2022 is not a reflection on the Partnership and their support of the audit process, but rather a result of the prioritisation of the Dumfries and Galloway Council's audit and the delay in concluding this audit.

Audit of the annual report and accounts

Materiality

The concept of materiality is fundamental to the preparation of the financial statements and the audit process and applies not only to the monetary misstatements but also to disclosure requirements and adherence to acceptable accounting practice and applicable law.

Our audit approach was set out in our audit plan. We revised our planning assessment of materiality downwards based upon your 2021/22 unaudited financial statements and concluded that materiality is £89,800 for entity, representing 2% of gross expenditure.

Performance materiality was set at £67,350, representing 75% of our calculated materiality.

We report to Officers (Management) any difference identified over £4,500 (being 5% of materiality).

Internal control environment

In accordance with ISA requirements we have developed an understanding of the Partnership's control environment. The Partnership operates primarily under Dumfries and Galloway Council's control environment and we have utilised our understanding of the Council's own system of internal control as part of our audit planning and fieldwork. Our audit is not controls based and we have not placed reliance on controls operating effectively as our audit is substantive in nature. In accordance with ISAs, over those areas of significant risk of material misstatement we consider the design of controls in place.

However, we do not place reliance on the design of controls when undertaking our substantive testing. We identified no material weaknesses or areas of concern from this work which would have caused us to alter the planned approach as documented in our plan.

Responding to significant financial statement risks

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

This section provides commentary on the significant audit risks communicated in the External Audit Plan.

Risks identified in our Audit Plan

Commentary

Management override of controls

Our risk focuses on the areas of the financial statements where there is potential for management to use their judgement to influence the financial statements alongside the potential to override SWESTRANS' internal controls, related to individual transactions.

Our work focuses on critical estimates and judgements as set out within the financial statements, including accounting policies. In addition, we specifically consider cut-off (expenditure) and the use of manual journals during the year, and in creating the financial statements where controls may be overridden by management. These are inherently the areas in which management has the potential to use their judgement to influence the financial statements.

In response to this significant risk, our audit response was as follows:

- We considered the design of controls in place over key accounting estimates and judgements through performance of walkthrough procedures.
- We reviewed accounting estimates for management bias/indication of fraud that could result in material misstatement.
- Journals testing including:
 - Assessment of the design of controls in place over journal entries, including journal preparation, authorisation and processing onto the financial ledger;
 - Risk assessment of the journals population to identify large or unusual journal entries, such as those that are not incurred in the normal course of business, or those entries that may be indicative of fraud or error that could result in material misstatement. We tested these journals to ensure they were appropriate and suitably recorded in the financial ledger;
 - Target testing of transactions and journals posted around the financial year end, reviewing to understand the rationale for these entries.

Conclusion

Based on our risk based testing, as outlined above, we did not find evidence of management override of controls in our testing of journal transactions or instances of material error.

Risks identified in our Audit Plan

Risk of fraud in expenditure recognition (completeness/occurrence of year end expenditure)

Operating expenditure is understated or not treated in the correct period (risk of fraud in expenditure). SWestrans expenditure includes recharges from the Council for the costs of administrative and operational support to SWestrans. In addition, SWestrans provides subsidy payments to local bus network which is recognised as expenditure during the year. With the focus on financial performance on at least breaking even each year, there is a risk Officers may be incentivised to fraudulently record expenditure. We consider the risk to be particularly prevalent around the year end and therefore focus our testing on cut-off of non-pay expenditure.

Our testing includes a specific focus on year end cut-off arrangements, where it may be advantageous for management to show an enhanced/different financial position in the context of the need to achieve the financial targets set.

Commentary

In response to this significant risk, our audit response was as follows:

- perform walkthroughs of the controls and procedures over non-pay expenditure streams;
- Substantive testing of non-pay expenditure streams throughout the year to confirm its occurrence and accuracy of recording with a heightened risk around the year-end where we consider greatest incentive / opportunity for material misstatement
- Focused substantive testing of non-pay expenditure recognised post year end (April to July) to identify if there is any potential understatement to address the risk of cut-off;
- Review of accruals and payables, where material, around the year-end to consider if there is any indication of understatement or overstatement of balances held through consideration of accounting estimates.

Conclusion

Through our audit procedures performed we did not identify any exceptions in our year end cut-off testing of expenditure. We did not identify any exception in the completeness and accuracy of accruals or payables balances at year end.

Detecting irregularities, including fraud

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, to detect material misstatements in respect of irregularities, including fraud. Owing to the inherent limitations of an audit, there is an unavoidable risk that material misstatements in the financial statements may not be detected, even though the audit is properly planned and performed in accordance with the ISAs (UK).

The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

- We obtained an understanding of the legal and regulatory frameworks that are applicable to the SWESTRANS and determined that the most significant which are directly relevant to specific assertions in the financial statements are those related to the reporting frameworks; International Financial Reporting Standards and the 2021/22 Local Government Accounting Code of Practice.
- We enquired of Officers and those charged with governance, concerning the Partnership's policies and procedures relating to the identification, evaluation and compliance with laws and regulations; the detection and response to the risks of fraud; and the establishment of internal controls to mitigate risks related to fraud or non-compliance with laws and regulations.
- We enquired of Officers and those charged with governance, whether they were aware of any instances of non-compliance with laws and regulations or whether they had any knowledge of actual, suspected or alleged fraud.
- We assessed the susceptibility of SWESTRANS financial statements to material misstatement, including how fraud might occur, by evaluating officers incentives and opportunities for manipulation of the financial statements. This included the evaluation of the risk of management override of controls. We determined that the principal risks were in relation to journal entries that altered the Partnership's financial performance for the year. Our audit procedures are documented within our response to the significant risk of management override of controls.
- These audit procedures were designed to provide reasonable assurance that the financial statements were free from fraud or error. However, detecting irregularities that result from fraud is inherently more difficult than detecting those that result from error, as those irregularities that result from fraud may involve collusion, deliberate concealment, forgery or intentional misrepresentations. Also, the further removed non-compliance with laws and regulations is from events and transactions reflected in the financial statements, the less likely we would become aware of it.
- The team communications in respect of potential non-compliance with relevant laws and regulations, included the potential for fraud in certain account balances and significant accounting estimates.
- In assessing the potential risks of material misstatement, we obtained an understanding of:
 - The Partnership's operations, including the nature of its operating income and expenditure and its services and of its objectives and strategies to understand the classes of transactions, account balances, expected financial statement disclosures and business risks that may result in risks of material misstatement.
 - The Partnership's control environment, including the policies and procedures implemented by the Partnership to ensure compliance with the requirements of the financial reporting framework.

Significant estimates and judgements

South West of Scotland Transport Partnership's annual report and accounts contain limited areas of estimation and judgement. The only area of estimation in the accounts relates to depreciation. Depreciation is charged over the expected useful economic life of the assets and our audit testing did not identify any indication of management bias or error in the calculation of depreciation. We are satisfied this does not represent an area of significant estimation or judgement.

Other key elements of the financial statements

As part of our audit there were other key areas of focus during the course of our audit. Whilst not considered a significant risk, these are areas of focus either in accordance with the Audit Scotland Code of Audit Practice or ISAs or due to their complexity or importance to the user of the accounts:

Issue	Commentary
Matters in relation to fraud and irregularity	It is the Partnership's responsibility to establish arrangements to prevent and detect fraud and other irregularity. As auditors, we obtain reasonable assurance that the financial statements as a whole are free from material misstatement, whether due to fraud or error. We obtain annual representation from Officers regarding management's assessment of fraud risk, including internal controls, and any known or suspected fraud or misstatement. We have also made inquires of internal audit around internal control, fraud risk and any known or suspected frauds in year. We have not been made aware of any incidents in the period and no issues in relation to these areas have been identified during the course of our audit procedures.
Accounting practices	We have evaluated the appropriateness of the Partnership's accounting policies, accounting estimates and financial statement disclosures. The Partnership's accounting policies are in line with the Local Government Accounting Code of Practice.
Matters in relation to related parties	We are not aware of any related parties or related party transactions which have not been disclosed.
Matters in relation to laws and regulations	You have not made us aware of any significant incidences of non-compliance with relevant laws and regulations and we have not identified any incidences from our audit work.
Other information	We are required to give an opinion on whether the other information published together with the audited financial statements (including the Annual Report), is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. No inconsistencies have been identified and we plan to issue an unmodified opinion in this respect.

Issue	Commentary
Annual Governance statement	We are required to report on whether the information given in the Annual Governance Statement is consistent with the financial statements and prepared in accordance with the Delivering Good Governance in Local government: Framework (2016). We have continued to identify opportunities to enhance disclosures in the Annual Governance Statement, particularly around the assurances over internal control from Internal Audit (refer to Appendix 2 follow up of prior year recommendations where this has been highlighted). There were no further matters arising from our review of the governance statement that we would draw attention to.
Matters on which we report by exception	We are required by the Accounts Commission to report to you if, in our opinion: adequate accounting records have not been kept; or the financial statements and the audited part of the Remuneration Report are not in agreement with the accounting records; or we have not received all the information and explanations we require for our audit or there has been a failure to achieve a prescribed financial objective. We have nothing to report in respect of these matters.
Written representations	A letter of representation has been requested from the Partnership. Specific representations have been requested in line with prior years and confirms as auditors all records have been made available to us.
Going concern	<p>In performing our work on going concern, we have had reference to Statement of Recommended Practice – Practice Note 10: Audit of financial statements of public sector bodies in the United Kingdom (Revised 2020). The Financial Reporting Council recognises that for particular sectors, it may be necessary to clarify how auditing standards are applied to an entity in a manner that is relevant and provides useful information to the users of financial statements in that sector. Practice Note 10 provides that clarification for audits of public sector bodies.</p> <p>Practice Note 10 states that if the financial reporting framework provides for the adoption of the going concern basis of accounting on the basis of the anticipated continuation of the provision of a service in the future, the auditor applies the continued provision of service approach set out in Practice Note 10. The financial reporting framework adopted by the Partnership meets this criteria, and so we have applied the continued provision of service approach. In accordance with Audit Scotland guidance: Going concern in the public sector, we have therefore considered management’s (senior officer’s) assessment of the appropriateness of the going concern basis of accounting and conclude that:</p> <ul style="list-style-type: none"> • a material uncertainty related to going concern has not been identified • management’s (senior officer’s) use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Wider Scope Audit – Smaller Body

As set out in our Audit Plan, the Partnership meets the definition of a smaller body in accordance with the Audit Scotland Code of Practice (2016). Therefore, as auditors we are required to include in our annual report commentary on arrangements as they relate to financial sustainability and the Annual Governance Statement. Below, we have captured our commentary and conclusions on governance arrangements and financial sustainability.

Wider Scope dimension	Wider Scope risk identified in our audit plan	Wider scope audit response and findings	External Audit conclusion
Governance Arrangements (Audit Scotland planning guidance consideration)	No significant risks identified within our audit planning	<p>Governance</p> <p>Since the beginning of the Covid-19 pandemic, the Partnership have implemented home-working arrangements and these carried through to the end of the 2021/22 financial year. Additional governance arrangements were in place such as remote meetings of the Partnership Board. The Partnership has resumed conducting in-person meetings since June 2022. SWESTRANs has a suite of governance documents, including policies and procedures and these are were reviewed and updated in 2022.</p> <p>Currently officers and the Partnership Board take assurances from the Council’s internal audit service around the effectiveness of the internal control environment. However, we have continued to report that there is no formal reporting arrangements in place to provide independent assurance from Internal Audit to SWESTRANs. A recommendation in this respect was raised in 2018/19 and continues to be highlighted as an area that should be considered by board members and officers of the partnership.</p> <p>There were no significant control deficiencies or issues identified through internal Audit’s work on the Council’s internal control environment that would impact on SWESTRANs and require specific disclosure in the Annual Governance Statement. Based on our audit work performed we are satisfied that the statement is a fair reflection of the risks and issues impacting the Partnership.</p>	<p>We have not identified any concerns around the Partnership’s governance arrangements.</p> <p>We continue to report on the recommendation raised in 2018/19 regarding the opportunity for independent assurance to be provided by internal audit on SWESTRANs effectiveness of internal controls and control environment.</p> <p><i>See Appendix 2. Follow up of previous year recommendations.</i></p>

Wider Scope dimension	Wider Scope risk identified in our audit plan	Wider scope audit response and findings	External Audit conclusion
Financial Sustainability (as applicable to a smaller body)	No significant risks identified within our audit planning	<p>For the year ended 31 March 2022, the Partnership reported total comprehensive expenditure for the year of £265,000 (2020/21: Income £22,000). The decrease in reported position from the prior year is primarily related to the capital grant and contribution of £285k which was received in the prior year and not in the 2021/22 financial year. The net cost of services reported year on year remains consistent.</p> <p>SWESTRANs delivered an overall breakeven position against budget. The main area of expenditure in year related to contacts of bus transport services and was funded through Scottish Government Grants and Dumfries and Galloway Council funding.</p> <p>SWESTRANs recognise wider risks in relation to pressures on finances to support the organisation in continuing to deliver its objectives. The Partnership Board approved the budget for 2022/23 in March 2022. The budget reflects a similar position to that of 2021/22, with an uplift in staffing costs. The budget includes £100k funding from D&G Council, £259k funding from Scottish Government and £4,142k funding from other contributions.</p> <p>The recent consecutive one-year funding settlements have created challenges in the partnership's ability to plan for the medium to longer term and is a key anchor point for strategic planning for the organisation. This is compounded by an uncertain financial climate where inflation is increasing at record rates and the cost of living crises is pushing up costs for all areas of the economy. It is important that the Partnership seeks to embed elements of these uncertainties within continuous financial planning and reviews including risk and sensitivity analyses to assess and mitigate against the impact of any future risks on delivery of the financial position before they crystallise. We continue to report the need for SWESTRANs to look to develop medium to longer term financial plans to support the organisation with potential future financial pressures.</p>	<p>Throughout our audit procedures we have not identified any significant risks in relation to the Partnership's financial sustainability.</p> <p>Officers recognise the financial pressures faced in delivering planned activities with funding continuing to be made available from constituent authorities and the external bodies.</p> <p>There is an opportunity to have greater focus on medium to longer term financial plans to ensure there continues to be a strategic approach to financial planning.</p> <p><i>See Appendix 2. Follow up of previous year recommendations.</i></p>

Appendices

1. Audit Adjustments

We are required to report all non trivial misstatements to those charged with governance, whether or not the accounts have been adjusted by management. We can report (subject to audit completion) there were no corrected or uncorrected misstatements above our reporting threshold to the financial statements arising during our audit.

1. Audit Adjustments

Misclassification and disclosure changes

The table below provides details of misclassification and disclosure changes identified during the audit which have been made in the final set of financial statements.

Disclosure	Auditor recommendations	Adjusted?
Financial Instruments	<p>As per IAS 32, Paragraph 11, Financial Instruments exclude statutory contractual items such as VAT. Hence VAT recoverable of £17k in 21/22 and £8k in 20/21 should not be considered as Financial Asset.</p> <p>The debtors balance was shown as a negative however this should be shown as positive within the Financial Instruments note.</p>	Yes
CIES	<p>The total deficit on provisions of services was not mathematically accurate and should be £265k. This is a casting error only and has no impact on the reported financial position.</p> <p>The heading for current year was shown as 2020/21 however should be stated as 2021/22.</p>	Yes
MIRS	<p>Casting issues were identified with the MIRS statement. This is a casting error only and has no impact on the reported financial position.</p>	Yes
Various	<p>A number of other minor disclosure and presentational amendments were identified and corrected by management.</p>	Yes

2. Follow up of previous year recommendations

We are pleased to report there were no audit recommendations arising from our audit work in the current year. We set out below our follow up on our prior year audit recommendations. There were no recommendations in 2020/21, however follow up of two recommendations from 2019/20 is reflected below.

Internal Audit (original recommendation 2018/19)

The Internal Audit section of Dumfries & Galloway Council has reviewed these systems and has determined that reasonable assurance can be placed upon the adequacy and effectiveness of the systems. While we recognise that the assurance provided by the Council's Internal Audit services provides some assurance to SWestrans around design and operating effectiveness of key financial processes, there is limited assurance over key strategic risks to the organisation. We recommend that SWestrans explore options, including utilising Internal Audit to obtain independent assurance over key areas of strategic risk. Areas could include financial and operational planning and governance arrangements. During 2019/20 while some assurance to SWestrans around design and operating effectiveness of key financial processes, there is limited assurance over key strategic risks to the organisation. There is an opportunity for SWestrans to obtain independent internal audit assurance over governance, risk management and internal controls relevant to SWestrans.

Initial management response: Options to obtain independent assurance continue to be explored

Follow up: Outstanding

Current year management response: No further progress has been made on this recommendation. However, with the addition of new dedicated SWestrans staff in the latter part of 2022 more detailed work on strategic and business plans will be undertaken which will include full consideration of this recommendation.

Responsible Officer: Lead Officer

Implementation Date: 2022/23 financial year end

2. Follow up of previous year recommendations (continued)

Strategic Financial Planning (original recommendation 2018/19)

Due to annual funding settlement as well as restrictions on the organisation's ability to hold reserves, SWestrans financial plans are primarily based on an annual basis. Given the financial pressures facing the organisation it is important that medium to longer term financial plans are in place to ensure that SWestrans has a sustainable operating model in place to support service delivery. With the draft Transport Bill, there is potentially opportunity for SWestrans to retain reserves in the future providing an opportunity for more strategic financial planning and investment decisions.

The provisions within the act would enable SWestrans to building reserves in futures years. This would enable SWestrans to work with its strategic partner to look to generate reserves that would provide greater financial autonomy in future years to make strategic investments in year funded through reserves. SWestrans' has an approved budget for 2019/20. While there is a longer term view for capital investment (3 year plan), SWestrans' should look to develop medium to longer term financial plans to support the organisation take a strategic approach to addressing the financial pressures facing the organisation.

Initial management response: We will review the introduction of a draft financial plan linked to the Council's 3 year plan.

Follow up: Outstanding

In March 2021, SWestrans approved a three year capital programme from 2021-2024 covering the strategic capital investment over the coming years. However, the revenue budget continues to be set for a single year, reflecting the annual funding settlement from constituent authorities and the Scottish Government. SWestrans' should look to develop medium to longer term financial plans to support the organisation take a strategic approach to addressing the financial pressures facing the organisation.

Current year management response: Due to the annual funding settlement provided to Dumfries and Galloway Council, the SWestrans revenue budget continues to be set for a single year which restricts our ability to implement this recommendation.

Responsible Officer: Lead Officer

Implementation Date: Management and Board members should continue to reflect on the need to plan for medium to longer term however we understand this is challenging with the annual budget setting process on which the Partnership relies upon other bodies. No date has been provided for implementation however consideration of this should be made annually as part of the budget setting process.

3. Audit fees and independence

External Audit Fee

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

Client service

We take our client service seriously and continuously seek your feedback on our external audit service. Should you feel our service falls short of expected standards please contact Joanne Brown, Head of Public Sector Assurance Scotland in the first instance who oversees our portfolio of Audit Scotland work (joanne.e.brown@uk.gt.com). Alternatively, should you wish to raise your concerns further please contact Jon Roberts, Partner and Head of Assurance, 30 Finsbury Square, London, EC2A 1AG. If your feedback relates to audit quality and we have not successfully resolved your concerns, your concerns should be reported to Elaine Boyd, Assistant Director, Audit Scotland Quality and Appointments in accordance with the Audit Scotland audit quality complaints process.

Transparency

Grant Thornton publishes an annual Transparency Report, which sets out details of the action we have taken over the past year to improve audit quality as well as the results of internal and external quality inspections. For more details see [Transparency report 2021](https://www.grantthornton.co.uk/transparency-report-2021) ([grantthornton.co.uk](https://www.grantthornton.co.uk))

Fees for other services

Service	Fees £
We confirm that for 2021/22 we did not receive any fees for non-audit services	Nil

Independence and ethics

- We confirm that there are no significant facts or matters that impact on our independence as auditors that we are required or wish to draw to your attention.
- We have complied with the Financial Reporting Council's Ethical Standards and therefore we confirm that we are independent and are able to express an objective opinion on the financial statements.
- We confirm that we have implemented policies and procedures to meet the requirements of the Financial Reporting Council's Ethical Standard and we as a firm, and each covered person, confirm that we are independent and are able to express an objective opinion on the financial statements.
- We are required by auditing and ethical standards to communicate any relationships that may affect the independence and objectivity of the audit team.
- We can confirm no independence concerns have been identified.

4. Communication of audit matters

International Standards on Auditing (UK) (ISA) 260, as well as other ISAs, prescribe matters which we are required to communicate with those charged with governance, and which we set out in the table below.

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



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Grant Thornton UK LLP
Level 8
110 Queen Street
GLASGOW
G1 3BX

31 March 2023

Dear Sirs

**South West of Scotland Transport Partnership
Financial Statements for the year ended 31 March 2022**

This representation letter is provided in connection with the audit of the financial statements of South West of Scotland Transport Partnership ('the Partnership') for the year ended 31 March 2022 for the purpose of expressing an opinion as to whether the Partnership financial statements are presented fairly, in all material respects in accordance with International Financial Reporting Standards, and the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom 2021/22 and applicable law.

We confirm that to the best of our knowledge and belief having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves:

Financial Statements

- i. We have fulfilled our responsibilities for the preparation of the Partnership's financial statements in accordance with International Financial Reporting Standards and the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom 2021/22 ("the Code"); in particular the financial statements are fairly presented in accordance therewith.
- ii. We have complied with the requirements of all statutory directions affecting the Partnership and these matters have been appropriately reflected and disclosed in the financial statements.
- iii. The Partnership has complied with all aspects of contractual agreements that could have a material effect on the financial statements in the event of non-compliance. There has been no non-compliance with requirements of any regulatory authorities that could have a material effect on the financial statements in the event of non-compliance.
- iv. We acknowledge our responsibility for the design, implementation and maintenance of internal control to prevent and detect fraud.
- v. There are no significant accounting estimates or judgements in the preparation of the financial statements. Assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable. Such accounting estimates include depreciation of property, plant and equipment. We are satisfied that the material judgements used in the preparation of the financial statements are soundly based, in accordance with the Code and adequately disclosed in the financial statements. We understand our responsibilities includes identifying and considering alternative, methods, assumptions or source data that would be equally valid under the financial reporting framework, and why these alternatives were rejected in favour of the estimate used. We are satisfied that the methods, the data and the significant assumptions used by us in making accounting estimates and their related disclosures are appropriate to achieve recognition, measurement or disclosure that is reasonable in accordance with the Code and adequately disclosed in the financial statements.

South West of Scotland Transport Partnership

www.swestrans.org.uk

Chair: Councillor Brian J Collins

Lead Officer: John Nelson

- vii. except as disclosed in the financial statements:
 - a. there are no unrecorded liabilities, actual or contingent
 - b. none of the assets of the Partnership has been assigned, pledged or mortgaged
 - c. there are no material prior year charges or credits, nor exceptional or non-recurring items requiring separate disclosure.
- viii. Related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of International Financial Reporting Standards and the Code.
- ix. All events subsequent to the date of the financial statements and for which International Financial Reporting Standards and the Code require adjustment or disclosure have been adjusted or disclosed.
- x. We have considered the adjusted misstatements, and misclassification and disclosures changes schedules included in your Audit Findings Report. The Partnership's financial statements have been amended for these misstatements, misclassifications and disclosure changes and are free of material misstatements, including omissions.

The financial statements are free of material misstatements, including omissions.
- xi. Actual or possible litigation and claims have been accounted for and disclosed in accordance with the requirements of International Financial Reporting Standards.
- xii. We have no plans or intentions that may materially alter the carrying value or classification of assets and liabilities reflected in the financial statements.
- xiii. We have updated our going concern assessment. We continue to believe that the Partnership's financial statements should be prepared on a going concern basis and have not identified any material uncertainties related to going concern on the grounds that:
 - a. the nature of the Partnership means that, notwithstanding any intention to cease its operations in their current form, it will continue to be appropriate to adopt the going concern basis of accounting because, in such an event, services it performs can be expected to continue to be delivered by related public authorities and preparing the financial statements on a going concern basis will still provide a faithful representation of the items in the financial statements
 - b. the financial reporting framework permits the entry to prepare its financial statements on the basis of the presumption set out under a) above; and
 - c. the Partnership's system of internal control has not identified any events or conditions relevant to going concern.

We believe that no further disclosures relating to the Partnership's ability to continue as a going concern need to be made in the financial statements

Information Provided

- xiv. We have provided you with:
 - a. access to all information of which we are aware that is relevant to the preparation of the Partnership's financial statements such as records, documentation and other matters;
 - b. additional information that you have requested from us for the purpose of your audit; and
 - c. access to persons within the Partnership via remote arrangements from whom you determined it necessary to obtain audit evidence.
- xv. We have communicated to you all deficiencies in internal control of which management is aware.
- xvi. All transactions have been recorded in the accounting records and are reflected in the financial statements.
- xvii. We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- xviii. We have disclosed to you all information in relation to fraud or suspected fraud that we are aware of and that affects the Partnership and involves:
 - a. management;
 - b. employees who have significant roles in internal control; or
 - c. others where the fraud could have a material effect on the financial statements.
- xix. We have disclosed to you all information in relation to allegations of fraud, or suspected fraud, affecting the financial statements communicated by employees, former employees, analysts, regulators or others.
- xx. We have disclosed to you all known instances of non-compliance or suspected non-compliance with laws and regulations whose effects should be considered when preparing financial statements.
- xxi. We have disclosed to you the identity of the Partnership's related parties and all the related party relationships and transactions of which we are aware.
- xxii. We have disclosed to you all known actual or possible litigation and claims whose effects should be considered when preparing the financial statements.

Annual Governance Statement

- xxiii. We are satisfied that the Annual Governance Statement (AGS) fairly reflects the Partnership's risk assurance and governance framework and we confirm that we are not aware of any significant risks that are not disclosed within the AGS.

Remuneration Report

- xxiv. We are satisfied that there is no requirement to prepare a remuneration report as South West of Scotland Transport Partnership does not have any employees and members do not receive remuneration for their role on the Partnership Board.

Narrative Report

xxv. The disclosures within the Narrative Report fairly reflect our understanding of the Partnership's financial and operating performance over the period covered by the Partnership's financial statements.

Approval

The approval of this letter of representation was minuted by the South West of Scotland Transport Partnership Board at its meeting on 31 March 2023

Yours faithfully

Name.....

Position.....

Date.....

Name.....

Position.....

Date.....

Signed on behalf of the Partnership

SWEST *Trans*.org.uk

South West of Scotland Transport Partnership



Annual Accounts

2021/2022

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Management Commentary

Membership of the South West of Scotland Transport Partnership Board

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

The Council members have substitutes being:-

Ian Carruthers (Dumfries and Galloway Council)
 Katie Hagmann (Dumfries and Galloway Council)
 Jim McColm (Dumfries and Galloway Council)
 Davie Stitt (Dumfries and Galloway Council)
 Vacancy (Dumfries and Galloway Council)

Introduction

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

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

The Financial Statements following this present the South West of Scotland Transport Partnership's (SWestrans) financial position for the year ended 31 March 2022. These statements have been prepared in accordance with proper accounting practice as set out in the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom (the Code).

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

Activities during 2021/22

SWestrans continued to balance service provision and service development through its revenue and capital budgets during 2021/22. The Partnership's officers and Board members have continued to participate in the development of local, regional and national initiatives including the Regional Transport Strategy, the Transport (Scotland) Act 2019 and the second Strategic Transport Projects Review (STPR2).

There were no changes to the five Councillor members or the two external members representing South of Scotland Enterprise and NHS Dumfries and Galloway on the SWestrans Board in 2021/22.

All Board meetings in 2021/22 were held remotely on Microsoft Teams.

The Covid-19 pandemic continued to impact directly on bus usage across the region, detailed passenger usage for 2019, 2020 and 2021 was collated with Stagecoach providing high-level usage numbers on their commercial journeys. This enabled a comparison to be made across the 3 years with 2019 showing the pre-Covid usage. A summary of the usage figures (annualised) is provided below:

Type	2019	2020	2021
Supported	1,375,920	704,392	1,030,633
Commercial	3,378,782	1,519,668	1,554,462
Totals	4,754,702	2,224,060	2,585,095

Management Commentary (Continued)

Overall, passenger usage is some 46% below pre-Covid numbers with a slight build back from the 2020 usage which was 53% below pre-Covid usage. Analysis of the supported service information shows the passenger decline is based on a reduction of Adults (17%), Children (41%) and Concessions (50%).

