

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 28 June 2024 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

27 September 2024

29 November 2024

Stephen Hall

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 28 June 2024 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 19 APRIL 2024 – FOR APPROVAL**
4. **MINUTES OF SPECIAL BOARD MEETING ON 19 JUNE – FOR APPROVAL-
TO FOLLOW**
5. **BOARD MEMBERSHIP UPDATE** – Recommendations- (i) note that David Bryson is stepping down as the NHS Dumfries and Galloway representative at the end of this term of appointment; (ii) agree that Stephanie Mottram be appointed to the SWestrans Board as the NHS Dumfries and Galloway representative noting that this is subject to the approval of Scottish Ministers; (iii) agree that Karen Jackson be reappointed to the SWestrans Board as the representative from South of Scotland Enterprise, noting that this is subject to the completion of an assessment by the Chair and the approval of Scottish Minister; and (iv) determine whether or not to continue requesting that appointing bodies give consideration to the gender balance of the board (noting the update at section 4 of the report).
6. **INTERNAL AUDIT ASSURANCE FOR 2023/24 AND PLAN FOR 2024/25** – Recommendations – (i) note the Internal Audit work completed for 2023/24; (ii) receive the Internal Audit Manager's assurance report for 2023/24; and (iii) note and comment on planned work for 2024/25.
7. **REGIONAL TRANSPORT STRATEGY 2023 TO 2042 DELIVERY PLAN** – Recommendations – (i) consider the actions and interventions in the RTS Delivery Plan; (ii) agree SWestrans RTS Delivery Plan; and (iii) note the changes to the wording of Scottish Government Climate Change targets referenced throughout the RTS.
8. **REVENUE BUDGET OUTTURN REPORT 2023/24** - Recommendation - note the draft financial outturn for 2023/24 and that a break-even position was achieved.
9. **REVENUE BUDGET MONITORING REPORT 2024/2025 FOR THE PERIOD ENDING 31 MAY 2024** – Recommendations – (i) the reduction in the revenue budget of £12,963 to £4,361,429 due to a reduction in the Scottish Government Funding, and the implications of this reduction are currently being reviewed; and (ii) note the forecast outturn for the revenue budget as at 31 May 2024.

10. **CAPITAL EXPENDITURE PROGRAMME 2023/24 OUTTURN REPORT –**
Recommendation – note the outturn position on the 2023/24 SWestrans Capital Programme.
11. **DRAFT CAPITAL EXPENDITURE PROGRAMME 2024/25 – 2026/27 -**
Recommendation – agree the draft Capital Programme for 2024/25 to 2026/27 outlined in Table 1.
12. **DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2023/24 –** Recommendation – note the unaudited Annual Accounts for the financial year ended 31 March 2024 which will be submitted to the Board’s external auditors for review.
13. **TRANSPORT FOCUS YOUR BUS JOURNEY SURVEY 2023 –**
Recommendations- note the findings of the Your Bus Survey 2023.
14. **CALENDAR OF MEETINGS –** Recommendation- agree the Calendar of Meetings for 2025.
15. **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.

16. **LOCAL BUS NETWORK SUSTAINABILITY –** Report to follow for Board members only.

Stephen Hall
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 19 April 2024
 at 2.30pm at Dumfries and Galloway Council Headquarters, English Street, Dumfries
 and via Microsoft Teams

Present

Members

John Campbell (Chair)	-	Dumfries and Galloway Council
David Bryson	-	NHS Dumfries and Galloway
Willie Scobie	-	Dumfries and Galloway Council
Keith Walters	-	Dumfries and Galloway Council

Officials

Douglas Kirkpatrick	-	Lead Officer
Claire Rogerson	-	Secretary to the Board
Stephen Hall	-	Lead Officer (from 19 April 2024)
Janet Sutton	-	Finance Officer
Grant Coltart	-	Team Leader Transport Planning and Operations
Jason Bentley	-	Public Transport Assistant
Linda Richardson	-	Public Transport Officer

Apologies

Karen Jackson (Vice Chair)	-	South of Scotland Enterprise
Jim Dempster	-	Dumfries and Galloway Council
Andrew Wood	-	Dumfries and Galloway Council

1. SEDERUNT AND APOLOGIES

4 Board Members present and 3 apologies.

John Campbell and Willie Scobie attended at Dumfries and Galloway Council Headquarters.

David Bryson and Keith Walters attended via MS Teams as agreed by the Chair.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING 22 MARCH 2024

Decision

APPROVED.

4. LEAD OFFICER ARRANGEMENTS

Decision

The Board **AGREED**

4.1 to appoint Stephen Hall as Lead Officer for SWestrans, effective from 19 April 2024; and

4.2 that the current Protocol for the Provision of Lead Officer remains in place, with the substitution of Assistant Director Transport and Infrastructure for the Transportation Manager.

5. 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.

Before closing the meeting the Chair and all the Board Members present wished Douglas Kirkpatrick well in his retirement, and thanked him for his help and knowledge as Lead Officer, and in supporting SWestrans since it had been established.

BOARD MEMBERSHIP UPDATE

1. Reason for Report

This report provides an update concerning representation from NHS Dumfries and Galloway and South of Scotland Enterprise (SOSE) on the board.

2. Background

2.1 The SWestrans Board has 5 Dumfries and Galloway Council members (with substitutes) and two external members:- one member from NHS Dumfries and Galloway being David Bryson and one member from South of Scotland Enterprise (SOSE) being Karen Jackson.

2.2 This board were advised on 24 June 2022, in accordance with the guidance these external Members (NHS and SOSE) are appointed for 4 years and are subject to an appraisal by the Chair, prior to reappointment by Scottish Ministers.

2.3 A new appointment to the board for external members is also subject to Ministerial approval.

3. Key Points

NHS Dumfries and Galloway representation.

3.1 David Bryson has advised the Secretary that he will stand down from the board at the end August. He has been a SWestrans board member since 2012 and will have completed 3 terms of 4 years as the representative from NHS Dumfries and Galloway. Including 2 terms as Vice-Chair.

3.2 The appointment process for the board member on behalf of NHS Dumfries and Galloway requires the approval of Scottish Ministers. Therefore, the Board are now asked to consider the appointment of a new representative from NHS Dumfries and Galloway. It is hoped that ministerial approval will have been received by the September meeting, thereby ensuring a continuation of representation.

3.3 In accordance with a decision of the SWestrans Board in April 2018, NHS Dumfries and Galloway were asked to consider the gender balance of the board when providing a nomination.

3.4 The nomination received from NHS Dumfries and Galloway is Stephanie Mottram who is General Manager for Community Health and Social Care. It is felt given her remit within NHS Dumfries and Galloway, that she would have both interest and knowledge to contribute to SWestrans.

3.5 Stephanie has worked across a variety of management and leadership roles within the NHS and Health & Social Care Partnership for 25 years. The majority of her time has been spent working within the community setting. As General Manager for Community Health & Social Care Partnership, she has an extensive portfolio spanning across the region. This role encompasses operational management and leadership responsibility for all aspects of community-based health and social care. Stephanie

leads a senior team of health, social work and social care professionals and is pivotal to developing a culture that facilitates partnership working and multi-professional care delivery within Dumfries and Galloway. Stephanie led the community health and social care response to the Pandemic and more recently has led her team in the recovery and remobilisation of services. Stephanie continues to lead the transformational change programme required within the community focussing on development of Home Teams (fully integrated community teams based around local communities), the modernisation and transformation of care and support at home models and the development of a programme to re-design community bed base. She is passionate about taking a whole system approach to responding to complex challenges which we all face in Dumfries and Galloway and welcomes this opportunity with Swestrans Board to make a positive difference to the citizens of Dumfries and Galloway.

South of Scotland Enterprise (SOSE) – Reappointment

3.6 Karen Jackson's appointment to the SWestrans Board received Ministerial approval on 23 October 2020 for a period of 4 years. Karen has advised that she would like to be considered for reappointment to the SWestrans board as the SOSE representative. With the next scheduled board meeting not until the end of September, it is proposed by the Secretary that the board commences the reappointment process at this meeting.

3.7 In accordance with the guidance, external board members are subject to an assessment by the Chair prior to reappointment by Scottish Ministers. This assessment process and guidelines (**Appendix**) was agreed by the board on 14 November 2014. For the assessment the Chair is supported by the Lead Officer and the Secretary.

3.8 Karen has been Director of Strategy, Partnership and Engagement at SOSE since its establishment in April 2020. In the agency, she leads a directorate that develops the agency's key strategies; builds and maintains strong and effective relationships, locally, regionally and nationally and advocates for the region, highlighting its opportunities and challenges. This role follows a long career long career in the civil service, where Karen had a variety of posts in policy areas as diverse as agriculture, community planning and creative industries. She finished her time in Scottish Government focusing on economic development. She brings to SWestrans that broad experience, including an understanding developed from extensive engagement with stakeholders across the South of Scotland of the issues impacting on the area's economic growth. The importance of an effective and integrated transport network was recognised as being key to unlocking economic opportunity across the region.

3.9 Since joining the board, Karen has become Vice-Chair and has been a regular attendee and contributor at board meetings.

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

4. Implications	
Financial	There are no financial implications.
Policy	There are no policy implications.
Equalities	<p>All positions on the SWestrans board are exempt from the provisions of Gender Representation on Public Boards (Scotland) Act 2018 .</p> <p>In April 2018 the board asked that all appointing bodies give consideration to the gender balance of the board when making nominations.</p> <p>Revised guidance has been issued about the operation of the 2018 Act, after its initial guidance about the interpretation of the Equality Act 2010 was successfully challenged due to impinging upon matters reserved to Westminster.</p> <p>The board may wish to provide a view on whether to continue asking for consideration of the gender balance of the board when seeking nominations from appointing bodies.</p>
Climate Change	There are no climate change implications.
Risk Management	There are no risk management implications.

5. Recommendations

Members of the Board are asked to:

- 6.1 note that David Bryson is stepping down as the NHS Dumfries and Galloway representative at the end of this term of appointment;
- 6.2 agree that Stephanie Mottram be appointed to the SWestrans Board as the NHS Dumfries and Galloway representative noting that this is subject to the approval of Scottish Ministers;
- 6.3 agree that Karen Jackson be reappointed to the SWestrans Board as the representative from South of Scotland Enterprise, noting that this is subject to the completion of an assessment by the Chair and the approval of Scottish Ministers.and
- 6.4 determine whether or not to continue requesting that appointing bodies give consideration to the gender balance of the board (noting the update at section 4 of the report).

Report Author – Claire Rogerson Date of Report: 12 June 2024 File Ref:	Approved by: Claire Rogerson Secretary to the Board South West of Scotland Transport Partnership English Street Dumfries DG1 2DD
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Appendix – Assessment Process and Guidelines.

ASSESSMENT OF BOARD MEMBER'S PERFORMANCE

Name of Body	
Name of Board Member	

(Dates should be entered DD/MM/YYYY)

Period of Report

From		To	
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Term of current appointment

Start Date End Date

1 = very Satisfactory	2 = Satisfactory	3 = Unsatisfactory
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1. Attendance and Commitment	
(a) Board meetings	Marking -
Comments:-	
(b) Knowledge and Development of Business Activity Needs	
Marking -	
(Comments should include the individual's ability to recognise their development needs and their willingness to attend training as well as an indication of how any training has benefited an individual in his / her performance as a board member.)	
Comments:-	
2. Contribution to Work of the Board / Body	
(Comments should include examples of how the individual contributes to maintaining the dynamics of the Board, eg. Helps motivate the team, willing to give his / her views but also consider the views of others, etc.)	
(c) Team Working	Marking
(d) Ability to constructively challenge within the Board	Marking -
(e) Contribute to strategy / policy formulation	Marking -

(f) Ability to build constructive relationships outside the organisation and represent the Board	Marking -
(g) Contribution to governance issues	Marking -
3. Areas Not Otherwise Covered	
(This should include, for instance, application of specialist knowledge or input to sub committees, etc).	
Please give details of specific contribution	Marking

Comments:-

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4 OVERALL SUMMARY OF APPRAISAL AND ASSESSMENT OF SUITABILITY RE-APPOINTMENT
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COMPLETED BY CHAIR OF SWestrans (South West of Scotland Transport Partnership)

Name of Board Member	David Bryson
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Term of current appointment

Start date		End date	
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This is the ***first/second** term of appointment

* please delete as appropriate

The following markings should be used to assess overall performance of the member of the Board:

1 = very Satisfactory	2 = Satisfactory	3 = Unsatisfactory
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The Chair's Assessment of Member's Overall Performance and Contribution to the Work of the Body
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Comments in this section must provide an accurate summary, including strengths and any weaknesses in performance (with specific examples) of the Chair's formal appraisal of the member. In framing the comments the Chair should consider attendance at board meetings; contribution to board and working group meetings and business, team working, contribution to strategy / policy formulation, contribution to governance issues and ability to build constructive relationships outside the organisation. If there are any areas where performance is unsatisfactory, the Chair should briefly describe the steps that have been agreed to address this

Overall Marking –

Comments

5 Suitability for Reappointment

Please complete this section and provide specific reasons for your decision on suitability for reappointment

I confirm that (name of board member)
is ***suitable / not suitable** for reappointment *(delete as appropriate)

Comments:

6. Signatures

The form should now be signed and dated by:

The Chair:

Name (Block Capitals)	
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Signature	Date
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The Member:

Name (Block Capitals)	
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Signature	Date
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Note:

The section of the appraisal form (sections 4,5 and 6) which records the overall summary of the member's performance and his/ her suitability for reappointment must be copied to the Scottish Government sponsor team after the appraisal exercise has been completed.

INTERNAL AUDIT ASSURANCE FOR 2023/24 AND PLAN FOR 2024/25

1. Reason for Report

To advise the Board of Internal Audit work during 2023/24 and planned work for 2024/25.

2. Background

This is an annual report which provides assurance for the previous financial year and advises of the work planned to provide assurance for 2024/25.

3. Key Points

Role and authority of Internal Audit

4.1 Internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organisations' operations. It helps an organisation accomplish its purpose by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, internal control and governance processes.

4.2 Internal Audit's authority to operate is set out in an Internal Audit Charter agreed by the Council's Audit, Risk and Scrutiny Committee in April. The Charter sets out Internal Audit's responsibilities and reporting relationships and ensures the Internal Audit Team has unrestricted access to all information, systems and personnel needed to undertake the independent evaluation of control adequacy and effectiveness. It further ensures there are no scope impairments to the delivery of Internal Audit's remit. The provision of assurance to SWestrans is part of the role of the Council's Internal Audit Team and this is reflected in the Charter.

Internal Audit Work for 2023/24

4.3 A governance audit of SWestrans was completed in March 2024 and reported to the Board on 22 March 2024. SWestrans uses Council systems for much of its activities. During 2023/24 audits of the Council's purchase ledger, banking arrangements and income management systems were completed.

Annual Assurance Report

4.4 The Public Sector Internal Audit Standards (PSIAS) 2017 require that:

- The Chief Audit Executive (CAE), the Council's Internal Audit Manager, must deliver an annual internal audit opinion, a report that can be used by the organisation to inform its governance statement.
- The annual internal audit opinion must conclude on the overall adequacy and effectiveness of the organisation's framework of governance, risk management and control.
- The annual report must also include a statement on conformance with the Public Sector Internal Audit Standards and the results of the quality assurance and improvement programme.

4.5 The overall opinion is that generally sound systems of internal control were in place during 2023/24. Some areas for improvement were identified through internal audit work. A formal statement is provided in the **Appendix**.

Planned work for 2024/25

4.6 A follow-up of the governance audit will be provided during 2024/25.

4.7 Following the retirement of the Lead Officer, interim arrangements have been put in place including the appointment of the Council's Assistant Director Transport and Infrastructure as Lead Officer for the Partnership. The Lead Officer will be supported by an experienced manager on secondment from Solace. These arrangements provide both oversight and an independent perspective of the arrangements in place.

4.8 Internal audit work is risk based. SWestrans maintain a risk register which is reported to the Board annually. There are 17 risks of which 7 are considered high. Of these a review of capital funding may be the most appropriate topic for an audit. Part of Internal Audit's role is to provide support and advice to officers and Internal Audit will support the Partnership in this respect.

4.9 The National Fraud Initiative is a counter-fraud exercise which aims to prevent and detect fraud. The exercise operates across the UK public sector and includes 132 public bodies in Scotland including councils, NHS bodies, colleges and larger central government bodies such as the Scottish Government, Revenue Scotland and Transport Scotland. The NFI takes place every second year. One of the exercises available is to match concessionary travel passes for older people against records of deaths and to ascertain whether any cards have been used after the stated date of death. This exercise would be completed during 2024/25.

4. Implications	
Financial	There are no financial implications from this report.
Policy	There are no policy implications
Equalities	No equalities implications from this report
Climate Change	No climate change implications from this report
Risk Management	Internal audit work is risk based
Impact Assessment	The report does not propose a change in policy, the formal adoption of a plan, policy or strategy or propose a service change and it is therefore not necessary to complete an impact assessment

5. Recommendations	
Members of the Board are asked to:	
5.1	note the Internal Audit work completed for 2023/24
5.2	receive the Internal Audit Manager's assurance report for 2023/24
5.3	note and comment on planned work for 2024/25

PUBLIC

Report Author: Richard Fox Date of Report: 31 May 2024 File Ref: SW2/Meetings/2024	Approved by: Stephen Hall Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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Appendix – Internal Audit Assurance Report

APPENDIX**To: The Board of South-West of Scotland Transport Partnership (SWestrans)**

This is Internal Audit's assurance report about the adequacy and effectiveness of SWestrans internal control system for the financial year ended 31 March 2024.

Introduction

The Public Sector Internal Audit Standards (PSIAS) 2017 require that:

- The Chief Audit Executive (CAE), the Council's Internal Audit Manager, must deliver an annual internal audit opinion, a report that can be used by the organisation to inform its governance statement.
- The annual internal audit opinion must conclude on the overall adequacy and effectiveness of the organisation's framework of governance, risk management and control.
- The annual report must also include a statement on conformance with the Public Sector Internal Audit Standards and the results of the quality assurance and improvement programme.

Statement of the responsibilities of management and internal auditors in relation to internal control

It is Management's responsibility to design and maintain proper risk management, governance and internal control processes and systems to ensure probity in systems and operations, including the prevention, detection and resolution of fraud and irregularities. Management is also responsible for checking that the arrangements and controls are operating effectively. These are known as the first and second lines of defence, which are not fixed but evolve as an organisation changes.

Internal Audit, as the third line of defence, is an independent appraisal function established for the review of the internal control system as a service to SWestrans. It objectively examines, evaluates and reports on the adequacy of internal control as a contribution to the proper, economic, efficient and effective use of resources and the management of risk.

The work of Internal Audit

Internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organisation's operations. It helps it accomplish its purpose by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, internal control and governance processes.

The Objectives of the Council's Internal Audit Department for 2023/24 were set out in its Charter for the year, to provide senior management and the Audit, Risk and Scrutiny Committee with independent assurance on the adequacy and effectiveness of the internal control, risk management and governance arrangements in place at the Council.

The Internal Audit Charter ensures the Internal Audit Team has unrestricted access to all information, systems and personnel needed to undertake the independent evaluation of control adequacy and effectiveness. It ensures there are no scope impairments to the delivery of Internal Audit's remit, and no issues arose during the 2023/24 year which need to be reported in this regard.

Opinion on the systems of Internal Control and Governance

My overall opinion is that generally sound systems of internal control were in place during 2023/24. Some areas for improvement were identified through internal audit work.

Basis for the opinion

Internal Audit's evaluation of the control environment that operated during 2023/24 is informed by a number of sources:

- Our knowledge of the SWestrans governance, risk management and performance monitoring arrangements;
- Any disclosures about internal control or governance issues communicated by management to Internal Audit;
- An internal audit review of the governance arrangements in place including assurances provided to auditors by management during the audit.

SWestrans is administered by Council staff using Council systems. During 2023/24 audits of the Council's purchase ledger, banking arrangements and income management systems were completed. Generally good assurance was provided in those areas.

It is management's responsibility to ensure that proper consideration is given to internal audit reports and that appropriate action is taken on audit recommendations. Internal Audit is required to identify if action has been taken on its recommendations and that management has understood and accepted risks from not so acting.

Conformance with the Public Sector Internal Audit Standards

An external assessment of Internal Audit's compliance with PSIAS was done during 2023/24 by another Scottish Local Authority on a peer review basis. The report noted general compliance with five areas of the standards and partial compliance in the remaining nine areas.

REGIONAL TRANSPORT STRATEGY 2023 TO 2042 DELIVERY PLAN

1. Reason for Report

To seek the Boards agreement of SWestrans Regional Transport Strategy (RTS) 2023 to 2042 Delivery Plan. Also, to inform the Board of minor changes to the wording of the RTS where Scottish Government Climate Change targets are referenced.

2. Background

2.1 The Board, at its meeting on 30 June agreed SWestrans Regional Transport Strategy 2023 to 2042 for submission to Scottish Ministers for approval.

2.2 At its meeting on 22 March 2024 the Board were advised that SWestrans RTS had received final approval from Scottish Ministers and officers would begin finalising the RTS Delivery Plan to bring to the Board at the 28 June meeting.

3. Key Points

3.1 To guide the implementation of the RTS, it was determined that a Delivery Plan would be prepared to accompany the strategy.

3.2 The purpose of the Delivery Plan is to set out a series of actions, including an ongoing programme of physical and non-physical interventions, which will deliver the objectives defined in the RTS. The document attached as the **Appendix** to this report constitutes the first of the Delivery Plans that accompany the RTS. It will be reviewed and updated on a regular basis throughout the lifetime of the strategy as part of the ongoing monitoring process which will be undertaken every two years.

3.3 The interventions contained within the Delivery Plan are at a range of different stages in the project lifecycle from concept to construction, and regular review will enable their status to be updated accordingly. The Delivery Plan focuses on the actions which will be taken by SWestrans although in many instances the outcomes that are sought could be delivered by partner organisations.

3.4 Members of the Board are asked to consider the actions and interventions in the RTS Delivery Plan and agree the Delivery Plan.

4. Changes to Climate Change wording in the RTS

4.1 SWestrans RTS was approved by Scottish Ministers on 7 March 2024. A short time later, on 18 April 2024 the Scottish Government released a statement that confirmed to the Climate Change Committee that Scotland's 2030 Climate Change target is out of reach.

4.2 To align with the Scottish Government position and ensure the RTS isn't immediately out of date as soon as it is published, by referencing a target that is no longer relevant, officers sought advice from the Scottish Government Climate Change team on how to best to update the references, throughout SWestrans RTS, to the 20% reduction on car km by 2030.

4.3 **Table 1** below shows the original wording in the RTS and what the references have now been updated to, with guidance and approval from the Scottish Government.

Original wording	Revised wording
<p>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.</p> <p>These state that by 2030:</p> <ul style="list-style-type: none"> • the need for new petrol and diesel cars and vans will have been phased out • car kilometres will have reduced by 20% 	<p>Scottish Government has set out that it will, this year, bring forward proposed legislation to introduce a target approach based on five-yearly carbon budgets, and we will retain the legal commitment to Net Zero by 2045, alongside annual reporting on climate progress. The next Climate Change Plan will set out our approach to delivering on these targets.</p> <p>Scottish Government has also committed to publish, by Autumn 2024, an updated route map for reducing car use by 20%. This will include a timeline for implementing demand management.</p>
<p>Reducing car dependency and contributing to the Scottish Government's target to reduce car km by 20% by 2030 where possible and practical.</p>	<p>Reducing car dependency and contributing to Scottish Government's target to reduce car km use by 20% by 2030 (measured in car km against a 2019 baseline) where possible and practical and subject to the updated route map to be published in Autumn 2024.</p>
<p>This sets out a series of behaviour changes and interventions intended to deliver the target of a 20% reduction in car kilometres by 2030.</p>	<p>A series of behaviour changes and interventions are intended to support the route map to reduce car use by 20% with an updated version of the route map to be published in Autumn 2024.</p>

Table 1

5. Implications	
Financial	There are no financial impacts.
Policy	Policy implications are included within the RTS.
Equalities	An Equalities Impact Assessment was a critical element of the RTS.
Climate Change	A SEA was a critical element of the RTS. Climate issues are a focus of the RTS.
Risk Management	<p>The need for a current RTS and Delivery Plan relates to a number of known risks:</p> <ul style="list-style-type: none"> R03 – Strategic Direction R04 – Capital Funding R05 – RTS Delivery R07 – Revenue Funding

Impact Assessment	The report does relate to a change in policy, the formal adoption of a plan, and a full EqIA accompanies the RTS.
<p>6. Recommendation Members of the Board are asked to:</p> <p>6.1 consider the actions and interventions in the RTS Delivery Plan;</p> <p>6.2 agree SWestrans RTS Delivery Plan; and</p> <p>6.3 note the changes to the wording of Scottish Government Climate Change targets referenced throughout the RTS.</p>	
<p>Report Author: Kirsty Dunsmore</p> <p>Date of Report: 06 June 2024</p> <p>File Ref: SW2/Meetings/2024</p>	<p>Approved by: Stephen Hall Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN</p>

Appendix – SWestrans RTS 2023-2042 Delivery Plan



SWestrans **REGIONAL** **TRANSPORT** **STRATEGY** **2023-2042**

Delivery Plan June 2024

In partnership with:  **Stantec**



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Introduction

SWestrans Regional Transport Strategy

Delivery Plan



1 Introduction

1.1 Background

- 1.1.1 The South West of Scotland Regional Transport Partnership (SWestrans) has set out its Regional Transport Strategy (RTS) which provides a long-term, strategic framework for transport in the Dumfries and Galloway region. Its delivery will be dependent on a combination of actions by SWestrans, Dumfries and Galloway Council and partnership working with other key industry bodies.
- 1.1.2 To guide the implementation of the RTS, it was determined that a Delivery Plan would be prepared to accompany the strategy. The purpose of the Delivery Plan is to set out a series of actions including an ongoing programme of physical and non-physical interventions which will deliver the objectives defined in the RTS. This document constitutes the first of the Delivery Plans that accompany the RTS. It will be reviewed and updated on a regular basis throughout the lifetime of the strategy as part of the ongoing monitoring process which will be undertaken every two years.
- 1.1.3 The interventions contained within the Delivery Plan are 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. The Delivery Plan focuses on the **actions** which will be taken by SWestrans although in many instances the **outcomes** that are sought could be delivered by partner organisations.
- 1.1.4 All actions within the Delivery Plan are closely linked to the RTS priorities as well as being set within the context of the Vision, Strategy Objectives and RTS Themes as set out in the following chapters.





Vision & Strategy

Objectives

SWestrans Regional Transport Strategy

Delivery Plan

2 Vision & Strategy Objectives

2.1 Vision

- 2.1.1 The Regional Transport Strategy 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.

Vision:

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*

2.2 Strategy Objectives

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



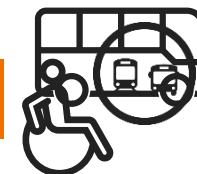
2.2.1 This strategy objective encompasses **sub-objectives** covering:

- Improvements to 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
- Promotion of walking, wheeling and cycling for travel and leisure
- Wider access to bicycles and potentially micro-mobility

2.2.2 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Improved public health due to increased levels of physical activity
- People taking advantage of new employment, education, training, and social / leisure opportunities provided by improved connectivity, supporting the regions economic opportunities
- Reductions in car travel as people switch from car to active travel, reducing emissions (carbon and pollutants), reducing noise etc.
- Additional walking and cycle-based tourism
- Supporting 'local living / liveability'¹ principles, including where practical communities which reflect the principles of the '20-minute neighbourhood' concept within our settlements

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



2.2.3 This strategy objective encompasses **sub-objectives** covering:

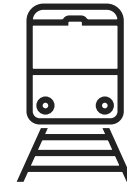
- Quality (actual and perceived), accessibility and comfort of vehicles
- Travel information provided to passengers
- Punctuality and reliability of services
- Facilities at halts and stations and passenger access for all groups

¹ 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.

- The sustainability of the services in terms of human resources and financial support

2.2.4 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- 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 the higher quality public transport, reducing emissions (carbon and pollutants), reducing noise etc.
- 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

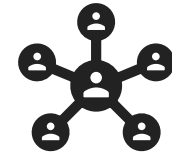
2.2.5 This strategy objective encompasses **sub-objectives** covering:

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

2.2.6 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- New travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- 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



2.2.7 This strategy objective encompasses **sub-objectives** covering:

- 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

2.2.8 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- New and improved travel opportunities for those without access to a car, those who would prefer not to use a car, or those that have been affected by barriers which have prevented them using public transport in full or in part
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity, supporting the regions 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

2.2.9 This strategy objective encompasses **sub-objectives** covering:

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

- Rest areas and secure parking for freight

2.2.10 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Inclusive growth and facilitating 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 accidents (number and severity)
- Supporting the regions economic opportunities

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



2.2.11 This strategy objective encompasses **sub-objectives** covering:

- 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

2.2.12 Meeting this Strategy Objective would lead to the following main **societal outcomes**:

- Reduced carbon emissions and other atmospheric and non-atmospheric pollutants
- Reduced noise and vibration in affected communities
- Improved human health and wellbeing for all groups and ages
- 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.

2.3 RTS Themes

2.3.1 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. These are also closely related to the identified problems that underpin the RTS. The 10 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 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 Scottish Government's target to reduce car km use by 20% by 2030 (measured in car km against a 2019 baseline) where possible and practical and subject to the updated route map to be published in Autumn 2024
- **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

2.3.2 These themes provide the foundation of the policy in the RTS and under each a number of priorities have been formulated which set the direction for the delivery of the strategy. Therefore, this Delivery Plan builds upon this policy framework by setting out the actions that will be taken by SWestrans and its partners to take forward the priorities set out in the RTS itself.



Actions

SWestrans Regional Transport Strategy

Delivery Plan

3 Actions

3.1 Overview

3.1.1 The Delivery Plan table below takes each 'priority' in turn and sets out one or more action for SWestans in addition to a timescale in which this action will be undertaken. The outcomes sought from each action are related to Transport Scotland's Sustainable Travel Hierarchy and Sustainable Investment Hierarchy, both shown below. The mitigation measures identified within the SEA and EqIA Reports have been incorporated in or will be delivered alongside the Delivery Plan.

Prioritising Sustainable Transport



3.2 Delivery Plan

Priority	SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments	
1. Enabling More Sustainable Development						
1.1	Sustainably locate new developments to reduce the need to travel first and foremost	Engage with planning department to (i) ensure forthcoming LDP3 & IRSS includes inputs reflecting the RTS and (ii) provide a regional transport perspective to planning decisions with respect to existing allocations	Plan to be adopted summer 2027 – Lead Officer on LDP3 project board	New developments generate fewer, shorter journeys Report annually	2027	Adopt a transport related development approach aligning principles of NTS2, NPF4 and liveable neighbourhoods within LDP3.
1.2	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	Engage with planning department to (i) ensure forthcoming LDP3 & IRSS includes inputs reflecting the RTS and (ii) provide a regional transport perspective to planning decisions with respect to existing allocations	Plan to be adopted summer 2027 – Lead Officer on LDP3 project board	New developments are located in areas with good active travel and public transport connectivity (either existing or new) Report annually	2027	Ensure an 'infrastructure first' approach on new major developments and mandatory linkage to the sustainable travel network.
1.3	Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate	Work with planning to ensure development contributions are appropriate depending on the scale	1-3 years	Appropriate developer contribution funding for strategic and sustainable transport Report annually	2026 Adopt a transformative approach to developer contributions	Explore the option of a specific developer contribution to strategic and sustainable transport infrastructure
1.4	The concept of 'local living' and '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes	Audit the D&G region to determine what is appropriate for 'liveable neighbourhoods' in D&G and identify where these characteristics are already met or could feasibly be met. Use these findings to align D&G approach with national guidance	1 – 2 years	The establishment of more '20-minute/liveable neighbourhoods' as defined for D&G	2025	Seek adoption as a corporate goal and a principal element within LDP3
1.5	Transport interventions should be carefully sited and designed to prevent	Ensure appropriate SEAs, EIAs and HIA's for developed for relevant transport interventions	2 years	The environmental & health impacts of transport interventions are	2026 Adopt a transformative approach to dealing	Introduce HIA's alongside SEA's and EIA's to mitigate

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
	and minimise negative environmental impacts			minimised though the application of statutory processes and best practice	with environmental & health impacts	impacts of major transport interventions
1.6	New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach	Work closely with partners within Borderlands and SOSE to deliver this	1-5 years	Better and more sustainable transport connections to major developments in the region	Align with major development delivery timeline	Adopt an 'infrastructure first' approach and mandatory linkage to the sustainable travel network
1.7	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	Engage with employers and SOSE to adopt Travel Plans and identify measures to encourage the uptake of more sustainable transport and reduce car kilometres. Develop a package of options for employers to increase sustainable transport to / from large employers	As soon as possible	Increased uptake of more sustainable transport and reduced car kilometres associated with major employment sites	2024	Through AT Behaviour Change Project – AT Workplaces – and the adoption of Travel Plans for major developments within LDP3
2. Connecting Our Communities						
2.1	Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate	Work will be undertaken through the SWestrans capital programme and in partnership with D&G Council Active Travel Team	Funding agreed annually Report annually	Improved and expanded Active Transport network within Dumfries and Galloway, more people walking and cycling	Adopt a transformative approach to Active Travel Infrastructure	Through a combined and coordinated Capital Programme
2.2	The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance	Work with partners to agree appropriate implementation of relevant guidance and standards	As soon as possible	Appropriate application of guidance in the context of D&G	Adopt a transformative approach to Active Travel Infrastructure	Through a combined and coordinated Capital Programme
2.3	An integrated active travel network linking both within and between our settlements will be developed in line with the Spatial Strategy articulated in the	Take forward prioritised community path links as identified by SWestrans Board	Funding agreed annually	An expanded Active Transport network within D&G, more people walking and cycling	Adopt a transformative approach to Active Travel Infrastructure	Through a combined and coordinated Capital Programme

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
	Dumfries and Galloway Active Travel Strategy 2		Report annually			
2.4	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	SWestrans to input into the ATS2 review process	Every 3 years	Ongoing momentum behind the Active Travel Strategy to achieve a range of wider goals	Review by end of 2025	Through a combined and coordinated Capital Programme
2.5	A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners	SWestrans will continue to provide contribution to the resource of the Active Travel Team	As soon as possible	Ongoing momentum behind the Active Travel Strategy to achieve a range of wider goals	2024	Through AT Behaviour Change Project – AT Capacity
2.6	Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel	SWestrans will contribute to the Active Travel Team initiatives in this area	As soon as possible	Ongoing momentum behind the Active Travel Strategy to achieve a range of wider goals	2024	Through AT Behaviour Change Project – AT Capacity
2.7	SWestrans will spend at least 50% of its capital budget on active travel	50% of capital funding will be spent on Active Travel	Annual capital funding	Demonstrable / step-change improvement in the quality of active travel links in the region	Adopt a transformative approach to Active Travel Infrastructure	Through a combined and coordinated Capital Programme
3. Transforming Travel in Our Towns						
3.1	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	Promote the benefits that can be derived from reallocating roadspace which have been identified in previous cases - discussing options with all partners	1-2 years	Development of an evidence base that can be used in support of proposals	2025	Internal with AT & Roads Team, options appraisal involving partners
3.2	The National Transport Strategy 2's Sustainable Travel Hierarchy should be applied to re-prioritise the road network wherever possible	Develop supporting evidence to re-prioritise the road network and ensure LDP includes SWestrans input. Raise awareness of the Sustainable Travel Hierarchy to the public and stakeholders	1-2 years	An evidence base to support the routine application of NTS2 Sustainable Travel Hierarchy	2025/26	Internal with AT & Roads Team, options appraisal involving partners

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
3.3	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	Undertake a detailed study to identify suitable locations where reallocation of roadspace should be considered	1-5 years	A consensus around a range of potential locations for the reallocation of roadspace	2025	Internal with AT & Roads Team, options appraisal involving partners
4. Reducing the Impact of Transport on Our Communities						
4.1	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	In partnership with Dumfries and Galloway Council, determine the appropriate interventions and lobby Scottish and UK Governments for funding / interventions and undertake / contribute to STAG appraisals where appropriate to address these problems	1-5 years	Ultimately the delivery of schemes, but otherwise material progress in progressing these schemes towards delivery	2025 first feasibility study and/or STAG appraisal completed	Project Groups for A75 and A77 established
4.2	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	Develop a Regional Decarbonisation Strategy with local stakeholders to ensure all listed priorities can be implemented where appropriate	2 years	A consolidated Regional Decarbonisation Strategy as a delivery framework to include some or all of these measures	2026	With DGC, SOSE, ScotRail and Bus Operators
5. Enhancing Access to Transport Services						
5.1	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	Work with the MAC, Equality and Diversity working group and Social Work to identify vulnerable users and create an Action Plan to address the identified issues	1-2 years	Action Plan leading to a range of initiatives which will increase transport usage across all segments of the population	2025	Include within actions local bus network review

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
5.2	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	Continue to work with the MAC, Equality and Diversity working group to identify issues affecting vulnerable users	1-2 years	Increase transport usage across all segments of the population	2025	Internal with AT & Roads Team, options appraisal involving partners and delivery of Active Travel Strategy 2
5.3	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	Work with public transport suppliers to raise awareness of the need for, and develop appropriate journey planning information	As soon as possible	Improved access to journey planning information, leading to increased public transport usage	2025 new approach to providing journey planning information to be adopted	Following bus network review, work with public transport suppliers and adapt online information into real time provision
5.4	Real Time Passenger Information (RTPI) should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical	Undertake a Feasibility Study / Business Case on the development of a real time system drawing on experience from similar areas across Scotland	1-2 years	A clear position with regards to the feasibility of different approaches to RTPI in the region	2025	Following bus network review, work with public transport suppliers and adapt online information into real time provision
5.5	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	Support the Active Travel Team with the roll out of information and maps across D&G	Annually through Active travel capital funding	Increased awareness of active travel option and therefore increased use of Active Travel modes	2024	Through AT Behaviour Change project making information more accessible
5.6	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	SWestrans will support the Active Travel Team with the rollout of initiatives to widen access to bicycles	Annually through Active Travel capital funding	Increased access to bicycles and hence greater usage of Active Travel modes	2024	Through AT Behaviour Change project making information more accessible
5.7	Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access	Undertake / contribute to STAG appraisals where appropriate to	2 years	Increased accessibility at stations in D&G where	2024/25 for early feasibility study based on 4 pillars approach	Dumfries to be complete 2024, LRDF Kirkconnel 2025

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
	arrangements could be limited for some disabled users	identify deliverable solutions to improve access at select stations		stations are not currently accessible to all		
5.8	Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward	Audit existing access to all D&G rail stations for those walking, wheeling, cycling or using the bus with a view to prioritising future studies	2 years	Prioritised list of stations where measures to improve access should be developed	2024/25	Internal with AT Team using adopted 4 pillar approach
5.9	The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences	Engage with the council, users of the taxi card scheme, and vulnerable groups to identify whether there are any perceived security issues with taxis	1 year	Confirmation or otherwise of scale and scope of problem to provide an evidence based for further action	2025	Undertake consultation with operators and users on issues to be addressed
6. Sustainable and Extended Local and Regional Public Transport Connectivity						
6.1	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: Tier 1 – Community Level Provision Tier 2 – Supported Local Bus and Community Transport Services Tier 3 – Commercial Local Bus and Rail Services	Develop and implement the needs-based public transport delivery model as listed	1 year	A more transparent and sustainable public transport model within Dumfries and Galloway	2024/25	Consultant support engaged to help deliver the Bus Network Review Project Plan
6.2	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	As part of the needs-based approach, undertake further analysis to identify areas at the greatest risk of both transport poverty and deprivation as a focus for targeted intervention	1 year	Provision of increased connectivity for areas identified at the greatest risk of both transport poverty and deprivation	2024/25	Take forward as part of the actions following the bus network review
6.3	Where no bus service exists, demand responsive transport (DRT) solutions will be developed and operated by third	DRT solutions to be developed where appropriate as part of the overall public transport model	1 year	DRT will be implemented where appropriate to improve connectivity in	2024/25	Take forward as part of the actions following the bus network review

Priority	SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments	
	sector community transport operators, DGC Buses and the community		communities without fixed route services			
6.4	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	Work with D&G Council to inform the development of DGC buses as a PSV operator	1 year	DGC will operate as a PSV operator	2024/25	Progress business plan, consult with partners and users and present to D&G Council & SWestrans
6.5	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	Undertake a feasibility study to determine the viability of a bus station for Dumfries potentially as part of a wider mobility hub concept.	1 year	The feasibility of a new bus station / mobility hub will be determined in such a way that may allow the proposals to progress	2024	Feasibility underway and anticipated delivery late 2024
6.6	Opportunities to increase the carriage of bikes on buses will be explored	Work with bus operators to explore implementation options and likely appetite for this measure across the region	1-2 years	The option to take bicycles on buses will be introduced where feasible and desirable	2024/25	Include within local bus network review and bus asset inventory
6.7	A network of mobility hubs should be developed and implemented across Dumfries and Galloway	Undertake a Feasibility Study for the development of mobility hubs across the region, drawing on best practice and experience from similar rural areas	1 -3 years	Prioritised list of Mobility hubs initiatives across D&G	2026	Take forward as part of Levelling Up Fund programme
6.8	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	Commence early scoping activities around the potential shape of a realistic and appropriate BSIP for the region	1-3 years	This early scoping task will facilitate discussions with stakeholders as an initial step in agreeing and implementing a BSIP for the region	2024/25	Include within local bus network review and seek to adopt shadow BSIP in advance of Regulations coming into force
6.9	Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key	Lobby the UK and Scottish Governments to increase rail provision.	1-2 years	Increased rail provision at stations in D&G	2025	Create Influence & Lobbying Strategy for D&G

Priority	SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments	
	stakeholders including ScotRail and Transport Scotland	Undertake STAG / business case work to promote specific initiatives				
6.10	Opportunities should be investigated to run a local service on the West Coast Main Line between Carlisle and Edinburgh / Glasgow	Engage with government and rail industry partners to explore the potential for local service	1-5 years	Clear position with respect to the operational and commercial viability of such a service to progress case towards implementation	2025	Explore the Open Access model & create Influencing & Lobbying Strategy for D&G
6.11	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	Lobby the UK and Scottish Governments for network upgrades. Work with Network Rail to support upgrades	1-5 years	Journey time / capacity improvements	2025	Create Influencing & Lobbying Strategy for D&G
6.12	Opportunities should be explored to quadruple track the West Coast Main Line through Lockerbie and at other appropriate locations	Support and work with Network Rail to explore the feasibility of quadrupling the track	3-5 years	Quadrupled track through Lockerbie and other strategic locations	2026 onwards	Create Influencing & Lobbying Strategy for D&G
6.13	The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues	Work with train operating companies to encourage more local recruitment and increase network resilience	1 year	New job opportunities in the region Improved network resilience	2025	Create Influencing & Lobbying Strategy for D&G
6.14	While it is recognised that the necessary socio-economic case to justify progression of the reopening of stations at Beattock on the West Coast Mainline, and Eastriggs and Thornhill on the Glasgow and South West Line has not been evidenced, their reopening is supported and remains an ambition of SWestrans	Continue to lobby Transport Scotland on the submitted STAG appraisals. Support / undertake any further business case work required to deliver proposals	1-2 years	Reopening of the listed rail stations	2024	Engage consultant to review and provide recommendations to take forward including assessment of land value capture (LVC)
6.15	The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better	Continue to work with Network Rail to identify opportunities potentially as part of a wider	1-3 years	Relocation of Stranraer station	2025/26	Await publication of STPR2 Delivery Plan

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
	integrate it with the rest of the town centre	package of initiatives in Stranraer				
6.16	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	Develop a Strategic Business Case for the Dumfries – Stranraer corridor, including high level engineering and environmental feasibility work	1-3 years / Ongoing	Produce a ‘case for change’ as a platform to progress the proposed railway line between Dumfries to Stranraer	2026	Engage consultant to review and provide recommendations to take forward including assessment of land value capture (LVC)
6.17	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	Monitor developments of interurban light and very light rail across the UK with a view of potential implementation as a secondary or supporting network in D&G. Identify locations which may be appropriate as the technology develops	1-2 years	An informed ‘watching brief’ on how these technologies could potentially be used in D&G	2026	Engage consultant to review and provide recommendations to take forward including assessment of land value capture (LVC)
7. Improving the Quality and Affordability of Our Public Transport Offer						
7.1	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	Liase with Transport Scotland to explore potential concessionary schemes within D&G in the light of changing travel patterns and usage of existing schemes. Input into the Fair Fares review led by Transport Scotland	1-3 years	Implementation of a new concessionary schemes within D&G	2026	Fair Fares review now published, develop D&G proposal for next spending review
7.2	Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel	Liase with Transport Scotland to explore changes to existing concessionary schemes within D&G in the light of changing travel patterns and usage of existing schemes. Input into the Fair Fares review led by Transport Scotland	1-3 years	Changes to existing concessionary schemes within D&G	2026	Fair Fares review now published, develop D&G proposal for next spending review

Priority	SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
7.3	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 Input into the Fair Fares review led by Transport Scotland	1-3 years	Implementation of a new rail fare structure	2026	Fair Fares review now published, develop D&G proposal for next spending review
7.4	Integrated ticketing solutions should be built 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 Raise awareness of the various existing schemes in partnership with stakeholders. The development of BSIP will look at bus to bus and bus to rail integration	2 years	Improved awareness and take up of existing schemes, and development of new integrated options	2026/27	Liaise with ScotRail and Bus Operators to enhance offer in D&G
7.5	Improving links between different modes of transport by reducing the distances between connecting modes and coordinating the timing of services should be taken forward as a priority whenever possible Identify opportunities through the development of the new public transport model. Undertake audit of existing inter-modal situation	1 year	Increased connectivity between various modes of public travel	2024	Include within local bus network review
7.6	Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users Continue to identify and deliver bus stop improvements via the capital programme	Annually as part of Capital Programme	Increased accessibility and attractiveness of bus services in D&G	2024	Utilise the Capital Programme / Levelling Up Fund and explore commercial opportunities
7.7	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 better scope for through services and to accommodate increased demand from a relocated Stranraer station Lobby for, and support the rail industry in delivering, the decarbonisation of the region's railways	3-5 years	A decarbonised rail network within D&G	2025/26	Work with ScotRail on the implementation of their Decarbonisation Plan within D&G
7.8	The replacement of the bus fleet with low emissions vehicles will be taken forward in conjunction with partners Continue to utilise the capital programme to replace existing diesel fleet and work with operators to improve their fleets through the BSIP	Annually as part of Capital Programme	D&G will have a low emissions bus fleet	2025/26	Utilise Capital Programme and work with Bus Operators on accessing Zero Emission Bus Fund

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
7.9	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 service Dumfries and Galloway	Lobby for, and support the rail industry in delivering, the decarbonisation of the region's railways. Work with stakeholders to ensure the delivery of appropriate rolling stock	3-5 years	A modern and electric rail fleet will provide services across the region	2025	Work with ScotRail on the implementation of their rolling stock procurement strategy to support the Decarbonisation Plan
7.10	Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured	Work with ScotRail to ensure appropriate bike provision is provided on rail services	As soon as possible	Meaningful bike carrying capacity will be provided on all rail services within D&G	2025	Work with ScotRail on the implementation of their rolling stock procurement strategy to support the Decarbonisation Plan
8. Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites						
8.1	Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region	Undertake a connectivity study to / from Lockerbie station from the extensive surrounding area	1-2 years	Proposals to improve connectivity to Lockerbie for more sustainable modes will be developed. Ultimately, users of Lockerbie station will use more sustainable transport modes	2025	Adopt a station access plan in accordance with the 4-pillar approach
8.2	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	In partnership with Dumfries and Galloway Council, determine the appropriate interventions and lobby Scottish and UK Governments for funding / interventions and undertake / contribute to STAG appraisals where appropriate to address these problems	3-5 years	Progress on the identification and implementation of schemes to improve safety and resilience on key routes	2025	Project Groups for A75 and A77 established

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
8.3	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	Undertake stakeholder engagement and a Feasibility Study to fully understand the freight market and realistic potential locations for freight hubs	2 years	A clear view of the viability of intermodal freight in the region	2026	With SOSE and major employers, seek access to Freight Development Fund for D&G locations
8.4	Junction improvements should be taken forward at locations of collision clusters	Work with the statutory authorities to identify collision clusters, and develop and implement potential interventions	3 years	A reduction in Personal Injury Accidents on the region's roads	2025	Programme to be agreed with Transport Scotland and D&G Transport & Infrastructure
8.5	Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users	Work with the statutory authorities to identify locations where road safety, traffic calming, and management measurements should be implemented	2 years	A reduction in Personal Injury Accidents on the region's roads and an increase in those using the network for walking wheeling and cycling	2025	Programme to be agreed with Transport Scotland and D&G Transport & Infrastructure
8.6	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	Work with the statutory authorities to identify locations where road quality improvements should be implemented	1 year	Increased road quality on strategic routes Improved journey comfort Reduced road traffic noise levels	2025	Programme to be agreed with D&G Transport & Infrastructure
8.7	Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate	Engage with freight stakeholders, the tourism industry and Transport Scotland to determine where additional dedicated rest areas and motorhome park-ups could be located and indeed whether these are required	3 years	New rest areas for HGVs The potential development of a network of motorhome 'aires'-style park-ups	2026	Develop options and agree preferred locations for inclusion in LDP3
9. Managing Our Car Traffic						
9.1	Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to be net zero by	Review Scottish Government climate route map and where appropriate implement the measures identified in the	Ongoing Internally review	A reduction in car kilometres within Dumfries and Galloway	2024	Programme to be agreed with Transport Scotland and D&G

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
	2045 reflecting the regional circumstances	context of the geography and demographics in D&G	within next 12 months			Transport & Infrastructure
9.2	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	Identify and promote solutions that reduce single occupancy car journeys	1-2 years	A reduction in single occupancy car journeys	2025	Programme to be agreed with Transport Scotland and D&G Transport & Infrastructure
9.3	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	Work with D&G council to develop its forthcoming parking strategy, ensuring this aligns with the ambitions of the RTS	1-2 years	An effective Parking Strategy which reflects the regional and national objectives	2024	D&G Parking Strategy complete
10. Making the Most of New Opportunities						
10.1	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	Continue to work with Transport Scotland to support the rollout of MaaS. Monitor technical developments in MaaS and MaaS-type schemes being implemented across Scotland with a focus on more rural areas	3 years	MaaS will be developed as a concept an ultimately implemented across D&G	2028	Continue close liaison with Traveline and decide what MaaS enhancements are required for D&G
10.2	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	Research and set out opportunities for shared transport across the different geographies in the regions	3-5 years	A clearer understanding of how shared mobility solutions can be rolled out in D&G – ultimately leading to schemes being implemented and fewer people requiring to own a car	2025	Following the bus network review and rail station access audits agree priority projects
10.3	Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs	Continue to monitor the implementation of micro mobility and will take action when appropriate	3-5 years	Micro mobility may be rolled out within Dumfries and Galloway	2025	Following the bus network review and rail station access audits agree priority projects

Priority		SWestrans Action	Action Timescale	Outcome Sought	Delivery	Comments
10.4	Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation	Work with statutory partners to support the rollout of ITS	3-5 years	More locations across the network will benefit from ITS solutions improving the safety and efficiency of the network	2026	Take forward in conjunction with statutory partners and D&G Transport & Infrastructure

REVENUE BUDGET OUTTURN REPORT 2023/24

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 2024.

