

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 30 June 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

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, 30 June 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 31 MARCH 2023 – FOR APPROVAL**
4. **REGIONAL TRANSPORT STRATEGY 2023 to 2042** – Recommendation - agree the SWestrans Regional Transport Strategy 2023 to 2042 at Appendix 1 for submission to Scottish Ministers for approval.
5. **STAG UPDATE** – Recommendation - consider the feedback from Transport Scotland and provide guidance on any further action it wishes officers to pursue in relation to the re-opening of rail stations at Beattock, Eastriggs and Thornhill
6. **REVENUE BUDGET OUTTURN REPORT 2022/23** - Recommendation - note the draft financial outturn for 2022/23 and that a break-even position was achieved.
7. **REVENUE BUDGET MONITORING REPORT 2023/2024 FOR THE PERIOD ENDING 31 MAY 2023** – Recommendation – note the forecast outturn for the revenue budget as at 31 May 2023.
8. **CAPITAL EXPENDITURE PROGRAMME 2022/23 OUTTURN REPORT** – Recommendation – note the outturn position on the 2022/23 SWestrans Capital Programme.
9. **DRAFT CAPITAL EXPENDITURE PROGRAMME 2023/24 – 2025/26** - Recommendation – agree the draft Capital Programme for 2023/24 to 2025/26 outlined in Table 1.
10. **DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2022/23** – Recommendation – note the unaudited Annual Accounts for the financial year ended 31 March 2023 which will be submitted to the Board’s external auditors for review.
11. **CALENDAR OF MEETINGS** – Recommendation - agree a change to the Calendar of Meetings to accommodate the presentation of the audited accounts by end of October 2023.
12. **RAIL UPDATE** – Recommendations- (i) note the update on Carstairs junction improvement; (ii) note the update on TransPennine Express; (iii) note the update on the line closure between Kilmarnock and Glasgow.

13. **EXTERNAL AUDIT PLAN 2022/23** – Recommendation - note and comment on the external audit plan for 2022/23 in the Appendix.
14. **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 of Schedule 7A of the Local Government (Scotland) Act 1973.

15. **LOCAL BUS CONTRACTS** 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 31 March 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
David Bryson	-	NHS Dumfries and Galloway
Jim Dempster	-	Dumfries and Galloway Council
Keith Walters	-	Dumfries and Galloway Council
Andrew Wood	-	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	-	Team Leader
Linda Richardson	-	Public Transport Officer
Jason Bentley	-	Public Transport Assistant

Apologies

Willie Scobie	-	Dumfries and Galloway Council
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Observers

Hugh McCreadie	-	Lochside and Woodlands Community Council
Graham Whiteley		

In Attendance

Rebecca Lister	-	Grant Thornton
Ron McLean	-	Beattock Station Action Group
Jo Lynch		

1. SEDERUNT AND APOLOGIES

6 Board Members present and 1 apology.

John Campbell and Karen Jackson attended at Dumfries and Galloway Council Headquarters,

David Bryson, Jim Dempster, Keith Walters and Andrew Wood attended via MS Teams.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 27 JANUARY 2023

Decision

APPROVED.

4. BOARD MEMBERSHIP UPDATE

The Board were advised that since the report had been written that it was confirmed that Richard Brodie would be continuing as a substitute. The Chair thanked Maureen Johnstone and welcomed Willie Scobie to the Board.

Decision

The Board **NOTED** the amendment to the membership of SWestrans on behalf of Dumfries and Galloway Council as detailed at paragraph 2.5 of the report.

5. REPORT BY EXTERNAL AUDIT ON THE 2021/22 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

Decision

The Board: -

5.1 **AGREED** to receive the external auditors' report on the 2021/22 audit as detailed at Appendix 1 of the report.

APPROVED

5.2 the Letter of Representation to be certified by the Treasurer and appended to the audit report as detailed at Appendix 2 of the report;

5.3 the audited accounts which will be certified by the Treasurer and Grant Thornton as detailed at Appendix 3 of the report;

NOTED

5.4 that the certified accounts will be made available to all Board Members and they will be available on SWestrans website as detailed in paragraph 3.4 of the report; and

FURTHER AGREED

5.5 to write to the Transport Minister to make representation about a 3 or 5 year budget settlement.

6. DRAFT REVENUE EXPENDITURE BUDGET 2023/24**Decision**

The Board **AGREED** the draft revenue budget for 2023/24 as set out in Table 1 of the report.

7. SWESTRANS ANNUAL REPORT 2021/22**Decision**

The Board **AGREED** the SWestrans Annual Report for 2021/22 attached as the Appendix to the report and provided feedback to officers to improve the presentation for future years to be easier to read.

8. EQUALITIES REPORTING**Decision**

The Board **NOTED**

8.1 SWestrans duties under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations; and

8.2 the SWestrans Equalities Mainstreaming Report 2021-2023 as shown in the Appendix to the report.

9. REGIONAL TRANSPORT STRATEGY – CONSULTATION UPDATE

Decision

The Board **NOTED**

9.1 the progress with the new Regional Transport Strategy;

9.2 the content of the Draft Regional Transport Strategy Consultation Report at the Appendix and

9.3 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; and

9.4 that a session for the Board and Observers would be arranged with Stanec on the Regional Transport Strategy before the June Board.

10. LOCAL BUS NETWORK UPDATE

The Board: -

NOTED

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

10.2 the update on progress for replacing local bus contracts as presented in Table 1 of the report;

AGREED

10.3 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 of the report; and

FURTHER NOTED

10.4 that an update on the monitoring of bus usage would be provided to the Board prior to any decisions on the award of local bus contracts.

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

Decision

The Board **NOTED** that there was no item of urgent business deemed urgent by the Chair due to the need for a decision.

PROCEDURE – The Board **AGREED** to consider this item in private and adopt a resolution to exclude the press, members of the public and observers from the meeting in terms of paragraphs 6,8,9 and 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

12. LOCAL BUS CONTRACTS – SUSTAINABILITY

Summary of Report – This report advised the Board of sustainability issues and associated potential impact.

The Board:-

12.1 **NOTED** the sustainability issues raised; and

12.2 having discussed the issues provided guidance on a preferred SWestrans approach.

REGIONAL TRANSPORT STRATEGY 2023 to 2042

1. Reason for Report

To present the Board with the final version of the Regional Transport Strategy 2023 to 2042 and to seek agreement to submit the Regional Transport Strategy to Scottish Ministers for approval.

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 and March 2023, received updates on the progress to develop a new Regional Transport Strategy including the key milestones and timeline, below:

Milestone	Date
Inception Report	December 2021
Initial Appraisal: Case for Change Report	March 2022
Preliminary Options Appraisal Report	June 2022
Draft RTS for Consultation	September 2022
Final RTS	June 2023

2.4 The Board at its meeting on 31 March 2023, noted the outcome of the public consultation and that it was intended to bring the final RTS to this Board meeting once the consultation comments had been incorporated. At the meeting, the Board requested that an Easy-Read version of the RTS be prepared in parallel with the final strategy and that officers set-up a session for Board members and Observers with Stantec (the consultants assisting with the RTS) on the content of the RTS.

3. Key Points

3.1 A session for Board members and Observers on the RTS, as requested by the Board at its meeting in March, was held in-person on 26 May 2023 and comments received at the session have been included in the final version of the strategy.

3.2 The SWestrans Regional Transport Strategy 2023 to 2042 is attached as **Appendix 1** and a summary of the content is provided in paragraphs 3.3 to 3.13. The preparation of the new RTS has been informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment processes, each of which identified key environmental and equalities issues which needed to be addressed in the new RTS.

The RTS is accompanied by proportionate SEA and Equalities Duties Assessment Reports.

Background and Policy Context

3.3 Explains how the RTS has been developed, and the key national, regional and local policy context that have been used to guide the development of the RTS.

The SWestrans Region

3.4 A short summary of the region's demographics, existing transport provision, transport trends and the spatial context within which the RTS has been developed.

Transport Problems

3.5 A set of transport problems and issues which have been identified from a range of sources. These transport problems can be thought of as one or more of:

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

3.6 A problems framework was used to break the identified problems into categories which broadly align with the National Transport Strategy's sustainable travel hierarchy and provided the basic building blocks for the RTS Strategic Objectives. This also provided the basis for development of a series of RTS Themes that provide the structure of the strategy.

Vision, Strategy Objectives and RTS Themes

3.7 The RTS vision outlines what type of region we want Dumfries and Galloway to be along with how transport can help to facilitate that. It draws upon national, regional and local policy aspirations. It also provides an overarching context for the strategy objectives. The vision states:

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:

- reflects the needs of communities and expectations of people living, working and consuming in the region.
- is safe, affordable and accessible to all.
- allows healthier lifestyles.
- is resilient to climate change, supporting a contribution to net zero emission targets reflecting the regional circumstances.

3.8 The Strategy Objectives are defined below but further detail (including sub-objectives) for each is provided in the draft RTS:

- **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 negative impact of transport on the people and environment of the region.

3.9 Drawing upon the Strategy Objectives a series of RTS Themes have been identified which ultimately form the foundation of the RTS by providing the outline of its structure. The defined RTS themes are:

1 - Enabling More Sustainable Development: integrating land-use and transport planning, enabling access to developments for all groups by sustainable modes of transport, reducing the need to travel and facilitating an 'infrastructure first' approach to development

2 - Connecting Our Communities: facilitating walking, wheeling and cycling within villages and towns as well as providing active travel connections between them and to regional centres

3 - Transforming Travel in Our Towns: improving the public realm by reducing car dominance and delivering roadspace reallocation to prioritise buses and active travel

4 - Reducing the Negative Impact of Transport on Our Communities: eliminating the negative impacts of through traffic on local settlements and supporting decarbonisation

5 - Enhancing Access to Transport Services: providing safe and equal access to transport for all including vulnerable and minority groups by removing physical and non-physical barriers

6 - Sustainable and Extended Local and Regional Public Transport Connectivity: extending the number of services and stops / stations on the public transport network

7 - Improving the Quality and Affordability of Our Public Transport Offer: delivering affordable public transport solutions, enhancing the public transport infrastructure including accessible vehicles and stops as well as improving integration between services, information and ticketing provision

8 - Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Key Regional, National and International Locations: enhancements to the strategic transport network that provides links to key economic destinations, gateways and development locations to increase efficiency and competitiveness

9 - Managing Our Car Traffic: reducing car dependency and contributing to the Scottish Government's target to reduce car km by 20% by 2030 where possible and practical

10 - Making the Most of New Opportunities: capitalising on innovations and new technology to enhance access to more sustainable modes of transport and the efficiency of the transport system

3.10 The RTS then provides more discussion and detail on each of the RTS Themes and identifies a set of priorities for each Theme.

Delivery

3.11 The RTS sets out the long-term policy context for transport in Dumfries and Galloway. It is not a funded delivery plan and therefore, it sets a framework for transport in the SWestrans area to deliver the priorities and outcomes of NTS2:

- Reduce Inequalities.
- Takes Climate Action.
- Helps Deliver Inclusive Economic Growth.
- Improves our Health and Wellbeing.

3.12 Its delivery will be dependent on a combination of actions by SWestrans, Dumfries and Galloway Council and close partnership working with other key industry bodies. To guide the implementation of the RTS and the priorities it has identified a Delivery Plan will be prepared which will accompany the strategy. This will set out a series of actions including an ongoing programme of physical and non-physical interventions. It will include measures which can be delivered by SWestrans and also those where it would look to partners to lead on delivery. These will also include analysis and appraisal work to identify new interventions to support the delivery of the RTS priorities. The Delivery Plan will be reviewed and updated on a regular basis throughout the lifetime of the strategy as part of the ongoing Monitoring process.

Monitoring

3.13 Monitoring the RTS is important to assess the extent to which it is achieving the Strategy Objectives and Vision. To facilitate this a series of Key Performance Indicators (KPIs) have been identified. These are each linked to the defined Strategy Objectives and are closely linked to those defined for monitoring the National Transport Strategy 2. They will be used to measure how the transport system performs over the lifetime of the RTS against an established baseline prior to its implementation. Throughout the lifetime of the strategy monitoring reports will be prepared every two years. These will outline the key regional transport and behavioural trends based upon the KPIs.

Easy-Read Version

3.14 As requested by the Board at its meeting in March 2023, a draft Easy-Read version of the RTS has been prepared and is attached as **Appendix 2**.

4. Implications	
Financial	The RTS development is being accommodated within revenue funding across financial years 2021/22 to 2023/24.
Policy	Policy implications are included within the report.
Equalities	An Equalities Impact Assessment is a critical element of the RTS.
Climate Change	A SEA is a critical element of the RTS. Climate issues are 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
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5. Recommendation

Members of the Board are asked to agree the SWestrans Regional Transport Strategy 2023 to 2042 at **Appendix 1** for submission to Scottish Ministers for approval.

Report Author: Douglas Kirkpatrick Tel: 01387 260136 Date of Report: 11 June 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
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Appendix 1 – SWestrans Regional Transport Strategy 2023 to 2042

Appendix 2 – Draft Easy-Read version of SWestrans Regional Transport Strategy



SWestrans REGIONAL TRANSPORT STRATEGY 2023-42

June 2023

In partnership with:  **Stantec**



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	Name	Position	Signature	Date
Prepared by:	Alec Knox	Associate Transport Planner	AK	7 th September 2022
Reviewed by:	Scott Leitham	Director	SL	9 th September 2022
Approved by:	Scott Leitham	Director	SL	9 th September 2022
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1.1	25/08/2022	Draft	AK	SL	SL
1.2	09/09/2022	Draft 2	AK	SL	SL
1.3	20/05/2023	Draft 3	RMT	SL	SL
1.4	07/06/2023	Final	RMT	SL	SL

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Introduction

SWestrans Regional Transport Strategy



1 Introduction

1.1 Background

1.1.1 The South West of Scotland Regional Transport Partnership (SWestrans) is established under the Transport (Scotland) Act 2005 and is required to provide a statutory Regional Transport Strategy (RTS). The RTS aims to provide a strategic framework for transport management and investment for the Partnership area up to 2042. The Partnership area has a boundary contiguous with Dumfries and Galloway Council as shown in Figure 1.1 and it should seek to perform its transport functions in line with the RTS.

1.1.2 This RTS has been prepared to replace the RTS which was published in April 2008. It has been developed in accordance with the RTS Guidance (2006) and Scottish Transport Appraisal Guidance (STAG).

1.1.3 The key purpose of the RTS is to identify the transport challenges in Dumfries and Galloway and to set out a long-term approach to address them up to 2042. This has been informed by an extensive review of policy documentation, data analysis and consultation and subsequently evidenced in the STAG Case for Change and Options Appraisal Reports.

1.1.4 The preparation of the new SWestrans RTS has also been informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA) processes, each of which has identified key environmental and equalities issues which need to be addressed in the new RTS. This RTS is accompanied by proportionate SEA and Equalities Duties Assessment Reports which consider how relevant equalities and environmental issues have been taken account of to date and provides recommendations to inform the finalisation of the RTS.



Figure 1.1 Map of SWestrans Region

1.2 Policy Context

1.2.1 The RTS is being developed within a policy hierarchy that includes national, regional, and local strategies. These are illustrated in Figure 1.2 which also shows the position of the SWestrans RTS within the hierarchy.

1.2.2 At the national level, the RTS has been developed within the policy framework set out by **National Transport Strategy 2 (NTS2)**. This established four strategic priorities and defined a Sustainable Travel Hierarchy aimed at prioritising the most sustainable modes of transport. Both of these are illustrated in Figure 1.3.

1.2.3 In addition, the Scottish Government through the **Climate Change Plan Update** published in December 2020 has outlined transport specific targets to help achieve its overarching target of net zero emissions by 2045. These state that by 2030:

- our roads will contain no new petrol and diesel cars and vans
- car kilometres will have reduced by 20%

1.2.4 The **Scottish Government's National Planning Framework 4 (NPF4)** identifies spatial principles at the national level as well as regional spatial priorities for the South of Scotland¹. These include improving local liveability, creating a low carbon network of towns, and supporting sustainable rural development. The document also sets out a series of nationally important developments which include the regeneration of Stranraer and the development of a national walking, cycling, and wheeling network.

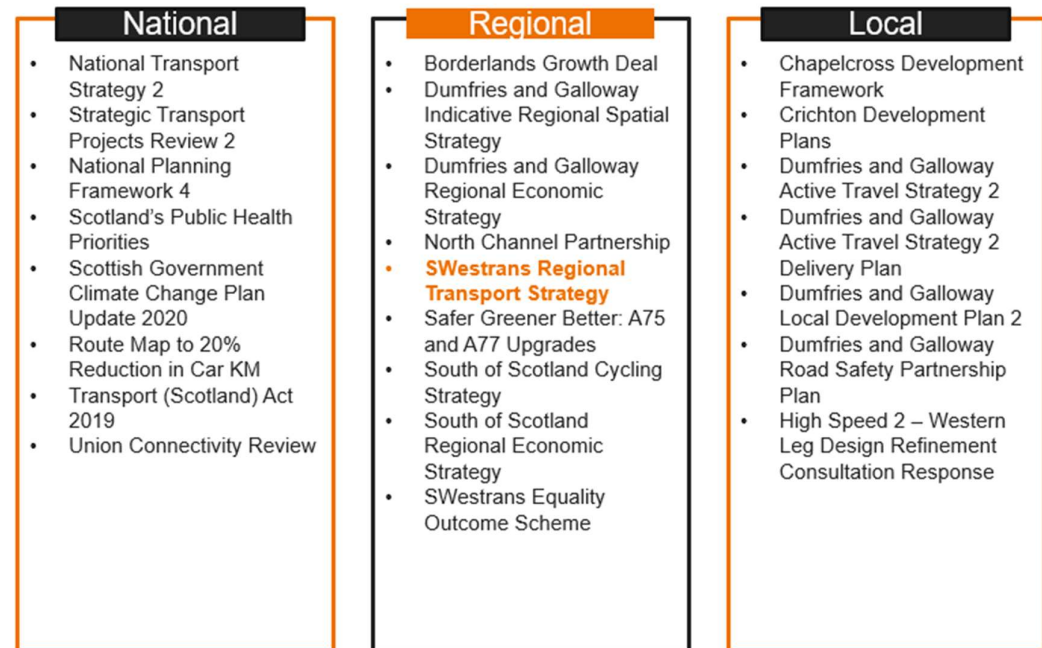


Figure 1.2 Policy Hierarchy

¹ broadly includes Dumfries and Galloway and the Scottish Borders, South and East Ayrshires, South Lanarkshire in the west, with links to the Lothians towards the east

1.2.5 At the regional level, the **Regional Economic Strategy (RES)** 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.

1.2.6 This wider policy context has been used to inform the development of this RTS and will contribute to its ultimate delivery.

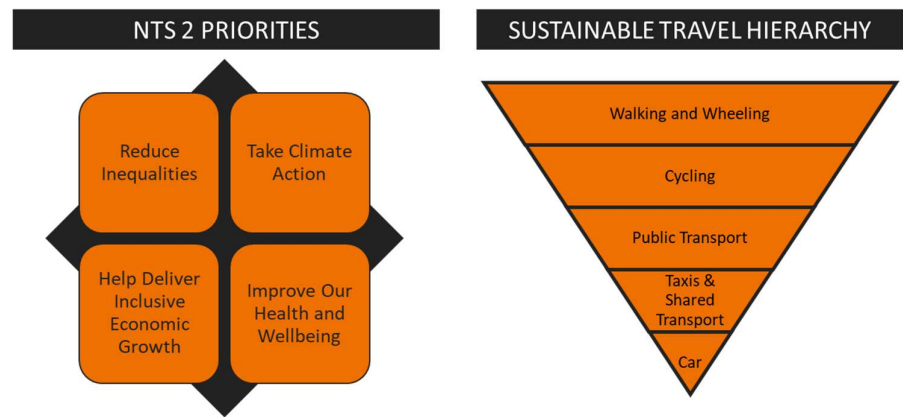


Figure 1.3 National Transport Strategy 2 Policy Framework



The SWestrans Region

SWestrans Regional Transport Strategy



2 The SWestrans Region

2.1 Demographic

2.1.1 An estimated 148,290 people resided in the SWestrans area in 2020 according to Scottish Government Statistics. This equates to 2.7% of the total population of Scotland which was 5,466,000 in 2020. The Partnership area covers 6,426 square kilometres which is 8.1% of the total 78,789 square kilometres land mass of Scotland. The population density of the region is just 23 people per square kilometre compared to the national average of 69 people per square kilometre. Dumfries is the major centre of population accounting for nearly 30% of the total population of Dumfries and Galloway as of 2021².

2.1.2 This low population density has implications for the provision of effective and efficient transport. In particular, it is difficult to provide commercially viable public transport services in areas with dispersed populations and modes like walking and cycling are generally suited to shorter, local trips in more densely urbanised areas. This is further illustrated by the Scottish Government's Urban – Rural Classification shown here which classifies much of the region as either 'Accessible Rural' or 'Remote Rural'.³

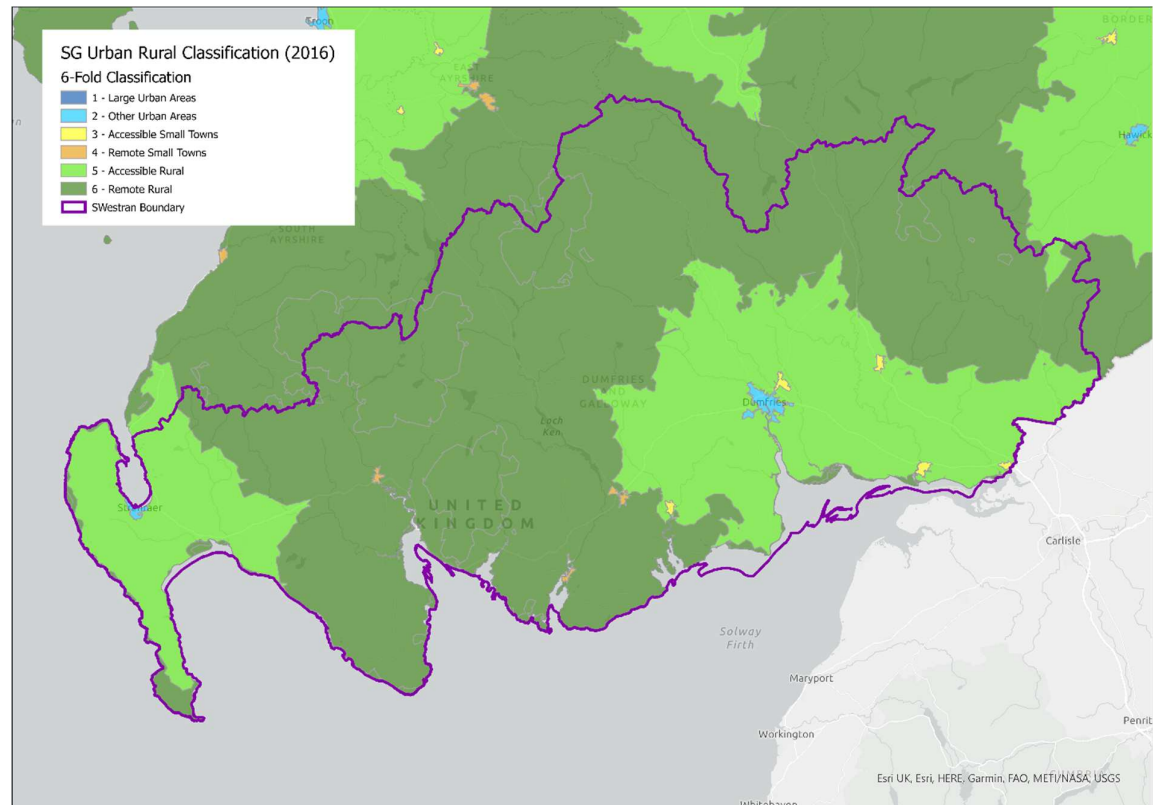


Figure 2.1 Scottish Government Urban – Rural Classification of SWestrans Region

² NRS Small Population Estimates, 2021

³ Accessible Rural: Areas with a population of less than 3,000 people, and within a 30 minute drive time of a Settlement of 10,000 or more. Remote Rural: Areas with a population of less than 3,000 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more.

2.1.3 The population of the SWestrans area is also projected to decline by 4% between 2018 and 2032. This could have further implications for the viability of public transport and other essential services, with resultant potential implications for people with disabilities, although recent National Records of Scotland (NRS) data suggests a small increase in population between 2020 and 2021 potentially linked to out migration from urban areas driven by the COVID-19 pandemic. Furthermore, there is a higher elderly population and lower working age population compared to Scotland as a whole, which could place additional demands on health and social care and the need for access to it. This is likely to be further exacerbated by the fact that the proportion of residents in bad health or very bad health is higher than the Scottish average.

2.2 Transport

Active Travel

2.2.1 The active travel network in the region incorporates several sections of the National Cycle Network (NCN), including:

- **NCN Route 73 (South)** which runs from Stranraer to Newton Stewart. The 41-mile stretch is predominantly on-road
- **NCN Route 7** which connects Sunderland and Inverness. The Glasgow to Carlisle section runs through Maybole, Newton Stewart, Castle Douglas, Dumfries and Gretna Green. This route is mainly on-road with occasional off-road sections

2.2.2 NCN Route 74 previously connected Gretna to Glasgow following a predominantly on-road route. However, this route was recently declassified on safety grounds following a review undertaken by Sustrans.

2.2.3 Whilst the majority of the Route 73 and 7 are long-distance, analysis of Strava Metro data has shown that functional active travel journeys, as opposed to leisure trips, tend to be undertaken locally within towns. There was limited evidence of inter-town active travel taking place in Dumfries and Galloway which can likely be attributed to its rural nature with dispersed centres of population and the absence of traffic-free routes.

Bus

2.2.4 SWestrans is responsible for providing subsidies to support socially necessary bus services in Dumfries and Galloway with just under half of services being provided by commercial bus operators and the remainder being subsidised. Furthermore, the Council operates Dumfries and Galloway Council (DGC) Buses under S.46 of the Public Passenger Vehicle Act 1981. It determines the routes, times and vehicles which are also considered as part of the supported bus network. Table 2.1 shows the subsidy spent on supported bus services along with bus vehicle kilometres. There has been a 7% cash decrease in subsidy between 2015/16 to 2020/21, while total bus kilometres have reduced by 16.8%. SWestrans has not had a budget increase during this period. Supported services have seen a larger reduction in bus kilometres (-18.6%) when compared to commercial service (-13.9%). The decline has also been affected by the COVID-19 pandemic.

2.2.5 However, although not shown in the table, there was still a decline in bus usage pre-pandemic, albeit at a slower pace. For commercially run services, their viability is only achievable if passenger numbers are maintained. As such, the bus network across the region is very fragile and even minor changes which have the potential to impact on costs, available funding or affect patronage, can have major consequences for the viability of services.

Declining services also have potentially significant equalities implications for people with protected characteristics and groups with socio-economic disadvantage.

Table 2.1 Subsidy Spent on Supported Bus Services and Bus Vehicle Kilometres Per Annum

	2015/16	2016 / 17	2017/18	2018/19	2019/20	2020/21
Subsidy spent (£'000)⁴	£3,736	£3,531	£3,400	£3,395	£3,400	£3,472
<i>Change in subsidy spent compared to previous year</i>		-5.5%	-3.7%	-0.1%	+0.1%	+2.1%
Commercial Vehicle KM	3,709,195	3,668,843	3,762,063	3,757,383	3,619,269	3,192,425
<i>Change in commercial vehicle km compared to previous year</i>		-1.1%	+2.5%	-0.1%	-3.7%	-11.8%
Supported Vehicle KM	5,372,340	4,855,325	5,167,167	5,004,795	5,091,427	4,371,526
<i>Change in supported vehicle km compared to previous year</i>		-9.6%	6.4%	-3.1%	1.7%	-14.1%
Total Vehicle KM	9,091,535	8,524,168	8,929,230	8,762,178	8,710,696	7,563,951
<i>Change in total vehicle km compared to previous year</i>		-6.2%	4.7%	-1.9%	-0.6%	-13.1%

⁴ Note that figures are nominal values so not adjusted for inflation

Rail

2.2.6 The railway lines and stations serving South West Scotland, as shown in Figure 2.2, are:

Glasgow and South West Line (G&SW)

- Glasgow to Stranraer
- Glasgow to Carlisle / Newcastle via Dumfries

West Coast Mainline (WCML)

- London / Birmingham to Glasgow / Edinburgh

2.2.7 The services from the majority of the stations are better to Carlisle than to Glasgow, Edinburgh and the rest of Scotland. Lockerbie is the exception, with a two hourly service to both Edinburgh and Glasgow. This has made it an important hub for northwards travel and the station therefore has a large catchment area.

2.2.8 Stranraer is not well connected by rail, with only one train per day travelling directly to Glasgow, with the remaining three terminating at Kilmarnock. On Sundays, there are more services but only to Ayr.

2.2.9 Most smaller stations see high levels of access by walking, suggesting mainly local catchments. However, Dumfries and Lockerbie have high levels of driving to the station suggesting they serve wider catchment areas.

2.2.10 Demand at all stations has been adversely affected by the COVID-19 pandemic with the largest declines between 2019/20 and 2020/21 being 94% at Kirkconnel and 93% at Sanquhar.