The Scottish Government continued to provide bus operators with additional financial assistance to maintain essential services through two bus service funding schemes:

- The COVID-19 Support Grant (CSG) to maintain core services for essential travel; and
- The COVID-19 Support Grant – Restart (CSG-R) to support service growth while demand is suppressed.

These schemes maintained concessionary travel reimbursement and Bus Service Operator Grant (BSOG) payments at levels budgeted before COVID-19. In February 2022, the Minister for Transport announced that from 1 April 2022, the Network Support Grant will replace the CSG, CSG-R, and the pre-COVID funding scheme, BSOG, to secure services as part of wider improvements to attract passengers back over the longer term. The Scottish Budget for 2022-23 provides up to £93.5 million for this grant, including £40 million in additional funding to support recovery. The Network Support Grant is intended to provide more flexibility than the emergency COVID funding schemes, to enable services to adapt to changed travel patterns. Locally, bus operators are considering the implications of the Network Support Grant on their level of provision. However, if passenger numbers do not return to previous levels there is a significant risk that bus services which were already fragile will be varied or withdrawn

SWestrans continued to work in partnership with Dumfries and Galloway Council on a Public Transport and Travel Transformation Project with the outcomes reported and agreed at the SWestrans Board and the Council's Communities Committee in June 2021. Strategic and technical appraisals on the development and management of public transport operations were undertaken to present a range of options which culminated in the 2 reports (Future opportunities for DGC Buses; Sustainable Public Transport Model). The report on a 'Sustainable Public Transport Model' developed a new sustainable public transport model for the region to ensure that an appropriate and affordable travel option is available to all residents and visitors no matter where they are or which travel mode they use to access services. The 3 tier framework for delivering the new model is outlined below:

- Tier 1 – Community Level Provision: tailored and flexible services providing travel opportunities at community level linking directly to amenities/services or to a more structured/timetabled public transport option. This tier will take the learning and structures developed through the Community Transport Public Social Partnership (PSP) and expand across the region. This 'mainstreaming' of the PSP learnings will be a critical building block for the delivery of needs-based transport.
- Tier 2 – Supported Local Bus and Community Transport Services: 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 2 services would aim to increase patronage of Tier 3 services through the development of Hub and Spoke feeder services to assist with the overall sustainability of commercial routes.
- Tier 3 – Commercial Local Bus and Rail Services: commercial bus routes and ScotRail services. They would operate on the main corridors where there is high passenger demand for these services.

The development of this new public transport model will be challenging and complex. It will require buy-in from all key stakeholders and the travelling public. As well as designing and introducing new transport services it also requires a different approach to funding, governance and the establishment of key infrastructures and structures to enable delivery. SWestrans agreed to being the lead community planning partner in the development of the new public transport model, subject to the identified additional staff resource being provided, with the transition from current delivery to the new public transport model phased over 2 years up to March 2024. The Council agreed its budget in February 2022 which included £138,500 per annum recurring funding to support increased Swestrans Staff Resources.

Delivery of the capital programme continued to be challenging through the year with work undertaken on Phase 2 and Phase 3 of car parking at Lockerbie Station, the purchase of low floor buses, the bus shelter programme and active travel interventions. The Board agreed to contribute £100k over 2021/22 and

Management Commentary (Continued)

2022/23 to Keir, Penpont and Tynron Development Trust to enable progress with their community-led active travel path between Penpont and Thornhill.

Following the publication of the National Transport Strategy 2 and its first Delivery Plan all 7 Regional Transport Partnerships are undertaking a new Regional Transport Strategy (RTS). The development of a new RTS is a significant piece of work which will set the policy and direction for SWestrans for the period from 2022 to 2042. As with all transport strategy and policy documents in Scotland, our RTS will be founded on the principles of the Scottish Transport Appraisal Guidance (STAG), an objective-led framework whereby the options / option packages developed ultimately reflect an evidenced set of problems and opportunities, and Transport Planning Objectives (TPOs) derived from these. Fundamentally, the RTS should:

- clearly set out the transport problems / issues / opportunities which will be faced across the SWestrans area over the RTS period, and
- provide a framework for how these problems / issues / opportunities will be responded to by SWestrans and others.

Ultimately the challenge for the RTS is to produce a strategy and associated implementation / delivery plans that:

- are relevant and meaningful to the public, organisations, and businesses in the SWestrans area, and
- make a material difference in evolving transport in the SWestrans area to a decarbonised and more active future taking into account the largely rural nature of the area.

The development of the new RTS is expected to take some 16 months and is planned to conclude in January 2023. The SWestrans Regional Transport Strategy STAG Case for Change Report was presented to the last meeting of the current SWestrans Board in March 2022 with the intention that the new Board, following the Local Government elections, will take ownership of the process. The Case for Change developed a set of six draft RTS Objectives shown below which reflect and encompass the TPOs and set a clear direction for the strategy:

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

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

The Strategic Transport Projects Review Phase 2 was published on 20 January 2022 and presented the Strategic Business Case for 45 draft recommendations which focus investment on sustainable transport options grouped under 6 themes:

- Improving Active Travel infrastructure.
- Influencing travel choices and behaviours.
- Enhancing access to affordable public transport.
- Decarbonising transport.
- Increasing safety and resilience on the strategic transport network.
- Strengthening strategic connections. SWestrans agreed a response to the consultation on the Phase 1 report.

There is 1 draft recommendation specific to our region (Recommendation 40: Access to Stranraer and the ports at Cairnryan), 4 other draft recommendations highlighted as being of particular benefit and a further 28

Management Commentary (Continued)

recommendations considered to provide benefits across most parts of Scotland. However, new rail lines and new rail stations have not been recommended to be taken forward. The Board, through correspondence to the Minister for Transport and in its response to the STPR2 consultation, has expressed its extreme disappointment and requested reconsideration of their inclusion given that SWestrans along with our partners in the Beattock, Easttriggs and Thornhill Rail Actions Groups expended significant effort and funding to develop a Strategic Business Case (STAG appraisals) for the possible reopening of each station and the clear equality and decarbonisation benefits of rail links..

Budget Performance Statement

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

	2021/22		Variance
	Budget £000	Actual £000	
Staff costs	84	84	0
Transport Costs	10	10	0
Administrative costs	61	61	0
Payments to other bodies	4,027	4,027	0
Central Support costs	44	44	0
Gross Expenditure	4,226	4,226	0
Government Grants	259	259	0
Other income	3,967	3,967	0
Gross Income	4,226	4,226	0
Net Expenditure	0	0	0

SWestrans achieved a breakeven position for the financial year. The major item of expenditure which created the main budget pressure was the subsidies in respect of the local bus network, which totalled £3.97 Million. However, through tight spending controls and active budget management, SWestrans achieved a breakeven position.

SWestrans' received income totalling £4.226 Million with Scottish Government grants and requisitions from Dumfries & Galloway Council being the main contributors to this total.

On 15 November 2019 a new Transport (Scotland) Act 2019 received Royal Assent, this act included a provision in the order (section 122) that would allow a partnership to carry funds over from one financial year to the next and therefore enable a General Fund reserve to be held. The Commencement Order for this Act was agreed at Scottish Parliament in March 2020 and became effective for the 2019/20 Financial Year. Although SWestrans did not make a surplus in 2021/22 if they succeed in doing so in future years it now has the ability to create a General Fund balance at the end of that financial year.

Exemption from preparing a remuneration report

The board members who sit on SWestrans Board do not receive any additional remuneration from that received for the remuneration for being a Councillor with Dumfries and Galloway Council. SWestrans does not directly employ any staff but uses staff time of direct employees of Dumfries and Galloway Council.

Comprehensive Income & Expenditure Statement

SWestrans' Comprehensive Income & Expenditure Statement for the year ended 31 March 2022 is shown on page 13 of these accounts.

Movement in Reserves Statement

The Movement in Reserves Statement is shown on page 14 of the accounts and shows the movement in the year on the different reserves held by the Transport Partnership, analysed into usable reserves – i.e. those that can be applied to fund expenditure – and unusable reserves.

Balance Sheet

SWestrans' Balance Sheet is shown on page 15 of the accounts and provides details of SWestrans' assets and liabilities as at 31 March 2022.

Cash Flow Statement

The Cash Flow Statement is shown on page 16 of the accounts and shows the changes in the cash & cash equivalents of the Partnership during the course of the year.

Andrew Wood
Chairman
31 March 2023

Douglas Kirkpatrick
Lead Officer
31 March 2023

Paul Garrett
Treasurer
31 March 2023

Statement of Responsibilities for the Statement of Accounts

The Transport Partnership's Responsibilities

The Transport Partnership is required to:

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

I confirm that these audited Annual Accounts were approved for signature by the Transport Partnership at its meeting on 31 March 2023 and signed on its behalf

Andrew Wood
Chairman
31 March 2023

The Treasurer's Responsibilities

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

In preparing this statement of accounts, the Treasurer has:

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

The Treasurer has also:

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

I certify that the financial statements give a true and fair view of the financial position of the Partnership at the reporting date and the transactions of the partnership for the year ended 31 March 2022.

Paul Garrett
Treasurer
31 March 2023

Annual Governance Statement

This statement is given in respect of the statement of accounts of the South West of Scotland Transport Partnership. The South West of Scotland Transport Partnership is responsible for ensuring that an effective system of internal financial control is maintained and operated in connection with the resources concerned. The South West of Scotland Transport Partnership is committed to openness and acting in the public interest. It works with key partners to support engagement with stakeholders and wider community, ensuring accountability and encouraging open consultation. In discharging this responsibility, the South West of Scotland Transport Partnership has established governance arrangements including a members Code of Conduct.

The lead officer has been appointed to:

- oversee the implementation and monitor the operation of the Governance Arrangements in place; and
- review the operation of the governance arrangements in practice.

The South West of Scotland Transport Partnership continued to balance service provision through its revenue budget, and service development through capital budgets during 2021/22. The Partnership's officers and Board members have continued to participate in the development of local, regional and national initiatives including the National Transport Strategy, the Transport (Scotland) Act 2019 and the second Strategic Transport Projects Review (STPR2).

The system of internal financial control can provide only reasonable and not absolute assurance that transactions are authorised and properly recorded, and that material errors or irregularities are either prevented or would be detected within a timely period.

The system of internal financial control is based on a framework of regular management information, financial regulations, administrative procedures (including the segregation of duties), management supervision and a system of delegation and accountability. Development and maintenance of the system is undertaken by the Board of the Transport Partnership. This includes consideration of the effectiveness of decision-making framework and information and data provided to the board to support decision making. In line with the Dumfries and Galloway members training arrangements, where required training will be provided to members of the Board. The system currently includes regular financial reports to the Board and management.

The South West of Scotland Transport Partnership Board monitor the performance of services and related projects to ensure that they are delivered in accordance with defined outcomes and they represent best use of resources and value for money. The Partnership Board have oversight of the risks and issues facing the organisation.

Review of effectiveness

South West of Scotland Transport Partnership has responsibility for conducting, at least annually, a review of the effectiveness of its governance framework including the system of internal control. The review of the effectiveness of the system has been informed by the work of managers in the Transport Partnership, the work of Internal Audit and reviews by External Audit.

The Transport Partnership currently uses the financial systems and resources of Dumfries & Galloway Council. This includes effective counter fraud and anti-corruption arrangements as developed and maintained by the Council. The Internal Audit section of Dumfries & Galloway Council has reviewed these systems and has determined that reasonable assurance can be placed upon the adequacy and effectiveness of the systems.

In our opinion, based on the above information, reasonable assurance can be placed upon the adequacy and effectiveness of the Transport Partnership's internal financial control system in the year to 31 March 2022.

Significant Governance Issues

In considering governance arrangements we report below on the progress on significant governance issues during the year and actions planned for the coming year:-

- Internal Audit assurance – The partnership use financial and operational systems and resources provided by Dumfries and Galloway Council. In considering the systems of internal control, the Partnership considers the findings of the Council's Internal Audit service. However, there is an

South West of Scotland Transport Partnership audited Annual Accounts 2021/22

opportunity to enhance the level of oversight and assurance of systems of internal control, risk management and governance arrangement through having specific Internal audit assurance to the Partnership. Over the coming year the Partnership will look at developing independent assurance arrangements from Internal Audit.

The Transport Partnership's complies with the requirements on the Role of the Chief Financial Officer in Local Government, contained in the Chartered Institute of Public Finance and Accountancy's (CIPFA's) 2010 Statement and the Local Authority (Scotland) Regulations 2014.

The Covid-19 pandemic impacted directly on Board meetings with the planned meetings in March 2020 and May 2020 cancelled as officers and members dealt with the initial phase of response to the virus. The 2020 meetings in June, September and November along with the 2021 meetings in January and March were held remotely on Microsoft Teams to comply with virus suppression requirements.

Conclusion

While we have identified opportunities for improving and developing governance arrangements, we are satisfied that the Transport Partnership has in place appropriate arrangements for the governance of its affairs and that reasonable assurance can be placed on the adequacy and effectiveness of the Partnership's corporate governance systems in the year to 31 March 2022 and that the actions identified in the Statement to will address the issues identified and highlighted in this Statement reflect the Partnership's commitment to continuous improvement and will further enhance our corporate governance and internal control arrangements.

Andrew Wood
Chairman
31 March 2023

Douglas Kirkpatrick
Lead officer
31 March 2023

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

Reporting on the audit of the financial statements

Opinion on financial statements

We certify that we have audited the financial statements in the annual accounts of South West of Scotland Transport Partnership for the year ended 31 March 2022 under Part VII of the Local Government (Scotland) Act 1973. The financial statements comprise the Comprehensive Income and Expenditure Statement, Movement in Reserves Statement, Balance Sheet, Cash Flow Statement and notes to the financial statements, including significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and UK adopted international accounting standards, as interpreted and adapted by the Code of Practice on Local Authority Accounting in the United Kingdom 2021/22 (the 2021/22 Code).

In our opinion the accompanying financial statements:

- give a true and fair view in accordance with applicable law and the 2021/22 Code of the state of affairs of the body as at 31 March 2022 and of its income and expenditure for the year then ended;
- have been properly prepared in accordance with UK adopted international accounting standards, as interpreted and adapted by the 2021/22 Code; and
- have been prepared in accordance with the requirements of the Local Government (Scotland) Act 1973, The Local Authority Accounts (Scotland) Regulations 2014, and the Local Government in Scotland Act 2003.

Basis for opinion

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

Conclusions relating to going concern basis of accounting

We have concluded that the use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the body's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from when the financial statements are authorised for issue.

These conclusions are not intended to, nor do they, provide assurance on the body's current or future financial sustainability. However, we report on the body's arrangements for financial sustainability in a separate Annual Audit Report available from the [Audit Scotland website](#).

Risks of material misstatement

We report in our Annual Audit Report the most significant assessed risks of material misstatement that we identified and our judgements thereon.

Responsibilities of the Treasurer and Transport Partnership Board for the financial statements

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

In preparing the financial statements, the Treasurer is responsible for assessing the body's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless there is an intention to discontinue the body's operations.

The South West of Scotland Transport Partnership Board is responsible for overseeing the financial reporting process.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities outlined above to detect material misstatements in respect of irregularities, including fraud. Procedures include:

- obtaining an understanding of the applicable legal and regulatory framework and how the body is complying with that framework;
- identifying which laws and regulations are significant in the context of the body;
- assessing the susceptibility of the financial statements to material misstatement, including how fraud might occur; and
- considering whether the audit team collectively has the appropriate competence and capabilities to identify or recognise non-compliance with laws and regulations.

The extent to which our procedures are capable of detecting irregularities, including fraud, is affected by the inherent difficulty in detecting irregularities, the effectiveness of the body's controls, and the nature, timing and extent of the audit procedures performed.

Irregularities that result from fraud are inherently more difficult to detect than irregularities that result from error as fraud may involve collusion, intentional omissions, misrepresentations, or the override of internal control. The capability of the audit to detect fraud and other irregularities depends on factors such as the skillfulness of the perpetrator, the frequency and extent of manipulation, the degree of collusion involved, the relative size of individual amounts manipulated, and the seniority of those individuals involved.

A further description of the auditor's responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website www.frc.org.uk/auditorsresponsibilities. This description forms part of our auditor's report.

Reporting on other requirements

Other information

The Treasurer is responsible for other information in the annual accounts. The other information comprises the Management Commentary, Annual Governance Statement and Statement of Responsibilities.

Our responsibility is to read all the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the course of the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon except on the Management Commentary and Annual Governance Statement to the extent explicitly stated in the following opinions prescribed by the Accounts Commission.

Opinions prescribed by the Accounts Commission on the Management Commentary and Annual Governance Statement

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

- the information given in the Management Commentary for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with statutory guidance issued under the Local Government in Scotland Act 2003; and
- the information given in the Annual Governance Statement for the financial year for which the financial statements are prepared is consistent with the financial statements and that report has been prepared in accordance with the Delivering Good Governance in Local Government: Framework (2016).

Matters on which we are required to report by exception

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

- adequate accounting records have not been kept; or
- the financial statements and the audited part of the Remuneration Report are not in agreement with the accounting records; or
- we have not received all the information and explanations we require for our audit.

We have nothing to report in respect of these matters.

Conclusions on wider scope responsibilities

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

Use of our report

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

[Signature]

Joanne Brown, (for and on behalf of Grant Thornton UK LLP),

110 Queen Street
Glasgow
G1 3BX

31 March 2023

Comprehensive Income & Expenditure Statement

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

2020/21			2021/22			
Gross Expenditure	Income	Net Expenditure		Gross Expenditure	Income	Net Expenditure
£000	£000	£000		£000	£000	£000
4,501	(4,238)	263	Roads and Transport Services	4,491	(4,226)	265
4,501	(4,238)	263	Net Cost of Services	4,491	(4,226)	265
		0	(Gains) & losses on sale of non-current assets			0
		(285)	Capital grants & contributions			0
		(22)	(Surplus) or Deficit on the Provision of Services			0
		0	Other Comprehensive Income & Expenditure			0
		(22)	Total Comprehensive Income & Expenditure			265

The notes on pages 17 to 25 form part of the accounts.

Movement in Reserves Statement

This statement shows the movement in the year on the different reserves held by the Transport Partnership, analysed into usable reserves – i.e. those that can be applied to fund expenditure – and unusable reserves. The movement in reserves statement shows how the movements in year of the Partnership's reserves are broken down between gains and losses incurred in accordance with generally accepted accounting practices and the statutory adjustments required to return to the amounts chargeable to the General Fund. The net increase/decrease line shows the statutory general fund balance in the year following those adjustments.

	Usable Reserves	Unusable Reserves			Total Reserves
	General Fund Balance £000	Capital Adjustment Account £000	Revaluation Reserve £000	Total Unusable Reserves £000	£000
Balance at 31 March 2020	0	(1,169)	(25)	(1,194)	(1,194)
Movements in Reserves during 2020/21					
Surplus or (Deficit) on provision of services	(22)	0	0	0	(22)
Total Comprehensive Income & Expenditure	(22)	0	0	0	(22)
Adjustments between accounting basis & funding basis under regulations					
- charges for depreciation of non-current assets	(263)	263	0	263	0
- capital grants & contributions applied	285	(285)	0	(285)	0
- Gains & losses on disposal of non-current assets	0	0	0	0	0
	22	(22)	0	(22)	0
Overall Increase/Decrease in year	0	(22)	0	(22)	(22)
Balance at 31 March 2021 carried forward	0	(1,191)	(25)	(1,216)	(1,216)
Movements in Reserves during 2021/22					
Surplus or (Deficit) on provision of services	265	0	0	0	265
Total Comprehensive Income & Expenditure	265	0	0	0	265
Adjustments between accounting basis & funding basis under regulations					
- charges for depreciation of non-current assets	(265)	265	0	265	0
- capital grants & contributions applied	0	0	0	0	0
- Gains & losses on disposal of non-current assets	0	(25)	25	0	0
	(265)	240	25	265	0
Overall Increase/Decrease in year	0	240	25	265	265
Balance at 31 March 2022 carried forward	0	(951)	0	(951)	(951)

The notes on pages 17 to 25 form part of the accounts.

Balance Sheet

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

31 March 2021 £000		31 March 2022 £000	Note
1,216	Property, Plant & Equipment	951	7
1,216	Long Term Assets	951	
	Short Term Debtors		
7	- Central Government bodies	17	
121	- Other entities & individuals	109	16
128	Current Assets	126	
	Short Term Creditors		
(128)	- Other entities & individuals	(126)	16
(128)	Current Liabilities	(126)	
1,216	Net Assets	951	
1,216	Unusable Reserves	951	9
1,216	Total Reserves	951	

The Accounts were issued on 31 March 2023.

The notes on pages 17 to 25 form part of the accounts.

Paul Garrett
Treasurer

Cash Flow Statement

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

2020/21 £000		2021/22 £000
(22)	Net (surplus) or deficit on the provision of services	265
(263)	Adjustment to net (surplus) on the provision of services for non-cash movements	(265)
(285)	Net cash flow from or used in operating activities	(0)
	Investing activities	
285	- Purchase of property, plant & equipment	0
0	Net (increase) or decrease in cash and cash equivalents	0
	0 Cash and cash equivalents at the beginning of the period	0
0	Cash and cash equivalents at the end of the reporting period	0

The notes on pages 17 to 25 form part of the accounts.

Notes to the Accounts

1. Summary of Significant Accounting Policies

a) General Principles

The Annual Accounts summarise the Council's transactions for the 2021/22 financial year and its financial position at the year end of 31 March 2022. The Council is required to prepare an annual Statement of Accounts by the Local Authority Accounts (Scotland) Regulations 2014, and these are required under section 12 of the Local Government in Scotland Act 2003 to be prepared in accordance with proper accounting practice. These practices are the Code of Practice on Local Authority Accounting in the United Kingdom 2021/22 (the Code) supported by International Financial Reporting Standards (IFRS). They are designed to provide a 'true and fair view' of the financial performance and position of the Partnership.

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

The accounts are prepared on a going concern basis.

b) Accruals of Income & Expenditure

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

- suppliers' invoices paid in the two weeks following the year-end have been analysed and included together with specific accruals in respect of further material items provided the goods and services were received in 2021/22,
- all known specific and material sums payable to the Partnership have been included. Revenue for the sale of goods or the provision of services is recognised when it is determined that the service has been provided,
- supplies are recorded as expenditure when they are consumed. When there is a gap between the date supplies are received and their consumption, they are carried as inventories on the Balance Sheet,
- where income and expenditure has been recognised but cash has not been received or paid, a debtor or creditor for the relevant amount is recorded in the Balance Sheet. Where it is doubtful that debts will be settled, the balance of debtors is written down and a charge is made to revenue for the income which will not be collected.

c) Cash & Cash Equivalents

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

d) Changes in Accounting Policies and Prior Period Adjustments

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

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

e) Charges to Revenue for Non-Current Assets

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

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

Notes to the Accounts (continued)

f) Events After the Balance Sheet Date

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

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

g) Exceptional Items

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

h) Grants & Contributions

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

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

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

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

i) Leases

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

The Partnership as Lessor

Operating leases

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

j) Overheads and Support Services

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

k) Property, Plant & Equipment

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

Notes to the Accounts (continued)

Recognition

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

Measurement

Assets are carried on the Balance Sheet at depreciated historical cost as a proxy for current value of assets as the useful economic life of the assets are considered a realistic reflection of the life of the asset and the depreciation method used is a realistic reflection of the consumption of that asset class.

Impairment

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

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

Depreciation

Depreciation is provided on all Property, Plant & Equipment, on a straight-line basis over the expected life of the asset. Where an item of Property, Plant & Equipment has major components whose lives are different and whose costs are significant in relation to the total cost of the item, the components are depreciated separately. Vehicles are held at depreciated historic cost as a proxy for current value and not subject to revaluation. These assets are depreciated over their useful economic lives.

l) Reserves

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

Reserves are categorised under accounting regulations into two broad categories:

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

m) VAT

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

Notes to the Accounts (continued)

2. Accounting Standards Issued & Not Yet Adopted

The Code requires the disclosure of information relating to the impact of an accounting change that will be required by a new standard that has been issued but not yet adopted. The Code requires implementation from 1 April 2022, therefore there is no impact on the 2021/22 financial statements. This applies to the adoption of the following new or amended standards within the 2021/22 Code:

- Definition of a Business: Amendments to IFRS3 Business Combinations;
- Interest Rate Benchmark Reform: Amendments to IFRS 9, IAS 39 and IFRS 7; and
- Interest Rate Benchmark Reform - Phase 2: Amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4.

There are no other accounting standards issued and not yet adopted that will have a material impact on the 2021/22 Annual Accounts

IFRS 16 has not yet been adopted by the Code and is expected to be adopted in April 2022.

While officers are unable to quantify the impact of the new standards at this stage these are not expected to have a material impact on the financial statements.

3. Critical Judgements in Applying Accounting Policies

In applying the Accounting Policies in note 1, the Partnership has had to make certain judgements about complex transactions or those involving uncertainty about future events. There are no critical judgements to disclose.

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

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

There were no items in the Balance Sheet at 31 March 2022 for which there is a significant risk of material adjustment in the forthcoming financial year.

5. Events After the Balance Sheet Date

The unaudited Statement of Accounts were issued by the Treasurer on 24 June 2022. Events taking place after this date are not reflected in the financial statements or notes. There have been no material or non-material events since the date of the Balance Sheet, which have required the figures in the financial statements and notes to be adjusted. SWestrans continued to pay operators as normal following the COVID 19 pandemic with staff and the Board working remotely. The impact on local bus contracts has and continues to be closely monitored.

6. Expenditure and Funding Analysis

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

Notes to the Accounts (continued)

	2020/21 Net Expenditure Chargeable to the General Fund £000	2020/21 Adjustments between the Funding and Accounting Basis £000	2020/21 Expenditure in the Comprehensive Income & Expenditure Statement £000
SWestrans	0	263	263
Net Costs of Services	0	263	263
(Gains) & losses on disposal of non-current assets	0	0	0
Capital grants & contributions	0	(285)	(285)
(Surplus)/Deficit on the Provision of Services	0	(22)	(22)

	2021/22 Net Expenditure Chargeable to the General Fund £000	2021/22 Adjustments between the Funding and Accounting Basis £000	2021/22 Expenditure in the Comprehensive Income & Expenditure Statement £000
SWestrans	0	265	265
Net Costs of Services	0	265	265
(Gains) & losses on disposal of non-current assets	0	0	0
Capital grants & contributions	0	0	0
(Surplus)/Deficit on the Provision of Services	0	265	265

7. Property, Plant & Equipment

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

	2020/21 Vehicles £000	2020/21 Vehicles £000
Cost or Valuation		
At 1 April	3,206	3,491
Additions	285	0
Disposals	0	(66)
At 31 March	3,491	3,425
Accumulated Depreciation at 1 April	(2,012)	(2,275)
Charge for year	(263)	(265)
Write Back on Disposal	0	66
Accumulated Depreciation at 31 March	(2,275)	(2,474)
Net Book Value at 31 March	1,216	951

Notes to the Accounts (continued)

Depreciation

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

8. Usable Reserves

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

9. Unusable Reserves

Capital Adjustment Account

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

	2020/21 £000	2021/22 £000
Balance at 1 April	(1,169)	(1,191)
Assets Disposed of during the year	0	(25)
Depreciation of non-current assets	263	265
Capital grants & contributions credited to the Comprehensive Income & Expenditure Statement	(285)	0
Balance at 31 March	(1,191)	(951)

Revaluation Reserve

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

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

	2020/21 £000	2021/22 £000
Balance at 1 April	(25)	(25)
Assets Disposed of during the year	0	25
Balance at 31 March	(25)	0

10. Payments to Members

No payments were made to Members of the SWestrans Board during 2021/22 or 2020/21.

11. Audit Fees

The external audit fee payable for 2021/22 was £10,530 (£10,240 in 2020/21). There were no fees paid for non-audit services.