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 2023/24.
- 3.2 The expenditure for 2023/24 was £4,761,240. 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, £322,104 towards depreciation of assets and £3,901,532 in respect of payments made to Bus Contractors, and
 - Other contributions totalling £178,354 which included, Strathclyde Passenger Transport (£97,322), Scottish Borders Council (£5,400), 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 2023/24 and that a break-even position was achieved.

Janet Sutton - Report Author
Tel: 01387 260105

Date of Report: 14 May 2024
File Ref: SW2/Meetings/2024

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
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APPENDIX - Revenue Budget Monitoring as at 31 March 2023.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 March 2024

	FINAL OUTTURN 2022/23	PUBLISHED BUDGET 2023/24	BUDGET ADJUSTMENTS 2023/24	ADJUSTED BUDGET 2023/24	ACTUAL EXPENDITURE TO 31/03/24	VARIANCE 2023/24
	£	£	£	£	£	£
EXPENDITURE						
Staff Costs	138,745	249,348	-4,636	244,712	244,712	0
Administration Costs	30,854	21,153	12,677	33,830	33,830	0
Payments	4,301,098	4,128,038	-11,938	4,116,100	4,116,100	0
Central Support	44,071	48,750	-4,256	44,494	44,494	0
Capital Charges	265,903		322,104	322,104	322,104	0
Total Expenditure	4,780,671	4,447,289	313,951	4,761,240	4,761,240	0
INCOME						
Scottish Government Funding	259,250	259,250		259,250	259,250	0
D&G Council Core Funding	100,000	100,000		100,000	100,000	0
Other Contributions						
D&G Council Requisition	3,971,517	3,909,685	313,951	4,223,636	4,223,636	0
SPT contribution	246,051	97,322		97,322	97,322	0
SBC contribution	128,220	5,400		5,400	5,400	0
NHS contribution	70,000	70,000		70,000	70,000	0
SRUC contribution	5,632	5,632		5,632	5,632	0
Total Income	4,780,671	4,447,289	313,951	4,761,240	4,761,240	0
NET EXPENDITURE	0	0	0	0	0	0

REVENUE BUDGET MONITORING REPORT 2024/2025 FOR THE PERIOD ENDING 31 May 2024

1. Reason for Report

To provide the Board with an update on the Partnership's 2024/2025 monitoring and forecast outturn position based on the period ending 31 May 2024.

2. Background

The Scottish Government and Dumfries and Galloway Council provides revenue funding towards the running of Swestrans. Swestrans receives contributions from partner organisations and 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 2024/25 of £4,374,392 was agreed by the Board on 22 March 2024.

3.2 Subsequent to the budget being agreed, notification has been received that The Scottish Government grant has been reduced by 5% (£12,963) from the previous amount available. The implications of this reduction are currently being reviewed with Dumfries and Galloway Council's Management Team and a further update will be provided to the Board in due course, alongside the retendering of bus contracts. The budget for 2024/25 has been reduced to £4,361,429.

3.3 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. 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.

3.4 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
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6. Recommendations

Members of the Board are asked to note;

6.1 the reduction in the revenue budget of £12,963 to £4,361,429 due to a reduction in the Scottish Government Funding, and the implications of this reduction are currently being reviewed.

6.2 the forecast outturn for the revenue budget as at 31 May 2024.

Janet Sutton - Report Author Tel: 01387 260105 Date of Report: 6 June 2024 File Ref: SW2/Meetings/2024	Approved by: Stephen Hall Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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APPENDIX - Monitoring Report 2024/25 for the period ending 31 May 2024.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 31 May 2024

	FINAL OUTTURN 2023/24	PUBLISHED BUDGET 2024/25	BUDGET ADJUSTMENTS 2024/25	ADJUSTED BUDGET 2024/25	ACTUAL EXPENDITURE TO 31/05/24	PROJECTED OUTTURN 2024/25	VARIANCE 2024/25
	£	£	£	£	£	£	£
EXPENDITURE							
Staff Costs	244,712	249,348		249,348		249,348	0
Transport Costs	0	0		0	595	0	0
Administration Costs	33,830	31,428		31,428	-4	31,428	0
Payments	4,116,100	4,044,866	-12,963	4,031,903	535,351	4,031,903	0
Central Support	44,494	48,750		48,750		48,750	0
Capital Charges	322,104			0	45,162	0	0
Total Expenditure	4,761,240	4,374,392	-12,963	4,361,429	581,104	4,361,429	0
INCOME							
Scottish Government Funding	259,250	259,250	-12,963	246,287	55,718	246,287	0
D&G Council Core Funding	100,000	100,000		100,000		100,000	0
Other Contributions							
D&G Council Requisition	4,223,636	3,836,788		3,836,788		3,836,788	0
SPT contribution	97,322	97,322		97,322		97,322	0
SBC contribution	5,400	5,400		5,400		5,400	0
NHS contribution	70,000	70,000		70,000		70,000	0
SRUC contribution	5,632	5,632		5,632		5,632	0
Total Income	4,761,240	4,374,392	-12,963	4,361,429	55,718	4,361,429	0
NET EXPENDITURE	0	0	0	0	525,386	0	0

CAPITAL EXPENDITURE PROGRAMME 2023/24 OUTTURN REPORT

1. Reason for Report

To advise the Board of the outturn on the 2023/24 SWestrans Capital Programme.

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. 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.

2.2 As reported to the Board at its meeting on 30 June 2023, the SWestrans Capital Programme for 2023/24 to 2025/26 is shown in Table 1 below:

<u>SWestrans Capital Programme 2023/24 – 2025/26</u>	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

2.3 At its meeting on 27 October 2023, the Board received an update on the Capital Programme and were informed of the procurement of additional Ultra Low Emission Low Floor buses; asked to note the completion by end of March 2024 of Phase 3 Lockerbie Station car park; and agreed to the addition of an additional Policy and Project Officer to help develop and deliver SWestrans' Active Travel Infrastructure projects.

3. Key Points

3.1 The outturn position for the financial year 2023/24 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 2023/24</u>	Total Budget Allocated 2023/24	Net Expenditure 2023/24
Local Bus Network	1,126,000	86,964
Rail Station Parking	557,000	465,414
Active Travel Network	854,000	443,184
TOTAL	2,537,000	995,562

Table 2 – SWestrans Capital Programme 2023/24 outturn.

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

3.3 Local Bus Network – spend of £86,964. Significant amount of slippage is due to a preferred supplier going into administration and have subsequently been bought by an owner whom is concentrating on manufacturing Hydrogen buses. Another procurement exercise has been carried out and submitted bids are due to undergo analysis.

3.4 Rail Station Parking – spend of £465,414. The Board at its meetings throughout 2023/24 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. This Sydney Place Car Park was completed towards the end of March and opened in April 24.

3.5 Active Travel Projects – net spend £443,184. Total spend on Active Travel equalled £874,335 with £431,151 income from external funding. Fourteen walking/cycling infrastructure opportunities to improve functional active travel were progressed in Leswalt, Stranraer, Newton Stewart, Castle Douglas, Crossmichael, Closeburn, Dumfries, Lochmaben, Holywood, Lockerbie.

4. Implications	
Financial	Total net spend of £995,562k was achieved against a budget of £2,537,000.
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 2023/24 SWestrans Capital Programme.

Report Author: Grant Coltart	Approved by: Stephen Hall Lead Officer
Date of Report: 09 June 2024	South West of Scotland Transport Partnership
File Ref: SW2/Meetings/2024	Cargen Tower Garroch Business Park Dumfries DG2 8PN

Appendix – Capital Programme Outturn 2023/24

<u>SWestrans Capital Programme 2023/24</u>	Total Budget Allocated 2023/24	Gross Spend to 31/03/24	Income to 31/03/24	Actual Net Spend 31/03/24	Variance 2023/24	(Slippage to) / Acceleration from 2024/25
Local Bus Network	1,126,000	87,964	-1,000	86,964	-1,039,036	-1,039,036
Rail Station Parking	557,000	465,414		465,414	-91,586	-91,586
Active Travel Projects	854,000	874,335	-431,151	443,184	-410,816	-410,816
TOTAL	2,537,000	1,427,713	-432,151	995,562	-1,541,438	-1,541,438

DRAFT CAPITAL EXPENDITURE PROGRAMME 2024/25 – 2026/27

1. Reason for Report

This report provides the Board with information on the proposed Capital Programme for 2024/25 to 2026/27.

2. Background

2.1 At its meeting on 27 February 2024, 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 2024/25 to 2026/27 is within an indicative 10 year Capital Investment Strategy. The base funding allocation for SWestrans is £800K for 2024/25, 2025/26 and 2026/27.

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. A progress report on those projects can be found at **appendix 2**. There will be no RATF for 24/25 to develop new projects but SWestrans and Dumfries & Galloway Council have combined all Active Travel Infrastructure funding together to prevent any lull in pipeline projects in preparation for development funding becoming available again from Transport Scotland in 2025.

2.5 Dumfries and Galloway Council's Communities Committee received and agreed an updated 3 year budget plan (2024/25 – 2026/27) for the Transport Asset Class at its meeting on 4 June 2024.

3. Key Points – Transport Asset Class 2024/25 to 2026/27

3.1 The main change agreed large year 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 programme had slippage and the change is shown in the draft capital programme 2024/25 -2026/27 in Section 4 below.

4. Key Points – Capital Programme 2024/25 to 2026/27

4.1 The funding allocation for 2024/25 includes slippage indicated in paragraph 3.

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

<u>SWestrans Capital Programme 2024/25 – 2026/27</u>	Total Budget Allocated 2024/25 incl. slippage	Total Budget Allocated 2025/26	Total Budget Allocated 2026/27	Total
	£	£	£	£
Local Bus Network	1,461,036	840,000	100,000	2,401,036
Rail Station Parking	91,586	0	0	91,586
Active Travel Network	810,816	400,000	400,000	1,610,816
Active Travel Behaviour Change – Capital Element	432,840	0	0	432,840
TOTAL	2,796,278	1,240,000	500,000	4,536,278

Table 1 – SWestrans Capital Programme 2024/25 – 2026/27

4.3 Each of the elements of the proposed Capital Programme for 2024/25 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 2024/25 financial year.
- Active Travel Network – as indicated in paragraph 2.4 there is no RATF funding for 2024/25. The SWestrans capital expenditure for Active Travel Infrastructure for 24/25 has been combined with DGC's Tier 1 funding (£450k) to develop and deliver a number of projects in Appendix 2 for 24/25.

5. Implications	
Financial	Regular reports will be brought to the Board on the progress with the capital programme during 2024/25.
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 2024/25 to 2026/27 outlined in Table 1.

Grant Coltart - Report Author
Tel:07813980749

Date of Report: 10 June 2024
File Ref: SW2/meetings/2024

Approved by: Stephen Hall
Lead Officer
South West of Scotland Transport Partnership
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Appendix – Capital Expenditure Projects 2024/25

New Projects we are looking to introduce into our Work Programme for 24/25

Caerlaverock	Dumfries to Glencaple to Caerlaverock Stage 0-2 SWestrans/DGC ATT to deliver
Kingholm Quay to Glencaple bridge	Design and installation of new bridge on popular riverside core path 37. Design and construction DGC Core Path Team to deliver
Moffat	Match Funding to complete Pumptrack Project Community to deliver
Canonbie	Canonbie to Langholm Stage 0-2
Gretna	Springfield to Gretna Stage 0-4
Ecclefechan	Ecclefechan to Annan Stage 0-2 SWestrans/DGC ATT Team to deliver
Whithorn	Whithorn Coastal Paths 40km construction
Wigtown	Wigtown to Newton Stewart Stage 0-2
Sanquhar	Sanquhar to Crawick Multiverse Path 1.1km construction costs. Community to deliver.
Southern Upland Way Gravel Biking	Construction and Wayfinding for a Gravelax Biking Path running parallel with the Southern Upland Way. DGC Core Path Team to deliver.
New Abbey	New Abbey to Shambellie House to Mabie Forest construction costs. Community to deliver.
Criffel to New Abbey	New multiuse offroad link path connecting Criffel core path to New abbey core path. Creating safe off-road route avoiding A710 road. Design and construction. DGC Core Path Team to deliver.
Leswalt	Leswalt to Stranraer Stage 3-4 DGC AT to deliver.
Crossmichael	Crossmichael to Castle Douglas Stage 3-4. SWestrans/DGC AT Team to deliver
Lochmaben	Lochmaben to Lockerbie Stage 3-4 SWestrans /DGC AT Team to deliver
Dalbeattie	Dalbeattie to Castle Douglas Stage 0-2. SWestrans/ DGC AT Team to deliver
Network Strategy – The Active Travel Experience in D&G	Incorporate the new Parking Strategy and Active Travel Strategy and undertake Core Path review and Wayfinding and Signage Strategy to sit under an Active Travel Network Umbrella to inform stakeholders what is required to be carried out to improve the Active Travel Experience for everybody.

Ongoing Funded Work at present for SWestrans/DGC Active Travel Team from 23/24

Stranraer	Stranraer Active Travel Assessments	Stranraer Stank cycling skills track entry on current scheme list Stage 3-4 -Ongoing at present. Completed Sept 2024
Closeburn	Closeburn to Thornhill Stage 0-4 ongoing at present. Completed by Oct 2024	
Beattock	Beattock to Moffat Stage 0-2	

Castle Kennedy	Castle Kennedy to Stranraer Stage 0-2
Crossmichael	Castle Douglas to Crossmichael Stage 0-2
Dumfries	Dumfries Active Travel Links Assessment (Dumfries Town Centre Project) Stage 0-2
Holywood	Holywood to Dumfries Stage 0-2
Lochmaben	Lochmaben to Dumfries - Note - this route is extended to Lockerbie. Stage 0-2
Rhonehouse/Dee	Rhonehouse/Dee to via Threave Gardens to Castle Douglas Stage 0-2
Leswalt	Leswalt to Stranraer Stage 0-2
Thornhill	Connecting the existing KPT Development Trust route into Thornhill Stage, Funding for Phase (b) and (c)

DRAFT ANNUAL (UNAUDITED) ACCOUNTS 2023/24

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 2023/24 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 2024.

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 2024.

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 2024.

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 2023/24 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 2024 which will be submitted to the Board's external auditors for review.

Janet Sutton - Report Author Tel: 01387 260105 Date of Report: 2 June 2024 File Ref: SW2/Meetings/2024	Approved by: Stephen Hall 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 2024.

SWestrans **Annual Report** **and Accounts** **2023/24**

Unaudited

June 2024



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Management Commentary

Membership of the South West of Scotland Transport Partnership 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)

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)

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 2024. 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 2023/24

SWestrans continued to balance service provision and service development through its revenue and capital budgets during 2023/24. Its officers and Board members have continued to collaborate in the development of local, regional and national initiatives including the Regional Transport Strategy and the second Strategic Transport Projects Review (STPR2).

All Board meetings in 2023/24 were held as hybrid meetings with in-person participation at the Council Hall and remote access available through Microsoft Teams with all meetings recorded and livestreamed online.

The Board received an update from Transport Scotland on the STAG Strategic Business Cases submitted in September 2019 for the potential re-opening of rail stations at Beattock, Eastriggs and Thornhill. A response from Transport Scotland's Interim Head of Strategic Transport Planning (dated 9 June 2023) provided feedback on the three completed transport appraisal reports. Transport Scotland concluded that progressing any of the rail stations options was not justifiable in the current economic terms or in non-monetary benefits and therefore none of the three reports demonstrated a socio-economic case for any of the stations. This conclusion was extremely disappointing for our region given that SWestrans along with our partners in the Beattock, Eastriggs and Thornhill Rail Actions Groups had expended significant efforts and funding to develop a Strategic Business Case (STAG appraisals) for the potential reopening of each station.

A year long strategic review of the Public Bus Service Network was commissioned in preparation for tenders being published in April 2024. The review made several recommendations and Bus Operators and the Board

Management Commentary Continued

were asked if contracts could be extended for another year (further to the previous extension in 22/23) to allow a Public Sector Partnership transport model to be developed and implemented. It was agreed that the next tenders published would be long-term contracts for Bus Operators; thereby encouraging investment in more reliable, environmentally friendly, and accessible vehicles.

In 2019, the Scottish Government introduced the Transport (Scotland) Act which enables Transport Authorities to utilise three new approaches for operating buses in their area:

- Local Authorities providing local bus services.
- Bus service improvement partnerships (BSIP)
- Franchising.

One of the new options available is for the Council and/or SWestrans to establish their own in-house Passenger Service Vehicle (PSV) operation. For the Council, this would involve DGC Buses applying to the Traffic Commissioner for a PSV Operator Licence. It would provide the Council with the same rights and legal opportunities to run any form of bus service as with any other commercial operator, alongside all the corresponding risks and responsibilities. A Business Case and project plan setting out the Strategic, Economic, Financial, Commercial and Management benefits was submitted to Dumfries & Galloway Council in late 2023. This report was developed in line with HM Treasury Guidance.

Delivery of the Swestrans capital programme continued through the year with the completion of works on:

- Phase 2 of car parking at Lockerbie Station,
- the purchase of low floor buses,
- the bus shelter programme
- 12 significant active travel interventions.

Transport Scotland announced that their current model for the delivery of Behaviour Change and Access to Bikes interventions (via the national active travel delivery partners) needed to be refreshed and advised all Regional Transport Partnerships (RTPs) that they should prepare for receipt of direct funding to coordinate this refreshed delivery in their respective areas. A total budget of £20m will be available for 2024/25 for this new Active Travel People and Place Programme (ATPPP). RTPs have been advised that they will have responsibility to further develop their relationships with Local Authorities to mutually agree the local priorities for ATPPP, and to work with the national active travel delivery partners to secure the support required to deliver. A grant funding scheme was developed, approved and implemented for 24/25 for the ATPPP.

The Board approved the final draft of the Regional Transport Strategy (RTS) in June 2023 and agreed that the RTS should be submitted to Scottish Ministers for approval. This approval was granted in March 2024 and the RTS Delivery Plan was developed and is ready for sign off by the SWestrans Board.

The SWestrans component of the successful Dumfries & Galloway Council's Levelling Up Fund Transport Bid (LUF) is as follows:

- £1.2 million for 16 Electric Buses, an Electric Bus Depot and 'Opportunity' Charging Infrastructure
- £1 million for Bus Stops for across the region.

The LUF Transport Bid Project team for the Council will be working closely with Swestrans to deliver all the Capital Infrastructure for the SWestrans components before the end of March 2026. The remaining components of the Council's LUF Transport bid are all priority areas identified in the RTS. Potentially these could include 9 Transport/Mobility Hubs throughout the region (e.g. in Dumfries, Stranraer and Annan).

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

ScotRail launched a six-month trial from 2 October 2023 to 31 March 2024 introducing cheaper and simpler fares on their services. This Scottish Government funded project was set up to encourage people to travel by

Management Commentary Continued

rail instead of car and allows passengers to travel all day on off-peak fares and has now been extended to June 2024.

As a consequence of the fire at the old Station Hotel in Ayr at the end of September 2023, Ayr Station was closed, and no trains can operate to or from Ayr. The line to Stranraer has been closed for several months with services between Ayr and Girvan being withdrawn and a bus replacement service being provided. There are currently two trains on the track south of Ayr which are being used to provide a service between Stranraer and Girvan, with a connecting bus at Girvan to Ayr. However, once the trains have reached a certain mileage, maintenance will need to be undertaken that can only be carried out at a depot. To increase the time until the trains need to visit a depot, they are only operating some of the journeys with the others covered by replacements buses.

Network Rail carried out a £3 million works into replacing Dumfries Railway Station pedestrian bridge with lifts for more accessibility.

Budget Performance Statement

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

	Budget £000	2023/24	
		Actual £000	Variance
Staff costs	245	245	0
Administrative costs	34	34	0
Payments to other bodies	4,116	4,116	0
Central Support costs	44	44	0
Gross Expenditure	4,439	4,439	0
Government Grants	259	259	0
Other Income	4,180	4,180	0
Gross Income	4,439	4,439	0
Net Expenditure	0	0	0

The budget performance statement does not include depreciation / capital charges, which were not reflected in the original budget.

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 £4.10 Million. 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 £4.439 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 2023/24 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 2024 is shown on page 8 of these accounts.

Movement in Reserves Statement

The Movement in Reserves Statement is shown on page 9 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 10 of the accounts and provides details of SWestrans' assets and liabilities as at 31 March 2024.

Cash Flow Statement

The Cash Flow Statement is shown on page 11 of the accounts and shows the changes in the cash & cash equivalents of the Partnership during the course of the year.

John Campbell
Chair

Stephen Hall
Lead Officer

Paul Garrett
Treasurer

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 is 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 Annual Accounts.

I confirm that the unaudited Annual Accounts were approved for signature by the Transport Partnership at its meeting on 28 June 2024 and signed on its behalf.

John Campbell
Chair

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 these Annual 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 Transport Partnership at the reporting date and the transactions of the transport partnership for the year ended 31 March 2024.

Paul Garrett
Treasurer

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:-

South West of Scotland Transport Partnership Unaudited Accounts 2023/24

- 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.
- The Board at its meeting of 22 March 2023 received an internal audit undertaken by Dumfries and Galloway Council’s Internal Audit Service on internal control, risk management and governance arrangements of the Transport Partnership.
- Future improvements for the year ahead are to address the main findings by implementing the action plan to address the 9 Audit Actions identified. Although there are areas for improvement, there has already been progress in addressing the findings,
- On 7 March 2024 approval was received from the Cabinet Secretary for Transport for the Transport Partnership’s Regional Transport Strategy 2023-2042

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 2024 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

Stephen Hall
Lead officer

Comprehensive Income & Expenditure Statement

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

2022/23			2023/24			
Gross Expenditure £000	Income £000	Net Expenditure £000		Gross Expenditure £000	Income £000	Net Expenditure £000
4,781	(4,515)	266	Roads and Transport Services	4,761	(4,439)	322
4,781	(4,515)	266	Net Cost of Services	4,761	(4,439)	322
		0	(Gains) & losses on sale of non-current assets			0
		(506)	Capital grants & contributions			0
		(240)	(Surplus) or Deficit on the Provision of Services			0
		(89)	Other Comprehensive Income & Expenditure			(64)
		(329)	Total Comprehensive Income & Expenditure			258

The notes on pages 12 to 20 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	Capital Adjustment Account	Revaluation Reserve	Total Unusable Reserves	
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)				(240)
Other Comprehensive Income & Expenditure			(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
	240	(246)	6	(240)	0
Overall Increase/Decrease in year	240	(246)	(83)	(329)	(329)
Balance at 31 March 2023 carried forward	0	(1,197)	(83)	(1,280)	(1,280)
Movements in Reserves during 2023/24					
Surplus or (Deficit) on provision of services	322				322
Other Comprehensive Income & Expenditure		(70)	6	(64)	(64)
Total Comprehensive Income & Expenditure	322	(70)	6	(64)	(258)
Adjustments to usable reserves permitted by accounting standards	0	0	(0)	(0)	(0)
Adjustments between accounting basis & funding basis under regulations	(0)	0	(0)	(0)	(0)
- charges for depreciation of non-current assets	(322)	322	0	322	0
impairment of non-current assets					
capital grants & contributions applied					
- Gains & losses on disposal of non-current assets	0	0	0	0	0
	0	0	0	0	0
Net (increase)/ decrease before transfers to /(from) other statutory reserves	0	252	6	258	258
Overall Increase/Decrease in year	0	252	6	258	258
Balance at 31 March 2024 carried forward	0	(945)	(77)	(1,022)	(1,022)

South West of Scotland Transport Partnership Unaudited Accounts 2023/24

The notes on pages 12 to 20 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 2023 £000		31 March 2024 £000	Note
1,280	Property, Plant & Equipment	1,022	7
1,280	Long Term Assets	1,022	
	Short Term Debtors		
45	- Central Government bodies	23	
102	- Other entities & individuals	45	16
147	Current Assets	68	
	Short Term Creditors		
(147)	- Other entities & individuals	(68)	16
(147)	Current Liabilities	(68)	
1,280	Net Assets	1,022	
1,280	Unusable Reserves	1,022	9
1,280	Total Reserves	1,022	

The unaudited accounts were issued on 28 June 2024.

The notes on pages 12 to 20 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.

2022/23 £000		2023/24 £000
(240)	Net (surplus) or deficit on the provision of services	322
(266)	Adjustment to net (surplus) on the provision of services for non-cash movements	(322)
(506)	Net cash flow from or used in operating activities	0
	Investing activities	
506	- Purchase of property, plant & equipment	0
0	Net (increase) or decrease in cash and cash equivalents	0
0	Cash and cash equivalents at the beginning of the period	0
0	Cash and cash equivalents at the end of the reporting period	0

The notes on pages 12 to 20 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 2023/2024 financial year and its financial position at the year end of 31 March 2024. 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 2023/24 (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 2023/24,
- 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. This applies to the adoption of the following new or amended standards within the 2024/25 Code by the Council on 1 April 2024:

- IFRS 16 Leases issued in January 2016*
- Classification of Liabilities as Current or Non-current (Amendments to IAS 1) issued in January 2020
- Lease Liability in a Sale and Leaseback (Amendments to IAS 16) issued in September 2022
- Non-current Liabilities with Covenants (Amendments to IAS 1) issued in October 2022
- International Tax Reform: Pillar Two Model Rules (Amendments to IAS 12) issued in May 2023
- Supplier Finance Arrangements (Amendments to IAS 7 and IFRS 7) issued in May 2023.

The implementation of IFRS16 will bring all current operating leases onto the SWestrans Balance Sheet as a "Right of Use Asset" and include a corresponding lease liability. To date, work has been undertaken to identify any such leases in preparation for the implementation on 1 April 2024.

*The implementation of IFRS 16 for Leases Accounting, which should have been adopted with effect from 1 April 2022, has been deferred until 1 April 2024 with local authorities having the option to adopt earlier if they decide to do so. The SWestrans has opted to defer implementation until 1 April 2024.

There are no other accounting standards issued and not yet adopted that will have a material impact on the 2023/24 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 on the Balance Sheet at 31 March 2024 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 28 June 2024. 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)

	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)

	2023/24 Net Expenditure Chargeable to the General Fund £000	2023/24 Adjustments between the Funding and Accounting Basis £000	2023/24 Expenditure in the Comprehensive Income & Expenditure Statement £000
SWestrans	0	322	322
Net Costs of Services	0	0	0
Other Comprehensive Income and Expenditure	0	(64)	(64)
Capital grants & contributions	0	0	0
(Surplus)/Deficit on the Provision of Services	0	258	258

7. Property, Plant & Equipment

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

	2022/23 Vehicles £000	2023/24 Vehicles £000
Cost or Valuation		
At 1 April	3,425	3,234
Additions	506	0
Revaluations	(697)	(681)
Disposals	0	(182)
At 31 March	3,234	2,371
Accumulated Depreciation at 1 April	(2,474)	(1,954)
Charge for year	(266)	(322)
Write Back on Disposal	0	176
Write back on Revaluation	786	751
Accumulated Depreciation at 31 March	(1,954)	(1,349)
Net Book Value at 31 March	1,280	1,022

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.

	2022/23 £000	2023/24 £000
Balance at 1 April	(951)	(1,197)
Assets Disposed of during the year	0	(70)
Depreciation of non-current assets	260	322
Capital grants & contributions credited to the Comprehensive Income & Expenditure Statement	(506)	0
Balance at 31 March	(1,197)	(945)

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.

	2022/23 £000	2023/24 £000
Balance at 1 April	0	(83)
Assets Disposed of during the year	0	6
Upward Revaluations of assets	(89)	0
Difference between fair value depreciation and historical cost depreciation	6	0
Balance at 31 March	(83)	(77)

10. Payments to Members

No payments were made to Members of the SWestrans Board during 2023/24 or 2022/23.

Notes to the Accounts (continued)

11. Audit Fees

The external audit fee payable for 2023/24 was £12,560 (£11,850 in 2022/23). There were no fees paid for non-audit services.

12. Grant Income

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

	2022/23 £000	2023/24 £000
Credited to Taxation and Non-Specific Grant Income		
Capital grants & contributions	(506)	0
Total	(506)	0
Credited to Services		
Scottish Government grants	(259)	(259)
Dumfries & Galloway Council service funding	(3,756)	(4,001)
Total	(4,015)	(4,260)

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 2023/24, the Council provided £100k (£100k in 2022/23) as match funding to a Scottish Government grant for core running costs, a capital grant of £0K (£506k 2022/23) and a further £3.901 Million (£3.706 Million in 2022/23) was requisitioned by the Transport Partnership to cover the operating costs for 2023/24. SWestrans does not employ its own staff and during 2023/24 Dumfries & Galloway Council charged SWestrans £290k (£183k in 2022/23) in respect of staff support, supplies and other support services, see note 15 Key Management Personnel for further details. NHS Dumfries and Galloway contributed £70k (£70k in 2022/23) to a specific bus contract. At the year-end £86k (£10k in 2022/23) was outstanding for payments to Dumfries and Galloway Council and £190k (£137k in 2022/23) in relation to sums held in the Dumfries and Galloway Council Loans Fund.

14. Leases

Partnership as Lessor

SWestrans purchased 0 buses in 2023/24 (5 buses in 2022/23) and 34 (34 in 2022/23) 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):

	2022/23 £000	2023/24 £000
SWestrans' charge of wages and salaries	46	44

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	
	2022/23 £000	2023/24 £000
Financial Liabilities		
Short term creditors (current)	(147)	(68)
	Current- Amortised cost	
	2022/23 £000	2023/24 £000
Financial assets		
Short term debtors (current)	102	45

There were no gains and losses recognised in the comprehensive Income and Expenditure Statement in relation to financial instruments during 2023/24 (2022/23: £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 2024. 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.

TRANSPORT FOCUS – YOUR BUS JOURNEY SURVEY 2023

1. Reason for Report

To provide members of the Board the results from the Your Bus Journey Survey 2023, an independent bus user survey carried out by Transport Focus. This report provides all data collected in 2023 running from late January to mid- December. Data in the full report attached as **appendix 1** is for SWestrans unless otherwise stated, a report for Scotland is also attached as **appendix 2** for comparison.

2. Background

2.1 Transport Focus are an independent consumer organisation representing the interests of bus users, building on over a decade of running the previous Bus Passenger Survey and working with the industry they have found new and innovative ways to capture and report on what bus passengers want from their journeys.

2.2 During this survey, passengers aged over 16 years of age were approached at bus stops as well as on board buses, capturing feedback on a wide selection of routes. Bus users could either complete the survey themselves online or by a paper questionnaire about a single leg of their journey. The survey focuses on customer satisfaction – more detailed questions were optional regarding what was good or bad about their journey and what stood out. The survey represents experiences of passenger journeys for six regional transport partnerships in Scotland, going forward, these results can then be used as targets in Bus Service Improvement Plans/ Enhanced Partnerships/Franchises providing robust, benchmarked results. The data is based on journeys rather than passengers, so frequent users are more likely to be sampled.

2.3 Future surveys will be collated with a copy submitted to the board.

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

4. Recommendations

Members of the Board are asked to note the findings of the Your Bus Survey 2023.

Report Author – Linda Richardson Date of Report: 06 June 2024 File Ref: SW2/Meetings/2024	Approved by: Stephen Hall Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
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Appendix 1- Your Bus Survey SWestrans end of year 2023 Report

Appendix 2- Your Bus Survey All of Scotland end of year 2023 Report



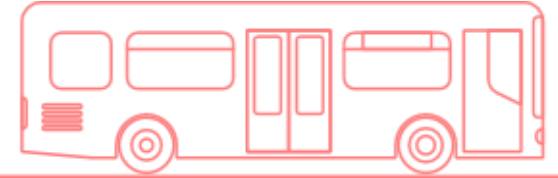
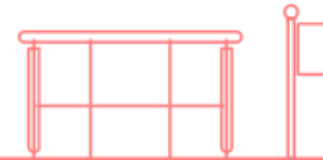
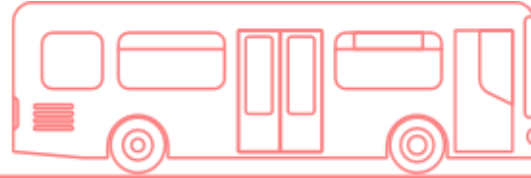
Swestrans
End of year report for 2023
March 2024



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About Your Bus Journey



An independent survey

Run by Transport Focus, the independent consumer organisation representing the interests of bus passengers across England outside of London.

We use professional market research suppliers to conduct the survey on the ground, collect and process the responses and analyse the results.

The survey builds on our knowledge and experience of gathering bus passenger feedback since 2010, including trialling the methodology for Your Bus Journey in 2022.

We publish all our survey results, making them transparent and available to transport users, bus operators, transport authorities, Governments and other industry stakeholders.

Measuring actual experiences

Passengers provide their feedback about a single leg of a journey, made on the day of recruitment.

We recruit passengers as they make their journeys, at bus stops and on board buses – verified and inclusive.

The structured survey questions focus initially on the essential measures of satisfaction – with follow-on more detailed questions optional but encouraged.

Passengers are also encouraged to tell us in their own words what was good or bad about the journey and what stood out.

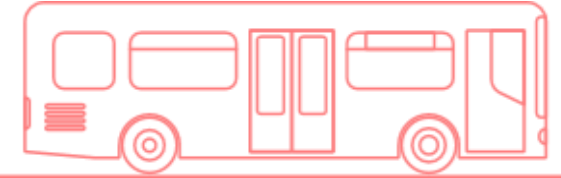
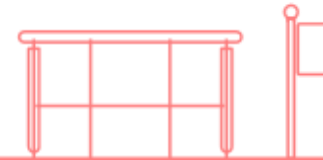
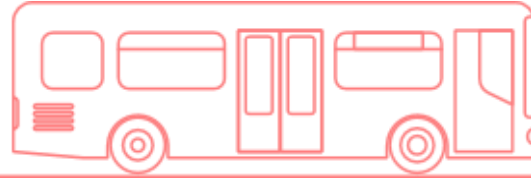
Monitoring and evaluating

The survey produces robust metrics that can be used as targets in Bus Service Improvement Plans / Enhanced Partnerships / Franchises.

A consistent survey approach and questions over time and across all participating areas will allow for trend analysis in future years and allows for benchmarking against other areas.

We work to make a difference for all transport users.

Key information about the survey and this report



Fieldwork

Passengers aged 16 years or older are approached at bus stops and on board buses and asked if they would like to take part in the survey about the journey they are making.

Passengers complete the survey themselves, using either an online or paper questionnaire.

Fieldwork is ongoing, with data reported every 4 weeks across the year. Fieldwork is spread evenly across the year to give a full view of bus travel in each area.

This report covers the first full year of research, with fieldwork running from late January to mid-December.

* The one exception being for the Reading Buses network survey, where all passengers were approached on board.

Data

Data has been weighted to be representative of the demographics of passengers by gender and age and journey time banding. It has also been weighted according to whether passengers were approached at bus stops or on board a bus to ensure there is a 50:50 split in all areas*. Data is based on journeys rather than passengers, so frequent users are more likely to be sampled.

All data in this report is for Swestrans unless otherwise stated.

Only data with a base size of over 75 respondents has been shown. Please note that lower base sizes (below 100) should be treated with caution.

Figures are rounded, so may not add up to 100%. For ratings questions, responses are based on those that gave an option (excluding don't know) unless otherwise stated.

In Swestrans, 546 responses were received.

Definitions

Throughout the report, we refer to 'off peak' and 'peak' travel. Peak travel is defined as weekdays between 7:00-9:29am and 3:30-6:29pm.

The 'All Scotland areas' total refers to all areas taking part in the survey within Scotland.

This total is weighted average scores that take account of the number of bus journeys that take place in each area.

Total satisfied scores combine responses for 'very' and 'fairly' satisfied, likewise for Total good scores.

Further details can be found in the appendix.

Areas covered in the 2023 survey (Scotland)

Highlands and Islands Transport
Partnership (HITRANS)

North East of Scotland Transport
Partnership (Nestrans)

The South East of Scotland Transport
Partnership (SEStran)

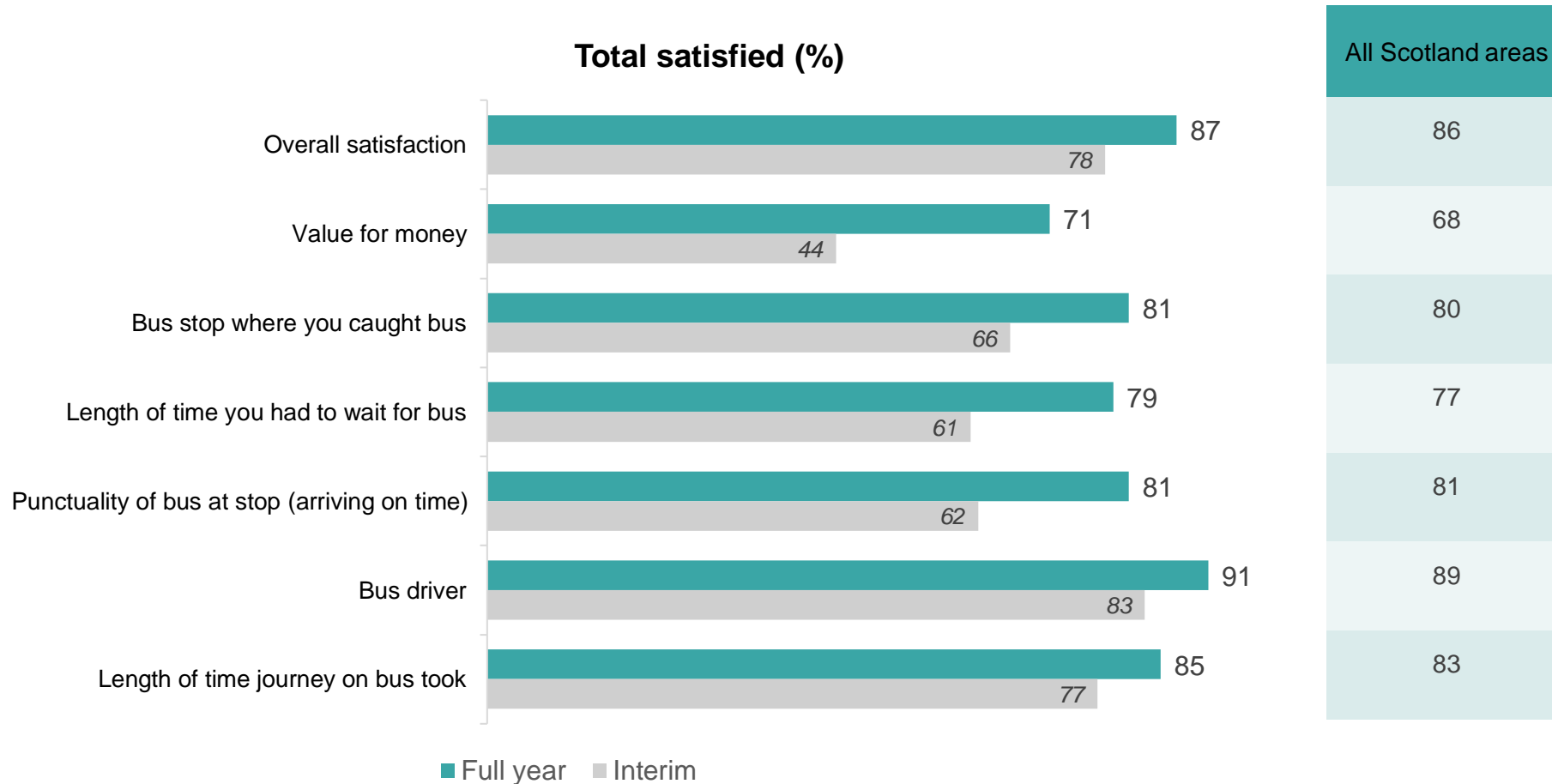
Strathclyde Partnership for Transport
(SPT)

South West of Scotland Transport
Partnership (Swestrans)

Tayside and Central Scotland
Transport Partnership (Tactran)



Summary of headline results for Swestrans



Q9 Overall taking everything into account from the start to the end, how satisfied were you with your bus journey?