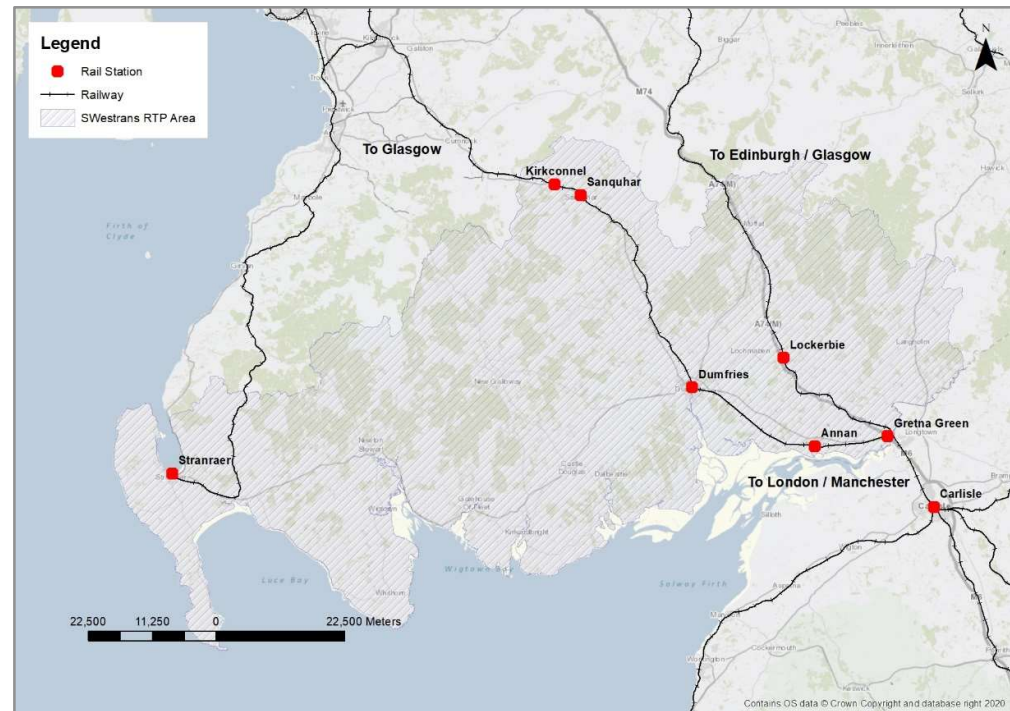


Figure 2.2 Rail Network in SWestrans Region

Ferry

2.2.11 The region is also home to Scotland's only Irish Sea Ro-Ro (Roll-on Roll-off) ferry routes which operate out of the ports of Loch Ryan and Cairnryan.

2.2.12 P&O Ferries operates between Cairnryan Port and Larne (around 20 miles north of Belfast) with a crossing time of around two hours. There are six departures from Cairnryan per weekday with five on a Saturday, and four departures on a Sunday.

2.2.13 Stena Line operates between Loch Ryan Port and Belfast with a crossing time of around 2 hours 15 minutes. There are six departures from Loch Ryan with five departures on a Sunday and Monday. In 2011, Stena Line moved from Stranraer to a new site on Loch Ryan, roughly 1.5 miles north of the Cairnryan Port where P&O ferry services are based. The site of the previous terminal in Stranraer remains derelict and this is also the site of Stranraer railway station.



2.2.14 These services provided by P&O and Stena Line are wholly commercial and generate a significant amount of traffic to and from the ports. Approximately £26 million worth of goods per day is estimated to use the A75 East of Dumfries, £20 million on the A75 West of Dumfries with approximately £10 million moving on the A77 south of Ayr much of which is linked to the ports⁵. As well as a source of local employment, the future viability and success of these ferry routes is of key importance to Scotland as a society and an economy. The transport links to the ports have a key role to play in supporting the competitive position of South West Scotland's ferry ports in relation to other ports offering Irish Sea services. As such, the area around the ports is subject to proposals to create an enterprise area which would involve streamlining planning processes, non-domestic rates relief and support from Skills Development Scotland in order to encourage more economic development.

⁵ Transporting Scotland's Trade, Transport Scotland (2018)

Strategic Road Network

2.2.15 The strategic road network in the study area consists of the trunk roads, namely the A74(M), A75, A77, A76, A7 and A701. In addition, the A709 is a key route which, while not a trunk road, is one of the busiest routes in the network as it is the primary link between Dumfries and Lockerbie whilst also providing access to the A74(M).

2.2.16 There is significant car and HGV demand on the A75 and A77 linked to the ports at Cairnryan and Loch Ryan. Neither of these routes are dual carriageway and as a result both have relatively low average speeds with long and unreliable journey times due in part to the reduced speed and platooning of HGVs (the latter a particular factor when ferries dock). In addition, the A75 passes through the two communities of Crocketford and Springholm negatively impacting on them and extending journey times.

2.2.17 The A76 is a single carriageway road running between Dumfries and Kilmarnock. It is mainly rural in nature and passes through numerous settlements including Closeburn, Thornhill, Carronbridge, Mennock, Sanquhar and Kirkconnel.

2.2.18 The A7 is a single carriageway road as well which runs between Carlisle and Edinburgh. It is also mainly rural in nature and passes through Langholm.

2.2.19 These all have implications for transport emissions as shown in Figure 2.3. Road transport is responsible for the majority of transport emissions in the region. Whilst there has been no definitive trend between 2005 and 2019 it is noticeable that emissions declined in 2020 as a result of the pandemic.

2.2.20 A shift to Electric Vehicles (EV) will be critical to reducing road related emissions which will depend on provision of adequate charging infrastructure. In Dumfries and Galloway there are currently 76.2 EV charging devices per 100,000 people according to the DfT. The number of chargers ultimately required is very uncertain at this stage. However, the DfT expects there to be around 300,000 public charge points as a minimum by 2030⁶, which

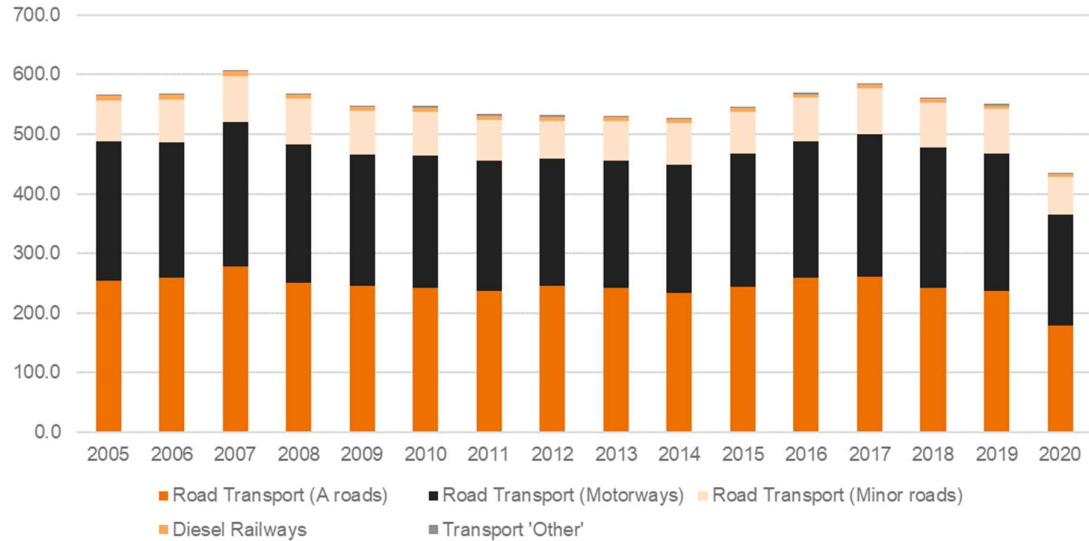


Figure 2.3 Transport Greenhouse Gas Emissions Estimates in Dumfries and Galloway (kt CO₂e)

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

would equate to around 450 per 100,000 population. The DfT suggests that this number could more than double though. This implies an almost sixfold increase in provision in the region over the next eight years.

Car Ownership

2.2.21 Car ownership in the SWestrans region is towards the higher end when compared against the six other Regional Transport Partnerships in Scotland as illustrated in Figure 2.4. In particular, the area has the joint highest level of three or more car households. Nonetheless, there are still just under a quarter of households (24%) in South West Scotland without access to a car at all highlighting the importance that active travel and public transport play in the region and the equalities issues associated with a lack of rural accessibility for many.

2.3 Land-use

2.3.1 The land-use planning context in the region is influenced by national, regional and local policy. The Scottish Government published National Planning Framework 4 (NPF4), the national spatial strategy for Scotland, in February 2023. This identified a number of 'National Developments' which included the Chapelcross Power Station Redevelopment and Stranraer Gateway. The Chapelcross Power Station Redevelopment involves the redevelopment of the former nuclear power station site and aims to create new job opportunities and high value employment, as well as supporting the just transition to net zero. NPF4 states '*sustainable access to the site for workers and commercial vehicles will be required*'. At Stranraer, NPF4 seeks to support its regeneration and role as a gateway town, noting "*high quality place-based regeneration will help address socio-economic inequalities...and support the wider population of south west Scotland by acting as a hub and providing a platform for future investment*".

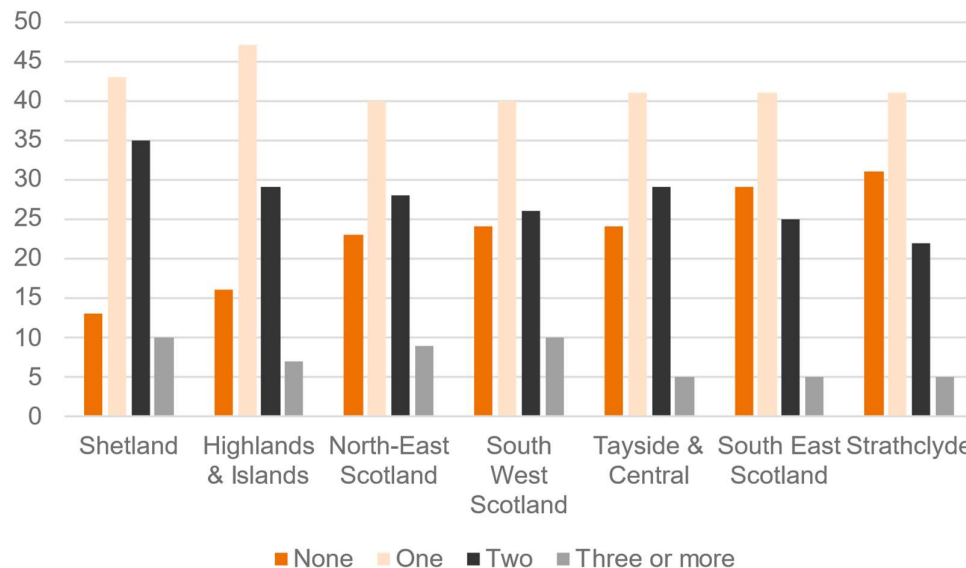


Figure 2.4 Car Ownership by Regional Transport Partnership 2019

⁷ National Planning Framework 4 (www.gov.scot), p119

⁸ National Planning Framework 4 (www.gov.scot), p111

2.3.2 At the regional level, planning authorities are subject to a new duty to produce a Regional Spatial Strategy which overarches the local authority specific Local Development Plans. The Indicative Regional Spatial Strategies (iRSS) have been used to inform the development of the NPF4. Through the development of both the RTS and iRSS, it is imperative that there is closer integration between land-use and transport planning in the region. It is important to understand where growth opportunities will be created and how these can be delivered in a manner that ensures sustainability and inclusivity through equitable access. In addition, there is a need to join up the delivery plans and priorities for transport to support ongoing development. A finalised Indicative Regional Spatial Strategy has been prepared for South of Scotland region, which covers the Scottish Borders and Dumfries and Galloway. An overview of the strategy is displayed in Figure 2.5.

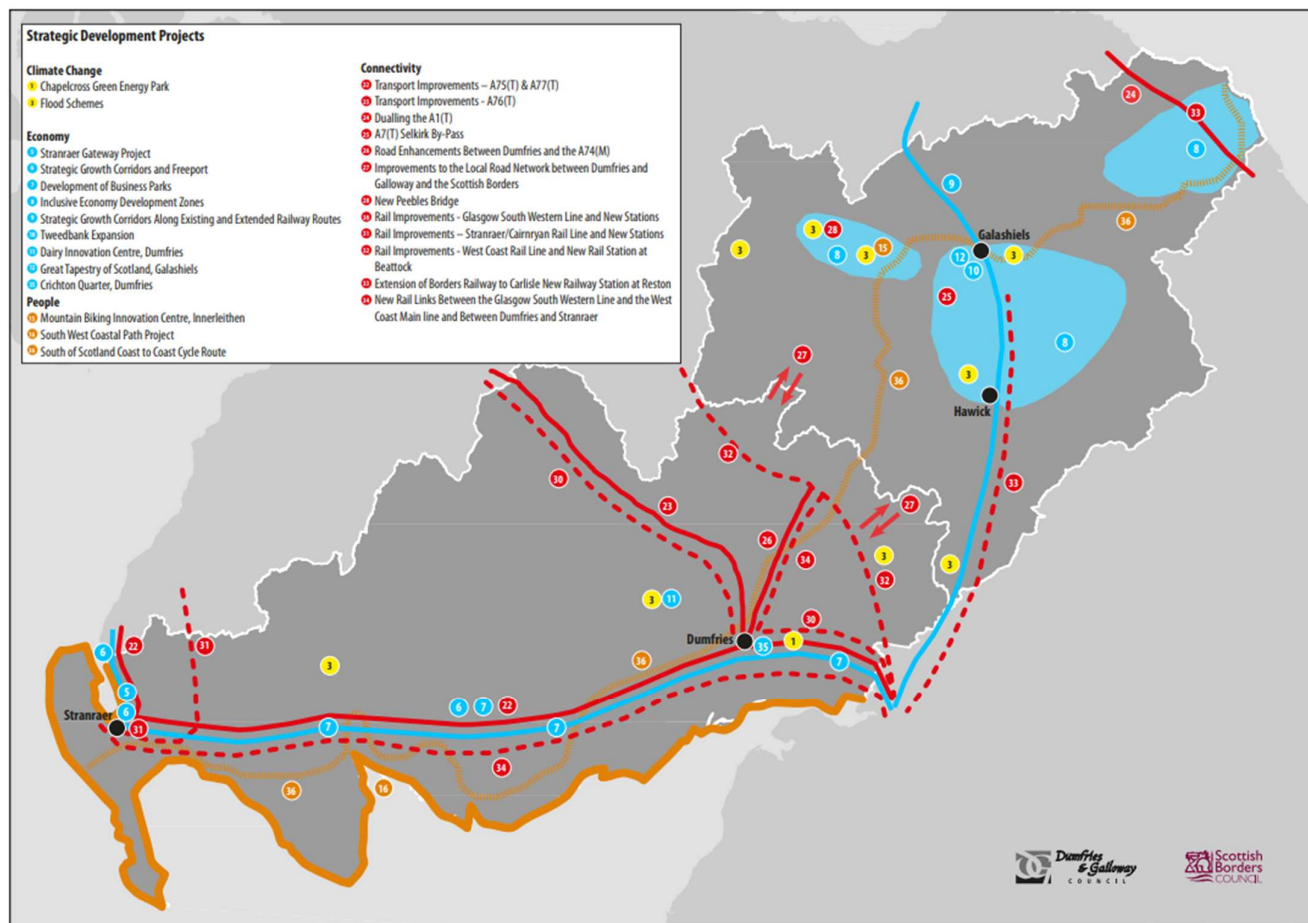


Figure 2.5 South of Scotland Indicative Regional Spatial Strategy

2.3.3 The iRSS includes a broad range of interventions to tackle high car usage and to capitalise on the connectivity opportunities High Speed 2 (HS2) will bring to the region in the longer term. Firstly, to improve connectivity there are planned improvements to the internal and external road, rail, bus and active travel network. These improvements include the creation of sustainable transport hubs on strategic routes (at Dumfries, Lockerbie, Castle Douglas, Newton Stewart and Stranraer) and improved railway infrastructure (i.e., new stations and improved rail access to the proposed HS2 rail hub at Carlisle and future rail links).

2.3.4 South West Scotland was also the focus of a number of proposed interventions identified through the draft Strategic Transport Projects Review 2 (STPR2) which sets out priorities for transport investment by Scottish Ministers to 2042. Key interventions for the region include:

- **18. Supporting integrated journeys at ferry terminals:** improving the connections at ferry terminals to other types of public transport
- **23. Smart, integrated public transport ticketing:** simplifying how people book and pay for tickets with different providers
- **40. Access to Stranraer and the ports at Cairnryan:** safety, resilience and reliability improvements on the A75 and A77 strategic road corridors. Consideration would also be given to upgrading or relocating the railway station in Stranraer
- **44. Rail freight terminals and facilities:** provision of rail freight terminals which is critical to achieving a significant shift of freight from road to rail
- **45. High speed and cross border rail enhancements:** infrastructure upgrades to permit higher speeds on cross-border routes

2.3.5 The RTS has been developed during a period of significant change in national and regional policy. Nationally, proposals emerging from STPR2 and NPF4 will fundamentally impact upon land-use and transport with particular implications for South West Scotland. At the regional level, the iRSS will redefine the spatial landscape of the SWestrans area. This strategy has been developed within this context and has sought to ensure consistency with the wider land-use framework whilst taking cognisance of the unique socio-economic and transport characteristics of the area.



Transport Problems

SWestrans Regional Transport Strategy



3 Transport Problems

3.1 Overview

3.1.1 The RTS has been developed based on a set of transport problems and issues which have been identified from a range of sources including evidence and analysis from Transport Scotland’s South West Study Report published in January 2020, a review of policy documentation, stakeholder and public engagement, Strategic Environmental Assessment and Equalities Impact Assessment. It primarily focuses on a definition of a transport problem as being a *problem experienced by a user, or potential user of the transport network* (although problems *caused by* the transport system are also considered). 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 journey less efficient, more expensive or less comfortable
- Something that **stops people or goods travelling by more sustainable modes** – this primarily leads to more car use
- Something that **stops people making the journeys they’d like to make, or goods being moved** – impacting on peoples’ life chances & wellbeing and business opportunities

3.1.2 From a user perspective, these transport problems will impact on individuals and groups, including those with protected characteristics, but are likely to be related to a relatively small number of parameters which define any travel such as:

- Cost of travel (especially relative to disposable income)
- Lack of public transport connectivity
- Personal security / safety
- Physical accessibility of services for those less mobile or with a disability



- Punctuality of travel (public transport punctuality / congestion making road-based journey times unreliable)
- Quality and comfort of journey
- Reliability of travel (cancellation of public transport services)
- Requirement for excessive interchange
- Travel time (relative to other modes)

3.1.3 As shown in the Problems Framework illustrated in Figure 3.1 these transport problems as experienced by the user:

- Can usually be traced back to a root cause, associated with the transport supply-side which in turn informs the identification of Transport Planning Objectives and options
- Can have a travel choice consequence, e.g., use of less sustainable modes, journeys not being made
- Have a wider societal consequence arising from these travel choices, e.g., economic (e.g., wasted time), environmental (e.g., emissions), health & wellbeing (e.g., reduced levels of walking and cycling), social (e.g., exclusion from employment, education and social opportunities)

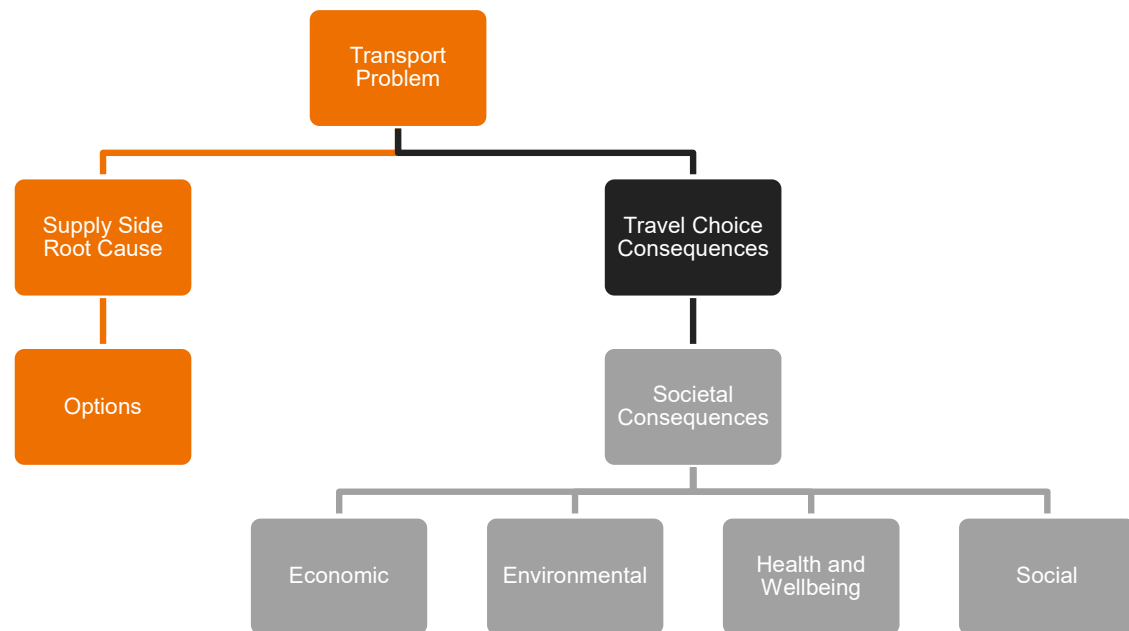


Figure 3.1 Problems Framework

3.2 Identifying Transport Problems

3.2.1 This framework was subsequently used as the basis for setting out the transport problems in the SWestrans region. The transport problems were broken down into categories which broadly align with the NTS2's Sustainable Travel Hierarchy and are outlined in Table 3.1. These transport problems were then used as the foundation for the development of Strategy Objectives and for a series of RTS Themes that provide the structure of

the strategy. These RTS Themes were also used for the purposes of option development and appraisal to ensure that these processes were closely related to the strategy itself.

Table 3.1 Transport Problems

Problem Theme	Transport Problem
Walking And Wheeling	
Integration	Walking and wheeling links to my local bus stops / railway stations are poor
Journey quality	I don't think my local environment is suitable for walking and wheeling
Journey times	Walking takes too long
Lack of awareness of travel options	I do not know where walking routes are / do not feel confident using them
Personal accessibility	Walking is not a realistic option for me because of a disability
Personal security	I sometimes don't think it's secure enough for me to walk
Travel safety	I sometimes don't think it's safe enough for me to walk
Cycling	
Cost of travel and affordability	I can't afford to own / maintain / use a bike
Integration of travel	Cycling links to my local railway station are poor
	I can't use my bike to take the bus
	I can't always take my bike on the train
	Cycle parking options at the stations I use are poor
Journey quality	I don't think my local environment is suitable for cycling
	There is nowhere for me to park a bicycle, keeping it dry and secure
	I don't like cycling up hills
	There is nowhere for me to shower and change at work
Journey times	Journey times by bike are too long
Lack of awareness of travel options	I am not aware of cycling opportunities in Dumfries and Galloway
Personal Accessibility	I cannot use a standard bicycle due to disability
Personal security	I don't think it's secure enough for me to travel by bike
Travel safety	I don't think it's safe enough for me to travel by bike

Problem Theme	Transport Problem
E-Bike	I'm unable to charge my e-bike
Bus	
Concern over environmental impact of travel	I am concerned about the environmental impact of travelling by bus
Cost of travel and affordability	I can't afford to travel regularly by bus
	Travelling by bus uses a high proportion of my disposable income
Integration of travel between modes	I cannot realistically take a bus to catch the train
	I have to buy two tickets to travel by bus and rail
	Integration between my local bus and train services is poor
	Integration between buses and ferries at Cairnryan is poor
	Switching between modes is difficult for me due to disability
Journey information	I do not know if my bus is going to be on time
Journey quality	I am exposed to weather at bus stops
	Travelling by bus does not feel like a high-quality experience
Journey times	It takes a long time to travel by bus, particularly compared to travel by car
	I have to change buses or between bus and train which makes my journey long
Journey time reliability	Journey times by bus are not reliable
	The bus is sometimes late to arrive, and I have a longer wait at the stop
Lack of awareness of travel options	I am not aware of the bus services available
Personal Accessibility	I find it difficult to, or am unable to travel on the bus due to a disability
Personal security	I do not feel secure travelling on the bus
	I do not feel secure waiting at bus stops
Travel safety	The walking route to my bus stop does not feel safe
Comfort	I do not find bus travel comfortable
Connectivity and network coverage	There are no bus services where I live
	There are bus services but they do not go where I want to go
Integration between services	I have to change buses to get where I want to go

Problem Theme	Transport Problem
	I have to buy two tickets to travel by different bus operators
	Integration between my local and long-distance bus is poor
Service reliability	The bus sometimes does not show up
	The school bus sometimes doesn't show up
Timetables	The bus service is not frequent enough
	There is no bus at the time I want to travel
	I can't travel by bus for a regular working day
	I can't get to early morning appointments / shift work or attend late night social events / shift work by bus
	I cannot travel by bus on a Sunday
Train	
Concern over environmental impact of travel	I am concerned about environmental impacts when I travel by train
Cost of travel and affordability	I can't afford to travel regularly by train
	Travelling by train uses a high proportion of my disposable income
Journey quality	Travelling by train does not feel like a high-quality experience
	My local station has poor facilities
Journey times	I find journey times by train across the region to be too long with the exception of services from Lockerbie
	I have to change trains or between train and bus which makes my journey long
Journey time reliability	Journey times by train are not reliable
	The train sometimes leaves and arrives late
Personal Accessibility	I find it difficult to, or am unable to travel by train due to a disability
Personal security	I do not feel secure travelling by train
	I do not feel secure at railway stations
Comfort	I don't find train travel comfortable
Connectivity and network coverage	There are no railway stations near where I live
	There are train services, but they do not go where I want to go
Service reliability	The train is sometimes cancelled
Timetables	The train service is not frequent enough

Problem Theme	Transport Problem
	I can't travel by train for a regular working day
	I can't get to early morning appointments / shift work or attend late night social events / shift work by train
	I cannot travel by train on a Sunday
Other Road-Based Travel	
Concern over environmental impact of travel	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
Cost of travel and affordability	The cost of driving is too high for me
	I can't afford an electric vehicle
	The cost of using a taxi is too high for me
Fuel / power issues	I can't charge an electric vehicle
	I have no alternative but to use petrol / diesel vehicles
Integration of travel between modes	I cannot park easily and regularly at the stations I want to use
	It is not convenient to switch freight between road and rail
Journey information	I do not know if there are incidents on the road when I set off
Journey quality	I can't park where I want to park
	I find the quality of the road surfaces poor
	I do not think there are enough rest areas on the roads I use
Journey times	Journey times by road are long across the region with low average speeds
Journey time reliability	Journey times by road are variable even when there are no incidents
	Journey times by road can be longer when there is an incident / road works that require a diversion
Personal accessibility	I am unable to access taxi services due to disability
Personal security	I don't feel secure travelling by taxi
Travel safety	I am concerned about the risk of road accidents
	I find driving on the region's roads intimidating
Connectivity and network coverage	There is a lack of taxis where I live / want to travel
Non-User Problems	
-	The operation and development of the region's transport networks impacts or may impact on biodiversity, geodiversity, flora and fauna, soil, water, cultural heritage, and landscape



Vision & Strategy

Objectives

SWestrans Regional Transport Strategy



4 Vision and Strategy Objectives

4.1 Vision

- 4.1.1 The RTS vision outlines what type of region we want Dumfries and Galloway to be along with how transport can help to facilitate that. It draws upon national, regional and local policy aspirations. It also provides an overarching context for the strategy objectives.

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:

- reflects the needs of communities and expectations of people living, working and consuming in the region
- is safe, affordable and accessible to all
- allows healthier lifestyles
- is resilient to climate change, supporting a contribution to net zero emission targets reflecting the regional circumstances

4.2 Strategy Objectives

Strategy Objective 1 – To facilitate and encourage safe active travel for all by connecting communities and travel hubs⁹



- 4.2.1 This strategy objective encompasses the following elements:

- Improvements to the physical environment for active travel for all groups
- New connections, improved, safer and better maintained routes between settlements and linking transport hubs and communities
- Promotion of walking, wheeling and cycling for travel and leisure
- Wider access to bicycles and potentially micro-mobility

⁹ Travel hubs are centres of travel such as rail stations and bus stations

4.2.2 Meeting this Strategy Objective would lead to the following main **societal impacts**:

- Improved public health due to increased levels of physical activity
- People taking advantage of new employment, education, training and social / leisure opportunities provided by improved connectivity, supporting the region's economic opportunities
- Reductions in car travel as people switch from car to active travel, with resultant reductions in emissions (carbon and pollutants) and noise etc.
- Additional walking and cycle-based tourism
- Supporting 'local living / liveability'¹⁰ principles, including where practical communities which reflect the principles of the '20-minute neighbourhood'¹¹ concept within our settlements

Strategy Objective 2 – To improve the quality and sustainability of public transport within, and to / from the region



4.2.3 This strategy objective encompasses the following elements:

- Quality (actual and perceived), accessibility and comfort of vehicles
- Travel information provided to passengers
- Punctuality and reliability of services
- Facilities at halts and stations and passenger access for all groups
- The sustainability of the services in terms of human resources and financial support

4.2.4 Meeting this Strategy Objective would lead to the following main **societal impacts**:

- Improved equality of access resulting in higher rates of uptake of employment, education, training and social / leisure opportunities amongst disadvantaged and minority groups
- Reductions in car travel as people switch from car to public transport, with resultant reductions in emissions (carbon and pollutants) and noise etc.

¹⁰ The basic principle of 'local living' is providing people with the opportunity to meet the majority of their daily needs within a reasonable distance of their home. The concept is broader than the '20-minute neighbourhood' concept and reflects the need for a more flexible approach, particularly in more rural locations.