Notes to the Accounts (continued)

12. Grant Income

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

	2020/21 £000	2021/22 £000
Credited to Taxation and Non Specific Grant Income		
Capital grants & contributions	(285)	0
Total	(285)	0
Credited to Services		
Scottish Government grants	(259)	(259)
Dumfries & Galloway Council service funding	(3,578)	(3,548)
Total	(3,837)	(3,807)

13. Related Parties

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

Central Government

Central Government is responsible for providing the statutory framework, within which the Transport Partnership operates, provides some of its funding in the form of grants and prescribes the terms of many of the transactions that the Transport Partnership has with other parties. Details of Central Government Grants received are contained in Note 12 (grant income).

Other Public Bodies

Dumfries & Galloway Council is responsible for providing the funding for the day-to-day operation of the Transport Partnership under the Transport (Scotland) Act 2005. In 2021/22, the Council provided £100k (£100k in 2021/22) as match funding to a Scottish Government grant for core running costs, a capital grant of £0k (£285k 2020/21) and a further £3.591 Million (£3.573 Million in 2020/21) was requisitioned by the Transport Partnership to cover the operating costs for 2021/22. SWestrans does not employ its own staff and during 2021/22 Dumfries & Galloway Council charged SWestrans £131k (£163k in 2020/21) in respect of staff support, supplies and other support services. NHS Dumfries and Galloway contributed £70k (£70k in 2020/21) to a specific bus contract. At the year-end £46k (£39k in 2020/21) was outstanding for payments to Dumfries and Galloway Council and £80k (£82k in 2020/21) in relation to sums held in the Dumfries and Galloway Council Loans Fund.

14. Leases

Partnership as Lessor

SWestrans purchased 0 buses in 2021/22 (2 buses in 2020/21) and 30 (34 in 2020/21) buses are leased to private bus operators as part of specific route tenders. No income is received from these operating leases.

Notes to the Accounts (continued)

15. Key Management Personnel

SWestrans do not directly employ any staff and Dumfries and Galloway Council recharge SWestrans for staff and operational support during the year. Included within this recharge is an estimate of the share of the Lead Officer's time on SWestrans activities. Their remuneration for short term benefits is set below (Note share of pension movements is unavailable):

	2020/21 £000	2021/22 £000
SWestrans' charge of wages and salaries	42	43

16. Financial Instrument Balances

Financial instruments are contracts which create a financial asset in one entity and a financial liability in another. They are recognised at fair value or amortised cost, or where no reliable measurement exists, measured at cost. The following categories of financial instruments are carried in the Balance Sheet. These are all current:

	Current – Amortised cost	
	2020/21 £000	2021/22 £000
Financial Liabilities		
Short term creditors (current)	(128)	(126)
	Current- Amortised cost	
	2020/21 £000	2021/22 £000
Financial assets		
Short term debtors (current)	121	109

There were no gains and losses recognised in the comprehensive Income and Expenditure Statement in relation to financial instruments during 2021/22 (2020/21: £nil).

Financial Liabilities

A financial liability is an obligation to transfer economic benefits controlled by the Transport Partnership and can be represented by a contractual obligation to deliver cash or financial assets or an obligation to exchange financial assets and liabilities with another entity that is potentially unfavourable to the Transport Partnership. The Transport Partnership Financial liabilities were short term creditors held at amortised cost.

Financial assets

A financial asset is a right to future economic benefits controlled by the Transport Partnership that is represented by cash, equity instruments or a contractual right to receive cash or other financial assets or a right to exchange financial assets and liabilities with another entity that is potentially favourable to the Board. The financial assets held by the Transport Partnership during the year are accounted at amortised cost and comprise short term receivables.

Financial instruments classified at amortised cost are carried in the Balance Sheet at amortised cost. Their fair values have been estimated by calculating the net present value of the remaining contractual cash flows at 31st March 2022. The fair value of short-term instruments, including trade payables and receivables, is taken to be the invoiced or billed amount.

Nature and Extent of Risks Arising from Financial Instruments

All Treasury Management is carried out on the Partnership's behalf by Dumfries and Galloway Council. The Council, on behalf of the Transport Partnership, has overall risk management procedures that focus on the unpredictability of financial markets, and implementing restrictions to minimise these risks.

Market risk - the possibility that financial loss might arise for the Transport Partnership as a result of changes in such measures as interest rate movements is considered immaterial because the finances of the Transport Authority are such that during the year there was no interest payable or receivable.

Credit risk - the possibility that other parties might fail to pay amounts due to the Transport Partnership is considered insignificant on the basis debt payable to the Transport Partnership is due from other public bodies.

Liquidity risk – the risk that the Transport Partnership might not have funds available to meet its commitments to make payments is considered immaterial given its statutory responsibility to have a balanced budget and that constituent authorities have to fund the Transport Partnership's activities

Price and foreign exchange risk - the possibility that fluctuations in equity prices or fluctuations in exchange rates has a significant impact on the value of financial instruments held is considered immaterial because of the nature of financial instruments held.

DRAFT REVENUE EXPENDITURE BUDGET 2023/24

1. Reason for Report

To seek agreement to the draft revenue budget for the financial year 2023/24

2. Background

2.1 The Scottish Government has offered £259,250 revenue funding for 2023/24, the same level as applied since 2011/12.

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

2.3 Dumfries and Galloway Council at its meeting of 28 February 2023, agreed its budget for 2023/24. At this meeting the Council approved Swestrans bid for additional resources to support the extension of contracts on a non-recurring basis at a cost of £57K. The 2023/24 revenue budget for SWestrans is £4,504,289.

3. Key Issues

3.1 The total available draft revenue funding of £4,504,289 is as indicated in Table 1.

Item	Cost £
Staff Costs	249,348
Administration Costs	21,153
Procured Services	4,185,038
Central Support	48,750
TOTAL	4,504,289

Table 1 – 2023/24 Revenue Funding

4. Implications	
Financial	It is intended to provide monitoring reports to Board meetings on a regular basis throughout financial year 2023/24
Policy	No policy implications from this report
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	Revenue budget relates to two known risks: R06 – Overspend R07 – Revenue funding

5. Consultation

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

6. Recommendation

It is recommended that Members of the Board agree the draft revenue budget for 2023/24 as set out in Table 1.

Janet Sutton - Report Author
Tel:01387 260105

Date of Report: 01 March 2023
File Ref:

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

SWESTRANS ANNUAL REPORT 2021/22

1. Reason for Report

To agree the SWestrans Annual Report 2021/22.

2. Background

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

2.2 The report should cover the operational and financial year from 1 April 2021 to 31 March 2022. It should include a report of performance against the objectives, targets and performance indicators set out in the Regional Transport Strategy and should be sent to constituent Councils and others who have provided funding.

3. Key Points

3.1 The draft Annual Report 2021/22 is attached as the **Appendix** to this report.

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

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

5. Recommendation

Members of the Board are asked to agree the SWestrans Annual Report for 2021/22 attached as the Appendix.

Report Author: Grant Coltart	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 20 March 2023 File Ref: SW2/meetings/2023	

APPENDIX – SWestrans Annual Report 2021/22

ANNUAL REPORT

2021/22

The Annual Report of the South West of Scotland Transport Partnership, outlining its resources and outputs for financial year 2021/22.

Annual Report

1. FOREWORD

This is the annual report of the South West of Scotland Regional Transport Partnership (SWestrans), which details the resource utilisation and activities of the Regional Transport Partnership for the financial year 2021/22.

As a Model 3 Scottish Regional Transport Partnership, SWestrans has responsibility for procuring socially necessary public transport for the Dumfries and Galloway region. The work of the South West of Scotland Transport Partnership during 2021/22 was again a balance of service provision through its revenue budget, and service development through capital budgets.

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

2. INTRODUCTION

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

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

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

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

report of performance against the objectives, targets and performance indicators set out in the RTS and should be sent to constituent Councils and others who have provided funding. This report covers the period from 1 April 2021 to 31 March 2022.

SWestrans is subject to additional reporting requirements in respect of:

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

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

3. THE BOARD

3.1 Members

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

The Members of the SWestrans Board on 1 April 2021 were:

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

The Council Member substitutes on 1 April 2021 were:

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

3.2 Observers

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

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

The list of Observers on 1 April 2021 was as follows:

- June Hay Outdoor Access Forum
- Emma Watson Network Rail
- Hugh McCreadie
- Fraser Smith Stagecoach Scotland
- Graham Whiteley
- Rhian Davies Sustrans
- Christopher Craig Thornhill Station Action Group

Observers receive Board Papers electronically.

4. MEETINGS

4.1 Dates

There were 5 Meetings of the Board between 1 April 2021 and 31 March 2022 with provision for special meetings where urgent business needs to be discussed. Meetings were held on the following dates, with all taking place virtually due to the Covid-19 pandemic

- 25 June 2021
- 24 September 2021
- 26 November 2021
- 28 January 2022
- 25 March 2022

4.2 Agendas

Item	25 June 2021
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 26 MARCH 2021
4	TRANSPENNINE EXPRESS UPDATE
5	REVENUE BUDGET OUTTURN REPORT 2020/21
6	REVENUE BUDGET MONITORING REPORT 2021/22 FOR THE PERIOD ENDING 31 MAY 2021
7	DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2020/21
8	CAPITAL EXPENDITURE PROGRAMME 2020/21 OUTTURN REPORT
9	CAPITAL EXPENDITURE PROGRAMME 2021/22 - 2023/24 UPDATE
10	CALENDAR OF MEETINGS
11	OBSERVERS
12	ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION
13	LOCAL BUS SUSTAINABILITY (CONFIDENTIAL)

Item	24 September 2021
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 25 JUNE 2021
10	ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION
11	RESOURCING SWESTRANS (CONFIDENTIAL)

Item	26 November 2021
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 24 SEPTEMBER 2021
4	REVENUE BUDGET MONITORING REPORT 2021/22 FOR THE PERIOD ENDING 31 OCTOBER 2021
5	REPORT BY EXTERNAL AUDIT ON THE 2020/21 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP
6	CAPITAL EXPENDITURE PROGRAMME 2021/22 - 2023/24 UPDATE
7	SHORT PATHS BETWEEN COMMUNITIES
8	CLIMATE CHANGE DUTIES – REPORTING 2020/21
9	LOCAL BUS SERVICES UPDATE
10	ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

Item	28 January 2022
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 26 NOVEMBER 2021
4	REVENUE BUDGET MONITORING REPORT 2021/22 FOR THE PERIOD ENDING 31 DECEMBER 2021
5	CAPITAL EXPENDITURE PROGRAMME 2021/22 - 2023/24 UPDATE
6	REGIONAL TRANSPORT STRATEGY
7	LOCAL RAIL DEVELOPMENT FUND - KIRKCONNEL
8	LOCAL BUS SERVICES - PROCUREMENT
9	RISK MANAGEMENT
10	PSP UPDATE
11	STRATEGIC TRANSPORT PROJECTS REVIEW – UPDATE
12	ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

Item	25 March 2022
1	SEDERUNT AND APOLOGIES
2	DECLARATIONS OF INTEREST
3	MINUTES OF MEETING ON 28 JANUARY 2022
4	EXTERNAL AUDIT PLAN 2021/22
5	DRAFT REVENUE EXPENDITURE BUDGET 2022/23
6	DRAFT CAPITAL EXPENDITURE PROGRAMME 2022/23 - 2024/25
7	SWESTRANS ANNUAL REPORT 2020/21
8	CODE OF CONDUCT
9	CONSULTATIONS
10	REGIONAL TRANSPORT STRATEGY
11	ANY OTHER BUSINESS WHICH THE CHAIR MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION
12	LOCAL BUS SERVICES – CONTRACTS (CONFIDENTIAL)

5. GOVERNANCE

5.1 Members

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

5.2 Key Governance Documentation

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

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

5.3 Annual Accounts 2021/22

Draft Annual Accounts for 2021/22 were considered by the SWestrans Board at its meeting on 24 June 2022. These were prepared to comply with International Financial Reporting Standards and proper accounting Practice. The draft unaudited accounts were submitted prior to the statutory deadline of 30 June 2022, and to Grant Thornton, who are the appointed external auditors for SWestrans. The draft accounts were published on the SWestrans website and the Council's website during this period. The Final Accounts will be received by the Board at its meeting on 31 March 2023 prior to being signed by the Treasurer.

Revenue Expenditure

The expenditure for 2021/22 was £4,490,413. This was funded by:

- Grants from the Scottish Government totalling £259,250 for core costs and the progression of the Regional Transport Strategy;
- Dumfries and Galloway Council also contributed £100,000 to the core running costs, £264,452 towards depreciation of assets and £3,491,370 in respect of payments made to Bus Contractors; and
- Other contributions totalling £375,341 which included Dumfries and Galloway College (£52,136), Strathclyde Passenger Transport (£207,173), Scottish Borders Council (£40,400), NHS Dumfries and Galloway (£70,000) and Barony College (£5,632).

5.4 Internal Audit

No internal audit was carried out during 2021/22.

5.5 External Audit

Audit of Accounts

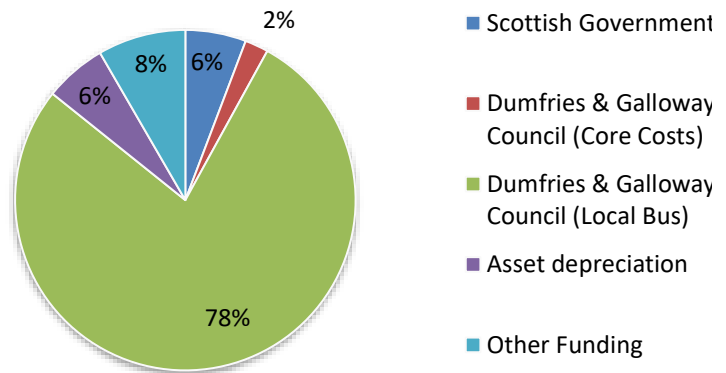
Regulation 6 of the Local Authority Accounts (Scotland) Regulations 1985 (as amended) requires that a certified abstract of accounts and the external auditor's report to Board Members on those accounts should be laid before a meeting of the Board no later than two months following their receipt. The partnership's external auditors for 2021/22 were Grant Thornton UK LLP.

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

The International Standard on Auditing 260 (ISA 260) requires auditors to communicate matters relating to the audit of the financial statements to those charged with the governance of a body in sufficient time to enable appropriate action. The Senior Audit Manager therefore provided a report to the Board highlighting the points arising from his team's work.

The external auditor's report on the audit of SWestrans' 2021/22 Annual Accounts to the Board, (in line with the requirements of the International Standard on Auditing 260 (ISA 260)), will be presented to the Board for approval on 31 March 2023.

SWestrans Funding Sources 2021/22



Due to restrictions associated with Covid 19, the audit of SWestrans Annual Accounts has been undertaken remotely for both 2020/21 and 2021/22. This approach has been more resource intensive for both Grant Thornton and Officers.

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

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

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

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

5.6 Performance Management

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

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

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

6. FUNCTIONS

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

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

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

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

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

7. STAFFING AND RESOURCES

7.1 Key Staff

SWestrans employs no staff directly. Staff are employed by Dumfries and Galloway Council on behalf of SWestrans, and either attached to the Partnership, or provide significant support to it in addition to their Council roles. During 2021/22 these staff resources included:

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

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

7.2 Other Business Needs

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

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

7.3 Secretary to the Board

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

7.4 Chair of the Board

Andrew Wood was the Chair of the Board for the 2021/22 period, being appointed by the SWestrans Board on 30 June 2017. The Chair represents SWestrans on the Dumfries and Galloway Strategic Partnership.

7.5 Vice-Chair of the Board

John Campbell was the Vice-Chair of the Board for the 2021/22 period, being appointed by the SWestrans Board on 18 September 2020.

8. STRATEGY, POLICY, LOBBYING AND ENGAGEMENT

8.1 National and Regional Strategy

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

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

National Transport Strategy

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



The NTS2 set out priorities for Scotland's transport system over the next 20 years. The updated vision is that: we will have a sustainable, inclusive, safe and accessible transport system helping to deliver a healthier, more prosperous and fairer Scotland for communities, business and visitors.

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

In addition, at the national level the Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing both inequalities and the need to travel unsustainably are prioritised. There is also a need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the challenges, opportunities and impacts of climate change. Investment promoting a range of measures, including innovative

solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps will investment involving targeted infrastructure improvements be considered.

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



Strategic Transport Projects Review (STPR2)

The STPR2 Phase 2 draft recommendations and accompanying reports were published on 20 January 2022 and were subject to consultation until April 2022.

STPR2 made 45 draft recommendations that focus investment on sustainable transport options grouped under 6 themes:

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

The report stated that the principal benefit of developing a series of recommendations across the whole country is that it maintains an element of consistency. However, these overall recommendations then need to be tailored to respond to regional problems and opportunities.

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

A brief summary of the draft recommendations and their implications for our region is provided in the following paragraphs.

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

Four other recommendations were highlighted as being of particular benefit for our region, these with their recommendations are:

- **Recommendation 18: Supporting integrated journeys at ferry terminals** - a detailed review of key ferry terminals to consider the improvements in timetable information, signing, ticketing and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals.
- **Recommendation 23: Smart, integrated public transport ticketing** – continuing with the support and ongoing delivery of fully integrated smart ticketing and payment services across all public transport, to increase demand and encourage active travel. This recommendation supports the delivery of the objectives within the 2019 Transport (Scotland) Act, and subsequent workstreams, which aims to establish a National Smart Ticketing Advisory Board and set a technological standard for smart ticketing.
- **Recommendation 44: Rail freight terminals and facilities** - that Transport Scotland supports industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/ hubs to confirm how to meet long-term mode shift requirements.

- **Recommendation 45: High speed and cross border rail enhancements** - that Transport Scotland continues to work closely with the UK Government to take forward a programme of infrastructure on-line and off-line upgrades targeted at longer-distance cross-border routes. These will provide higher speed passenger services and increased capacity and reliability for freight.

A further 28 recommendations are considered to provide benefits across most parts of Scotland, including Dumfries and Galloway, they are recommendations: 1, 3, 4, 5, 6, 7, 8, 9, 10, 14, 19, 20, 21, 22, 23, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37 and 38. These along with the 5 recommendations highlighted above have the potential to take forward the majority of packages identified in the South West Scotland Transport Study.

The report and its accompanying suite of documents indicated that 'New Rail Stations' and 'New Rail Lines' do not form recommendations in STPR2. Although taken forward at the Case for Change stage, they did not successfully progress through the subsequent STAG appraisal stages. The report suggested that elements may be appropriate to be taken forward at a regional or local level in accordance with the relevant railway processes.

This was extremely disappointing given that SWestrans along with our partners in the Beattock, Eastriggs and Thornhill Rail Actions Groups expended significant effort and funding to develop a Strategic Business Case (STAG appraisals) for the possible reopening of each station.

The Strategic Business Cases were submitted to Transport Scotland, in line with the relevant railway processes, following a decision at the September 2019 Board meeting with SWestrans subsequently informed that they would not be considered through those processes as 'New Rail Stations' were being progressed through STPR2.

The Board at its meeting in January 2022 agreed to seek urgent clarity from Transport Scotland on the position of new rail stations within STPR2 and the current position of the three STAG appraisals. A full response to the STPR2 draft recommendations was agreed at the March 2022 Board meeting.

8.2 Key Locations

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

Dumfries

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

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

Stranraer and Loch Ryan

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

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

Gretna, Lockerbie, Annan Triangle

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

The Board at its meetings throughout 2021/22 were updated on the stages required to progress parking options at Lockerbie Station.

Remote Rural Communities

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

There are a small number of local bus operators serving Dumfries and Galloway and once again this year the Board and officers were greatly exercised by the ongoing

sustainability issues that these operators face which have been exacerbated by the Covid-19 pandemic. It has become apparent from the issues being faced by operators and the low uptake in the most rural areas, particularly outside of the standard work peaks, that bus services are fragile in areas of the region and cannot sustain a traditional bus service.

Throughout 2021/22 work has continued on social/community transport through the public social partnership (PSP). Further information on the PSP work undertaken in 2021/22 is included within the Community Transport section reported under 8.3 Key Sectors/Themes.

8.3 Key Sectors/Themes

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

Roads

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

The RTS Objective to Improve Transport Links is reflected within the Regional Transport Strategy Delivery Plan.

Bus

Local bus service provision continued to face a number of significant challenges in 2021/22 year, which were further exacerbated by the Covid-19 pandemic.

Sustainability issues regarding local bus services were raised by bus operators throughout the year and the Board agreed courses of action to maintain local bus services and prevent the return of contracts.

SWestrans continued its programme of bus shelter replacement and improvement during 2021/22.

Rail

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

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

The primary community pressure regarding rail travel has been for new stations at Beattock, Thornhill and Eastriggs. As required by the guidance, a 'Strategic Business Case' for each station re-opening were submitted to Transport Scotland for consideration and decision on 14 October 2019. Following the outcome of STPR2 indicated in paragraph 8.1 SWestrans requested that Transport Scotland provide indicative timescales for assessment and decision.

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

Community Transport / Public Social Partnership

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

The Dumfries and Galloway Community Transport Public Social Partnership (PSP) continued to make significant progress in 2021/22.

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

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

Three work streams were developed to progress the PSP:

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

The progress to date in 2021/22 in delivering on the PSP has resulted in:

- Securing funding from South of Scotland Enterprise (SOSE) that will enable the purchase of an electric accessible people carrier, scheduling software and the employability pathway project development.
- The continuation of the two Health Transport volunteer car schemes operated by Annandale Community Transport Services (ACTS) and Galloway Community

Transport (GCT). Despite the impact of COVID19 there continues to be a growing demand for these services. Building on the success of this there is on-going development to expand the service in the Nithsdale area working with the local community transport operators.

- The establishment of an Employability Pathway Project. This project builds on the initial successful D1 training pilot project that was delivered by the PSP. The programme will develop a model for unemployed people, particularly young people, to gain skills, qualifications, and employment in the transport industry. The recruitment of an Employability Officer is underway to assist in taking the project forward.
- The PSP fed into the new model for sustainable public transport development where it is envisaged that community transport will play an important role.
- On-going support to the members of the community transport network.
- Review of community transport fleet. Working with 5 of the community transport operators to undertake a review of the current fleet that will inform what is required to transition to low carbon. The review is being undertaken by Energy Saving Trust Scotland.
- COVID19 has had an impact on being able to take forward the development of the Transport Hub with NHS Dumfries and Galloway. Discussions are on-going with key stakeholders to scope out the best way forward for the hub development.
- With the support of SOSE, work continues in developing and establishing a new community transport social enterprise.
- Ongoing delivery of the 517 Borgue to Kirkcudbright local bus service operated by GCT.

The Community Transport PSP model will be a critical building block of the new model of sustainable public transport that is being developed. This new model will not succeed without a sustainable and engaged Community Transport sector as a key delivery partner for all services.

Walking and Cycling

During 2021/22 SWestrans continued to fund active travel infrastructure through its Capital Programme. Several walking/cycling infrastructure opportunities to improve functional active travel were progressed.

Health

Under the Transport (Scotland) Act 2005, RTPs have a legal requirement to develop a Regional Transport Strategy (RTS) for their area which, as well as identifying accessibility, environmental, social and economic objectives, should seek to facilitate access to hospitals and other healthcare facilities. Regional Transport Strategies

should identify current transport gaps and opportunities within each Health Board and provide a mechanism to deliver and monitor these objectives.

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

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

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

8.4 Community Planning

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

8.5 RTS Monitoring and Review

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

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

While the Regional Transport Objectives are set out in the Regional Transport Strategy, the local indicators and targets are being developed in the context of the RTS Delivery Plan attached to this report as **Appendix 1**, taking into account the aspirations of the Dumfries and Galloway Strategic Partners Single Outcome Agreement. These are reflected in the RTS Delivery Plan (Revised March 2010).

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

8.6 Public Sector Equalities Duty

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

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

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

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

8.7 Public Bodies Climate Change Duty

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

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

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

The Act requires that Scottish Ministers must give guidance to public bodies in relation to their climate change duties, and those bodies must have regard to such guidance.

There are a number of public bodies that the Scottish Ministers consider to be ‘major players’, as they have a larger influence or impact on climate change than others. A list of these in the Guidance includes SWestrans as well as the other Regional Transport Partnerships. An explanation as given as follows:

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

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

At the meeting on 25 November 2021, Members of the Board agreed the submission of the 2020-21 Climate Change Duties Report for SWestrans.

8.8 Public Services Reform Act

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

The provisions in Part 3 impose new duties on Scottish Ministers and each person, body or office-holder listed in Schedule 8 of the Act to publish as soon as is reasonably practicable after the end of the financial year a statement of any expenditure incurred during the financial year on or in connection with Public relations; Overseas travel; Hospitality and entertainment; External consultancy; Payments with a value in excess of £25,000 (not including remuneration) and the number of members or employees (if any) who received remuneration in excess of £150,000.

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

SWestrans expenditure 2021/22 on matters specified by the PSR Act 2010	
Public Relations - services are provided for SWestrans By Dumfries and Galloway Council's Communications Unit	0
Overseas Travel	0
Hospitality and Entertainment	0
External Consultancy	0
External Governance – e.g. external audit and governance support	£12,608
Payments exceeding £25,000 - Payments to bus operators (total of 39 payments exceeding £25,000 to bus operators)	£3,614,877
Remuneration exceeding £150,000	0

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

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

- Lobbying at regional, Scottish, UK national and European level for increased investment in transport and connectivity across all transport modes, including Rail, Roads, Ferries, Aviation and Active Travel. This has been achieved through a number of methods, and it is hoped will inform future transport policy i.e. STPR2.
- Innovative approaches to delivery of sustainable public transport services, including review of the local bus network and bus asset procurement as a spend to save initiative and the establishment of a PSP delivery model.
- Progression of a broad range of infrastructure and soft policy interventions (with significant levels of external funding) designed to advance the aspirations of the Regional Transport Strategy, including regionwide bus infrastructure upgrades.

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

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

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

8.9 RTPs Joint Chairs and Lead Officers

The Chairs of all Scottish Regional Transport Partnerships hold regular joint meetings. The Joint Chairs also hold regular meetings with the Cabinet Secretary, COSLA and the Confederation for Passenger Transport. The Chair is supported at these meetings by the Lead Officer. These meetings have been held virtually throughout 2021/22.

8.10 Freedom of Information, Records Management, and Publication Scheme

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

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

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

compliance with the plan. Records Management Plans must be agreed with the Keeper of the Records of Scotland and regularly reviewed by the authority.

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

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

8.11 Communications and Information

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

SWestrans uses the website to publish information about itself, including meeting agendas, reports and minutes. It is also used to publish studies undertaken by SWestrans which it wishes to place in the public domain. The website includes SWestrans contact information.

9. DELIVERY AND PROJECTS

9.1 The Regional Transport Strategy 2022-2042

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

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

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

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

The draft Case for Change provides a consolidated evidence base to identify the main transport problems and issues experienced within the SWestrans area and sets out proposed strategic components to underpin the development of the new RTS. In doing so, the Case for Change seeks to ensure the RTS is developed upon an evidence base which reflects the latest understanding of problems and issues in the region and reflects travel behaviour changes arising from the COVID-19 pandemic.

The draft Case for Change is supplemented by supporting Equalities Impact Assessment and Strategic Environment Assessment documentation, the development of which will be running in parallel with the RTS.

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

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

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

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

In accordance with STAG requirements, Transport Planning Objectives (TPOs) were developed and correspond to associated problems. These TPOs were used as the basis for setting Strategy Objectives. They also provide a foundation of the types of issues which will be considered in the options appraisal with respect to the Strategy Objectives.

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

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

The Board agreed that the draft Case for Change be subject to a four-week consultation period with the public and key stakeholders being invited to comment on the problems identified and the strategy objectives as well as any general issues they think should be taken into consideration in the development of the RTS.