Q10A How satisfied were you with the value for money of your journey?

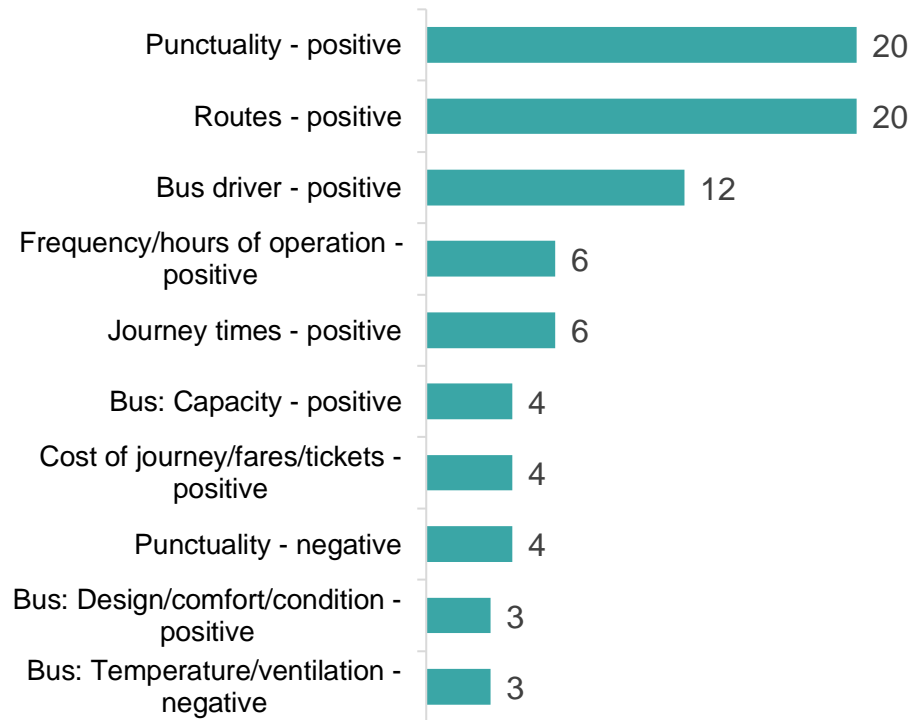
Q8 How satisfied were you with each of the following during the journey?

Base: Interim 44** - 87; Full Year 216 - 534; All Scotland areas 1289 - 2978

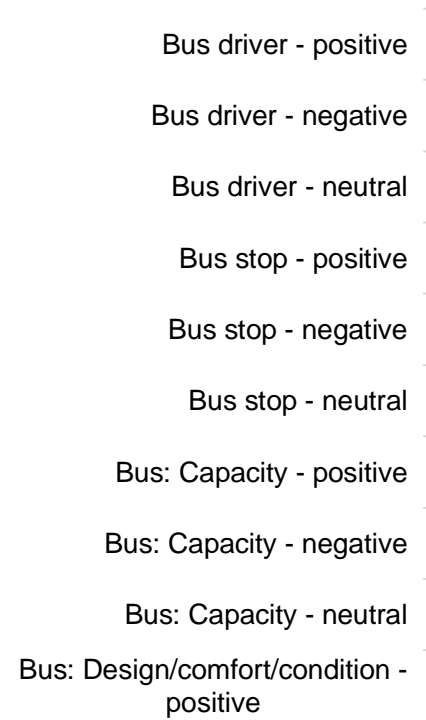
**indicates base sizes (under 75).

Stand out moments from this journey

Comments from those “very/fairly satisfied” with journey overall – top ten themes (%)



Comments from those “neither satisfied nor unsatisfied, very/fairly dissatisfied” with journey overall – top ten themes (%)**



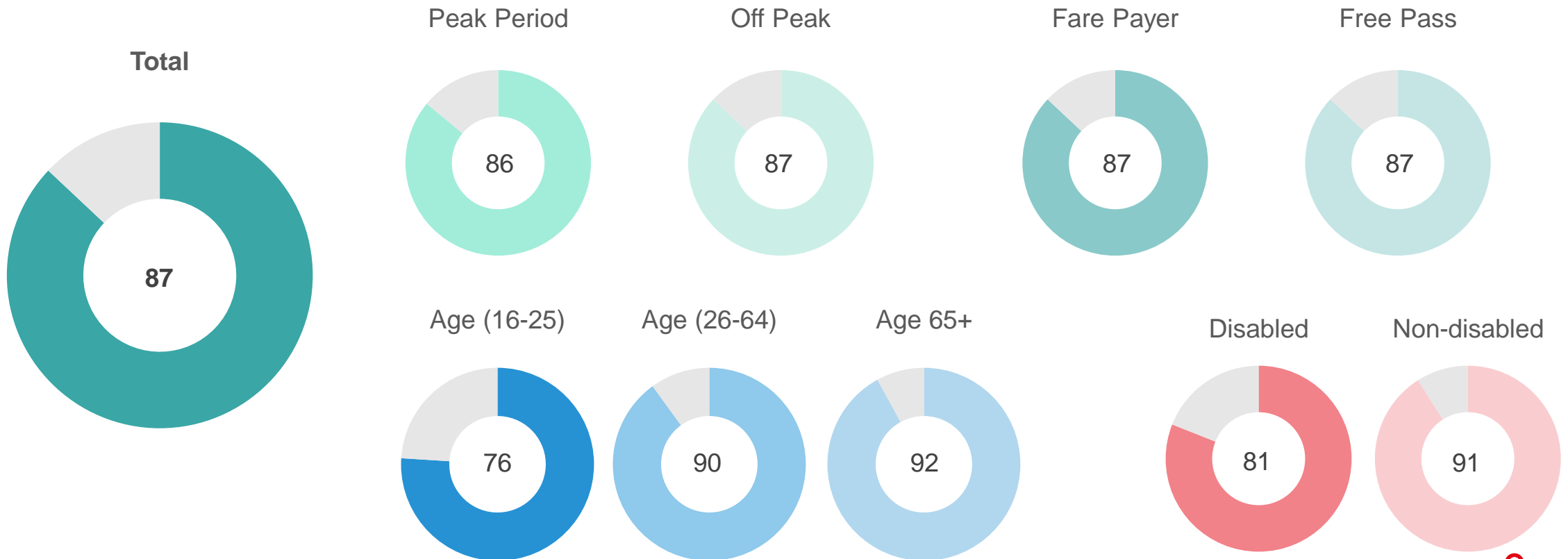
Q7 Please tell us in your own words what was good or bad about this journey. We’re interested in anything that stood out about this journey.

Base: Those satisfied with journey overall 426; Those not satisfied with journey overall 71**

** indicates base sizes (under 50)

Overall satisfaction with journey - summary

Satisfaction with bus journey (%) Total very and fairly satisfied

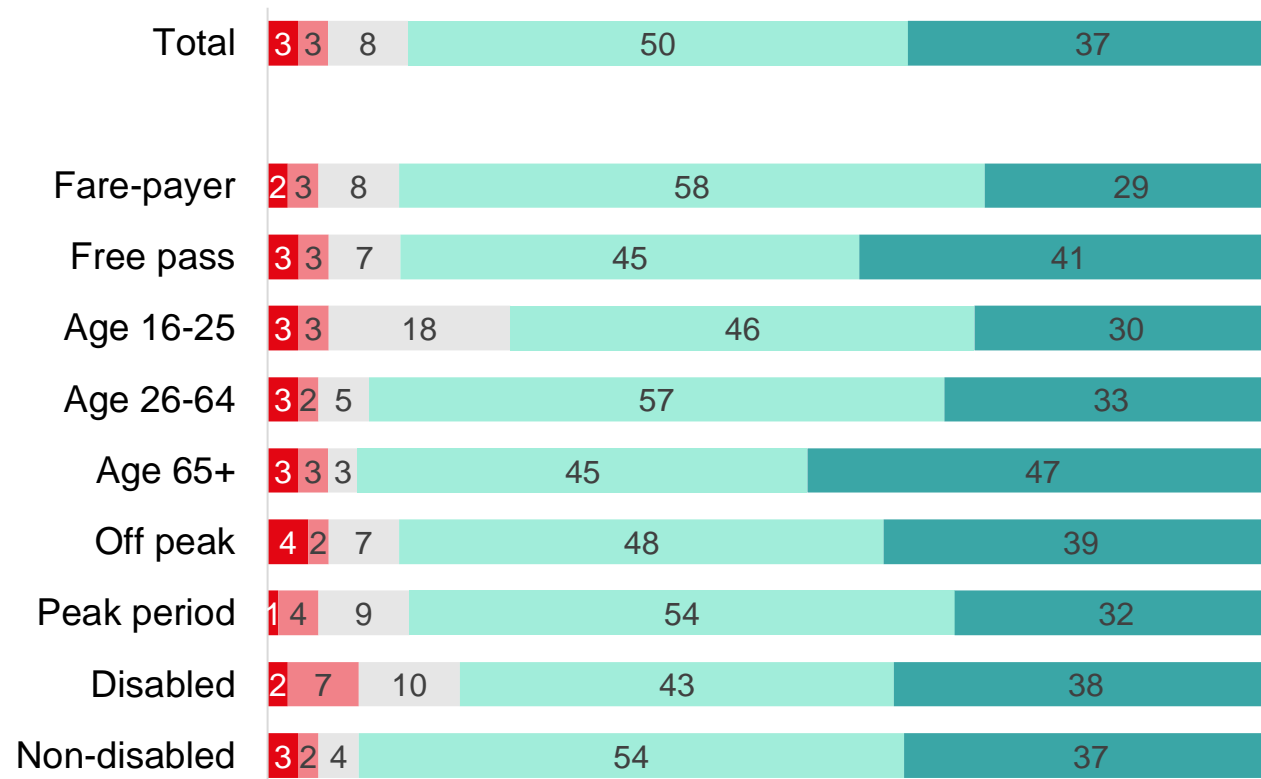


Q9 Overall taking everything into account from the start to the end, how satisfied were you with your bus journey?
Base: Full Year 532; Peak 184; Off Peak 341; Fare-payer 217; Free pass 306; Age 16-25 126; Age 26-64 256; Age 65+ 148;
Disabled 100; Non-disabled 363

Overall satisfaction with journey – in detail

Satisfaction with bus journey (%)

Total satisfied (%)



Swestrans	Swestrans interim (to June 2023)	All Scotland areas
87	78*	86
87	**	85
87	**	88
76	**	81
90	**	87
92	**	90
87	**	88
86	**	83
81	**	81
91	**	89

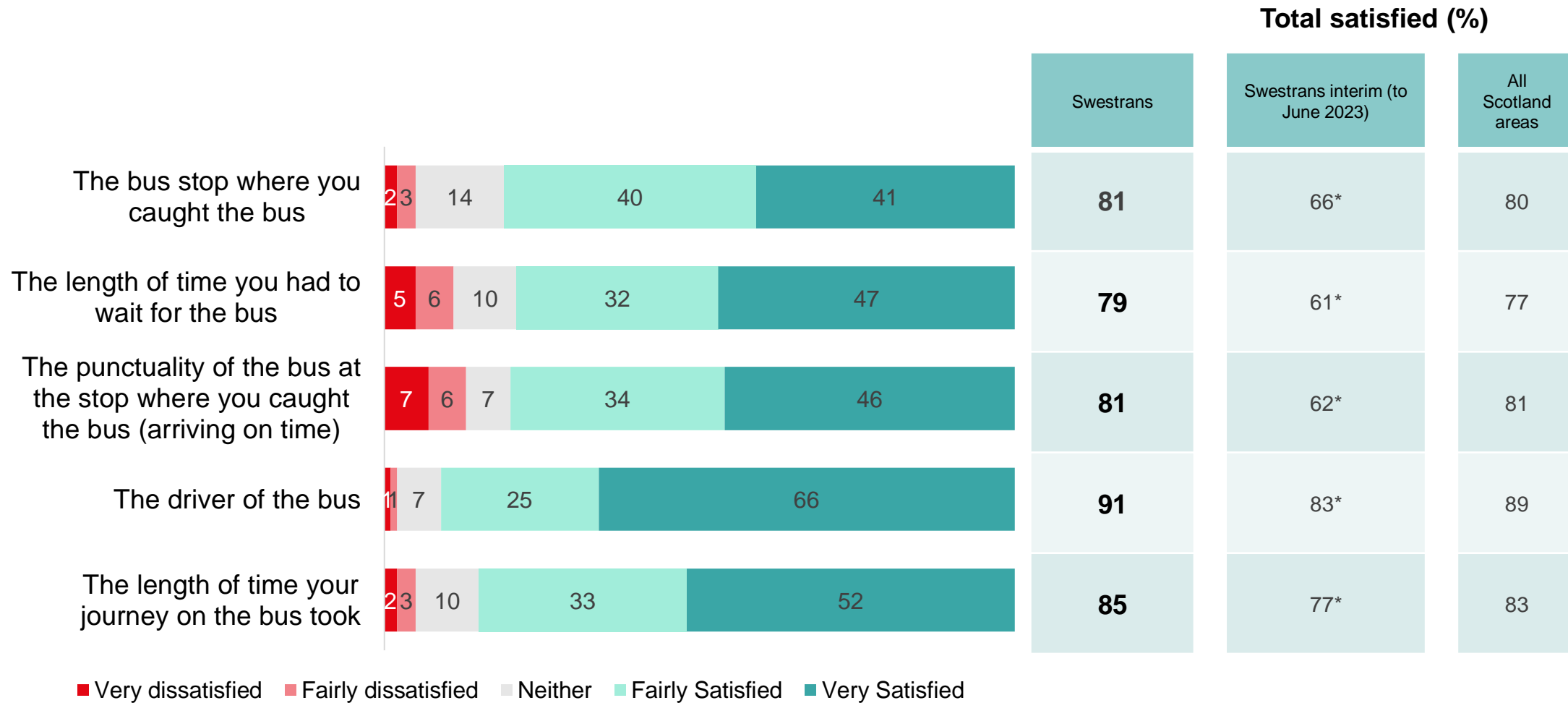
■ Very dissatisfied ■ Fairly dissatisfied ■ Neither ■ Fairly Satisfied ■ Very Satisfied

Q9 Overall taking everything into account from the start to the end, how satisfied were you with your bus journey?

Base: Interim 85*; Full Year 532; Peak 184; Off Peak 341; Fare-payer 217; Free pass 306; Age 16-25 126; Age 26-64 256; Age 65+ 148; Disabled 100; Non-disabled 363; All Scotland areas 2978

** indicates base sizes (under 75) *indicates base sizes between 75-99.

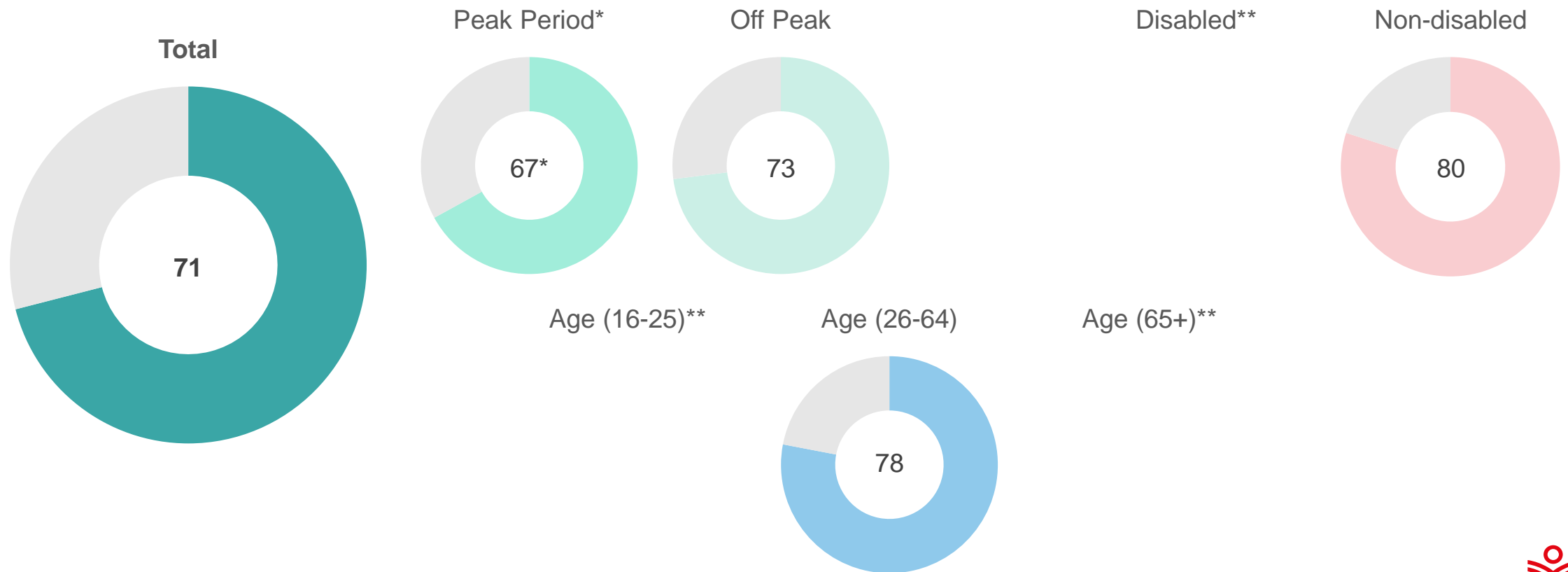
Satisfaction with headline journey measures



Q8 How satisfied were you with each of the following during the journey?
 Base: Interim 86* - 87; Full Year 520 - 534; All Scotland areas 2932 - 2967
 *indicates base sizes between 75-99 / **indicates base sizes (under 75).

Value for money of the journey - summary

Satisfaction with the journey's value for money (%) amongst fare-payers Total very and fairly satisfied



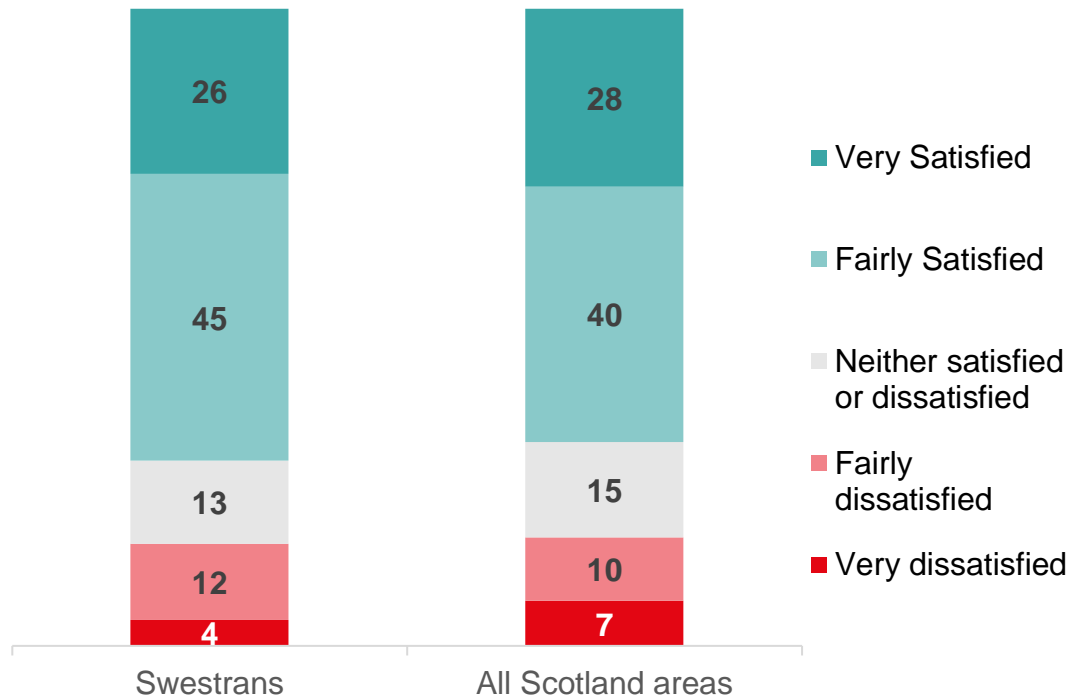
Q10A How satisfied were you with the value for money of your journey?

Base: Fare-payers only 216; All Scotland areas 1289; Peak 77*; Off Peak 136; Age 16-25 21**; Age 26-64 191; Age 65+ 3**; Disabled 24**; Non-disabled 166

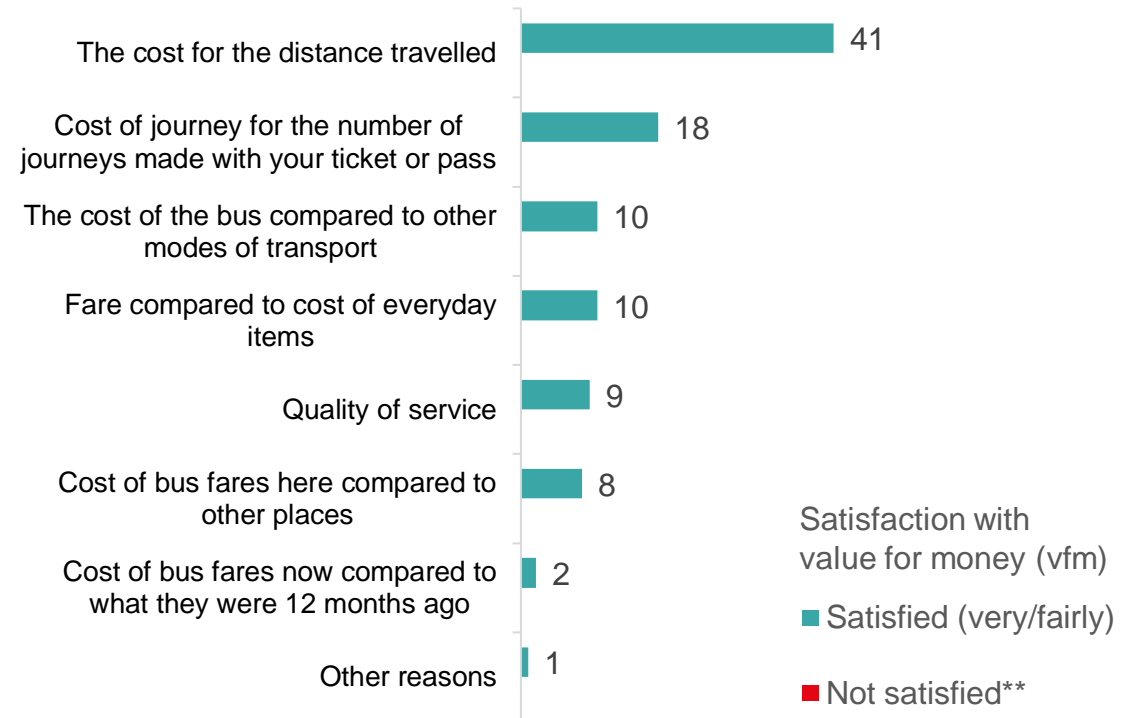
** indicates base sizes (under 75) / *indicates base sizes between 75-99.

Value for money of the journey – in detail

Satisfaction with the journey's value for money (%) amongst fare-payers



Influential factors on value for money rating (%) in Swestrans



Q10A How satisfied were you with the value for money of your journey?

Q10B What had the biggest influence on your rating of the value for money?

Base: Fare-payers only 216; All Scotland areas 1289; Those satisfied with vfm 151; Those not satisfied with vfm 65**

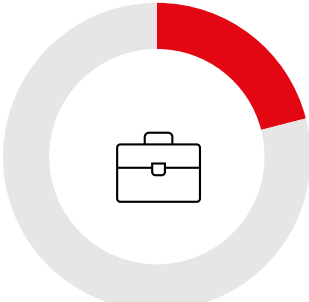
** indicates base sizes (under 75)



Journey purpose



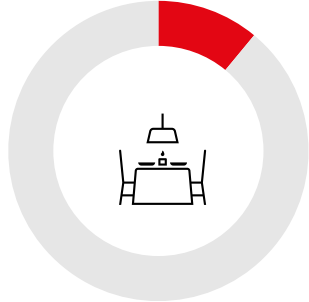
Shopping
27%



Commuting for work
21%



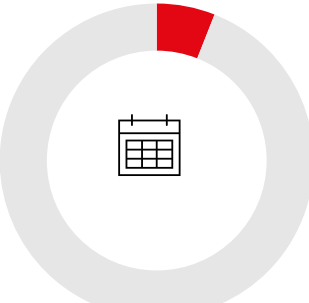
Friends or relatives
17%



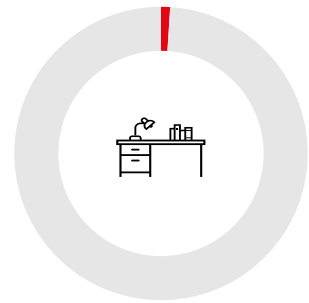
Leisure
11%



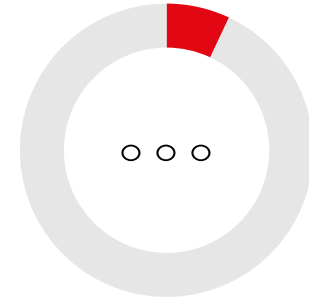
Commuting for education
7%



Appointment
6%



Business
1%

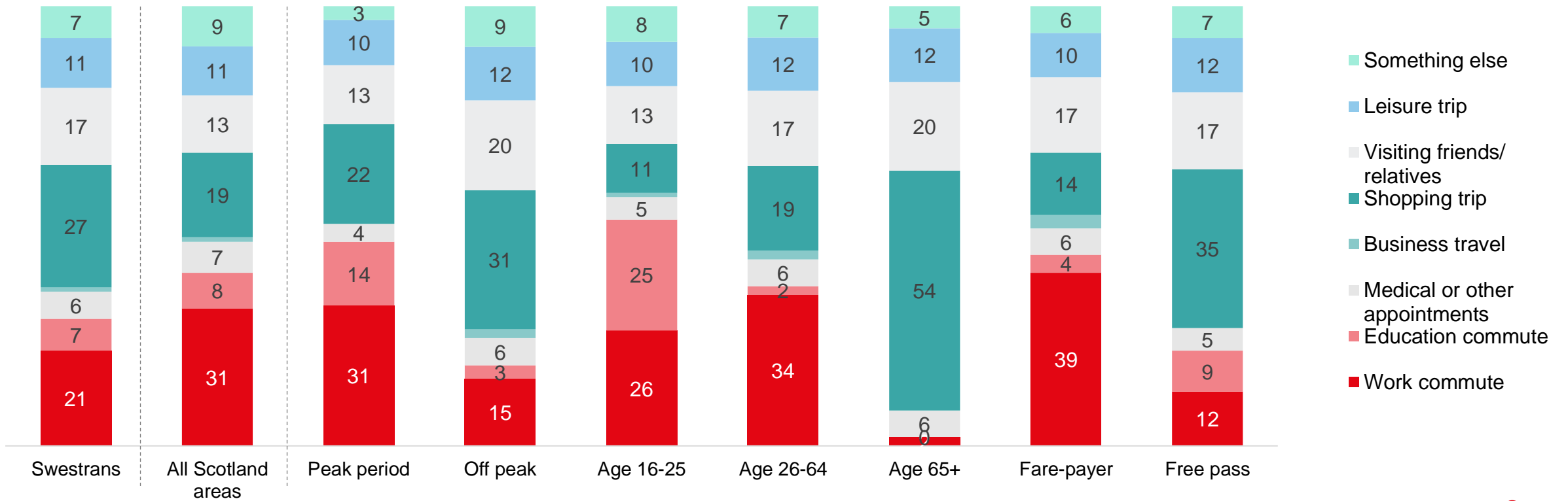


Other
7%

Q5 What was the main purpose of this bus journey?
Base: Full Year 546

Journey purpose

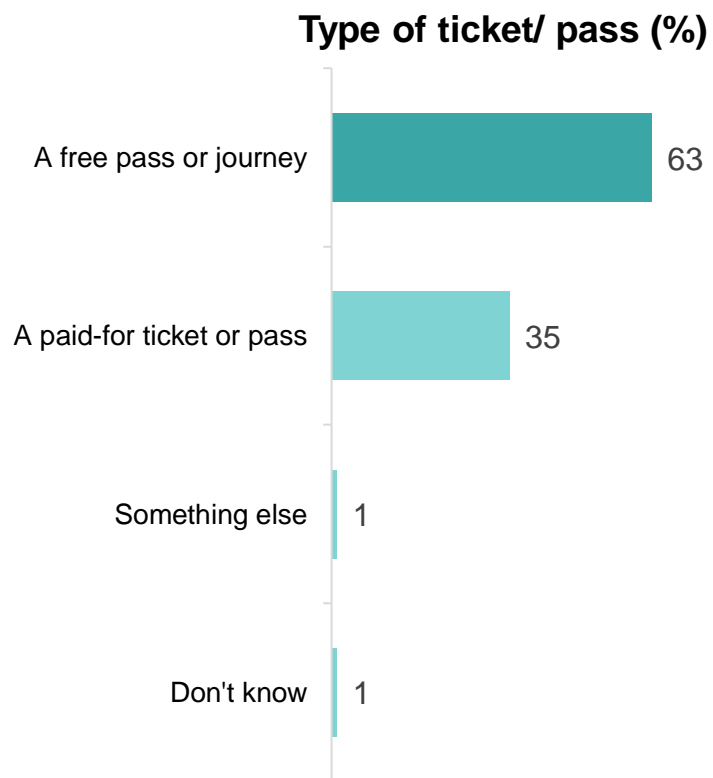
Purpose of bus journey (%)



Q5 What was the main purpose of this bus journey?

Base: Full Year 546; All Scotland areas 3053; Peak 188; Off Peak 351; Fare-payer 219; Free pass 314; Age 16-25 127; Age 26-64 259; Age 65+ 148

Ticket type



All Scotland areas

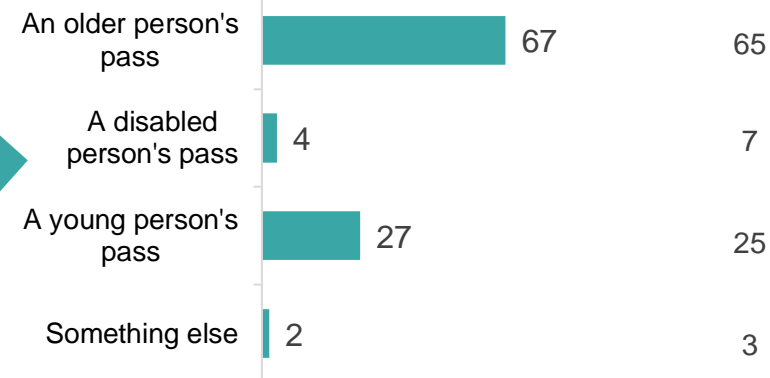
49

46

4

1

Pass/ticket used (free pass only) (%)



All Scotland areas

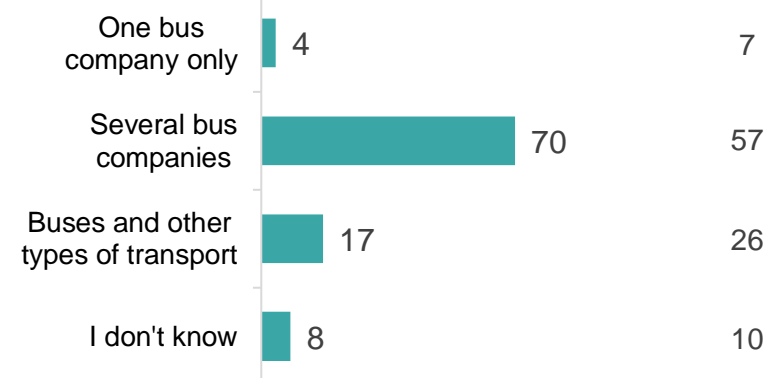
65

7

25

3

Ticket/pass validity (free pass only) (%)



All Scotland areas

7

57

26

10

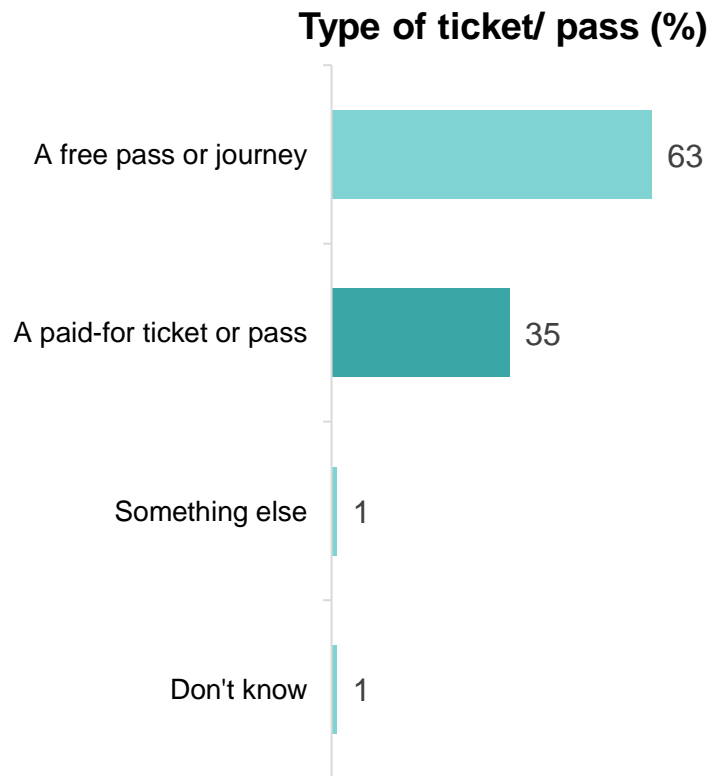
Q6 What type of ticket or pass did you use for this bus journey?

B17 Could you tell us a bit more about the pass or ticket you used for this journey?

B19 Who could you use your ticket or pass with?

Base: Full Year 546; All Scotland areas 3053; Free pass only 293 - 293; All Scotland areas 1531 - 1531

Ticket type



All Scotland areas

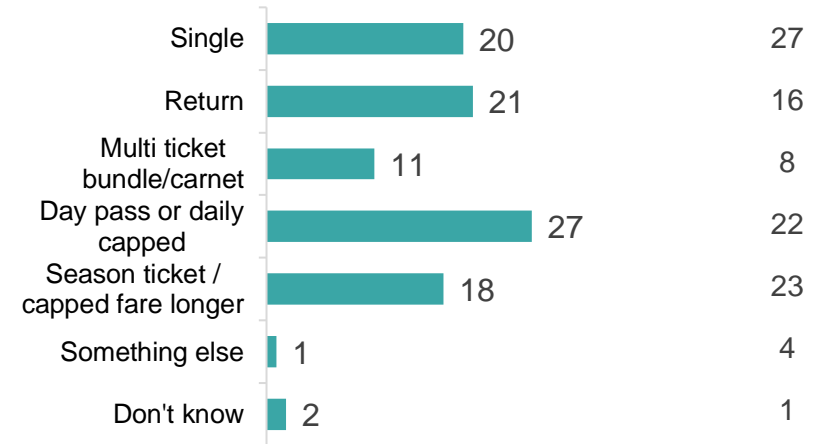
49

46

4

1

Pass/ticket used (paid journey only) (%)



All Scotland areas

27

16

8

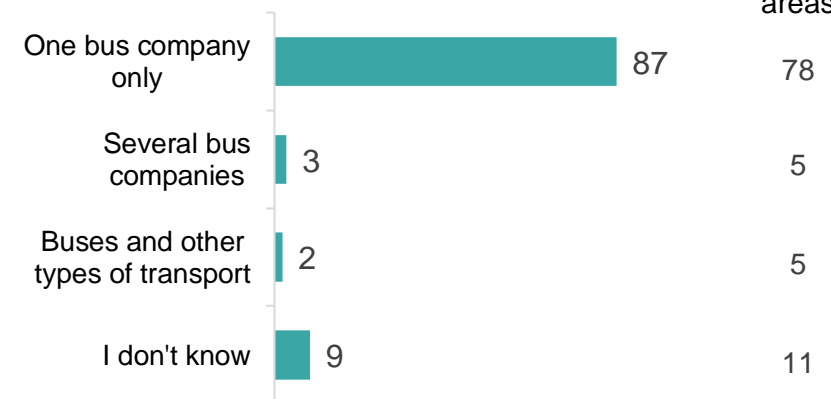
22

23

4

1

Ticket/pass validity (paid journey only) (%)



All Scotland areas

78

5

5

11

Q6 What type of ticket or pass did you use for this bus journey?

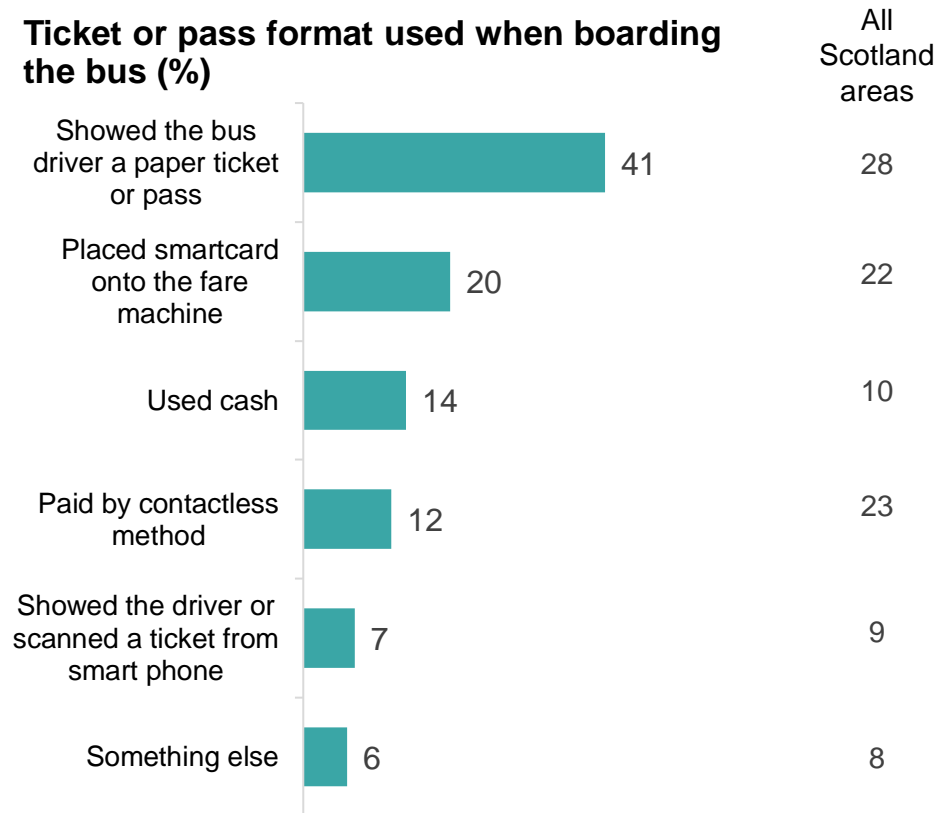
B18 Could you tell us a bit more about the pass or ticket you used for this journey?

B19 Who could you use your ticket or pass with?

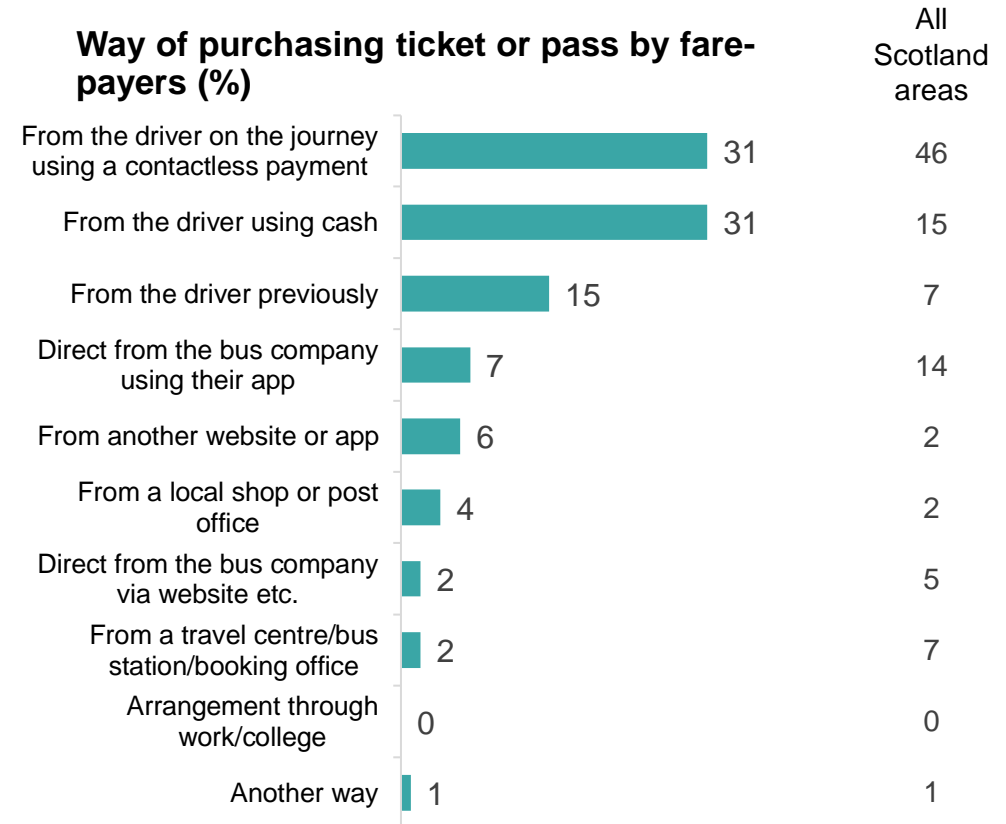
Base: Full Year 546; All Scotland areas 3053; Paid for ticket or pass only 209 - 209; All Scotland areas 1209 - 1212

All passengers purchasing ticket or pass

Ticket or pass format used when boarding the bus (%)



Way of purchasing ticket or pass by fare-payers (%)



B20 On boarding the bus, did you?

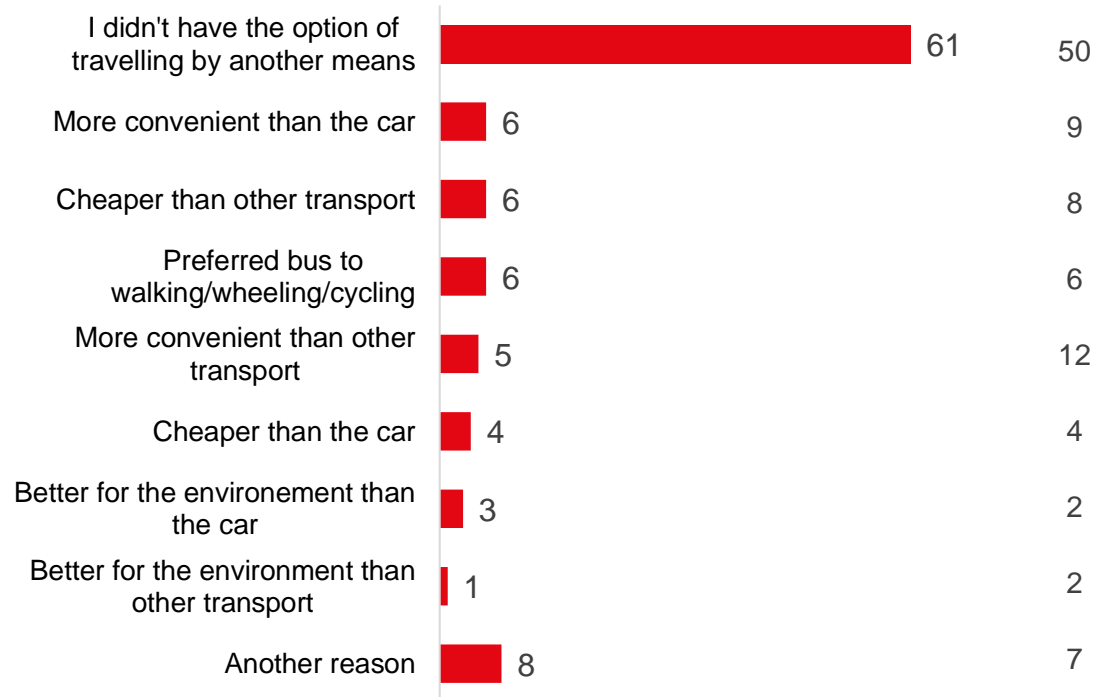
B21 How did you buy your ticket or pass?