¹¹ The basic principle of the '20-minute neighbourhood' concept can be summarised as people having all of their daily needs (employment, education, shopping, etc) available within 20 minutes of their home, by using sustainable forms of transport: walking, cycling or public transport. The concept is a useful tool in community planning. However, there is a recognition that the delivery of '20-minute neighbourhoods' which adhere strictly to this definition may not be achievable or indeed appropriate in rural settings and this is reflected in NPF4 through a wider emphasis on 'local liveability'.

- Improved health and well-being, particularly for disadvantaged and minority groups



Strategy Objective 3 – To widen access to, and improve connectivity by public transport within and to / from the region

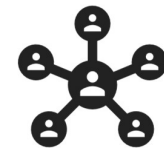
4.2.5 This strategy objective encompasses the following elements:

- Barriers to the use of public transport such as cost, physical access, personal security fears, safe access etc.
- Coverage of bus and rail services and infrastructure across the area
- Times of first and last services / days of the week operated
- Service frequencies
- Shorter, more reliable journey times
- Inclusive growth, access to education and employment as well as facilitating economic development

4.2.6 Meeting this Strategy Objective would lead to the following main **societal impacts**:

- New travel opportunities for those without access to a car, those who would prefer not to use a car, and those that have been affected by barriers which have prevented them using public transport in full or in part
- People taking advantage of new employment, educational, training and social / leisure opportunities provided by improved connectivity, supporting the region's economic opportunities
- Reductions in car travel as people switch from car to public transport with resultant reductions in emissions (carbon and pollutants) and noise etc. Improved health and wellbeing
- Increased tourism

Strategy Objective 4 – To improve integration between all modes of travel and freight within and to / from the region



4.2.7 This strategy objective encompasses the following elements:

- Timetable integration between buses, and between buses and trains
- Travel planning and real time information provided to the public
- Ticketing arrangements and cost implications
- Bike / bus and bike / train travel



- Accessibility for all users to both transport infrastructure and vehicles
- Intermodal freight

4.2.8 Meeting this Strategy Objective would lead to the following main **societal impacts**:

- New and improved travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity, supporting the region's economic opportunities
- Reductions in car travel as people switch from car to public transport in full or in part, with resultant reductions in emissions (carbon and pollutants) and noise etc.
- Increased tourism

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



4.2.9 This strategy objective encompasses the following elements:

- Journey times
- Journey time reliability
- Network resilience to extreme weather / climate change adaptation and diversionary routes
- Road safety and perceptions of safety for all users
- Rest areas and secure parking for freight

4.2.10 Meeting this Strategy Objective would lead to the following main **societal impacts**:

- Facilitating inclusive growth and economic development (including Cairnryan, Chapelcross etc.)
- Labour market efficiencies boosting economic growth
- Supply chain efficiencies – Cairnryan and other traffic
- Addressing perceptions of peripherality which will boost tourism, business investment and in-migration
- Increased active travel uptake where road safety and perceptions of road safety are improved for all users

- Reduced personal injury collisions (number and severity)
- Supporting the region's economic opportunities

Strategy Objective 6 – To reduce the negative impact of transport on the people and environment of the region



4.2.11 This strategy objective encompasses the following elements:

- Decarbonisation of the transport system
- Traffic reduction, particularly in communities affected by through traffic
- Road safety and perceptions of safety for all users
- The delivery of transport projects in a more sustainable way in terms of the physical environment
- Protect and enhance biodiversity and ecosystem services

4.2.12 Meeting this Strategy Objective would lead to the following main **societal impacts**:

- Reduced carbon emissions and other atmospheric and non-atmospheric pollutants
- Reduced noise and vibration in affected communities
- Improved human health and wellbeing for all groups and ages
- Reduced personal injury collisions (number and severity)
- A sustainable transport system interconnected with a resilient and diverse natural environment
- Reductions in car travel as people switch from a car to active travel with resultant reductions in emissions (carbon and pollutants) and noise etc.

4.3 Links to National Policy

4.3.1 It is essential that the Strategy Objectives are aligned with the national policy context. Table 4.1 below maps the Strategy Objectives to the four NTS2 'Priorities' and highlights a close correlation between them.

Table 4.1 Mapping of Strategy Objectives to National Transport Strategy 2 Priorities

RTS Objective	NTS2 Priorities			
	Reduces inequalities	Takes climate action	Helps deliver inclusive economic growth	Improves our health and wellbeing
To facilitate and encourage safe active travel for all by connecting communities and transport hubs	✓	✓	✓	✓
To improve the quality and sustainability of public transport across the region	✓	✓	✓	✓
To widen access to, and improve connectivity by public transport across the area	✓	✓	✓	✓
To improve integration between all modes of travel and transport in the region	✓	✓	✓	
To provide improved, reliable, resilient, and safe road-based connectivity within the region, and to Glasgow, Edinburgh, Carlisle and Cairnryan			✓	✓
To reduce the negative impact of transport on the people and environment of the region	✓	✓		✓

4.4 RTS Themes

4.4.1 Drawing upon the Strategy Objectives, a series of RTS Themes have been identified and are set out below. These Themes are closely related to the problems identified in Chapter 3 and provide the structure of the remaining sections of this RTS, with a separate chapter covering each identified Theme and relevant Priorities set out therein. The Priorities set out the ‘direction of travel’ of the RTS across a broad range of transport issues. To guide the implementation of the RTS, an accompanying RTS Delivery Plan will be developed which will set out a series of actions associated with each of these Priorities. This is discussed further in Chapter 15.

- **1 – Enabling More Sustainable Development:** integrating land-use and transport planning, enabling access to developments for all groups by sustainable modes of transport, reducing the need to travel and facilitating an ‘infrastructure first’ approach to development
- **2 – Connecting Our Communities:** facilitating walking, wheeling and cycling within villages and towns as well as providing active travel connections between them and to regional centres
- **3 – Transforming Travel in Our Towns:** improving the public realm by reducing car dominance and delivering roadspace reallocation to prioritise buses and active travel

- **4 – Reducing the Negative Impact of Transport on Our Communities:** eliminating the negative impacts of through traffic on local settlements and supporting decarbonisation
- **5 – Enhancing Access to Transport Services:** providing safe and equal access to transport for all including vulnerable and minority groups by removing physical and non-physical barriers
- **6 – Sustainable and Extended Local and Regional Public Transport Connectivity:** extending the number of services and stops / stations on the public transport network
- **7 – Improving the Quality and Affordability of Our Public Transport Offer:** delivering affordable public transport solutions, enhancing the public transport infrastructure including accessible vehicles and stops as well as improving integration between services, information and ticketing provision
- **8 – Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Key Regional, National and International Locations:** enhancements to the strategic transport network that provides links to key economic destinations, gateways and development locations to increase efficiency and competitiveness
- **9 – Managing Our Car Traffic:** reducing car dependency and contributing to the Scottish Government’s target to reduce car km by 20% by 2030 where possible and practical
- **10 – Making the Most of New Opportunities:** capitalising on innovations and new technology to enhance access to more sustainable modes of transport and the efficiency of the transport system

4.4.2 The key linkages between each of the RTS Themes and the Strategy Objectives are illustrated in Table 4.2 below.

Table 4.2 Mapping of RTS Themes to Strategy Objectives

RTS Theme	To facilitate and encourage safe active travel for all by connecting communities and travel hubs	To improve the quality and sustainability of public transport within, and to / from the region	To widen access to, and improve connectivity by public transport within and to / from the region	To improve integration between all modes of travel and freight within and to / from the region	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	To reduce the negative impact of transport on the people and environment of the region
1 Enabling More Sustainable Development	✓			✓		✓
2 Connecting Our Communities	✓			✓		
3 Transforming Travel in Our Towns	✓	✓			✓	

RTS Theme	To facilitate and encourage safe active travel for all by connecting communities and travel hubs	To improve the quality and sustainability of public transport within, and to / from the region	To widen access to, and improve connectivity by public transport within and to / from the region	To improve integration between all modes of travel and freight within and to / from the region	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	To reduce the negative impact of transport on the people and environment of the region
4 Reducing the Negative Impact of Transport on Our Communities	✓				✓	✓
5 Enhancing Access to Transport Services	✓		✓	✓		
6 Sustainable and Extended Local and Regional Public Transport Connectivity		✓	✓			
7 Improving the Quality and Affordability of Our Public Transport Offer		✓	✓			
8 Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Key Regional, National and International Locations				✓	✓	
9 Managing Our Car Traffic	✓	✓	✓			✓
10 Making the Most of New Opportunities		✓	✓	✓		✓



Enabling More Sustainable Development

SWestrans Regional Transport Strategy



5 Enabling More Sustainable Development

5.1 Context

- 5.1.1 Integrating land-use and transport planning is essential to ensure that people can access employment, education, healthcare and other essential services in a sustainable manner. In addition to considering sustainable access to, and the provision of, ancillary on-site facilities (e.g., showers, changing areas etc) in new developments, it is also important to consider how improvements in access to and facilities in existing developments can help encourage sustainable travel. However, in an area like Dumfries and Galloway, with a dispersed population and service centres, facilitating sustainable access to developments can be challenging.
- 5.1.2 The focus should be on ensuring that development is located near to existing services to reduce the need to travel. All new developments should then be constructed in a manner that enables that development to be served by more sustainable transport and prevents car dependency from becoming entrenched. This can be achieved by situating developments close to existing or proposed active travel and public transport networks. In addition, the planning process can be used to deliver sustainable transport measures to support new developments through mechanisms such as Section 75 agreements. These might not just be limited to transport infrastructure and could include contributions to supporting new bus services or ancillary on-site facilities such as showers and changing areas to enable people to get ready for work after walking, wheeling or cycling to the development.
- 5.1.3 Reflecting the specific geography and rurality of Dumfries and Galloway, it will be important to support 'local living / liveability' principles within our local planning policies and guidance, including where practical the delivery of communities which reflect the principles of '20-minute neighbourhoods' within our settlements. By designing with these principles in mind, planning focuses on walking, cycling and wheeling rather than car-travel, helping to align spatial planning and transport planning at a local scale. This approach to land-use and transport planning also helps to reduce the need to travel by enabling people to fulfil their needs locally which contributes to reductions in emissions. Finally, this approach seeks to mitigate and, if possible, eliminate the environmental impacts of any infrastructure projects (e.g., embodied carbon) to reduce environmental impacts of both transport and development.
- 5.1.4 The above principles should be applied to the major developments proposed for the region as outlined in the Dumfries and Galloway Local Development Plan 2 (LDP2) and the IRSS prepared for the South of Scotland region, which covers the Scottish Borders and Dumfries and Galloway. This is illustrated in Figure 2.5. A key consideration will be the National Development sites at the former Chapelcross Power Station and Stranraer Gateway as identified in National Planning Framework 4, including the potential to develop an Investment Zone as part of the latter. It will be essential that these are taken forward in tandem with sustainable transport solutions. These and other major development sites should apply an 'infrastructure first'¹² approach that considers the infrastructure needs of development at the outset, makes better use of existing assets first and foremost as well as prioritising low-carbon infrastructure required to support the transition to net zero.
- 5.1.5 In terms of existing sites, in the past, some developments have been taken forward without giving suitable consideration to how best they can accommodate access by sustainable modes of transport. On this basis, they are often highly dependent on access by car. In these locations it may be

¹² Infrastructure First is defined in NPF4 as "putting infrastructure considerations at the heart of placemaking" where infrastructure includes existing and planned transport infrastructure and services, water management, communications, energy supplies / energy generation, health and social care services, education, green and blue infrastructure, and spaces for play and recreation.

necessary to seek to provide new services and infrastructure that make travel by active travel and public transport more viable. This may include working with existing employers to introduce facilities and measures through workplace Travel Plans. These could be as simple as the provision of on-site changing facilities or may involve measures like secure bike storage.



Case Study: Dumfries and Galloway Royal Infirmary Relocation¹³

In 2018 the new Dumfries and Galloway Royal Infirmary (DGRI) opened on the A75 close to Garroch roundabout in the west of Dumfries. This was following its relocation from Bankend Road in the south of Dumfries. This location was difficult to access due to the nature of the road network in the town and the limited number of crossings over the River Nith which led to traffic being funnelled through the town centre. The relocation has consequently led to reduced congestion in Dumfries town centre as well as improving access to DGRI by both public transport and active travel as well as enhancing access from the west of the region.

5.2 Priorities

8. Sustainably locate new developments to reduce the need to travel first and foremost
9. Locate new development where it can be easily served by existing active travel and public transport links or, if not possible, by new active travel and public transport links which are accessible to all
10. Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate
11. The concept of 'local living' and '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes
12. Transport interventions should be carefully sited and designed to prevent and minimise negative environmental impacts
13. New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach
14. At existing developments sustainable transport and ancillary infrastructure measures should be introduced to encourage the uptake of more sustainable transport by coordinated engagement with employers and other large organisations

¹³ Photograph source: [File:Dumfries and Galloway Royal Infirmary.jpg](https://commons.wikimedia.org/wiki/File:Dumfries_and_Galloway_Royal_Infirmary.jpg) - Wikimedia Commons



Connecting Our Communities

SWestrans Regional Transport Strategy



6 Connecting Our Communities

6.1 Context

6.1.1 Achieving increased walking, wheeling, and cycling depends upon ensuring that we have high quality infrastructure that provides safe and attractive routes within our villages and towns, along with low-traffic or traffic free active travel connections between them and to regional centres. High quality routes are continuous and provide attractive, safe and direct connections between multiple locations and which can be accessed by all groups. In addition, they should be physically separated from traffic, with smooth surfacing and appropriate lighting. To facilitate this requires a two-pronged approach which includes:

- Physical incremental improvements to existing active travel routes (including crossings, lighting, surfacing, obstructions, etc.)
- New bespoke routes for walkers, wheelers and cyclists



6.1.2 Enhancing existing active travel networks would predominantly involve improvements to make them safer, more attractive, and fully accessible for people to walk, wheel and cycle. These would seek to maximise the quality of existing networks through measures such as:

- Road, cycleway and footway resurfacing
- Introduction of new pedestrian and cyclist crossings
- Upgraded pathways to reflect current accessibility guidance
- Removal of unnecessary street furniture
- Improved CCTV and lighting
- Installation of new or enhanced signs on active travel routes
- Accessibility audits of active travel routes to identify the need for the above measures

6.1.3 Alongside this, in some instances there will be a requirement for the creation of new active travel routes both within towns and villages and between them as part of the development of a strategic active travel network for the region. This could entail creating new segregated active travel routes for walking, wheeling and cycling through measures such as converting disused railways for active travel. These would be high quality routes intended to be accessible to all for the purposes of functional active travel journeys as well as recreational and health purposes. Where appropriate they should be consistent with Cycling by Design, Designing Streets and other relevant technical guidance. They would link the key settlements within Dumfries and Galloway along with providing routes within them as well, including filling gaps in existing networks. The initial network would draw upon the Spatial Strategy articulated in the Dumfries and Galloway Active Travel Strategy 2 (see Figure 6.1). This will be kept under review along with the Active Travel Strategy 2 itself. Furthermore, the South of Scotland Cycling Strategy, has set out a vision for Dumfries and Galloway and the Scottish Borders to make bike the most popular choice for short everyday journeys over the next 10 years.

6.1.4 Active travel also plays an important role in shaping the public realm by improving the streetscape, contributing to placemaking and making it an attractive place to spend time. This is closely tied into the sustainable development concepts set out in Chapter 5. The application of best practices in street design will help to reduce car dominance and ensure that street furniture is designed taking into consideration the needs of all users including the mobility impaired, blind, deaf, parents with pushchairs, young and elderly, people in wheelchairs and other vulnerable users.

6.1.5 Dumfries and Galloway Council is predominantly responsible for the implementation and maintenance of walking and cycling infrastructure. However, SWestrans has committed to spending at least 50% of its capital budget on active travel and has also agreed to align both strategy and delivery with Dumfries and Galloway Council. A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects, as well as coordinating with all Dumfries and Galloway Council Services to respond to requests and align efforts towards neighbourhoods that provide the necessary features to support active travel's wider aims in terms of the quality of places, sustainability, and net-zero. This coordination will also help to make the case for joint plans, projects, and respective funding opportunities to deliver broader strategic projects.

6.1.6 In addition to infrastructure measures, there is also a need to raise awareness of existing routes and the benefits of active travel by partnering with schools and other civic groups to encourage participation and facilitate behaviour change. This will require close community engagement as well as campaigns that encourage the use of active travel.

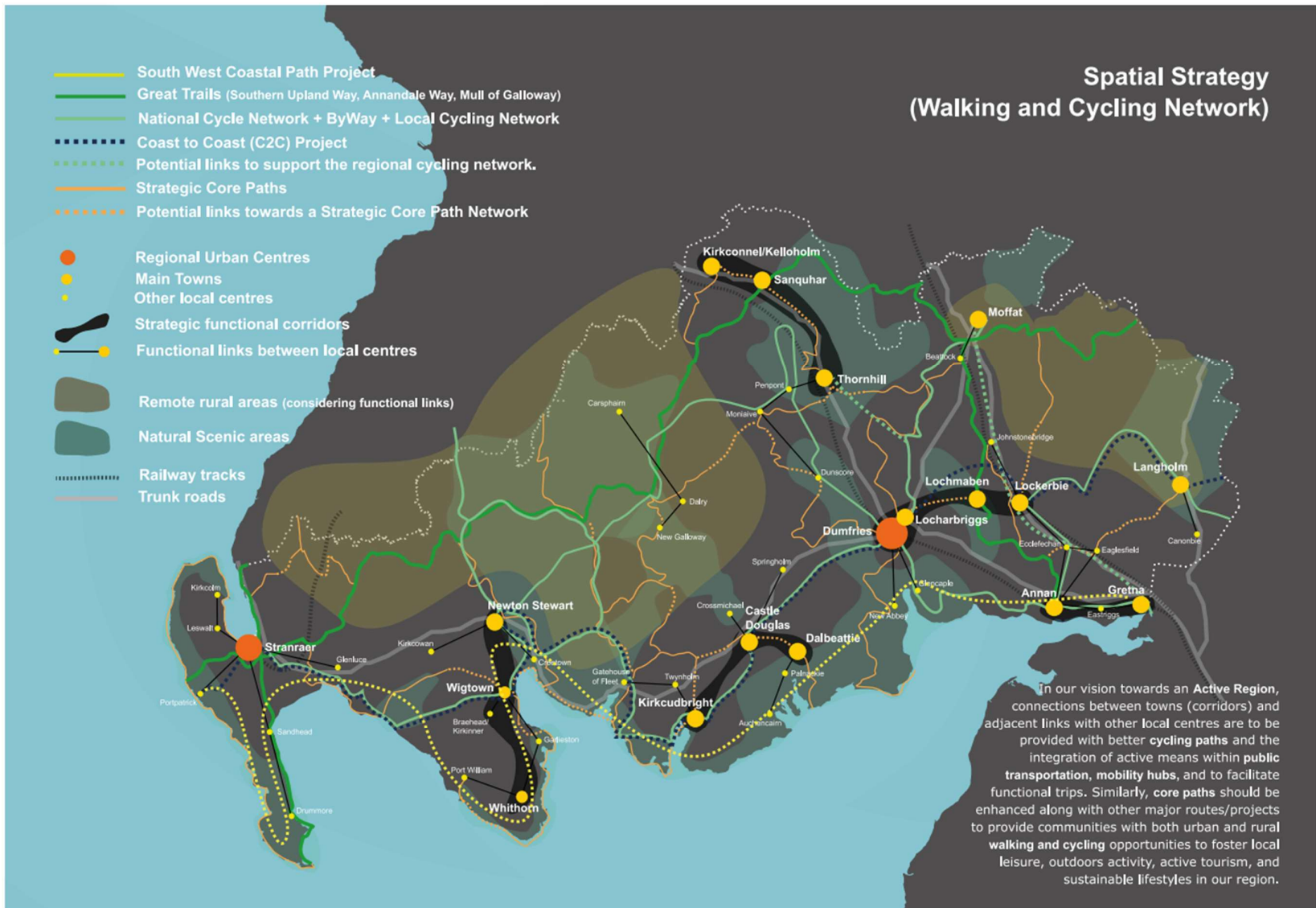


Figure 6.1 Active Travel Spatial Strategy (Source: Dumfries and Galloway Active Travel Strategy 2 2022-2032)

6.2 Priorities

15. Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate
16. The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance
17. An integrated active travel network linking both within and between our settlements will be developed in line with the Spatial Strategy articulated in the Dumfries and Galloway Active Travel Strategy 2
18. The Dumfries and Galloway Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented
19. A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners
20. Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel
21. SWestrans will spend at least 50% of its capital budget on active travel



Transforming Travel in Our Towns

SWestrans Regional Transport Strategy



7 Transforming Travel in Our Towns

7.1 Context

7.1.1 Improving the public realm in our towns by reducing car dominance will require some reallocation of road space to prioritise active travel and buses. This will require the reprioritisation of existing road carriageway. In the case of active travel this could entail a range of complementary measures closely linked to those set out in Chapter 6 such as:

- Widening footways
- Creation of segregated active travel routes alongside the carriageway within urban areas
- Improved bike lane provision
- Conversion of advisory bike lanes to statutory bike lanes
- Provision of advanced stop lines, protected right turns and cycle priority at junctions and traffic signals
- Reviewing junction geometries to slow turning traffic

7.1.2 Furthermore, in some urban areas bus journey times can often be long, resulting in people choosing to travel by car instead. However, bus priority can speed up these journey times and make them competitive with travelling by car, particularly for shorter journeys. Roadspace reallocation can therefore also be used to deliver faster bus journey times within our towns.

7.1.3 Bus priority measures include priority signalling, dedicated bus only routes, bus advance areas, bus lanes and gates, and bus only corridors. These enhancements would be introduced along existing routes that experience particularly slow journey times including at junctions to increase the efficiency of bus services across the region as well as on new corridors where high quality bus services are required (e.g., as part of a new land-use development).

7.1.4 The principal objective of these interventions would be to reduce car dominance in towns and villages across Dumfries and Galloway and to transform the public realm to make it more people focussed. Opportunities for roadspace reallocation in urban areas should therefore be sought and taken forward in accordance with NTS2's Sustainable Travel Hierarchy. This will require detailed analysis of the performance of the transport network in settlements across Dumfries and Galloway and testing to identify the optimum interventions.

7.2 Priorities

15. Roadspace 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
16. The National Transport Strategy 2's Sustainable Travel Hierarchy should be applied to reprioritise the road network wherever possible
17. Detailed analysis should be undertaken to identify suitable locations and interventions for the reallocation of roadspace away from general traffic to active travel and public transport



Reducing the Negative Impact of Transport on Our Communities

SWestrans Regional Transport Strategy



8 Reducing the Negative Impact of Transport on Our Communities

8.1 Context

- 8.1.1 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. Several of our settlements are located on the strategic road network and suffer from high levels of through traffic as a result. This includes Crocketford and Springholm on the A75, where there are high volumes of HGVs 24 hours per day to / from the ports at Cairnryan, and Kirkconnel, Sanquhar and Thornhill on the A76, Langholm on the A7 and Lochmaben on the A709. Timber haulage also contributes to high HGVs volumes in the area, with the location of forests resulting in HGVs using B and unclassified roads.
- 8.1.2 The communities referenced above would benefit from bypasses which would enable the reallocation of roadspace to more sustainable modes such as walking, cycling and public transport. In addition, bypasses could also benefit other communities on the A75, A76 and A77 including Dumfries. These would be particularly appropriate where high traffic flows and congestion from through-traffic leads to negative impacts. Transport Scotland is responsible for maintaining and implementing enhancements to the Trunk Road network and therefore Transport Scotland would have primary responsibility for delivering upgrades to this network.
- 8.1.3 Whilst the above interventions would help to tackle specific problems in the above locations, wider measures are necessary to facilitate the decarbonisation of the car, taxi and commercial vehicle fleet in order to mitigate negative environmental impacts across the region. The transport sector, particularly road transport, is a key contributor to carbon emissions and there is a need to reduce these



impacts through measures to encourage the transition to Ultra Low Emission Vehicles (ULEVs) and to reduce the need for car ownership. These could include:

- Additional publicly accessible Electric Vehicle (EV) charging points
- Regional EV carsharing scheme
- Grants / loans to support uptake of EV and Hybrid vehicles
- Supporting the development of renewable fuels at existing service stations
- Introduction of Low Emission Zones (LEZs)
- Rollout of shared mobility options (see Section 14.1.4)

8.1.4 Furthermore, commercial vehicles comprise up to 35% of vehicles on strategic roads within Dumfries and Galloway¹⁴. This represents a significant proportion of road traffic leading to emissions, noise and vibration, and other negative impacts on local communities. Mitigation of these impacts can be achieved by the introduction of measures to encourage modal shift from road freight to more sustainable modes of freight transport and, where this isn't possible, to decarbonise the commercial vehicle fleet. In addition to the measures above these could include:

- New freight hubs on the railway to promote movement of freight by rail
- Implementation of LGV / HGV EV charging points
- Introduction of timber haulage routes
- Alternatively, decarbonisation of commercial vehicles may require alternative fuels such as green hydrogen

¹⁴ Vehicle composition at Roadside Interview Sites, October 2017



8.2 Priorities

18. Investigate the feasibility of bypasses for Crocketford and Springholm on the A75 as well as other communities on the A7, A75, A76, A77 and A709 including Dumfries
19. Support the decarbonisation of the car, taxi and commercial vehicle fleet through investigation and delivery, as appropriate, of measures such as:
 - a. Electric Vehicle charging points
 - b. Regional Electric Vehicle carsharing
 - c. Grants / loans for Electric / Hybrid vehicles
 - d. Low Emission Zones (LEZs)
 - e. New rail freight hubs
 - f. Alternative fuels e.g., green hydrogen



Enhancing Access to Transport Services

SWestrans Regional Transport Strategy

9 Enhancing Access to Transport Services

9.1 Context

- 9.1.1 Providing equal access to transport for all, including vulnerable and minority groups, requires removing both the physical and non-physical barriers to travel. These barriers can create disadvantage, social exclusion, deprivation and are a major contributor towards transport poverty. Removing these barriers is necessary to enable our residents to access essential services like employment, education, healthcare and retail. These barriers are often most acutely felt by our most vulnerable citizens in particular those with protected characteristics including women, elderly and younger people, ethnic minorities, people with mobility impairments or disabilities as well as those on low incomes.
- 9.1.2 In some instances, accessing public transport services can be challenging because of physical barriers, such as a lack of or poorly designed step-free access, shelters, and seating. In addition, the tasks, and experiences inherent in undertaking independent public transport travel can pose challenges for particular groups in society, such as those with autism and cognitive impairments. This results in people either choosing to travel by car or not making journeys at all which in turn can limit their access to employment, education, social opportunities and other key services. Improving the customer experience for such users through enhanced staff training and the provision of a chaperoning service could enable them to make journeys / more journeys and in doing so help improve both economic and social participation, with resultant health, wellbeing and economic benefits.
- 9.1.3 When information on transport options is unavailable or is of poor quality, it can also lead to people choosing to take their car or not making journeys. Improving journey planning information therefore needs to be a priority to ensure people are aware of the alternatives available to them. Journey planning information should be available in various formats to meet the needs of different users. These include online and traditional paper as well as braille, large print, and audio for those with sight difficulties. This needs to be supported by high quality wayfinding information on the network itself, so people do not become lost or confused during their journey. Furthermore, travel information can be improved through measures such as extending staffing hours at stations and staffing stations that are currently unstaffed.
- 9.1.4 It is also important to ensure that timetable information is up-to-date and, where possible, that real-time information is provided and accessible. This is particularly beneficial for irregular users of public transport as it can be difficult to ascertain when a bus or train is coming or where an interchange can best be made. The provision of real time information both at stops and stations as well as on services themselves can help users to understand the timings of services and to allow for seamless interchanges between them.
- 9.1.5 It will be particularly important to remove barriers to the use of **active travel** within our towns and settlements to help facilitate a modal shift away from car use. To achieve this will require a range of soft measures in addition to the infrastructure investment outlined in Chapter 6. These include:
- Providing additional active travel information online
 - Installation of maps and signs along active travel corridors and within towns
 - Public awareness campaigns
 - Promoting the economic, health and environmental benefits of active travel

- Publication of maps that display accessible routes

9.1.6 Furthermore, widening the availability of bicycles, particularly e-bikes which make cycling longer distances feasible for more people, will be essential if we are to deliver a step change in sustainable transport usage in Dumfries and Galloway. The cost of purchasing a bicycle can price out those who are socio-economically disadvantaged. Additionally, users who may have an impairment could be priced out of specially adapted bicycles. The provision of grants and loans to support those who wish to purchase a bicycle (including e-bikes) along with the introduction of a regional cycle hire scheme in town centres to provide access to bikes for those that only require them for occasional use could help to reduce the barriers to cycle usage in the region.

9.1.7 Improving access to, from and within our **railway stations** is also a key requirement. Many of the stations within Dumfries and Galloway are not fully accessible, with 66% of the stations only achieving Accessibility Level B, where both platforms may be accessible but the distance or type of access (i.e., stairs) could limit access for some disabled users. The following stations have been classified as Accessibility Level B:



- **Annan:** Level to both platforms and connecting footbridge with stairs between platforms causing access difficulties for people in wheelchairs and parents with pushchairs
- **Dumfries:** Level to both platforms and connecting footbridge with stairs between platforms causing access difficulties for people in wheelchairs and parents with pushchairs
- **Kirkcubbin:** Level to platform 1 and connecting footbridge with stairs to platform 2 (see adjacent)
- **Sanquhar:** Ramps to both platforms but no step free access to trains

9.1.8 This can cause users who are unable to access the platforms to travel by car instead. As shown in Figure 9.1, some stations, particularly Dumfries and Lockerbie, have a wide catchment area. In addition, the location of Lockerbie station on the WCML encourages car use due to lower fares and a wide level of connectivity to other cities within the UK.