9.2 Revenue Budget

A detailed summary of the elements of the Revenue Budget 2021/22 is set out in the following table:

	Final Outturn 2020/21	Adjusted Budget 2021/22	Actual Expenditure to 31/3/22	Variance
EXPENDITURE				
Staff Costs	117,280	84,007	84,007	0
Supplies and Services	0	0	0	0
Transport Costs	0	10,016	10,016	0
Administration Costs	14,062	61,392	61,392	0
Payments	4,061,379	4,027,155	4,027,155	0
Central Support	44,999	43,391	43,391	0
Capital Charges	263,723	264,452	264,452	0
Total Expenditure	4,501,443	4,490,413	4,490,413	0
INCOME				
Scottish Government	259,250	259,250	259,250	0
D&G Council	117,818	100,000	100,000	0
Other Contributions	4,230,828	4,131,163	4,131,163	0
Total Income	4,607,896	4,490,413	4,490,413	0
NET EXPENDITURE	0	0	0	0

9.3 Capital Expenditure Programme

Expenditure on the elements of the Capital Expenditure Programme 2021/22 was as follows:

Item	£
Purchase of Accessible Buses	36,240
Bus Infrastructure	0
Rail Station Parking	84,884
Active Travel Projects	130,083
Total	251,207

9.4 External Funding

No external funding was drawn down in 2021/22.

A709 Corridor Upgrade					
It is recognised that major improvements are needed on the A709 corridor in order to provide better connectivity to the Central Belt.					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
A709 Corridor Fastlink	Construction of a new road between Dumfries and Lockerbie to offer enhanced connectivity to Central Scotland	£54m (2002 price base)	Transport Scotland, Dumfries and Galloway Council	STAG Part 1 complete. STAG Part 2 complete and submitted to the Scottish Government and response received.	Considered at Board meeting on 26 March 2010 - to be retained as an aspiration.
Quality Bus Link between Dumfries Railway Station and Lockerbie Railway Station	Quality bus link and enhancements at both stations, including new Accessible Bus provision, access facilities, bus turning facilities, and Real Time Information	£600,000	Transport Scotland, Network Rail, First Scotrail, Dumfries and Galloway Council, Bus Operators	Substantially completed under GoSmart programme.	Potential for further improvements at Lockerbie, specifically integration of bus and rail.

Bus Network Quality Strategy					
Package of measures aimed at improving the quality of the bus network, its integration with rail, cycling and walking, and its attractiveness to users. This includes new bus interchanges at key towns, new bus shelters across the network, real-time passenger information at key nodes, accessible buses and increased service frequencies on the rural bus network. The potential to use biofuels and reduce emissions will be examined.					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
New Bus Interchanges at Key Towns	Development of enhanced bus interchange facilities at key towns	£1,000,000	Dumfries and Galloway Council, Bus Operators	Newton Stewart, Annan, Gretna, Moffat and Castle Douglas complete	Complete
Accessible Buses	Enhanced bus access with low floor buses and improved stops	TBC	Dumfries and Galloway Council, Bus Operators	Fully accessible buses specified in all SWestrans contracts.	Ongoing
Increased Service Frequencies on Rural Bus Network	Enhanced bus network with regular stopping patterns and improved frequencies	TBC	Dumfries and Galloway Council, Bus Operators	Policy Root & Branch Review Complete	Pressure from public sector funding contraction continues.
Real Time Passenger Information at Key Nodes	Introduction of message systems at key bus nodes to inform passengers of real-time bus movements	£2,000,000	Dumfries and Galloway Council, Bus Operators	Extensive provision. System removed in 2016 due to financial savings required.	To be included in new Regional Transport Strategy.
New Bus Shelters Across Network	Roll-out of enhanced bus shelters across the region offering improved waiting environment	TBC	Dumfries and Galloway Council, Bus Operators	Shelters provided from Capital Expenditure Programme across region	Ongoing
Development of Bus Information Strategy	Upgrade information at bus stops. Develop Bus/Air/Rail information and Traveline. Develop integrated ticketing strategy	TBC	Dumfries and Galloway Council, Bus Operators, Rail Operators, Airline Operators	New style bus information panels provided across the region	Ongoing, issues with current software being addressed.
Improved Facilities at Rural Pick-up Points	Low cost improvement measures	TBC	Dumfries and Galloway Council		Ongoing
Bikes on Rural Buses	Development of policy with operators	TBC	Dumfries and Galloway Council, Bus Operators		To be included in new Regional Transport Strategy.

Dumfries Southern Bypass					
Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the critical Crichton area and the health and education services located there.					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Dumfries Southern Bypass	Construction of a new bypass south of Dumfries with a specific emphasis on improved connectivity to the Crichton area (includes improvements to radial routes)	£56 million (2002 prices)	Dumfries & Galloway Council, Scottish Government, Developers	STAG Part 1 complete, STAG Part 2 complete. Not included in STPR2.	Further Board consideration may be required.

Dumfries Town Centre Bus Station					
Development of a new bus station in Dumfries town centre which acts as a key transport node for the wider region. This includes compensatory parking to replace spaces lost to the redevelopment of existing parking stock for the bus station and associated traffic management measures					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Dumfries Town Centre Bus Interchange	Development of a new bus station in Dumfries town centre, possibly at a site of an existing car park with compensatory relocated parking	£4,000,000	Scottish Government, Dumfries & Galloway Council	Study completed. Public consultation exercise completed. Council opted not to progress.	To be included in new Regional Transport Strategy

Dumfries Town Centre Public Realm Improvements Including Walking and Cycling Enhancements					
Package of measures improving the quality of transport infrastructure in Dumfries town centre. This includes public realm improvements, improved access to the rail station and improvements to walking and cycling routes in Dumfries designed to stimulate further regeneration of the regional capital					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Dumfries Town Centre Public Realm Improvements	Series of improvements to the attractiveness and amenity of the town centre including transport links.	TBC	Dumfries & Galloway Council, Private Sector	Friars Vennel, Bank Street, Plainstones and Burns Statue complete.	Complete
Crichton Access Roads	Improved road access to the Crichton	£2,000,000	Dumfries & Galloway Council	Included with Dumfries Southern Bypass	
Dumfries Bus Priority	Improvements on key bus routes in Dumfries	£1,000,000	Dumfries & Galloway Council, Bus Operators	Concluded with report to Council	
Sustainable Transport Initiatives	Opportunities in Dumfries from development of Southern Bypass	TBC	Dumfries & Galloway Council, Bus Operators, Forums	Elements completed as part of GoSMART Dumfries	
Cycling/Walking Improvements Dumfries	Improvements to the cycling/ walking network	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Maxwelltown Cycle Path including Connect2 Queen of the South Viaduct complete. Facilities provided as part of GoSMART Dumfries	Further projects being progressed in partnership with Dumfries & Galloway Council aligned with the new Active Travel Strategy.
Dumfries Town Centre – Rail Station Access	Improve access arrangements to Dumfries railway station	£300,000	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Completed as part of GoSMART Dumfries	ScotRail published the Dumfries Station Travel Plan in 2019.
Dumfries Park and Choose Network	Development of a series of Park and Choose sites around Dumfries	TBC	Dumfries & Galloway Council, Scottish Government, Operators	Substantial development as part of GoSMART Dumfries	
Dumfries Sustainable Travel Demonstration Town	Partnership with Scottish Government and Dumfries & Galloway Council	£6.8 million	Scottish Government, Dumfries & Galloway Council, other partners	Complete	

Rail Services Upgrade Enhanced rail services on the West Coast Main Line (WCML) and the Glasgow and South Western Line (GSWL)					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Improved Lockerbie – Glasgow Service	Improved rail services between Lockerbie and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	New timetable and rolling stock from May 2014. New Transpennine Franchise from April 2016.	Continue to lobby for improved services from Lockerbie station. Lockerbie Station Liaison Group reconvened March 2020.
Improved Lockerbie – Edinburgh Service	Improved rail services between Lockerbie and Edinburgh	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Some improvements to services realised.	Potential for further improvements.
GSW Service Frequency / Journey Time Enhancements Combined with Gretna Annan Doubling	Improved rail services between Carlisle and Glasgow	N/A	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Timetable improvements from May 2022.	Large gaps within Dumfries – Glasgow timetable now addressed. SWestrans submitted a paper detailing the rail timetable needs to Transport Scotland as part of their PfG commitment to review rail in SW Scotland.
	Reinstatement of double track between Gretna and Annan	£36,000,000		Complete	Complete
Stranraer Line Frequency / Journey Time Enhancements	The introduction of additional trains and local line improvements	N/A	Transport Scotland, Network Rail, First	Community Rail Partnership established.	Stranraer Line position paper agreed by Board in 2017 and shared with

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

Regionwide Rail Stations Strategy					
New rail stations at Thornhill, Eastriggs, Beattock and Dunragit / Glenluce area and accessibility improvements at Lockerbie and Kirkconnel stations					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Region-wide Stations Strategy	New rail stations at locations across the region including Thornhill, Eastriggs, Dunragit/ Glenluce area and Beattock	£7m - £12m	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Original STAG Studies complete for Thornhill and Eastriggs, and submitted to Transport Scotland. Response received. Advised that new STAG studies required to progress.	STAG Appraisals completed for Eastriggs, Beattock and Thornhill and submitted to Transport Scotland. Further addendums submitted following conclusion of STPR2.
Accessibility Improvements – Lockerbie Station	Improved access to Lockerbie station, particularly for wheelchair users to the southbound platform	£1,400,000	Transport Scotland, Network Rail, Dumfries & Galloway Council	Disabled Access project complete	Complete
Accessibility Improvements – Kirkconnel Station	Improved access to Kirkconnel station, particularly for wheelchair users to the southbound platform	TBC	Transport Scotland, Network Rail, First Scotrail, Dumfries & Galloway Council	Network Rail has been asked to consider accessibility improvements. Study into alternatives to a bridge and lifts option being progressed	LRDF bid accepted and Case for Change submitted to Transport Scotland.

Stranraer Waterfront and Town Centre Public Realm Improvements Including Public Rail / Bus Interchange Hub and Walking and Cycling Enhancements					
Package of measures improving the quality of transport infrastructure in Stranraer town centre and waterfront area. This includes public realm improvements, improved walking and cycling linkages between the town centre and the waterfront and the development of integrated public transport interchange and associated multi-modal rail / bus / ferry links					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Integrated Public Transport Interchange, Stranraer, and Associated Multi-modal Rail / Bus / Ferry Links	Development of integrated public transport interchange for rail, bus and ferry users. Undertake further study to review possible extension of railway line to Cairnryan	£2,350,000	Dumfries & Galloway Council, Transport Scotland, Scottish Government, Network Rail, EU-ERDF	StenaLine relocation complete 2011.	Budget allocation for interchange removed and absorbed within regeneration project.
Stranraer Town Centre/ Waterfront Links	Package of measures improving the quality of transport infrastructure in Stranraer town centre including public realm improvements and improved walking and cycling linkages between the town centre and the waterfront and ferry terminals	TBC	Dumfries & Galloway Council, Private Sector	StenaLine relocation complete. Service 350 implemented Sep 2013 (removed 2018)	Project being taken forward by Dumfries and Galloway Council with assistance from SWestrans officers.

Regionwide Cycling / Walking and Sustainable Travel Projects Including Completion of the National Cycle Network					
Completion of the National Cycle Network – NCR 73 Newton Stewart – Cairnryan to link NCN Network in Scotland to NCN in Northern Ireland via the Loch Ryan ferry terminals. Involves completion of the Dunragit Bypass and Innermessan to Drummuckloch and cycle / walking path between Beattock and Moffat and cycle / walking path between Lochmaben and Lockerbie. An East to West Cycleway along the line of the Southern Upland Way.					
Intervention	Description	Estimated Expenditure 2009-2024	Potential Partners	Progress to 2021/22	Timescale and Comments (2021/22)
Lockerbie to Lochmaben Cycle Route	Link to NCN and employment opportunities, providing alternative route to A709, requires bridge over River Annan	£1,000,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Initial design, land issues and external funding opportunities continue to be investigated	The Board agreed to curtail work on this element at its meeting in March 2018.
Moffat to Beattock Cycle Route	Link to NCN extending link from Dumfries and providing off-road alternative to A701	£250,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans	Path complete between Beattock and Hidden Corner.	Complete
National Cycle Network Completion	Completion of NCN linking Newton Stewart and Stranraer to Cairnryan, linking to ferry terminals and Northern Ireland	£900,000	Dumfries & Galloway Council, Cycling Scotland, Sustrans, Transport Scotland, EU-Interreg4	Works on Newton Stewart to Stranraer complete following the completion of the Dunragit Bypass.	Complete when Transport Scotland do Drummuckloch to Innermessan Scheme on A77.
Sustainable Travel Plan and Associated Projects	Travel Plans for staff of large businesses and public bodies. Marketing of DGTripshare. Bike Scheme. Active Travel Strategy. Consideration of Park & Cycle projects	TBC	Dumfries & Galloway Council, NHS Dumfries & Galloway, Dumfries South Travel Plan Group, Dumfries & Galloway College	Travel Plan for DGRI and Crichton Royal Hospitals complete. DGTripshare established. Dumfries & Galloway Council Travel Plan complete.	Potential for public sector travel plans in locations other than Dumfries.
Provision of Cycling / Walking Infrastructure at Various Locations across the Region	Cycling / Walking routes to link into National and Strategic routes	TBC	Dumfries & Galloway Council, Sustrans, ERDF, Cycling Scotland	Various facilities provided under previous expenditure programmes.	Further /opportunities being taken forward by Dumfries & Galloway Council.
East – West Cycle Route along Southern Upland Way Corridor	Cycling/Walking route to link into national and strategic routes and communities	TBC	Dumfries & Galloway Council, Sustrans, Cycling Scotland	Design, land issues continue to be investigated.	On-going

EQUALITIES REPORTING

1. Reason for Report

To advise Members of SWestrans duties under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations.

2. Background

2.1 SWestrans is a listed public body under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations, and as such SWestrans has a duty to publish an Equalities Mainstreaming Report every 2 years, and a new set of Equality Outcomes every 4 years, to enable us to better perform the Equality Duty.

2.2 The General Equality Duty requires public authorities to, in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by the Equality Act 2010.
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

2.3 The public sector equality duty covers the following protected characteristics - age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

3. Key Points

3.1 Under the Equalities Act 2010, all public authorities are required to implement and publish Equality Outcomes and to report on progress made towards achieving these outcomes.

3.2 SWestrans Board set Equality Outcomes for the period 2021-2025 at the 26 March 2021 Board meeting. An update on these Equality Outcomes is provided in the Equalities Mainstream Report 2021-23 which is attached as the **Appendix** to this report.

3.3 SWestrans Equality Outcomes for the period 2021-2025 are:

EO1: Everyone will be able to easily access and understand the local bus service information they need.

EO2: Public transport services are more flexible to meet the identified travel needs of those who need them most.

EO3: Access and affordability issues are reduced through new transport solutions developed with partners.

EO4: Our work is informed by a greater understanding of the transport and travel needs, barriers faced and experiences of people with protected characteristics.

5. Implications	
Financial	There are no financial implications.
Policy	There are no policy implications.
Equalities	Our statutory duties in respect of equalities are the subject of this report.
Climate Change	There are no climate change implications.
Risk Management	There are no risk management implications.

6. Recommendations	
Members of the Board are asked to:	
6.1	note SWestrans duties under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations; and
6.2	note the SWestrans Equalities Mainstreaming Report 2021-2023 as shown in the Appendix .

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: 17 March 2023 File Ref: SW2/Meetings/2023	

Appendix - SWestrans Equalities Mainstreaming Report 2021-2023



**Equalities
Mainstreaming
Report
2021- 2023**

1. Introduction

The Public Sector Equalities Duty was established by Section 149 of the Equality Act 2010. This is referred to as the General Equality Duty. Specific duties were created by secondary legislation in the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012. The General Equality Duty requires public authorities, in the exercise of their functions, to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct;
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not;
- Foster good relations between people who share a protected characteristic and those who do not.

The Act explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics;
- Taking steps to meet the needs of people from protected groups where these are different from other people;
- Encouraging people from protected groups to participate on public life or in other activities where their participation is disproportionately low.

The protected characteristics The Equality Act 2010 refers to are:

- Age
- Disability
- Sex (Gender)
- Gender reassignment (Transgender identity)
- Pregnancy and maternity
- Race
- Religion and belief
- Sexual orientation
- Marriage and civil partnership

As a statutory Regional Transport Partnership SWestrans is a listed public body in The Equality Act 2010 and is subject to The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012.

The purpose of the specific duties in Scotland is to help those authorities listed in the Regulations in their performance of the General Equality Duty.

The specific duties require a listed public authority to:

- Report on mainstreaming the general equality duty;
- Publish equality outcomes and report progress;
- Assess new or revised policies and practices;
- Review existing policies and practices;

- Gather, use and publish employee information;
- Publish gender pay gap information;
- Publish an equal pay statement;
- Consider award criteria and conditions in relation to public procurement.

SWestrans is committed to fulfilling the duties set out by The Equality Act 2010 and reporting on the areas which are relevant to the organisation as required by the Specific Duties 2012. To advance our ability to meet the requirements of the Act SWestrans officers have taken part in a workshop with the other Regional Transport Partnerships and the Equalities and Human Rights Commission. This session was useful for the RTPs to share information on equalities issues in their areas and discuss ways in which equality outcomes can be adopted to tackle discrimination and promote mainstreaming equalities in our day to day business.

2. Regional Transport Partnership Equalities Duty

The Transport (Scotland) Act 2005 placed a duty on Scottish Ministers to create Regional Transport Partnerships covering the whole of Scotland. SWestrans is one of seven Partnerships and covers an area contiguous within the boundaries of Dumfries and Galloway Council. The Partnership Board consists of five Councillor members and two external members, one from South of Scotland Enterprise and one from NHS Dumfries and Galloway.

A number of individuals and representatives with a variety of interests have been appointed as Observers to the SWestrans Board, including diversity groups as well as the transport sector.

The Board is supported by SWestrans Officers, namely, Lead Officer, Governance Officer, Finance Officer, Team Leader, 2 Policy and Projects Officers, Public Transport Officer and Public Transport Assistant. SWestrans does not directly employ any staff, all staff are employed on its behalf by Dumfries and Galloway Council, and as such they are subject to Dumfries and Galloway Council policies and procedures. SWestrans is therefore exempt from the specific duties detailed in The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 in relation to employee information and pay. SWestrans has a responsibility to satisfy itself that Dumfries and Galloway Council is meeting the public sector equality duties in relation to employment on its behalf. SWestrans has determined that Dumfries and Galloway Council has a published Equalities Scheme in place and fulfils its equalities duties.

As a listed authority SWestrans is required to publish a report on the progress it has made to make the general equality duty integral in the exercise of its functions, in order to better perform that duty. For this reporting cycle the mainstreaming report must be published no later than 30 April 2023 and subsequently at intervals of not more than two years.

SWestrans is also required to publish a set of equality outcomes which will enable the organisation to better perform the general equality duty. Progress

reports on these Equality Outcomes should be published every 2 years as part of the Equalities Mainstreaming Report.

SWestrans set new equality outcomes for the period 2021-2025. These are-

EO1: Everyone will be able to easily access and understand the local bus service information they need.

EO2: Public transport services are more flexible to meet the identified travel needs of those who need them most.

EO3: Access and affordability issues are reduced through new transport solutions developed with partners.

EO4: Our work is informed by a greater understanding of the transport and travel needs, barriers faced and experiences of people with protected characteristics.

SWestrans developed these equality outcomes based on transport policy and evidence of national and local transport inequality and believes that fulfilling these outcomes can better help us to meet the requirements of the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 and mainstream equalities into the work that we do. Progress towards achieving these equality outcomes is outlined in further detail in section 4 of this report.

3. Mainstreaming the Equality Duty

3.1 Regional Transport Strategy

One of the main functions of Regional Transport Partnerships is to develop a Regional Transport Strategy (RTS) which sets both the policy and framework for transport delivery in the RTP area. In developing and delivering the RTS for Dumfries and Galloway, and working with statutory and other key stakeholders, SWestrans seeks to ensure that the connectivity and accessibility needs of all sectors of society and communities are recognised and addressed.

The current RTS which was published in 2008 is founded on the concept of the Sustainability Triangle, recognising that economic, environmental and social development are mutually dependent, and that progress towards sustainability in each policy element is required if sustainable development overall is to be made real.

Our vision is a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region's economy and communities whilst minimising the impact of transport on the environment. The set of projects proposed in the Strategy is closely aligned to objectives and strategic outcomes that were set out by the Scottish Government at the time of writing the 2008 RTS. The five high level objectives for transport were identified as:

- Promoting economic growth;
- Promoting social inclusion;
- Protecting the environment and improving health;
- Improving safety of journeys;
- Improving integration.

SWestrans RTS was due to be renewed in 2021 but due to the Covid-19 pandemic and subsequent delays the new RTS will now be published in summer 2023. The objectives identified above will be reviewed as part of the RTS renewal, in the meantime, SWestrans will continue to ensure that all protected characteristics are taken into account to allow for non-discriminatory and inclusive objectives for public transport in the region.

We are committed to contributing to the National Transport Strategy (NTS2) priority to reduce inequality and the associated outcomes to ensure everyone in Scotland will share in the benefits of a modern and accessible transport system that:

- Will provide fair access to services we need;
- Will be easy to use for all;
- Will be affordable for all.

3.2 Impact Assessments

SWestrans has adopted the Impact Assessment Toolkit developed by Dumfries and Galloway Council. The impact assessment tool helps us to check whether our policies and practices are fair and inclusive.

An impact assessment must be completed when designing policies and strategies, establishing practices, making major decisions (including financial decisions). Implications for equalities are outlined in each Board report to ensure they are clearly highlighted allowing board members, community representatives, diversity groups and other interested parties the opportunity to scrutinise the implications and participate in decision making that affects them.

The Impact Assessment Toolkit is available on our website www.swestrans.org.uk

3.3 Operations

SWestrans is responsible for procuring socially necessary local bus services across Dumfries and Galloway, these services are delivered by a number of bus operators. SWestrans has a responsibility to satisfy itself that operators who deliver services on behalf of SWestrans meet the requirements of the public sector equalities duties.

Operators are themselves subject to the general requirements of the Equality Acts, both as service delivery organisations and as employers.

When tendering for services SWestrans has access to support provided by Dumfries and Galloway Council's Procurement Team. SWestrans will include terms in contract specification documents requiring compliance with equalities legislation and the equalities aspirations of SWestrans.

3.4 Mainstreaming activities

Below is a list of some examples of how SWestrans mainstreams the Equality Act in its day to day business.

Functions

- All Board meeting venues are accessible and access issues are considered.
- Board meetings are 'hybrid' allowing attendance face to face or virtually via MS Teams.
- Board meetings are live streamed, recorded and published on SWestrans website to allow access to all.
- Engagement with diversity groups is facilitated through observers to the Board.
- Board reports are published on our website.
- SWestrans is a member of the Dumfries and Galloway Equality and Diversity Working Group.

Policy and strategy

- Strategy and Policies have been subject to Impact Assessments.
- The new Regional Transport Strategy will undergo an Equality Impact Assessment.
- Dumfries and Galloway Councils Impact Assessment Toolkit has been adopted.

Projects

- All SWestrans projects comply with the General Equality Duty.
- Public engagement and formal consultation, when required, is always undertaken including key stakeholders from diversity groups.
- SWestrans has adopted the Thistle Assistance Card to make using public transport easier for older people and those with disabilities or illness.

Operations

- All local bus assets are fully accessible for people with a physical impairment.
- Accessible buses are specified on all contracted services.
- When tendering for services SWestrans is responsible for meeting the Duty and in doing so includes terms in contracts requiring compliance with equalities legislation.
- Developing a Community Transport Public Social Partnership to enable a move towards more demand responsive transport across the region to ensure everyone has suitable access to public transport.
- Public transport timetables are available on our website and printed accessible copies can be produced as required.

4. Equality Outcomes

SWestrans Regional Transport Strategy (RTS) was due to be renewed in 2021 but due to the Covid-19 pandemic and subsequent delays the new RTS will now be published in summer 2023. During the development of the new RTS particular focus has been given to consultation with a variety of key stakeholders, including representatives from the Equality and Diversity Working Group, to allow all stakeholders can have their say and influence the RTS direction. An Equality Impact Assessment has also been undertaken as part of the development of the RTS.

Due to the delay with the new RTS SWestrans has not had the opportunity to deliver on all of the actions and activities outlined to achieve the equality outcomes which have been set for 2021-2025. However, all four of the equality outcomes will be addressed as part of the new RTS and become an integral part of the new RTS delivery plan.

Below is a list of the equality outcomes and the actions/activities SWestrans will deliver on-

Equality Outcome 1: Everyone will be able to easily access and understand the local bus service information they need.

Actions/activities

- Improve at-stop bus publicity (as well as improving at-stop facilities)
- Improve printed publicity
- Improve digital publicity
- Improve communications and language to ensure that our information and services are accessible
- Engagement with stakeholder groups to understand information gaps
- Adopt additional methods of informing our communities

Equality Outcome 2: Public transport services are more flexible to meet the identified travel needs of those who need them most.

Actions/activities

- Work with national agencies and transport operators to protect key public transport links
- Lead on the development and delivery of the new Public Transport Model agreed by Dumfries and Galloway Council and SWestrans
- Advocate for increased financial support for rural bus services
- Making sure the voice of protected characteristics groups is heard within the new Regional Transport Strategy and Delivery Plan
- Work with the Third Sector and Community Planning Partners to enhance the capacity of Community Transport and deliver the mission

within the Dumfries and Galloway Community Transport Strategy 2022 to 2025

- Develop, design and implement a more flexible transport delivery model
- Trial Demand Responsive Transport solutions
- Work with young people representatives so they can make full benefit of free travel for Under 22s.
- Work with the Local Employability and Skills Partnership and South of Scotland Enterprise to identify transport solutions to ensure sustainable, public and active travel access to employment, education and training locations.
- Review and update the existing local bus Root and Branch Policy to reflect changes in transport demand.

Equality Outcome 3: Access and affordability issues are reduced through new transport solutions developed with partners.

Actions/activities

- Involve individuals and communities with lived experience of poverty in identifying needs and designing transport services to respond to those needs. We will engage with volunteers with lived experience of poverty through the Tackling Poverty Reference Group.
- Explore a range of ways of making travel more affordable. We will lead on a review of fees/fares and work with transport operators and Transport Scotland to encourage and assist with integrated ticketing options and reduced fare schemes.
- Examine ways of addressing the transport challenges faced by people on low incomes in remote and rural areas. We will identify areas where affordability of transport services is affecting access to health appointments and employment opportunities and work with partners to pilot and deliver transport solutions.
- We will continue to investigate how new and innovative transport methods (e.g. demand-responsive transport, autonomous vehicles, and Mobility-as-a-Service) can be used to address transport barriers faced by people on low incomes and to connect particularly remote and rural communities.
- SWestrans will work to encourage use of the new free bus scheme for Under 22s – transport affordability issues will only be alleviated for young people if they have adequate access to services. We will also undertake work to mitigate the unintended consequences that the scheme may have on other users, i.e. that it does not drive up the single adult fare.

Equality Outcome 4: Our work is informed by a greater understanding of the transport and travel needs, barriers faced and experiences of people with protected characteristics.

Actions/activities

- Improved data collection and analysis
- Improved engagement and consultation with:
 - Protected characteristic groups, especially:
 - Disabled
 - Sexual orientation
 - Race
 - Equality Working Groups and third sector organisations
 - Transport operators on identified accessibility barriers
- Involve Protected Characteristic groups throughout the delivery of a new Regional Transport Strategy to identify barriers and a transport work plan/programme of support and improvements
- Use the Place Principle

5. Conclusion

SWestrans acknowledges the importance of mainstreaming the Equalities Act 2010 and the Equalities Act 2010 (Specific Duties) (Scotland) Regulations 2012 in our day to day business. SWestrans will do this by continuing the mainstreaming activities outlined in this report and working to achieve the equality outcomes set for 2021-2025 through the new Regional Transport Strategy and Delivery Plan.

REGIONAL TRANSPORT STRATEGY – CONSULTATION UPDATE

1. Reason for Report

To inform the Board of progress with a new Regional Transport Strategy and provide an update on responses received to the draft Regional Transport Strategy consultation.