Base: Full Year 500; All Scotland areas 2768; Fare-payers only 204; All Scotland areas 1166

Reason for taking the bus

Main reason for taking the bus (%)

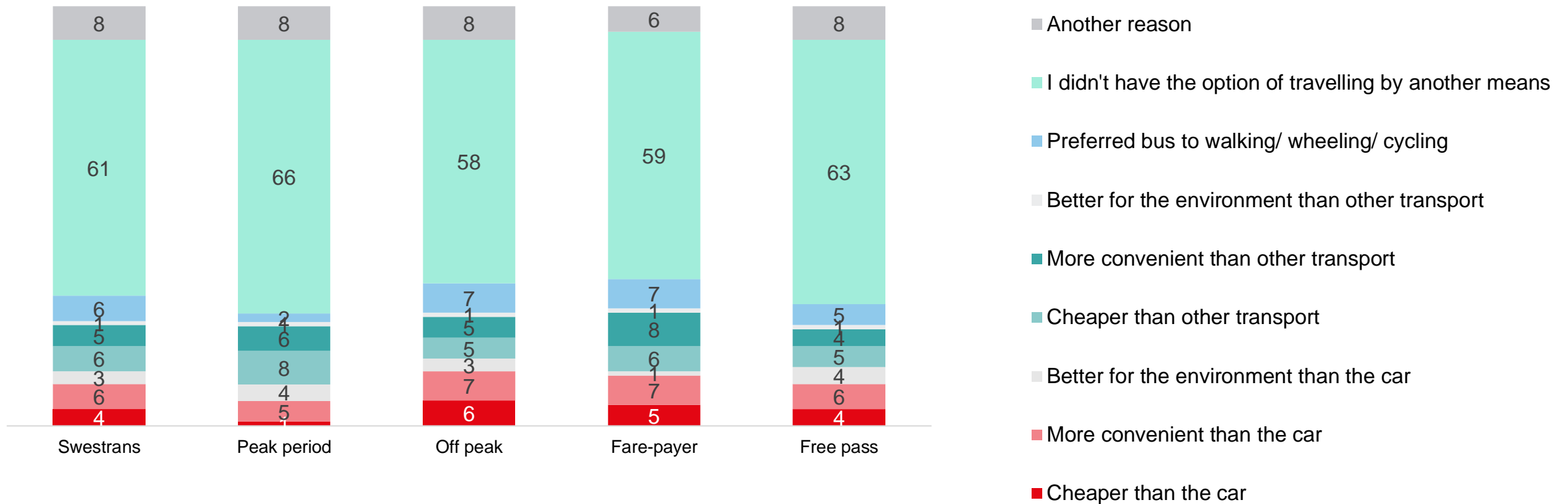
All
Scotland
areas



B1 What was the **main** reason you chose to take the bus for that journey?
Base: Full Year 527; All Scotland areas 2939

Reason for taking the bus by time and fare type

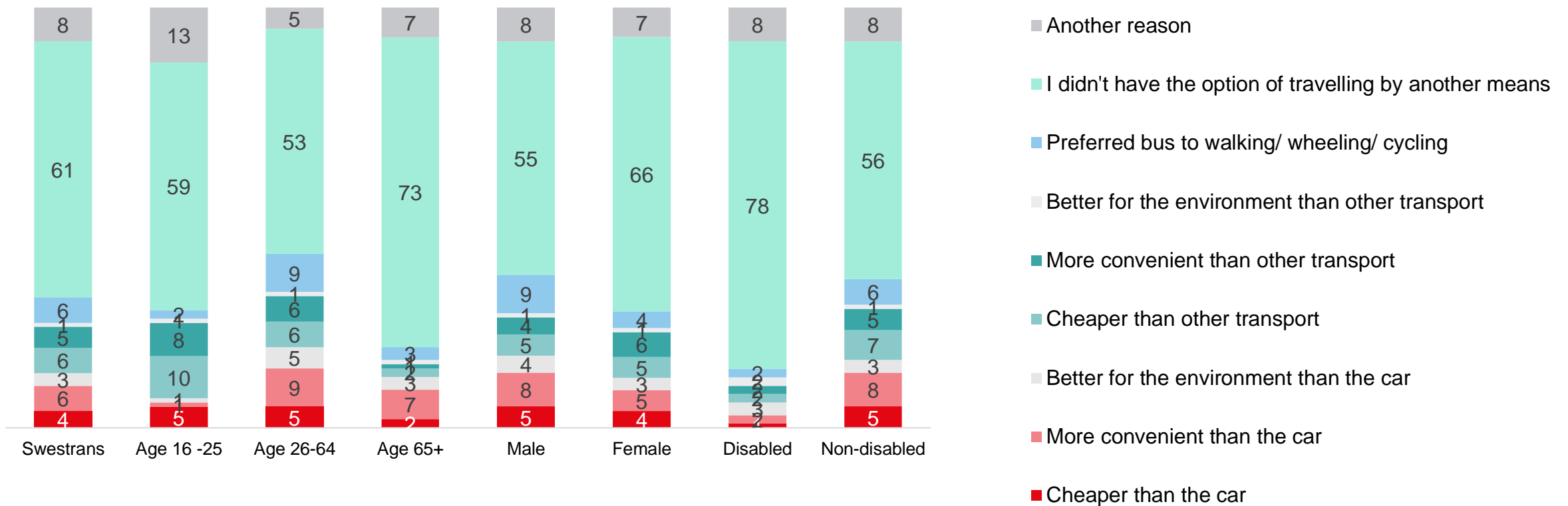
Main reason for taking the bus (%)



B1 What was the **main** reason you chose to take the bus for that journey?
 Base: Full Year 527; Peak 182; Off Peak 338; Fare-payer 212; Free pass 306

Reason for taking the bus by demographics

Main reason for taking the bus (%)

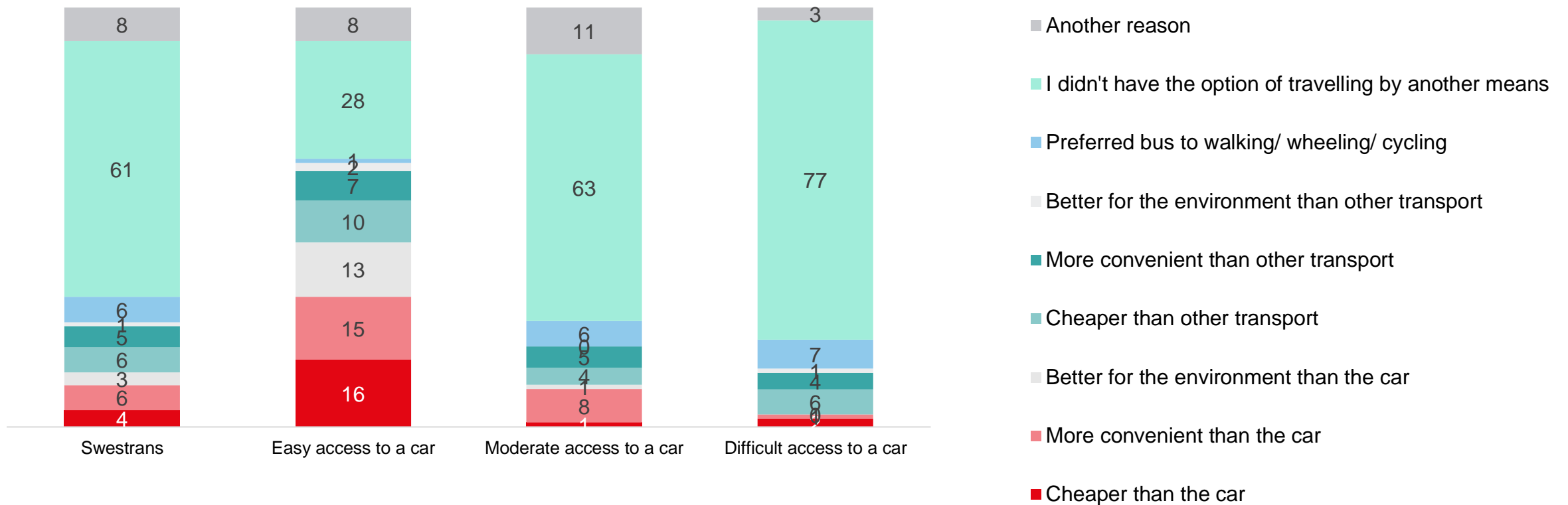


B1 What was the **main** reason you chose to take the bus for that journey?

Base: Full Year 527; Age 16-25 123; Age 26-64 255; Age 65+ 147; Male 185; Female 326; Disabled 100; Non-disabled 361

Reason for taking the bus by access to a car

Main reason for taking the bus (%)

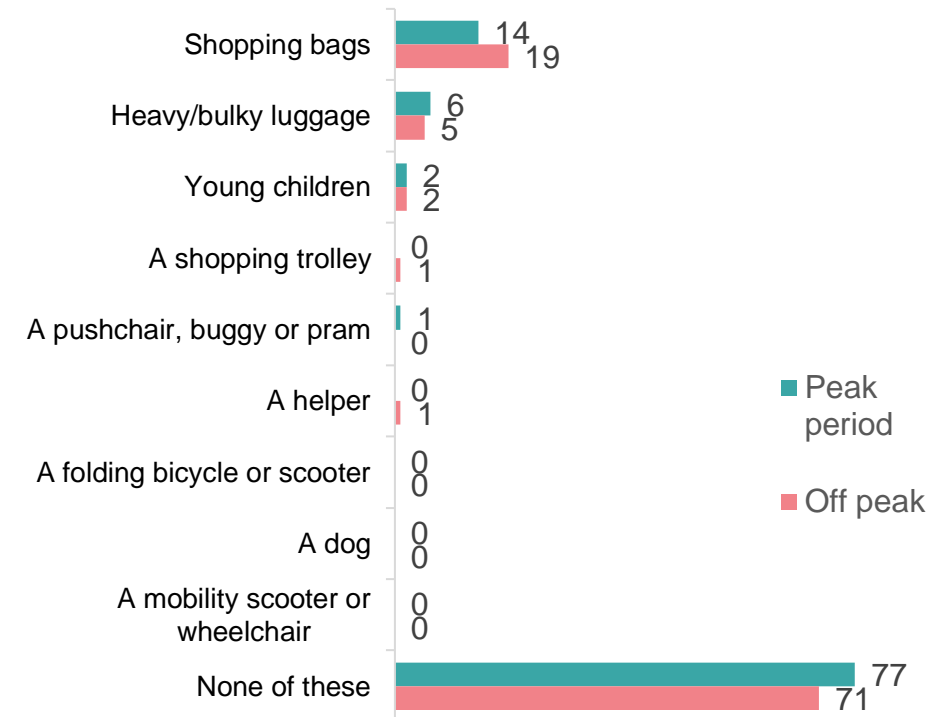
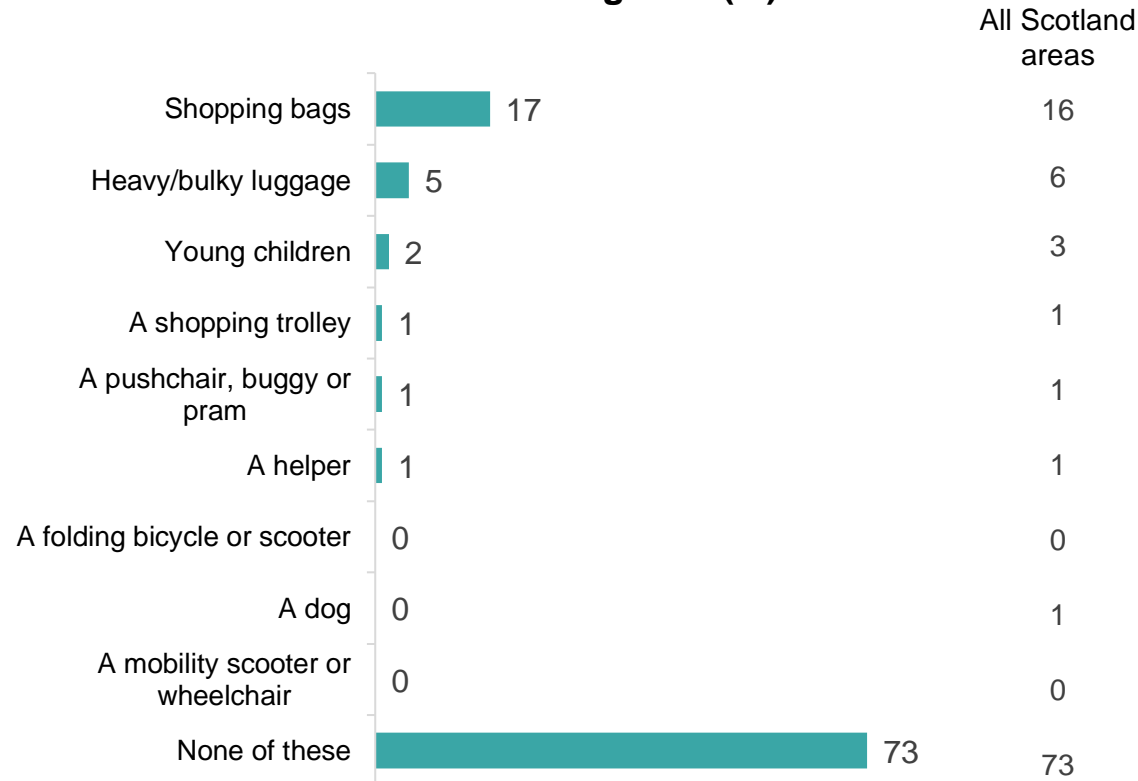


B1 What was the **main** reason you chose to take the bus for that journey?

Base: Full Year 527; Easy access to a car 104; Moderate access to a car 210; Difficult access to a car 179

Who or what passengers were travelling with

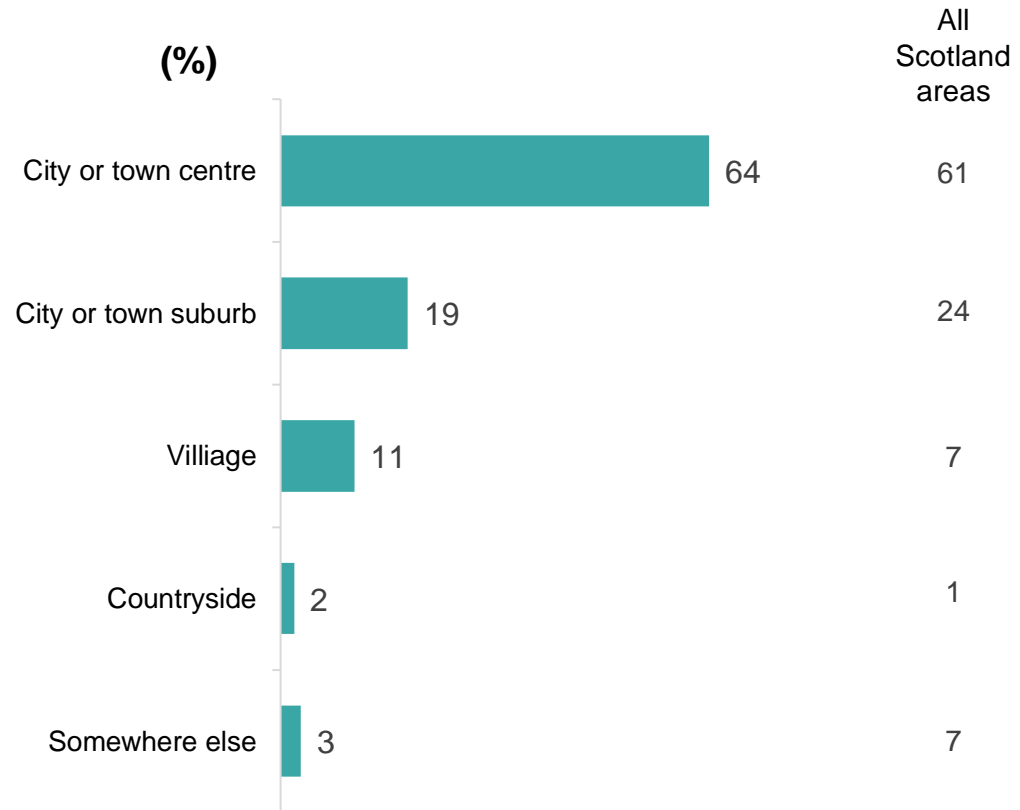
Items travelling with (%)



B2 Were you travelling with ...
 Base: Full Year 546; All Scotland areas 3053; Peak period journeys 188; Off peak period journeys 351

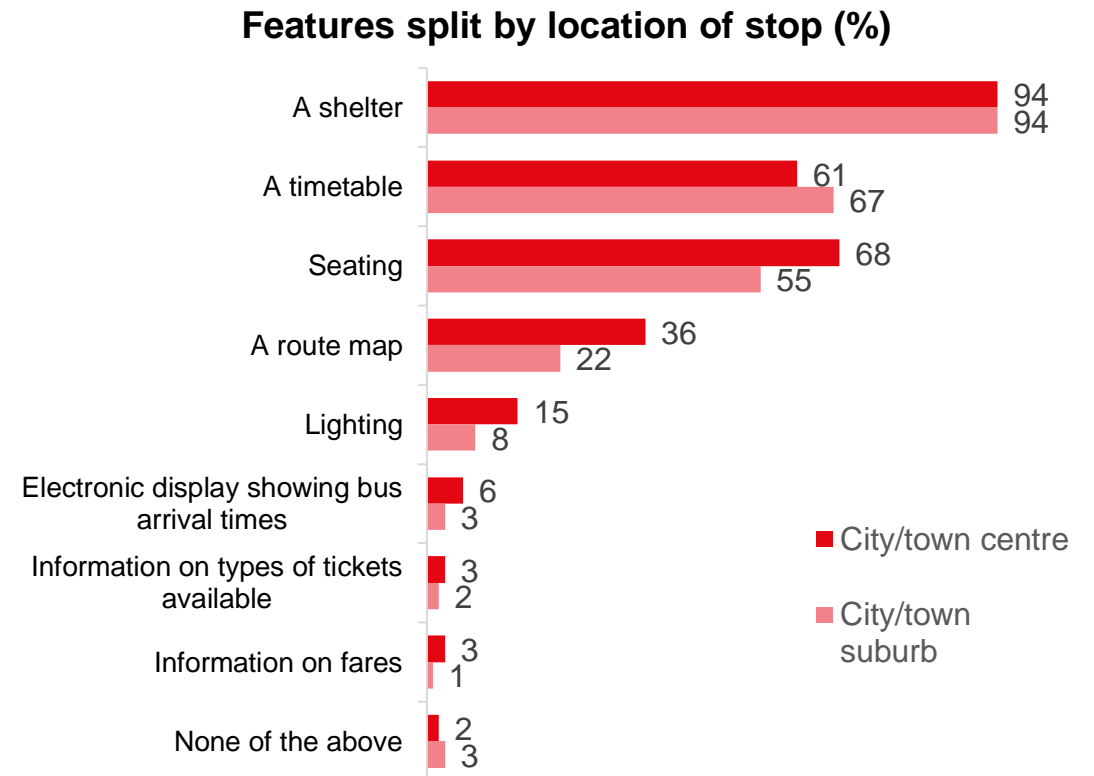
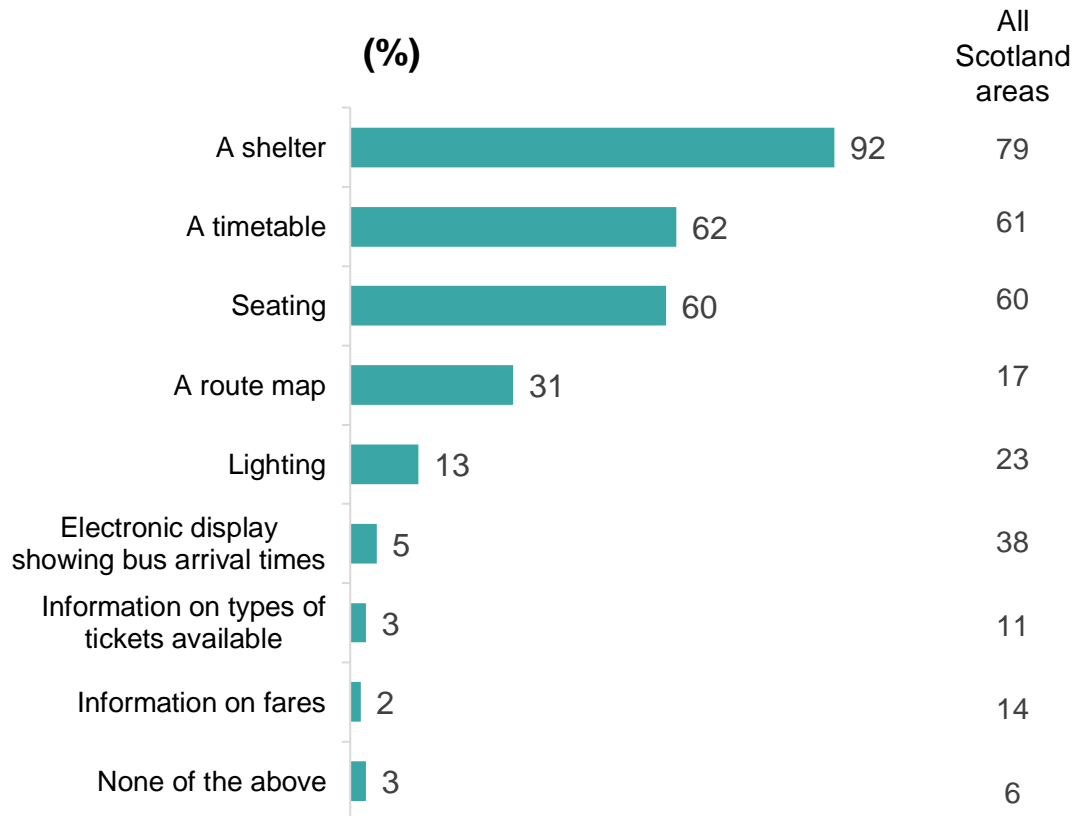


Area of boarding bus stop



B3 What type of area was the stop you caught the bus in?
Base: Full Year 532; All Scotland areas 2971

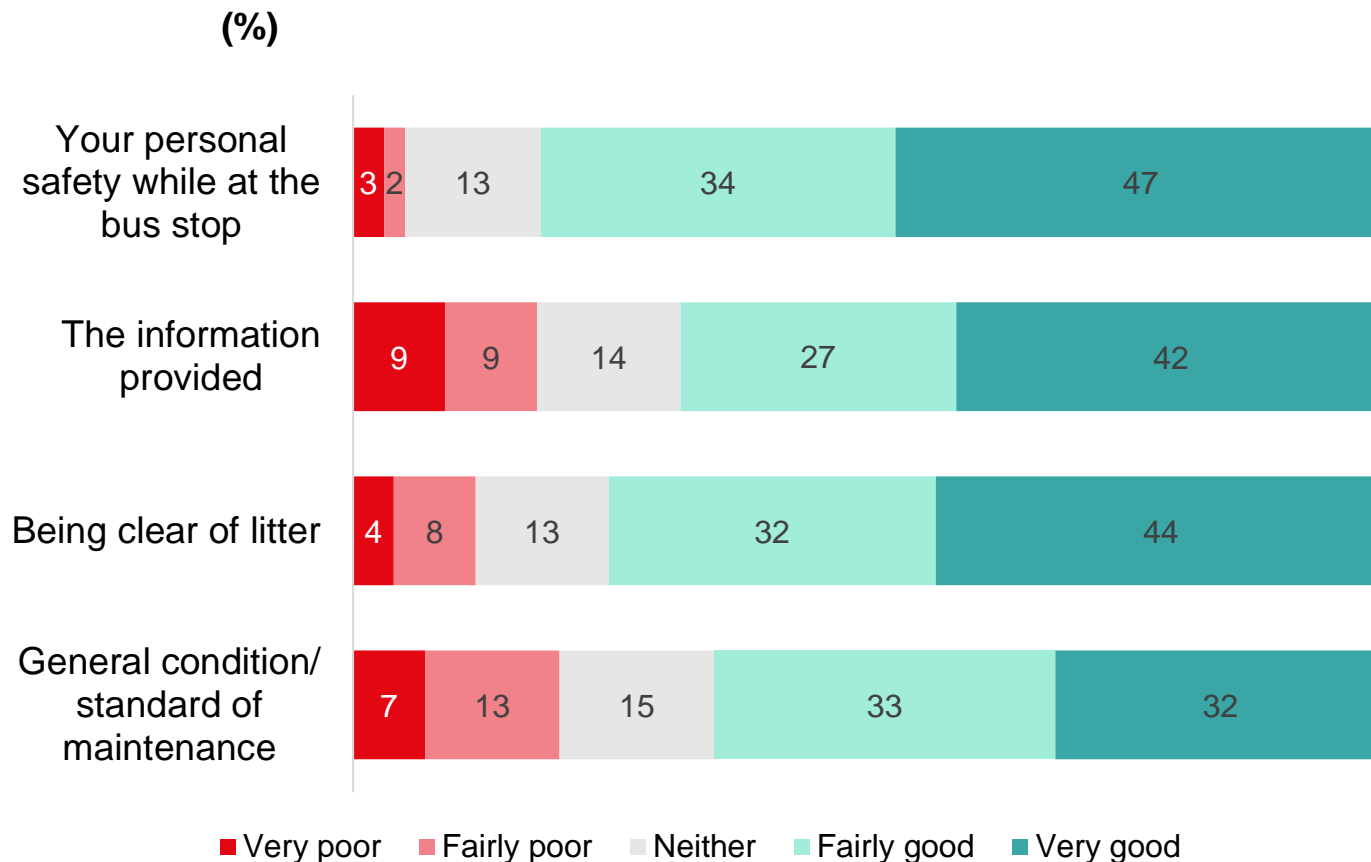
Bus stop facilities



B4 Which of these did the bus stop where you caught the bus have?

Base: Full Year 546; All Scotland areas 3053; Those boarding bus in city/town centre 352; Those boarding bus in city/town suburb 102

Bus stop ratings



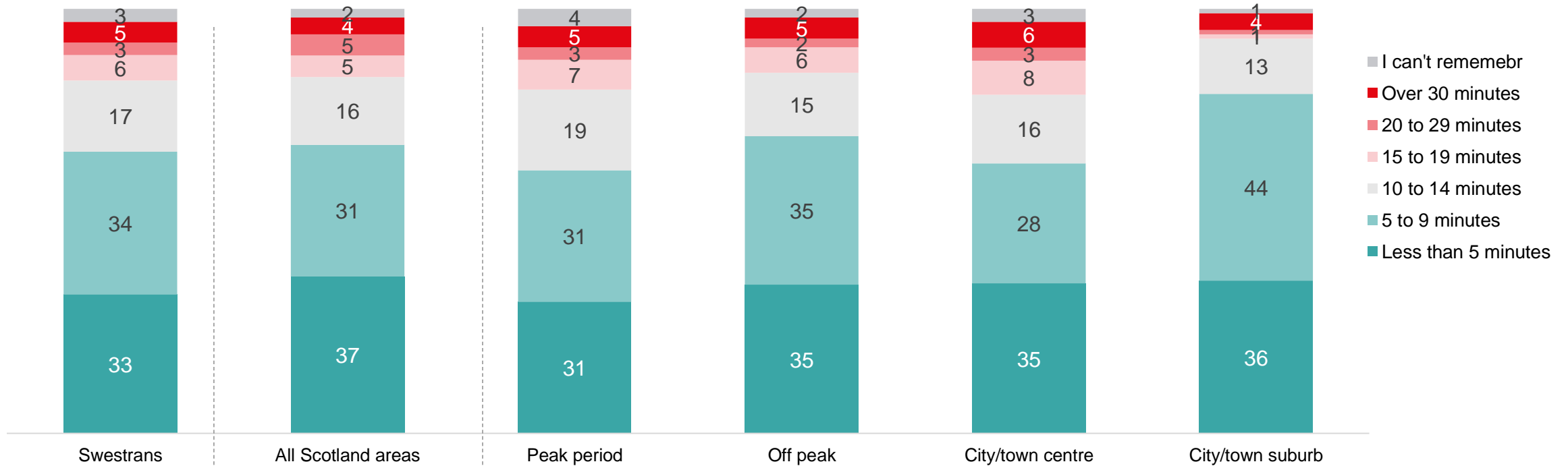
Total good (%)

	Swestrans	Swestrans interim (to June 2023)	All Scotland areas
Your personal safety while at the bus stop	82	71*	80
The information provided	69	55*	75
Being clear of litter	75	58*	74
General condition/standard of maintenance	64	38*	72

B5 Thinking about the bus stop itself, how would you rate the following...?
 Base: Interim 81* - 85; Full Year 507 - 529; All Scotland areas 2751 - 2911
 *indicates base sizes between 75-99 / **indicates base sizes (under 75).

Waiting for the bus

Length of wait for the bus (%)



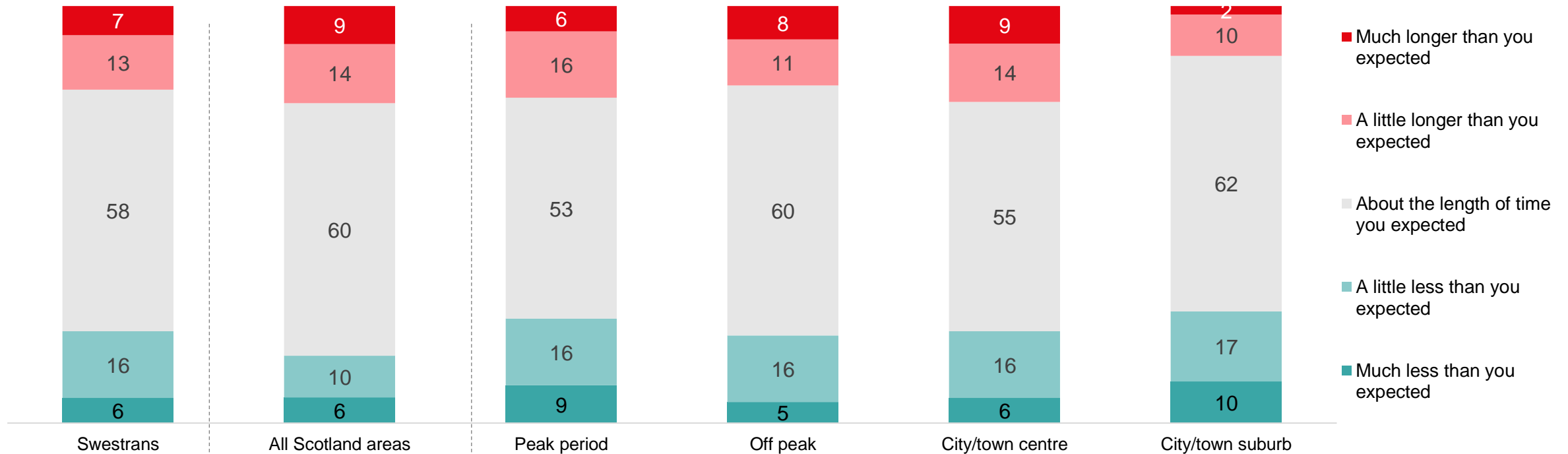
B6A How long did you wait for your bus?

B6B Was this wait time...?

Base: Full Year 532; All Scotland areas 2977; Peak 184; Off Peak 341; City/town centre 347; City/town suburb 101

Wait compared to expectations

How long the wait was compared to expectations (%)

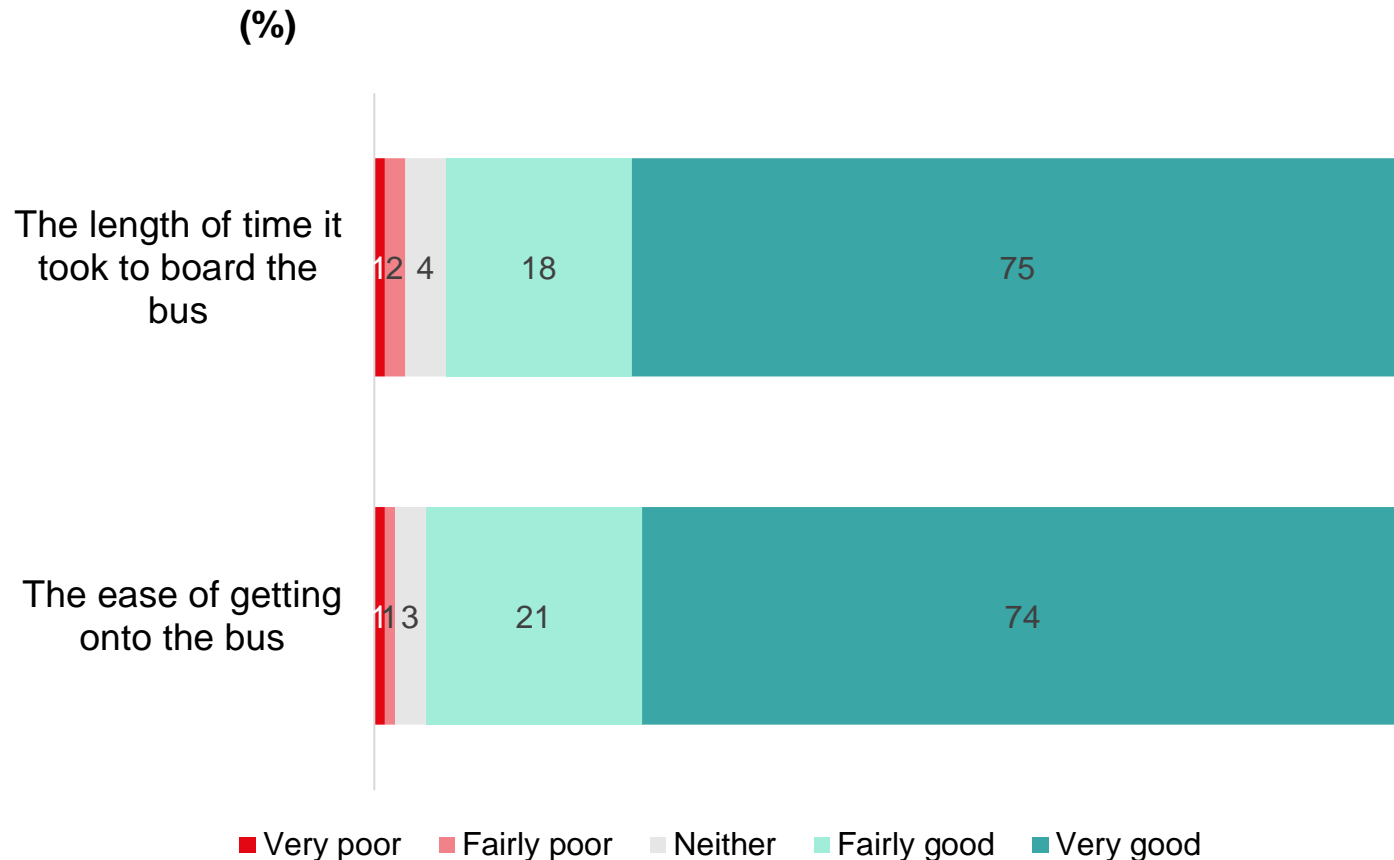


B6A How long did you wait for your bus?

B6B Was this wait time...?

Base: Full Year 531; All Scotland areas 2938; Peak 183; Off Peak 341; City/town centre 347; City/town suburb 100

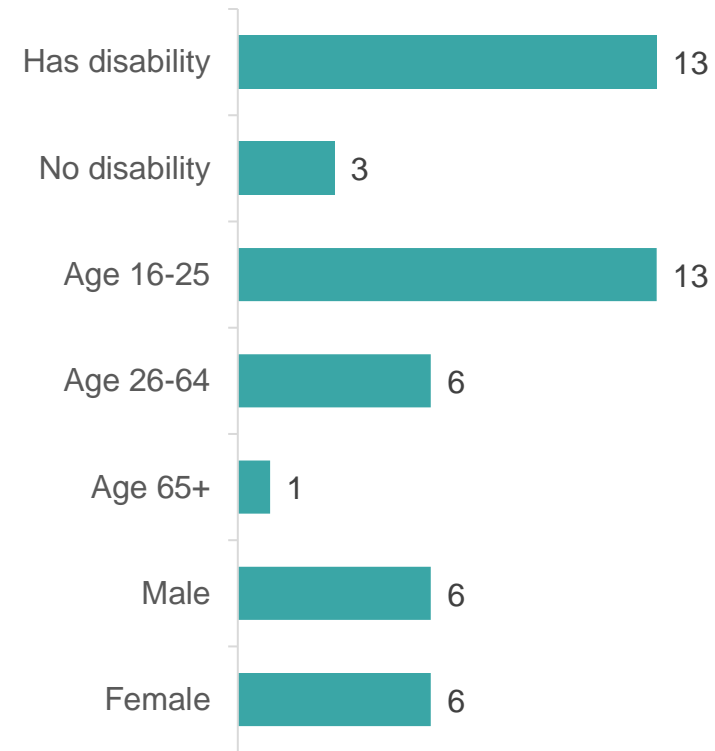
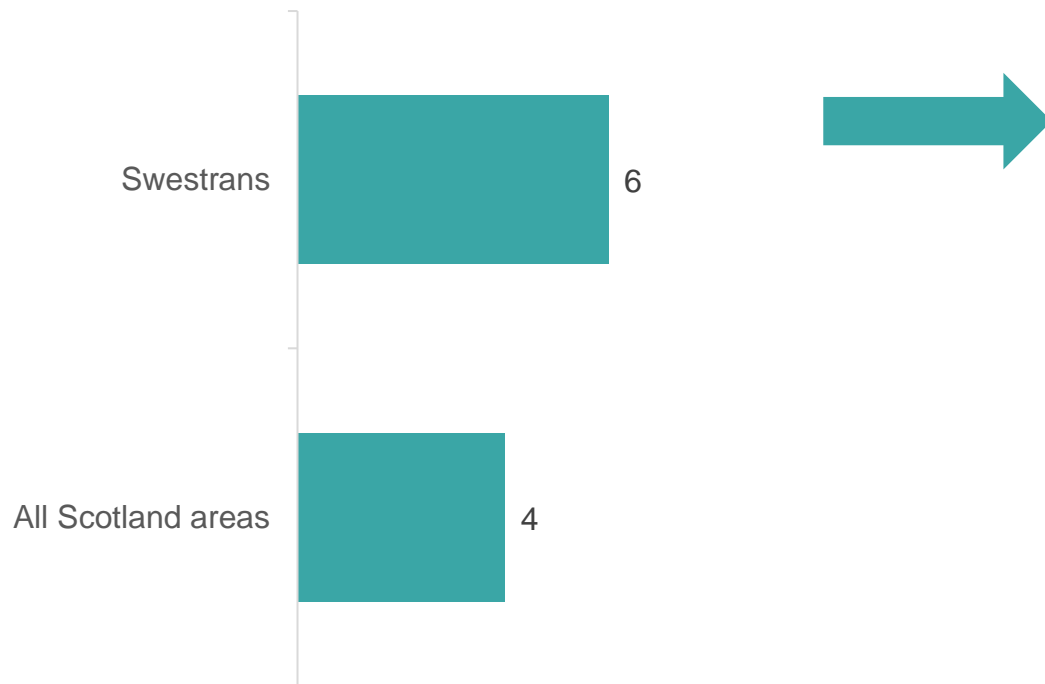
Ratings for getting onto the bus



B7 Thinking about when the bus arrived, how would you rate the following...?
 Base: Interim 82* - 85; Full Year 514 - 525; All Scotland areas 2840 - 2920
 *indicates base sizes between 75-99 / **indicates base sizes (under 75).

Behaviour of other passengers at the bus stop

Other passengers' behaviour made them uncomfortable (%)

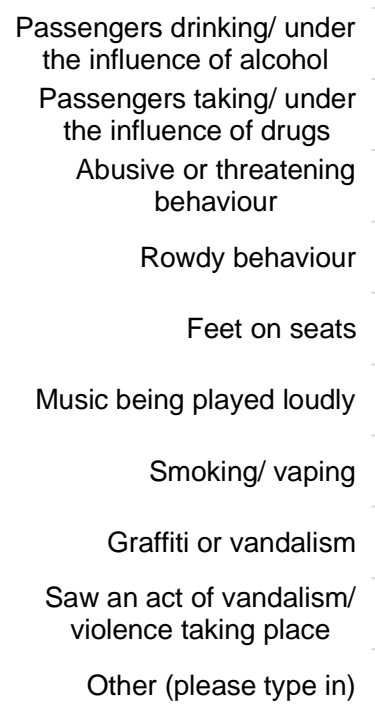


B12 Did other passengers' behaviour make you feel worried or uncomfortable during your journey at the bus stop?

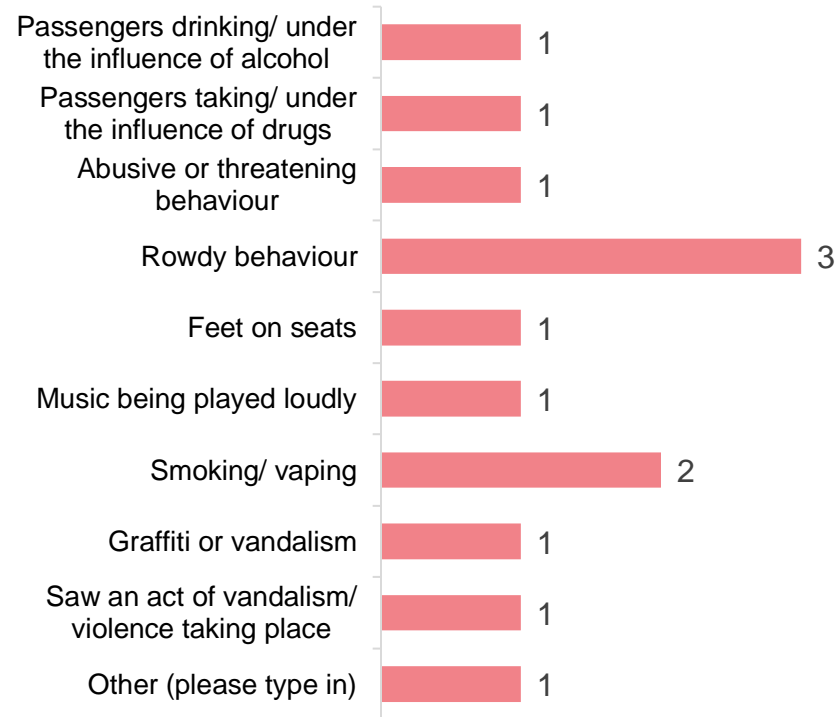
Base: Full Year 523; All Scotland areas 2872; Has disability 106; No disability 367; Age 16-25 112; Age 26-64 252; Age 65+ 147; Male 180; Female 317

Behaviour of other passengers at the bus stop

What behaviours made them uncomfortable
(% of those who were worried or made to feel uncomfortable)**



What behaviours made them uncomfortable
(% of all passengers)



All Scotland areas



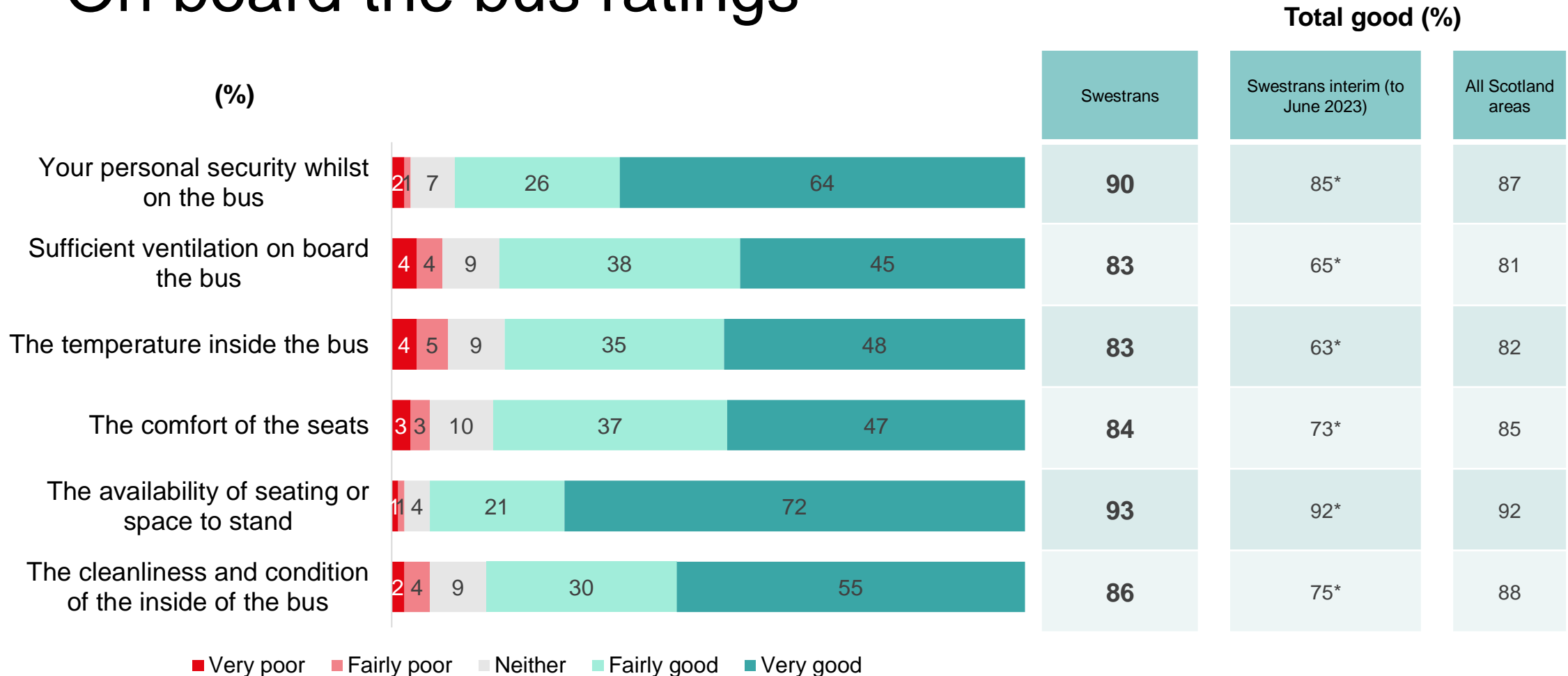
B13 Which of the following were reason(s) for this?