9.1.9 It is therefore important to encourage increased access to our stations in line with the Scottish Government's sustainable travel hierarchy. There is a need to ensure that access to, from and within all stations is accessible for all users using a combination of the following:

- Provision of high-quality active travel links to stations
- Bus / rail timetable improvements to promote connections and seamless journeys
- Increased bus frequencies on routes that serve stations
- Introducing new bus services to link to stations from high catchment areas
- Installation of ramps and lifts at stations
- Removal of unnecessary street furniture within and on approaches to stations
- Increasing the promotion of integrated ticketing schemes

9.1.10 Finally, the security of taxi users could be improved by undertaking additional background checks on taxi drivers prior to granting their licences.

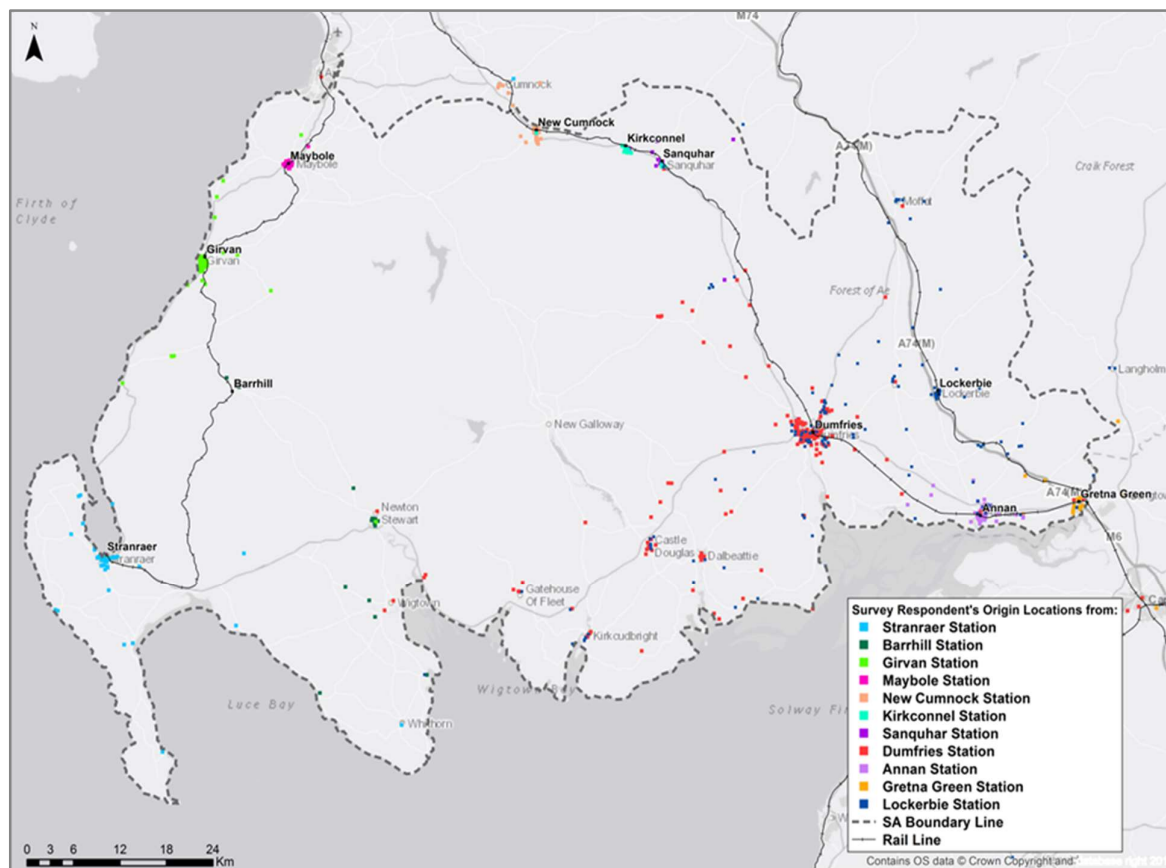


Figure 9.1 Rail Station Catchments in South West Scotland

9.2 Priorities

20. Opportunities to enhance the customer experience when using public transport should be explored, particularly for vulnerable users who may require additional assistance or chaperoning in order to make their journey
21. The public and active travel networks should provide equal access for all including vulnerable groups such as women, elderly and younger people, ethnic minorities, people with mobility impairments or disabilities as well as those on low incomes
22. Journey planning information should be available in various formats to meet the needs of differing users including online, traditional paper copies, braille, large print, and audio
23. Real Time Passenger Information should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical
24. Soft measures should be implemented to encourage the use of active travel through measures such as additional information online and in the form of maps and signs within towns accompanied by public awareness campaigns
25. Access to bicycles, including e-bikes, should be facilitated through a combination of grants / loans for those that wish to purchase their own and provision of a regional cycle hire scheme for people that only require occasional access to a bike
26. Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkcubrecht and Sanquhar where access arrangements could be limited for some disabled users
27. Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward
28. The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences



Sustainable and Extended Local and Regional Public Transport Connectivity

SWestrans Regional Transport Strategy



reconfigure routes and timings of services in some instances to increase usage or deliver better value for the same level of public investment. This could be achieved by reviewing, amending, and rationalising local and express services with the aim of increasing connectivity across the region in a cost-effective manner whilst still ensuring people can access essential services such as healthcare, employment and education. Measures to deliver more efficient and effective subsidised bus services include:

- Rationalised bus services in key corridors
- Amended bus routes to incorporate underserved locations
- Splitting or consolidation of bus routes
- Creating bus route variants
- Increasing Sunday bus route coverage
- Increasing evening bus route coverage

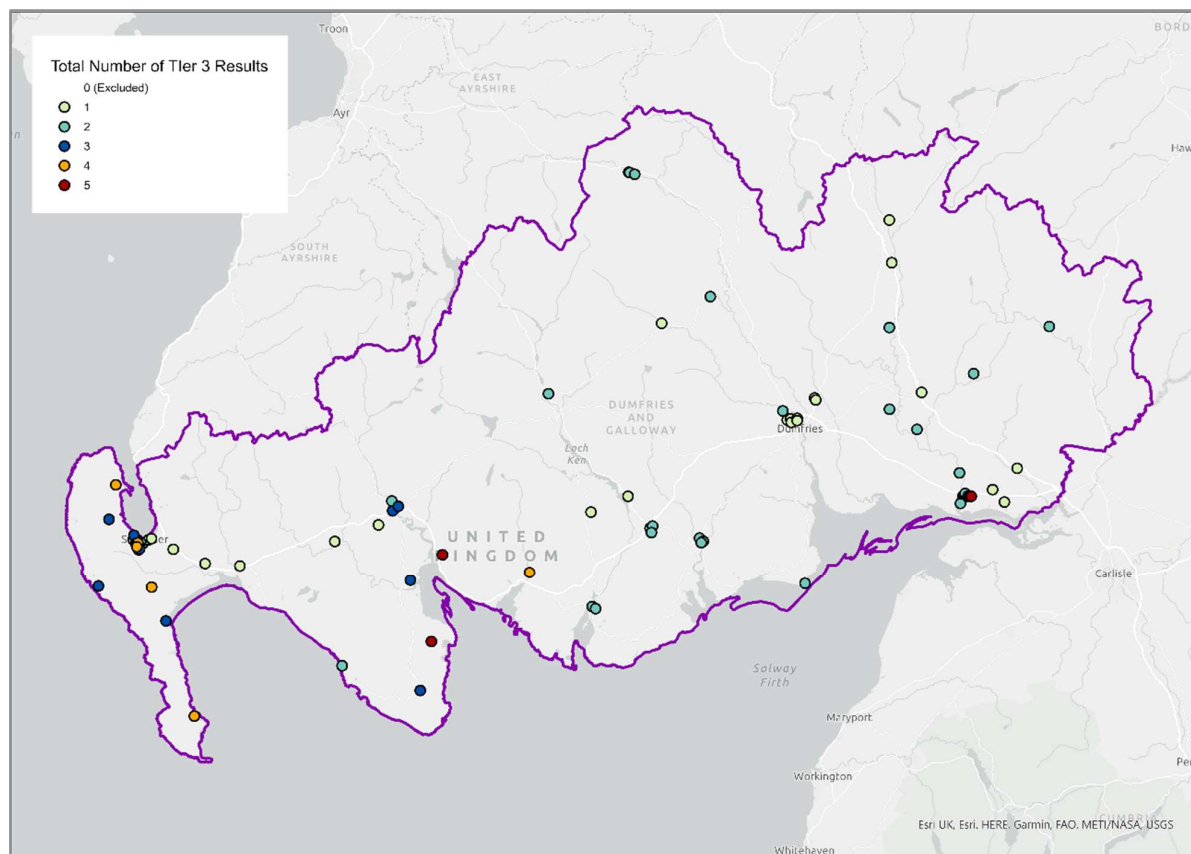


Figure 10.2 Locations with Highest Levels of Connectivity Deprivation to Services (1 = good connectivity, 5 = poor connectivity)

10.1.3 Closely linked to this is the need for enhanced bus services that link locations with poor connectivity to essential services focusing on the most connectivity deprived areas as illustrated in Figure 10.2. In addition, at present some areas do not have timetables suitable for daytime commuters or evening leisure passengers, with some services commencing after 9am or terminating before 7pm. This limits opportunities for public transport usage, and residents are required to drive to access the workplace or essential services. Furthermore, some bus stops have low service frequencies limiting opportunities for public transport usage. Reconfiguring the current timetable to offer a longer operating window offers the potential for services better timed for commuters and for accessing leisure opportunities in areas where service provision is currently poor. This would require more late evening and early morning bus services and better-timed connections between express and feeder routes.

10.1.4 Furthermore, some bus journey speeds across the region are slow, with journey times often not competitive with the car. One reason for this is indirect service routing and frequent stops, particularly in rural areas. Reconfiguring the existing bus services therefore also offers potential to decrease journey times by bus.

10.1.5 The delivery of an enhanced bus network will however be challenging given declining bus passenger numbers, increasing costs and greater pressures on bus subsidies as well as wider staffing issues in the bus industry. The increase in costs is illustrated in Figure 10.3 which highlights the impact of the COVID-19 pandemic compared to the broadly stable costs prior to that. Any improvements to the network will consequently be dependent upon maximising the efficiency of the existing operations.

10.1.6 On this basis, there is a need for a new public transport model. This is required to ensure the network continues to be sustainable in the future by mitigating the consequences of potentially fewer commercial bus services across the region and to address the challenges of providing high-quality services across dispersed rural communities to an ageing population. Any future model must also fully consider and address the current and potential future challenges faced by the bus industry in Dumfries and Galloway. A sustainable delivery model is being developed utilising the opportunities available to provide our residents with a needs-based, coordinated, affordable and integrated public transport network that allows easy transitions across modes. This model applies a three-tier framework for delivering a public transport network for the region which incorporates all journey needs including:

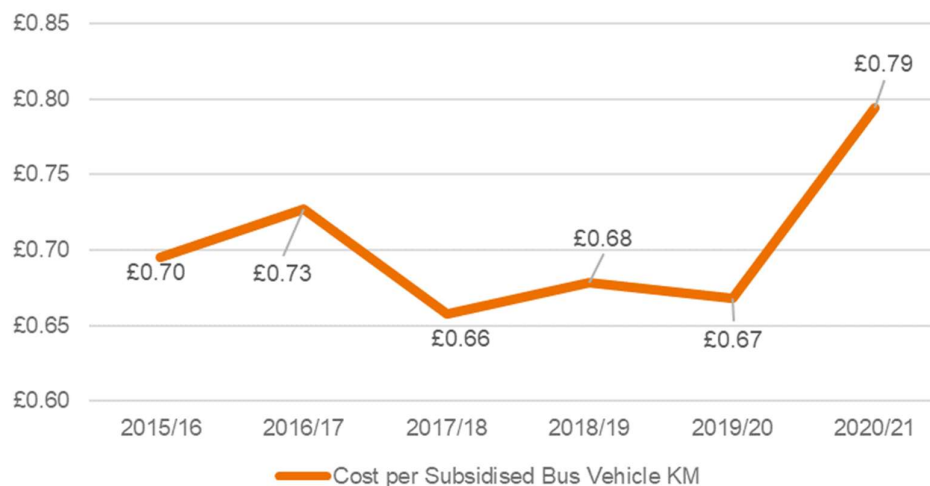


Figure 10.3 Cost per Subsidised Bus Vehicle KM in Dumfries and Galloway

- **Tier 1 – Community Level Provision:** made up of a number of tailored and flexible services providing travel opportunities at community level linking directly to amenities / services or to a more structured / timetabled public transport option. 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:** made up of supported bus services provided by bus operators, DGC Buses and Community Transport. This would include fixed or semi-fixed bus routes along with Demand Responsive Transport (DRT) services that would either complement the current supported routes or be an alternative to these routes. One of the major aims of Tier 2 services would be 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:** made up of commercial bus routes and ScotRail services. They would operate on the main corridors where there is high passenger demand for these services. Tier 3 services would be operated, in the main, by the commercial bus sector and Train Operating Companies.

- 10.1.7 This will be achieved through utilisation analysis of current public transport, mapping of demand ‘drivers’ (e.g., work, health and education locations) and development of area-based solutions, including options for a bus station in Dumfries. At present, Dumfries does not have a dedicated bus station and services terminate at various locations across the town. A dedicated bus station within Dumfries would improve connections between services and enhance the overall journey experience making public transport more competitive with car. The new model will also provide opportunities to investigate the increased integration of bus and bike by providing services with the capability to carry bikes onboard.
- 10.1.8 Alongside this, a network of mobility hubs will be developed across Dumfries and Galloway. Introducing new or improved intermodal facilities allows people to seamlessly move across the region using a variety of transport modes. Mobility hubs bring together public transport stops for buses and trains with a range of other modes and facilities, such as bike sharing, car clubs, e-scooters, EV charging points, bike racks / lockers and taxi stances as well as non-transport facilities like parcel storage lockers, drinking fountains and phone charging points. Mobility hubs have been identified as a strategic priority of the Scottish Government.
- 10.1.9 It is intended that the new public transport model will also bring together the learning from the pilot schemes operated under the Social and Community Transport PSP which has been developed locally in partnership with Third Sector Dumfries and Galloway, community transport operators and NHS Dumfries and Galloway. Achieving a fully integrated, co-ordinated and sustainable public transport network will require the development of a partnership between Dumfries and Galloway Council, SWestrans, the commercial bus sector, community transport, local communities and the NHS.
- 10.1.10 The Council’s bus fleet (DGC Buses) is a key element of future public transport delivery. A series of options for the future role of DGC Buses have been considered with it being identified that a partnership approach is the most effective one. The Transport (Scotland) Act 2019 enabled the establishment of Bus Service Improvement Partnerships (BSIPs). These involve local transport authorities formulating a plan with the bus operators in their area and then deciding on how best to implement it through supporting schemes. The creation of a BSIP in Dumfries and Galloway will entail DGC Buses working in partnership with the commercial sector, community transport and NHS Dumfries and Galloway to develop and deliver transport solutions. It will ensure that where the private sector bus industry does things best, and in the most cost-effective way, this will continue. However, where other bus assets (DGC Buses or operators) are being underutilised, a coordinated partnership approach to service delivery will be developed to maximise usage whilst working alongside commercial services to deliver a more sustainable network. Where no service exists, DRT solutions will be developed and operated by third sector community transport operators, DGC Buses and the community.

Case Study: Public Social Partnership – Design and Operation of the 517 Service

The main aim of the Public Social Partnership is to design / re-design services, through user engagement, with community transport piloting the service.

The 517 Kirkcudbright – Brighthouse Bay – Borgue bus service was identified as a service that should be looked at. The service is very rural and there were very low passenger numbers.

- There were a number of steps in the re-design of the service:**Consultation:** The local community of Borgue was consulted in relation to the re-design of the service to establish what the local community required. The engagement with the local community was a mixture of questionnaires and focus groups, which were facilitated by the Community Council and Galloway Community Transport.
- **Option Design:** From the feedback from the consultation options on the delivery of a new service were presented to the local community. It was agreed that the service required to start an hour earlier, align the timetable with connections to other services and a later finishing time.
- **Operation of Service:** The new designed service is currently being piloted by Galloway Community Transport and has seen a growth in the service pre and post COVID. It also enabled 3 people who were unemployed and went through the PSP D1 training programme to be employed on this service.

The PSP model of designing services through service user engagement and piloting them through Community Transport has been hugely successful. It serves the local community better, provides community transport with the opportunity to operate services of this type and provides the commissioner of the services with the confidence that community transport is able to provide this type of service.

- 10.1.11 DRT can be beneficial in areas where there is a lack of public transport provision at times of the day or days of the week, or where public transport services are not catering for people with specific requirements, such as those that require additional assistance (e.g., disabled or elderly people). For example, the provision of DRT services in the evenings or other off-peak times may be possible where fixed route services may not be feasible. Furthermore, DRT and community transport can help transport suppliers that are operating with spare capacity to maximise the utilisation of their services. In some instances, they may replace fixed route public transport whereas in others it may augment it, but this would be determined in line with the needs-based approach outlined above and as part of the overall three tier hierarchy to ensure an integrated network.
- 10.1.12 Furthermore, work will continue to be undertaken to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator as a prudent step should an operator of last resort be needed. This would then enable DGC Buses, in whatever entity it takes, to provide local bus services on behalf of SWestrans if commercial bus services cease to operate.

Rail Network

- 10.1.13 A number of organisations are responsible for managing and enhancing the rail network and services in the region. Network Rail is responsible for maintaining and upgrading the railway network whilst ScotRail provide the majority of services in Scotland, although long-distance services on the WCML are provided by other operators. Transport Scotland specify the ScotRail franchise and fund infrastructure enhancements which are delivered by Network Rail. These varying organisations, collectively known as Scotland's Railway, would consequently have primary responsibility for delivering amendments to the rail network or services in the region.
- 10.1.14 There are several stations within Dumfries and Galloway which have a poor rail service for various reasons. These include late starting first services, limited evening services and poor frequency throughout the day. Furthermore, the problems can be more acute at weekends. Key issues include:
- Stranraer is poorly served throughout the week with a limited number of services each day
 - Services on the G&SW between Glasgow and Dumfries have gaps of up to two hours during the day
 - There are limited services between Glasgow and Carlisle and from Carlisle beyond Dumfries
 - Sunday frequencies are poor at Lockerbie and on the G&SW between Glasgow and Carlisle
 - The journey time to Glasgow is far faster from Lockerbie (1 hour) than from Dumfries (1 hour 50 minutes)
 - However, Lockerbie is well served by rail which leads to people driving from across the region to access the station
- 10.1.15 Improving the rail connectivity to the stations that have a poor service at these times would improve connections to economic, leisure and some health and community facilities by rail services. However, increasing the frequency of existing services will require close coordination with key stakeholders including ScotRail and Transport Scotland. In addition, a local service on the WCML between Carlisle and Edinburgh / Glasgow should be pursued.
- 10.1.16 Consideration should also be given to railway network upgrades. The line between Stranraer and Ayr is mainly singletrack with limited passing loops and poor resilience to adverse weather conditions. While outside of the study area, the single-track sections north of Kilmarnock also act as a constraint on services in the region¹⁵. Capacity and line speeds could be enhanced in certain locations by the implementation of measures such as signal improvements, upgrades to track geometry and additional passing loops. Improvements would benefit both passenger and freight services creating more efficiency and enabling more services to operate.

¹⁵ Improvements on this section were identified as an intervention in STPR2 – See [j10194c-31 | Transport Scotland](#)

- 10.1.17 There are also issues with adequate train crew staffing, leading to service cancelations in some instances. An increase in locally situated train crews could therefore provide additional resilience to staffing related service issues.
- 10.1.18 Analysis has identified the potential benefits of reopening stations at Beattock on the WCML, and Eastriggs and Thornhill on the G&SW. Stations at these locations would provide direct rail connectivity for local residents and would reduce overall travel times. SWestrans will continue to support the delivery of these stations along with any others that demonstrate a strong business case and will pursue their delivery with industry partners.
- 10.1.19 In addition, there is a strong case for relocating the rail station at Stranraer from its current location to within the town itself. The station is currently located on the pier from which ferries to Northern Ireland departed prior to the terminal being relocated to Loch Ryan. As the station is located on the pier, users must walk from the town onto the derelict and unused pier to access train services and there is poor connectivity with the town itself. There is therefore a strong case for relocating the station into the town to provide easier and less intimidating access for train users, and better integrate it with the rest of the town centre.
- 10.1.20 Consideration should also be given to reinstating the Castle Douglas and Dumfries Railway which ran between Dumfries and Stranraer, allowing residents along the line to access connecting services at Carlisle on the WCML. The line was closed during the 1965 Beeching closures, with the tracks and supporting infrastructure removed. At present, the only public transport option along the route is by bus. Reopening the railway line between Dumfries and Stranraer along a similar route to the previous one would provide a sustainable alternative to the A75 enabling modal shift.



- 10.1.21 Opportunities could also be explored to increase the number of services at Lockerbie and enhance the WCML to allow the operation of long-distance and new local services on the line. There is also an aspiration as referenced in the South of Scotland Indicative Spatial Strategy¹⁶ to provide new links between the G&SW and the WCML.
- 10.1.22 In addition, there is also scope to deliver an extension to the Borders Railway from Tweedbank serving Langholm and terminating at Carlisle which could provide wider connectivity across the region. Each of the above opportunities are dependent upon business case development which would also determine the most appropriate locations for new stations. The development of new rail lines like these provides an opportunity to move both people and freight from road to rail leading to less emissions and a reduction in the other negative impacts associated with high traffic flows.
- 10.1.23 Where heavy rail is not feasible there may be potential to provide lighter forms of rail which require less rigorous technical design standards and can therefore be more affordable and deliverable in some instances. These should be investigated as appropriate as a potential means of providing fixed public transport links in Dumfries and Galloway if heavy rail is deemed impractical or unaffordable.

10.2 Priorities

29. SWestrans and its partners will work to deliver a new public transport model based around an engagement-led needs-based approach applying a three tier framework as follows:
 - a. Tier 1 – Community Level Provision
 - b. Tier 2 – Supported Local Bus and Community Transport Services
 - c. Tier 3 – Commercial Local Bus and Rail Services
30. Bus service improvements should be focused in areas identified as at greatest risk of both transport poverty and deprivation. This should be informed by further analysis to develop options to improve bus service connectivity such as increased service frequencies, new services, more direct services and / or more express services
31. Where no bus service exists, DRT solutions will be developed and operated by third sector community transport operators, DGC Buses and the community
32. Dumfries and Galloway council will undertake work to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator as a prudent step should a bus operator of last resort be needed in Dumfries and Galloway
33. Further analysis should be undertaken to assess the potential to provide a bus station in Dumfries and, if found to be feasible and beneficial, partners should work together to facilitate its delivery
34. Opportunities to increase the carriage of bikes on buses will be explored
35. A network of mobility hubs should be developed and implemented across Dumfries and Galloway

¹⁶ South of Scotland Indicative Regional Spatial Strategy, (2021) https://www.dumgal.gov.uk/media/24530/iRSS/pdf/iRSS_document_FINAL_FINAL.pdf?m=637602313197430000

36. A Bus Service Improvement Partnership (BSIP) should be created in Dumfries and Galloway using the powers set out in the Transport (Scotland) Act 2019 and will entail SWestrans working in partnership with the commercial sector, DGC Buses, community transport and NHS Dumfries and Galloway along with other partners as appropriate
37. Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland
38. Opportunities should be investigated to run a local service on the West Coast Main Line between Carlisle and Edinburgh / Glasgow
39. Consideration should be given to rail network upgrades to decrease journey times and increase capacity, including the replacement of semaphore signalling, passing loops and upgrades to track geometry at key locations
40. Opportunities should be explored to quadruple track the West Coast Main Line through Lockerbie and at other appropriate locations
41. The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues
42. The reopening of stations at Beattock on the West Coast Mainline, and Eastriggs and Thornhill on the Glasgow and South West Line is supported and their delivery will be pursued with industry partners
43. The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre
44. Consideration should be given to reinstating the Castle Douglas and Dumfries Railway between Dumfries and Stranraer along with delivering an extension to the Borders Railway from Tweedbank serving Langholm and terminating at Carlisle with appropriate business case development being taken forward for each
45. Lighter rail solutions should be explored as an alternative to heavy rail where it may provide a more practical or affordable solution for fixed public transport links



Improving the Quality and Affordability of Our Public Transport Offer

SWestrans Regional Transport Strategy



11 Improving the Quality and Affordability of Our Public Transport Offer

11.1 Context

11.1.1 In addition to enhancing our public transport services and expanding network coverage, it is also essential that our public transport provision is affordable for all and that existing infrastructure, including vehicles and stops, is of a high standard. Furthermore, there is a need to improve integration between services and modes along with the quality of ticketing provision.

Affordability for All

- 11.1.2 In order to provide a viable alternative to car, the public transport system should be affordable for all. Bus fares are set by operators whilst ScotRail fares are set by Transport Scotland. Journeys that involve multiple modes or operators can also lead to several different fares. There is consequently a need to deliver solutions to make fares more affordable wherever possible.
- 11.1.3 There are currently multiple bus concessionary schemes in place within the region, including the national under 22 bus pass and over 60 / disabled concessionary pass which entitles each group to free bus travel through the National Entitlement Card. One option to make public transport more affordable would be to expand the eligibility of these current schemes or to create new concessionary schemes to allow more users access to reduced / no fare journeys. This could include increasing the number of people entitled to a companion or expanding the existing Dumfries and Galloway Council Taxicard Scheme. However, any changes to national schemes could require the agreement of the Scottish Government to be delivered. In addition, further promotion of the existing schemes could help to ensure that all those that are eligible for free bus travel are aware of and able to take advantage of these options.
- 11.1.4 Furthermore, these concessionary travel schemes (other than the national Blind Scheme) don't include rail which means it is often not an affordable option for young and elderly travellers and those with socio-economic disadvantage who are often amongst the most vulnerable groups who can least afford to pay. Expansion of the concessionary travel schemes to cover rail would help enable more users to access affordable rail travel. Alternatively, new concessionary travel schemes could be established at a national or regional level targeted at low-income users, although this would require ongoing funding and the support of partners for delivery.
- 11.1.5 There are also inequalities in the rail fare regime across the region as illustrated by the fare disparities between Dumfries and Lockerbie as well as Kirkcubrecht and New Cumnock (see Table 11.1). The introduction of new rail fare structures could remove inequalities like these and ensure that journeys to similar destinations incur similar costs which are affordable for all users. This could potentially be achieved through extension of the Strathclyde Partnership for Transport (SPT) fare zone, which provides discounted rail travel within the SPT area, to include Dumfries and Galloway or by the creation of a new fare zone specifically for the region. The impact of the SPT fare zone can be seen on the Kirkcubrecht and New Cumnock ticket prices with the two towns located near to each other but the former being in Dumfries and Galloway and the latter in the SPT area. Delivery of changes to fare zones will require close working with rail industry partners.

Table 11.1 Peak time single rail fares ¹⁷

	Glasgow	Edinburgh		Glasgow
Dumfries	£19.10	£84.20 ¹⁸	Kirkconnel	£15.60
Lockerbie	£14.20	£21.50	New Cumnock	£9.80

Enhancing Ticketing & Seamless Journeys

- 11.1.6 Closely related to affordability is the need for integrated ticketing to make journeys as seamless as possible, and to provide discounts / capping on multi-modal travel. This needs to build upon and better **promote existing schemes** such as PlusBus and Rail and Sail which already provide integrated ticketing between bus, rail and ferry within the region. There is a need to enable the purchasing of integrated tickets on buses. In addition, there are more opportunities to explore integrated ticketing between bus or rail and services to Northern Ireland from Loch Ryan.
- 11.1.7 The majority of public transport within Dumfries and Galloway is provided by **bus**. Creating a new, or enhancing existing, bus tickets could help enable seamless transfers between services and improve the ease with which it is possible to travel around Dumfries and Galloway by bus without purchasing multiple different, expensive tickets. Any enhanced bus season ticket solution should allow users to purchase travel for a set number of days or journeys across multiple operators as part of a wider integrated ticketing solution for the region. In particular, they should enable travel on services provided by smaller operators who currently do not offer season tickets.
- 11.1.8 Furthermore, there is also scope to improve **multi-modal connections between bus, train and ferry**. Currently, transfers between bus, train and ferry services range from full integration, where a bus arrives at a railway, to difficult such as connecting between rail and ferry in Stranraer. Improving connections between different modes of transport by reducing the distance between connecting modes and coordinating the timing of connecting services offers the potential to provide enhanced integration which, when combined with integrated ticketing, enables seamless transfers. This could be achieved through new, relocated or retimed bus services that tie in with train and ferry links.

Infrastructure Enhancements

- 11.1.9 Upgrading the existing public transport infrastructure is also critical to ensuring that the region provides a high quality and attractive network for users. A range of infrastructure improvements can be made at bus stops which are often currently of a poor standard. These include accessibility and other improvements, including facilitating step-free access, installation of real time bus information, new shelters / bus stop flags where none previously existed, new CCTV / lighting to enhance security, improved active travel links to stops, secure cycle parking and relocation of stops to more suitable locations. These interventions would improve the bus journey experience as well as the security and accessibility for all users.