2. Background

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

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

2.3 The Board, at its meetings in January, March and September 2022, received updates on the progress to develop a new Regional Transport Strategy including the key milestones and timeline, below:

Milestone	Date
M1 – Inception Report	w/c 13th December 2021
M2 – Initial Appraisal: Case for Change Report	w/c 28th March 2022
M3 – Preliminary Options Appraisal Report	w/c 27th June 2022
M4 – Draft RTS for Consultation	w/c 26th September 2022
M5 – Final RTS	w/c 30th January 2023

2.4 The Board at its meeting on 23 September 2022, agreed the draft RTS be issued for public consultation. Consultation on the draft RTS is a requirement set out in the Transport (Scotland) Act 2005.

3. Consultation

3.1 In order to capture the views and feedback of both stakeholders and the general public, an online consultation on the Draft RTS and associated Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EqIA) reports was undertaken between the 4th of October 2022 and 13th of January 2023.

3.2 A Microsoft Forms Survey which asked respondents for feedback on the Draft RTS was produced and a link to this was published on the SWestrans website. The survey was embedded within a bespoke ArchHub site which provided an overview of the Draft Strategy. The latter contained summary information covering the Purpose and Policy Context, the identified Transport Challenges, the Vision and Strategy Objectives, and links to the Draft RTS and supporting documents.

3.3 In line with statutory requirements, respondents could also request a paper copy of the survey and could read the RTS and supporting documents at the Dumfries and Galloway Council Offices in Dumfries. The SEA report was also submitted to the SEA Gateway for comment from NatureScot, the Scottish Environment Protection Agency (SEPA) and Historic Environment Scotland (HES).

3.4 In addition to the survey, consultees and members of the public could also email comments on the draft directly to the project email address.

3.5 The consultation was promoted through Dumfries and Galloway Council's social media channels. In addition, emails were sent to all stakeholders who were involved in the Case for Change consultation alerting them to the Draft RTS and the consultation link.

3.6 In total, 95 responses were received to the survey, of these, 68 responded as a member of the public and 22 responded on behalf of an organisation. A further three organisations submitted written responses via email, two of whom had already submitted a survey response.

3.7 A Draft Regional Transport Strategy Consultation Report is attached as the **Appendix** to this report. This report highlights responses received, provides replies and indicates elements of the Draft RTS that will be amended following consultation before the final RTS is presented to the Board for agreement.

3.8 The RTS development process has been slightly delayed to ensure the responses received from the consultation are fully considered in the final RTS. It is intended to bring the final RTS to the next Board meeting in June 2023, after which it will be submitted to Scottish Ministers for approval before becoming a statutory document.

3.9 The Board are asked to note the progress with the new Regional Transport Strategy and the content of the Draft Regional Transport Strategy Consultation Report at the **Appendix**.

4. Implications	
Financial	The RTS is being accommodated within revenue funding across financial years 2021/22 to 2023/24.
Policy	Policy implications are included within the report.
Equalities	An EqIA is a critical element of the RTS.
Climate Change	A SEA is a critical element of the RTS. Climate issues will be a focus of the RTS.
Risk Management	The need for a current RTS and Delivery Plan relates to a number of known risks: R03 – Strategic Direction R04 – Capital Funding R05 – RTS Delivery R07 – Revenue Funding

5. Recommendations

Members of the Board are asked to note:

- 5.1 the progress with the new Regional Transport Strategy;
- 5.2 the content of the Draft Regional Transport Strategy Consultation Report at the Appendix; and
- 5.3 that It is intended to bring the final Regional Transport Strategy to the next Board meeting in June 2023, after which it will be submitted to Scottish Ministers for approval.

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Date of Report: 20 March 2023
File Ref: SW2/Meetings/2023

Approved by: Douglas Kirkpatrick
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Appendix – Draft Regional Transport Strategy Consultation Report



SWestrans REGIONAL TRANSPORT STRATEGY

**Draft Regional Transport Strategy
Consultation Report**

January 2023

In partnership with:  **Stantec**



Document Control Sheet

Project Name: SWestrans Draft Regional Transport Strategy
Project Ref: 330610587
Report Title: Draft Regional Transport Strategy Consultation
Doc Ref: v1.0
Date: March 2023

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1 Background and purpose

- 1.1.1 SWestrans, the Regional Transport Partnership (RTP) for South West Scotland has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS) for Dumfries and Galloway.
- 1.1.2 The existing RTS was published in April 2008 and a new Draft RTS has now been produced. The new Draft RTS aims to provide strategic framework for transport management and investment for the Partnership area. It identifies the transport challenges in Dumfries and Galloway and sets out a long-term approach to address them.
- 1.1.3 The new Draft RTS was developed in accordance with the RTS Guidance (2006) and the principles of the refreshed Scottish Transport Appraisal Guidance (STAG). The development process consisted of three separate phases as follows:
- **Stage 1: Initial Appraisal: The Case for Change** - this stage included the:
 - Analysis of the transport problems, issues, constraints, and opportunities in Dumfries and Galloway.
 - Establishment of Transport Strategy Objectives which reflect the identified transport problems.
 - **Stage 2: Preliminary Appraisal** - this stage involved the generation, development, and appraisal of a long list of transport options which help to resolve the problems identified and deliver the Strategy Objectives
 - **Stage 3: RTS Document** - this stage collates the outputs from the above activities into an RTS document.
- 1.1.4 A multi-stage Strategic Environmental Assessment (SEA) and Equality Impact Assessment (EqIA) of the Strategy was also undertaken in parallel with the above activities.
- 1.1.5 The RTS, and the preceding reports, were informed by extensive data analysis, desktop research, and stakeholder and public engagement.
- 1.1.6 At the Case for Change (CfC) stage, a series of one-to-one and group stakeholder meetings were completed and briefing notes and opportunities to comment were issued to a wide range of stakeholders. Prior to progressing to Stage 2, an online consultation on the draft CfC was also undertaken. This ran from the 25th of April 2022 to 5th of June 2022. A summary of the feedback received is set out in the document *Case for Change Consultation Report, 2022*. The outcomes of this consultation were incorporated into an updated CfC and subsequently informed the delivery of Stages 2 and 3 of the RTS development process.
- 1.1.7 Following this work, the new Draft RTS was produced. The new Draft RTS was put out to public consultation between the 4th of October 2022 and the 13th of January 2023.
- 1.1.8 This document provides a summary of the outputs from this engagement exercise. It includes a brief overview of the consultation approach and a summary of the responses received. The feedback from this exercise will be used to update the Draft RTS document and produce a finalised version for approval by the SWestrans Board.

2 Consultation Approach

2.1 Introduction

- 2.1.1 This chapter summarises the approach to the consultation on the Draft RTS. It includes information on the consultation format, how the consultation was promoted, and the dates over which the consultation was undertaken.

2.2 Consultation format

- 2.2.1 In order to capture the views and feedback of both stakeholders and the general public, an online consultation on the Draft RTS and associated SEA and EqIA reports was undertaken between the 4th of October 2022 and 13th of January 2023.
- 2.2.2 A Microsoft Forms Survey which asked respondents for feedback on the Draft RTS was produced and a link to this was published on the SWestrans website. The survey was embedded within a bespoke ArchHub site which provided an overview of the Draft Strategy. The latter contained summary information covering the Purpose and Policy Context, the identified Transport Challenges, the Vision and Strategy Objectives, and links to the Draft RTS and supporting documents.
- 2.2.3 In line with statutory requirements, respondents could also request a paper copy of the survey if requested and could read the RTS and supporting documents at the Dumfries and Galloway Council Offices in Dumfries.
- 2.2.4 The SEA report was also submitted to the SEA Gateway for comment from NatureScot, the Scottish Environment Protection Agency (SEPA) and Historic Environment Scotland (HES). A summary of the responses from these organisations is provided in Section 3.3.
- 2.2.5 In addition to the survey, consultees and members of the public could also email comments on the draft directly to the project email address.

2.3 Promotion

- 2.3.1 The consultation was promoted through Dumfries and Galloway Council's social media channels. In addition, emails were sent to all stakeholders who were involved in the Case for Change consultation alerting them to the Draft RTS and the consultation link.
- 2.3.2 The list of stakeholders who were emailed during this stage is included in Appendix A .

3 Consultation Response

3.1 Introduction

3.1.1 This section provides a summary of the consultation response. It includes information on the number of people who responded to the survey and the feedback provided; provides a summary of the written comments received via email; and discusses the SEA formal response.

3.2 Public Survey and Email Responses

Response

3.2.1 In total, **95** responses were received to the survey, of these, **68** responded as a member of the public and **22** responded on behalf of an organisation. A further **three** organisations submitted written responses via email, **two** of whom had already submitted a survey response. These responses have been incorporated into the relevant sections within the general write up below. In total, there were therefore **23** unique responses from organisations. Overall, the organisations who responded to the consultation were:

- Beattock Station Action Group
- Carronbridge Community Council
- Castle Douglas Community Council
- Cycling Dumfries
- Cycling Scotland
- Dumfries and Galloway Community Planning Partnership Board
- Dumfries and Galloway Council
- Dumfries and Galloway Green Party
- Dumfries and Galloway Health and Social Care Partnership
- Hoddum and Ecclefechan Community Council
- Kirkcolm Community Council
- Kirkmahoe Community Council
- Loreburn Community Council
- Mobility and Access Committee for Scotland
- Nestrans
- Paths for All
- Reopen the Dumfries Stranraer Railway
- South of Scotland Enterprise (SOSE)

- Stagecoach Cumbria and North Lancashire
- The Royal Burgh of Lochmaben and District Community Council
- V-Division of Police Scotland
- Wanlockhead Community Council
- Wigtownshire Active Travel Forum

3.2.2 Overall, **81** of the respondents to the survey indicated they had read the Draft RTS, whereas **nine** indicated that they had not.

3.2.3 The sections below provide a summary of the comments received via the consultation. It is noted that:

- Where one of the above organisations provided a comment, these are included at the start of each section and the name of the organisation is included ahead of the comment. All other comments are anonymous.
- All survey questions were non-mandatory, meaning that users were able to skip questions if they wished to do so. This means some questions have less than 95 responses.
- Responses to the comments from the project team have been included in italics where appropriate.

Transport Problems

3.2.4 The Draft RTS contains a list of Transport Problems that were identified in the Case for Change (CfC). Respondents were asked whether they agreed that this list provided an appropriate focus for the RTS.

3.2.5 Of the **90** responses to this question, **64% (n = 58)** stated they agreed, **14% (n = 13)** stated they disagreed, **14% (n = 13)** stated they neither agreed nor disagreed, and **7% (n = 6)** did not know.

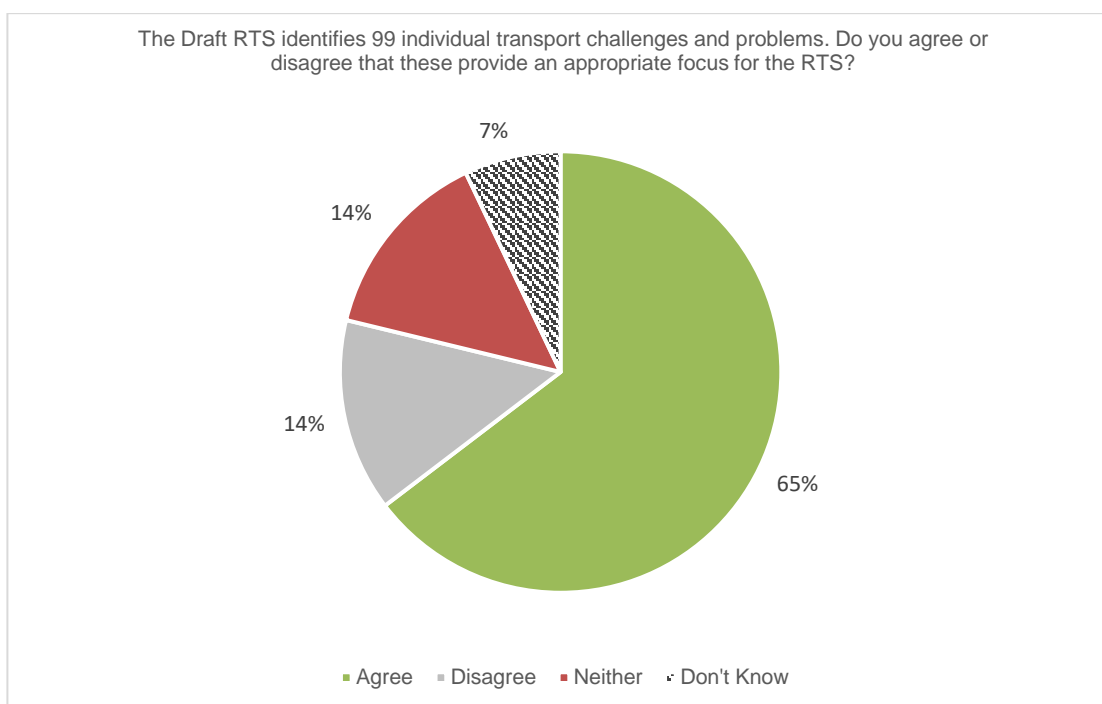


Figure 3.1: Extent to which respondents agreed with the identified Transport Problems

- 3.2.6 Respondents were then asked whether they felt there were any Transport Problems which were not included in the list.
- 3.2.7 Of the **89** responses, **50% (n = 45)** stated they thought a transport challenge and / or problem had been missed, **22% (n = 20)** stated they did not think a transport challenge and problem had been missed, and **27% (n = 24)** did not know.

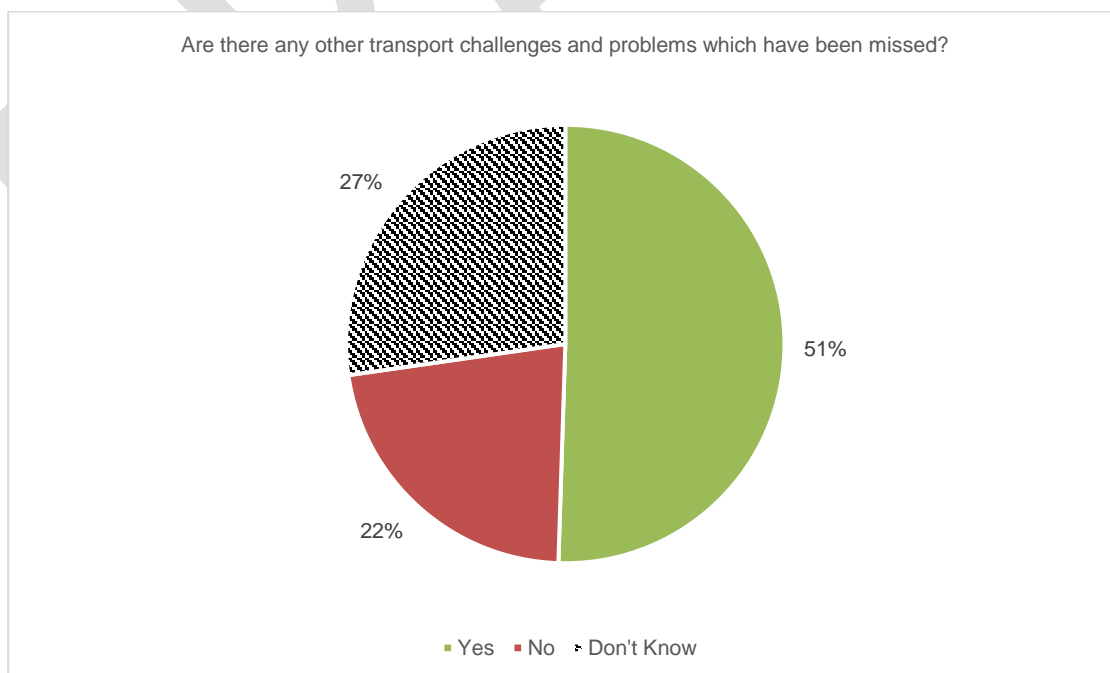


Figure 3.2: Extent to which respondent agreed whether all transport challenges and problems had been captured

- 3.2.8 Respondents were provided with an open text box to provide any comments on the transport problems and / or provide further problems. All of the responses identified problems which were already included within the CfC Report. A summary of these is provided below.

Responses from organisations:

- South of Scotland Enterprise:
 - We recognise the consultation starts with a helpful, clear and detailed analysis and assessment of the current situation and that that then provides the focus for the RTS. However, this risks missing the opportunity for a more radical refresh of the strategy, setting out a clear vision for an integrated transport system, meeting the future needs of people across the region. **The RTS could start with identifying the needs and expectations of the population and setting out the strategic response.** The current list captures lots of individual issues, with some overlap between them and focuses on the “here and now” challenges. In finalising the strategy, there is an opportunity to do more of a future horizon scan, to ensure that issues that will impact over the lifetime of the strategy are addressed, including connectivity for new developments, changes in vehicle types (the move to EV). This will help make the strategic case to attract investment. Transport is central to enabling the region’s success (social, economic and environmental) and there is an opportunity to draw in wider perspectives and expertise into the governance arrangements of transport provision in the region. *(The RTS has been produced in line with STAG. This requires the Transport Problems to be identified first which feeds into the development of Strategy Objectives. These are then used to develop a long list of options which resolve the problems and fulfil the objectives. The options are then appraised against the STAG criteria. Specifically Chapter 14 covers ‘horizon scanning’).*
 - **the RTS has a key role in supporting and enabling the delivery of the South of Scotland Regional Economic Strategy (RES).** The RES clearly identifies the part that transport plays in supporting our thriving and distinct communities, endorsed by all the Regional Economic Partnership (REP) partners. This recognises that the region needs to enhance sustainable transport connectivity within key locations, establish new and innovative models of public transport delivery and build on road, rail and active travel investments, to improve connections within and outwith the South of Scotland. The RTS should align with that ambition and contribute to its delivery *(agree – text in Section 1.2 amended to make link with RES explicit)*
 - Skills and workforce challenges – we know that there are current challenges and skills shortages facing the system e.g., bus and train drivers – how can we help to address those and the need for future skills – e.g., EV points – how can we build our supply chain and consultancy capacity. There are **major opportunities for home grown businesses in this sector and employment opportunities for the region’s population. This should be a major theme for the RTS** and the work of SWestrans in order to identify and unblock bottlenecks. *(text added 15.2 (ii)) – these aspects will also be picked up in the Delivery Plan and in collaborative work with key partners)*

Responses from members of the public:

- **Limited segregated active travel provision** *(This is covered under ‘I sometimes don’t think it’s safe enough for me to walk’ and ‘I don’t think it’s safe enough for me to travel by bike’)*

- **Poor quality roads limiting active travel use** (*This is covered under 'I don't think my local environment is suitable for walking and wheeling / cycling', 'I sometimes don't think it's safe enough to walk' and 'I don't think it's safe enough for me to travel by bike'*)
- **Lack of public e-bike charging infrastructure** (*text added referencing e-bike charging although demand for such facilities may be limited*)
- **Poor bus timetabling, poor waiting infrastructure, and a short operational window** limiting economic and leisure opportunities, including difficulty accessing Dumfries in the evenings (*This is covered under 'There is no bus at the time I want to travel' and 'I can't travel by bus for a regular working day'*)
- **Difficulty connecting between bus services leading to long wait times** (*This is covered under 'Integration between my local and long-distance bus is poor' and 'The bus is sometimes late to arrive, and I have a longer wait at the stop.'*)
- **A lack of connections between bus and rail services** (*This is covered under 'I have to change buses or between bus and train which makes my journey long'*)
- **Lack of integrated ticketing between bus / bus and bus / rail services** (*This is covered under 'I have to buy two tickets to travel by bus and rail' and 'Integration between by local bus and train services is poor'*)
- **Poor rail frequency on the Glasgow South West Line (G & SW)** (*This is covered under 'The train service is not frequent enough'*)
- **Staff shortages on bus and rail services** leading to cancellations (*Text in Chapter 10 discusses inadequate train crew staffing leading to service cancellations. Reference to bus staffing issues has been added in 10.1.6 in Chapter 10*)
- **Poor road resilience** (*This is covered under priority ii in Transport Theme 8 ('Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites) 'Enhancements to the strategic road network including the A7, A75, A76, A77 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region'*)
- **HGVs affecting road quality and noise within towns on the A75, A76, and A77** (*This is covered under 'Traffic is a blight on my home / work / local community' and 'I find the quality of the road surfaces poor'*)
- **Moving freight onto rail to reduce HGV traffic** (*This is a potential option as a response to the problem 'I am concerned about environmental impacts when I move freight by road' and / or 'Traffic is a blight on my home / work / local community'*)

3.2.9 One respondent suggested updates to the wording in some of the descriptions of the problems. The suggestions were as follows:

Active Travel:

- **'There is nowhere for me to securely park a bicycle'** should also include **'there is nowhere for me to park a bicycle keeping it dry and secure'** (*text updated*)
- **'I need to be presentable at work'** should be altered to **'there is nowhere for me to shower and change at work'** as it would put the onus on the employer rather than SWestrans to implement changes (*text updated*)

- **The addition of ‘I cannot reliably take my bicycle on the bus’** (covered under “I can’t use my bike to take the bus” which covers both inability to take bike on bus and lack of secure parking at bus stations)
- **The addition of ‘the roads are too dangerous for me to cycle safely as there is too much motorised traffic’** (covered under ‘I don’t think it’s safe enough for me to travel by bike’. As set out in the CfC this covers roads not being appropriate for cycling due to traffic levels, traffic speeds and speed limits, HGVs and lighting, absence of dedicated cycling facilities, and intimidation by vehicular traffic)

Bus:

- **The inclusion of ‘there are few / no buses to enable socialising or attending after school groups in the evening’** (covered under ‘timetables’ which includes ‘there is not a bus at the time I want to travel’ and ‘I can’t get to early morning appointments / shift work or attend late night social events / shift work by bus’)

Non-user problems:

- **The addition of ‘air pollution, noise pollution and climate change’ to ‘biodiversity, geodiversity, flora and fauna, soil, water, cultural heritage, and landscape’** (covered under ‘I am concerned about the environmental impact when I travel by car or taxi’, ‘I am concerned about environmental impacts when I move freight by road’, and ‘Traffic is a blight on my home / work / local community’)

Regional Transport Strategy Vision

3.2.10 The RTS vision is as follows:

The South-West of Scotland will be an inclusive, prosperous, and attractive place to live, work and visit, supported by an integrated and sustainable transport system that is safe, affordable and accessible to all, resilient to climate change, allowing healthier lifestyles and supporting a contribution to net-zero emission targets reflecting the regional circumstances.

3.2.11 Respondents were asked whether they agreed or disagreed with this vision. Of the 90 respondents to this question, 61% (n = 50) thought the vision was appropriate, 13% (n = 12) disagreed with the vision, 14% (n = 13) stated neither agree or disagree, and 11% (n = 10) did not know.

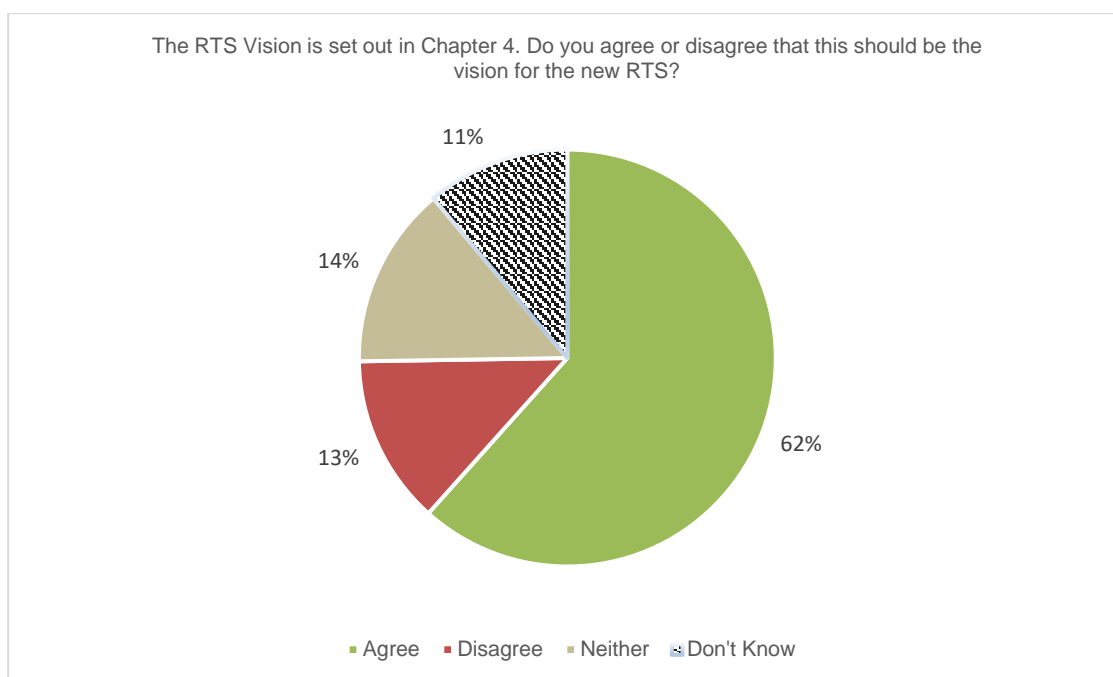


Figure 3.3: Extent to which respondents agreed with the RTS vision

3.2.12 Respondents were also provided with an opportunity to comment on the Vision. In total, **38** respondents provided comments. Responses which suggested changes to the Vision are set out below:

Responses from organisations:

- Dumfries and Galloway Health and Social Care Partnership:
 - **The vision statement is quite long. An integrated and sustainable transport system by definition includes the points listed afterwards. We would recommend some reference to this system being equitable.** (*The vision includes ‘sustainable transport system that is safe, affordable and accessible to all which we believe covers the system being equitable’.*)
- South of Scotland Enterprise:
 - We are supportive of the RTS vision and it is clear that it contributes to the vision in the RES to create a “green fair and flourishing” South of Scotland and it fits with the national vision set out in the National Strategy for Economic Transformation. **There is an opportunity to strengthen it to accommodate expectations and needs of the population of the region.** For instance, the following sentence could be added or integrated: ‘supported by an integrated transport system that’..... ‘reflects the needs of communities and expectations of people living, working and consuming in the region’ (*Vision amended to The South-West of Scotland will be an inclusive, prosperous and attractive place to live, work and visit, which is supported by an integrated and sustainable transport system that reflects everyone’s needs, is safe, affordable and accessible to all, encourages healthier lifestyles, is resilient to climate change, and supports a contribution to net zero emission targets.*)
 - It is **important that the strategy recognises movement outwith the SWestrans boundary.** There is also scope for SWestrans to ensure the RTS looks to balance its focus between movements within D&G with those with

bordering regions and develop strategic partnerships outwith the region to build on this. The vision could be strengthened to acknowledge this - it currently seems to focus predominantly on trips within the region and not so much those outwith the region. D&G will only prosper if transport links to neighbouring areas / destinations are co-developed with neighbouring regions (SBC/SESTRAN region, Cumbria, Carlisle, Northern Ireland, SPT/Strathclyde region etc). *(The RTS must take a holistic approach to both internal/external transport movement. Title of Chapter 12 amended. Also developing strong collaborative strategic partnerships with neighbouring authorities and agencies will be a critical deliverable within the Delivery Plan)*

Responses from members of the public:

- **Does not adequately address how to easily, quickly and sustainably travel *beyond* the boundaries of the area** (including freight from Cairnryan) *(The Vision is designed to provide overarching context for the Strategy Objectives rather than providing detailed outcomes. The importance of trans-council connections is highlighted in Transport Theme 10 (Sustainable and Extended Local and Regional Public Transport Connectivity) and Transport Theme 8 (Supporting Safe, Effective, and Resilience Connections to Loch Ryan and Other Strategic Sites).*
- **Lack of emphasis on the environment and benefits of public transport and active travel over road** *(The Vision is designed to provide overarching context for the Strategy Objectives rather than providing detailed outcomes / benefits. These issues are covered within the themes, including Theme 2 (Connecting our Communities) and Theme 3 (Transforming Travel in Our Towns).*
- **Stronger emphasis on rail provision needed** *(The Vision is necessarily high level and non-mode specific in terms of public transport)*

Regional Transport Strategy Objectives

3.2.13 Six Strategy Objectives were developed in response to the transport problems and were outlined in the Case for Change report and in Chapter four of the draft RTS as follows:

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

3.2.14 Respondents were asked whether they agreed or disagreed that these should be the Strategy Objectives for the RTS. The response breakdown is provided in Figure 3.4: Extent to which respondents thought the current Strategy Objectives should be included into the RTS.