Base: All passengers who were worried or made to feel uncomfortable 32**; All passengers 546; All Scotland areas 3053

** indicates base sizes (under 75)



On board the bus ratings



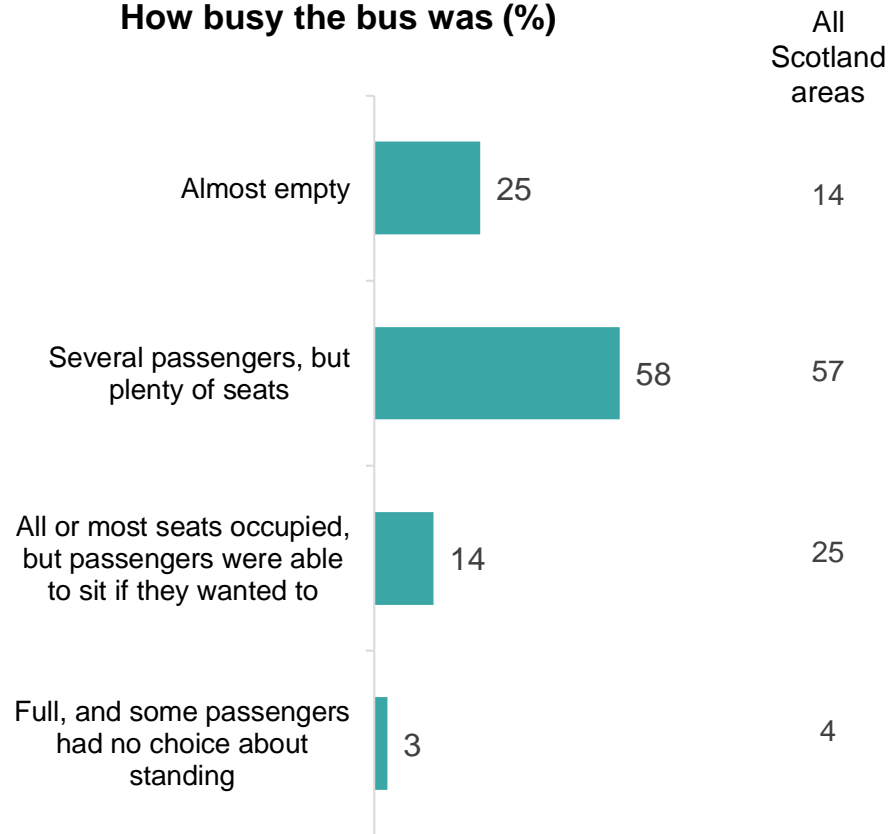
B8 Thinking about when you were on the bus, how would you rate the following...?

Base: Interim 82* - 85; Full Year 512 - 520; All Scotland areas 2821 - 2895

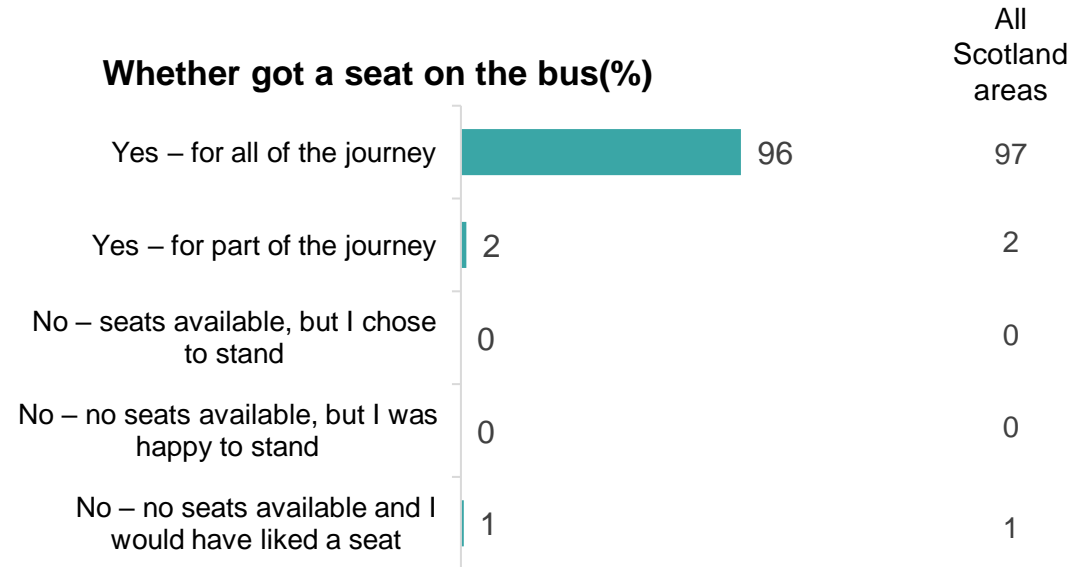
*indicates base sizes between 75-99 / **indicates base sizes (under 75).

How busy the bus was

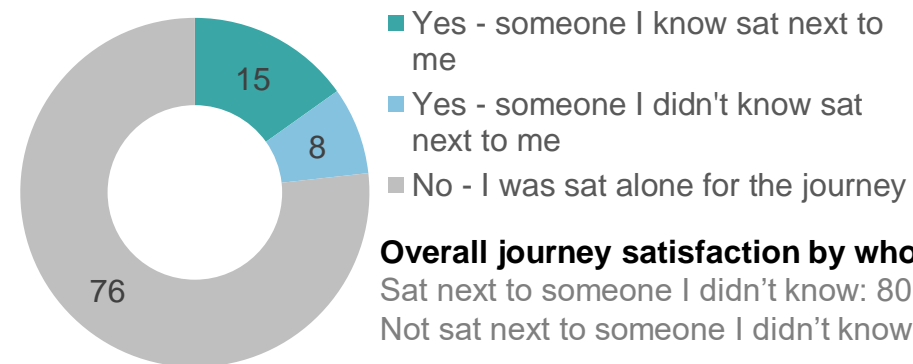
How busy the bus was (%)



Whether got a seat on the bus(%)



Whether sat next to someone on the bus (%)



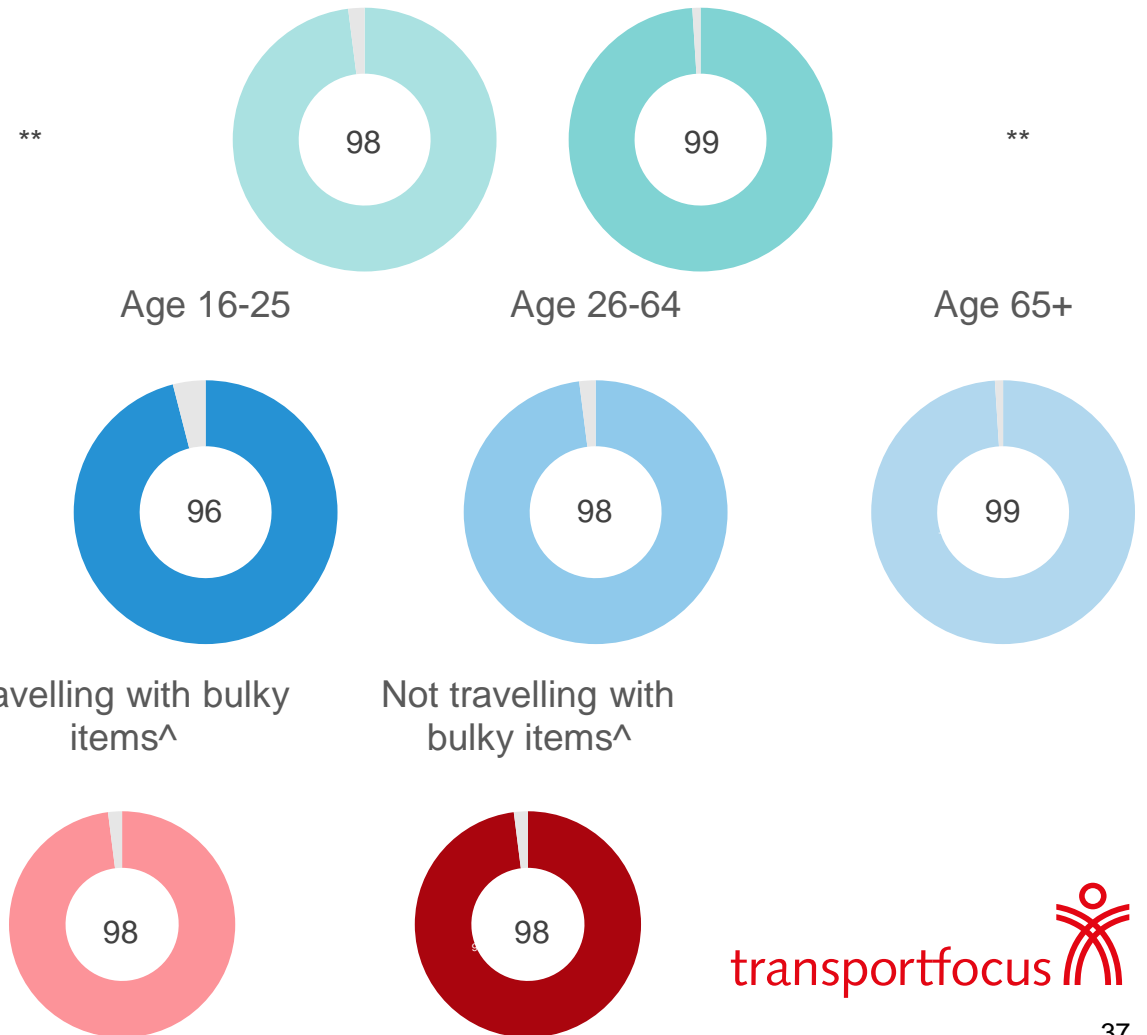
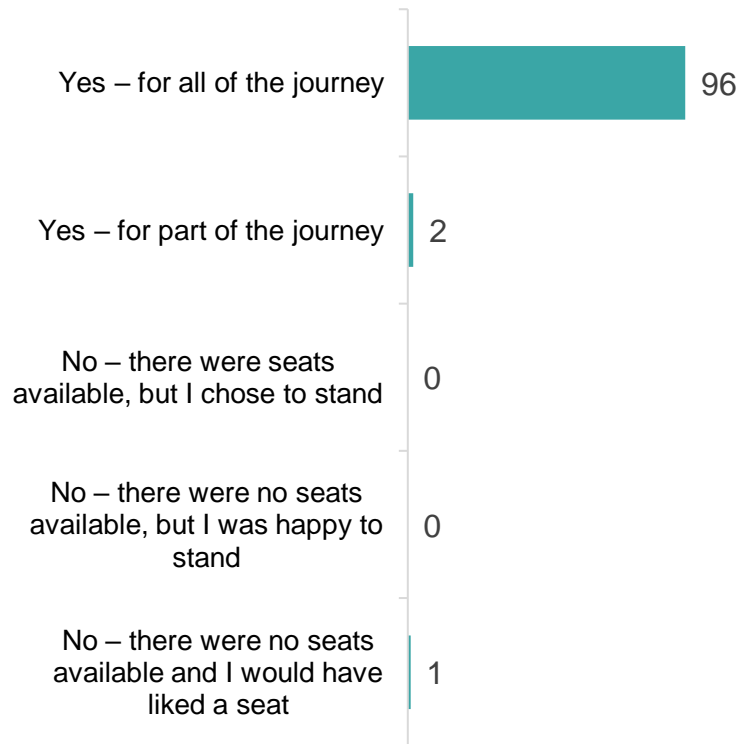
Overall journey satisfaction by who sat next to
 Sat next to someone I didn't know: 80% satisfied
 Not sat next to someone I didn't know: 88% satisfied

B9 How busy was the bus during most of your journey?
 B10 Did you get a seat on the bus?
 B11 And did anyone sit next to you on the bus?
 Base: Full Year 460 - 526; All Scotland areas 2420 - 2904

Seating on the bus by journey details

Morning peak Evening peak Off peak Weekend

Whether got a seat on the bus(%)



B10 Did you get a seat on the bus?

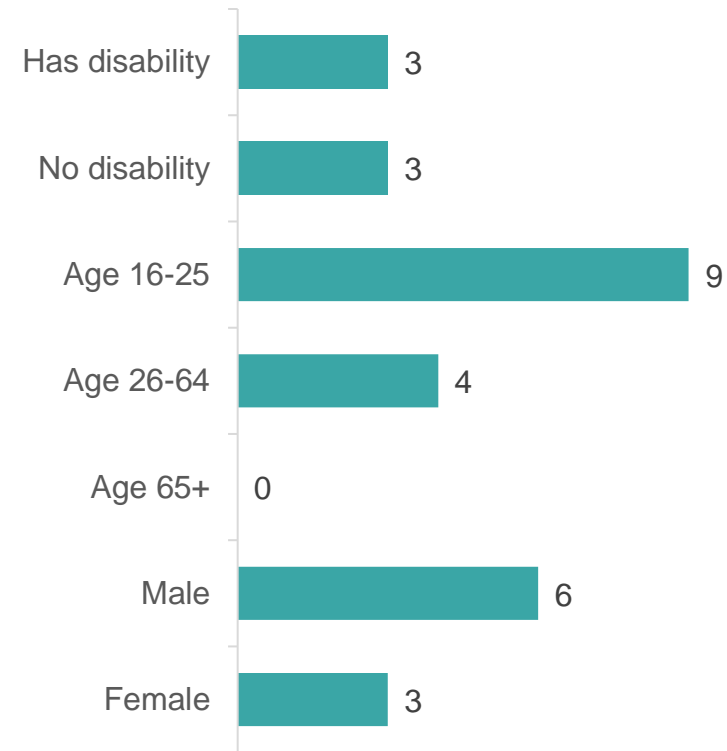
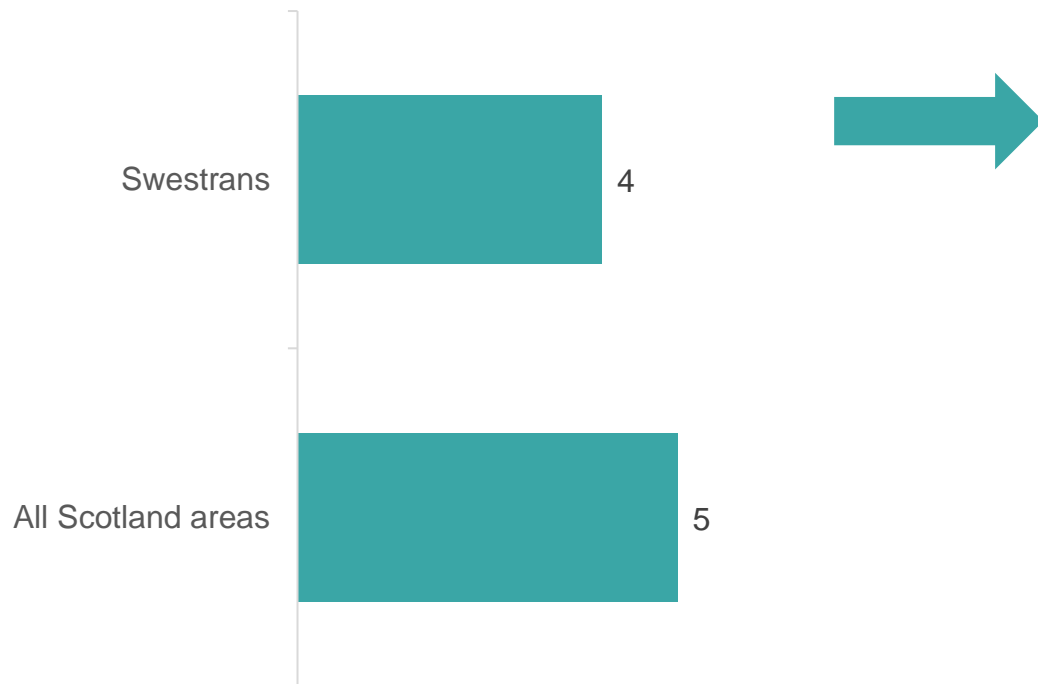
Base: Full Year 526; Morning Peak 35^{**}; Evening Peak 145; Off Peak 276; Weekend 63^{**}; Age 16-25 114; Age 26-64 253; Age 65+ 147; Travelling with bulky items 151; Not travelling with bulky items 375.

[^]Bulky items include: Heavy/bulky luggage, Shopping bags, A shopping trolley, A pushchair/pram, Young children, folding bike/scooter, dog, mobility scooter/wheelchair

^{**} indicates base sizes (under 75)

Behaviour of other passengers on board

Other passengers' behaviour made them uncomfortable (%)



B12 Did other passengers' behaviour make you feel worried or uncomfortable during your journey on the bus?

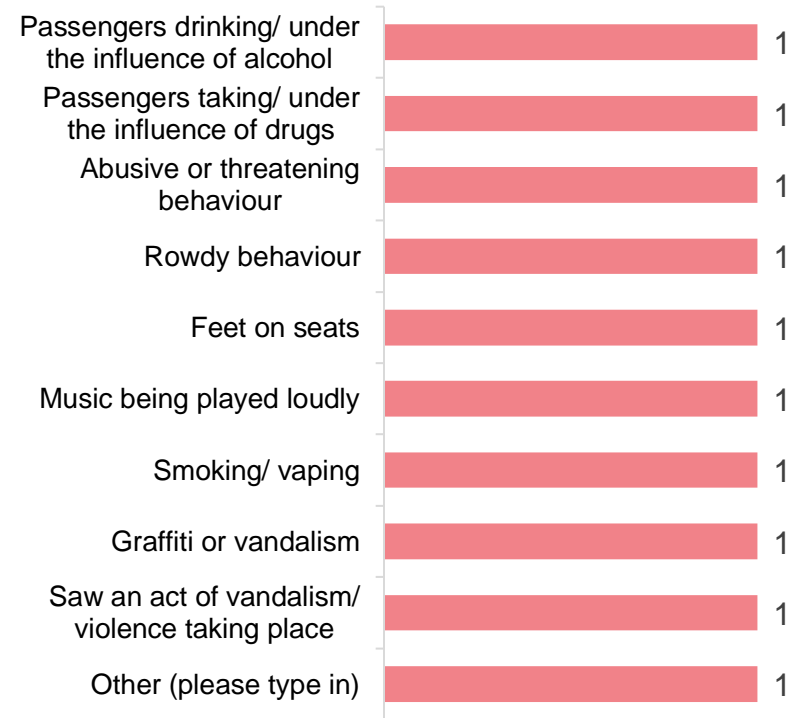
Base: Full Year 523; All Scotland areas 2857; Has disability 106; No disability 367; Age 16-25 112; Age 26-64 252; Age 65+ 147; Male 180; Female 317

Behaviour of other passengers on board

**What behaviours made them uncomfortable
(% of those who were worried or made to feel uncomfortable)****

**What behaviours made them uncomfortable
(% of all passengers)**

Passengers drinking/ under the influence of alcohol
 Passengers taking/ under the influence of drugs
 Abusive or threatening behaviour
 Rowdy behaviour
 Feet on seats
 Music being played loudly
 Smoking/ vaping
 Graffiti or vandalism
 Saw an act of vandalism/ violence taking place
 Other (please type in)



All Scotland areas

1
1
0
2
1
2
1
0
0
1

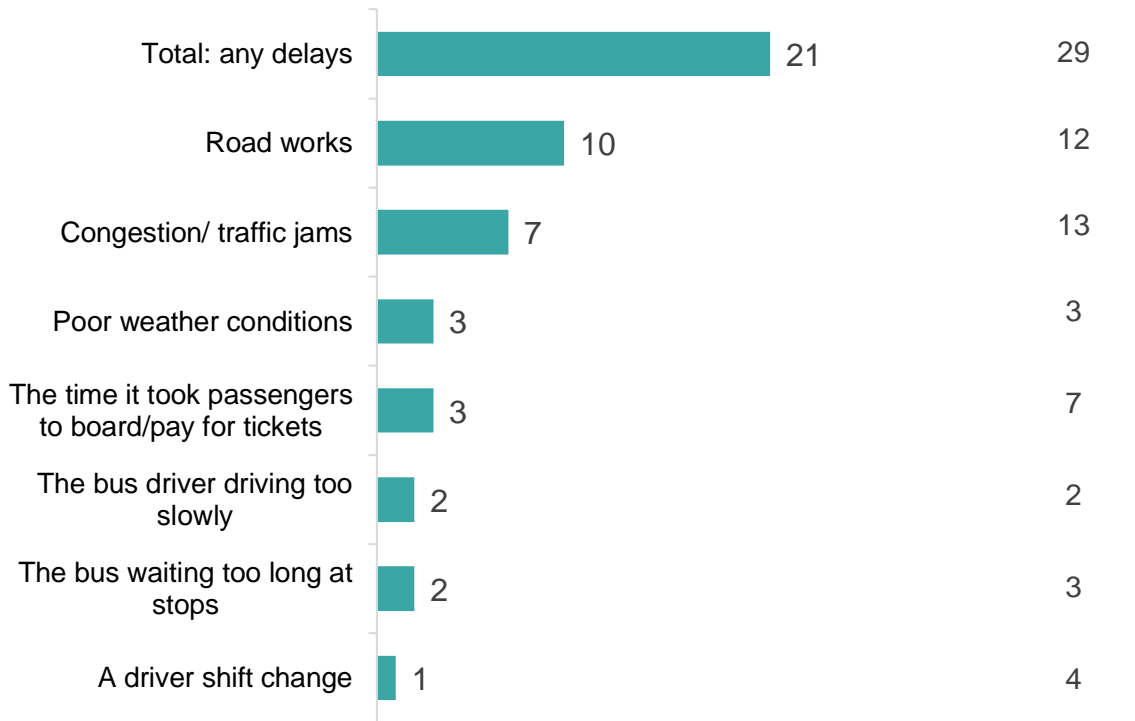
B13 Which of the following were reason(s) for this?

Base: All passengers who were worried or made to feel uncomfortable 22**; All passengers 546; All Scotland areas 3053

** indicates base sizes (under 75)

Journey delays

Reasons for delay (%)



All Scotland areas

29

12

13

3

7

2

3

4

Congestion/ traffic jams



Road works



Time taken to board

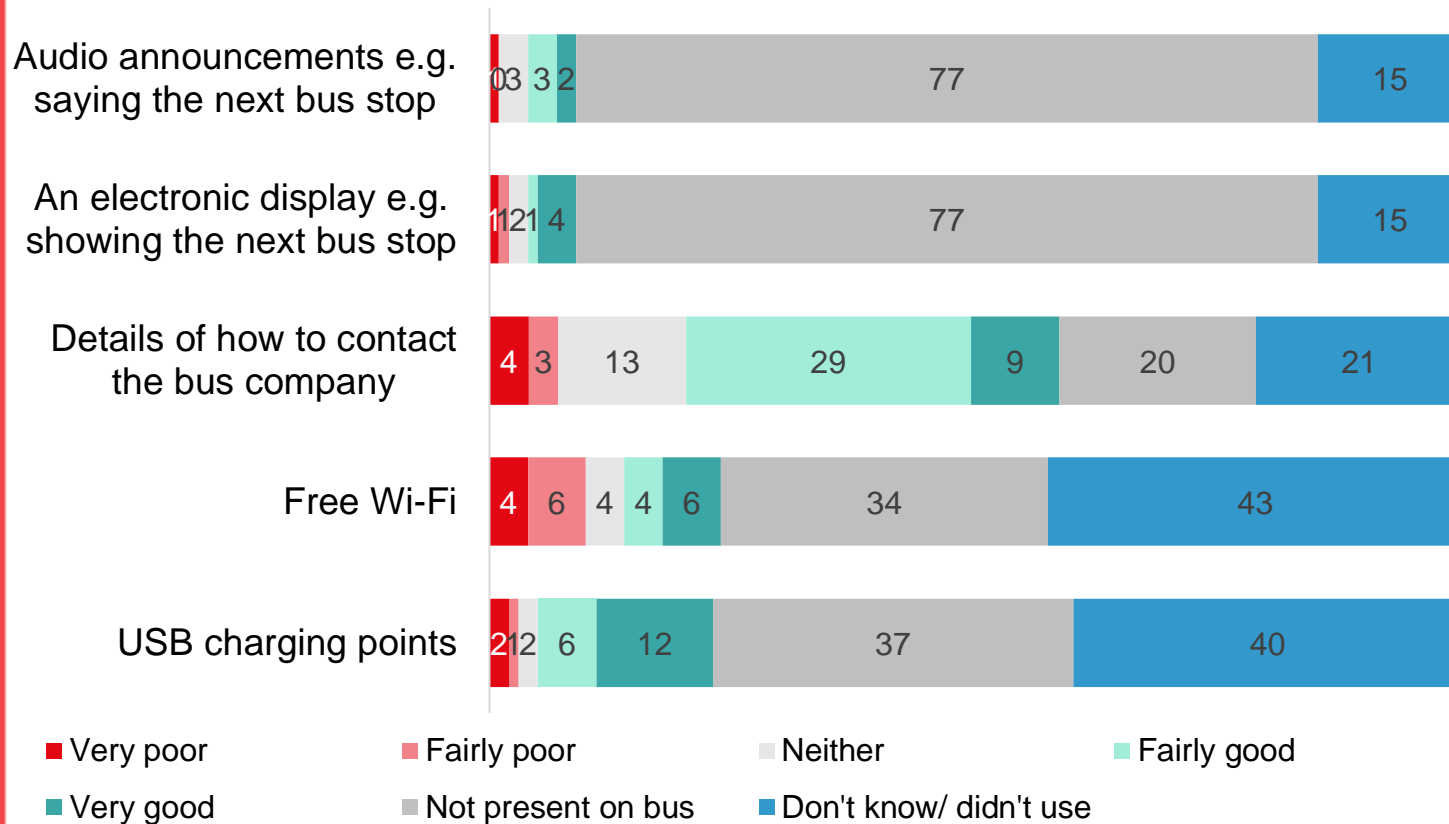


B14 Was your journey delayed by...?

Base: Full Year 546; All Scotland areas 3053; Peak 188; Off Peak 351

Ratings of bus facilities amongst all passengers

(%)

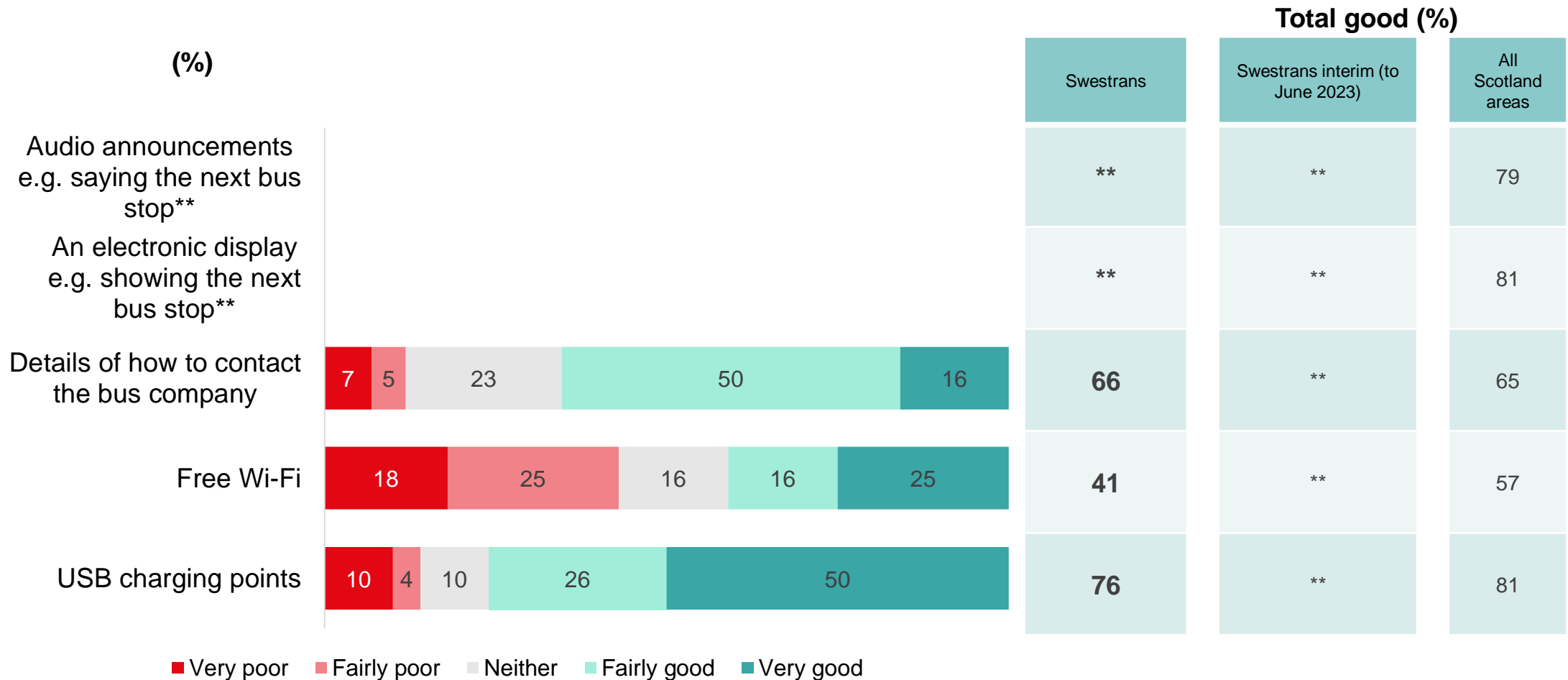


Total good (%)

	Swestrans	Swestrans interim (to June 2023)	All Scotland areas
Audio announcements e.g. saying the next bus stop	5	7*	28
An electronic display e.g. showing the next bus stop	5	6*	30
Details of how to contact the bus company	38	38*	34
Free Wi-Fi	9	5*	22
USB charging points	18	5*	35

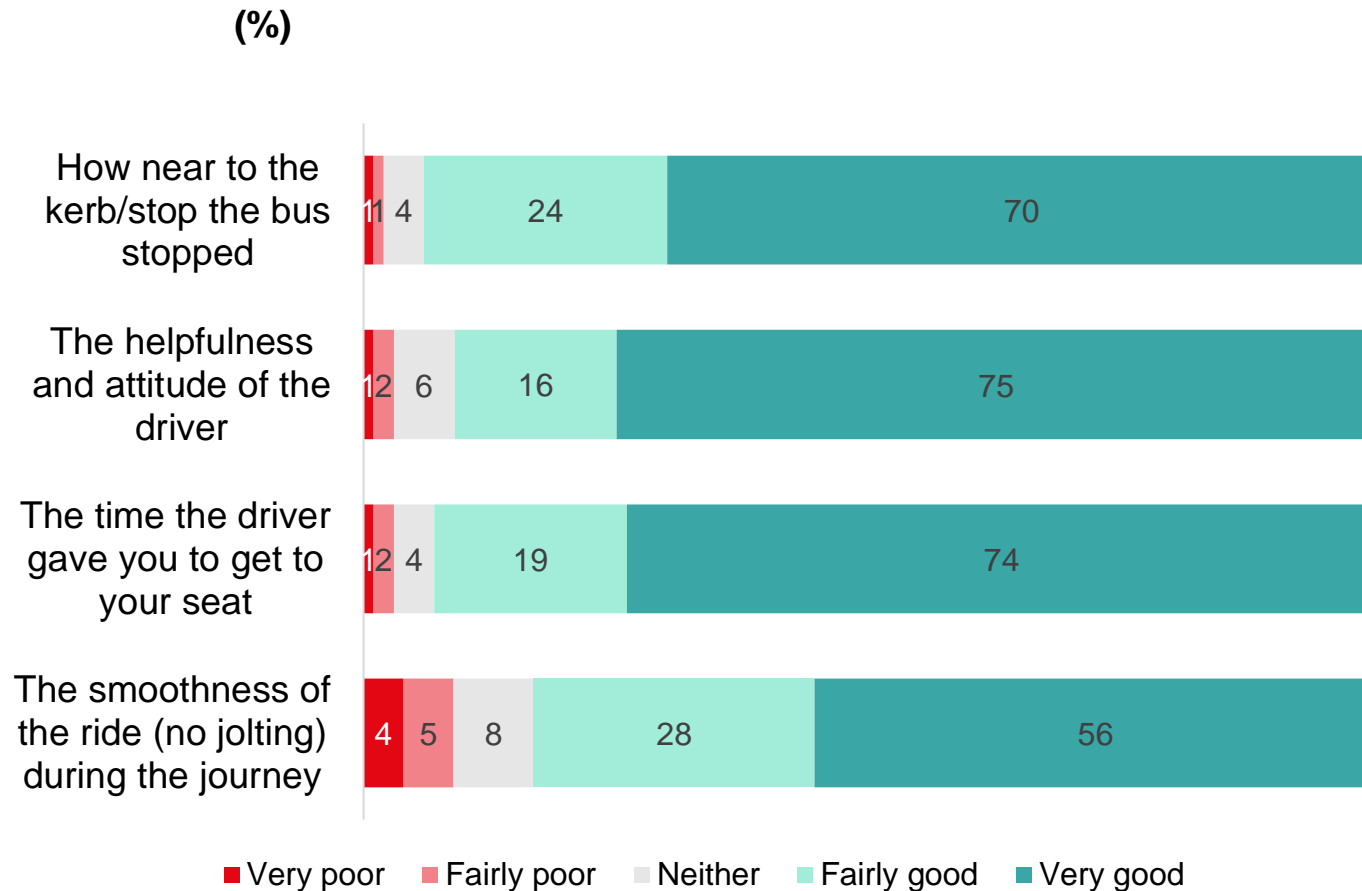
B15 How would you rate the following facilities on the bus?
 Base: Interim 84(*); All Scotland areas 935; Full Year 518
 *indicates base sizes between 75-99.

Ratings of bus facilities amongst those using them



B15 How would you rate the following facilities on the bus?
 Base: Interim 7** - 47; All those using each facility 43** - 297; All Scotland areas 909 - 1498
 **indicates base sizes (under 75).

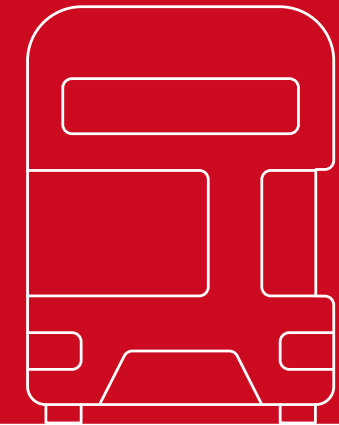
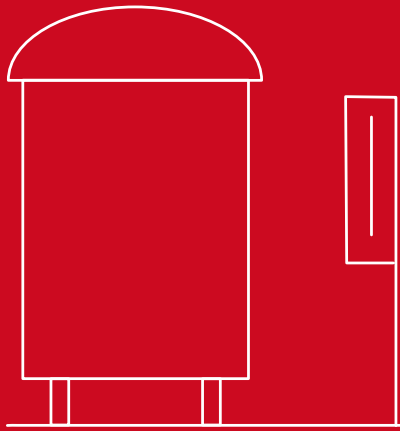
Ratings of the bus driver



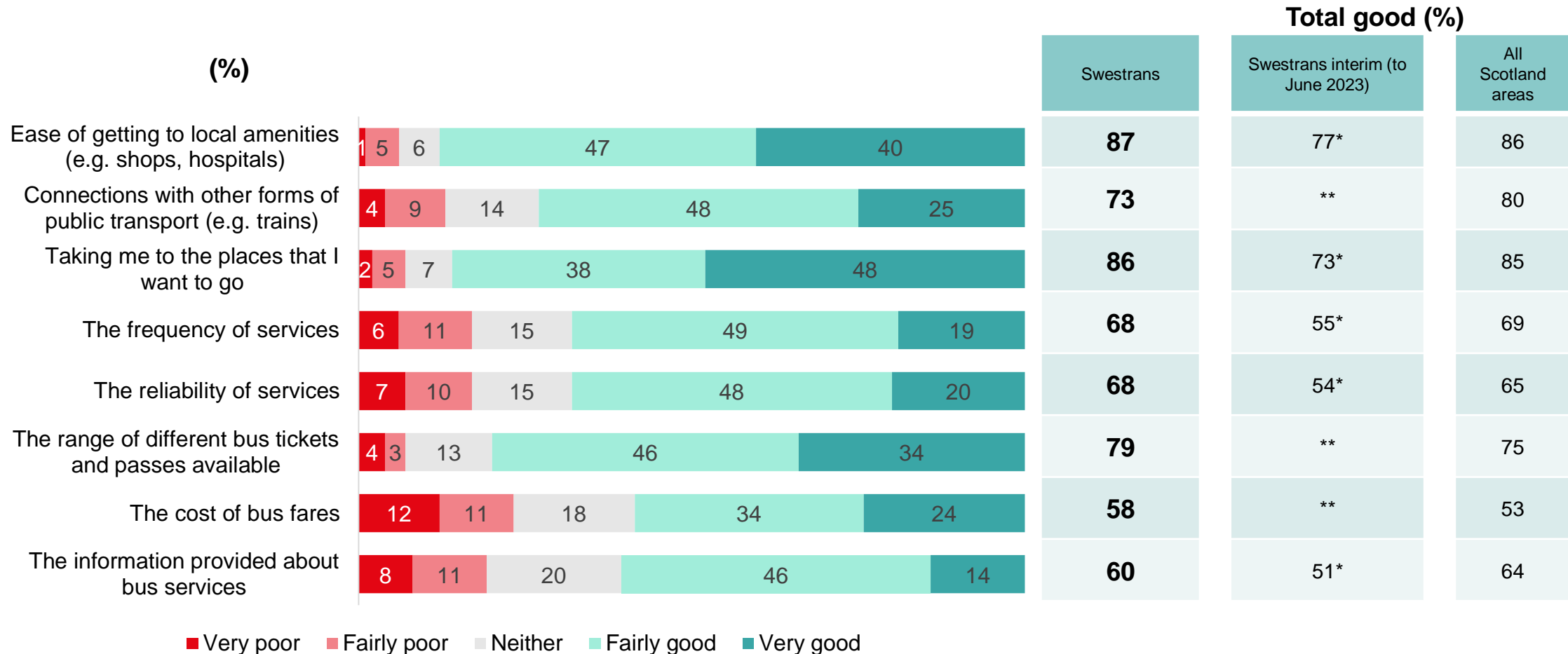
	Total good (%)		
	Swestrans	Swestrans interim (to June 2023)	All Scotland areas
How near to the kerb/stop the bus stopped	94	97*	94
The helpfulness and attitude of the driver	91	88*	86
The time the driver gave you to get to your seat	93	94*	88
The smoothness of the ride (no jolting) during the journey	84	73*	83

B16 Thinking about the driver and the driving, how would you rate the following...?
 Base: Interim 77* - 79; Full Year 492 - 498; All Scotland areas 2708 - 2763
 *indicates base sizes between 75-99 / **indicates base sizes (under 75).

Bus services in general



Ratings for local bus services in general



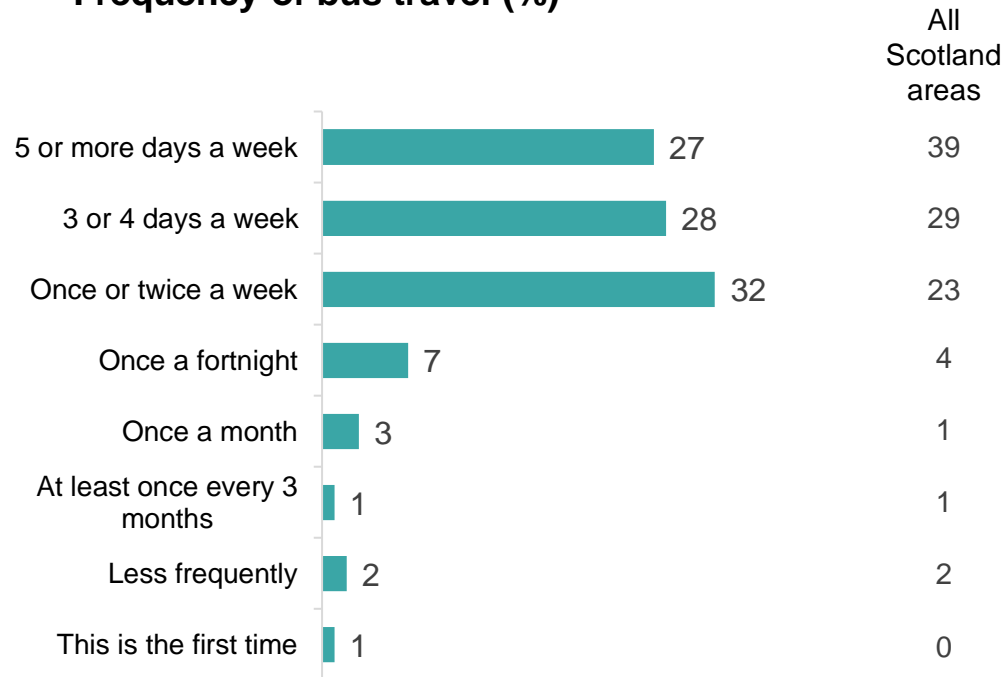
B22 Thinking more generally about the bus services where you were making this journey (so not just about this particular journey) how would you rate them for the following?

Base: Interim 60** - 81; Full Year 314 - 497; All Scotland areas 1825 - 2672

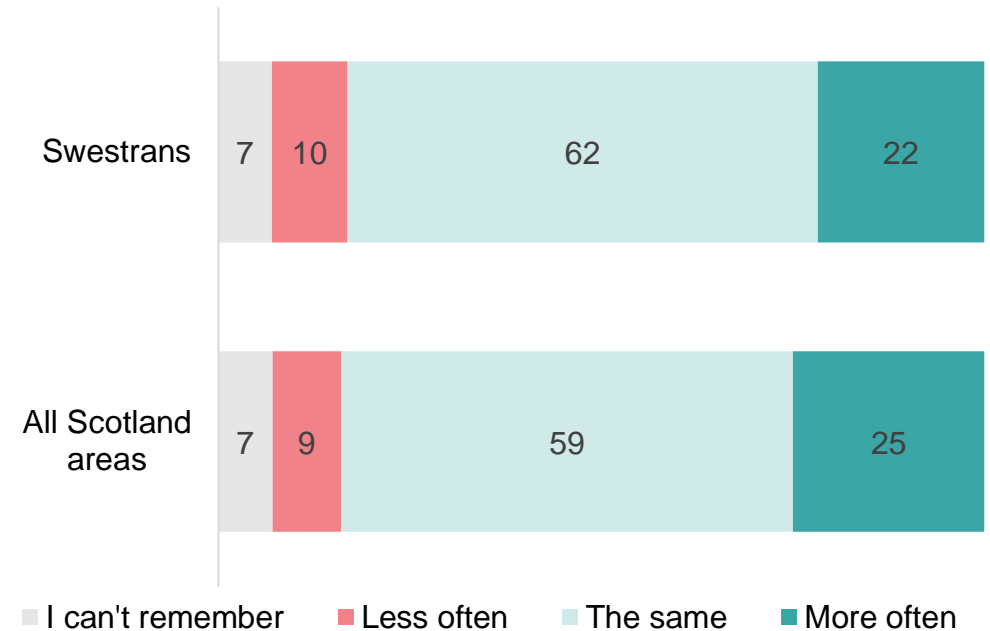
**indicates base sizes (under 75).