¹⁷ Fares sourced from ScotRail website on 06/09/2022. Tickets searched were singles from origin to destination stations during the morning peak. Note in some instances considerable variance in ticket prices does exist but the fare for the first service was taken in each instance

¹⁸ Via Carlisle

11.1.10 Currently, the railway lines to Dumfries and Stranraer are not electrified requiring diesel rolling stock for operation. Figure 11.1 shows that Transport Scotland plans to electrify the line between Carlisle and Kilmarnock but that electrification is not proposed south of Ayr. Instead, the use of alternative traction is proposed for access to Stranraer.

11.1.11 This solution will allow for the decarbonisation of the rail network in Dumfries and Galloway but would not enable electrified services to operate south of Ayr. This could constrain the number of services that operate to Stranraer as they will be dependent on the use of dedicated rolling stock. Another solution therefore would be to fully electrify all lines in Dumfries and Galloway to allow for electric traction on all routes. This would enable electrified services from north of Ayr to continue on to Stranraer which otherwise would need to be provided by specialist rolling stock, limiting opportunities for service enhancements.

11.1.12 As such, consideration should be given to opportunities to electrify the rail network south of Ayr, particularly given the additional demand that could be generated by a relocated station at Stranraer as discussed in Chapter 10.

11.1.13 At other stations across the region improvements to make them safer and more accessible for railway users will be required. These are closely related to the access improvements outlined in Chapter 9.

Improving the Fleet

11.1.14 Buses in Dumfries and Galloway will be replaced with low emission buses (such as Electric Vehicles, Plug-in Hybrid Electric Vehicles, Hydrogen or Natural Gas). This will substantially reduce CO₂ emissions as well as improving the quality and comfort onboard. Newer vehicles will also offer enhanced accessibility for all users, including deployable ramps and kneeling capabilities. The upgrade of the fleet will be taken forward through partnership working as outlined in Chapter 10

11.1.15 Most of the ScotRail rail services within Dumfries and Galloway are operated by the Class 15X Diesel Multiple Unit (DMU) fleet of rolling stock. The majority were built in the late 1980s to 1990s. The fleet has undergone upgrades to improve the interior, but it is near the end of its service life. The current trains were not constructed to current accessibility standards or have spaces for bikes, which in some cases has required retrofitting. The replacement of the current rolling stock with alternative traction such as hydrogen or battery power would not only provide



Map of decarbonised rail network in Scotland, 2035

- Electrified network (some 1,616 kilometres (single track kilometres) to be electrified, sections of route could potentially include discontinuous electrification) and the electrification of some freight only lines may be subject to review
- Alternative traction - transition solution (e.g. partial electrification and/or the use of alternative technology prior to electrification)
- Alternative traction - permanent solution (i.e. the use of battery or alternative traction)

Figure 11.1: Rail Services Decarbonisation Action Plan (Scottish Government, 2020)



a reduction in emissions but also enable a step change in the quality of customer experience. In particular, access for disabled and vulnerable users would be greatly enhanced. Alternatively, if the G&SW to Stranraer is electrified, then the rolling stock would be replaced by Electric Multiple Units (EMU). New rolling stock should also be provided with areas onboard to facilitate the carriage of bikes allowing for multi-modal journeys.

11.2 Priorities

46. Opportunities to expand the eligibility of existing concessionary travel schemes or to create new schemes to allow more users access to reduced / no fare journeys should be explored with key partners including Transport Scotland
47. Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel
48. The introduction of new rail fare structures should be explored to remove inequalities and to ensure that journeys to similar destinations incur similar costs which are affordable for all users
49. Integrated ticketing solutions should build upon and better promote existing schemes such as PlusBus and Rail and Sail as well as seeking new opportunities to deliver integrated and multi-journey ticketing measures for bus, rail and ferry in the region
50. 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
51. Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users
52. Support the decarbonisation of the rail network in Dumfries and Galloway and explore along with rail industry partners opportunities to electrify the line south of Ayr to provide greater scope for through services and to accommodate increased demand from a relocated Stranraer Station
53. The replacement of the bus fleet with low emission vehicles will be taken forward in conjunction with partners
54. Replacement of rail rolling stock should be taken forward considering proposals for electrification of parts of the network in the region with the appropriate traction being based upon this and giving due consideration for the need to enhance the quality, accessibility and standard of rolling stock serving Dumfries and Galloway
55. Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured



Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Key Locations

SWestrans Regional Transport Strategy

12 Supporting Safe, Effective, and Resilient Connections to Loch Ryan and Other Key Regional, National and International Locations

12.1 Context

- 12.1.1 Delivering enhancements to the strategic transport network that provide links to key economic destinations, gateways and development locations will be essential to increase efficiency and the economic competitiveness of the region with links to the strategic ports at Loch Ryan of particular significance.
- 12.1.2 In addition, Lockerbie acts as a regional access point to the national rail network due to the long-distance services that serve the station, and the cheaper fares available from it to Edinburgh and Glasgow (see Table 11.1). Increasing the connectivity to Lockerbie Station by a variety of modes of transport is consequently of strategic importance to the region. 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.
- 12.1.3 Several key routes throughout the region, including the A74(M), A7, A75, A76, A77 and A709 all see significant traffic flows and HGV usage due in part to the location of ports at Loch Ryan, and the large timber industry within the region. This can cause significant delays for road users due to the single carriageway status of these roads and the reduced speed of HGVs. 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. This could involve measures such as:

- Dualling of all or parts of the A7, A75, A76, A77, A701 and A709
- Partial dualling of other key routes to allow for passing areas
- Road safety and geometry improvements on single carriageway roads
- Improved overtaking opportunities and route standard, particularly on the A75
- Enhanced signage, including variable message signs
- Increased speed limits for HGVs on some or all strategic routes across the region drawing on experience from the A9 pilot of a 50mph speed limit undertaken by Transport Scotland¹⁹

12.1.4 Linked to this, diversionary routes for the A7, A75, A76, A77 and A709 routes are inadequate. Identifying, formalising and upgrading these routes to enable them to cope better with additional traffic and offering more direct diversionary routes where possible is therefore of critical importance.

12.1.5 Opportunities should also be sought wherever possible to shift goods onto the rail network through the creation of new freight hubs on the railway to enable the movement of freight, particularly timber, by rail. The potential for creation of an intermodal freight hub at Cairnryan / Stranraer should also be explored which could potentially link with wider rail network proposals discussed in Chapter 10.

12.1.6 Furthermore, some roads across the region have poor sightlines at junctions, leading to collisions and safety issues. This is especially relevant on rural roads due to the higher speed limits, sub-optimal geometry and overhanging vegetation. In locations like these it will be necessary to deliver junction improvements and other safety improvements through measures like:

- Improvements to the line of sight
- Enhanced geometry and junction layout
- Banning right turns at inappropriate locations
- Removal of vegetation
- Installation of warning signs
- Grade separation where appropriate

¹⁹ Results from the A9 50mph Trial suggest that increasing the speed from 40mph to on single carriageway routes resulted in an increase in journey times of 5% to 7% on average, a reduction in platooning, and a reduction in driver frustration.

- 12.1.7 Road safety can be further improved by the implementation of interventions, including average speed cameras on strategic routes where excessive speeds have been identified as a problem, the creation of 20mph zones in towns and villages as well as the installation of appropriate traffic calming and management measures.
- 12.1.8 Ensuring road safety and access to strategic locations also includes maintaining the network to a high standard. In total, 12% of the road network in Dumfries and Galloway²⁰ was classified as condition 'red' and 35% as condition 'amber' by the Scottish Road Maintenance Condition Survey in 2020/21. These are amongst the highest figures of any local authority in Scotland. As such, there is a need to improve the quality of the road network through an enhanced programme of resurfacing in Dumfries and Galloway, initially prioritising sections with poor surfacing on major routes. Alongside this there is a need to enhance surfaces on cycleways and footways to encourage people to use active travel where practical.
- 12.1.9 At present, there are a limited amount of dedicated HGV and motorhome parking areas on the strategic road network. This causes HGVs and motorhomes to park in laybys when drivers are required to rest, blocking parking spaces for other users, and creating hazards by removing safe stopping points. In addition, the limited number of dedicated HGV parking can cause people to drive for longer than they should without a break which also creates safety concerns. The creation of additional dedicated rest areas and motorhome park-ups across the region would enable HGV drivers to get sufficient rest and potential opportunities for new locations should be explored and implemented as appropriate.

12.2 Priorities

56. Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region
57. Enhancements to the strategic road network including the A7, A75, A76, A77, A701 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region
58. 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
59. Junction improvements should be taken forward at locations of collision clusters
60. Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users
61. Improvements to the quality of the road network should be prioritised through an enhanced programme of resurfacing in Dumfries and Galloway initially focused on segments of road that have poor surfacing on major routes
62. Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate

²⁰ Including council and trunk roads



Managing Our Car Traffic

SWestrans Regional Transport Strategy

13 Managing Our Car Traffic

13.1 Context

13.1.1 Whilst there will always be a degree of car dependency within Dumfries and Galloway given its rural nature. It is still essential that we make our contribution to the Scottish Government’s target to reduce car km by 20% by 2030 whilst also reflecting the specific regional circumstances and rurality of the Partnership area. Whilst a rural area like Dumfries and Galloway may not make as significant a contribution to the national target as more urban locations, measures will still be required to reduce our car dependency. One way to achieve this will be to cut down on the number of single occupancy car journeys. This can be facilitated through the use of shared mobility as outlined in Chapter 14 along with the new three tier public transport model outlined in Chapter 10. In 2018, 41% of employed adults from Dumfries and Galloway over 16 who had travelled to work by car or van stated that they could use public transport instead highlighting the potential for modal shift.²¹ Furthermore, for local journeys active travel will play a prominent role in reducing car use. Digital connectivity can also play a prominent role in reducing the need to travel by enabling home working for some, home shopping, etc. although this requires the roll out of suitable broadband infrastructure to enable it.



13.1.2 These measures are consistent with the approach set out in Transport Scotland’s Route Map Reducing Car Use for a Healthier, Fairer and Greener Scotland. This sets out a series of behaviour changes and interventions intended to deliver the target of a 20% reduction in car kilometres by 2030. It also states that a range of demand management measures are likely to be required that sit alongside the positive incentives provided through enhancing alternative modes and reducing the need for people to travel by car, although no specific measures are proposed at this stage. A combination of these measures will be required in Dumfries and Galloway if a meaningful contribution is going to be made towards the national target.

13.1.3 Measures to reduce traffic and the impacts of traffic can have beneficial impacts for other transport users including people walking, wheeling and cycling. High volumes of fast-moving vehicles can increase the actual and perceived danger when crossing roads which discourages residents from walking, wheeling and cycling to local destinations. This increases car usage and perpetuates car dependency and inequalities. Reducing traffic to

²¹ Scottish Household Survey Transport and Travel in Scotland 2019 Local Authority Tables – Table 2

make towns and urban areas more attractive environments for active travel therefore makes these modes even more attractive and can be achieved through measures such as the introduction of Low Traffic Neighbourhoods²².

13.1.4 The management and enforcement of parking restrictions can also be an important mechanism to reduce car dependency in urban areas. This can entail a wide range of potential interventions including:

- Increasing or reducing parking supply
- Increasing the number of blue badge spaces
- Amending parking regulation
- Introducing parking charges to encourage turnover of parking spaces
- Enforcement of pavement parking ban introduced in the Transport (Scotland) 2019 Bill
- Adopting Decriminalised Parking Enforcement (DPE²³) in Dumfries and Galloway to improve enforcement of parking regulations
- Introduction of Workplace Parking Licensing
- Reviewing waiting restrictions in town centres
- Charging for parking at stations where there are high levels of demand and many short car trips are made

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 to reduce emissions and the region's contribution to climate change and the wider adverse impacts of road traffic on health and the liveability of neighbourhoods.

13.2 Priorities

63. Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to reduce car kilometres by 20% by 2030 reflecting the regional circumstances and rurality of our area
64. A combination of enhanced active travel, public transport, shared mobility and digital infrastructure will be used to provide an effective alternative to car travel with a particular focus on reducing single occupancy car journeys
65. Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region

²² a scheme where motor vehicle traffic in residential streets is greatly reduced.

²³ DPE is a regime which enables a local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices (PCNs) to vehicles. In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties enforced by the local authority.



Making the Most of New Opportunities

SWestrans Regional Transport Strategy

14 Making the Most of New Opportunities

14.1 Context

- 14.1.1 Transport is currently undergoing a period of significant technical innovation and change as automation and digital technology begin to present significant opportunities to change how we travel in the future. Capitalising on these opportunities will depend upon making the most of beneficial new technologies.
- 14.1.2 In particular, technological innovation presents an opportunity to travel smarter and to offer a personalised travel service based on user preferences. Many of these innovations can be collectively drawn together under the umbrella of Mobility as a Service (MaaS) which, through integration, offers potential to enable faster, more efficient, more sustainable, and less expensive travel. MaaS enables users to plan, book, and pay for multiple types of mobility services through one digital platform. It envisages users buying transport services (including public transport, car usage, access to active travel, taxi, demand responsive transport, etc.) as packages based on their needs instead of buying the means of transport itself. This enables seamless journeys and for the traditional ownership model to be broken.
- 14.1.3 The implementation of a MaaS system within Dumfries and Galloway offers potential to reduce disparities of access and could be closely integrated with the provision of the new public transport model described in Chapter 10. However, given its early stage of development there is still uncertainty around how MaaS will be implemented with an associated requirement for public sector bodies like MaaS Scotland to guide and shape its roll out to ensure effective delivery and equality of access.

Case Study: Hannover Mobility as a Service

Hannover's MaaS app, Hannovermobil, developed by the public transport operator ÜSTRA and the Greater Hannover Transport Association, provides access to its mobility shop and automatically develops an integrated bill for all mobility services used at the end of the month. When launched in 2016 this multi-modal app completely replaced its 'public transport only' predecessor. Currently the service provides access to bus, rail, car-sharing, bike-sharing and taxis with taxis and car-sharing prices reduced about 10 percent on average from what is available to the public.



14.1.4 Closely related to MaaS is the provision of shared mobility which removes the need for people to own the mode of transport whereas instead they can share a journey or vehicle. This can help decrease the number of single occupancy vehicles being used and offers a potential transport solution for people who do not own or have access to a car. Shared mobility can help move towards an 'on demand' system of transport provision where people only pay for access to transport when they require it rather than buying a vehicle that may only be used occasionally. The implementation of shared mobility solutions across Dumfries and Galloway could entail measures such as:

- Regional bike hire scheme in town centres and at transport hubs
- Regional car sharing scheme with a potential focus on EVs
- Regional trip sharing scheme building on DG Tripshare
- Peer to peer car lending
- More widespread provision of taxicards for those with no alternative form of transport
- Increase the number of taxi licenses granted and percentage of accessible taxis

14.1.5 Due to the population characteristics of the region, different implementation approaches will be required. For example, a cycle hire scheme may be feasible in Dumfries and other larger settlements, but not viable in more rural settlements. Introduction of new digital based transport and accessibility schemes will also require careful consideration of the needs of people with protected characteristics to engage with the technology.



Case Study: DG Tripshare

Liftshare is an online platform which facilitates ridesharing between strangers via an online app. DG Tripshare utilises this platform to provide ridesharing within the region with over 450 individuals making use of the scheme.

Users looking to ride share register online and add their journey to the Liftshare matching database. They can then filter their search to find the most suitable ride share option for them and use the messaging system to arrange their potential Liftshare before confirming their request.

Payment between driver and passenger(s) is up to each member, with Liftshare recommending the cost per mile as a suggested contribution.

14.1.6 Alongside shared mobility there are also opportunities to capitalise upon the growth of micro mobility. This refers to the usage of small vehicles operating at a speed below 15 mph and driven by users. These can include bicycles, electric bikes and scooters. Micro mobility may involve users travelling from their homes to a hub, where they can store their bike or scooter before travelling onwards to a final destination via another mode (e.g.,

public transport). As such, there is a close relationship with the mobility hubs discussed in Chapter 10. Whilst this is another emerging field, and its application will require further analysis, potential means in which it could be implemented across the region include:

- Cargo bikes for the last mile logistics movement of freight in towns and urban areas
- Electric bikes for long distance cycle journeys (e.g., town to town) – electric bikes provide a step-change in terms of the distance which it is possible to travel by bike and therefore may open up opportunities for longer distance journeys

14.1.7 Sometimes the information provided while travelling by road can be poor with limited signage and not enough up-to-date information. Intelligent Transport Systems (ITS) could significantly improve information provision along key routes by offering real-time information on travel conditions, warnings about incidents and roadworks as well as signing drivers on to appropriate diversionary routes in the case of a road closure. Furthermore, ITS are being actively introduced into traffic control systems, vehicle designs and interactive systems for informing transport network users. To counteract or limit the intensification of congestion or disruption, ITS can manipulate the transport network by:

- Predicting traffic conditions via data from the surrounding environment and infrastructure
- Providing information to network users to best inform travel choice
- Car communication via signal controllers in the road infrastructure relaying information to individual vehicles to modify speed / act accordingly
- Smart intersections which collect data and relay information
- Redirecting road traffic
- Altering signal timings

14.1.8 The implementation of ITS in the region should be part of a wider programme of enhancements to improve the safety and efficiency of the strategic road network as outlined in Chapter 12.

14.2 Priorities

66. The implementation of Mobility as a Service (MaaS) in Dumfries and Galloway will be taken forward in close coordination with the delivery of the new public transport model
67. A range of shared mobility measures should be taken forward across the region taking into account its varying characteristics and dispersed population to provide access to a variety of transport options without requiring ownership
68. Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs
69. Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation



Delivery

SWestrans Regional Transport Strategy

15 Delivery

15.1 Overview

- 15.1.1 This strategy has set out the long-term policy context for transport in Dumfries and Galloway up to 2042. Its delivery will be dependent on a combination of actions by SWestrans, Dumfries and Galloway Council and close partnership working with other key industry bodies. To guide the implementation of the RTS and the priorities it has identified, a separate **Delivery Plan** will be prepared which will sit alongside this strategy. This will set out a series of actions associated with each of the priorities identified in this RTS as well as the mitigation commitments identified within the SEA and EqIA reports which accompany this document. It will include actions which can be delivered by SWestrans and those where SWestrans would look to partners to lead on delivery. The actions will include physical and non-physical interventions as well as analysis and appraisal work to identify new interventions to support the delivery of the RTS Vision, Objectives, and Priorities.
- 15.1.2 The Delivery Plan will be reviewed and updated on a regular basis throughout the lifetime of the strategy (2023-2042) as part of the ongoing Monitoring process set out Chapter 16. The actions it contains will include interventions at a range of different stages in the project lifecycle from concept to construction and the regular review will enable their status to be updated accordingly. An overview of risks to implementation will also be provided taking account of the delivery stage of the intervention.

15.2 Priorities

- 70. SWestrans will develop a Delivery Plan which sets out a series of actions associated with each of the Priorities identified in this RTS and which contribute towards achieving the RTS Vision and Strategy Objectives.
- 71. The delivery of the RTS Priorities will have a focus on providing opportunities for home grown businesses, skills and employment for the region's population
- 72. The Delivery Plan will be regularly reviewed and updated throughout the lifetime of the RTS (2023-2042)



Monitoring

SWestrans Regional Transport Strategy

16 Monitoring

16.1 Overview

- 16.1.1 Monitoring the RTS is important to assess the extent to which the Strategy Objectives and Vision set out in Chapter 4 are being achieved. To facilitate this, a series of Key Performance Indicators (KPIs) have been identified. These are each linked to the Strategy Objectives and are closely linked to those defined for the monitoring of the NTS2. They will be used to measure how the transport system performs over the lifetime of the RTS (2023-2042) against an established baseline prior to its implementation.
- 16.1.2 Throughout the lifetime of the strategy (2023-2042) high-level monitoring reports will be prepared on an annual basis with a more substantive report (which may involve primary research) completed every two years.

16.2 Key Performance Indicators

- 16.2.1 There are four types of indicators that will be used to monitor and evaluate progress in meeting the Strategy Objectives against an established baseline:
- Published data, such as that found in Scottish Transport Statistics
 - Published primary research
 - Indicators developed through bespoke analysis
 - Primary research
- 16.2.2 The Scottish Household Survey Travel Diary (SHSTD) publishes a range of local authority and regional transport partnership statistics annually, usually two years in arrears, i.e., results from 2021 were published in 2023. This is one source of monitoring data, but sample sizes are typically small and some results are aggregated over a number of years. This will therefore be supplemented by a new SWestrans Travel and Transport Survey which will be undertaken every two years which will monitor the main trends in travel across the region, views on different transport modes and the causal mechanisms which may drive changes in behaviour in line with the Strategy Objectives.
- 16.2.3 The sections below set out a range of indicators which are specific to each Strategy Objective. In addition to these, a range of published aggregate transport statistics will be used to track and report trends at the macro level, such as overall road traffic levels etc.

Strategy Objective 1: To facilitate and encourage safe active travel for all by connecting communities and travel hubs

KPIs for Monitoring and Evaluation

- Walking and cycling count data
- The level of, barriers to, and attitude to walking, wheeling and cycling will be monitored in the biennial SWestrans Travel and Transport Survey
- Hands Up Scotland Survey (Sustrans)
- SHSTD
 - Adults (16+) – frequency of walking in previous seven days
 - Main mode of travel – Walking
 - Main mode of travel – Bicycle
 - Frequency of walking in previous 7 days

Strategy Objective 2: To improve the quality and sustainability of public transport within, and to / from the region

KPIs for Monitoring and Evaluation

- Residents' and businesses' experience and perception of the quality of public transport will be monitored in a biennial SWestrans Travel and Transport Survey
- Level of bus services provided across the region
- SHSTD
 - Adults' views on satisfaction with public transport in the previous month
 - Adults (16+) – who used a local bus service in the past month – percentages who agreed with each statement
 - Adults (16+) – who used rail service in the past month – percentages who agreed with each statement

Strategy Objective 3: To widen access to, and improve connectivity by public transport within and to / from the region

KPIs for Monitoring and Evaluation

- Bespoke public transport connectivity analysis to key settlements and for key healthcare, education, and employment destinations
- Public transport labour market catchments of largest employment sites
- Bespoke bus stop service frequency and time of first / last bus and train analysis
- Bespoke affordability measures – cost of bus and rail travel between key origins and destinations
- Bespoke analysis of transport connectivity and deprivation across the region

- Residents' experience and perception of the accessibility of public transport (including barriers to travel) for all groups in society will be monitored in a biennial SWestrans Travel and Transport Survey
- SHSTD
 - Use of local bus services in previous month
 - Use of local train services in previous month
 - Main mode of travel – bus
 - Main mode of travel – rail

Strategy Objective 4: To improve integration between all modes of travel and freight within and to / from the region

KPIs for Monitoring and Evaluation

- Bespoke analysis of the typical number of interchanges when travelling by public transport between major settlements
- Bespoke sample analysis of typical interchange times at key regional interchanges / travel hubs
- Residents' and businesses' frequency of travelling using more than one mode of transport, and the perception of the integration between all modes of transport will be monitored in a biennial SWestrans Travel and Transport Survey

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

KPIs for Monitoring and Evaluation

- Bespoke road journey times and journey time variability analysis between a range of key origins and destinations based on data derived from mobile devices / satnavs in vehicles
- Bespoke analysis of road traffic accidents across Dumfries and Galloway
- Residents' and businesses' satisfaction with the reliability, resilience and safety of road-based travel will be monitored in a biennial SWestrans Travel and Transport Survey
- Congestion delays experienced by drivers and car occupants (SHSTD)

Strategy Objective 6: To reduce the negative impact of transport on the people and environment of the region

KPIs for Monitoring and Evaluation

- Local authority transport related CO₂ emissions (Department for Business, Energy & Industrial Strategy)
- Average Annual Daily Traffic through Settlements (Transport Scotland / Department for Transport ATCs)
- Residents' views on how transport affects their local and the global environment will be monitored in a biennial SWestrans Travel and Transport Survey



RTS Priorities

SWestrans Regional Transport Strategy



17 RTS Priorities

17.1 Overview

17.1.1 This section provides a summary of all the RTS Priorities set out in the preceding chapters for ease of reference.

Enabling More Sustainable Development

1. Sustainably locate new developments to reduce the need to travel first and foremost
2. Locate new development where it can be easily served by existing active travel and public transport links or, if not possible, by new active travel and public transport links which are accessible to all
3. Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate
4. The concept 'local living' and of '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes
5. Transport interventions should be carefully sited and designed to prevent and minimise negative environmental impacts
6. New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach
7. At existing developments sustainable transport and ancillary infrastructure measures should be introduced to encourage the uptake of more sustainable transport by coordinated engagement with employers and other large organisations

Connecting Our Communities

8. Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate
9. The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance
10. An integrated active travel network linking both within and between our settlements will be developed in line with the Spatial Strategy articulated in the Dumfries and Galloway Active Travel Strategy 2

11. The Dumfries and Galloway Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented
12. A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners
13. Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel
14. SWestrans will spend at least 50% of its capital budget on active travel

Transforming Travel in Our Towns

15. Roadspace 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
16. The National Transport Strategy 2's Sustainable Travel Hierarchy should be applied to reprioritise the road network wherever possible
17. Detailed analysis should be undertaken to identify suitable locations and interventions for the reallocation of roadspace away from general traffic to active travel and public transport

Reducing the Negative Impact of Transport on Our Communities

18. Investigate the feasibility of bypasses for Crocketford and Springholm on the A75 as well as other communities on the A7, A75, A76, A77 and A709 including Dumfries
19. Support the decarbonisation of the car, taxi and commercial vehicle fleet through investigation and delivery, as appropriate, of measures such as:
 - a. Electric Vehicle charging points
 - b. Regional Electric Vehicle carsharing
 - c. Grants / loans for Electric / Hybrid vehicles
 - d. Low Emission Zones (LEZs)
 - e. New rail freight hubs
 - f. Alternative fuels e.g., green hydrogen

Enhancing Access to Transport Services

20. Opportunities to enhance the customer experience when using public transport should be explored, particularly for vulnerable users who may require additional assistance or chaperoning in order to make their journey
21. The public and active travel networks should provide equal access for all including vulnerable groups such as women, elderly and younger people, ethnic minorities, people with mobility impairments or disabilities as well as those on low incomes
22. Journey planning information should be available in various formats to meet the needs of differing users including online, traditional paper copies, braille, large print, and audio
23. Real Time Passenger Information should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical
24. Soft measures should be implemented to encourage the use of active travel through measures such as additional information online and in the form of maps and signs within towns accompanied by public awareness campaigns
25. Access to bicycles, including e-bikes, should be facilitated through a combination of grants / loans for those that wish to purchase their own and provision of a regional cycle hire scheme for people that only require occasional access to a bike
26. Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users
27. Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward
28. The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences

Sustainable and Extended Local and Regional Public Transport Connectivity

29. SWestrans and its partners will work to deliver a new public transport model based around a needs-based approach applying a three tier framework as follows:
 - Tier 1 – Community Level Provision
 - Tier 2 – Supported Local Bus and Community Transport Services
 - Tier 3 – Commercial Local Bus and Rail Services
30. Bus service improvements should be focused in areas identified as at greatest risk of both transport poverty and deprivation. This should be informed by further analysis to develop options to improve bus service connectivity such as increased service frequencies, new services, more direct services and / or more express services

31. Where no bus service exists, demand responsive transport (DRT) solutions will be developed and operated by third sector community transport operators, DGC Buses and the community
32. Dumfries and Galloway council will undertake work to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator as a prudent step should a bus operator of last resort be needed in Dumfries and Galloway
33. Further analysis should be undertaken to assess the potential to provide a bus station in Dumfries and, if found to be feasible and beneficial, partners should work together to facilitate its delivery
34. Opportunities to increase the carriage of bikes on buses will be explored
35. A network of mobility hubs should be developed and implemented across Dumfries and Galloway
36. A Bus Service Improvement Partnership (BSIP) should be created in Dumfries and Galloway using the powers set out in the Transport (Scotland) Act 2019 and will entail SWestrans working in partnership with the commercial sector, DGC Buses, community transport and NHS Dumfries and Galloway along with other partners as appropriate
37. Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland
38. Opportunities should be investigated to run a local service on the WCML between Carlisle and Edinburgh / Glasgow
39. Consideration should be given to rail network upgrades to decrease journey times and increase capacity including the replacement of semaphore signalling, passing loops and upgrades to track geometry at key locations
40. Opportunities should be explored to quadruple track the West Coast Main Line (WCML) through Lockerbie and at other appropriate locations
41. The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues
42. The reopening of stations at Beattock on the West Coast Mainline, and Eastriggs and Thornhill on the Glasgow and South West Line is supported and their delivery will be pursued with industry partners
43. The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre
44. Consideration should be given to reinstating the Castle Douglas and Dumfries railway between Dumfries and Stranraer along with delivering an extension to the Borders Railway from Tweedbank serving Langholm and terminating at Carlisle with appropriate business case development being taken forward for each
45. Lighter rail solutions should be explored as an alternative to heavy rail where it may provide a more practical or affordable solution for fixed public transport links

Improving the Quality and Affordability of Our Public Transport Offer

46. Opportunities to expand the eligibility of existing concessionary travel schemes or to create new schemes to allow more users access to reduced / no fare journeys should be explored with key partners including Transport Scotland
47. Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel
48. The introduction of new rail fare structures should be explored to remove inequalities and to ensure that journeys to similar destinations incur similar costs which are affordable for all users
49. Integrated ticketing solutions should build upon and better promote existing schemes such as PlusBus and Rail and Sail as well as seeking new opportunities to deliver integrated ticketing measures for bus, rail and ferry in the region
50. 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
51. Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users
52. Support the decarbonisation of the rail network in Dumfries and Galloway and explore along with rail industry partners opportunities to electrify the line south of Ayr to provide greater scope for through services and to accommodate increased demand from a relocated Stranraer Station
53. The replacement of the bus fleet with low emission vehicles will be taken forward in conjunction with partners
54. Replacement of rail rolling stock should be taken forward considering proposals for electrification of parts of the network in the region with the appropriate traction being based upon this and giving due consideration for the need to enhance the quality, accessibility and standard of rolling stock serving Dumfries and Galloway
55. Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured

Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Key Regional, National, and International Locations

56. Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region
57. Enhancements to the strategic road network including the A7, A75, A76, A77, A701 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region
58. 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
59. Junction improvements should be taken forward at locations of collision clusters

- 60. Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users
- 61. Improvements to the quality of the road network should be prioritised through an enhanced programme of resurfacing in Dumfries and Galloway initially focused on segments of road that have poor surfacing on major routes
- 62. Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate

Managing Our Car Traffic

- 63. Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to reduce car kilometres by 20% by 2030 reflecting the regional circumstances and rurality of our area
- 64. A combination of enhanced active travel, public transport, shared mobility and digital infrastructure will be used to provide an effective alternative to car travel with a particular focus on reducing single occupancy car journeys
- 65. Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region

Making the Most of New Opportunities

- 66. The implementation of Mobility of a Service (MaaS) in Dumfries and Galloway will be taken forward in close coordination with the delivery of the new public transport model
- 67. A range of shared mobility measures should be taken forward across the region taking into account its varying characteristics and dispersed population to provide access to a variety of transport options without requiring ownership
- 68. Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs
- 69. Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation

Delivery

- 70. SWestrans will develop a Delivery Plan which sets out a series of actions associated with each of the Priorities identified in this RTS and which contribute towards achieving the RTS Vision and Strategy Objectives.
- 71. The delivery of the RTS Priorities will have a focus on providing opportunities for home grown businesses, skills and employment for the region's population



72. The Delivery Plan will be regularly reviewed and updated throughout the lifetime of the RTS (2023-2042)





SWestrans REGIONAL TRANSPORT STRATEGY 2023-42

Easy Read

June 2023

In partnership with:



1 Background

1.1 What is this Strategy about?

This Regional Transport Strategy (RTS) sets out the long-term strategic framework for the development of transport in Dumfries and Galloway up to 2042.