3.2.15 Of the **90** respondents, **63% (n = 57)** stated they agreed with the current Strategy Objectives, **9% (n = 8)** stated they disagreed with the current Strategy Objectives, **11% (n = 10)** stated they neither agree nor disagree, and **17% (n = 15)** did not know.

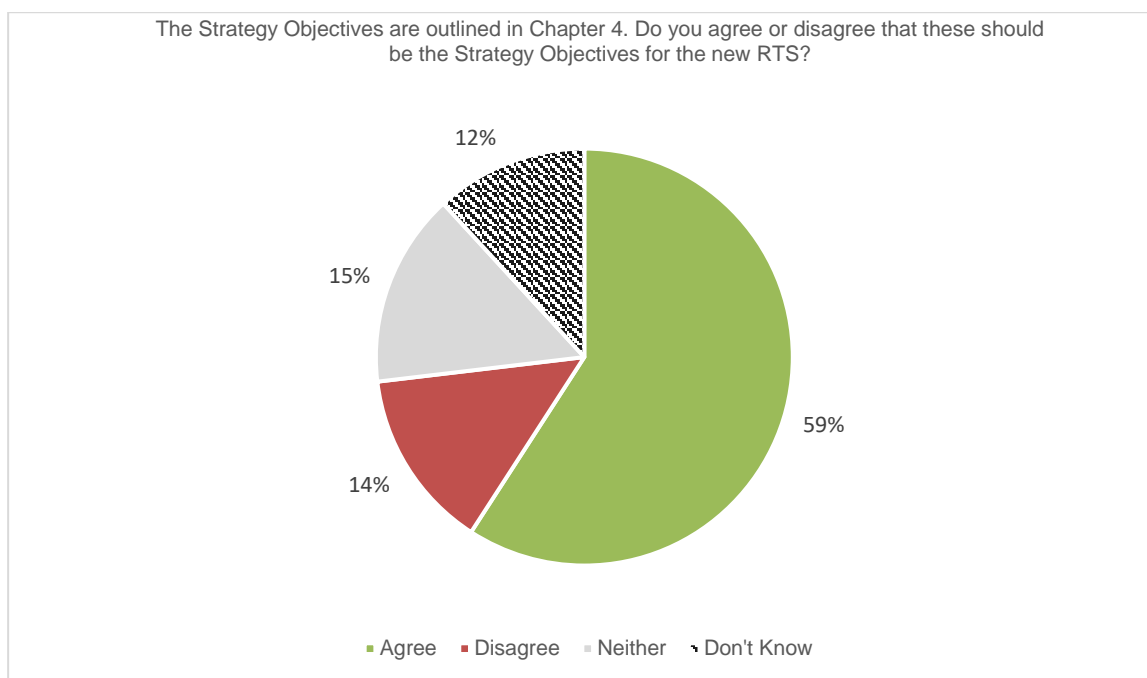


Figure 3.4: Extent to which respondents thought the current Strategy Objectives should be included into the RTS

3.2.16 Respondents were provided with an opportunity to comment on the Strategy Objectives. The responses which suggested making changes to the Strategy Objectives are summarised below.

Responses from organisations:

- Dumfries and Galloway Community Planning Partnership Board:
 - **Focus on the positive outcomes that the transport system can enable** e.g. the positive impact on people’s life chances, business opportunities and also the impact it can play in relation to wellbeing, work, education and learning. *(Within Chapter 3.4 of the CfC document, the consequences of the transport problems identified are clearly articulated. These include poor access to education and employment, socio-economic disadvantage, health impacts, and loneliness and isolation. By extension, investing in options aimed at resolving the problems identified will lead to improved social and economic outcomes)*
 - **Role of community transport should be embedded within the RTS** *(community transport is discussed in the Chapter entitled ‘sustainable and extended local and regional public transport connectivity and is included as one of the RTS Priorities)*
 - **Current data should be mapped, including community transport and public transport routes, to understand gaps and need** *(Current bus provision in Dumfries and Galloway was mapped as part of the baselining exercise – these are set out in the CfC Report)*
 - **The views of those who don’t currently benefit from a bus route and what their needs are should be taken into account** *(The consultations undertaken*

to inform the RTS were open to all, including those without access to bus services). A lack of network coverage is identified as a problem and is discussed in Transport Theme 6 ‘Sustainable and Extended Local and Regional Public Transport Connectivity’)

- **Targets against the Strategy Objectives** *(The National Transport Strategy does not have targets and targets are not generally felt to be appropriate for a high-level strategy of this nature)*
- Dumfries and Galloway Health and Social Care Partnership:
 - **Include a definition of communities and travel hubs** *(Defining ‘communities’ would unnecessarily restrict the options which could be delivered as part of this objective. A broad definition of ‘travel hub’ has been added).*
 - **Include rail travel and public transport in Objective 5** *(to provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan) (Chapter 5 focuses on road travel. Public transport is covered in Objectives 2, 3 and 4)*
 - **Specifically refer to ‘negative’ impacts of transport in Objective 6** *(To reduce the impact of transport on the people and environment of the region). (The word ‘negative’ has also been added to Strategy Objective 6 as follows “to reduce the negative impact of transport on the people and environment of the region”)*
 - **Add a statement about reducing private car dependency** *(this is covered implicitly under the other objectives, including Objective 6 which aims to reduce the negative impacts of transport on people and the environment and the objectives covering improvements to active travel and public transport. The former includes the decarbonisation of the transport sector and traffic reduction, a key part of which is a reduction in private car dependency)*
- South of Scotland Enterprise:
 - There would also be **value in drawing out more clearly an objective which ensures that the strategy is supporting the region’s economic opportunities now and in the future**. D&G Council and SWestrans are both signed up to collaborative delivery of the RES, this needs to be more strongly reflected in the RTS. *(see below)*
 - The region is experiencing the impact of a workforce and skills shortage across the transport sector, such as public transport operations, supply chain and consulting services. REP partners are in a good position to **avert and mitigate skills shortages in the sector in the region**. This should also be a key objective within the SWestrans RTS. *(as it’s a transport strategy, the objectives are about transport by design. For each Strategy Objective we have set out how meeting this would achieve societal outcomes - we have strengthened economic references in here. The skills piece is associated with the delivery of transport services and is referenced in Chapter 15).*
 - **Objective 5 (improved, reliable, resilient and safe road-based connectivity) could also have a positive outcome in terms of Active Travel uptake if people feel roads are safer for all users**. There is an opportunity to make this linkage *(text updated)*

Responses from members of the public:

- **A specific objective for freight should be included** (*freight is covered in two separate objectives – Objective 4 and Objective 5 and is a key element of both. Given the importance of the efficient transport of freight in the region, there is also a separate chapter (Chapter 12, 'supporting safe and effective connections to Loch Ryan and other strategic sites' includes reference to freight transport)*)
- **No emphasis on reconnecting or maintaining bus connections from rural locations,** (*The RTS sets out a three tier needs-based approach to bus service provision and notes that bus service improvements should be focused in areas identified as at greatest risk of both transport poverty and deprivation. This will include rural locations).*
- **Journey times for car traffic should not be a focus for the strategy** / emphasis should be shifted away from road connectivity to public and active travel (*the RTS has to reach a pragmatic balance across all modes*)
- **Emphasis on (and funding of) different objectives should be dictated by the Sustainable Travel Hierarchy.** Perhaps the objectives should be ranked accordingly to avoid doubt (*It is not good practice to rank objectives. Scoring against the Sustainable Travel Hierarchy occurs in the delivery plan*).
- **Greater clarity of how the sub-objectives could be “bundled” as well as a statement of those aspects neither SWestrans nor the Council could deliver in any reasonable timescale** (*The final RTS will be accompanied by a Delivery Plan which will provide greater clarity on how activities will be taken forward and the responsibilities of the various actors involved*)
- **Other key objectives could be considered, around social change, partnership working and skills development in the sector along with some specific targeted objectives** (*The Strategy Objectives are designed to be high-level and transport focussed. These aspects are covered elsewhere, including within the Transport Theme chapters and within the overall Delivery Plan*).

Regional Transport Strategy Themes

3.2.17 The following Transport Themes were developed in response to the options generated in the Preliminary Options Report as follows:

- **Transport Theme 1:** Enabling more Sustainable Development
- **Transport Theme 2:** Connecting our Communities
- **Transport Theme 3:** Transforming Travel in the Region
- **Transport Theme 4:** Reducing the Impact of Transport on Our Communities
- **Transport Theme 5:** Enhancing Access to Transport Services
- **Transport Theme 6:** Sustainable and Extended Local and Regional Public Transport Connectivity
- **Transport Theme 7:** Improving the Quality and Affordability of Our Public Transport Offer
- **Transport Theme 8:** Supporting Safer and Effective Connections to Loch Ryan and Other Strategic Sites

- **Transport Theme 9:** Managing Our Car Traffic
- **Transport Theme 10:** Making the Most of New Opportunities

3.2.18 Figure 3.5: Extent to which respondents agreed with Transport Themes one to ten shows the extent to which the respondents agreed with each of the Transport Themes. All **95** respondents answered each question.

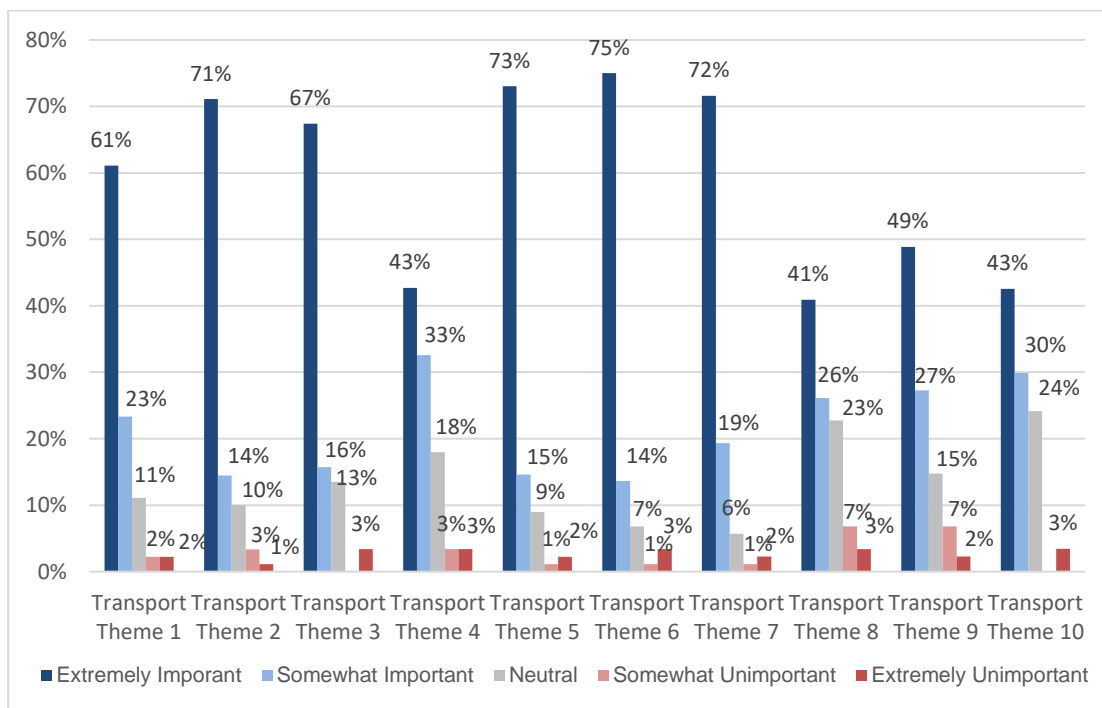


Figure 3.5: Extent to which respondents agreed with Transport Themes one to ten

3.2.19 Overall, the majority of respondents felt that each Transport Theme was important. Transport Theme 7 (improving the quality and affordability of our public transport offer) was ranked the most important with **91% (n = 80)** of respondents noting they felt the theme was extremely or somewhat important. This was followed by Theme 6 (sustainable and extended local and regional public transport connectivity) with which **89% (n = 78)** felt the theme was extremely or somewhat important and Theme 5 (enhancing access to transport services) with which **88% (n = 78%)** felt the theme was extremely or somewhat important.

3.2.20 In total, **10% (n = 9)** felt Theme 8 (supporting safer and effective connections to Loch Ryan and other strategic sites) was somewhat or extremely unimportant, followed by Theme 9 (managing our car traffic) (**9%, n = 8**) and theme 4 (**7%, n = 6**).

3.2.21 Respondents were provided with the opportunity to comment on each of the Transport Themes. At least **20** comments were received on each Theme. A summary of these is provided below.

Transport Theme 1: Enabling more Sustainable Development

Responses from organisations:

- Dumfries and Galloway Council:

- **Community transport initiatives and future opportunities to further develop these should be a key component** (*these are discussed at length in Chapter 10*)
- South of Scotland Enterprise:
 - in terms of transport planning, there are some **themes from National Planning Framework 4 (NPF 4) that should be acknowledged** to allow for sustainable development to take place (i.e., 20-minute neighbourhoods / communities). (*links with NPF4 added to make more explicit*)

Responses from members of the public:

- **Plans to create sustainable development should ensure that there is some car access due to the rural nature of the area** (*This will be the case*)
- **Public transport should allow the ability to carry bikes** (*This is identified as a problem and 'exploring opportunities to increase the carriage of bikes on buses' is included as a priority under the theme 'Sustainable and extended local and regional public transport connectivity'*)
- **No reference to the Local Development Plan (LDP)** (*The Dumfries and Galloway LDP2 is referenced in the Case for Change report - text on Figure 1.2 updated*)

Transport Theme 2: Connecting our Communities

Responses from organisations:

- South of Scotland Enterprise:
 - Public transport provision will be of key importance to the region in terms of connecting communities. **A key priority should be in developing a workable business model for consistent and quality public transport services** across the South to ensure people can travel through and between communities easily (*the development and delivery of a of a new Public Transport Model is discussed in Chapter 10*)

Responses from members of the public:

- **The map on page 40 identifies Castle Douglas and Dalbeattie corridor as a 'functional corridor' but it is not a functional corridor for active travel, other than bus. Any development in that area should see not only the Core Path for walking but must include development of safe bike connectivity.** (*This map summarises the Spatial Strategy set out in the Dumfries and Galloway Active Travel Strategy 2. This includes the identification of Strategic Functional Corridors, including Castle Douglas to Dalbeattie. The Strategy Notes "in our vision towards an active travel region, connections between towns (corridors) and adjacent links with other local centres are to be provided with better cycling paths and the integration of active travel within public transportation, mobility hubs and to facilitate functional trips. Similarly, core paths should be enhanced along with other major routes / projects to provide communities with both urban and rural walking and cycling opportunities..."*).
- **This theme could be merged with the previous one as they cover very similar topics** (*Theme 1 focuses on ensuring development is sustainable whereas Theme 2 focuses on developing the active travel network. While there is some crossover between the two themes, there is merit in keeping them separate*)

- **There seems to be no consideration of the changes that electric bikes will bring, in terms of the step change of range / travel distance or making longer journeys ... infrastructure to support e-bikes needs to be considered** (A discussion on e-bikes is included in Chapter 14. The benefits of e-bikes in terms of distance travelled is also referenced in Chapter 9. *(Further text added covering the benefits of e-bikes in terms of the potential distance which can be travelled added at 14.1.6)*)

Transport Theme 3: Transforming Travel in Our Towns

Responses from organisations:

- Dumfries and Galloway Green Party:
 - **There is a need to consider how on-street car storage is provided in smaller towns, for example Moffat where cars reverse into main streets making cycling feel hazardous.** Better edge of town parking, with safe walking and cycling routes into town centres, would help *(The management and enforcement of parking restrictions is discussed in Chapter 13. This includes potential interventions such as increasing or reducing parking supply, introducing parking charges, and reviewing waiting restrictions in town centres. The safety impacts of on-street car parking and the most suitable approach to take would be considered on a case by case basis where improvements are made)*
 - **Dominance of car use in urban centres results in poor quality town centres where pedestrians and active travel people have less room than cars** *(This is covered under 'I don't think my local environment is suitable for walking and wheeling' and 'I don't think my local environment is suitable for cycling'.)*
 - Text at 7.1.4 ("The identification of suitable locations for intervention will require detailed analysis of the performance of the transport network in settlements across Dumfries and Galloway and testing to identify the optimum interventions") suggests that **criteria for location selection will depend on effects on traffic; however the criteria should be how this will improve the situation in relation to active travel** *(text updated to "this will require detailed analysis...")*
 - **Slow bus journey times in rural areas is a real disincentive to use buses** *(This chapter covers travel in towns. Slower bus journey times in rural areas is covered under the problem 'It takes a long time to travel by bus, particularly compared to travel by car' and discussed in 10.1.4)*
- South of Scotland Enterprise:
 - **Very important and linked to regional ambitions for a just transition to Net Zero** (and this theme needs to be across the region not just in our towns). Transport is a key emitter of carbon emissions in the region and requires a rapid, but carefully managed change in how people choose to travel. Effective travel in a rural region requires a mixture of forms and we need to ensure that this meets the needs of all in the region *(the focus of this theme is reducing car dominance in our towns and reallocating road space to active travel and buses in line with the Sustainable Travel Hierarchy and ambitions for a just transition to Net Zero)*

Responses from members of the public:

- **Public transport should be prioritised** (*The focus of this theme is reducing car dominance in our towns and reallocating road space to active travel and buses. In line with the Sustainable Travel Hierarchy, active travel is discussed ahead of public transport*)

Transport Theme 4: Reducing the Impact of Transport on Our Communities

Responses from organisations:

- Dumfries and Galloway Health and Social Care Partnership:
 - **It would be helpful if this aligned with Public Health Scotland Priority 1: A Scotland where we live in vibrant, healthy and safe places and communities. Specific reference to the type of negative impacts of transport should be considered** (*Reference to Public Health Scotland Priority 1 has been added to the policy context. The overall Vision of the RTS and the Themes ‘transforming travel in our towns’ and ‘reducing the impact of transport on our communities. Specific reference to negative impacts of transport is already included. For example, the document notes ‘transport has a range of negative impacts which can blight our local communities by generating noise and vibration, bring severance, impacting on air quality as well as affecting safety and the attractiveness of the public realm as a place to spend time’.*)

Responses from members of the public:

- **The effect of the timber industry on our towns and villages needs to be addressed by the creation of new and extensive timber haulage routes** (*Text referencing timber industry added at 8.1.1*)
- **No mention of systems which enable car sharing** (*Car sharing is discussed in Chapter 14. Reference and cross reference added in Chapter 8*).
- **Shift to EVs is to be welcomed but does not remove the need to reduce traffic overall** as they still have negative impacts (*shift to EVs is part of the solution to reduce carbon emissions and the impact of transport on the communities. This would be taken forward alongside measures to reduce road traffic overall, including enhancements in public transport and active travel as outlined in the previous themes*)

Transport Theme 5: Enhancing Access to Transport Services

Responses from members of the public:

- **Enhancing access to transport services needs to be addressed at railway stations in the region** (*This is discussed within the text in this chapter. It is noted ‘Improving access to, from and within our railway stations is also a key requirement’. There is then a discussion on the accessibility level of various stations. Improving accessibility to the following railway stations is then identified as priorities: ‘Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users’ and ‘Measures to encourage access to railway stations in line with the Scottish Government’s Sustainable Travel Hierarchy should be taken forward’.*)

Transport Theme 6: Sustainable and Extended Local and Regional Public Transport Connectivity

Responses from organisations:

- South of Scotland Enterprise:
 - In developing the strategy, there is a **need to cross check with commitments and improvements identified in other strategies** – e.g. the regional spatial strategy and the commitments it makes to proposed rail improvements (which makes mention of the proposal for a new rail connection between WMCL and S&SW and Stranraer and Cairnryan) *(This has been undertaken and text updated where necessary, the Delivery Plan will ensure ongoing cross-referencing across strategies is embedded.)*

Responses from members of the public:

- **Need for scheduled services to continue in rural places rather than replacement by Demand Response Transit (DRT) as the latter will encourage people to switch to car travel** *(The chapter sets out a needs-based model for delivering public transport. DRT services would be rolled out where appropriate in line with this needs-based approach)*
- **Ability for DRT to fully replace lost services seems unlikely where community transport and other providers are already struggling with capacity, so providers will need support** *(as noted in the text in Chapter 10, delivering the model will require partnership working with a range of stakeholders, including community transport organisations. Capacity to deliver services would be considered before changes are made)*
- **Paragraph 10.1.20 and Priority xvi in Chapter 10 make no reference to the proposals for a new rail connection between the West Coast Main Line (WCML) and the Glasgow South Western Line (G&SW)** – *(these are included in the finalised Indicative Regional Spatial Strategy for the South of Scotland. Please can this be included (p15, proposal 34 of the RSS states “New Rail Links between the Glasgow South Western Line and the West Coast Main Line”. Reference has been added to the RTS)*
- One respondent provided extensive comment, including:
 - **Split the chapter into two, one for bus and another for rail** *(the chapter discusses each mode and provides a clear list of priorities for public transport overall)*
 - **Including reference to the role transporting pupils to/from schools plays in determining aspects of bus service provision** *(A summary of the bus network in Dumfries and Galloway is provided in the Case for Change. School transport is integrated within the overall delivery of the network and can act as a constraint at times. Overall, the network is fragile with the COVID-19 pandemic affecting passenger numbers and revenues. As such, minor changes to routes or services which have the potential to tie up resources or affect patronage can have major consequences for the viability of the network.)*
 - **No mention of the role of express coach services** *(a summary of the bus network in Dumfries and Galloway is provided in the Case for Change)*
 - **Paragraph 10.1.3. name the two operators on the WCML which serve Lockerbie Station** *(Paragraph 10.1.3 is discussing the bus network. References to the operators on the WCML not included given the potential for them to change)*

- **Paragraph 10.1.4. reference slow journey times because of convoluted routings in urban areas**, arising from trying to do too much/cater for everyone. *(updated text so that it states “one reason for this is indirect service whilst frequent stops can also lead to slow journey times”)*
- **It would seem better to have better bus services in rural areas with poor transport poverty than some of the urban services that are currently provided** *(the most developed part of the bus network is in and around Dumfries as this is where there is greatest demand and therefore where the majority of the commercial services are concentrated. Bus service frequency is lower across more rural locations as demand is lower and there is often not a commercial case for service provision)*
- **Desirable to have a detailed table of service numbers, service frequency, times of first and last trains etc in paragraph 10.1.14 or in an Appendix** *(the bullet points cover findings from the CfC. The information and data on which the bullet points are based is in section 3.3.1 of the CfC document).*
- **Bullet point 3 repeats what is said in point 2 and doesn’t refer to the G&SW** *(This bullet point is referring to the WCML. While there are services between Glasgow and Carlisle and between Carlisle and Glasgow on the WCML, a high proportion of services on this route terminate at Dumfries which limits access to economic / leisure opportunities)*
- **Paragraph 10.1.16.** Semaphore signalling in itself does not limit line speed or capacity. Any replacement on a like for like basis wouldn’t in itself improve capacity or line speed. What needs to be addressed, in terms of improving capacity and flexibility, is addressing the fact that, north of Dumfries, the spacing of signals effectively creates a minimum gap of 20 minutes between trains. Factually wrong to say that “The railway network within Dumfries and Galloway is mainly single track with limited passing loops”. Both the WCML and the G&SW are double track throughout in Dumfries and Galloway, with only the Stranraer line being single track with passing places. What is a constraint on the G&SW is the single-track sections north of Kilmarnock. Whilst these are not in Dumfries and Galloway they should be referenced as a constraint on services on this line in this region *(Text updated – reference to semaphore signalling and network being single track removed and text covering constraints north of Kilmarnock added)*
- **The last sentence in paragraph 10.1.16** is such a throw away remark that it brings into question the substance/authoritativeness of this Strategy. What “stopping services”, other than at Lockerbie? I also don’t recall any such need being identified for HS2 services continuing to Edinburgh and Glasgow. Presumably you are aware of the proposed HS2 servicing depot site on the WCML north of Gretna? Appreciating that HS2 all seems a bit uncertain *(The option to quadruple the track at Lockerbie was identified as a potential option in the South West Scotland STAG Appraisal work. This would allow for additional stopping services to run from Glasgow to Carlisle - Text updated)*
- **Paragraph 10.1.17 and Priority xiii.** Seems unclear in both if there is an awareness that there are already train crews based in Dumfries. Given the state of railway finances it seems naive to suggest that there should be train crew essentially sitting around in Dumfries on the off chance that someone else doesn’t turn up *(text states ‘an increase in locally situated train crews could therefore provide additional resilience’. Text therefore recognises that there are existing train crews based in Dumfries but suggests an increase would provide enhanced resilience. It is not suggested that additional staff would be doing nothing)*

- **Paragraph 10.1.20.** the part about reopening the Borders Railway should be in its own paragraph. This section should also include the proposals for new rail links between the G&SW and the WCML, e.g., for a direct service between Dumfries and Edinburgh, and a Stranraer/Cairnryan rail link (*text updated*)

Transport Theme 7: Improving the Quality and Affordability of Our Public Transport Offer

Responses from Organisations:

- South of Scotland Enterprise:
 - Any public transport offer across D&G and the South needs to reflect the needs of the population as its starting point. Quality and affordability are two factors, but there may be others - only by listening and engaging with communities will the service be fit for purpose. There is now online tools and technology available to support such efforts. SOSE **strongly recommends a dynamic and innovative approach to public transport provision across the South which involves all potential users** (*text added to priority (i) in Chapter 10; the Strategy will be accompanied by a Delivery Plan which will seek to ensure full engagement with communities using all channels available*)

Responses from members of the public:

3.2.22 One respondent provided extensive comment, including:

- **There should be no reduction in bike capacity on the Glasgow-Dumfries-Carlisle line from the current 6 bikes per two carriage set** (*This is covered under the priority 'Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured'*)
- **The money raised by introducing car parking charges should subsidise frequent and comprehensive bus services** (*Car parking revenues are controlled by the Council rather than SWestrans*)
- **Helpful to show fares to/from more stations and prices for off-peak and return tickets. This would be useful for future monitoring of the Strategy** (*Information on peak time return fares is included in the CfC Report. The key point, however, is that fares on the GSWL differ to those on the WCML. KPIs are included in Chapter 16 for the purpose of monitoring. Fares would be a very narrowly focused KPI. Fares are also influenced by a range of factors and are regulated and set by ScotRail rather than SWestrans. Whilst fares are not specifically included, there are monitoring KPIs for satisfaction with public transport and use of the rail service*)
- **Integrated ticketing needs to be available for one-off trips, not just for season tickets as this paragraph suggests**, particularly if a "hub and spoke" proposal is introduced (*Text updated*)
- **Should be a daily price cap for trips in the region or just in Dumfries** (*text edited to include 'capping' at 11.1.6*)
- **Additions to be added to the list of improvements at paragraph 11.1.9** including: accessibility improvements on pedestrian routes to/from stops, such as flush dropped kerbs at road crossing points; bus stop signs ("flags") at rural bus stops (often completely unmarked and therefore known only to regular users and bus drivers); properly surfaced (blacktop) and kerbed footway areas at rural bus stops; footways leading to/from rural stops from, say, road ends leading to/from properties served by a stop; and street lighting

at stops outwith lit areas (which could be solar powered). *(Much of these would be covered by the existing text. Text slightly altered and reference to bus stop flags added)*

- **Real time information at rural stops which reflects actual buses** *(Text on real time information already included in list of potential upgrades)*
- **Data on the age of buses operating in the region to be included; this would help with monitoring progress regarding CO2 reduction** *(Tendering process moving away from age to emissions. Text covering age of vehicles has been removed)*
- **Edit the first and second sentences of paragraph 11.1.15 to be clear that this commentary is about ScotRail trains and that the services are provided by class 156 units, all of which were built in the late 1980s.** If the G&SW is to be electrified, as per Figure 11.1, then replacement rolling stock, electrically powered, will be part of that change. Services to Stranraer, not on the G&SW are different (*'ScotRail'* added to text. Changed sentence *'if the GSWL to Stranraer is electrified, then the rolling stock could be replaced by Electric Multiple Units'* to *'would be replaced'*).
- **Final sentence - provision for carrying bikes to enable multi modal journeys should be provided rather than "could"** *(text updated)*
- **Changes to bus fares is suggested in paragraph 11.1.7 but is not reflected in the listed priorities.** This should include interoperability for all bus tickets across different users, not just the suggested season tickets *(text updated)*
- **Delete "wherever practical" in Priority vi** *(It may not be possible due to e.g., space limitations to provide all improvements at each stop, hence the inclusion of the term 'wherever practical').*
- **Safety is mentioned in Priority vi when it is not mentioned in paragraph 11.1.9** *(Security is included as this is a key issue for certain groups in society – a reference to security has been added to 11.1.9 to make this clear)*

Transport Theme 8: Supporting Safer and Effective Connections to Loch Ryan and Other Strategic Sites

Responses from members of the public:

- **Duelling the roads will only lead to increased road traffic.** Access to Cairnryan ports should be improved by having the bus service 500 go all the way to the ports, not stop at Stranraer *(Whilst there is a need to reduce reliance on roads-based transport, the importance of the strategic road links to the ports and the rural nature of the region mean that it will still be essential to deliver enhancements to the existing strategic road network to make it safer and decrease journey times. Improving bus connectivity to the ports will assist in terms of passenger traffic (and is covered in Priority 11.2.v. 'Improving links between different modes of transport by reducing the distance between connecting modes and coordinating the timing of services should be taken forward as a priority wherever possible') but this will not resolve the issues in terms of transporting freight for which road links are essential)*
- **The buses should be timed around the ferries as they are in other parts of Scotland** *(This is covered in Priority 11.2.v. 'Improving links between different modes of transport by reducing the distance between connecting modes and coordinating the timing of services should be taken forward as a priority wherever possible')*
- **More focus on the train service will reduce the freight and car traffic on the A-roads** *(Whilst there is a need to reduce reliance on roads-based transport, the importance of the*

strategic road links to the ports and the rural nature of the region mean that it will still be essential to deliver enhancements to the existing strategic road network to make it safer and decrease journey times. However, opportunities to shift freight onto rail will be explored. This is covered under Priority 12.2.iii 'Opportunities should be sought to shift goods from HGVs onto the rail network by the creation of new rail freight hubs including the potential for the creation of an intermodal freight hub at Cairnryan / Stranraer'.)