Frequency of bus travel

Frequency of bus travel (%)



Change in bus use in past 12 months (%)



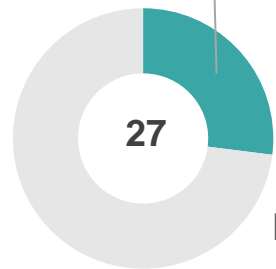
B23 How often do you typically travel by bus?

B24 And is this more often, the same, or less often than 12 months ago?

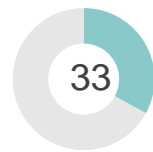
Base: Full Year 504 - 507; All Scotland areas 2783 - 2783

Frequency of bus travel

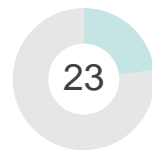
5 or more days per week (%)



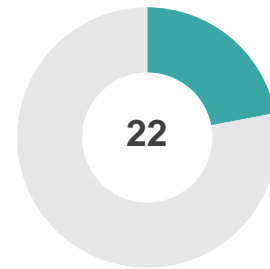
Fare-payer



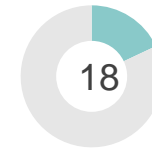
Free pass



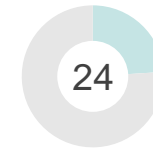
Use bus more than 12 months ago (%)



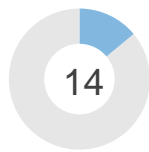
Fare-payer



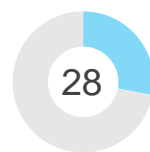
Free pass



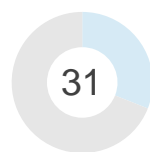
Easy access to car



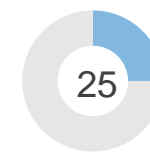
Moderate access to car



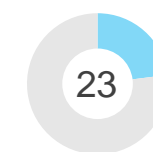
Difficult access to car



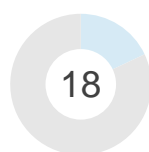
Easy access to car



Moderate access to car



Difficult access to car



B23 How often do you typically travel by bus?

B24 And is this more often, the same, or less often than 12 months ago?

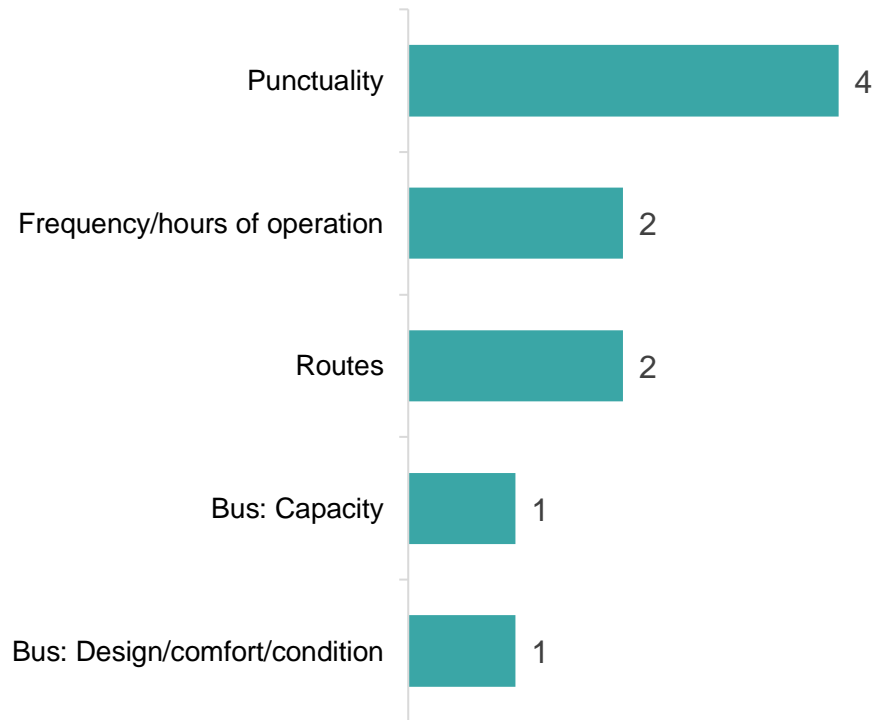
Base: Full Year 504 – 507; Fare-payer 206 – 207; Free pass 289 - 290; Easy access to car 105 - 105; Moderate access to car 214 - 216;

Difficult access to car 180 - 182

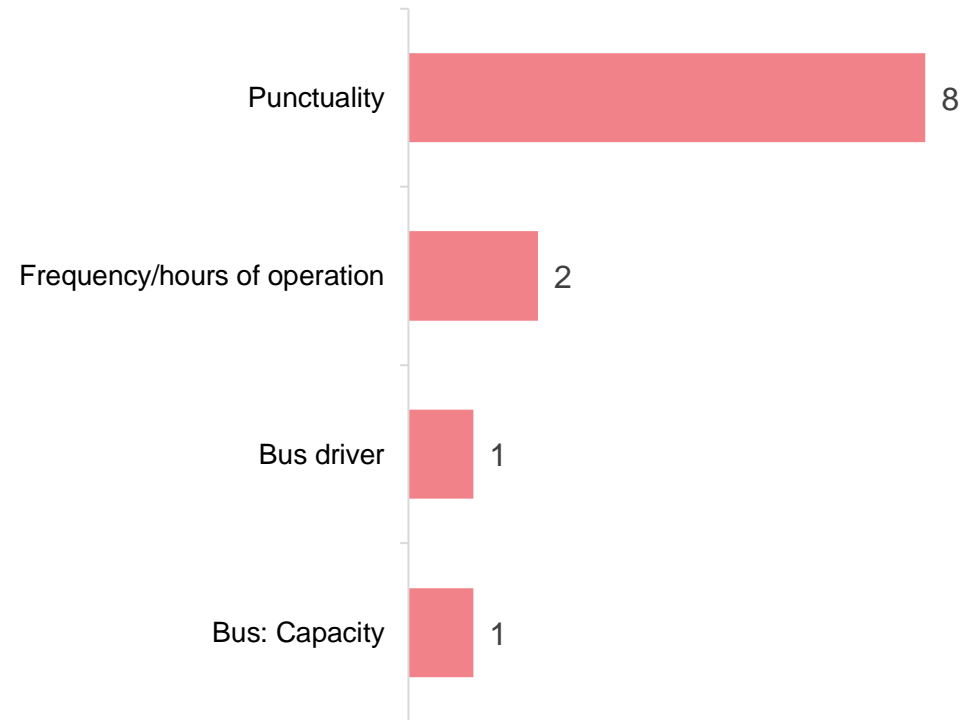
Comments made about other bus journeys

(provided by passengers in addition to comments about the current journey)

Positive comments (%) – top ten themes



Negative comments (%) – top ten themes

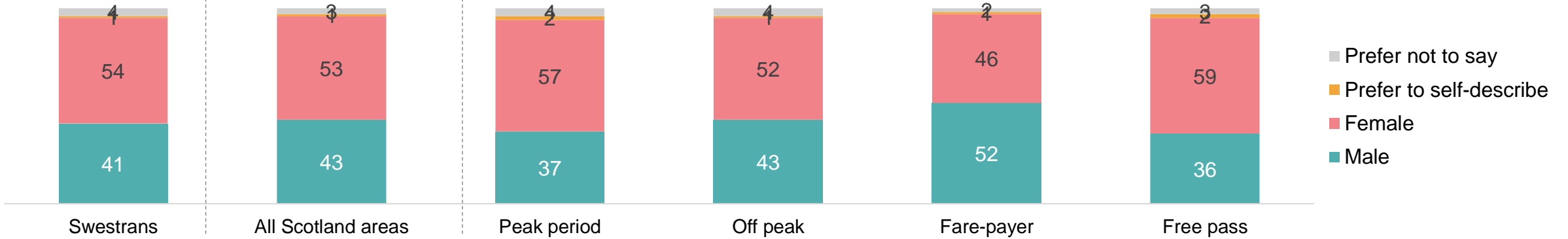


Q7 Please tell us in your own words what was good or bad about this journey.
We're interested in anything that stood out about this journey.
Base: All respondents 501

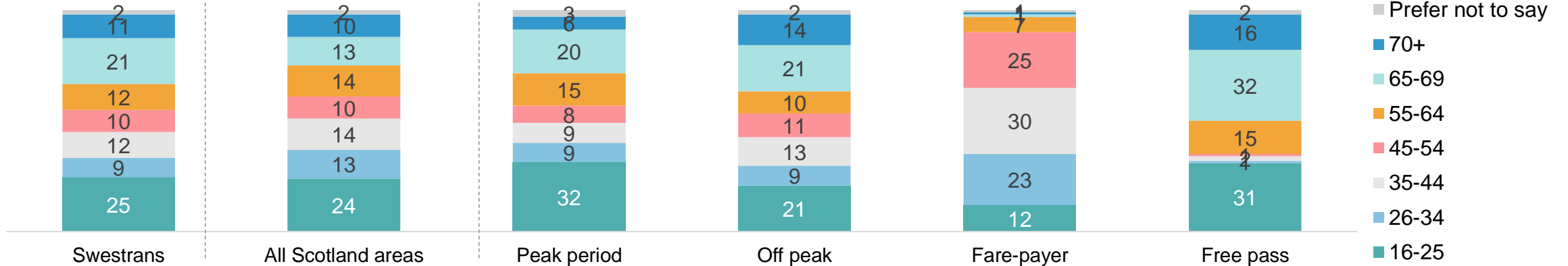


Profile of passengers

Gender (%)



Age (%)



Q11 How would you describe yourself?

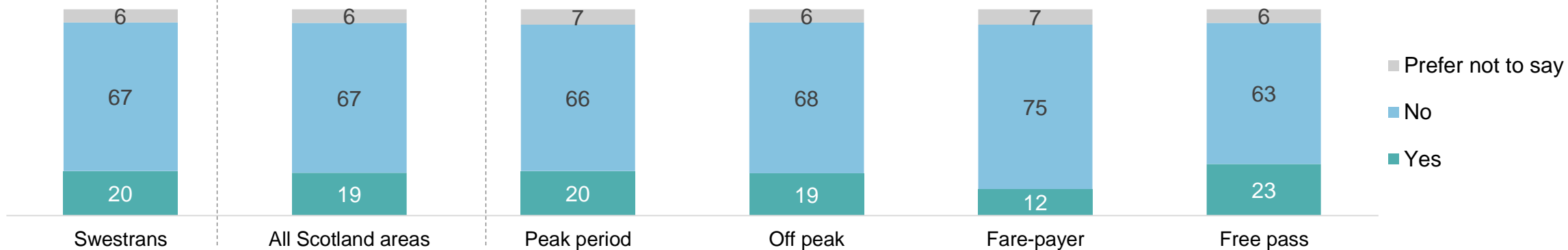
Q12 Which age group are you in?

Base Q11: Full Year 546; All Scotland areas 3053; Peak 188; Off Peak 351; Fare-payer 219; Free pass 314

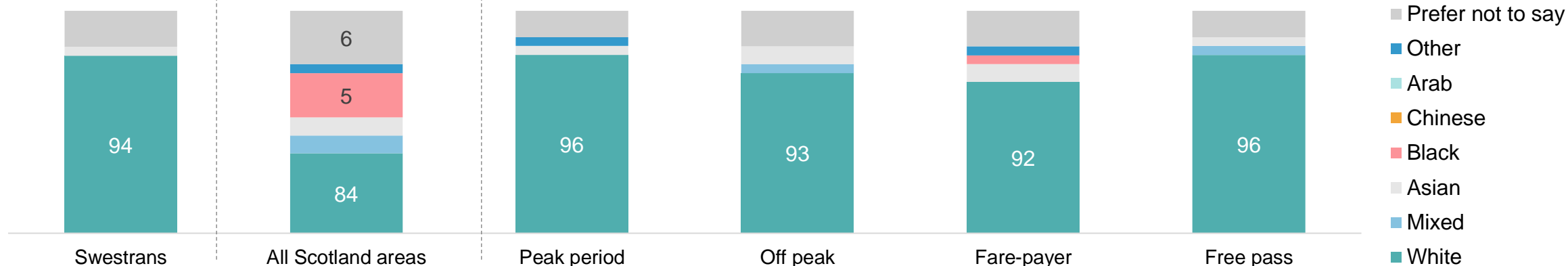
Base Q12: Full Year 546; All Scotland areas 3053; Peak 188; Off Peak 351; Fare-payer 219; Free pass 314

Profile of passengers

Disability (%)



Ethnicity (%)



D1 Are you affected by any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

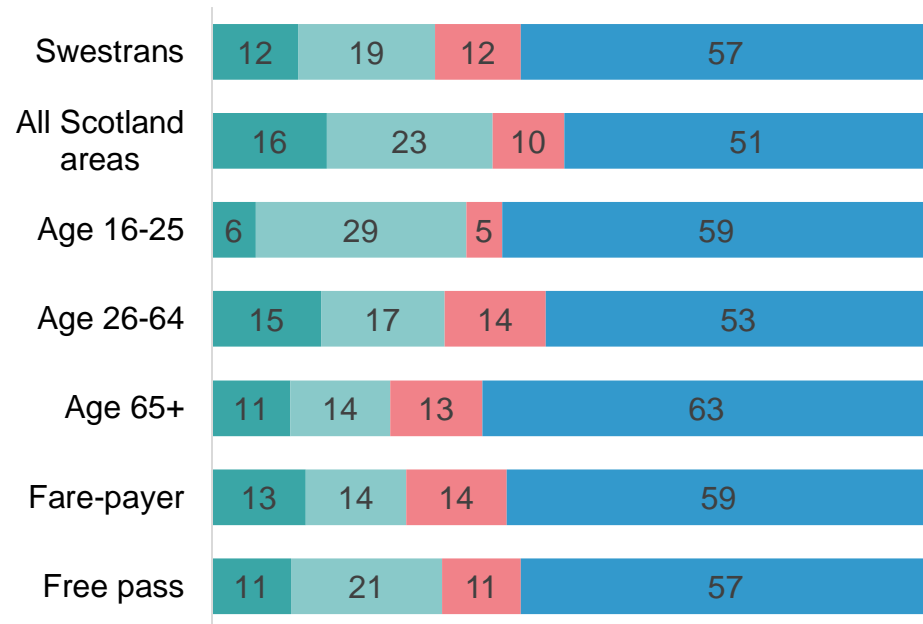
D2 Which of the following best describes your ethnic background?

Base D1: Full Year 546; All Scotland areas 3053; Peak 188; Off Peak 351; Fare-payer 219; Free pass 314

Base D2: Full Year 507; All Scotland areas 2818; Peak 173; Off Peak 328; Fare-payer 206; Free pass 290

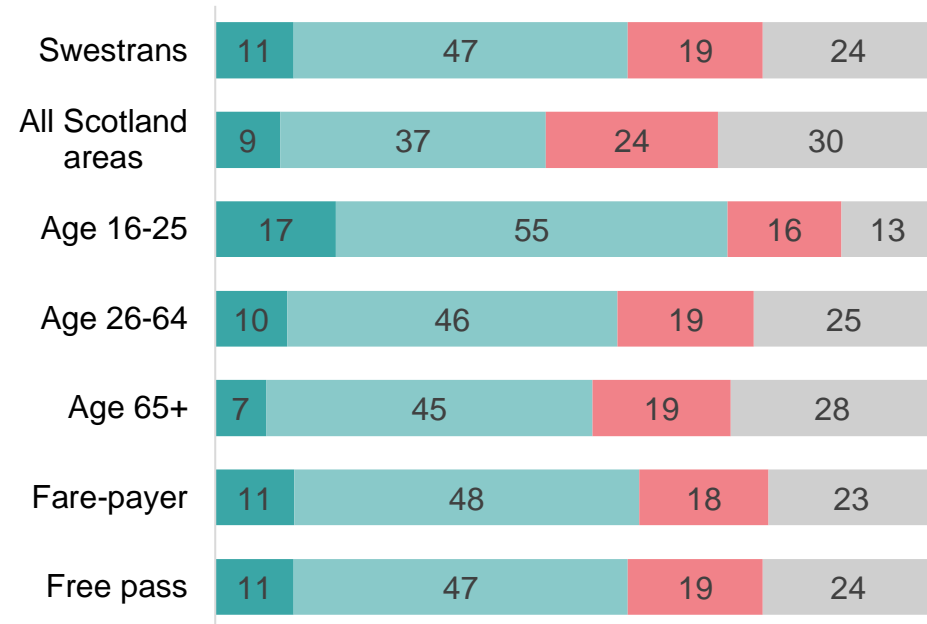
Access to a car

Personal access to a car (%)



- Have a car available and don't mind driving
- Have a car available but prefer not to drive
- Don't have a car available
- Don't drive

Access to a car through others (%)



- All or most of the time
- Some of the time
- I don't have anybody I can ask
- Not relevant to me

D3 In terms of having a car to drive, which of the following applies?

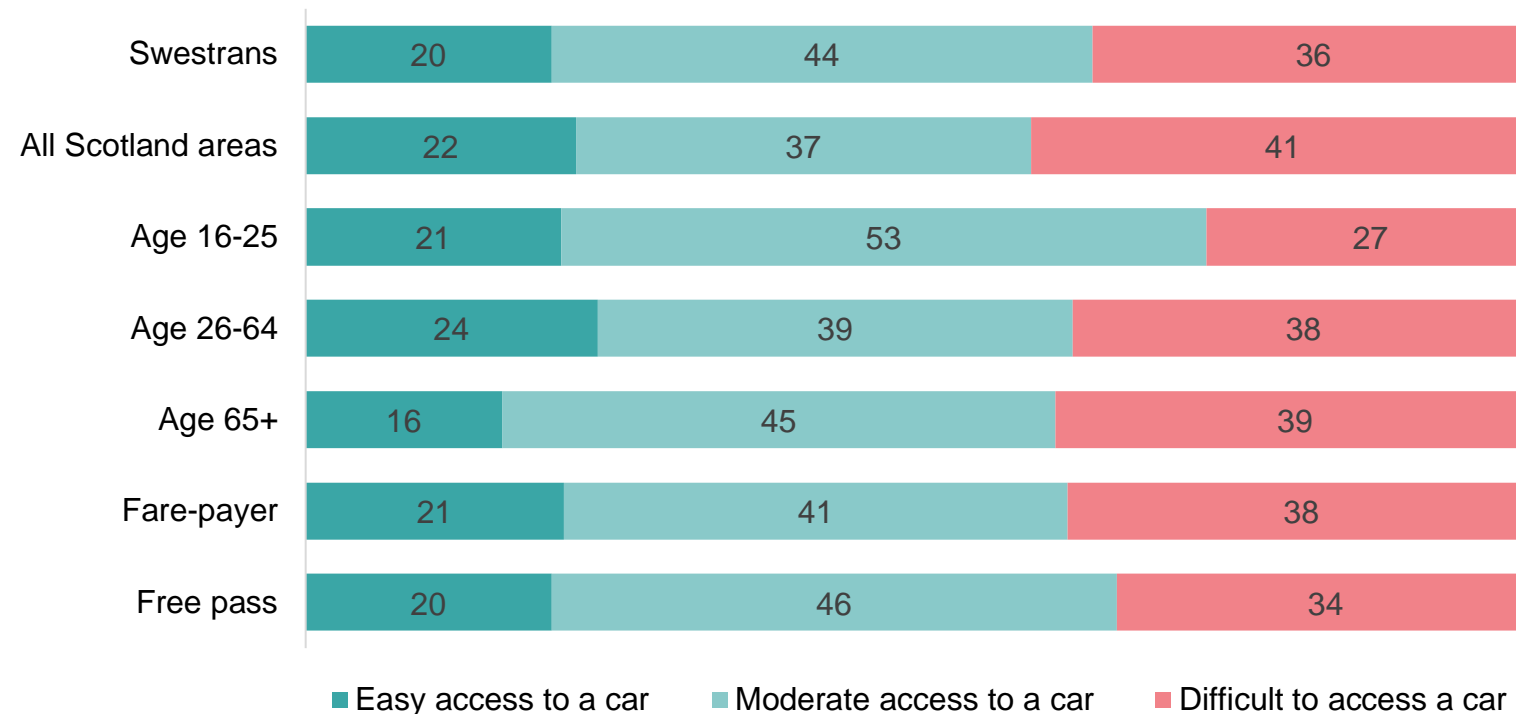
D4 How often are you able to ask someone else to drive you for local journeys?

Base D3: Full Year 505; All Scotland areas 2784; Fare-payer 205; Free pass 289; Age 16-25 104; Age 26-64 244; Age 65+ 146

Base D4: Full Year 506; All Scotland areas 2768; Fare-payer 205; Free pass 290; Age 16-25 104; Age 26-64 244; Age 65+ 147

Access to a car

Overall ease of car access (%)



Easy access to car: Have a car and don't mind driving or can ask someone else to drive all or most of the time

Moderate access: Have a car but prefer not to drive or can ask someone else some of the time

Difficult to access: don't have a car/don't drive/don't have anyone to ask

D3 In terms of having a car to drive, which of the following applies?

D4 How often are you able to ask someone else to drive you for local journeys?

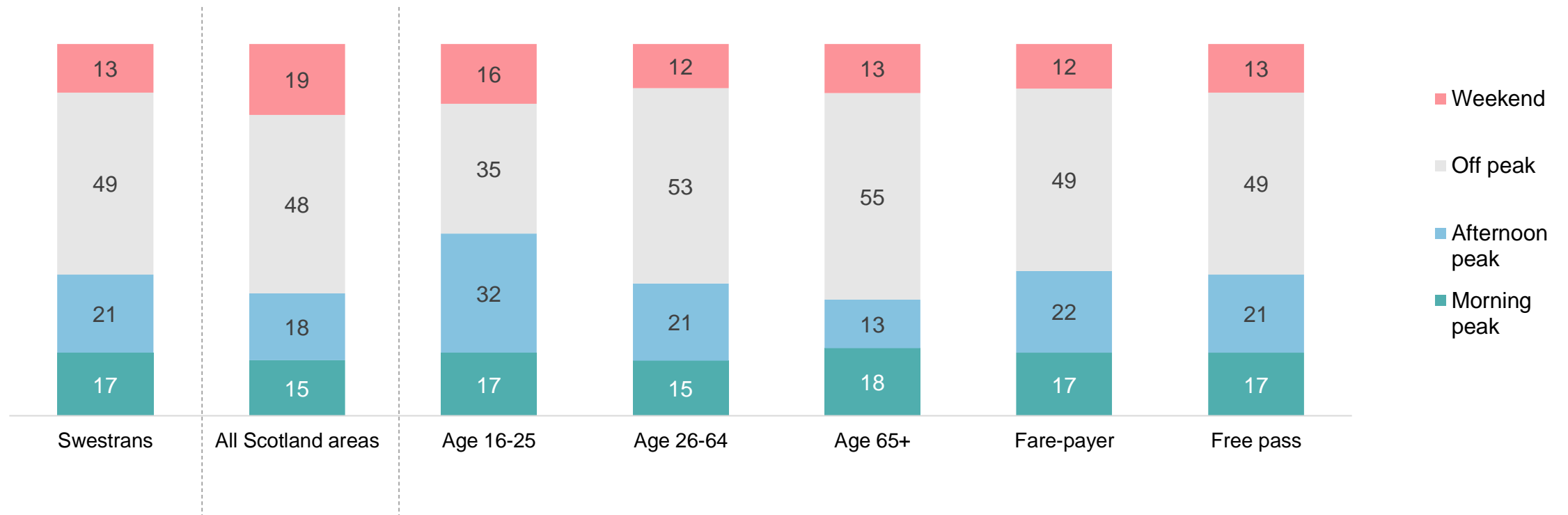
Base: Full Year 506; All Scotland areas 2775; Fare-payer 205; Free pass 290; Age 16-25 104; Age 26-64 244; Age 65+ 147

Appendix



Journey start times

Daypart (%)



Q2a What time did you board the bus for this journey?

Base: Full Year 539; All Scotland areas 3014; Age 16-25 126; Age 26-64 255; Age 65+ 146; Fare-payer 216; Free pass 310

Route numbers

Route number^	Number of responses
1	40
10	46
79	83
81	82
501	64
X74	37

Q3 What was the route number, letter, or name of the bus you boarded for your bus journey?

Base: 546

^All responses over 25 shown

Operators

Operator^	Number of responses
Stagecoach	428
Houstons Minicoaches	58
McCalls Coaches	49

Q4 And which bus company runs this route?

Base: 546

^All responses over 25 shown

Further details about the survey (1)

Overview of the methodology

The survey has been designed to provide results that are representative of bus passenger journeys made within each area, that is at the level of a local/transport authority, or a designated operator area.

The sampling method is 'systematic', derived from two sources*:

- the list of all bus stops within each area sourced from the Department for Transport's Bus Open Data, which were then grouped on locality to clusters of stops within a 100 metre radius of a central point. During their three-hour shift, fieldworkers were able to move between bus stops within the selected cluster to focus on those where the most passengers could be seen. They discussed the survey with passengers waiting for a bus or

disembarking from a bus at the stop and gave them the chance to participate.

- the list of the area's bus services and the times that they run (sourced from the Department for Transport's Bus Open Data). Services available for selection were those running between 6am to 10pm, seven days of the week; only school bus services were systematically excluded[^]. During their three-hour shift, fieldworkers made as many return trips as possible on that selected service. They discussed the survey with passengers who boarded that bus service and gave them the chance to participate.

Those wishing to take part were offered four options: to scan a QR code taking

them to an online version of the survey, to provide their email address or mobile phone number so that an online version of the survey could be emailed or sent via text to them, or to take a self-completion paper questionnaire. Questions primarily referred to the journey they were making at the time, but also included some more general questions about local bus services.

Fieldwork for the survey was conducted between 30 January and 28 December 2023, but start dates varied locally, with some areas joining the survey in February and others in March.

The survey was conducted among passengers aged 16 or over.

* The once exception to this being for Reading Buses network, for which all passengers were recruited on board buses to ensure that they were using a Reading Buses service.

[^] In some areas bordering London, services running under a Transport for London franchise were also excluded.

Further details about the survey (2)

Overview of the methodology (continued)

Responses were weighted in three stages: the first was to weight to the age, gender and 'daypart' profile of bus passengers within each area ('dayparts' are morning peaks, weekday off-peaks, afternoon peaks, and weekends).

As there was no nationally available data at area level on the age/gender/daypart profile of passengers this was estimated: for age and gender the profile of passengers was recorded on two occasions during each fieldwork shift.

Daypart was taken from the Department for Transport's Bus Open Data, using the proportion of bus journeys taking place

during each part of the day and calculating weights to be representative of the total number of journeys on this basis.

The second stage was to weight by where the passengers were recruited for the survey within each area, so that 50% came from passengers recruited at bus stops and 50% on board buses*. The third stage was at area level to ensure that in the final data each participating area (within the survey) was represented in proportion to its total annual journey volume. Journey volume information was sourced from the DfT's published statistics, and in a minority of cases with input from operators.

Transport Focus was supported by BVA BDRC in conducting the survey. There is an accompanying methodology document that provides more detail on the survey process, available at www.transportfocus.org.uk.

* The once exception to this being for Reading Buses network, for which all passengers were recruited on board buses to ensure that they were using a Reading Buses service.

^ In some areas bordering London, services running under a Transport for London franchise were also excluded.

Further details about the survey (3)

Interpreting results

Throughout the report, behavioural results are based on all survey respondents, and passengers' opinion ratings are based on those respondents that gave an opinion (so it excludes those who gave a 'don't know' response or no response). All results are based on weighted values. In the report where base sizes are shown in the footnotes these are the actual numbers of passenger responses generating the answer value shown (in some cases, where a series of questions has been asked, the base numbers shown are an average across those questions).

For ease of use, figures are reported rounded up to whole numbers, that is, without decimal places. Note: 'all satisfied' results are the sum of the 'very satisfied' and 'fairly satisfied' responses and calculated on the underlying values which include decimal places. As a consequence, these true

summations can appear up to one per cent different to the sum of the individual rounded 'very satisfied' and 'fairly satisfied' numbers. The same is true for the 'all good' results.

Percentages quoted at 'grouped area' level that is: Urban - metropolitan, Urban - other, Semi-rural and Rural, are the aggregate scores achieved across all the areas surveyed in that group. Each individual area counts towards the area group aggregate score in proportion to the number of passenger journeys made annually in that area.

Where we refer to passengers as having a disability, these have been self identified within the survey based on the question 'Are you affected by any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?' With options for conditions being: Vision, Hearing, Mobility, Dexterity,

Difficulty with learning, understanding or concentrating, Memory, Mental health, Stamina or breathing or fatigue, Socially or behaviourally, or Something else.

Waiver

Transport Focus has taken care to ensure that the information contained in this report is correct. However, no warranty, express or implied, is given as to its accuracy and Transport Focus does not accept any liability for error or omission.

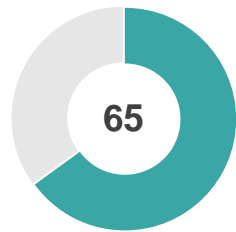
Transport Focus is not responsible for how the information is used, how it is interpreted or what reliance is placed on it. Transport Focus does not guarantee that the information contained in the Your Bus Journey survey is fit for any particular purpose.

Scotland extra questions

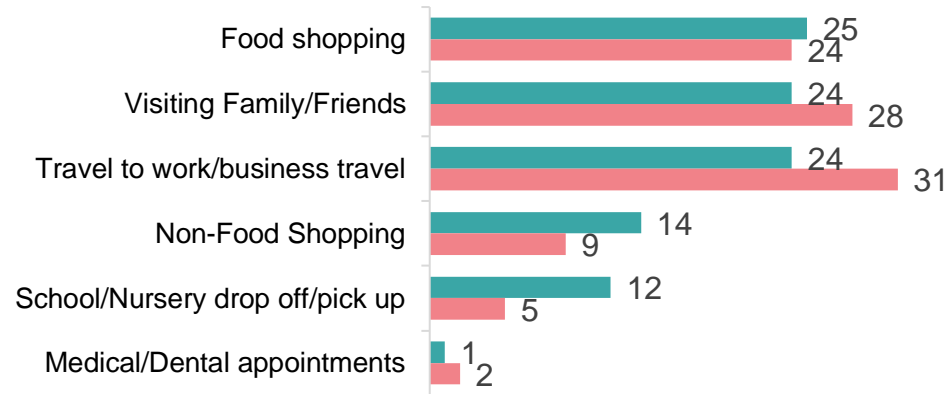


Use of other types of transport

Use other forms of transport for other journeys (%)
Swestrans

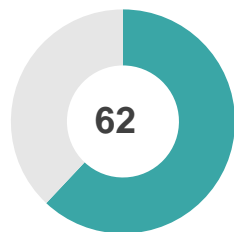


Main journey type use other forms of transport for (%)

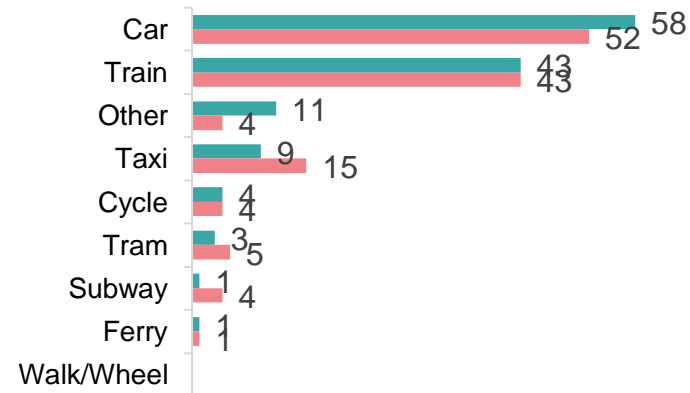


■ Swestrans
■ All Scotland total

All Scotland total



Other types of transport used (%)

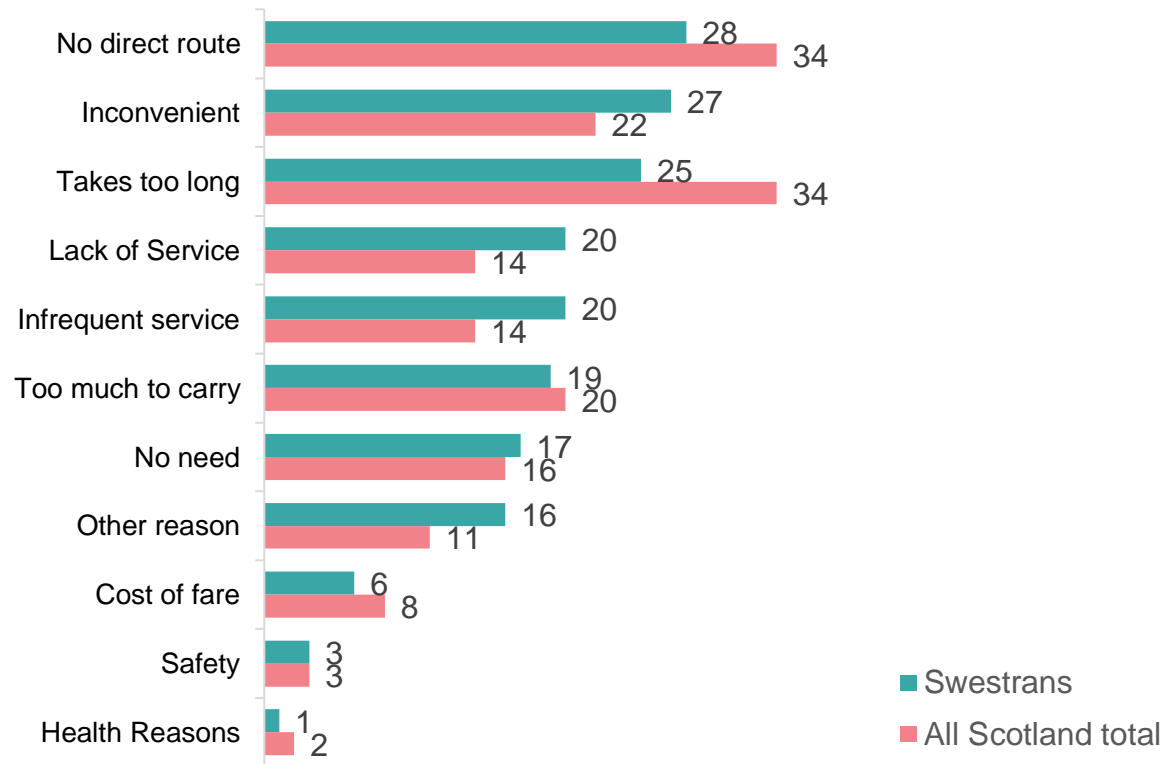


■ Swestrans
■ All Scotland total

Scotland 1 Do you use forms of transport other than bus for other journeys?
 Scotland 2 What is the main journey type that you make by other forms of transport?
 Scotland 3 What transport do you use for this journey type? (select all that apply)
 Base: 211; Scotland total 1589; All who use other forms of transport 134; Scotland total 981

Reasons for using other types of transport

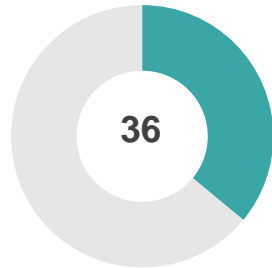
(%)



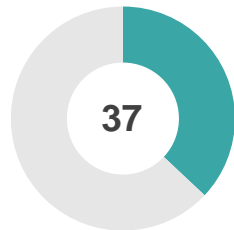
Scotland 4 Why don't you use bus for this type of journey?
All who use other forms of transport 135; Scotland total 983

Whether would like to be consulted more

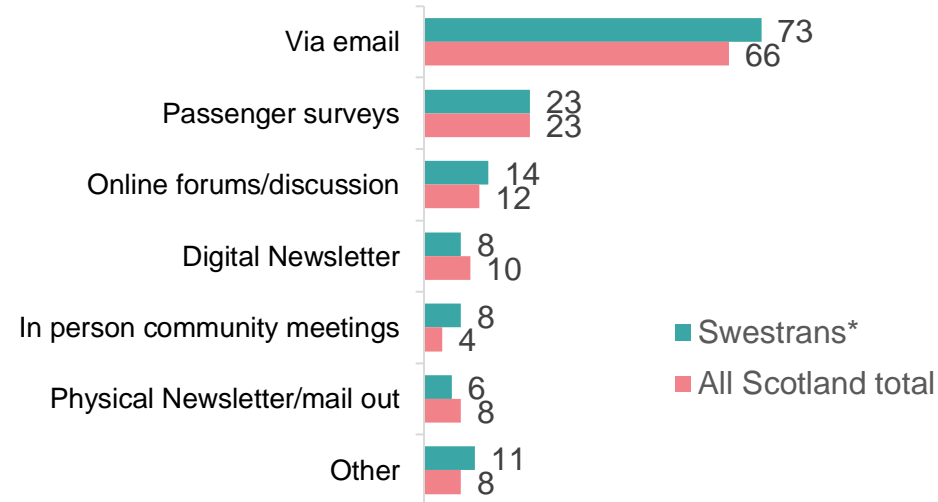
Would like to be consulted more (%)
Swestrans



All Scotland total



How would like to be consulted (%)



Scotland 5 Would you like to be consulted more on how bus services operate in your community e.g. routes; timetables; onboard facilities; accessibility, etc.?

Scotland 6 How would you like to be consulted?

Base: 334; Scotland Total 1581; All who would like to be consulted 170; Scotland total 639

Contact

If you have any queries about the data or wish to discuss the survey in more detail, please contact your nominated Transport Focus representative in the first instance.

Alternatively, you can email us at:

YourBusJourney@transportfocus.org.uk

Transport Focus
Albany House, 94-98 Petty France, London, SW1H 9EA

www.transportfocus.org.uk

Transport Focus is the operating name of the Passengers' Council

For technical queries please contact:

Sally Mimmagh – sally.mimmagh@bva-bdrc.com

Louise Thomas – louise.Thomas@bva-bdrc.com





All Scotland areas
End of year report for 2023

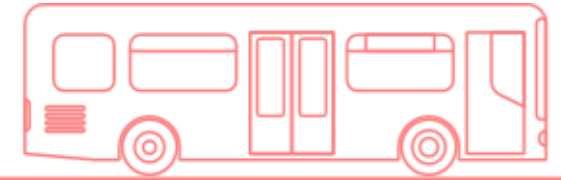
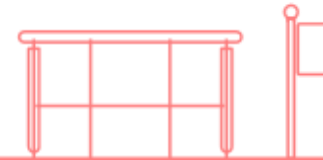
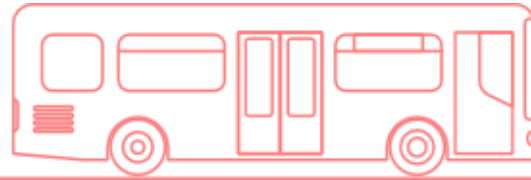
March 2024



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About Your Bus Journey



An independent survey

Run by Transport Focus, the independent consumer organisation representing the interests of bus passengers across England outside of London.

We use professional market research suppliers to conduct the survey on the ground, collect and process the responses and analyse the results.

The survey builds on our knowledge and experience of gathering bus passenger feedback since 2010, including trialling the methodology for Your Bus Journey in 2022.

We publish all our survey results, making them transparent and available to transport users, bus operators, transport authorities, Governments and other industry stakeholders.

Measuring actual experiences

Passengers provide their feedback about a single leg of a journey, made on the day of recruitment.

We recruit passengers as they make their journeys, at bus stops and on board buses – verified and inclusive.

The structured survey questions focus initially on the essential measures of satisfaction – with follow-on more detailed questions optional but encouraged.

Passengers are also encouraged to tell us in their own words what was good or bad about the journey and what stood out.

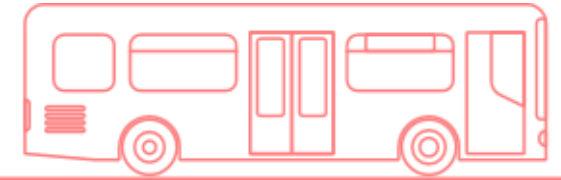
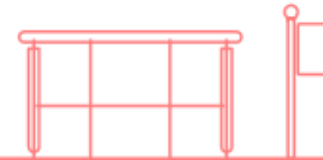
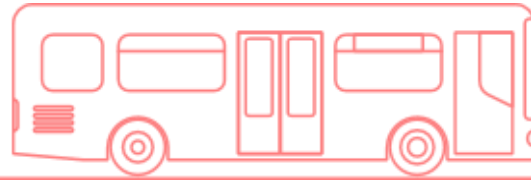
Monitoring and evaluating

The survey produces robust metrics that can be used as targets in Bus Service Improvement Plans / Enhanced Partnerships / Franchises.

A consistent survey approach and questions over time and across all participating areas will allow for trend analysis in future years and allows for benchmarking against other areas.

We work to make a difference for all transport users.

Key information about the survey and this report



Fieldwork

Passengers aged 16 years or older are approached at bus stops and on board buses and asked if they would like to take part in the survey about the journey they are making.

Passengers complete the survey themselves, using either an online or paper questionnaire.

Fieldwork is ongoing, with data reported every 4 weeks across the year. Fieldwork is spread evenly across the year to give a full view of bus travel in each area.

This report covers the first full year of research, with fieldwork running from late January to mid-December.

* The one exception being for the Reading Buses network survey, where all passengers were approached on board.

Data

Data has been weighted to be representative of the demographics of passengers by gender and age and journey time banding. It has also been weighted according to whether passengers were approached at bus stops or on board a bus to ensure there is a 50:50 split in all areas*. Data is based on journeys rather than passengers, so frequent users are more likely to be sampled.

All data in this report is for All Scotland areas unless otherwise stated.

Only data with a base size of over 75 respondents has been shown. Please note that lower base sizes (below 100) should be treated with caution.

Figures are rounded, so may not add up to 100%. For ratings questions, responses are based on those that gave an option (excluding don't know) unless otherwise stated.

In All Scotland areas, 3053 responses were received.

Definitions

Throughout the report, we refer to 'off peak' and 'peak' travel. Peak travel is defined as weekdays between 7:00-9:29am and 3:30-6:29pm.

The 'All Scotland areas' total refers to all areas taking part in the survey within Scotland.

This total is weighted average scores that take account of the number of bus journeys that take place in each area.

Total satisfied scores combine responses for 'very' and 'fairly' satisfied, likewise for Total good scores.

Further details can be found in the appendix.