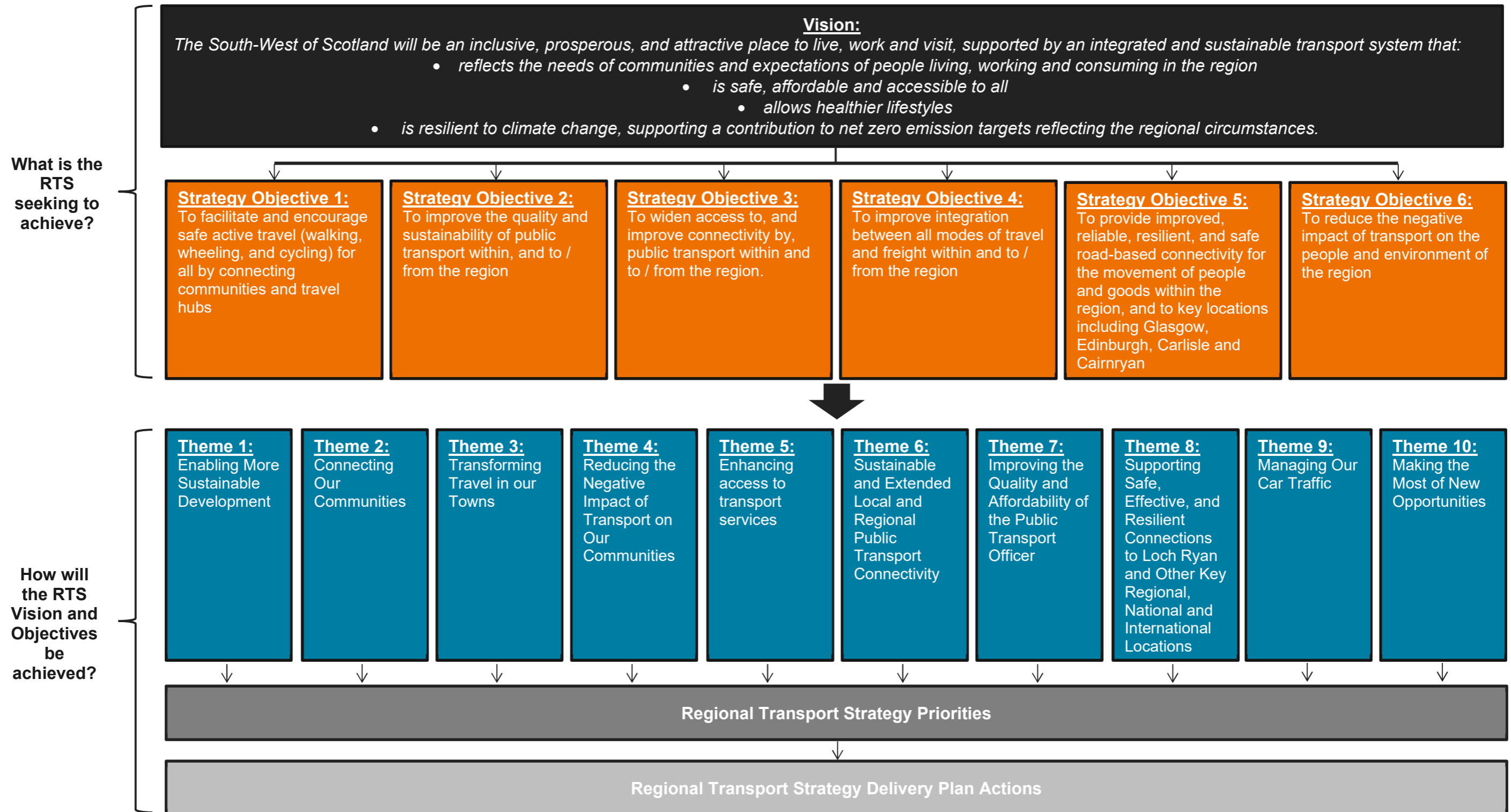
1.2 Who produced this Strategy?

The RTS was produced by SWestrans, the Regional Transport Partnership (RTP) for South West Scotland.



2 Strategy Overview

The RTS includes the elements shown in the diagram below.



3 Strategy Objectives

The 6 Strategy Objectives of the RTS are outlined below.

Strategy Objective 1: To facilitate and encourage safe active travel (walking, wheeling, and cycling) for all by connecting communities and travel hubs



What are we aiming to do?

- Improve the physical environment for active travel for all groups
- Improve existing and provide new active travel connections between settlements and linking transport hubs and communities
- Better promote walking, wheeling, and cycling for travel and leisure
- Widen access to bicycles and potentially micro-mobility

What will the impact be if we achieve this objective?

- Improved access to jobs, schools, colleges, shops and other services
- Reduced car travel and emissions
- Increased tourism
- Increased health and wellbeing

Strategy Objective 2: To improve the quality and sustainability of public transport within, and to / from the region



What are we aiming to do?

- Improve the quality and accessibility of vehicles
- Improve the quality and accessibility of stations and stops
- Make travel information easier to understand
- Improve the punctuality and reliability of services
- Ensure that services are provided without frequent changes to routes and timetables so people can rely on services being there over time

What will the impact be if we achieve this objective?

- Improved access to jobs, schools, colleges, shops and other services, particularly for minority and disadvantaged groups
- Reduced social exclusion
- Reduced car travel and emissions
- Improved health and wellbeing, particularly for minority and disadvantaged groups

Strategy Objective 3: To widen access to, and improve connectivity by public transport within and to / from the region



What are we aiming to do?

- Improve the coverage of bus and rail services so they serve more areas
- Improve bus and rail timetables so services run earlier / later and on more days of the week
- Improve the frequency of bus and rail services
- Reduce public transport journey times

What will the impact be if we achieve this objective?

- Improved access to jobs, schools, colleges, shops and other services
- Reduced social exclusion
- Reduced car travel and emissions
- Increased tourism
- Increased health and wellbeing

Strategy Objective 4: To improve integration between all modes of travel and freight within and to / from the region



What are we aiming to do?

- Improve integration between buses and between buses and trains
- Improved travel planning and real time information
- Carriage of bikes on buses / trains where possible
- Inter modal facilities for freight

What will the impact be if we achieve this objective?

- Improved access to jobs, schools, colleges, shops and other services
- Reduced car travel and emissions
- Increased tourism

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



What are we aiming to do?

- Improve journey times and journey time reliability
- Improve road safety
- Improve the ability of the road network to cope with extreme weather / climate change
- Provide rest areas / parking for freight

What will the impact be if we achieve this objective?

- Helping the economy of the region
- Improving access to labour and customers for business
- Encouraging tourism and business investment
- Reduced personal injuries associated with traffic collisions on the road network

Strategy Objective 6: To reduce the negative impact of transport on the people and environment of the region



What are we aiming to do?

- Reduce traffic levels
- Improve road safety
- Decarbonise the transport system
- Protect and enhance ecosystem services

What will the impact be if we achieve this objective?

- Reduced car travel
- Reduced carbon emissions and other pollutants
- Reduced noise and vibration for affected communities
- Reduced personal injuries associated with collisions on the road network
- Improved health and wellbeing

4 Themes and Priorities

To achieve the RTS Vision and Objectives, SWestrans and its partners will need to undertake a range of activities. These are described in the **Themes** and **Priorities** of the RTS. These are discussed below.



4.1 Themes

Theme 1: Enabling More Sustainable Development

- Locating new development in locations which reduce the need to travel or are served by existing active travel and public transport links, or where this is not possible, provide new active travel and public transport links
 - Providing on site facilities such as showers / changing rooms etc., at new and existing developments
 - Incorporating the concept of 'local living / liveability¹' and '20-minute neighbourhoods²' into all future development and land-use planning processes
- Applying an 'Infrastructure First³' approach to major new developments

Theme 2: Connecting our Communities

- Improving existing and providing new active travel routes in line with the Dumfries and Galloway Active Travel Strategy.
 - Working to high standards in accordance with relevant technical guidance such as Cycling by Design and Designing Streets
 - Reviewing and updating the Dumfries and Galloway Active Travel Strategy
 - Undertaking promotional activities and community engagement to encourage use of active travel modes
- Spending at least 50% of the SWestrans capital budget on active travel

¹ The basic principle of 'local living / liveability' is providing people with the opportunity to meet the majority of their daily needs within a reasonable distance of their home. The concept is broader than the '20-minute neighbourhood' concept and reflects the needs for a more flexible approach, particularly in more rural locations.

² The basic principle of the '20-minute neighbourhood' concept can be summarised as people having all of their daily needs (employment, education, shopping, etc) available within 20 minutes of their home, by using sustainable forms of transport: walking, cycling or public transport. The concept is a useful tool in community planning. However, there is a recognition that the delivery of '20-minute neighbourhoods' which adhere strictly to this definition may not be achievable or indeed appropriate in rural settings and this is reflected in NPF4 through a wider emphasis on 'local liveability'.

³ Defined in NPF4 as "putting infrastructure considerations at the heart of placemaking", where infrastructure includes existing and planned transport infrastructure and services, water management, communications, energy supplies / energy generation, health and social care services, education, green and blue infrastructure, and spaces for play and recreation.

Theme 3: Transforming Travel in our Towns

- Re-allocating roadspace from cars to walking, wheeling, cycling and public transport in locations where detailed analysis suggests this is appropriate
- Interventions may include:
 - Active Travel - widening footways; segregated active travel routes alongside the carriageway; bike lane provision; conversion of advisory bike lanes to mandatory bike lanes; advanced stop lines; protected right turns and cycle priority at junctions; reviewing junction geometries to slow turning traffic
 - Buses - bus priority measures including priority signalling, dedicated bus only routes, bus advance areas, bus lanes and gates, and bus only corridors

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

- Investigating the feasibility of bypasses for Crocketford and Springholm on the A75 as well as other communities on the A7, A75, A76, A77 and A709 including Dumfries
- Supporting the decarbonisation of the car, taxi and commercial vehicle fleet through investigation and delivery, as appropriate, of measures such as electric vehicle charging points; regional electric vehicle carsharing; grants / loans for electric / hybrid vehicles; low emission zones (LEZs); new rail freight hubs; alternative fuels e.g., green hydrogen

Theme 5: Enhancing access to transport services

- Exploring opportunities to improve the customer experience when using public transport, particularly for vulnerable users
- Making travel information available in various formats
- Improving information on active travel, including wayfinding information
- Facilitating access to bicycles, including e-bikes through grants / loans and a regional cycle hire scheme
- Improving the availability of real time information at stations, stops, and on board services
- Prioritising improving accessibility to railway stations at Annan, Dumfries, Kirkcubright and Sanquhar Stations
- Improving connectivity to stations by bus and active travel

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

- Delivering a new engagement led needs-based public transport model⁴
- D&G Council to undertake work to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator⁵
- Further analysis of the potential to provide a bus station in Dumfries
- Creating a Bus Service Improvement Partnership (BSIP⁶) in D&G
- Consideration of rail network upgrades to improve journey times / capacity
- Exploring opportunities to run a local service on the West Coast Main Line (WCML) between Carlisle and Edinburgh / Glasgow; quadruple track the WCML through Lockerbie and other locations; and relocating the station at Stranraer
- Consideration given to re-instating the Castle Douglas and Dumfries Railway / extending the Borders Railway
- Support for the re-opening of stations at Beattock, Eastriggs and Thornhill

⁴ This model is being developed and will involve a three-tier framework focuses around community level provision, supported local bus and community transport services, and commercial local bus and rail services

⁵ This would enable DGC Buses to provide local bus services on behalf of SWesttrans if commercial bus services cease to operate

⁶ BSIPS involve local transport authorities and commercial bus operators working together to deliver transport solutions

Theme 7: Improving the Quality and Affordability of the Public Transport Officer

- Exploring opportunities to expand the eligibility of existing concessionary travel schemes / extend to cover rail
- Exploring new rail fare structures
- Seeking opportunities to deliver new integrated and multi-journey ticketing for bus, rail, and ferry
- Improving integration between modes
- Enhancing bus stops to improve accessibility and security
- Taking forward the replacement of the bus fleet with low emission vehicles and supporting the decarbonisation of the rail network
- Exploring opportunities for enabling the carriage of bikes on buses
- Supporting the replacement of rail rolling stock (trains) and considering proposals for electrification

Theme 8: Supporting Safe, Effective, and Resilient Connections to Loch Ryan and Other Key Regional, National and International Locations

- Enhancing the strategic road network to improve safety, journey times, and diversionary routes
- Safety improvements, including junction improvements, installation of speed cameras, and creation of 20mph zones etc.
- Enhanced programme of road resurfacing focused on major routes
- Exploring opportunities for additional dedicated HGV rest areas / shifting goods from HGVs to rail through new rail freight hubs and an intermodal freight hub at Cairnryan / Stranraer
- Exploring opportunities to improve connectivity to Lockerbie Station by a variety of modes

Theme 9: Managing Our Car Traffic

- Improving active travel, public transport, shared mobility⁷ and digital infrastructure to provide an effective alternative to car travel, with a particular focus on reducing single occupancy car journeys
- Proportionate application of parking measures to support modal shift to more sustainable and healthier modes. These may include reducing parking supply, introducing parking charges, adopting Decriminalised Parking Enforcement (DPE⁸), reviewing waiting restrictions in town centres.

Theme 10: Making the Most of New Opportunities

- Taking forward Mobility as a Service (MaaS) which enables users to plan, book, and pay for multiple types of mobility services on one platform
- Taking forward a range of shared mobility measures such as regional car / bike sharing and / or trip sharing schemes, peer to peer car lending, and electric scooter sharing
- Exploring opportunities to capitalise on the growth of micro mobility alongside the development of mobility hubs
- Introducing Intelligent Transport Systems (ITS⁹) to improve the safety and efficiency of the strategic road network

⁷ Shared mobility is an overarching term for transport schemes which involve people sharing either a journey (e.g., via formal and informal lift pooling schemes) or a vehicle (e.g., via car clubs or bicycle hire schemes etc)

⁸ DPE is a regime which enables a local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices (PCNs) to vehicles. In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties enforced by the local authority

⁹ Intelligent transport systems use information and communication technologies to improve the efficiency and safety of transport

4.2 Priorities

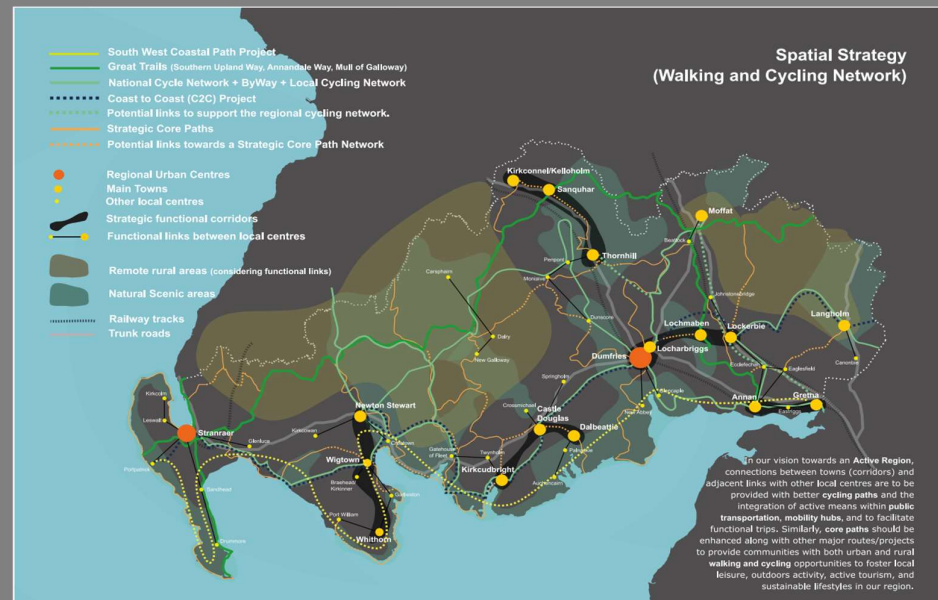
Theme 1: Enabling More Sustainable Development

1. Sustainably locate new developments to reduce the need to travel first and foremost
2. Locate new development where it can be easily served by existing active travel and public transport links or, if not possible, by new active travel and public transport links which are accessible to all
3. Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate
4. The concept 'local living' and of '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes
5. Transport interventions should be carefully sited and designed to prevent and minimise negative environmental impacts
6. New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach
7. At existing developments sustainable transport and ancillary infrastructure measures should be introduced to encourage the uptake of more sustainable transport by coordinated engagement with employers and other large organisations



Theme 2: Connecting Our Communities

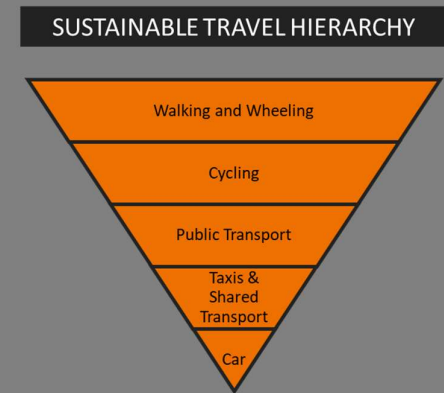
8. DCS Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate
9. The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance
10. An integrated active travel network linking both within and between our settlements will be developed in line with the Spatial Strategy articulated in the Dumfries and Galloway Active Travel Strategy 2
11. The Dumfries and Galloway Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented
12. A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners
13. Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel
14. SWestrans will spend at least 50% of its capital budget on active travel



Active Travel Spatial Strategy (Source: Dumfries and Galloway Active Travel Strategy 2 2022-2032)

Theme 3: Transforming Travel in Our Towns

- 15. Roadspace 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
- 16. The National Transport Strategy 2's Sustainable Travel Hierarchy should be applied to reprioritise the road network wherever possible
- 17. Detailed analysis should be undertaken to identify suitable locations and interventions for the reallocation of roadspace away from general traffic to active travel and public transport



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

18. Investigate the feasibility of bypasses for Crocketford and Springholm on the A75 as well as other communities on the A7, A75, A76, A77 and A709 including Dumfries

19. Support the decarbonisation of the car, taxi and commercial vehicle fleet through investigation and delivery, as appropriate, of measures such as:

Electric Vehicle charging points

Regional Electric Vehicle carsharing

Grants / loans for Electric / Hybrid vehicles

Low Emission Zones (LEZs)

New rail freight hubs

Alternative fuels e.g., green hydrogen



Theme 5: Enhancing Access to Transport Services

20. Opportunities to enhance the customer experience when using public transport should be explored, particularly for vulnerable users who may require additional assistance or chaperoning in order to make their journey
21. The public and active travel networks should provide equal access for all including vulnerable groups such as women, elderly and younger people, ethnic minorities, people with mobility impairments or disabilities as well as those on low incomes
22. Journey planning information should be available in various formats to meet the needs of differing users including online, traditional paper copies, braille, large print, and audio
23. Real Time Passenger Information should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical
24. Soft measures should be implemented to encourage the use of active travel through measures such as additional information online and in the form of maps and signs within towns accompanied by public awareness campaigns
25. Access to bicycles, including e-bikes, should be facilitated through a combination of grants / loans for those that wish to purchase their own and provision of a regional cycle hire scheme for people that only require occasional access to a bike
26. Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users
27. Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward
28. The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences



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

29. SWestrans and its partners will work to deliver a new public transport model based around a needs-based approach applying a three tier framework as follows:
- Tier 1 – Community Level Provision
 - Tier 2 – Supported Local Bus and Community Transport Services
 - Tier 3 – Commercial Local Bus and Rail Services
30. Bus service improvements should be focused in areas identified as at greatest risk of both transport poverty and deprivation. This should be informed by further analysis to develop options to improve bus service connectivity such as increased service frequencies, new services, more direct services and / or more express services
31. Where no bus service exists, demand responsive transport (DRT) solutions will be developed and operated by third sector community transport operators, DGC Buses and the community
32. Dumfries and Galloway council will undertake work to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator as a prudent step should a bus operator of last resort be needed in Dumfries and Galloway
33. Further analysis should be undertaken to assess the potential to provide a bus station in Dumfries and, if found to be feasible and beneficial, partners should work together to facilitate its delivery
34. Opportunities to increase the carriage of bikes on buses will be explored
35. A network of mobility hubs should be developed and implemented across Dumfries and Galloway
36. A Bus Service Improvement Partnership (BSIP) should be created in Dumfries and Galloway using the powers set out in the Transport (Scotland) Act 2019 and will entail SWestrans working in partnership with the commercial sector, DGC Buses, community transport and NHS Dumfries and Galloway along with other partners as appropriate



Theme 6: Sustainable and Extended Local and Regional Public Transport Connectivity (continued)

37. Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland
 38. Opportunities should be investigated to run a local service on the WCML between Carlisle and Edinburgh / Glasgow
 39. Consideration should be given to rail network upgrades to decrease journey times and increase capacity including the replacement of semaphore signalling, passing loops and upgrades to track geometry at key locations
 40. Opportunities should be explored to quadruple track the West Coast Main Line (WCML) through Lockerbie and at other appropriate locations
 41. The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues
 42. The reopening of stations at Beattock on the West Coast Mainline, and Eastriggs and Thornhill on the Glasgow and South West Line is supported and their delivery will be pursued with industry partners
 43. The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre
 44. Consideration should be given to reinstating the Castle Douglas and Dumfries railway between Dumfries and Stranraer along with delivering an extension to the Borders Railway from Tweedbank serving Langholm and terminating at Carlisle with appropriate business case development being taken forward for each
 45. Lighter rail solutions should be explored as an alternative to heavy rail where it may provide a more practical or affordable solution for fixed public transport links
- Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland

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

46. Opportunities to expand the eligibility of existing concessionary travel schemes or to create new schemes to allow more users access to reduced / no fare journeys should be explored with key partners including Transport Scotland
47. Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel
48. The introduction of new rail fare structures should be explored to remove inequalities and to ensure that journeys to similar destinations incur similar costs which are affordable for all users
49. Integrated ticketing solutions should build upon and better promote existing schemes such as PlusBus and Rail and Sail as well as seeking new opportunities to deliver integrated ticketing measures for bus, rail and ferry in the region
50. 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
51. Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users
52. Support the decarbonisation of the rail network in Dumfries and Galloway and explore along with rail industry partners opportunities to electrify the line south of Ayr to provide greater scope for through services and to accommodate increased demand from a relocated Stranraer Station
53. The replacement of the bus fleet with low emission vehicles will be taken forward in conjunction with partners
54. Replacement of rail rolling stock should be taken forward considering proposals for electrification of parts of the network in the region with the appropriate traction being based upon this and giving due consideration for the need to enhance the quality, accessibility and standard of rolling stock serving Dumfries and Galloway
55. Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured

Theme 8: Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Key Regional, National, and International Locations

56. Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region
57. Enhancements to the strategic road network including the A7, A75, A76, A77, A701 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region
58. 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
59. Junction improvements should be taken forward at locations of collision clusters
60. Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users
61. Improvements to the quality of the road network should be prioritised through an enhanced programme of resurfacing in Dumfries and Galloway initially focused on segments of road that have poor surfacing on major routes
62. Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate



Theme 9: Managing Our Car Traffic

- 63. Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to reduce car kilometres by 20% by 2030 reflecting the regional circumstances and rurality of our area
- 64. A combination of enhanced active travel, public transport, shared mobility and digital infrastructure will be used to provide an effective alternative to car travel with a particular focus on reducing single occupancy car journeys
- 65. Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region



Theme 10: Making the Most of New Opportunities

66. The implementation of Mobility as a Service (MaaS) in Dumfries and Galloway will be taken forward in close coordination with the delivery of the new public transport model
67. A range of shared mobility measures should be taken forward across the region taking into account its varying characteristics and dispersed population to provide access to a variety of transport options without requiring ownership
68. Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs
69. Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation



Delivery

70. SWestrans will develop a Delivery Plan which sets out a series of actions associated with each of the Priorities identified in this RTS and which contribute towards achieving the RTS Vision and Strategy Objectives.
71. The delivery of the RTS Priorities will have a focus on providing opportunities for home grown businesses, skills and employment for the region's population
72. The Delivery Plan will be regularly reviewed and updated throughout the lifetime of the RTS (2023-2042).





STAG UPDATE

1. Reason for Report

To advise the Board on the feedback received from Transport Scotland on the Strategic Business Cases submitted by SWestrans for the potential re-opening of rail stations at Beattock, Eastriggs and Thornhill.

2. Background

2.1 SWestrans and Dumfries and Galloway Council have aspirations for the re-opening of rail stations at Thornhill, Eastriggs and Beattock.

2.2 In January 2016, Stantec (then PBA) was commissioned by SWestrans to undertake a Scottish Transport Appraisal Guidance (STAG) pre-appraisal of sustainable transport options for the Thornhill and Eastriggs areas. Beattock Station Action Group (with modest funding support from SWestrans) also commissioned them to undertake a pre-appraisal for the Beattock/Moffat area.

2.3 In July 2016, the outcomes and recommendations from the STAG Pre-Appraisal work were presented to the Board. They identified a range of problems and opportunities for each area, and developed transport options to address these. The Board agreed that STAG Part 1 Appraisal studies would be progressed for Thornhill, Eastriggs and Beattock as each had the potential for a station project to emerge that could support a bid to the Scottish Government for funding.

2.4 In June 2017, the outcomes of the STAG Part 1 Appraisals were reported to the Board and at its meeting in September 2017 the Board agreed to progress with STAG Part 2 (now referred to as the 'Detailed Options Appraisal') studies for the Thornhill, Eastriggs and Beattock areas. Stantec (then PBA) were commissioned to undertake this work.

2.5 In August 2019, the three completed STAG Detailed Options Appraisals, and the Sustainable Transport Options Reports for each of the study areas were signed off.

2.6 In September 2019, the Board agreed that all three final STAG reports, would be submitted to Transport Scotland as the required Strategic Business Cases (SBC) for the potential re-opening of rail stations at Beattock, Eastriggs and Thornhill.

2.7 In December 2019, Transport Scotland advised that these SBCs would not be considered whilst rail stations at these locations were all possible interventions being considered in Strategic Transport Projects Review (STPR2).

2.8 In January 2022, the Governments STPR2 Phase 2 report was published with 45 draft recommendations. The report stated that new rail stations do not form recommendations in STPR2. However, elements may be appropriate to be taken forward at a regional or local level in accordance with the relevant railway processes.

2.9 In January 2022, the Board agreed that the Chair write to the Transport Minister to seek urgent clarification on the status of the three SBCs for Thornhill, Beattock and Eastriggs submitted by SWestrans in 2019 and to seek assurance that these were now being progressed through the relevant railway process.

2.10 In May 2022, a response from Transport Scotland confirmed our understanding of the STPR2 draft recommendations and stated ‘Given that STPR2 has now reported and its draft recommendations published, Transport Scotland is now in position to provide feedback on the submitted reports in line with the response provided in December 2019. Given that all three documents are substantial reports in themselves it would be our intention to provide a consolidated set of feedback which we anticipate should be available in late summer.’ The response also stated, ‘In advance of the specific feedback and as promoter, you may wish to consider whether updates to the reports are required to reflect, for example: changes in transport demand or provision in a study area, including those that have occurred post Covid; new or recently published and relevant national policies, strategies and plans; and recent updates to STAG guidance.’

2.11 In June 2022, the Board agreed to fund the production of three addendums (one for each study area) and that these would be submitted to Transport Scotland to assist in their detailed consideration of the submitted Strategic Business Cases. The addendums were submitted in August 2022.