- One respondent provided extensive feedback, which is listed below:
 - **Additional points to add to the list of enhancements at Lockerbie Railway Station** (paragraph 12.1.2), including creating more direct bus/rail integration, i.e. by buses directly serving the station. This would reflect the principle of mobility hubs promoted in Chapter 10 and specifically Priority vii (a network of mobility hubs should be developed and implemented across Dumfries and Galloway) *(added text in brackets to the following sentence: 'This could be achieved through offerings such as improved bus services (including, more direct bus / rail integration), enhanced active travel links and increased parking capacity.' It is also noted that this aim is also covered under Priority 11.2.v 'Improving links between different modes of transport by reducing the distance between connecting modes and coordinating the timing of services should be taken forward as a priority wherever possible').*
 - **the list of roads at paragraph 12.1.3 does not include the A74(M)** *(Added A74(M) to the list referenced)*
 - **the "Strategic Road Network" is referenced but is not defined** *(Text also edited at 2.2.14 to more clearly define what is meant by the 'strategic road network')*
 - **Section 12.1.3** - Given the speed of HGVs on single carriageway trunk roads is well in excess of the national speed limit (and similarly on dual carriageway lengths and motorways) the case for delays arising from their presence is overstated. Evidence required, both for the case being made and for future monitoring *(there is limited evidence available on the speed of HGVs. However, anecdotal evidence from the stakeholder consultation suggests that HGVs travel at lower speeds on the routes and contribute to delays).*
 - **Why is it "essential to deliver enhancements to the existing strategic road network" but not "essential" to improve, say, rail or bus services in the region?** *(In line with the Sustainable Transport Hierarchy, the RTS places the emphasis on improving active travel and public transport options. However, as stated in the text 'whilst there is a need to reduce reliance on roads-based transport, the importance of these strategic linkages and rural nature of the region mean that it will still be essential to deliver enhancements to the existing strategic road network to make it safer and decrease journey times')*
 - Bullet points at 12.1.3:
 - Bullet point 1 - list should also include the trunk road part of the A701 *(text updated to include A701)*
 - Bullet point 4 - why restrict these enhancements to the A75? *(text updated to read 'particularly on the A75')*
 - Bullet point 5 – "enhanced signage" what signage and to what purpose? *(additional text added stating 'including variable message signs')*

- **Bullet point 6 - what, if any, are the published results of the trial on the A9?** *(A footnote summarising the key findings from the A9 speed limit trial has been added to Chapter 12)*
- **Better enforcement of speed limits for HGVs** - the majority of HGVs on trunk roads in this region travel well in excess of national speed limits. Given a HGV is easier to overtake if it is travelling at 40mph than at 50 plus, improved enforcement of HGV speed limits would improve safety *(there is limited evidence available on the speed of HGVs. However, anecdotal evidence from the stakeholder consultation suggests that HGVs travel at lower speeds on the routes and contribute to delays).*
- **Include increased provision of laybys and better lorry parks in the list of proposals** *(Enhancements to the road network is covered under Priority 12.2.ii 'Enhancements to the strategic road network, including the A7, A75, A76, A77 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region'. Improving rest areas for HGVs and motorhomes is included under Priority 12.2.vii 'opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate'. The text additionally notes that the current limited amount of dedicated HGV and motorhome parking areas causes these users to use laybys which blocks spaces for other road users. Implementing 12.2.vii would therefore lead to an increase in the available layby space.)*
- **Paragraph 12.1.4 - unclear what routes it is suggested should be improved** *(routes to be identified - text edited so that it states 'identifying, formalising, and upgrading routes')*
- **Explore all options for transfer of freight to rail from road** rather than limit it to timber. Paragraph 12.1.5 notes "particularly timber" but timber probably makes up a very small proportion of traffic on the strategic network, particularly the A75 *(Timber HGVs were identified as using non-trunk roads more frequently than general HGV traffic, a large proportion of which is travelling to / from Loch Ryan via the strategic network.)*
- **Paragraph 12.1.6** is this about the strategic road network or all roads? What evidence is there that there are specific problems relating to this? Presumably the bullet point for grade separation relates more to junction capacity, yet that isn't mentioned, only road safety is a driver *(text updated - junction improvements relate to safety)*
- **Paragraph 12.1.8** - is this data for all roads in Dumfries and Galloway or just council maintained roads? *(the data includes council and trunk roads- a footnote indicating this has been added)*
- **Maintenance should be focused on improving roads most used by cyclists and bus routes** **Last sentence - "where practical" not needed at end** *(the need to improve the surfacing of cycleways and footways is noted in the text as follows 'there is a need to improve the quality of the road network through an enhanced programme of resurfacing in Dumfries and Galloway initially prioritising segments of road that have poor surfacing on major routes. Alongside this there is a need to enhance the surfacing of cycleways and footways within Dumfries and Galloway to encourage people to use active travel where practical').*

Transport Theme 9: Managing Our Car Traffic

Responses from organisations:

- South of Scotland Enterprise:
 - In the short term, charging for station parking can deter park and ride with people making longer car journeys. How can SWestrans work with local employers to map employee journey patterns and support them to make more sustainable commuter choices with behaviour change programmes. This also requires a longer-term solution to improve public transport provision in the region. Scottish Borders Council and SESTRAN are carrying out a similar piece of work through the Edinburgh and South East City Deal mobility programme. There will be some useful learning for SWestrans here and it is recommended that greater (and more formal) efforts are made to collaborate with neighbouring transport authorities to learn from one another and deliver at scale across the South (*Successful delivery of the strategy will require greater collaborative work with key partners and neighbouring authorities*)

Responses from members of the public:

- **Must ensure parking restriction measures do not discriminate against people of limited mobility** (*the needs of those with mobility impairments would be considered via an Equality Impact Assessment as part of any potential interventions introduced. This is noted in the text at 13.1.5. The list of potential interventions in the text includes 'increasing the number of blue badge spaces*)
- **Parking restrictions or controls should not be put in place first before regular, fast, and reliable active travel from rural villages is implemented.** If Park and Ride facilities are considered - they need to be regular. (*As noted in 13.1.5 'Any demand management and parking measures implemented will be applied proportionately, taking into account the rural nature of the region and will be subject to statutory impact assessments to ensure a 'just transition' and the needs of key equalities groups. This will reflect the needs of local communities alongside the wider aspirations of the RTS'*)
- **The trend overall is towards single occupancy car journeys, so the key action needs to be to reduce car kilometres overall, rather than reducing single occupancy journeys** (*Reducing car kilometres will require a holistic approach across all modes. Reducing single occupancy journeys is one way to achieve a reduction alongside improved active travel and public transport*)
- **Point 13.1.5 seems to reduce the impact of Workplace Parking Licensing by suggesting that it will only be applied 'to reflect the needs of local communities alongside the wider aspirations of the RTS'.** In order for these measures to be impactful it is important to use both carrots and sticks rather than 'proportionate behaviour change'. (*the RTS has to reach a pragmatic balance across all modes. Given the rural nature of the area, it will be necessary to consider the needs of local communities and that alternatives are available when implementing changes*)
- One respondent provided extended feedback:
 - **Important that this chapter includes consideration of the upcoming introduction of the legislation regarding parking on footways, obstructing crossing points etc** (*the RTS provides a holistic approach to transport within Dumfries and Galloway. Transport interventions are listed across all modes and will be prioritised in line with the Sustainable Investment / Transport Hierarchies.*)

- **Are the values in paragraph 13.1.1 for those who drive but could use alternative modes for Scotland or Dumfries and Galloway?** *(the values stated are for Dumfries and Galloway. Text has been added clarifying this)*
- **Paragraph 13.1.3 Second sentence. this is a significant issue on rural roads as well as urban roads, for example when going to or from bus stops. Whilst cycling is mentioned in this paragraph issues for cyclists are not mentioned. Low Traffic Neighbourhoods may be appropriate in larger towns and cities but few / no locations in this region where traffic issues are such that this approach is necessary** *(To reach the national 20% reduction target, there is an understanding that more urban areas in which people can more easily travel by active and public transport (due to shorter distance journeys and the commercial and therefore more extensive nature of public transport routes) will aim for larger overall reductions in car kilometres and more rural locations, where there is necessarily a higher degree of reliance on the private car will aim for a lower proportion. It is recognised that low traffic neighbourhoods would only be suitable in certain locations and their value would be considered on a case-by-case basis).*
- **List of measures at paragraph 13.1.4 should include Police Scotland undertaking enforcement, physical interventions to prevent illegal parking or access, and road space reallocation** *(The list of interventions includes 'Adopting Decriminalised Parking Enforcement (DPE) in Dumfries and Galloway to improve enforcement of parking regulations' which would remove the need for police enforcement. The reallocation of road space is discussed in Chapter 7 and Priority 7.2.i 'Road space should be reallocated to prioritise walking, wheeling, cycling and public transport particularly within our towns and settlements in order to create a more attractive public realm across Dumfries and Galloway').*
- **Parking charges to manage demand should be a general point rather than only at stations in the list of measures at paragraph 13.1.4** *(parking charges not at stations is included separately in the list)*

Key Performance Indicators

- 3.2.23 The proposed Key Performance Indicators (KPIs) were outlined in the draft RTS for each of the six Strategy Objectives.
- 3.2.24 Respondents were asked whether they agreed with the proposed KPIs. **85** respondents responded to the question. **49% (n = 42)** agreed with the proposed KPIs, **12% (n = 10)** disagreed, **19% (n = 16)** stated neither and **20% (n = 17)** did not know.

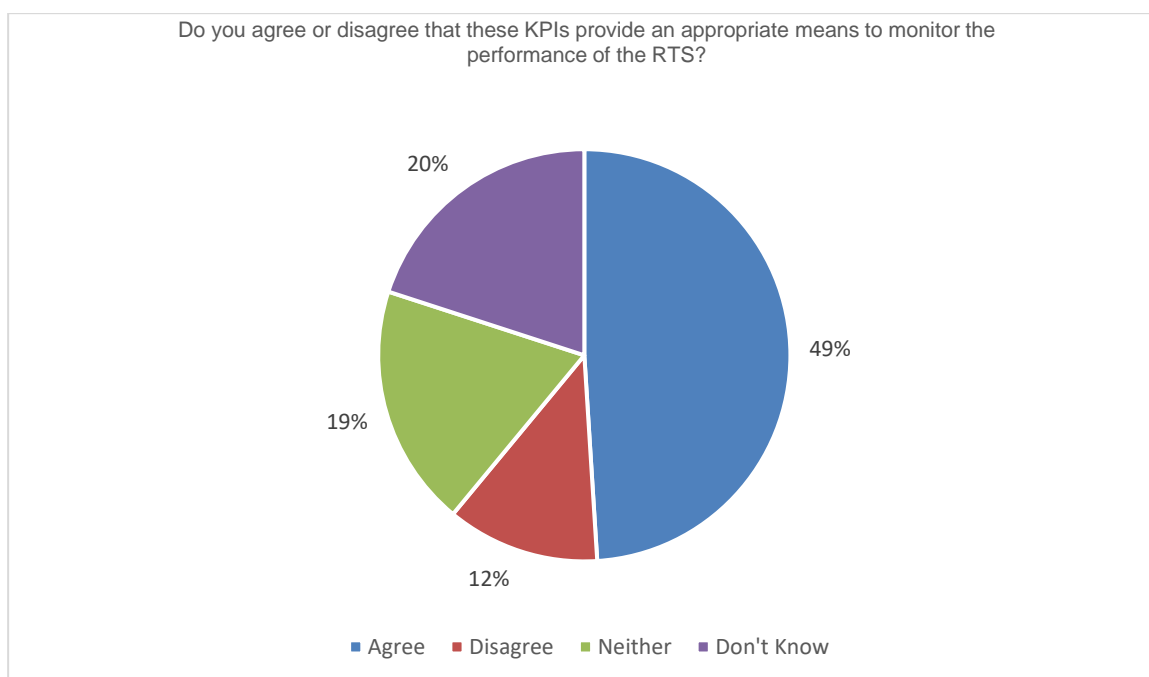


Figure 3.6: Extent to which respondents agreed with the proposed KPIs

3.2.25 Respondents could also provide a comment on the proposed KPIs.

Responses from organisations:

- Dumfries and Galloway Health and Social Care Partnership
 - **There should be some qualitative data collection to provide some local detail to explain changes in behaviour.** The Sustrans Hands Up School data should also be included to reflect children and young people. *(Sustrans Hands Up Survey added to the KPIs)*
- South of Scotland Enterprise:
 - The South of Scotland Enterprise suggested the following alterations:
 - **Proportion of overall journeys by mode:** in keeping with Scottish Government Transport and climate change goals, a KPI around modal shift should be considered. This would be based on the National Transport Strategy's sustainable travel hierarchy and the indicator would be seen through an increase over time of overall trips by public and active transport and a reduction in the proportion of journeys by private motor vehicle *(KPI section reviewed and updated)*.
 - **Level of investment afforded to transport in the region over time (capital and revenue):** Demonstrating that the RTS is leveraging in increased investment for the region and highlighting historic disparities with urban areas *(level of investment afforded to transport would not typically be measured as a KPI of a high-level strategy given the various factors which influence spend)*.
 - **Measuring transport poverty across the region:** Using 'geographic accessibility' metrics within SIMD data to visualise gaps in provision and providing a baseline to show areas in greatest need across the

South West. This is also a key driver for investment from Transport Scotland and speaks to ambitions for a Fairer Scotland and inclusive growth. *(team has a bespoke measure of transport connectivity and deprivation which will be used)*

- **Transport emissions across the region:** in line with NTS2 and climate change goals, there should be an ambition to show a reduction in carbon emissions from transport across the region over time. *(this is explicit throughout the RTS)*
- **Transport satisfaction:** We need a population index of transport satisfaction which is done annually and focusses on what people need and not just what is provided. *(agreed - KPI section reviewed and updated)*

Responses from members of the public:

- **Need for qualitative KPIs** *(KPI list reviewed and updated)*
- **KPIs for Objective 3 should include concrete measures for improving accessibility of public transport** *(KPI list reviewed and updated)*
- **Should be a number of more strategic indicators** based on key indicators designed to measure performance against key national policy and designed to demonstrate ambition. These could be mirrored across the South and improve investment justification. Some examples would include: 1. Proportion of overall journeys by mode. 2. Level of investment afforded to transport in the region over time (capital and revenue). 3. Measuring transport poverty across the region. Using 'geographic accessibility' metrics within SIMD data. 4. Transport emissions across the region. *((KPI list reviewed and updated))*
- Another respondent provided extended comments which are listed below:
 - **Monitoring reports should be annual (paragraph 16.1.2)** *(Some metrics will be reported on an annual basis with a more substantive monitoring (which may involve primary research) every two years. Text has been updated to reflect this)*
 - **No reference to monitoring financial expenditure against the various Priorities**, to demonstrate that sustainable travel modes are being prioritised. In particular to ensure that the claimed 50% expenditure on active travel is achieved or exceeded *(Level of investment afforded to transport would not typically be measured as a KPI of a high-level strategy given the various factors which influence spend).*
 - **Scottish Household Survey Travel Diary does not provide adequate information for Dumfries and Galloway as a region.** As the current data is so limited an early action must be to improve data collection and start now, to provide a baseline against which changes can be assessed *(KPI list has been updated to include primary data collection)*
 - **Definition of TRACC required** *(TRACC is a connectivity software that can be used to calculate public transport journey times from sets of origins and destinations in a study area. TRACC can be used to generate a baseline of public transport journey times. The analysis can then be repeated in subsequent years as part of the monitoring programme and the change in journey time recorded. Text updated / reference to TRACC removed)*

- **Objective 5. should report on all roads not just the Strategic Road Network** (As a regional transport strategy, the RTS is focused on the Strategic Road Network. Reported road collisions on the other parts of the network are monitored separately)
- **Additional data sources which would inform monitoring and should be included** e.g. passenger usage of railway stations; bus usage by service and route; bus kilometres; Hands Up survey at schools; Sustrans cycle counters; first and last train times, train journey times and rail fares between selected locations, bus age; previous Council network of counters for pedestrians and cyclists on remote cycle paths, traffic counters on roads, “cordon” count of pedestrians and cyclists on some routes in/out of Dumfries (KPI list reviewed and updated)

General Comments

3.2.26 Respondents were offered a free text box to provide any further comments they had.

Responses from members of the public:

- **Report should correctly reference and attribute the value of freight on the A77 / A75 to the source / author of this work** - <https://www.transport.gov.scot/media/45404/transporting-scotlands-trade-updated-pdf.pdf> (reference added)
- **Document is inaccessible and there is no summary / plain English version** (A shorter public facing document summarising the key points will be produced along with the finalised document).
- **Every household should be sent maps of cycle paths and timetable and route information so they know what's available locally. Promote what already exists, and then increase more active travel from there** (‘soft measures’ such as the promotion of active travel and public transport options will be undertaken to encourage modal shift and use. These are discussed in Chapter 9, section 9.1.5).
- One respondent provided extended comments which are listed below:
 - **This draft identifies 71 “Priorities” but there is nothing in the document to indicate how the Priorities that are deliverable by SWestrans and the Council Chapter 15 discusses SWestrans developing a Delivery Plan but there is nothing mentioned about consultation on that** (The Strategy will be accompanied by a Delivery Plan which will provide indicative timescales for each priority).
 - **Priorities, and the supporting Chapters, should be reviewed so that there is a consistency of language across the whole document** (document will be reviewed in its entirety before being finalised)
 - **Too few measurable targets** (The National Transport Strategy does not have targets and targets are not generally felt to be appropriate for a high-level strategy of this nature)
 - **Use the term “railway station” rather than “train station” and more common to refer to the Carlisle to Glasgow railway line via Dumfries as the G&SW, not the GSWL** (Text updated)

- **Figure 1.2. At the regional level, include the Dumfries and Galloway Council Plan and Dumfries and Galloway Road Safety Partnership’s Road Safety Plan** (*documents added to the local tab*)
- **Para 2.1.1. Last sentence. Just Dumfries, not “Dumfries and Locharbriggs”**. The latter is just part of Dumfries and is not a separate community. (*This statistic was based on the combined area of Dumfries and Locharbriggs given the proximity of latter to Dumfries. Text has been updated to provide a separate figure for Dumfries only*)
- **Figure 2.1. This needs to be on a page to itself to be in anyway visible – I zoomed in on the PDF and some communities, e.g. Moffat, were still invisible.** (*This map is only intended to provide a strategic overview of the region and to show that the majority is classified as either ‘accessible rural’ or ‘remote rural’*)
- **Para 2.2.1. some parts of the National Cycle Network (NCN) in Dumfries and Galloway have been removed** and are now described on the NCN map (The National Cycle Network - Sustrans.org.uk) as “on road route not on the National Cycle Network” (*text on NCN routes reviewed and updated*)
- **Figure 2.2. Labelling Carlisle would be useful** (*Carlisle label added*)
- **Para 2.2.14. For completeness the list should include the A751. For clarity it would be better to say the A701 between the A75 and the A74(M), or similar. (A701 north of the A74(M) is Council maintained).** The latter would then fall into the same category as the A709 (*text updated*)
- **Figure 2.5. This needs to be at a size where the legend is legible.** And which explains what the blue shading is. Other figures - similar comments about size and legibility of legends etc (*Figure 2.5 shows an image the Regional Spatial Strategy. The image is included to provide an indication only. The image has been enlarged and a reference to the source included*)
- **Chapter 7 is called “Transforming Travel in Our Towns” in the text but “Reducing the impact of transport on our communities” in the survey.** Completely different things! (*The title in the RTS has been updated to match the survey title*)
- **Figure 10.1 would be better showing routes which are commercial/subsidised, rather than general areas** (*A route-based map is not very clear as the routes overlap one another. This map more clearly shows the distinction between the two areas*)

3.3 Strategic Environmental Assessment and Equality Impact Assessment Response

Strategic Environmental Assessment

- 3.3.1 In line with statutory requirements, the three statutory SEA consultees were consulted through the SEA Gateway. A summary of the comments received is provided below:
- Nature Scot agree with the findings of the SEA and highlight that the commentary is helpful and clear. They also note that the anticipated effects are largely positive, however some uncertainty remains over the specific prediction of effects due to the high-level nature of the RTS. (*Measures to deal with the uncertainty resulting from the strategic nature of the plan are set out in the mitigation measures*)

- Nature Scot support the mitigation measures proposed, and particularly those relating to environmental enhancement and would welcome using nature-based solutions to ameliorate negative effects of the RTS. They highlight that although no likely significant effects (LSE) are predicted at this stage on European protected sites, this could change as the plan develops and therefore, they welcome commitment to reviewing LSE on European Sites and carrying out a Habitats Regulations Assessment (HRA), should they be identified. *(Para 6.2.2 of the SEA notes that the mitigation commitments provide a framework for the development of specific measures in more detail alongside the development of the RTS Delivery Plan. Future elaboration of this framework will include identification of specific lead responsibilities for SWestrans and other partners and associated timeframes.)*
- Historic Environment Scotland agree with the findings of the SEA and offer no specific comments. *(Response noted)*
- SEPA have not responded to the findings of the SEA at this stage. *(Confirmation has been sought from the SEA Gateway that SEPA has not responded to check it was not an administrative error)*

3.3.2 The following comment on the SEA was also received as a general comment to the survey:

- Mentions goals on emissions for the 75% reduction in 2030 alongside highlighting the goal to achieve net zero by 2045 which is good to see. Explores a wide range of environmental impacts – discussing both the impact on the human and the landscape. It nice to see concerns being raised in the SEA, because sometimes it can focus on mitigation strategies. One of note is the impact on cultural heritage and how new development in transport could create pressures on all areas of development in Dumfries and Galloway.

Equality Impact Assessment

Responses from organisations:

- Dumfries and Galloway Green Party:
 - pleased to see reference to transport inequalities in the impact assessment and the public comments in regard to the need for more joined up timetables and consideration of the needs of young people and those with disabilities. We welcome the EqlA assessment that Strategic Objective Five (to provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan is neutral for equalities, or at least does not seek to address them. Prioritising road-based transport, particularly cars, disproportionately benefits an already advantaged group in our society. *(The RTS does not prioritise road-based transport, rather it identifies potential solutions across all modes).*
- NESTRANS:
 - The Equalities Outcomes is clear on how the 4 inequalities were tackled in the development of the RTS. > Strong in showing the compatibility of RTS Vision with Equalities Framework.

Appendix A Stakeholders Contacted

A.1.1 A list of the Stakeholders contacted for the RTS and whether they responded is provided in the table below.

Table A.1: Stakeholders Contacted

Stakeholder	Response
Ae Community Council	No
Age Scotland	No
Alister Jack MP	No
Andersons of Langholm	No
Auchencarin Community Council	No
Auldgirth and District Community Council	No
Balmaclellan Community Council	No
Balmaghie Community Council	No
Borderlands Growth Deal	No
Borders Buses	No
Borgue Community Council	No
Brian Whittle MSP	No
Brownriggs Coaches	No
Buittle Parish Community Council	No
Cairnryan Community Council	No
Canobie and District Community Council	No
Carol Mochan MSP	No
Carronbridge Community Council	Yes
Carsphairn Community Council	No
Castle Douglas Community Council	Yes
Closeburn Community Council	No
Colin Smyth MSP	No
Colvend and Southwick Community Council	No
Community Transport Association	No
Community Transport Dumfries and Galloway	No
CoMo UK	No
Corsock and Kirkpatrick Durham Community Council	No
COSLA	No
CPT	No
Craig Hoy MSP	No
Cree Valley Community Council	No
Cumbria Local Authority	No

Stakeholder	Response
Cummertrees and Cummertrees West Community Council	No
Cycling Dumfries and Galloway	Yes
Cycling Scotland	Yes
Dalbeattie Community Council	No
Dalton and Carrutherstown Community Council	No
David Mundell MP	No
Disability Equality Scotland	No
Dumfries and Galloway Chamber of Commerce	No
Dumfries and Galloway College	No
Dumfries and Galloway Council	Yes
Dumfries and Galloway Equality and Diversity Working Group	No
Dumfries and Galloway Health and Social Care Partnership	No
Dumfries and Galloway Community Planning Partnership	Yes
Dumfries and Galloway Youth Council	No
Dundrennan Community Council	No
Dunscore Community Council	No
East Ayrshire Local Authority	No
Emma Harper MSP	No
Eskdalemuir Community Council	No
Federation of Small Businesses	No
Finlay Carson MSP	No
First Trans Pennine Express	No
Freight Transport Association	No
Garlieston Community Council	No
Glencairn Community Council	No
Gretna and Rigg Community Council	No
Heathhall Community Council	No
HITRANS	No
Hoddom and Ecclefechan Community Council	Yes
Houstons Coaches	No
Irongrey Community Council Community Council	No
Isle of Whithorn Community Council	No
Keir Community Council	No
Kelton Community Council	No
Kirkbean Community Council	No
Kirkcolm Community Council	Yes

Stakeholder	Response
Kirkconnel and Kelloholm Community Council	No
Kirkcowan Community Council	No
Kirkmabreck Community Council	No
Kirkmahoe Community Council	Yes
Kirkmaiden Community Council	No
Kirkmichael Community Council	No
Kirkpatrick Fleming and District Community Council	No
Kirkpatrick Juxta Community Council	No
Kirtle and Eaglesfield Community Council	No
Langholm, Ewes, and Westerkirk Community Council	No
Liftshare	No
Lincluden Community Council	No
Living Streets	No
Lochans Community Council	No
Lochrutton Community Council	No
Lochside and Woodlands Community Council	No
Lockerbie and District Community Council	No
Loreburn Community Council	Yes
MACS	Yes
Martin Whitfield MSP	No
McCalls Coaches	No
McCullochs Coaches	No
McLeans Taxis	No
Middlebie and Waterbeck Community Council	No
Moffat and District Community Council	No
Mouswald Community Council	No
NESTRANS	Yes
Network Rail	No
New Abbey Community Council	No
New Luce Community Council	No
NHS Dumfries and Galloway	No
North Milk Community Council	No
Old Luce Community Council	No
Oliver Mundell MSP	No
P&O Ferries	No
Parton Community Council	No
Penpont Community Council	No
Police Scotland	Yes

Stakeholder	Response
Port William Community Council	No
Portpatrick Community Council	No
Premier Taxis	No
Rail Futures Scotland	No
RNIB Scotland	No
Road Haulage Association	No
Royal Burgh of Annan Community Council	No
Royal Burgh of Kirkcudbright and District Community Council	No
Royal Burgh of Lochmaben and District Community Council	No
Royal Burgh of Sanquhar and District Community Council	No
Royal Burgh of Wigtown and District Community Council	No
Royal Four Towns Community Council	No
Ruthwell and Clarencefield Community Council	No
Scotrail	No
Scottish Accessible Transport Alliance	No
Scottish Borders Local Authority	No
Scottish Fire and Rescue	No
Scottish Youth Parliament	No
SEStran	No
Sharon Dowey MSP	No
Sorbie Community Council	No
South Ayrshire Local Authority	No
South Lanarkshire Local Authority	No
South of Scotland Enterprise	Yes
Southernness Community Council	No
Springfield and Greta Green Community Council	No
SPT	No
Stagecoach Cumbria	No
Stagecoach West Scotland	No
Stena Line	No
Stonewall Scotland	No
Stoneykirk Community Council	No
Stranraer, Ochtreure and Belmont Community Council	No
Sustrans	No
TACTRAN	No
Telfords Coaches	No

Stakeholder	Response
Templand Community Council	No
Terregles Community Council	No
The Royal Burgh of New Galloway and Kells Parish Community Council	No
Thornhill Community Council	No
Tinwald Parish Community Council	No
Tongland and Ringford Community Council	No
Torthorwald Community Council	No
Transport Scotland	No
Twynholm Community Council	No
Tynron Community Council	No
University of Glasgow	No
Visit Scotland	No
Wamphray Community Council	No
Wanlockhead Community Council	Yes
West Coast Partnership	No
Young Scot	No
ZetTrans	No

DRAFT

LOCAL BUS NETWORK 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 and agree the procurement to seek replacement contracts.