Areas covered in the 2023 survey (Scotland)

Highlands and Islands Transport
Partnership (HITRANS)

North East of Scotland Transport
Partnership (Nestrans)

The South East of Scotland Transport
Partnership (SEStran)

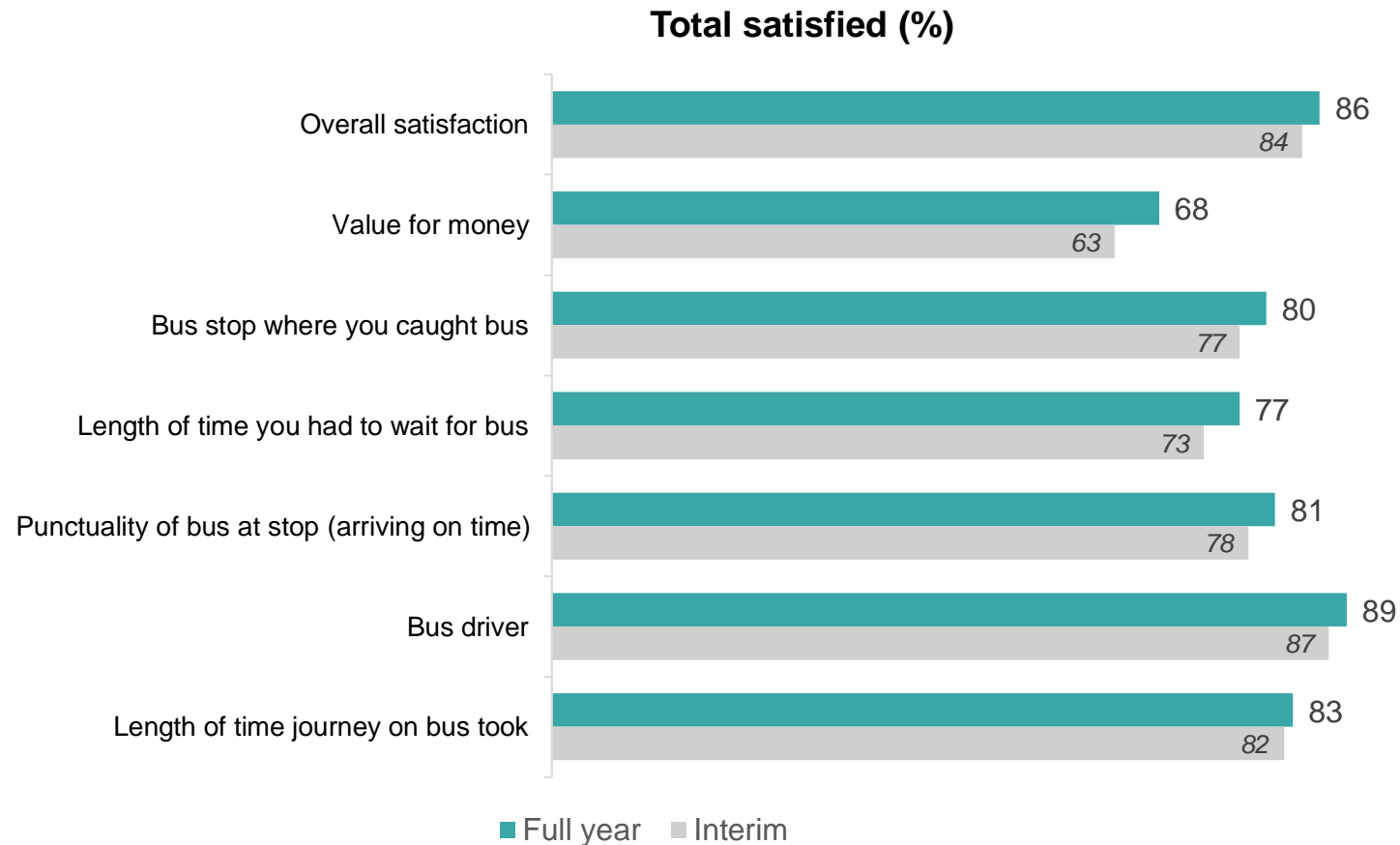
Strathclyde Partnership for Transport
(SPT)

South West of Scotland Transport
Partnership (Swestrans)

Tayside and Central Scotland
Transport Partnership (Tactran)



Summary of headline results for All Scotland areas



Q9 Overall taking everything into account from the start to the end, how satisfied were you with your bus journey?

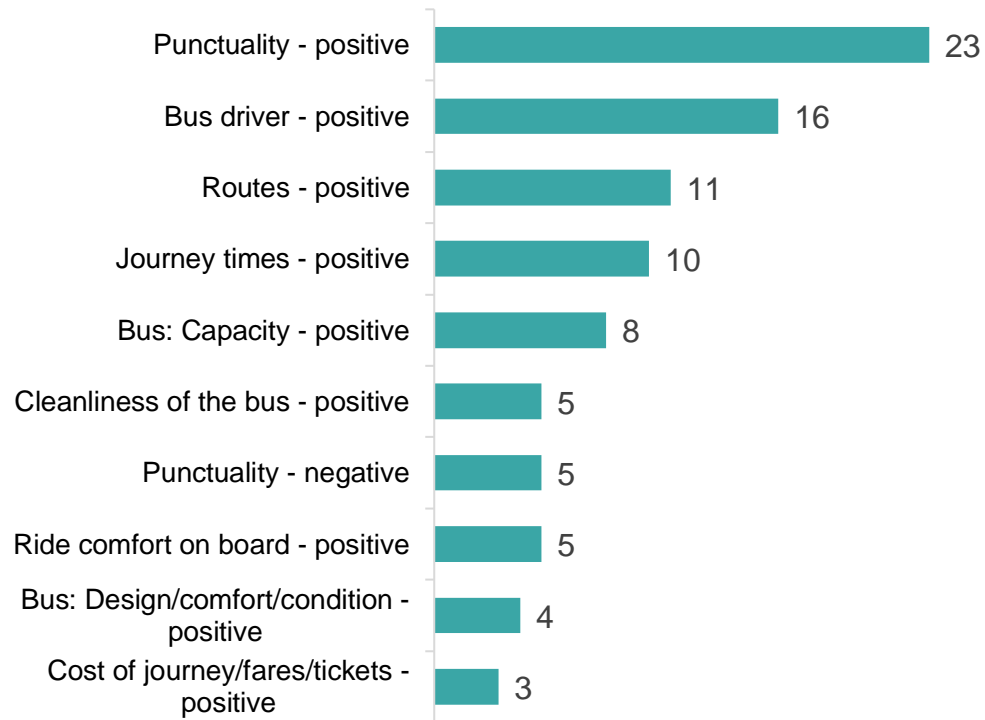
Q10A How satisfied were you with the value for money of your journey?

Q8 How satisfied were you with each of the following during the journey?

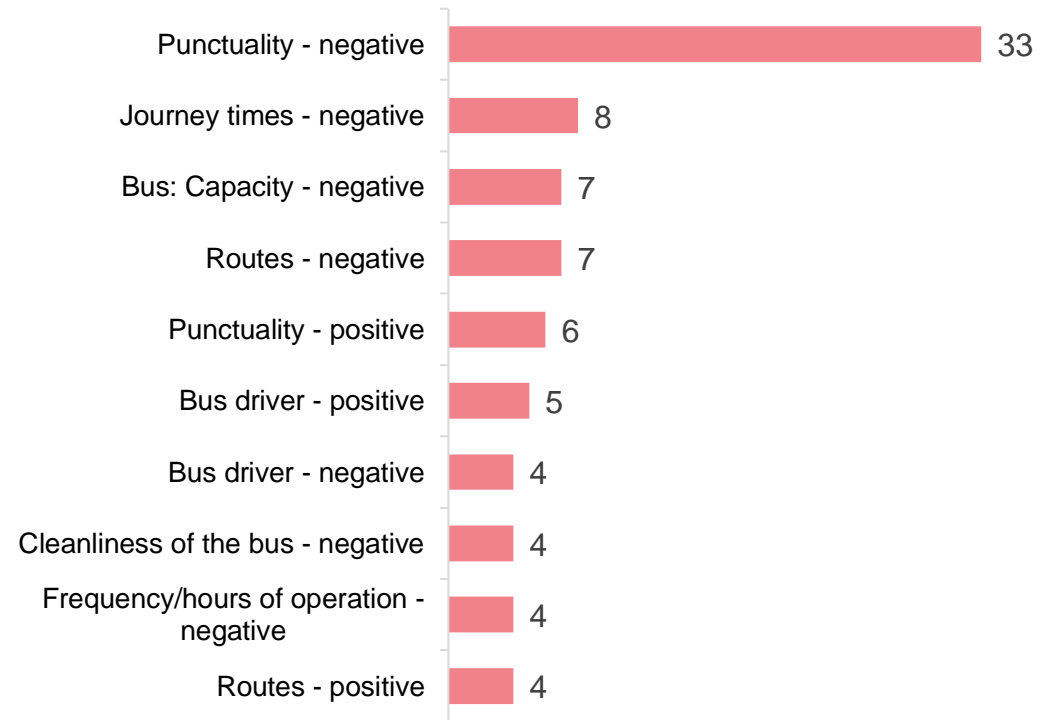
Base: Interim 462 - 976; Full Year 1289 - 2978

Stand out moments from this journey

Comments from those “very/fairly satisfied” with journey overall – top ten themes (%)



Comments from those “neither satisfied nor unsatisfied, very/fairly dissatisfied” with journey overall – top ten themes (%)

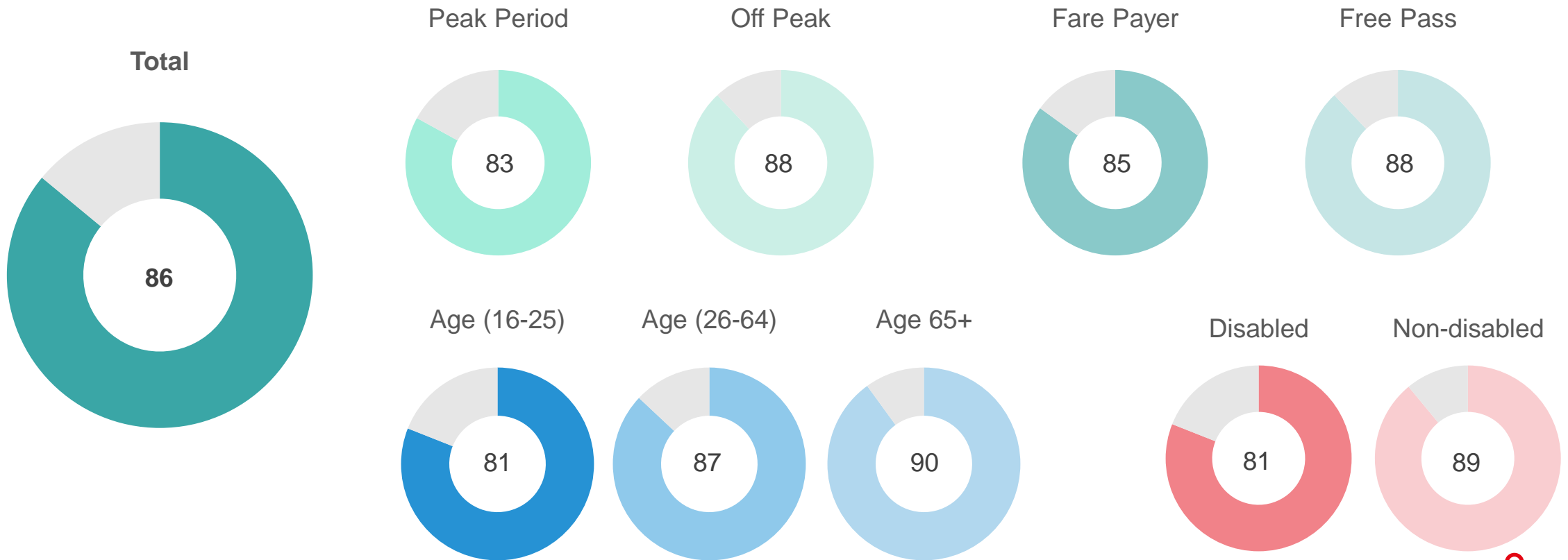


Q7 Please tell us in your own words what was good or bad about this journey. We’re interested in anything that stood out about this journey.

Base: Those satisfied with journey overall 2322; Those not satisfied with journey overall 410

Overall satisfaction with journey - summary

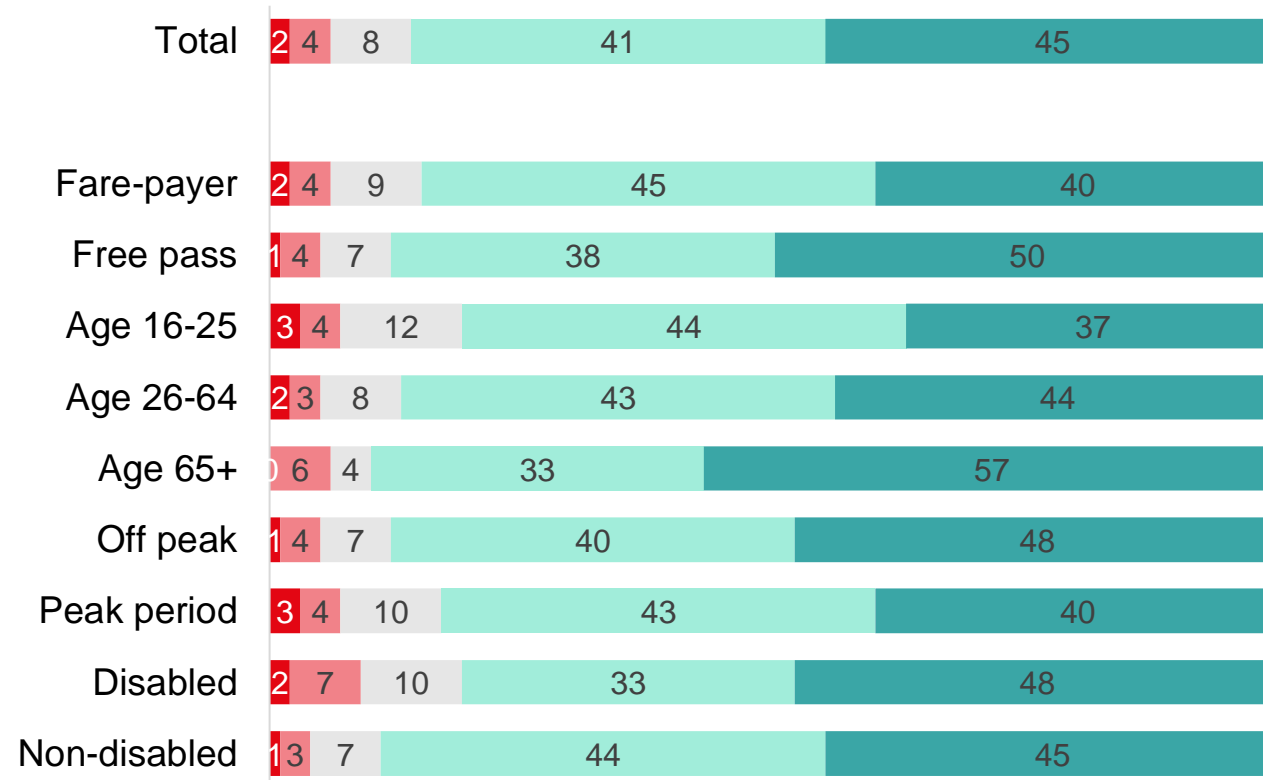
Satisfaction with bus journey (%) Total very and fairly satisfied



Q9 Overall taking everything into account from the start to the end, how satisfied were you with your bus journey?
Base: Full Year 2978; Peak 1033; Off Peak 1912; Fare-payer 1290; Free pass 1590; Age 16-25 671; Age 26-64 1522; Age 65+ 768; Disabled 665; Non-disabled 1897

Overall satisfaction with journey – in detail

Satisfaction with bus journey (%)



■ Very dissatisfied ■ Fairly dissatisfied ■ Neither ■ Fairly Satisfied ■ Very Satisfied

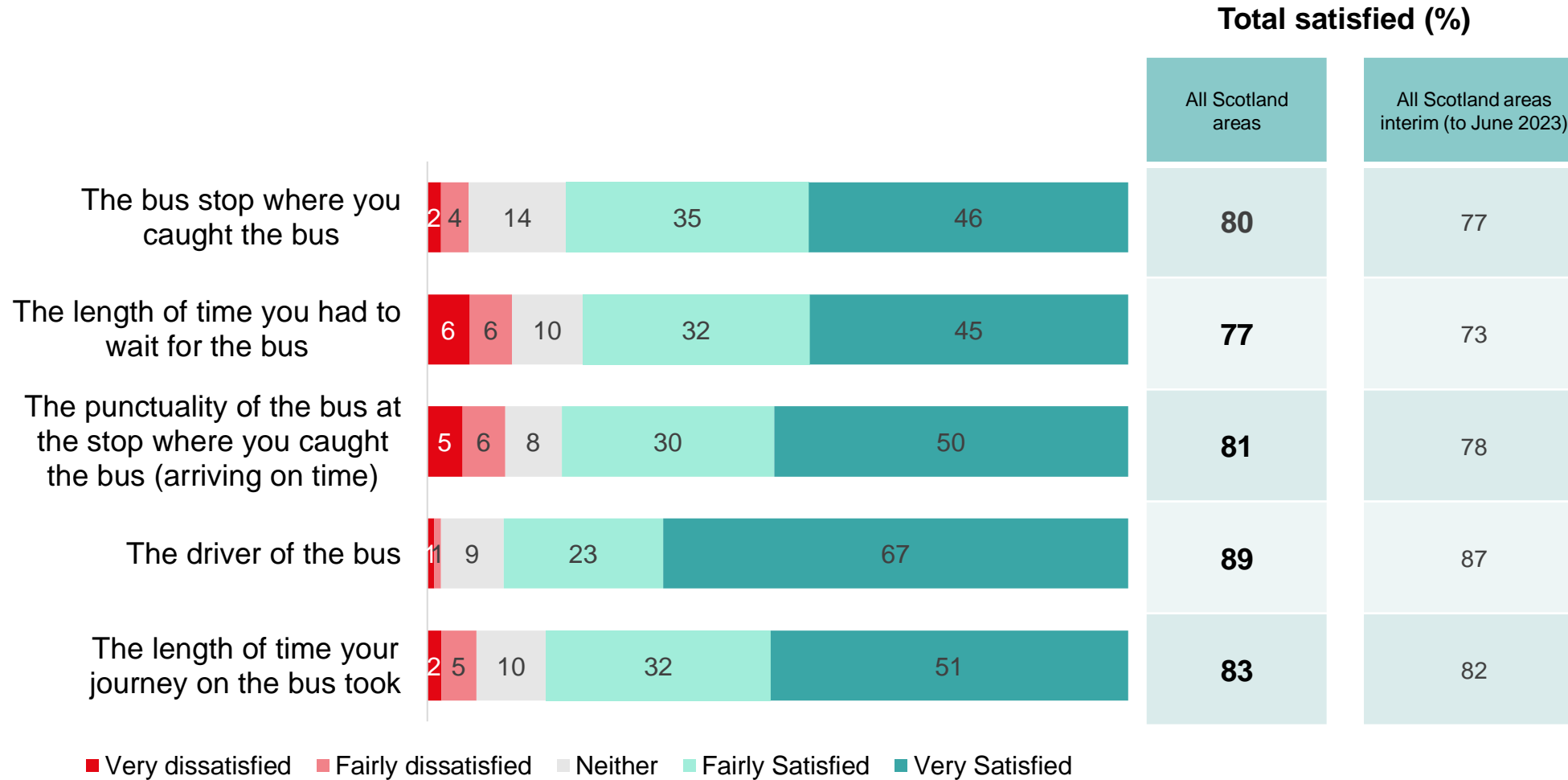
Total satisfied (%)

	All Scotland areas	All Scotland areas interim (to June 2023)
Total	86	84
Fare-payer	85	81
Free pass	88	86
Age 16-25	81	78
Age 26-64	87	85
Age 65+	90	87
Off peak	88	84
Peak period	83	83
Disabled	81	80
Non-disabled	89	85

Q9 Overall taking everything into account from the start to the end, how satisfied were you with your bus journey?

Base: Interim 976; Full Year 2978; Peak 1033; Off Peak 1912; Fare-payer 1290; Free pass 1590; Age 16-25 671; Age 26-64 1522; Age 65+ 768; Disabled 665; Non-disabled 1897; All England Total

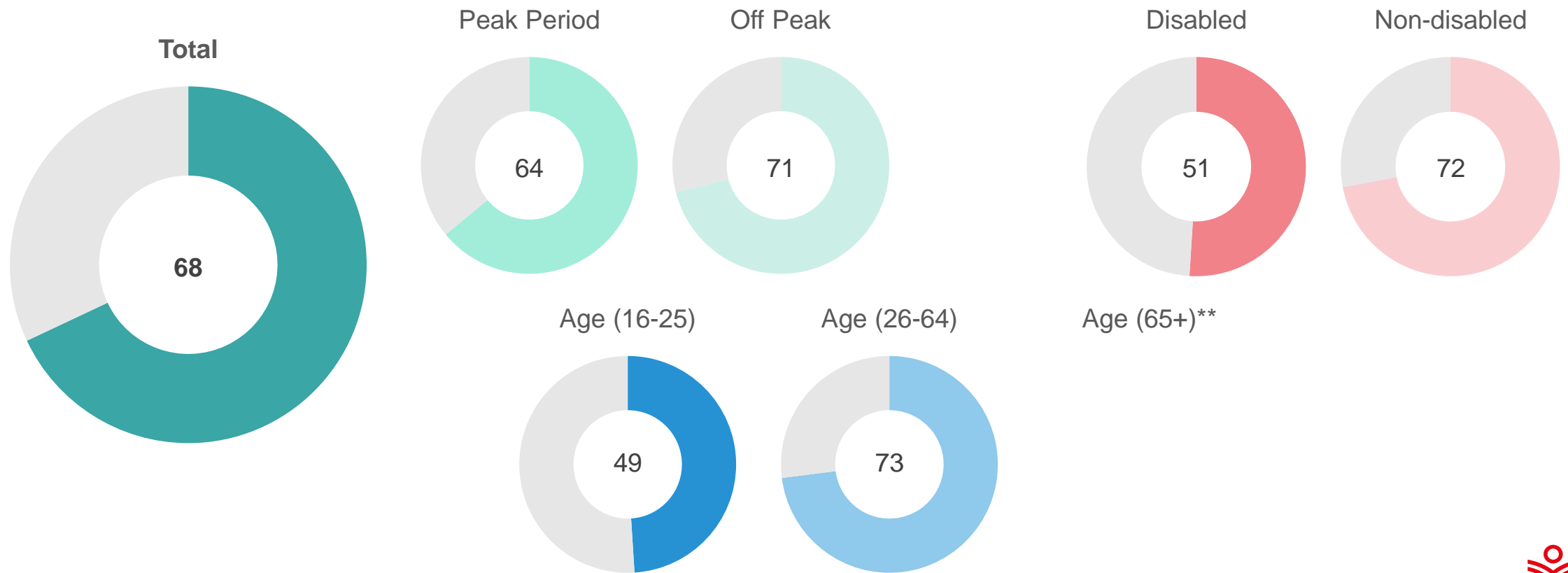
Satisfaction with headline journey measures



Q8 How satisfied were you with each of the following during the journey?
 Base: Interim 961 - 973; Full Year 2932 - 2967

Value for money of the journey - summary

Satisfaction with the journey's value for money (%) amongst fare-payers Total very and fairly satisfied



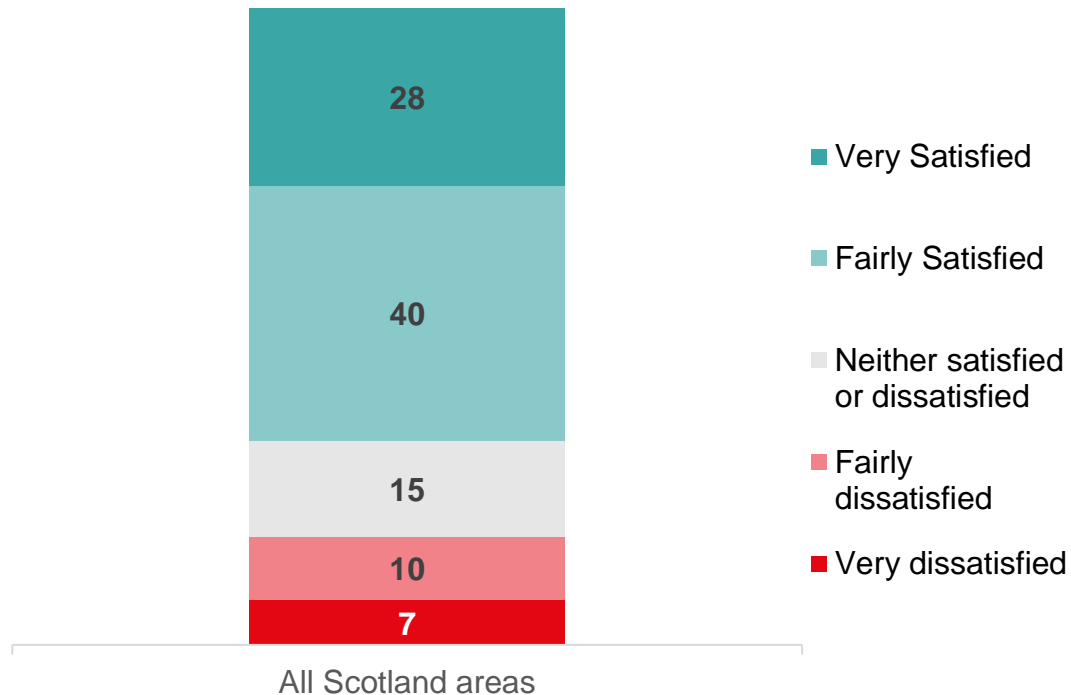
Q10A How satisfied were you with the value for money of your journey?

Base: Fare-payers only 1289; Peak 524; Off Peak 754; Age 16-25 193; Age 26-64 1081; Age 65+ 10**; Disabled 140; Non-disabled 959

** indicates base sizes (under 75)

Value for money of the journey – in detail

Satisfaction with the journey's value for money (%) amongst fare-payers



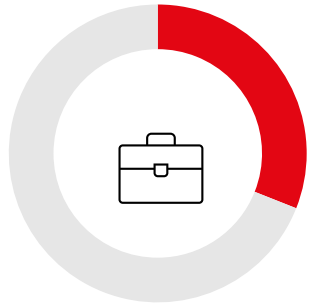
Influential factors on value for money rating (%) in All Scotland areas



Q10A How satisfied were you with the value for money of your journey?
 Q10B What had the biggest influence on your rating of the value for money?
 Base: Fare-payers only 1289; Those satisfied with vfm 799; Those not satisfied with vfm 490



Journey purpose



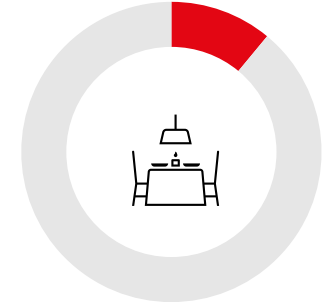
Commuting for work
31%



Shopping
19%



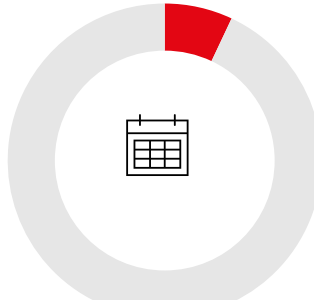
Friends or relatives
13%



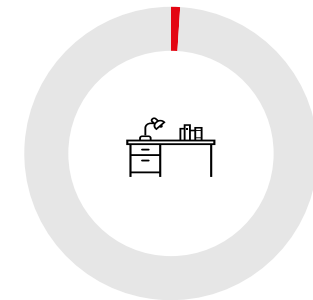
Leisure
11%



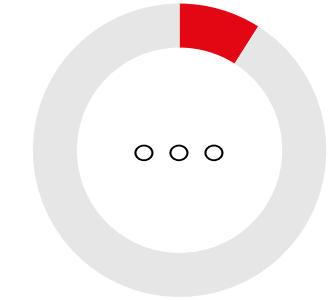
Commuting for education
8%



Appointment
7%



Business
1%

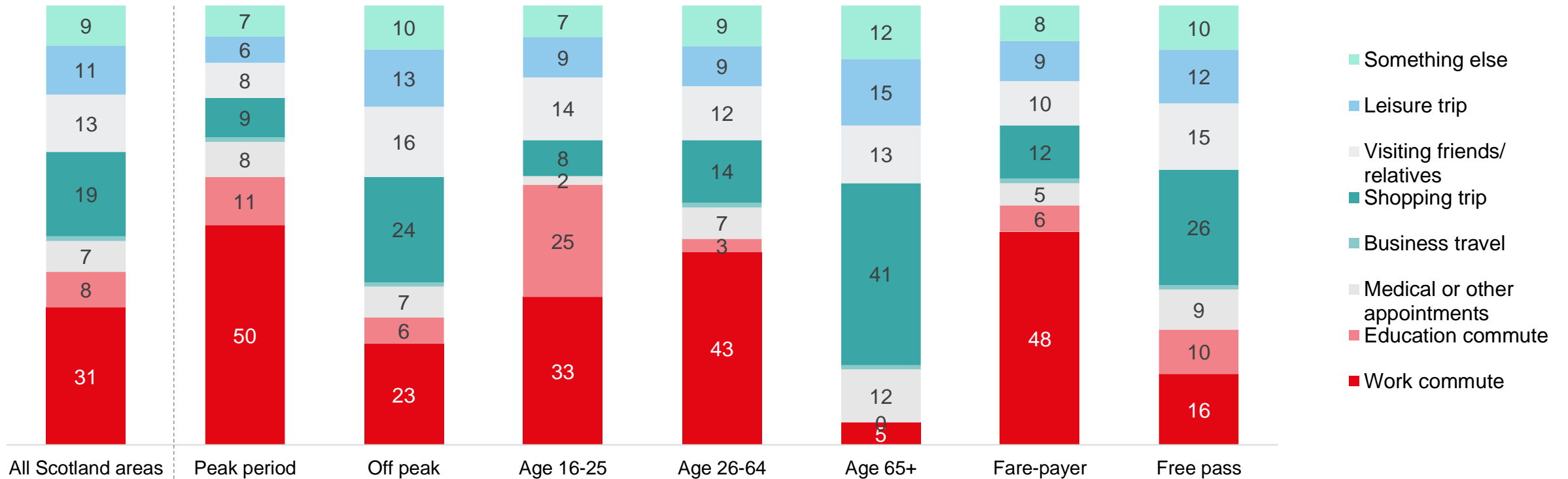


Other
9%

Q5 What was the main purpose of this bus journey?
Base: Full Year 3053

Journey purpose

Purpose of bus journey (%)

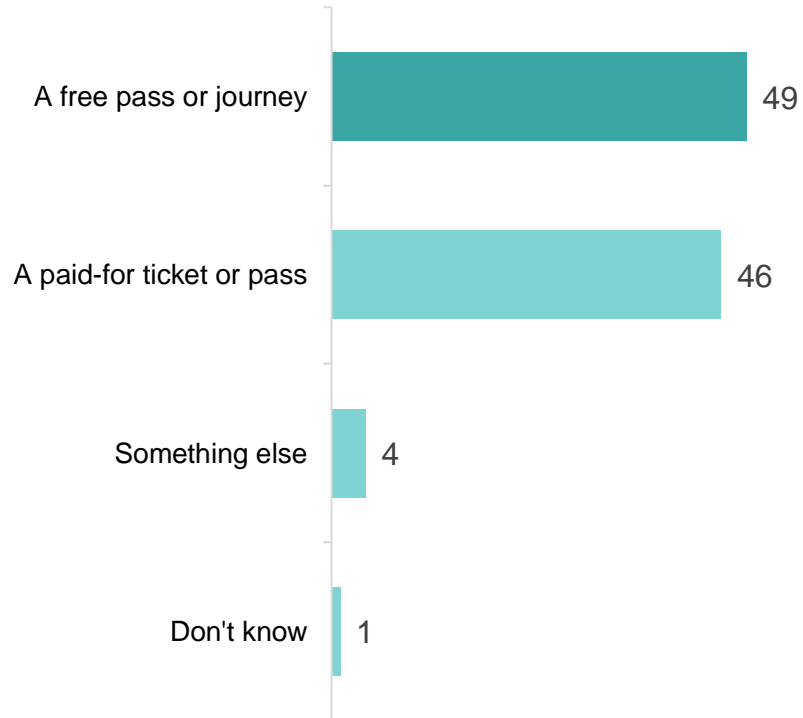


Q5 What was the main purpose of this bus journey?

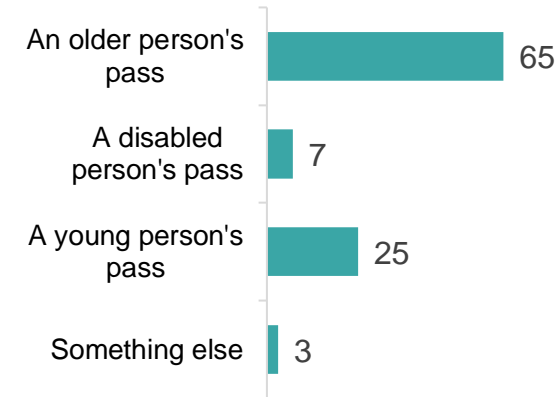
Base: Full Year 3053; Peak 1056; Off Peak 1958; Fare-payer 1301; Free pass 1617; Age 16-25 677; Age 26-64 1532; Age 65+ 770

Ticket type

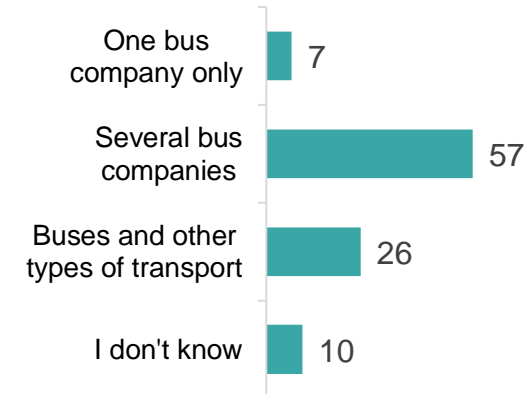
Type of ticket/ pass (%)



Pass/ticket used (free pass only) (%)



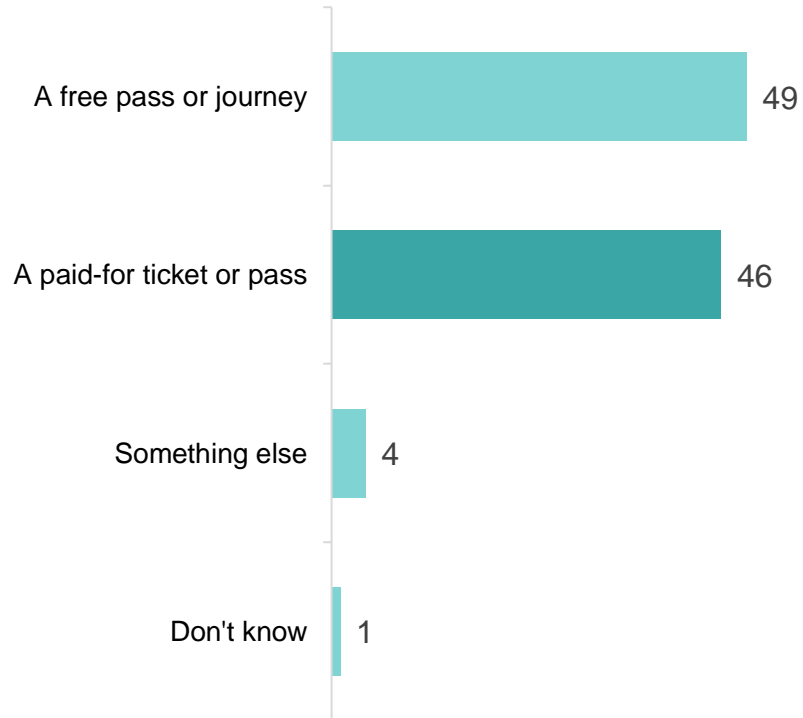
Ticket/pass validity (free pass only) (%)



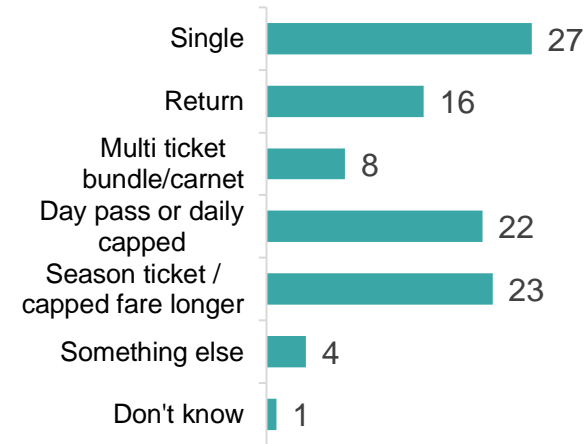
Q6 What type of ticket or pass did you use for this bus journey?
B17 Could you tell us a bit more about the pass or ticket you used for this journey?
B19 Who could you use your ticket or pass with?
Base: Full Year 3053; Free pass only 1531 - 1531

Ticket type

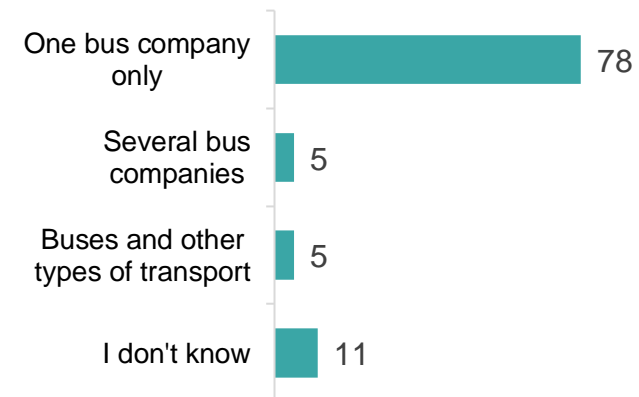
Type of ticket/ pass (%)



Pass/ticket used (paid journey only) (%)



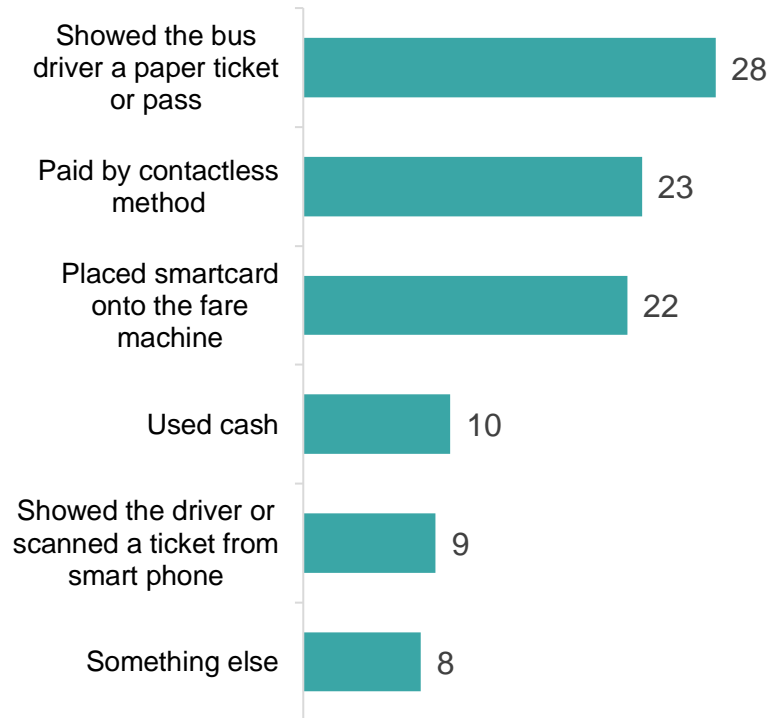
Ticket/pass validity (paid journey only) (%)



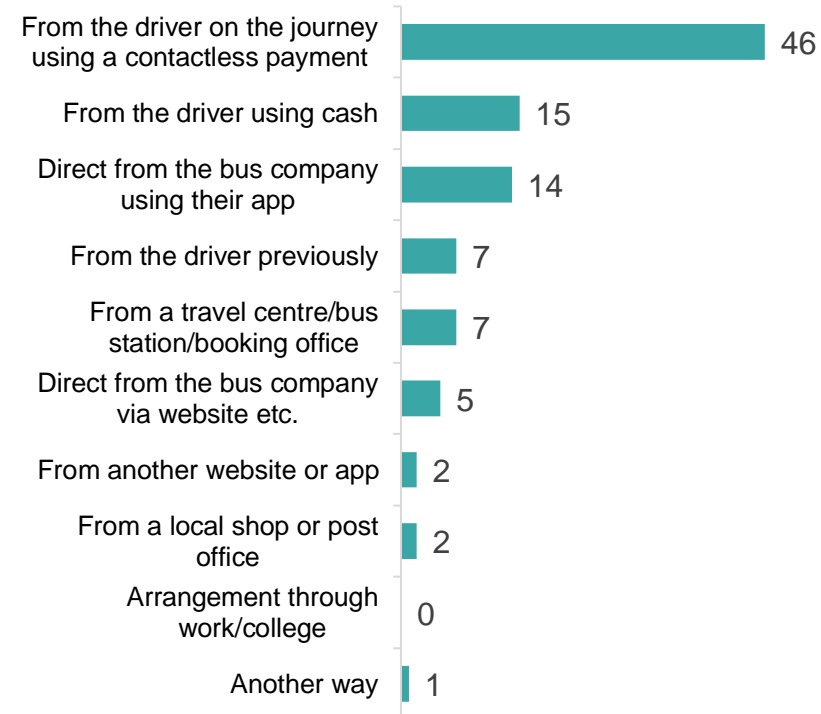
Q6 What type of ticket or pass did you use for this bus journey?
 B18 Could you tell us a bit more about the pass or ticket you used for this journey?
 B19 Who could you use your ticket or pass with?
 Base: Full Year 3053; Paid for ticket or pass only 1209 - 1212

All passengers purchasing ticket or pass

Ticket or pass format used when boarding the bus (%)



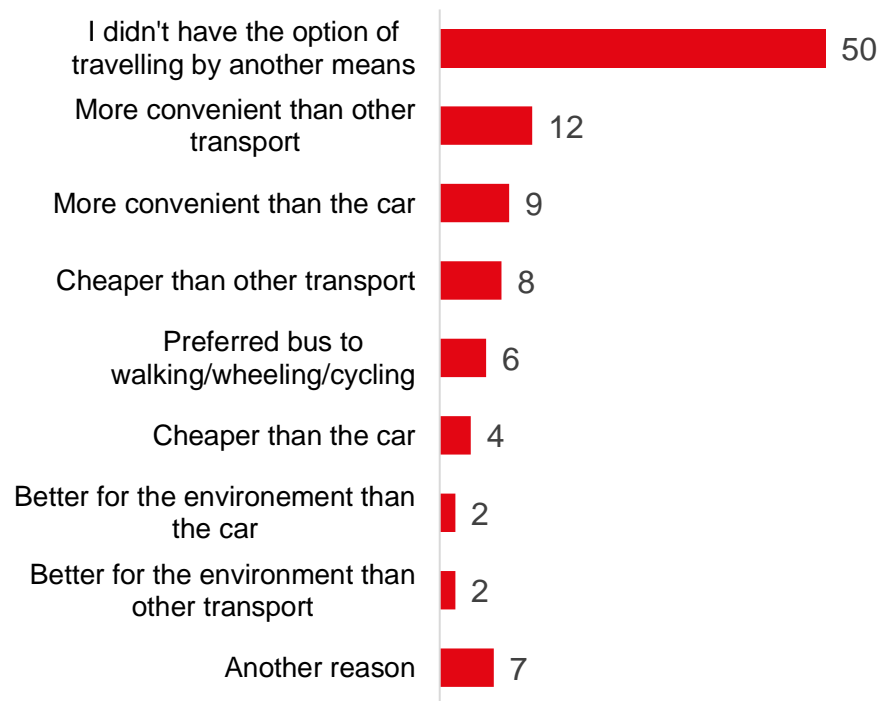
Way of purchasing ticket or pass by fare-payers (%)



B20 On boarding the bus, did you?
B21 How did you buy your ticket or pass?
Base: Full Year 2768; Fare-payers only 1166

Reason for taking the bus

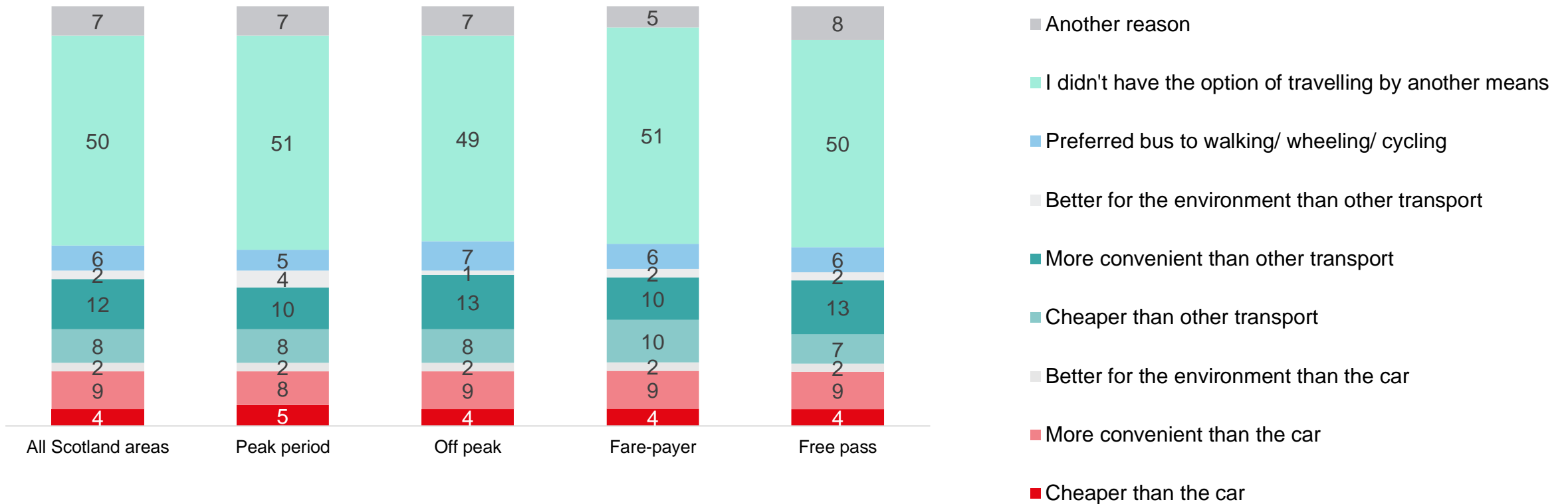
Main reason for taking the bus (%)



B1 What was the **main** reason you chose to take the bus for that journey?
Base: Full Year 2939

Reason for taking the bus by time and fare type

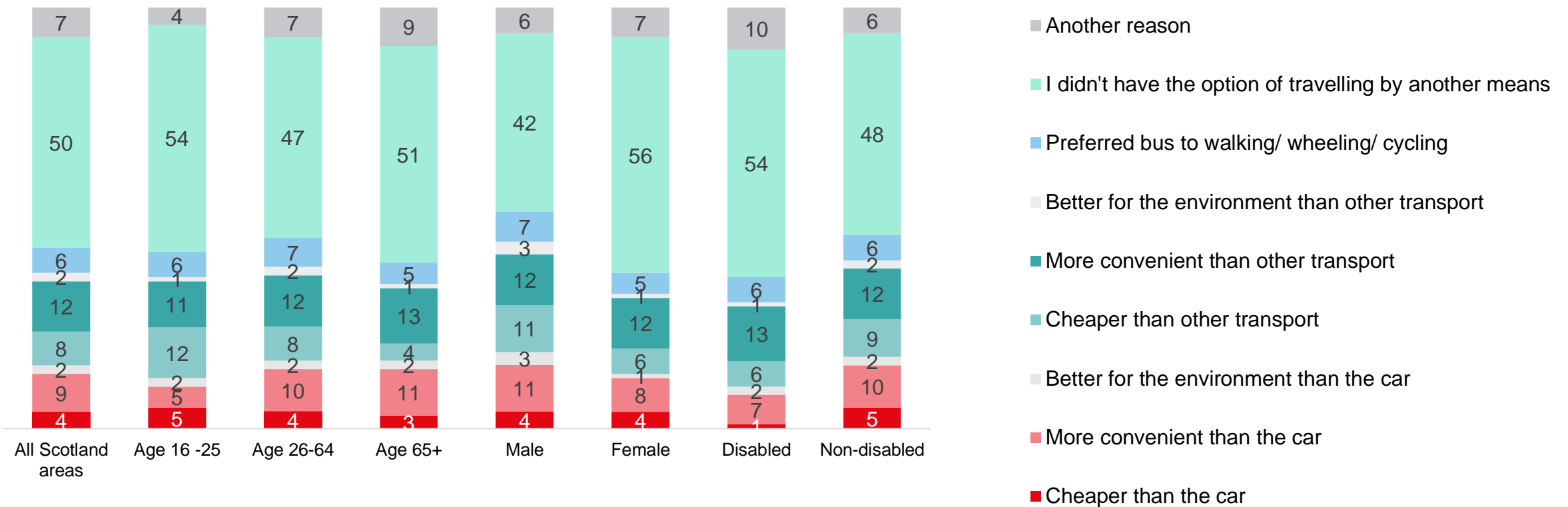
Main reason for taking the bus (%)



B1 What was the **main** reason you chose to take the bus for that journey?
 Base: Full Year 2939; Peak 1019; Off Peak 1889; Fare-payer 1277; Free pass 1564

Reason for taking the bus by demographics

Main reason for taking the bus (%)

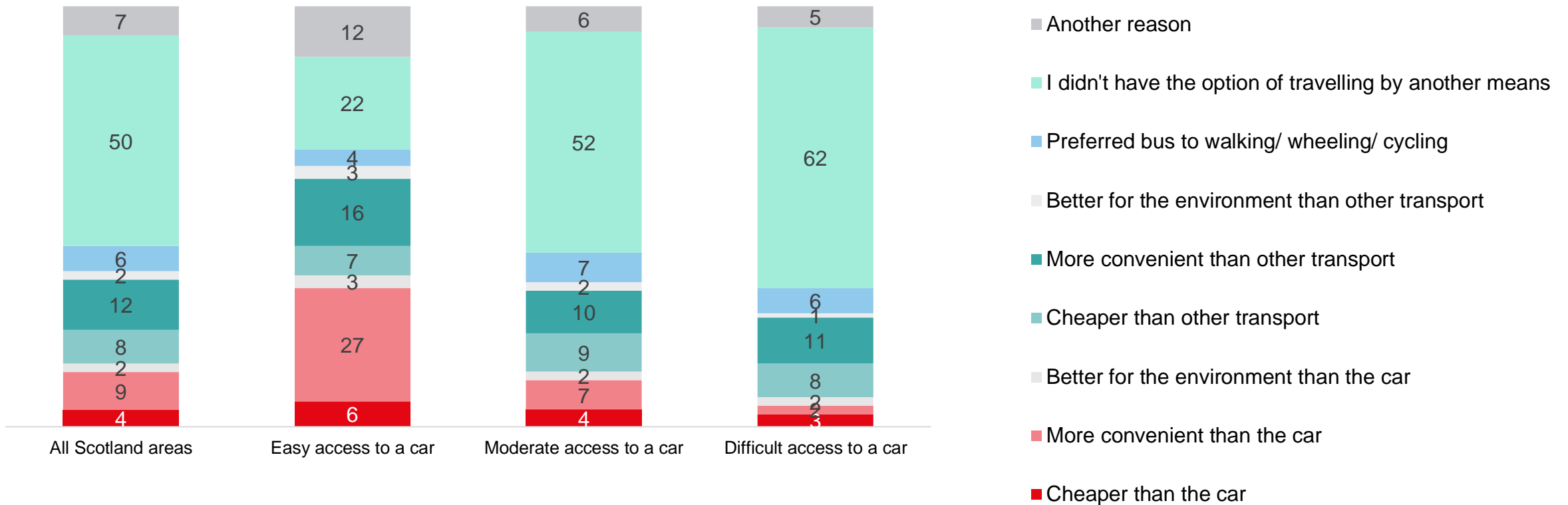


B1 What was the **main** reason you chose to take the bus for that journey?