3. Transport Scotland Feedback

3.1 A response from Transport Scotland’s Interim Head of Strategic Transport Planning dated 9 June 2023 providing feedback on the three completed transport appraisal reports is attached as the **Appendix**.

3.2 The response provides an overview of the process Transport Scotland on behalf of the Government is required to take to ensure the evidence needed to invest in transport interventions through STAG appraisals is robust and secures best value for money.

3.3 Transport Scotland concludes that progressing any of the rail stations options is not justified in economic terms or non-monetised benefits and therefore none of the three reports demonstrate a socio-economic case for any of the stations.

3.4 The response is then very explicit on the value of undertaking any further work to make a case for the three rail stations stating, ‘We do not believe that any further work on this earlier stage would fundamentally change the outcomes of the three transport appraisals in regard to the rail station options’.

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

3.6 The Board are asked to consider the feedback from Transport Scotland and provide guidance on any further action it wishes officers to pursue in relation to the re-opening of rail stations at Beattock, Eastriggs and Thornhill.

4. Implications	
Financial	None.
Policy	No change in policy. This work fulfils SWestrans and Dumfries and Galloway Council policy objectives.
Equalities	Opportunities to enhance travel choice and experience for those with protected characteristics will emerge from the study findings.
Climate Change	Opportunities for modal shift will emerge from study findings.
Risk Management	The completion of STAG studies relates to two known risks: R02 – Public image R05 – Failure to progress RTS Delivery Plan

5. Recommendation

Members of the Board are asked to consider the feedback from Transport Scotland and provide guidance on any further action it wishes officers to pursue in relation to the re-opening of rail stations at Beattock, Eastriggs and Thornhill.

Douglas Kirkpatrick - Report Author	Approved by: Douglas Kirkpatrick Lead Officer
Date of Report: 18 June 2023 File Ref: SW2/meetings/2023	South West of Scotland Transport Partnership Cargen Tower Garroch Business Park, Dumfries, DG2 8PN

Appendix - Letter from Interim Head of Strategic Transport Planning, Transport Scotland, 9 June 2023

Douglas Kirkpatrick
SWestrans
By Email:
Douglas.Kirkpatrick@dumgal.gov.uk

Our ref:
A44028071

Date:
09 June 2023

Dear Douglas,

Transport Appraisal Reports for Beattock and Moffat, Eastriggs and Thornhill

Thank you for your patience in awaiting this feedback on the three completed transport appraisal reports while Transport Scotland progressed and concluded the second Strategic Transport Projects Review (STPR2). Additionally, for your time in meeting with me on the 17 of May.

Transport Scotland's Transport Strategy and Analysis (TSA) Directorate are custodians of [Scottish Transport Appraisal Guidance](#) (STAG) and [Transport Scotland's Guidance on the Development of Business Cases](#). Part of this role involves providing advice and guidance on the use of STAG to those undertaking transport appraisals. For instance, advice is given to help external organisations who are seeking to make a case for investment, to set out the evidence in a consistent and robust way for decision makers.

The Scottish Government is committed to managing taxpayers' money efficiently and effectively while delivering on its commitments. Accountable Officers are responsible for ensuring that resources are utilised economically, efficiently and effectively. The [Scottish Public Finance Manual](#) sets out the framework for securing best value and value for money.

STAG is based on these principles and has a key role in robust decision making for transport, as part of a business case setting out the evidence needed for Government investment. This ensures that investment is appropriately targeted with a clearly evidenced case for both investment and the rationale for the change to transport.

STAG is based on HM Treasury's Green Book "5 Case Model" for business cases, developed for use in Scotland. A transport appraisal using STAG generally considers in detail the strategic and socio-economic dimensions of the model to assess whether potential options for programmes/projects are likely to meet intended objectives and deliver intended benefits, by assessing if any option(s):

- Make a robust case for change – the "strategic case"; and
- Optimise Value For Money in terms of economic, social and environmental benefit – the "socio-economic case".

The evidence from a transport appraisal will, therefore, determine if there is a Strategic Business Case (SBC) for a transport project. If there is robust evidence from a transport appraisal to justify a transport project and if a decision is made to progress the project, then the evidence from the transport appraisal will form the SBC, the initial stage of business case development. In

the context of rail projects, the level of detail considered for rail options in STAG may align with the initial two stages of "pre-pipeline" work, following Network Rail's PACE (Project Acceleration in a Controlled Environment), which replaced the GRIP (Governance for Railway Investment Projects) process. It is noted, however, that both STAG and PACE are distinct processes for different purposes, with PACE focussed on the development and delivery of rail projects. STAG is not a process for design development and implementation of single-mode transport projects.

The Strategic Transport Planning team have previously provided advice to SWestrans on the initial and developing draft "Pre-Appraisal" and "Part 1" reports submitted for each of the three separate transport appraisals being carried out for the three areas and considered a number of multi-modal options including rail stations at Beattock, Eastriggs and Thornhill. Revised and completed reports for each of the three transport appraisal, including all three consecutive stages of STAG, were submitted to Transport Scotland in 2019. As advised at that time, Transport Scotland were not in a position to provide feedback on the three completed transport appraisal reports at the time or make decisions on transport while STPR2 was ongoing. As you are aware, rail stations at Beattock, Eastriggs and Thornhill were included in the long list of options considered in STPR2. STPR2 has concluded and none of these three stations (or any rail station or new lines) have emerged as part of this strategic, national level review covering the whole of Scotland.

We have now reviewed the findings of the three separate and completed transport appraisal reports and the three (later) addendum reports submitted in August 2022. This has concluded that the findings of the reports do not provide the strength of evidence necessary for an SBC for any of the rail stations options at Beattock, Eastriggs and Thornhill, to justify progressing any of these options further.

The reports clearly demonstrate and acknowledge that the station options do not "stack up" economically. The stations do not offer value for money in economic terms and the Benefit Cost Ratio (BCR) for each are as follows:

- -0.45 for Beattock Station option,
- -0.24 for Eastriggs Station option, and
- 0.46 for Thornhill Station option.

Furthermore, the transport appraisal reports do not provide sufficiently strong evidence of non-monetised benefits across the other STAG Criteria.

Therefore, the evidence presented within the three reports does not demonstrate a socio-economic case for any of the three station options at Beattock, Eastriggs or Thornhill.

Given the findings of the transport appraisal which have emerged following the appraisal of options at the Detailed Options Appraisal stage (the final stage), we have not provided feedback on the Case for Change in terms of the "strategic case". We do not believe that any further work on this earlier stage would fundamentally change the outcomes of the three transport appraisals in regard to the rail station options. However, I would note that the appraisals have included consideration of other multi-modal transport options, i.e. bus-based options, in each of three areas which could potentially meet the Transport Planning Objectives.

I hope this is helpful and I look forward to us meeting again on wider matters in the future.

Yours Sincerely

Nicola Blaney CEng
Interim Head of Strategic Transport Planning

REVENUE BUDGET OUTTURN REPORT 2022/23

1. Reason for Report

This report provides Members of the Board with information on the monitoring of the revenue budget for the year ending 31 March 2023.

2. Background

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

3. Key Points

3.1 **The Appendix** shows the detailed financial summary for SWestrans for 2022/23.

3.2 The expenditure for 2022/23 was £4,780,671. 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, £265,903 towards depreciation of assets and £3,705,614 in respect of payments made to Bus Contractors, and
- Other contributions totalling £449,904 which included, Strathclyde Passenger Transport (£246,052), Scottish Borders Council (£128,220), NHS Dumfries and Galloway (£70,000) and Barony College (£5,632).

3.3 SWestrans achieved a break-even budget position at the end of the financial year.

4. Consultations

The Proper Officer has been consulted and is agreement with the terms of this Report.

5. Implications

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

6. Recommendation

Members of the Board are asked to note the draft financial outturn for 2022/23 and that a break-even position was achieved.

Janet Sutton - Report Author
Tel: 01387 260105
Date of Report: 2 June 2023
File Ref:

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

APPENDIX - Revenue Budget Monitoring as at 31 March 2023.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 March 2023

	FINAL OUTTURN 2021/22 £	PUBLISHED BUDGET 2022/23 £	BUDGET ADJUSTMENTS 2022/23 £	ADJUSTED BUDGET 2022/23 £	ACTUAL EXPENDITURE TO 31/03/23 £	PROJECTED OUTTURN 2022/23 £	VARIANCE 2022/23 £
EXPENDITURE							
Staff Costs	84,007	249,348	-110,603	138,745	138,745	138,745	0
Transport Costs	10,016	0		0	0	0	0
Administration Costs	61,392	21,153	9,701	30,854	30,854	30,854	0
Payments	4,027,155	4,128,038	105,581	4,233,619	4,301,098	4,301,098	67,479
Central Support	43,391	48,750	-4,679	44,071	44,071	44,071	0
Capital Charges	264,452		265,903	265,903	265,903	265,903	0
Total Expenditure	4,490,413	4,447,289	265,903	4,713,192	4,780,671	4,780,671	67,479
INCOME							
Scottish Government Funding	259,250	259,250		259,250	259,250	259,250	0
D&G Council Funding	100,000	100,000		100,000	100,000	100,000	0
Other Contributions	4,131,163	4,088,039	265,903	4,353,942	4,421,421	4,421,421	67,479
Total Income	4,490,413	4,447,289	265,903	4,713,192	4,780,671	4,780,671	67,479
NET EXPENDITURE	0	0	0	0	0	0	0

REVENUE BUDGET MONITORING REPORT 2023/2024 FOR THE PERIOD ENDING 31 May 2023

1. Reason for Report

To provide the Board with an update on the Partnership's 2023/24 monitoring and forecast outturn position based on the period ending 31 May 2023.

2. Background

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

3. Key Points

3.1 The **Appendix** shows the revenue budget summary for SWestrans. The published expenditure budget for 2023/24 of £4,447,289 was agreed by the Board on 31 March 2023. It is vital to the economic wellbeing of the Partnership and its stakeholders that the financial resources are managed effectively, and expenditure and income is delivered in line with the approved budget.

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

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

4. Consultations

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

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

6. Recommendation

Members of the Board are asked to note the forecast outturn for the revenue budget as at 31 May 2023.

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 7 June 2023	Douglas Kirkpatrick, Lead Officer South West of Scotland Transport Partnership Cargen Tower, Garroch Business Park Dumfries DG2 8PN
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APPENDIX - Monitoring Report 2023/24 for the period ending 31 May 2023.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 May 2023

	FINAL OUTTURN 2021/22 £	PUBLISHED BUDGET 2022/23 £	BUDGET ADJUSTMENTS 2022/23 £	ADJUSTED BUDGET 2022/23 £	ACTUAL EXPENDITURE TO 31/05/23 £	PROJECTED OUTTURN 2022/23 £	VARIANCE 2022/23 £
EXPENDITURE							
Staff Costs	138,745	249,348		249,348	0	249,348	0
Transport Costs	0	0		0	0	0	0
Administration Costs	30,854	21,153		21,153	2,091	21,153	0
Payments	4,301,098	4,128,038		4,128,038	674,879	4,128,038	0
Central Support	44,071	48,750		48,750	0	48,750	0
Capital Charges	265,903			0	55,519	0	0
Total Expenditure	4,780,671	4,447,289	0	4,447,289	732,489	4,447,289	0
INCOME							
Scottish Government Funding	259,250	259,250		259,250	58,650	259,250	0
D&G Council Funding	100,000	100,000		100,000	0	100,000	0
Other Contributions	4,421,421	4,088,039		4,088,039	0	4,088,039	0
Total Income	4,780,671	4,447,289	0	4,447,289	58,650	4,447,289	0
NET EXPENDITURE	0	0	0	0	673,839	0	0

CAPITAL EXPENDITURE PROGRAMME 2022/23 OUTTURN REPORT

1. Reason for Report

To advise the Board of the outturn on the 2022/23 SWestrans Capital Programme.

2. Background

2.1 At its meeting on 22 February 2022, Dumfries and Galloway Council agreed a balanced budget. At this meeting there were no changes to the SWestrans Capital Funding identified. The capital budget for 2022/23 to 2024/25 is within an indicative 10 year Capital Investment Strategy. The base funding allocation for SWestrans is £800K for 2022/23, 2023/24 and 2024/25.

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

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

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

2.3 At its meeting on 27 January 2023, the Board received an update on the Capital Programme and agreed the acceleration of spend of £74k for the purchase of low-floor buses; agreed the slippage of the £360k of construction costs for Lockerbie Station Parking Phase 3; and agreed not to draw down any funding from the Scottish Government's Regional Active Travel Fund for 2022/23.

3. Key Points

3.1 The outturn position for the financial year 2022/23 which achieved a total net spend of £880,847 is shown at the **Appendix**, and a summary is shown in Table 2 below:

<u>SWestrans Capital Programme 2022/23</u>	Total Budget Allocated 2022/23	Net Expenditure 2022/23
Local Bus Network	526,149	569,205
Rail Station Parking	435,646	128,995
Active Travel Network	584,717	182,647
TOTAL	1,546,512	880,847

Table 2 – SWestrans Capital Programme 2022/23 outturn.

3.2 A short commentary on each element of the programme is given below.

3.3 Local Bus Network – spend of £526,149. Mainly on 2 new low floor buses and 3 high-quality second-hand low floor buses which all entered service immediately on arrival. The remainder of the spend was on at-stop infrastructure.

3.4 Rail Station Parking – spend of £128,995. The Board at its meetings throughout 2022/23 were updated on the stages required to progress parking options at Lockerbie Station. The majority of spend was on the investigation and preparation of the Phase 3 site.

3.5 Active Travel Projects – spend of £182,647. Several walking/cycling infrastructure opportunities to improve functional active travel were progressed in Thornhill, Dumfries, Annan, Gretna, Moffat and Stranraer.

4. Implications	
Financial	Total net spend of £881k was achieved against a budget of £1,546k.
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

5. Consultation

The Proper Officer (Finance) has been consulted and their comments incorporated.

6. Recommendation
Members of the Board are asked to note the outturn position on the 2022/23 SWestrans Capital Programme.

Douglas Kirkpatrick – Report Author Tel:01387 260136 Date of Report: 10 June 2023 File Ref: SW2/Meetings/2023	Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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Appendix – Capital Programme Outturn 2022/23

<u>SWestrans Capital Programme 2022/23</u>	Total Budget Allocated 2022/23	Gross Spend to 31/03/23	Actual Net Spend 31/03/23	Variance 2022/23	(Slippage to) / Acceleration from 2023/24
Local Bus Network	526,149	569,205	569,205	43,056	43,056
Rail Station Parking	435,646	128,995	128,995	-306,651	-306,651
Active Travel Projects	584,717	182,647	182,647	-402,070	-402,070
TOTAL	1,546,512	880,847	880,847	-665,665	-665,665

DRAFT CAPITAL EXPENDITURE PROGRAMME 2023/24 – 2025/26

1. Reason for Report

This report provides the Board with information on the proposed Capital Programme for 2023/24 to 2025/26.

2. Background

2.1 At its meeting on 28 February 2023, Dumfries and Galloway Council agreed a balanced budget. At this meeting there were no changes to the SWestrans Capital Funding identified.

2.2 The capital budget for 2023/24 to 2025/26 is within an indicative 10 year Capital Investment Strategy. The base funding allocation for SWestrans is £800K for 2023/24, 2024/25 and 2025/26.

2.3 At its meeting on 26 November 2021, the Board noted and welcomed the merger of the previous SWestrans Asset Class with the Council's Fleet Asset Class to create a combined Transport Asset Class with additional funding of some £5M available for this aligned Asset Class across the following 3 to 5 years.

2.4 At its meeting on 27 January 2023, the Board were advised that a submission had been made to the 2023/24 Regional Active Travel Fund (RATF). This bid totalled £1M (£600k SWestrans/ £400k RATF) and the projects identified for delivery were included in the Board paper.

2.5 Dumfries and Galloway Council's Communities Committee received and agreed an updated 3 year budget plan (2023/24 – 2025/26) for the Transport Asset Class at its meeting on 6 June 2023.

3. Key Points – Transport Asset Class 2023/24 to 2025/26

3.1 As indicated in paragraph 2.5, the Council's Communities Committee agreed an updated 3 year budget for the Transport Asset Class. SWestrans officers were fully engaged in the development of this updated budget.

3.2 The main change agreed was the acceleration of the majority of the 2024/25 planned spend on bus purchases into 2023/24 to allow for the joint procurement of 15 low floor buses for both the Council and SWestrans fleets. This change is shown in the draft capital programme 2023/24 -2025/26 in Section 4 below.

4. Key Points – Capital Programme 2023/24 to 2025/26

4.1 The funding allocation for 2023/24 includes slippage, the acceleration indicated in paragraph 3.2 and additional allocations for bus replacement/active travel as reported to the Board at its meeting in November 2021.

4.2 The draft capital programme for 2023/24 to 2025/26 is detailed in Table 1:

SWestrans Capital Programme 2023/24 – 2025/26	Total Budget Allocated 2023/24	Total Budget Allocated 2024/25	Total Budget Allocated 2025/26	Total
	£	£	£	£
Local Bus Network	1,126,000	0	840,000	1,966,000
Rail Station Parking	557,000	0	0	557,000
Active Travel Network	854,000	400,000	400,000	1,654,000
TOTAL	2,537,000	400,000	1,240,000	4,177,000

Table 1 – SWestrans Capital Programme 2023/24 – 2025/26

4.3 Each of the elements of the proposed Capital Programme for 2023/24 is discussed briefly below and it is anticipated, at this stage, that full expenditure can be achieved in the coming financial year:

- Local Bus Network – purchase of Ultra Low Emission low floor buses to replace existing leased bus assets. The agreed bus shelter renewal/replacement programme and associated works.
- Rail Station Parking – the phases of new parking development at Lockerbie Station will continue within the 2023/24 financial year.
- Active Travel Network – as indicated in paragraph 2.4 a submission was made to the RATF 2023/24 for £400k funding which was to be matched by the £600k SWestrans Active Travel funding. The bid was successful with Transport Scotland awarding a £400k grant in May 2023.

5. Implications	
Financial	Regular reports will be brought to the Board on the progress with the capital programme during 2023/24.
Policy	This work fulfils SWestrans policy objectives.
Equalities	Provision of good quality infrastructure will enhance travel choice and experience for those with protected characteristics.
Climate Change	Provision of good quality infrastructure that enhances opportunity for increased uptake of active and sustainable travel will have a positive impact on climate change.
Risk Management	Progression of the Capital Programme relates to two known risks: R02 – Public image. R04 – Capital Funding.

6. Recommendation
Members of the Board are asked to agree the draft Capital Programme for 2023/24 to 2025/26 outlined in Table 1.

Douglas Kirkpatrick - Report Author Tel: 01387 260136 Date of Report: 12 June 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
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DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2022/23

1. Reason for Report

The purpose of this report is to ensure compliance with the Local Authority Accounts (Scotland) Regulations 2014, which state that the Proper Officer shall ensure that the draft accounts are submitted to the Board by no later than the 30 June following the relevant financial year-end.

2. Key Points

2.1 A parallel paper is presented to the Board on this agenda that reports the Board's financial performance. These accounts present the financial performance in a different format, which is to comply with International Financial Reporting Standards and proper accounting Practice.

2.2 The Local Authority Accounts (Scotland) Regulations 2014, state that the Proper Officer shall ensure that the unaudited accounts are submitted to the Board by no later than the 30 June following the relevant financial year-end.

2.3 SWestrans unaudited Annual Accounts for the financial year 2022/23 are being presented to this meeting to ensure compliance with the above requirements. The accounts will then be submitted to Audit Scotland, the Boards External Auditors, prior to the statutory deadline of 30 June 2023.

2.4 Following the submission of the unaudited accounts, the working papers supporting the accounts will also be provided to the Board's external auditors, who will then undertake the statutory audit of the accounts starting from 30 June 2023.

2.5 To comply with the Local Authority Accounts (Scotland) Regulations 2014, the unaudited accounts will be made available for public inspection for a 3-week period from 1 July to 21 July 2023.

2.6 During this period members of the public will be entitled to review the accounts and to request access to supporting backup documentation.

2.7 Audit Scotland will provide a report on the audit of the accounts to the Board. The external auditors report will highlight issues arising from the audit ranging from detailed technical accounting issues to commentary on wider aspects of the Board's affairs including governance and performance management issues. The report will include an Action Plan covering any areas for improvement.

2.8 Following that Board meeting, Audit Scotland will finalise their report for presentation to the Controller of Audit. The Partnerships annual accounts will then be signed by the Proper Officer and Audit Scotland and posted on the SWestrans website.

3. Consultations

3.1 The Proper Officer has been consulted as part of the preparation of this report and agrees with its terms.

3.2 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.

4. Implications	
Financial	The fee which has been agreed for the SWestrans 2022/23 audit.
Policy	No policy implications from this report
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	The annual accounts relate to the known risks R04 – Capital funding R06 – Overspending R07 – Revenue funding R10 – Procurement R11 – Contract disputes R12 – Third Party liabilities R14 – Withdrawal of DGC Governance support R15 – Cyber crime

5. Recommendation

Members of the Board are asked to note the unaudited Annual Accounts for the financial year ended 31 March 2023 which will be submitted to the Board's external auditors for review.

Janet Sutton - Report Author Finance Officer Tel: 01387 260105 Date of Report: 2 June 2023 File Ref:	Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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APPENDIX – Unaudited Annual Accounts for the financial year ended 31 March 2022.

South West of Scotland Transport Partnership
SWESTrans.org.uk

Annual Accounts 2022–23

Unaudited



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Management Commentary

Membership of the South West of Scotland Transport Partnership Board

John Campbell (Chair) (Dumfries and Galloway Council) from 24 May 2022
 Karen Jackson (Vice-chair) (South of Scotland Enterprise) from 24 May 2022
 David Bryson (NHS Dumfries and Galloway)
 Jim Dempster (Dumfries and Galloway Council) from 24 May 2022
 Willie Scobie (Dumfries and Galloway Council) from 16 March 2023
 Keith Walters (Dumfries and Galloway Council) from 24 May 2022
 Andrew Wood (Dumfries and Galloway Council) from 24 May 2022

The Council members have substitutes being: -

Richard Brodie (Dumfries and Galloway Council)
 Ben Dashper (Dumfries and Galloway Council)
 Andrew Giusti (Dumfries and Galloway Council)
 Ivor Hyslop (Dumfries and Galloway Council)
 Sean Marshall (Dumfries and Galloway Council)

Andrew Wood (Chair) (Dumfries and Galloway Council) until 24 May 2022
 John Campbell (Vice-Chair) (Dumfries and Galloway Council) until 24 May 2022
 Richard Brodie (Dumfries and Galloway Council) until 24 May 2022
 Karen Jackson (South of Scotland Enterprise) until 24 May 2022
 Ronnie Tait (Dumfries and Galloway Council) until 24 May 2022
 Adam Wilson (Dumfries and Galloway Council) until 24 May 2022

Maureen Johnstone (Dumfries and Galloway Council) 24 May 2022 – 16 March 2023
 Ian Carruthers (Dumfries and Galloway Council) until 16 March 2023

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 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 2023. 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 2022/23

SWestrans continued to balance service provision and service development through its revenue and capital budgets during 2022/23. 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 and the second Strategic Transport Projects Review (STPR2).

Following the Local Government elections in May 2022, Dumfries and Galloway Council considered appointments to the SWestrans Board being 5 Board Members and 5 substitutes. The Council were asked to give consideration to gender balance when agreeing nominations as guidance issued by the Scottish

Management Commentary Continued

Government to Board Members of Public Bodies outlines a clear aim of achieving a 50:50 gender balance on all public body boards.

Staff numbers available to SWestrans increased, following confirmation of reoccurring funding from Dumfries and Galloway Council, from 2 staff members to 5 with the posts of Team Leader (Planning and Operations), Public Transport Officer and Public Transport Assistant filled in October/November 2022, these staff are Employed by Dumfries and Galloway Council not Swestrans.

All Board meetings in 2022/23 were held as hybrid meetings with in-person participation at the Council Hall and remote access available through Microsoft Teams. At its meeting in September 2022, the Board considered the options concerning Board meeting arrangements and agreed the continuation of hybrid meetings and that they would be recorded and livestreamed online.

The impact of the Covid-19 pandemic on bus usage across the region continued to be evidenced, detailed passenger usage for 2019, 2020, 2021 and 2022 was collated with operators providing high-level usage numbers on their commercial journeys. This enabled a comparison to be made across the 4 years with 2019 showing the pre-Covid usage. A summary of the usage figures (annualised) is provided below:

Type	2019	2020	2021	2022
Supported	1,375,920	704,392	1,030,633	1,409,161
Commercial	3,378,782	1,519,668	1,554,462	1,754,974
Totals	4,754,702	2,224,060	2,585,095	3,164,135

For the overall network, passenger usage is currently some 33% below pre-Covid numbers with a continuing build back from the 2020 usage which was 53% below pre-Covid usage. Analysis of the 2022 supported service passenger data against pre-Covid levels shows Adults are some 27% lower, Under 22's are 95% higher and Concessions 37% lower.

All residents in Scotland under the age of 22 became eligible for free bus travel from 31 January 2022. Latest figures show that some 38% of those eligible for the Under 22 Free Bus Scheme in Dumfries and Galloway have joined the Scheme. Whilst some of those passengers previously categorised as Adults (16+) now fall into the Under 22 category it is clear that the Under 22 Scheme is generating significant increases in travel for that age group.

The Board and partner authorities Strathclyde Partnership for Transport (SPT) and Scottish Borders Council faced significant challenges around the replacement of the 101/2 Dumfries to Edinburgh local bus service with these challenges being the subject of discussion at most Board meetings in 2022/23. SPT agreed to be the lead partner in securing a replacement service with the Board agreeing the SWestrans contribution for continued provision at its meeting in January 2023. The new 3-year contract operated by Houstons Coaches commenced on 1 April 2023.

The sustainability and delivery of the supported local bus network continued to be the most challenging aspect of the Board's work during 2022/23. There are 57 socially necessary local bus services supported by SWestrans which were all, with the exception of 101/102 Dumfries to Edinburgh and 502 Castle Douglas to Dumfries, awarded to commence in August 2022 on a 1-year contract (plus a possible 1-year extension). The tender prices for these contracts were submitted prior to the conflict in Ukraine and the subsequent global inflation increases which further exacerbated their sustainability with ongoing operating cost volatility (fuel, maintenance, wages), low passenger numbers and the national shortage of qualified drivers being particularly challenging. In addition, the additional government support to bus operators through the NSG Plus scheme at 79.4p/km and was reduced to 50.4p/km in August 2022 and then ended in April 2023. The base NSG rate of 14.4p/km remains unchanged.

The Board received Local bus Update reports to each of its meetings in 2022/23 focussed on a review of all current supported local bus services, possible efficiencies and developing delivery options to meet the identified challenges. In January 2023 the Board agreed that all local bus contracts with an end date of 6

Management Commentary Continued

August 2023 terminate on that date and agreed the proposed tender timeline for replacing local bus contracts.

At its meeting in March 2023, the Board received a detailed analysis of all current supported local bus services presented as a prioritised framework based on the Board's agreed travel need factors and actual need evidenced through demand. This prioritised framework will assist the Board in its decision-making. The Board agreed a procurement that would seek prices for all existing supported local bus services on a like for like basis and on the alternative specifications highlighted in the paper.

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 development of our new Regional Transport Strategy (RTS) which will set the policy and direction for SWestrans for the period from 2022 to 2042 continued throughout 2022/23. It had been expected that the RTS process would take some 16 months and be concluded in January 2023. However, the process is now expected to conclude in June 2023.

The September 2022 Board received a comprehensive draft RTS for consideration which was approved and agreed for public consultation. The consultation was open to the general public, partners, and stakeholders, with the draft RTS document, supporting documents (including the EqIA and SEA), and consultation questionnaire made available through the SWestrans website with paper copies and other formats or languages available on request. The consultation ran from 3 October 2022 until 6 January 2023 (further extended to 13 January 2023). At its March 2023 meeting, the Board received a detailed update on responses received to the draft RTS consultation, the changes being made to take account of the responses received and noted that the final RTS would be brought to the Board meeting in June 2023, after which it would be submitted to Scottish Ministers for approval.

Budget Performance Statement

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

	Budget £000	2022/23	
		Actual £000	Variance
Staff costs	139	139	0
Administrative costs	31	31	0
Payments to other bodies	4,233	4,300	67
Central Support costs	44	44	0
Gross Expenditure	4,447	4,514	67
Government Grants	259	259	0
Other income	4,188	4,255	67
Gross Income	4,447	4,514	67
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 £4.17 Million. Due to the high cost of fuel during 22/23, Dumfries and Galloway Council agreed to enter into a cost sharing mechanism with providers to support the inflationary increase on fuel. As such, Dumfries and Galloway Council provided additional funding of £0.067m to providers in line with the arrangements set out within the cost sharing

South West of Scotland Transport Partnership Unaudited Annual Accounts 2022/23

scheme. To address other pressures during the year, tight spending controls and active budget management was exercised which resulted in SWestrans achieving a breakeven position.

SWestrans' received income totalling £4.514 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 2022/23 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 2023 is shown on page 10 of these accounts.

Movement in Reserves Statement

The Movement in Reserves Statement is shown on page 11 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 12 of the accounts and provides details of SWestrans' assets and liabilities as at 31 March 2023.

Cash Flow Statement

The Cash Flow Statement is shown on page 13 of the accounts and shows the changes in the cash & cash equivalents of the Partnership during the course of the year.

John Campbell
Chair
30 June 2023

Douglas Kirkpatrick
Lead Officer
30 June 2023

Paul Garrett
Treasurer
30 June 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 Unaudited Annual Accounts were approved for signature by the Transport Partnership at its meeting on 29 June 2023 and signed on its behalf

John Campbell
Chair
30 June 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 2023.