2. Background

2.1 At its meetings on 23 September 2022, 25 November 2022 and 27 January 2023 the Board received detailed information on the current local bus network provision in Dumfries and Galloway, current issues on the network, delivery challenges from 2023/24 and updates on the review of all supported local bus services including summaries of developing delivery options.

2.2 The Board in November 2022 agreed that Dumfries and Galloway Council be informed of the options being developed on the review of supported local bus services highlighting that *Option 1 – Status Quo* seeking an additional £160k is included within their budget considerations for 2023/24.

2.3 The Board at its meeting in January 2023 agreed that all local bus contracts with an end date of 6 August 2023 terminate on that date and agreed the proposed tender timeline for replacing local bus contracts.

2.4 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 will end on 6 August 2023. One service (502 Castle Douglas to Dumfries) was only funded until 31 March 2023 with an extension to 6 August 2023 available subject to funding being secured from Dumfries and Galloway Council and the Board agreed our contribution to the SPT contract for 101 Dumfries to Edinburgh at its meeting on 27 January 2023.

2.5 The Board in 2011 and then again 2014 agreed the policy and framework under which it would provide socially necessary 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

3. Key Points – Review of Supported Local Bus Services

Developing Options

3.1 At its meeting on 27 January 2023, the Board were informed that 3 options to address the delivery challenges were being taken forward. A summary of the options presented in January 2023 are provided below:

Option 1 – Status Quo (up to August 2023)	Outcome(s)
Request an additional budget enhancement of £160k from Dumfries and Galloway Council for 2023/24.	<p>If funding is confirmed, the contract for service 502 Castle Douglas to Dumfries (due to end on 31 March 2023) could be extended to match the contract end date of the other supported services (August 2023). A level of funding would be available to cover any funding gap for service 101/2 Dumfries to Edinburgh.</p> <p>If funding is not made available, there will be a requirement to identify and terminate existing contracts to cover the funding gap. A decision would be required at the March 2023 Board.</p> <p>Tenders for the network would need to be prepared and issued in April 2023 to replace contracts from August 2023. Contract prices are likely to increase.</p>
Option 2 – Develop a Core Network	Outcome(s)
<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 3 – 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.</p>

3.2 As indicated in paragraph 2.4 and in *Option 1 – Status Quo*, service 502 Castle Douglas to Dumfries was only funded until 31 March 2023 with an extension to 6 August 2023 available subject to funding being secured from Dumfries and Galloway Council. The Council agreed its budget on 28 February 2023, and this included funding of £57k for this extension and the reduced level of gap funding for 2023/24 for service 101 Dumfries to Edinburgh. The contract extension for service 502 has been agreed with the operator and implemented to bring this contract in line with the August 2023 end date.

Supported Services Analysis

3.3 To further develop the remaining options ‘Develop a Core Network’ and ‘Reduce Network’, usage and cost data on all current services was provided by operators.

3.4 This data has been reviewed and analysed to provide a prioritised framework of scheduled bus services based on the agreed travel need factors indicated in paragraph 2.5 and actual need evidenced through demand. The data is summarised in **Appendix 1**.

3.5 Each supported local bus service has been scored on the following 6 quantitative and qualitative criteria, a score out of 10 is available for each criteria giving a possible maximum score of 60. The scoring key for each of the criteria is provided in **Appendix 2**:

Value for money (quantitative)

- Cost per passenger
- Cost per kilometre

Travel Need Factors (qualitative)

- Peak journey provision (Work)
- Statutory school pupil usage (Education)

Equalities (qualitative)

- Age (under 22 and over 60 years old)
- Disability

3.6 Once the outcome of the procurement to replace all current contracts is known this prioritised framework will assist the Board in its decision-making.

Procurement Timeline

3.7 As indicated, our supported local bus contracts will terminate in August 2023 and replacement contracts in line with the remaining options will need to be sought through a fully compliant procurement process.

3.8 At its meeting on 27 January 2023, the Board agreed a draft timeline to achieve this that had been developed in collaboration with the Council’s Procurement Team. The timeline has been updated to show progress and is provided in Table 1 below:

Action	Date	Progress
Tender Timeline - SWestrans Board	27 January 2023	Complete
Timetable option development	February 2023	Complete
Council Budget Setting	28 February 2023	Complete
2023 Network Options - SWestrans Board	31 March 2023	Ongoing
Tenders out	10 April 2023	Drafts prepared
Tenders Back	28 April 2023	
Tender Analysis	12 May 2023	
Additional SWestrans Board – if required	02 June 2023	
Tender Award - SWestrans Board	30 June 2023	
Contracts Start date	07 August 2023	

Table 1 – Tender Timeline 2023 Update

3.9 Progress continues as planned and the tender timeline has not been amended although the issues presented in the parallel confidential item to this Board meeting may require a small delay in the next phases but not the overall timeline as contracts must be in place for 7 August 2023. The Board are asked to note the update on progress for replacing local bus contracts as presented in Table 1.

Tender Specifications

3.10 As indicated in paragraph 2.1, the Board has been made aware of the forthcoming financial and delivery challenges to replace our supported local bus services when their current term ends in August. As previously advised, we can anticipate a level of inflation across all current supported services when they are retendered as operators react to ongoing operating cost volatility (fuel, maintenance, wages), continuing low passenger numbers, reduction in national recovery funding and the shortage of qualified drivers.

3.11 SWestrans can only provide services that are affordable within the cash limited revenue budget it has for the provision of socially necessary local bus services. Therefore, the review of all current supported services has been undertaken to provide a framework for any decisions on an affordable level of provision but also to provide possible alternative specifications that would be issued as part of the procurement to alleviate some of the expected cost increases whilst retaining the best level of service possible across all routes.

3.12 The procurement process will seek prices for all existing services on a like for like basis. 18 alternate tender specifications have also been developed in collaboration with Dumfries and Galloway Council and it is intended that prices will be sought for these subject to Board agreement. The alternate specifications either reduce the number of vehicles required by amalgamating 2 or more existing contracts into 1 with some retiming of existing journeys and/or provide a lesser level of provision than currently available based on evidenced need. Each of the alternate specifications are highlighted in the final column in **Appendix 1** and are discussed below:

Contract No.	SW/23/380/N
Route(s)	103 Lockerbie to Corrie / 104 Lockerbie Town / 380 Moffat to Lockerbie
Description of Specification:	
<p>Option 1 - Retains 9 Monday to Saturday returns and 4 Sunday returns on service 380 Moffat to Lockerbie, times amended. Provides 1st Monday to Saturday morning return on service 103 Lockerbie to Corrie (2nd return is included in 112/N). Provides 6 Monday to Saturday Lockerbie Town loops (currently 6.5).</p> <p>Option 2 – as above but no Sunday provision.</p>	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/382/N2
Route(s)	382 Lockerbie to Gretna to Carlisle / 382 Lockerbie to Gretna to Annan
Description of Specification:	
<p>Amalgamation of the 2 existing 382 contracts. Removal of through buses to/from Carlisle and to/from Annan with all journeys terminating at Gretna. There are existing commercial routes available to both Carlisle and Annan from Gretna. Robust connections with the commercial 79/179 services to/from Carlisle. Retains 11 Monday to Saturday returns and 5 Sunday returns.</p>	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/385/N
Route(s)	385 Annan to Carrutherstown to Dumfries
Description of Specification:	
<p>Amalgamation of the current 1700 and 1740 departures from Dumfries to 1 departure at 1720.</p>	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/212/N
Route(s)	212 Thornhill to Moniaive / 221 Sanquhar to Kirkconnel
Description of Specification:	
<p>Option 1 - Amalgamates current 221 Kirkconnel to Sanquhar school journey with 212 Thornhill to Moniaive service. Service to operate Monday to Saturday with some time changes. Retains 5 returns on service 212 and 2 returns on service 221.</p> <p>Option 2 – as above but operates Monday to Friday.</p>	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/221/N
Route(s)	221 Wanlockhead to Sanquhar to Kirkconnel
Description of Specification:	
Incorporates current Wanlockhead to Sanquhar to Kirkconnel school day only service into 221 service. Addresses the current timing issues on the route. With 212/N, provides 5.5 Monday to Saturday returns to Wanlockhead (currently 4 returns Monday to Saturday and 5 returns Monday to Friday); retains 6 Monday to Saturday returns from Sanquhar to Kirkconnel.	
Potential Efficiency: Vehicles required	

Contract No.	SW/23/373/N
Route(s)	115 Ae to Dumfries / 373 Dumfries to Shawhead
Description of Specification:	
Amalgamates current 373 service with off peak 115 journeys. Retains 3 Monday to Saturday returns on service 115 with minimal time changes and 4.5 Monday to Saturday returns on service 373.	
Potential Efficiency: Vehicles required	

Contract No.	SW/23/502/N
Route(s)	115 Ae to Dumfries / 502 Dumfries to Castle Douglas
Description of Specification:	
Amalgamates current 502 service with peak 115 journeys. Retains 2 Monday to Saturday returns on service 115 and 5 Monday to Saturday returns on service 502 with time changes.	
Potential Efficiency: Vehicles required	

Contract No.	SW/23/415/N
Route(s)	415 Machars to Newton Stewart
Description of Specification:	
Retains current Monday to Saturday journeys, no Sunday operation.	
Potential Efficiency: Mileage	

Contract No.	SW/23/112/N
Route(s)	103 Lockerbie to Corrie / 112 Samye Ling to Lockerbie / 117 Hightae to Lockerbie
Description of Specification:	
Retains 5 Monday to Saturday returns on service 112 Samye Ling to Lockerbie. Amalgamated with services 103 and 117. Provides 2 nd Monday to Saturday morning return on service 103 Lockerbie to Corrie (1 st return is included in 380/N or 382/N). Provides 3 Monday to Saturday returns on service 117 Hightae to Lockerbie (currently 4 returns). Removes Tuesday and Saturday journey to/from Dumfries and 110 Thursday journey to Annan.	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/503/N
Route(s)	503 Dumfries to Lochfoot to Castle Douglas / 512 Castle Douglas Town
Description of Specification:	
Reduces current 2 bus Monday to Saturday workings to 1 bus. Reduces current 7 Monday to Saturday returns to 6 Monday to Saturday returns. Current 3 Monday to Saturday Castle Douglas Town loops removed but could potentially be delivered by DGC Buses Monday to Friday.	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/382/N
Route(s)	103 Lockerbie to Corrie / 104 Lockerbie Town / 382 Lockerbie to Gretna
Description of Specification:	
Removal of through buses to/from Annan with all journeys terminating at Gretna. There are existing commercial routes available to Annan from Gretna. Robust connections with commercial 79/179 services to/from Annan. Provides 8 Monday to Saturday returns (currently 7 returns) and 2 Sunday returns. Times changes to allow provision of amalgamated services with 103 and 104. Provides 1 st Monday to Saturday morning return on service 103 Lockerbie to Corrie (2 nd return is included in 112/N). Provides 8 Monday to Saturday Lockerbie Town loops (currently 6.5).	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/124/N
Route(s)	120 Langholm Town / 124 Samye Ling to Langholm
Description of Specification:	
Retains 5 Monday to Saturday returns on service 124 Samye Ling to Langholm with minor time changes. Amalgamated with service 120 Langholm Town. Provides 12 Monday to Saturday Langholm Town journeys (currently 11 Monday to Friday / 14 Saturday). Current Monday to Friday timetable is provided by Dumfries and Galloway Council's internal bus operation (DGC Buses) and Saturday journeys by Andersons of Langholm under contract to SWestrans. This amalgamated timetable would be undertaken by 1 operator.	
Potential Efficiency: Vehicles required	

Contract No.	SW/23/359/N
Route(s)	359 Newton Stewart to Girvan
Description of Specification:	
<p>Currently the service provides 5 Monday to Saturday returns from Newton Stewart to Girvan and 2 further returns from Newton Stewart to Glentroll. The timetable operates as a 2 bus working and serves schools at both Newton Stewart and Girvan with a funding contribution from SPT. Cross boundary usage is low with an average of 2.1 passengers per journey. This specification reduces current 2 bus working to a 1 bus Dumfries and Galloway working providing school journeys to/from Newton Stewart only. This would provide 2 Monday to Saturday returns from Newton Stewart to Girvan, a further 2 Monday to Saturday returns from Newton Stewart to Barrhill Railway Station and the 2 existing Monday to Saturday returns from Newton Stewart to Glentroll.</p>	
Potential Efficiency: Vehicles required; Mileage	

Contract No.	SW/23/521/N
Route(s)	521 Castle Douglas to Laurieston to Dumfries
Description of Specification:	
<p>Amalgamates 2 existing contracts (1 SWestrans; 1 Council) providing 1 Monday to Friday return and 1 Wednesday and Saturday only return into 1 contract with 2 possible options:</p> <p>Option 1 - Retains 1 Monday to Friday return with no time changes and provides current 2 day Wednesday and Saturday only return for 5 days Monday to Friday (times amended).</p> <p>Option 2 - Retains 1 Monday to Friday return with no time changes and provides current 2 day Wednesday and Saturday only return for 2 days Wednesday to Friday (times amended).</p>	
Potential Efficiency: Vehicles required	

Contract No.	SW/23/367/N
Route(s)	367 Stranraer to Portpatrick
Description of Specification:	
<p>All journeys to be retained with the addition of the School Day only journeys currently provided by Dumfries and Galloway Council's internal bus operation (DGC Buses) to enable the full timetable to be undertaken by 1 operator.</p>	
Potential Efficiency: Vehicles required	

Contract No.	SW/23/123/N
Route(s)	123 Langholm to Annan / 388 Annan to Back of the Hill / 390 Annan to Newbie to Powfoot
Description of Specification:	
Retains current Monday to Friday journeys, no Saturday operation.	
Potential Efficiency: Mileage	

Contract No.	SW/23/410/N
Route(s)	410 New Luce to Stranraer / 411 Knock to Stranraer / 412 Ervie to Stranraer
Description of Specification:	
Current operating pattern is: <ul style="list-style-type: none"> • 410 – 1 return Monday, Wednesday and Friday • 411 – 1 return Tuesday, Thursday and Saturday • 412 – 1 return Monday, Wednesday, Friday and Saturday 	
Option 1 – removal of Saturday with new pattern being: <ul style="list-style-type: none"> • 410 – 1 return Tuesday, Wednesday and Friday • 411 – 1 return Monday, Tuesday, and Thursday • 412 – 1 return Monday, Wednesday and Friday 	
Option 2 – removal of Saturday but all services operating as 1 return Monday to Friday	
Potential Efficiency: Mileage	

Contract No.	SW/23/420/N
Route(s)	420 Newton Stewart Town
Description of Specification:	
Retains current Monday to Friday journeys, no Saturday operation.	
Potential Efficiency: Mileage	

3.13 Following discussion with all current operators, it is intended that tenders be issued for a 5 year (plus possible 2 year extension). This would provide a level of stability and operational certainty that has not been possible since 2020 and enable operators to invest in vehicles and staff.

3.14 The Board are asked to agree the procurement process that will seek prices for all existing supported local bus services on a like for like basis and on the alternative specifications highlighted in paragraph 3.12.

4. Implications	
Financial	The financial implications are indicated 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.
Equalities	<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 R05 – RTS Delivery R07 – Revenue Funding R08 – Bus Contracts Prices R13 – Lack of Bus Operators and Drivers

5. Consultations

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

6. Recommendations

Members of the Board are asked to:

- 6.1 note the update on the review of all current supported local bus services to meet the delivery challenges previously identified for 2023/24;
- 6.2 note the update on progress for replacing local bus contracts as presented in Table 1; and
- 6.3 agree the procurement that will seek prices for all existing supported local bus services on a like for like basis and on the alternative specifications highlighted in paragraph 3.12.

Douglas Kirkpatrick – Report
Author
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Date of Report: 18 March 2023
File Ref: SW2/meetings/2023

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

Appendix 1 – Supported Local Bus Service Analysis

Appendix 2 - Supported Local Bus Service Analysis Scoring Key

Supported Local Bus Services Analysis

Service	Cost	Mileage	Annual Passengers by category						Cost/Passenger		Cost/Kilometre		Peak Journeys		Statutory School		Equality-Age		Equality-Disability		Total	Alternate
	£p.a.	Km p.a.	Adult	U22	Over 60	Disabled	Other	Total	(£)	Score	(£)	Score	Yes/No	Score	Yes/No	Score	%	Score	%	Score	Score	
380 Lockerbie to Moffat	91252	159800	9997	14846	24128	3211	52	52234	1.75	10	0.57	8	Y	10	Y	10	75	8	6	4	50	380N
500 Dumfries to Stranraer	280677	593200	58944	41242	32638	19518	664	153006	1.83	10	0.47	10	Y	10	Y	10	48	2	13	6	48	
382 Lockerbie to Carlisle	68943	92800	6123	2613	12701	3367	247	25051	2.75	8	0.74	8	Y	10	Y	10	61	6	13	6	48	382N2
236 Dumfries to Kirkton to Thornhill	53900	122600	3991	2626	7800	1508	26	15951	3.38	8	0.44	10	Y	10	Y	10	65	6	9	4	48	
520 Castle Douglas to Dalmellington	as 503	218700	6331	4394	18018	4329	91	33163	3.79	8	0.55	8	Y	10	Y	10	68	6	13	6	48	
385 Annan to Dumfries	69497	125200	1612	1898	4641	1495	169	9815	7.08	6	0.56	8	Y	10	Y	10	67	6	15	8	48	385N
6A Caerlaverock to Dumfries	57100	51500	2548	5109	13039	988	13	21697	2.63	8	1.11	6	Y	10	Y	10	84	10	5	2	46	
431 Gatehouse to Kirkcudbright (Town)	59565	55200	4147	9581	6409	1300	0	21437	2.78	8	1.08	6	Y	10	Y	10	75	8	6	4	46	
365 Stranraer Town	57681	69000	12648	14285	52979	17763	37	97712	0.59	10	0.84	8	Y	10	N	0	69	6	18	10	44	
372 Dumfries to Sandyhills	184900	309100	23452	23985	18746	3419	78	69680	2.65	8	0.60	8	Y	10	Y	10	61	6	5	2	44	
221 Wanlockhead to Sanquhar to Kirkconnel	93127	69100	3107	6994	4992	1547	390	17030	5.47	6	1.35	6	Y	10	Y	10	70	8	9	4	44	212N/221N
373 Dumfries to Shawhead	33640	35100	1482	884	2041	351	0	4758	7.07	6	0.96	8	Y	10	Y	10	61	6	7	4	44	373N/502N
502 Kirkcudbright to Castle Douglas	68998	139400	16653	11934	20137	8411	351	57486	1.20	10	0.49	10	Y	10	N	0	56	4	15	8	42	
236 Dumfries to Kirkton to Thornhill	49996	23100	195	5993	14768	39	598	21593	2.32	8	2.16	2	Y	10	Y	10	96	10	0	2	42	
505 Dalbeattie to Kirkcudbright	49764	96700	8099	1690	5226	1144	91	16250	3.06	8	0.51	8	Y	10	Y	10	43	2	7	4	42	
127 Newcatleton to Langholm	54460	21600	91	2899	10179	117	260	13546	4.02	8	2.52	2	Y	10	Y	10	97	10	1	2	42	
415 Machars to Newton Stewart	313253	398200	19867	9745	12936	3472	12	46032	4.92	8	0.62	8	Y	10	Y	10	49	2	8	4	42	415N
112 Lockerbie to Samye Ling	49672	87400	2873	858	3913	1040	39	9763	5.09	6	0.57	8	Y	10	Y	10	49	2	11	6	42	112N
503 Dumfries to Castle Douglas	208193	146000	3900	4160	7735	2860	546	19201	3.79	8	0.55	8	Y	10	N	0	62	6	15	8	40	503N2
407 Stranraer to Drummole	244848	96700	10070	2343	3582	2946	3	18944	8.02	6	1.69	4	Y	10	Y	10	31	2	16	8	40	
416 Machars to Stranraer	as 415	107000	6087	3671	4334	3490	0	17582	4.92	8	0.62	8	Y	10	N	0	46	2	20	10	38	
382 Lockerbie to Gretna/Annan	135500	185100	5148	3640	12571	3588	13	24960	5.43	6	0.73	8	Y	10	N	0	65	6	14	8	38	382N
124 Langholm to Samye Ling	76400	89000	611	208	871	78	0	1768	43.21	2	0.86	8	Y	10	Y	10	61	6	4	2	38	124N
D7 Troqueer to Dumfries Town Centre	as D4A	14000	4380	1744	10850	5093	0	22067	1.91	10	2.03	2	Y	10	N	0	57	4	23	10	36	
408 Stranraer to Kirkcolm	as 407	48000	6635	2169	2031	746	0	11581	8.02	6	1.69	4	Y	10	Y	10	36	2	6	4	36	
359 Newton Stewart to Girvan	265830	174700	12266	2545	7268	2251	3	24333	10.92	4	1.52	4	Y	10	Y	10	40	2	9	4	34	359N
521 Laurieston to Dumfries	46481	32200	637	1261	1313	507	0	3718	12.50	4	1.44	6	Y	10	N	0	69	6	14	8	34	521N
D5 Crichton to Dumfries Town Centre	106290	30000	27970	31717	13006	8250	24	80967	1.31	10	3.54	2	Y	10	N	0	55	4	10	6	32	
111 Dumfries Town Centre to DGRI	75600	76300	30420	4004	15665	3029	2665	55783	1.36	10	0.99	8	Y	10	N	0	35	2	5	2	32	
D8 Cargenbridge to Dumfries Town Centre	as D4A	30900	7121	5998	13652	2260	9	29040	1.91	10	2.03	2	Y	10	N	0	68	6	8	4	32	
D9 Summerhill to Dumfries Town Centre	as D4A	25700	8216	7613	16065	3117	12	35023	1.91	10	2.03	2	Y	10	N	0	68	6	9	4	32	
512 Castle Douglas Town	as 503	12200	156	39	2119	286	0	2600	3.79	8	0.55	8	N	0	N	0	83	10	11	6	32	
367 Stranraer to Portpatrick	64138	44600	5696	2572	4371	1395	28	14062	4.56	8	1.44	6	Y	10	N	0	49	2	10	6	32	367N
383 Lockerbie to Annan	28996	17500	949	663	2366	520	13	4511	6.43	6	1.66	4	Y	10	N	0	67	6	12	6	32	
202 Moniaive to Dumfries	75600	123600	4693	1573	4095	1170	13	11544	6.55	6	0.61	8	Y	10	N	0	49	2	10	6	32	
104 Lockerbie Town / Corrie	29100	33100	1352	416	4875	1066	0	7709	3.77	8	0.88	8	N	0	N	0	69	6	14	8	30	380N/382N
115 Dumfries to Ae Village	36650	42600	806	325	3081	923	0	5135	7.14	6	0.86	8	N	0	N	0	66	6	18	10	30	373N/502N
381 Dumfries to Lockerbie	43120	48400	10556	7228	8489	3068	26	29367	1.47	10	0.89	8	N	0	N	0	54	4	10	6	28	
123 Langholm to Annan	30474	25900	414	24	1971	852	146	3407	5.19	6	0.79	8	N	0	N	0	59	4	25	10	28	123N
502 Dumfries to Castle Douglas	96987	90500	975	156	1378	390	0	2899	33.46	2	1.07	6	Y	10	N	0	53	4	13	6	28	502N
388 Annan to Back of the Hill	as 123	2500	37	0	1399	0	24	1460	5.36	6	0.79	8	N	0	N	0	96	10	0	2	26	123N
390 Annan to Powfoot	as 123	10300	85	0	913	0	12	1010	5.36	6	0.79	8	N	0	N	0	90	10	0	2	26	123N
501 Dumfries to Kirkcudbright	83498	70500	8346	6149	6851	2327	247	23920	3.49	8	1.18	6	N	0	N	0	54	4	10	6	24	
117 Lockerbie to Hightae	31800	51400	286	351	1183	208	0	2028	15.68	2	0.62	8	N	0	N	0	76	8	10	6	24	112N
D4A Lochvale/Georgetown to Town Centre	183760	20000	2976	1441	4637	1257	6	10317	1.91	10	2.03	2	N	0	N	0	59	4	12	6	22	
379 Carlisle to Dumfries	38806	46600	4344	2383	2569	15	67	9378	4.14	8	0.83	8	N	0	N	0	53	4	0	2	22	
410 Glenluce to Stranraer	39975	7300	182	26	169	403	0	780	11.56	4	1.45	6	N	0	N	0	25	2	52	10	22	410N
411 Stranraer to Knock	as 410	9100	455	52	1417	156	0	2080	11.56	4	1.45	6	N	0	N	0	71	8	8	4	22	410N
412 Stranraer to Ervie	as 410	11200	26	0	572	0	0	598	11.56	4	1.45	6	N	0	N	0	96	10	0	2	22	410N
420 Newton Stewart Town	80818	15900	275	55	3692	994	0	5016	16.11	2	5.08	2	N	0	N	0	75	8	20	10	22	420N
212 Moniaive to Thornhill	49950	38900	507	440	1322	748	9	3026	16.51	2	1.28	6	N	0	N	0	58	4	25	10	22	212N
120 Langholm Town	8374	2600	97	12	669	73	195	1046	8.01	6	3.22	2	N	0	N	0	65	6	7	4	18	124N

Appendix 2

Supported Local Bus Services Analysis – Scoring Key**Cost per passenger** (average £6.75/passenger):

Value	Score
Under £2	10
£2 to £5	8
£5 to £10	6
£10 to £15	4
Over £15	2

Cost per kilometre (average £1.25/km):

Value	Score
Under £0.50	10
£0.50 to £1	8
£1 to £1.50	6
£1.50 to £2	4
Over £2	2

Peak journey provision (arriving in attractor settlement 0800 to 0900; departing 1700 to 1800):

Value	Score
Yes	10
No	0

School journey provision (carries pupils entitled to free home to school transport):

Value	Score
Yes	10
No	0

Protected characteristic - Age (percentage of users Under 22 and Over 60) – average 63%:

Value	Score
Over 80%	10
70% to 80%	8
60% to 70%	6
50% to 60%	4
Under 50%	2

Protected characteristic - Disability (percentage of Disabled users) – average 11%:

Value	Score
18% +	10
14% to 18%	8
10% to 14%	6
6% to 10%	4
Under 6%	2