

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

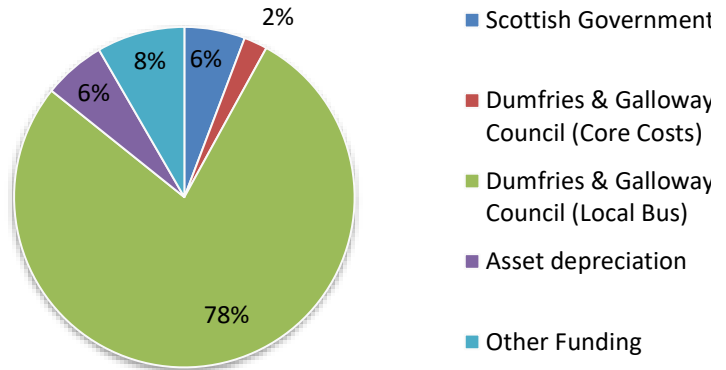
Regulation 6 of the Local Authority Accounts (Scotland) Regulations 1985 (as amended) requires that a certified abstract of accounts and the external auditor's report to Board Members on those accounts should be laid before a meeting of the Board no later than two months following their receipt. The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