Paul Garrett
Treasurer
30 June 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 2022/23. 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 2023.

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 Unaudited Annual Accounts 2022/23

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.

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 2023 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.

John Campbell
Chair
30 June 2023

Douglas Kirkpatrick
Lead officer
30 June 2023

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

To be included for the Audited Accounts

Comprehensive Income & Expenditure Statement

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

2021/22			2022/23			
Gross Expenditure	Income	Net Expenditure		Gross Expenditure	Income	Net Expenditure
£000	£000	£000		£000	£000	£000
4,491	(4,226)	265	Roads and Transport Services	4,781	(4,515)	266
4,491	(4,226)	265	Net Cost of Services	0	(0)	0
		0	(Gains) & losses on sale of non-current assets			0
		0	Capital grants & contributions			(506)
		265	(Surplus) or Deficit on the Provision of Services			(240)
		0	Other Comprehensive Income & Expenditure			(89)
		265	Total Comprehensive Income & Expenditure			(329)

The notes on pages 13 to 21 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 2021	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)
Movements in Reserves during 2022/23					
Surplus or (Deficit) on provision of services	(240)	0	0	0	(240)
Other Comprehensive Income & Expenditure	0	0	(89)	(89)	(89)
Total Comprehensive Income & Expenditure	(240)	0	(89)	(89)	(329)
Adjustments to usable reserves permitted by accounting standards	(6)	0	6	6	0
Adjustments between accounting basis & funding basis under regulations					
- charges for depreciation of non-current assets	(260)	260	0	260	0
- impairment of non-current assets	0	0	0	0	0
- capital grants & contributions applied	506	(506)	0	(506)	0
- Gains & losses on disposal of non-current assets	0	0	0	0	0
	(0)	(246)	(83)		0
Overall Increase/Decrease in year	0	(246)	(83)	(329)	(329)
Balance at 31 March 2023 carried forward	0	(1,197)	(83)	(1,280)	(1,280)

The notes on pages 13 to 21 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 2022 £000		31 March 2023 £000	Note
951	Property, Plant & Equipment	1,280	7
951	Long Term Assets	1,280	
	Short Term Debtors		
17	- Central Government bodies	45	
109	- Other entities & individuals	102	16
126	Current Assets	147	
	Short Term Creditors		
(126)	- Other entities & individuals	(147)	16
(126)	Current Liabilities	(147)	
951	Net Assets	1,280	
951	Unusable Reserves	1,280	9
951	Total Reserves	1,280	

The Accounts were issued on 30 June 2023.

The notes on pages 13 to 21 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.

2021/22 £000		2022/23 £000
265	Net (surplus) or deficit on the provision of services	(240)
(265)	Adjustment to net (surplus) on the provision of services for non-cash movements	(266)
0	Net cash flow from or used in operating activities	(506)
	Investing activities	
0	- Purchase of property, plant & equipment	506
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 13 to 21 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 2022/23 financial year and its financial position at the year end of 31 March 2023. 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 2022/23 (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 2022/23,
- 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 2023, therefore there is no impact on the 2022/23 financial statements. This applies to the adoption of the following new or amended standards within the 2022/23 Code:

- Property Plant and Equipment; Proceeds Before Intended Use (Amendments to IAS 16).

The implementation of IFRS 16 for Leases Accounting, which should have been adopted with effect from 1 April 2022, has now been deferred until 1 April 2024. The Transport Partnership has opted to defer implementation until 1 April 2024 (in line with the Local Authority).

There are no other accounting standards issued and not yet adopted that will have a material impact on the 2022/23 Annual Accounts. 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 2023 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 29 June 2023. 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.

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)

	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
Capital grants & contributions	0	0	0
(Surplus)/Deficit on the Provision of Services	0	265	265

	2022/23 Net Expenditure Chargeable to the General Fund £000	2022/23 Adjustments between the Funding and Accounting Basis £000	2022/23 Expenditure in the Comprehensive Income & Expenditure Statement £000
SWestrans	0	266	266
Net Costs of Services	0	266	266
Other Comprehensive Income and Expenditure	0	(89)	(89)
Capital grants & contributions	0	(506)	(506)
(Surplus)/Deficit on the Provision of Services	0	(329)	(329)

7. Property, Plant & Equipment

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

	2021/22 Vehicles £000	2022/23 Vehicles £000
Cost or Valuation		
At 1 April	3,491	3,425
Additions	0	506
Revaluations	0	(697)
Disposals	(66)	0
At 31 March	3,425	3,234
Accumulated Depreciation at 1 April	(2,275)	(2,474)
Charge for year	(265)	(266)
Write Back on Disposal	66	0
Write back on Revaluation	0	786
Accumulated Depreciation at 31 March	(2,474)	(1,953)
Net Book Value at 31 March	951	1,280

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.

	2021/22 £000	2022/23 £000
Balance at 1 April	(1,191)	(951)
Assets Disposed of during the year	(25)	0
Depreciation of non-current assets	265	260
Capital grants & contributions credited to the Comprehensive Income & Expenditure Statement	0	(506)
Balance at 31 March	(951)	(1,197)

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.

	2021/22 £000	2022/23 £000
Balance at 1 April	(25)	0
Upward Revaluations of assets	0	(89)
Difference between fair value depreciation and historical cost depreciation	0	6
Balance at 31 March	0	(83)

10. Payments to Members

No payments were made to Members of the SWestrans Board during 2022/23 or 2021/22.

11. Audit Fees

The external audit fee payable for 2022/23 was £11,850 (£10,530 in 2021/22). 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:

	2021/22 £000	2022/23 £000
Credited to Taxation and Non-Specific Grant Income		
Capital grants & contributions	0	(506)
Total	0	(506)
Credited to Services		
Scottish Government grants	(259)	(259)
Dumfries & Galloway Council service funding	(3,548)	(3,756)
Total	(3,807)	(4,015)

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 2022/23, the Council provided £100k (£100k in 2021/22) as match funding to a Scottish Government grant for core running costs, a capital grant of £506K (£0k 2021/22) and a further £3.811 Million (£3.591 Million in 2021/22) was requisitioned by the Transport Partnership to cover the operating costs for 2022/23. SWestrans does not employ its own staff and during 2022/23 Dumfries & Galloway Council charged SWestrans £183k (£131k in 2021/22) in respect of staff support, supplies and other support services. NHS Dumfries and Galloway contributed £70k (£70k in 2021/22) to a specific bus contract. At the year-end £10k (£46k in 2021/22) was outstanding for payments to Dumfries and Galloway Council and £137k (£80k in 2021/22) in relation to sums held in the Dumfries and Galloway Council Loans Fund.

14. Leases

Partnership as Lessor

SWestrans purchased 5 buses in 2022/23 (0 buses in 2021/22) and 34 (30 in 2021/22) 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):

	2021/22 £000	2022/23 £000
SWestrans' charge of wages and salaries	43	46

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	
	2021/22 £000	2022/23 £000
Financial Liabilities		
Short term creditors (current)	(126)	(147)
	Current- Amortised cost	
	2021/22 £000	2022/23 £000
Financial assets		
Short term debtors (current)	109	102

There were no gains and losses recognised in the comprehensive Income and Expenditure Statement in relation to financial instruments during 2022/23 (2021/22: £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 2023. 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.

CALENDAR OF MEETINGS

1. Reason for Report

This report asks the Board to agree a change to the calendar of meetings.

2. Considerations

2.1 The calendar of meetings was agreed by the Board on 23 September 2022. Currently there are meetings scheduled for 29 September and 24 November 2023.

2.2 The September date is usually required for the audited accounts to be presented to the Board. Our External Auditors have advised that they are looking to sign off the accounts by the end of October (rather than the traditional September) and have asked if a meeting can be called to accommodate this request.

2.3 The proposal in consultation with the Lead Officer is that rather than have an additional Board meeting, the September Board is moved back to October. There is a provisional date of 27 October (10.30am) which could be used.

2.4 Should this be agreed this would also provide the opportunity for a training session on 29 September in place of the Board meeting, and a possible shorter training session after the Board meeting on 27 October.

3. Recommendation

Members of the Board are asked to agree a change to the Calendar of Meetings to accommodate the presentation of the audited accounts by end of October 2023.

Claire Rogerson - Report
Author

Date of Report: 16 June 2023
File Ref:

Claire Rogerson
Secretary to the Board
The South West of Scotland Transport Partnership
English Street
Dumfries
DG1 2DD

RAIL UPDATE

1. Reason for Report

To update Members of the Board on the following rail developments:

- Carstairs Junction Upgrade
- TransPennine Express Operator of Last Resort
- Kilmarnock to Glasgow Line Closure

2. Background

The region is served by three railway lines:

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

3. Carstairs Junction Upgrade

3.1 Between Saturday 4 March 2023 and Sunday 4 June 2023, major works took place at Carstairs to allow Network Rail to upgrade track, signalling and overhead line equipment. The work was completed in 3 phases and had a significant impact on WCML services throughout the improvement works.

3.2 Carstairs Junction is complex and prior to the works required regular maintenance work. Speed restrictions were often imposed which had a detrimental impact on passenger journeys and operational performance. The investment focused on making improvements to what matters most to passengers and freight operators – targeting improvements in punctuality, reduction in overall journey times and improvement of infrastructure reliability.

3.3 The renewed track, signalling and overhead electrification will improve punctuality, infrastructure reliability, and line speeds on the WCML and routes between Glasgow and Edinburgh via Carstairs. The new flexible layout will also include a loop to accommodate freight trains and will be the biggest in Scotland at 775 metres long. The works facilitated the removal of a 50mph temporary speed restriction, enabling line speeds of 90mph, in addition, the new layout permits more simultaneous parallel moves (train paths) and faster speeds over the complex junctions. Other modernisations include a new power supply which allows Network Rail to switch off the overhead lines remotely to carry out maintenance more efficiently, reducing the amount of time the railway is closed.

3.4 Network Rail have confirmed that all works were carried out successfully in the time frame given and the line has now fully reopened.

4. TransPennine Express Operator of Last Resort

4.1 TransPennine Express (TPE) train company which operates services between Manchester, Liverpool, and Leeds in the north of England and Glasgow and Edinburgh in Scotland has been brought into operator of last resort (OLR) from 28 May 2023. TPE services stop at Lockerbie station.

4.2 The UK government has stated that the decision to bring TPE into the control of the operator of last resort is temporary and it is their full intention that it will return to the private sector.

4.3 Passengers should see no change to the timetable of services, with the overall aim being improved performance after months of service cancellations. The Board will be updated at a future meeting on the performance of the OLR relating to services stopping at Lockerbie.

5. Kilmarnock to Glasgow Line Closure

5.1 As part of the Barrhead to Glasgow electrification project on the GSWL, Network Rail is delivering an extensive 6 week programme of engineering works. The rail line between Kilmarnock and Glasgow will be closed from Saturday 24 June and will reopen with normal service resuming on the morning of Friday 4 August.

5.2 The work forms part of the Scottish Government's wider investment to decarbonise the railway to passenger services. The current phase of work follows on from the electrification of the main Edinburgh to Glasgow line via Falkirk High, the Stirling to Dunblane and Alloa line and the Shotts to Edinburgh line, to enable longer and greener electric trains on to the network that both enhance the passenger experience and encourage the modal shift from road to rail.

5.3 To help minimise disruption for passengers, replacement bus services will operate between Kilmarnock and Glasgow during the six weeks of works. Trains between Carlisle, Dumfries, and Glasgow will terminate at Kilmarnock for a connecting replacement bus service.

6. Recommendations

Members of the Board are asked to note the update on:

- 6.1 the Carstairs junction improvement;
- 6.2 TransPennine Express; and
- 6.3 the line closure between Kilmarnock and Glasgow.

Report Author: Kirsty Dunsmore
Tel: 07734073391
Date of Report: 16 June 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

EXTERNAL AUDIT PLAN 2022/23

1. Reason for Report

1.1 SWestrans external auditors have published the plan of work they intend to undertake for the 2022/23 financial year, based on their analysis of risks facing SWestrans.

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

2. Background

Audit Scotland have been appointed by the Accounts Commission as the Council's external auditors for the financial years 2022/23 to 2026/27. This is the first year they will be providing the service to SWestrans.

3. Key Points

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

3.2 In the plan SWestrans external auditors state they will:

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

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

4. Consultations

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

5. Implications	
Financial	The fee which has been agreed for the SWestrans 2022/23 audit is included in the plan document.
Policy	No policy implications from this report
Equalities	No equalities implications from this report

PUBLIC

Climate Change	No climate change implications from this report
Risk Management	The audit plan relates to the known risks R04 – Capital funding R06 – Overspending R07 – Revenue funding R10 – Procurement R11 – Contract disputes R12 – Third Party liabilities R14 – Withdrawal of DGC Governance support R15 – Cyber crime

6. Recommendation

Members of the Board are asked to note and comment on the external audit plan for 2022/23 in the Appendix.

Janet Sutton - Report Author
Finance Officer
Tel: 01387 260105
Date of Report: 21 June 2023
File Ref:

Approved by: Douglas Kirkpatrick
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APPENDIX – External Audit Plan 2022/23

South West of Scotland Transport Partnership

Annual Audit Plan 2022/23



 AUDIT SCOTLAND

Prepared for South West of Scotland Transport Partnership

April 2023

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Introduction

Summary of planned audit work

1. This document summarises the work plan for our 2022/23 external audit of the South West of Scotland Transport Partnership (SWestrans). The main elements of our work include:

- an audit of the annual accounts, and provision of an independent auditor's report
- an audit opinion on other statutory information published within the annual accounts including the management commentary and the governance statement.
- consideration of arrangements in relation to wider scope area of financial sustainability.
- consideration of Best Value arrangements.

Audit Appointment

2. We are pleased to be appointed as the external auditor of SWestrans for the period 2022/23 to 2026/27 inclusive. You can find a brief biography of your audit team at [appendix 1](#).

3. In the first year of the audit appointment, we invest significant time gaining an understanding of your business and identifying and assessing the risks of material misstatement to the financial statements. While we use our initial assessment of risk to inform our planned audit approach, we keep our assessment of risks under review as the audit progresses. We will inform you of any significant changes in assessed risks and any resulting changes in our planned audit work.

4. The audit team will actively engage with you over the course of the audit to ensure our audit work continues to be focused on risk.

Adding value

5. We aim to add value to SWestrans through our external audit work by being constructive and forward looking, by identifying areas for improvement and by recommending and encouraging good practice. In so doing, we will help SWestrans promote improved standards of governance, better management and decision making and actively participate in discussions.

Respective responsibilities of the auditor and SWestrans

6. The [Code of Audit Practice 2021](#) sets out in detail the respective responsibilities of the auditor and the audited body. Key responsibilities are summarised below.

Auditor responsibilities

7. Our responsibilities as independent auditors are established by the Local Government (Scotland) Act 1973 and the [Code of Audit Practice](#) (including [supplementary guidance](#)) and guided by the Financial Reporting Council's Ethical Standard.

8. Auditors in the public sector give an independent opinion on the financial statements and other information within the annual accounts. We also review and report on the arrangements within SWestrans to manage its performance and use of resources. In doing this, we aim to support improvement and accountability.

SWestrans' responsibilities

9. SWestrans is responsible for maintaining accounting records and preparing annual accounts that give a true and fair view.

10. SWestrans is responsible for ensuring the proper financial stewardship of public funds, compliance with relevant legislation and establishing effective arrangements for governance, propriety and regularity that enables it to successfully deliver its objectives.

11. The audit of the annual accounts does not relieve management or the elected members as those charged with governance, of their responsibilities.

Communication of fraud or suspected fraud

12. In line with ISA (UK) 240 (*The Auditor's Responsibilities Relating to Fraud in an Audit of Financial Statements*), in presenting this plan to the SWestrans Board we seek confirmation from those charged with governance of any instances of actual, suspected, or alleged fraud that should be brought to our attention. During our audit, should members of the Board have any such knowledge or concerns relating to the risk of fraud within it, we invite them to communicate this to us for our consideration.

Annual Accounts audit planning

Introduction

13. The annual accounts are an essential part of demonstrating the South West of Scotland Transport Partnership's (SWestrans) stewardship of resources and its performance in the use of those resources.

14. We focus our work on the areas of highest risk. As part of our planning process, we prepare a risk assessment highlighting the audit risks relating to each of the main financial systems relevant to the production of the annual accounts.

Materiality

15. Materiality is an expression of the relative significance of a matter in the context of the annual accounts. We are required to plan our audit to determine with reasonable confidence whether the financial statements are free from material misstatement. The assessment of what is material is a matter of professional judgement over both the amount and the nature of the misstatement.

Materiality levels for the 2022/23 audit of SWestrans

16. The materiality levels for SWestrans are set out in [exhibit 1](#).

Exhibit 1

2022/23 materiality levels for SWestrans

Materiality	SWestrans
Planning materiality: This is the figure we calculate to assess the overall impact of audit adjustments on the annual accounts. It has been set at 2% of gross expenditure based on the latest audited annual accounts for 2021/22.	£90,000
Performance materiality: This acts as a trigger point. If the aggregate of errors identified during the annual accounts audit exceeds performance materiality, this would indicate that further audit procedures should be considered. Using our professional judgement, we have assessed performance materiality at 65% of planning materiality.	£59,000

Reporting threshold: We are required to report to those charged with governance on all unadjusted misstatements more than the 'reporting threshold' amount. £5,000

Source: Audit Scotland

Significant risks of material misstatement to the annual accounts

17. Our risk assessment draws on our knowledge of SWestrans, its major transaction streams, key systems of internal control and risk management processes. It is informed by our discussions with management and internal audit, attendance at board meetings and a review of supporting information.

18. Audit risk assessment is an iterative and dynamic process. Our assessment of risks set out in this plan may change as more information and evidence becomes available during the progress of the audit. Where such changes occur, we will advise management and where relevant, report them to those charged with governance.

19. Based on our risk assessment process, we identified the following significant risk of material misstatement to the annual accounts. This risk has the greatest impact on our planned audit procedures. [Exhibit 2](#) overleaf summarises the nature of the risk, the sources of assurance from management arrangements and the further audit procedures we plan to perform to gain assurance over the risk.

Exhibit 2

2022/23 significant risk of material misstatement to the annual accounts

Significant risk of material misstatement	Sources of management assurance	Planned audit response
<p>1. Management override of controls</p> <p>As stated in ISA (UK) 240 (<i>The Auditor's Responsibilities Relating to Fraud in an Audit of Financial Statements</i>), management is in a unique position to perpetrate fraud because of their ability to override controls that otherwise appear to be operating effectively.</p>	<ul style="list-style-type: none"> Owing to the nature of this risk, assurances from management are not applicable in this instance. 	<ul style="list-style-type: none"> Assess the design and implementation of controls over journal entry processing. Make inquiries of individuals involved in the financial reporting process about inappropriate or unusual activity relating to the processing of journal entries and other adjustments. Test journals at the year-end and post-closing entries and focus on significant risk areas. Evaluate significant transactions outside the normal course of business. We will assess any changes to the methods and underlying assumptions used to prepare accounting estimates compared to the prior year.

Source: Audit Scotland

Consideration of the risks of fraud in the recognition of income and expenditure

20. As set out in ISA (UK) 240 (*The Auditor's Responsibilities Relating to Fraud in an Audit of Financial Statements*), there is a presumed risk of fraud over the recognition of income. There is a risk that income may be misstated resulting in a material misstatement in the annual accounts. We have rebutted this risk for SWestrans because most of the funding received is through requisitions from Dumfries and Galloway Council. This income stream is deemed to represent a low fraud risk.

21. In line with Practice Note 10 (*Audit of financial statements and regularity of public sector bodies in the United Kingdom*), as most public-sector bodies are net spending bodies, the risk of material misstatement due to fraud related to expenditure recognition may in some cases be greater than the risk relating to income recognition. We have rebutted this risk for SWestrans because the nature of expenditure is predominantly on payments to bus service operators. This expenditure stream is deemed to represent a low risk of being materially misstated due to fraud.

22. We have not, therefore, incorporated specific work into our audit plan in these areas over and above our standard audit procedures. Our audit testing will maintain an oversight of any unusual transactions or accounting entries.

Audit of the management commentary and annual governance statement

23. In addition to the appointed auditor's opinion of the financial statements, the Accounts Commission prescribes that the appointed auditor should provide opinions as to whether the management commentary and annual governance statement have been compiled in accordance with the appropriate regulations and frameworks and are consistent with the financial statements.

24. To inform these opinions we will consider whether the disclosures within each statement comply with the requirements of the applicable guidance, and confirm that relevant information reflects the contents of the financial statements and other supporting documentation, including:

- **Management commentary:** Consideration of performance information reported to the SWestrans Board and published during the year.
- **Annual governance statement:** Reviewing the Local Code of Corporate Governance and Internal Audit's annual assurance statement.

25. Based on our knowledge of the audit, and the established procedures in place to produce these statements, we have not identified any specific risks to be communicated to those charged with governance in relation to the audit of the management commentary and annual governance statement.

Wider Scope and Best Value

Introduction

26. The [Code of Audit Practice](#) sets out the four areas that frame the wider scope of public sector audit. The Code of Audit Practice requires auditors to consider the adequacy of the arrangements in place for the wider scope areas in audited bodies.

27. In summary, the four wider scope areas cover the following:

- **Financial management:** means having sound budgetary processes. We will consider the arrangements to secure sound financial management including the strength of the financial management culture, accountability, and arrangements to prevent and detect fraud, error, and other irregularities.
- **Financial sustainability:** as auditors, we consider the appropriateness of the use of the going concern basis of accounting as part of the annual audit. We will also comment on financial sustainability in the longer term. We define this as medium-term (two to five years) and longer-term (longer than five years).
- **Vision, leadership, and governance:** we conclude on the arrangements in place to deliver the vision, strategy and priorities adopted by the audited body. We also consider the effectiveness of the governance arrangements to support delivery.
- **Use of resources to improve outcomes:** we will consider how the audited body demonstrates economy, efficiency, and effectiveness through the use of financial and other resources.

28. The Code includes a provision relating to the audit of less complex audited bodies. In the light of the limited volume and lack of complexity of the financial transactions and its low-risk nature, we plan to apply this provision of the Code to the 2022/23 audit of SWestrans.

29. Where the application of the full wider scope is judged by auditors not to be appropriate then the annual audit work can focus on a review of the annual governance statement and the financial sustainability of the organisation and its services. We will report on these areas in our 2022/23 annual audit report.

Significant wider scope risks

30. Our risk assessment has not identified any significant risks in respect of the above wider scope areas.

Financial sustainability

31. Whilst not a significant audit risk, the challenging financial environment in which SWestrans, along with other public sector bodies, is operating, has been identified as an area of audit focus. There are challenges to the medium and longer-term financial sustainability due to the uncertainty over future funding allocations and the rising cost of inflation. Our annual audit report will include comment on SWestrans' 2022/23 financial outturn, 2023/24 budget and medium-term financial plans.

Best Value

32. Auditors have a duty to be satisfied that bodies that fall within section 106 of the Local Government (Scotland) Act 1973 have made proper arrangements to secure Best Value. Through our wider scope work detailed in paragraph 29 above, we will consider how SWestrans demonstrates that it is meeting its Best Value responsibilities and we will report our findings as part of our annual audit report.

Reporting arrangements, timetable, and audit fee

Reporting arrangements

33. Audit reporting is the visible output for the annual audit. All annual audit plans and the outputs, as detailed in [exhibit 3](#), and any other outputs on matters of public interest will be published on our website: www.audit-scotland.gov.uk.

34. Matters arising from our audit will be reported on a timely basis and will include agreed action plans. Draft management reports will be issued to the relevant officers to confirm factual accuracy.

35. We will provide an independent auditor's report to the South West of Scotland Transport Partnership (SWestrans) and the Accounts Commission setting out our opinions on the annual accounts. We will provide SWestrans and the Accounts Commission with an annual report on the audit containing observations and recommendations on significant matters which have arisen during the audit.

36. [Exhibit 3](#) outlines the target dates for our audit outputs.

Exhibit 3

2022/23 Audit outputs

Audit Output	Latest date	SWestrans Date
Annual Audit Plan	30 April 2023	30 June 2023
Independent Auditor's Report	31 October 2023	By 31 October 2023
Annual Audit Report	31 October 2023	By 31 October 2023

Source: Audit Scotland

Timetable

37. To support an efficient audit, it is critical that the timetable for producing the annual accounts for audit is achieved. We have included a proposed timetable for the audit at [exhibit 4](#) that has been discussed and agreed with management.



38. Covid-19 has had a considerable impact on the conduct and timeliness of the audit. We recognise that it is in the best interests of public accountability to get the

reporting of audited annual accounts back to pre-pandemic timelines. We are identifying ways to work more efficiently to expedite the 2022/23 audits whilst at the same time maintaining high standards of quality.

39. We intend to take a hybrid approach to the 2022/23 audit with a blend of onsite and remote working. We will continue to work closely with management to identify the most efficient approach as appropriate and will keep timeframes for the completion of the audit under review. Progress will be discussed with management over the course of the audit.

Exhibit 4

Proposed annual accounts timetable

 Key stage	 Provisional Date
Consideration of the unaudited annual accounts by those charged with governance	30 June 2023
Latest submission date for the receipt of the unaudited accounts with complete working papers package.	30 June 2023
Latest date for final clearance meeting with officers, agreement of the audited and unsigned annual accounts and the proposed annual audit report.	By 30 September 2023
Issue of proposed annual audit report, letter of management representation and proposed independent auditor's report to those charged with governance.	By 31 October 2023
Presentation of proposed annual audit report to those charged with governance. Approval of the SWestrans annual accounts by those charged with governance, independent auditor's report signed electronically following this approval and the final annual audit report issued.	By 31 October 2023

Source: Audit Scotland

Audit fee

40. In determining the audit fee, we have taken account of the risk exposure of SWestrans and the planned management assurances in place. The agreed audit fee for 2022/23 is £11,850.

41. In setting the fee for 2022/23 we have assumed that SWestrans has effective governance arrangements and will prepare comprehensive and accurate annual accounts for audit in line with the agreed timetable for the audit. The audit fee assumes there will be no major change in respect of the scope of the audit during

the year and where our audit cannot proceed as planned, a supplementary fee may be levied.

Other matters

Internal audit

42. It is the responsibility of the South West of Scotland Transport Partnership (SWestrans) to establish adequate internal audit arrangements. Dumfries and Galloway Council's internal audit function, led by the Internal Audit Manager, provides SWestrans with its internal audit service.

43. While we are not planning to place formal reliance on the work of internal audit in 2022/23, we will review internal audit reports and assess the impact of the findings on our annual accounts and wider scope audit responsibilities.

Independence and objectivity

44. Auditors appointed by the Accounts Commission must comply with the [Code of Audit Practice](#) and relevant supporting guidance. When auditing the annual accounts, auditors must also comply with professional standards issued by the Financial Reporting Council and those of the professional accountancy bodies. These standards impose stringent rules to ensure the independence and objectivity of auditors.

45. Audit Scotland has robust arrangements in place to ensure compliance with these standards including an annual *'fit and proper'* declaration for all members of staff. The arrangements are overseen by the Executive Director of Innovation and Quality, who serves as Audit Scotland's Ethics Partner.

46. The appointed auditor for SWestrans is Peter Lindsay, Senior Audit Manager. Auditing and ethical standards require the appointed auditor to communicate any relationships that may affect the independence and objectivity of audit staff. We are not aware of any such relationships pertaining to the audit of SWestrans.

Audit Quality

47. Quality is at the core of public audit in Scotland and is the foundation for building consistency and confidence across all audit work. High quality audits provide assurance, add value, and can support public bodies to achieve their objectives.

48. Audit Scotland are committed to delivering high quality audits. The foundation of our quality framework is our Audit Guide, which incorporates the application of professional auditing, quality, and ethical standards and the [Code of Audit Practice](#) (and supplementary guidance) issued by Audit Scotland and approved by the Auditor General for Scotland. To ensure that we achieve the required quality standards, Audit Scotland conducts peer reviews and internal quality reviews. Additionally, the Institute of Chartered Accountants of England

and Wales (ICAEW) have been commissioned to carry out external quality reviews.

49. As part of our commitment to quality and continuous improvement, Audit Scotland will periodically seek your views on the quality of our service provision. We welcome feedback at any time, and this may be directed to the engagement lead.

Appendix 1. Your audit team

50. The core members of the audit team involved in the audit of the South West of Scotland Transport Partnership (SWestrans) are noted below. The audit team will be supplemented by additional staff during peak times.

Peter Lindsay CPFA
Senior Audit Manager
plindsay@audit-scotland.gov.uk

Peter is the engagement lead for the audit of SWestrans and will sign off the independent auditor's report on the annual accounts. Peter has 26 years of auditing experience and has delivered external audit services to a range of organisations across all areas of the Scottish public sector. Peter will have overall control of the delivery and quality of the audit including audit engagement and ensuring the audit is properly planned, resourced, and executed.

Ciaran O'Brien
Auditor
cobrien@audit-scotland.gov.uk

Ciaran has experience in planning and delivering audits across the public sector. Ciaran will lead and be responsible for day-to-day management of the audit and will be your primary contact.

51. The local audit team is supported by a specialist technical accounting team, all of whom have considerable experience of public bodies and work with accounting regulatory bodies.

South West of Scotland Transport Partnership

Annual Audit Plan 2022/23

Audit Scotland's published material is available for download on the website in a number of formats. For information on our accessibility principles, please visit:

www.audit-scotland.gov.uk/accessibility

For the latest news follow us on social media or [subscribe to our email alerts.](#)



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