Base: Full Year 2939; Age 16-25 664; Age 26-64 1506; Age 65+ 752; Male 1066; Female 1791; Disabled 653; Non-disabled 1890

Reason for taking the bus by access to a car

Main reason for taking the bus (%)

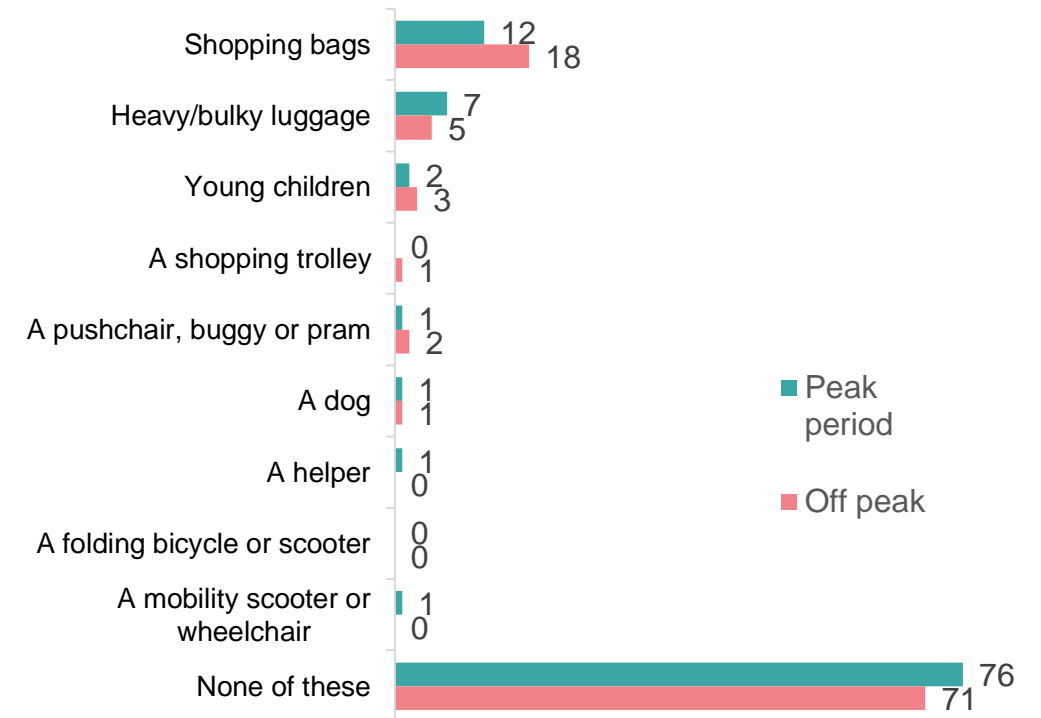


B1 What was the **main** reason you chose to take the bus for that journey?

Base: Full Year 2939; Easy access to a car 650; Moderate access to a car 1047; Difficult access to a car 998

Who or what passengers were travelling with

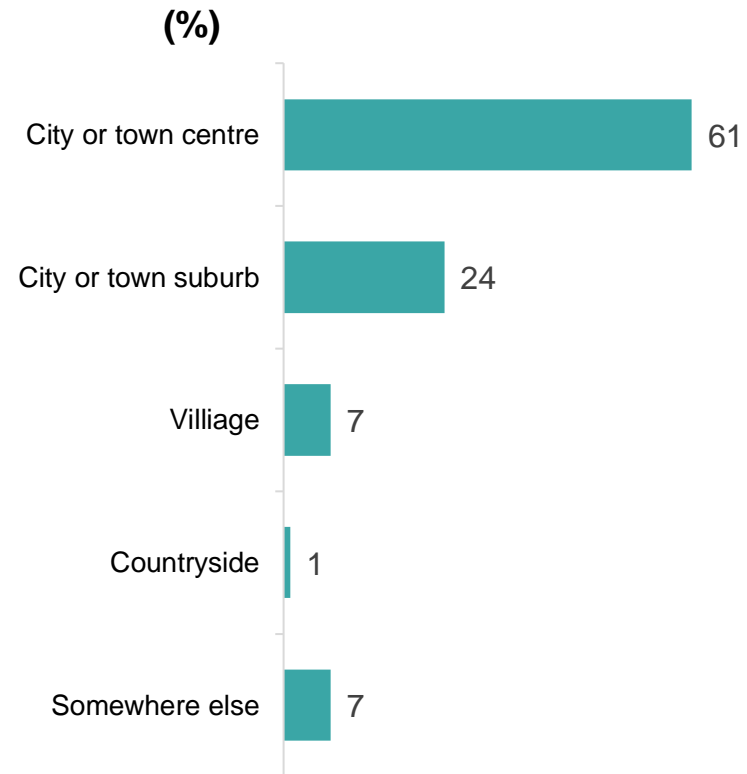
Items travelling with (%)



B2 Were you travelling with ...
 Base: Full Year 3053; Peak period journeys 1056; Off peak period journeys 1958

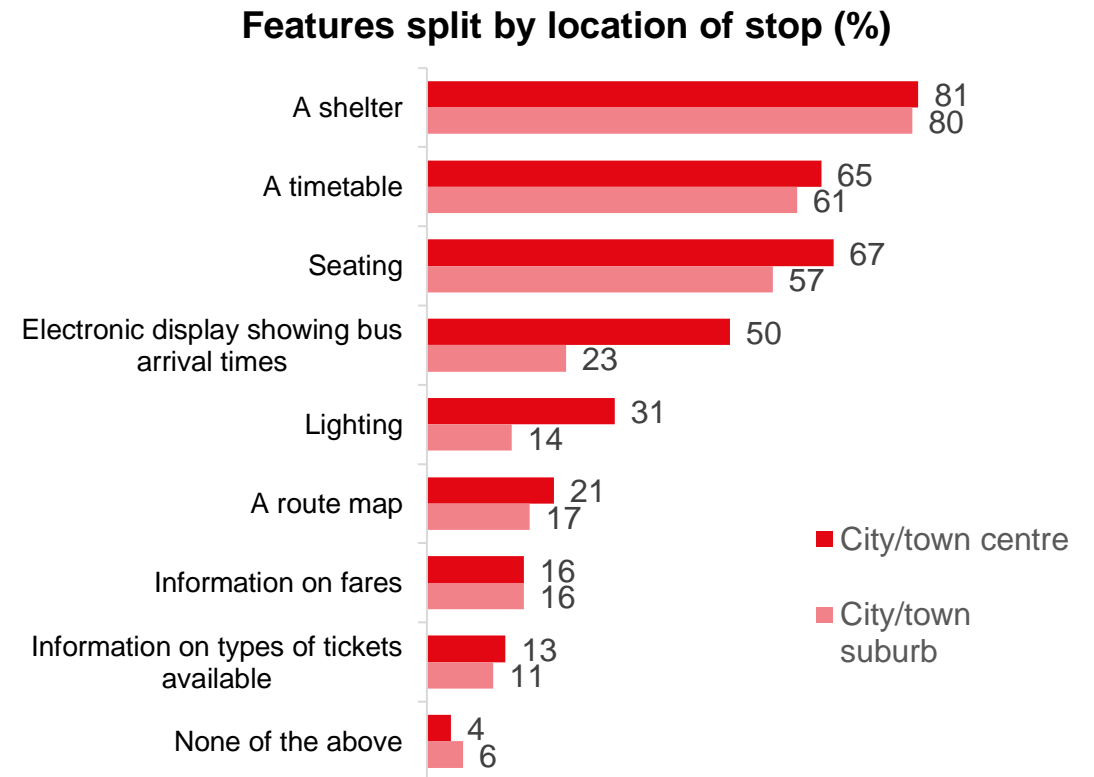
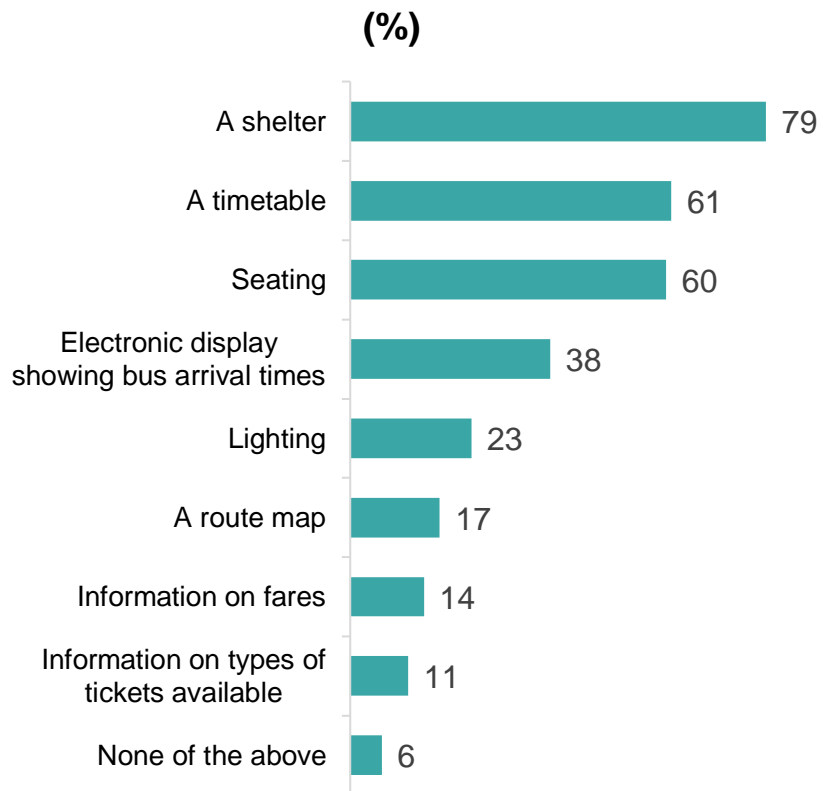


Area of boarding bus stop



B3 What type of area was the stop you caught the bus in?
Base: Full Year 2971

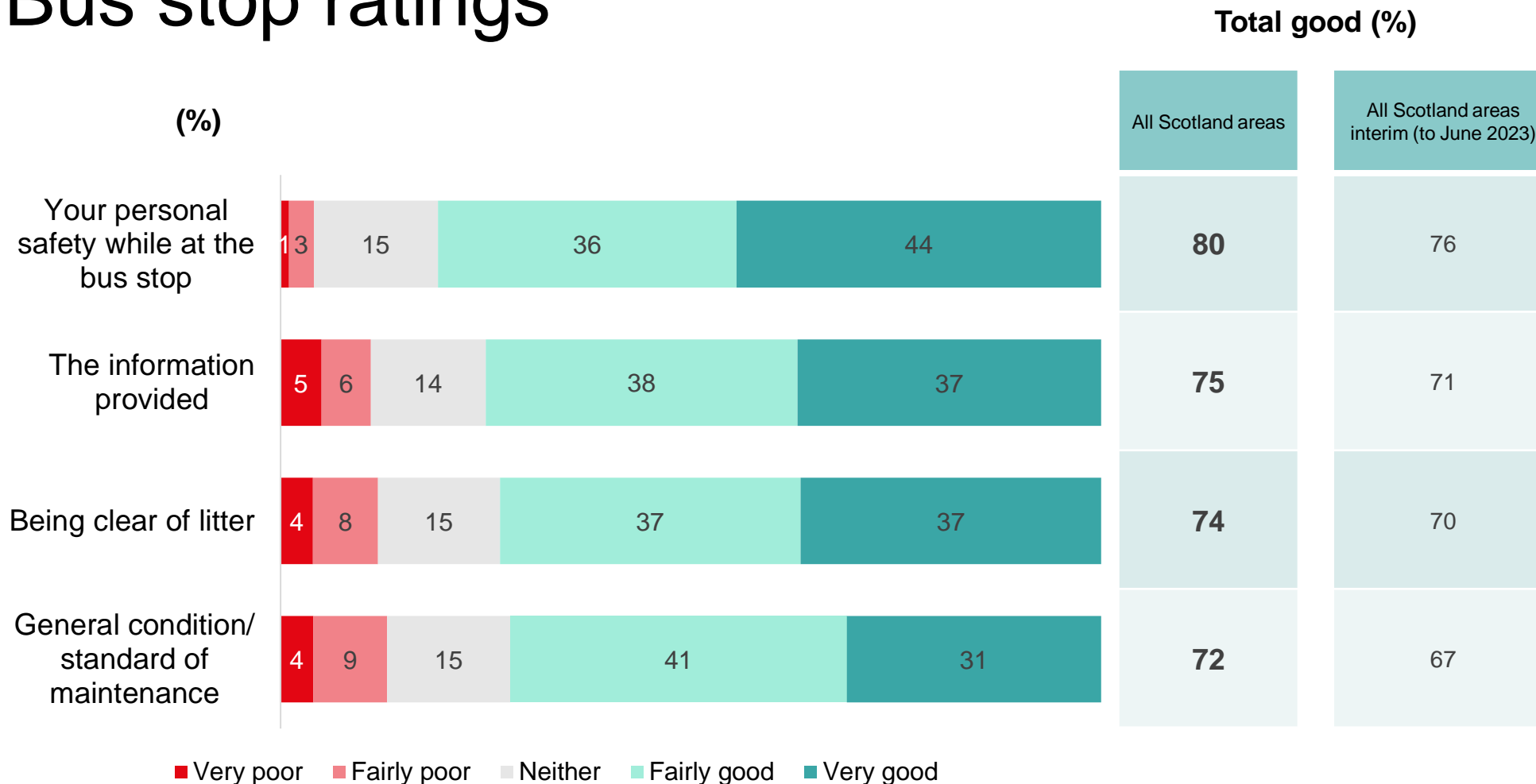
Bus stop facilities



B4 Which of these did the bus stop where you caught the bus have?

Base: Full Year 3053; Those boarding bus in city/town centre 1745; Those boarding bus in city/town suburb 717

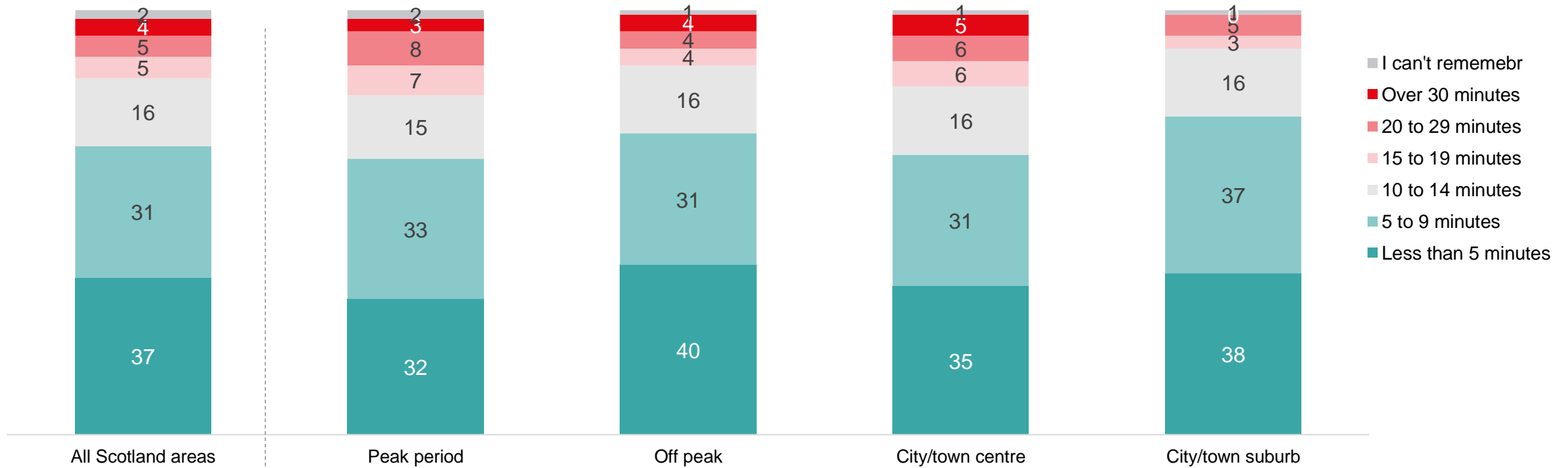
Bus stop ratings



B5 Thinking about the bus stop itself, how would you rate the following...?
 Base: Interim 903 - 945; Full Year 2751 - 2911

Waiting for the bus

Length of wait for the bus (%)



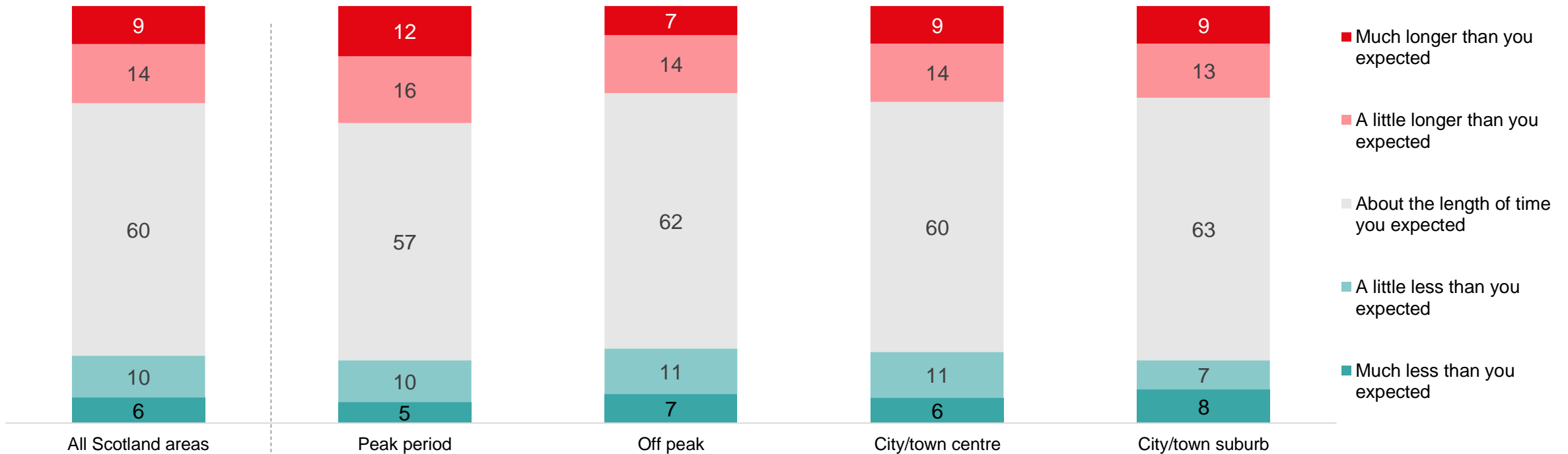
B6A How long did you wait for your bus?

B6B Was this wait time...?

Base: Full Year 2977; Peak 1027; Off Peak 1911; City/town centre 1712; City/town suburb 710

Wait compared to expectations

How long the wait was compared to expectations (%)

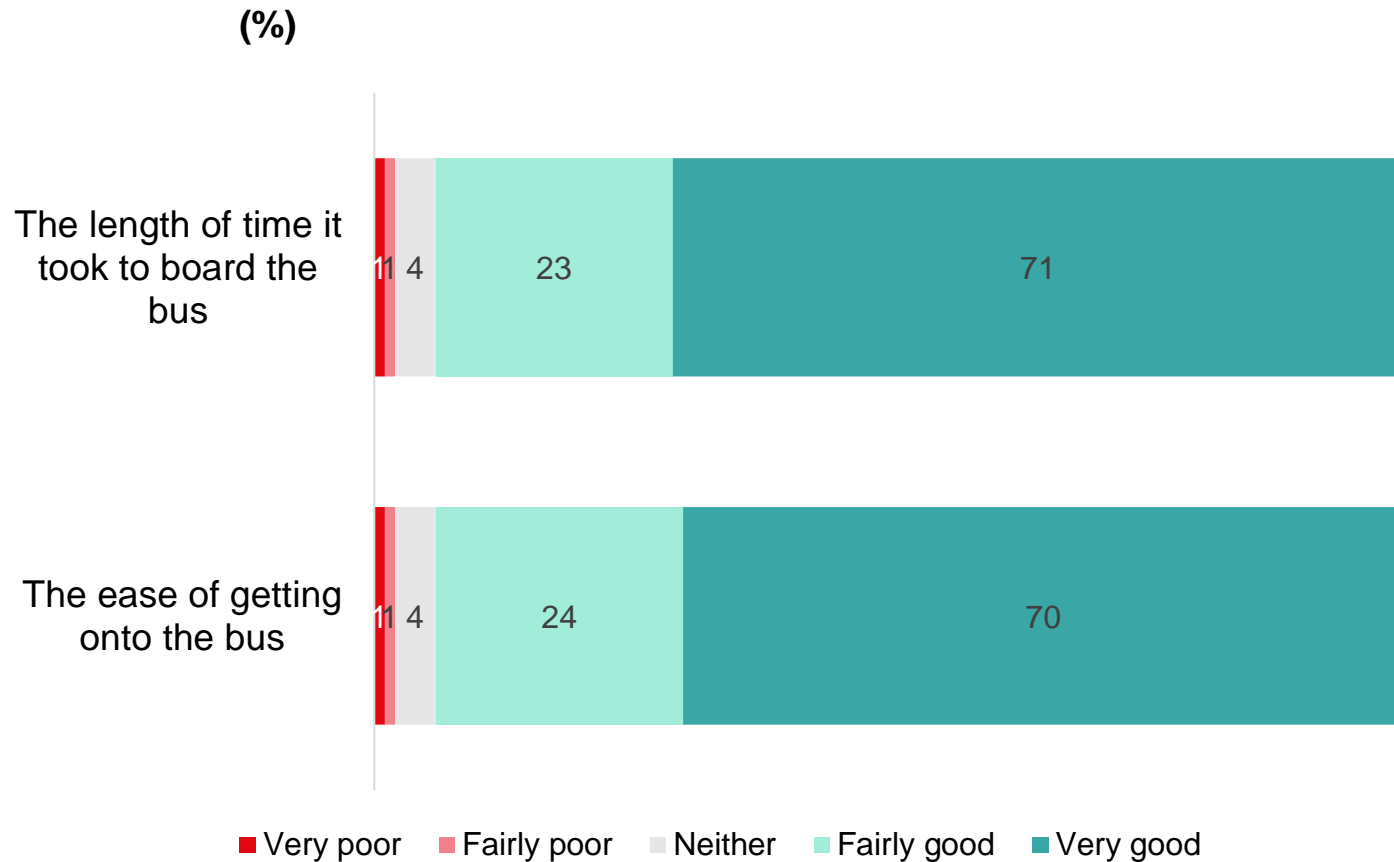


B6A How long did you wait for your bus?

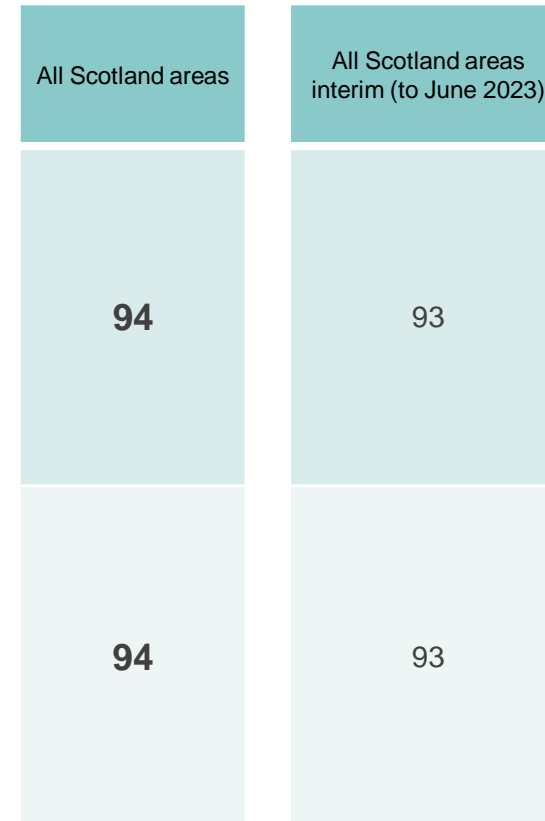
B6B Was this wait time...?

Base: Full Year 2938; Peak 1019; Off Peak 1887; City/town centre 1700; City/town suburb 703

Ratings for getting onto the bus



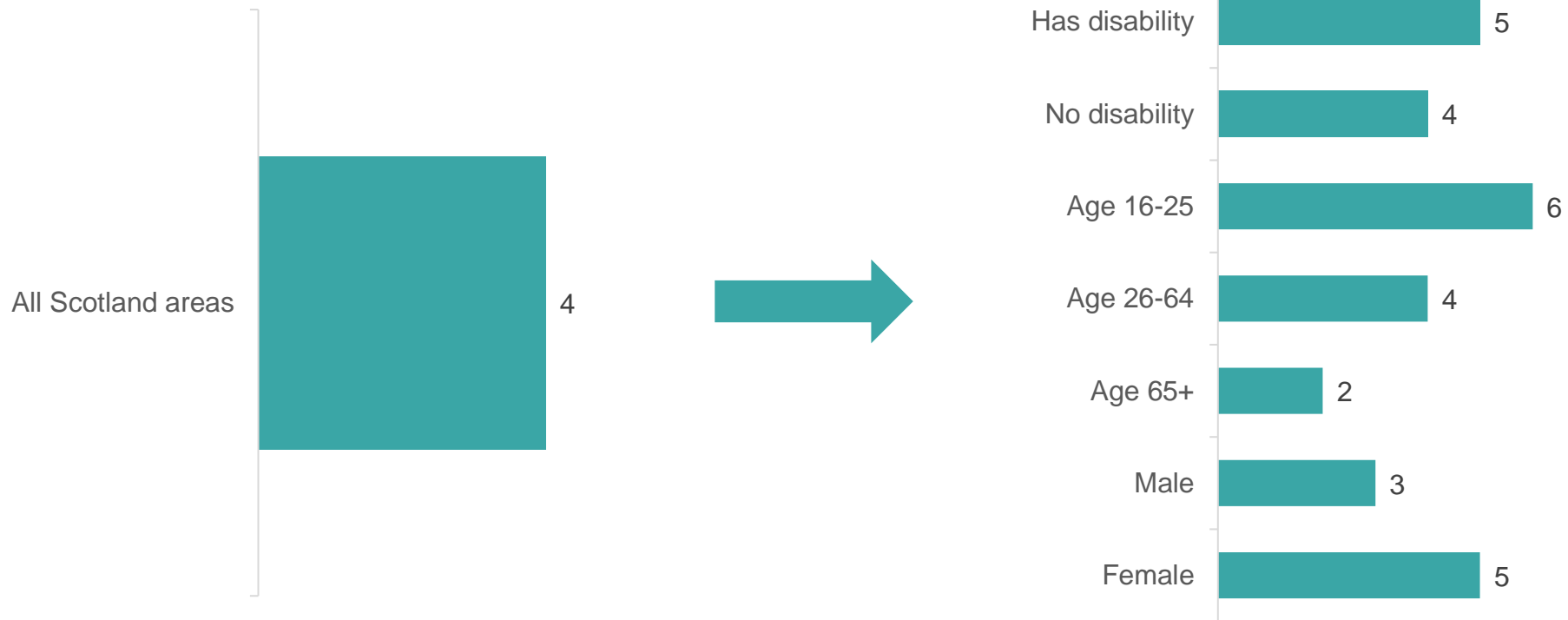
Total good (%)



B7 Thinking about when the bus arrived, how would you rate the following...?
 Base: Interim 928 - 957; Full Year 2840 - 2920

Behaviour of other passengers at the bus stop

Other passengers' behaviour made them uncomfortable (%)

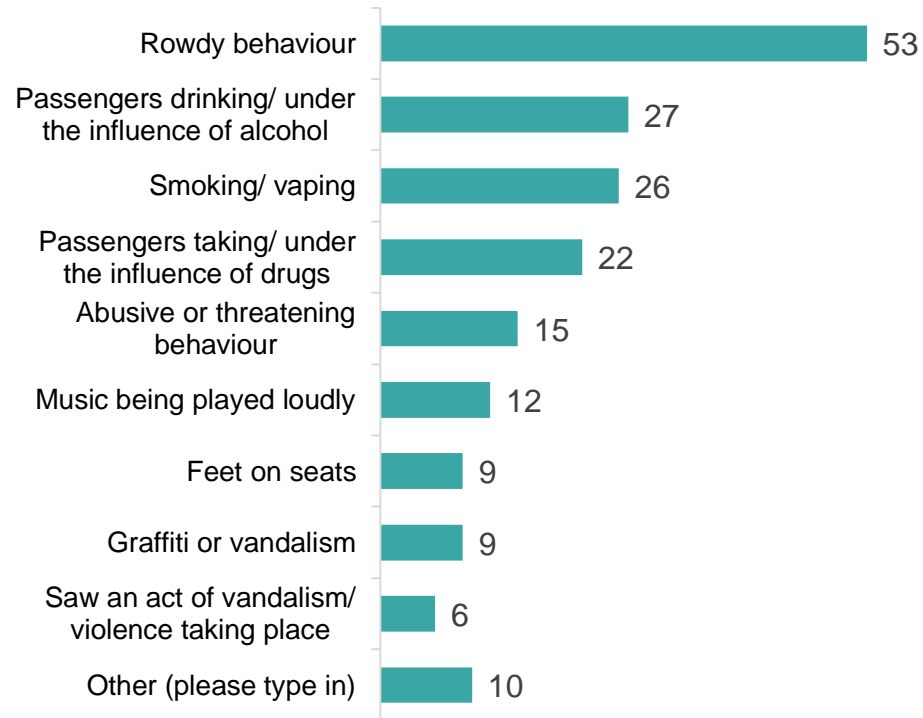


B12 Did other passengers' behaviour make you feel worried or uncomfortable during your journey at the bus stop?

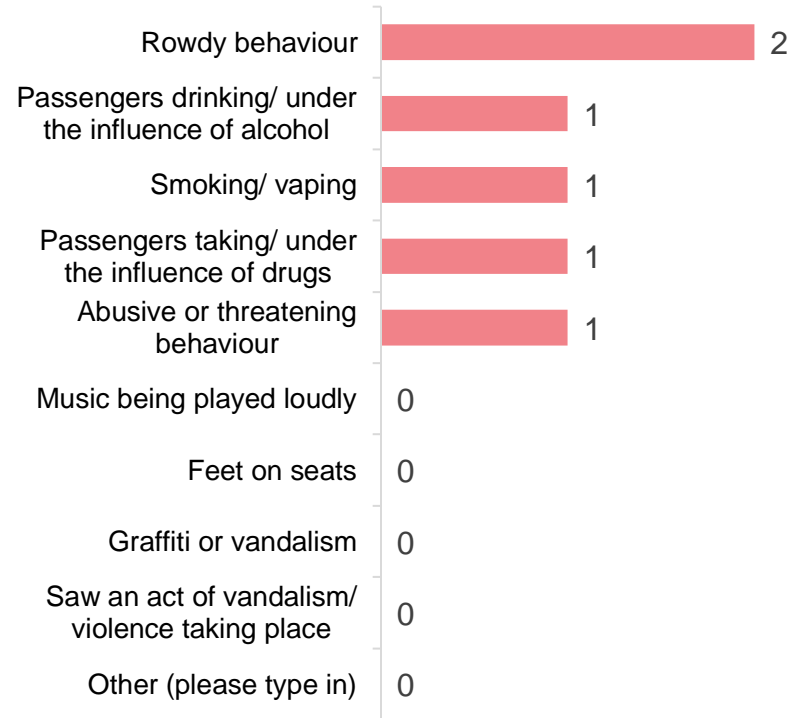
Base: Full Year 2872; Has disability 675; No disability 1919; Age 16-25 608; Age 26-64 1452; Age 65+ 749; Male 1021; Female 1724

Behaviour of other passengers at the bus stop

What behaviours made them uncomfortable
(% of those who were worried or made to feel uncomfortable)



What behaviours made them uncomfortable
(% of all passengers)

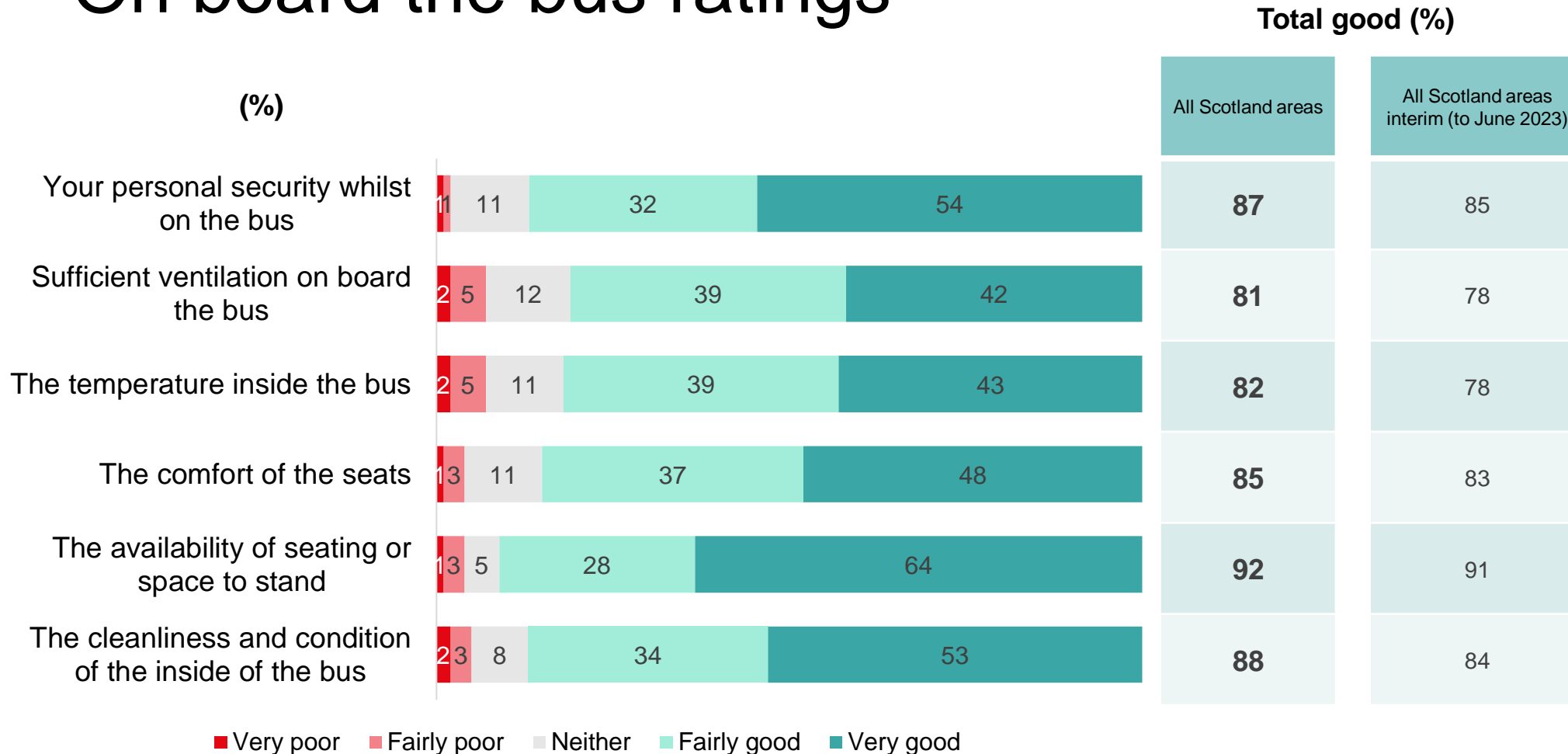


B13 Which of the following were reason(s) for this?

Base: All passengers who were worried or made to feel uncomfortable 166; All passengers 3053



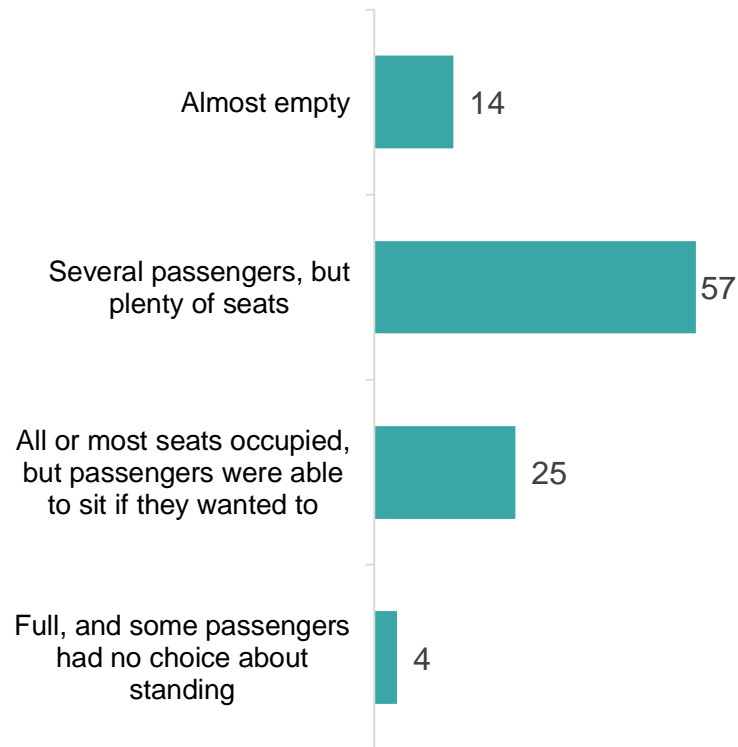
On board the bus ratings



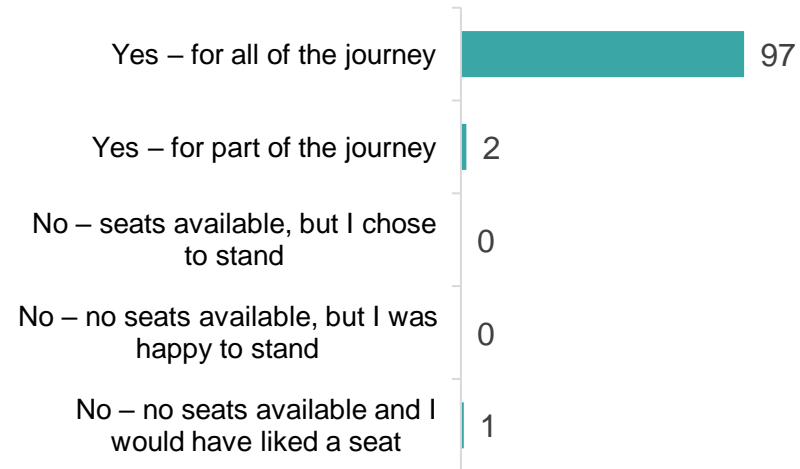
B8 Thinking about when you were on the bus, how would you rate the following...?
 Base: Interim 913 - 949; Full Year 2821 - 2895

How busy the bus was

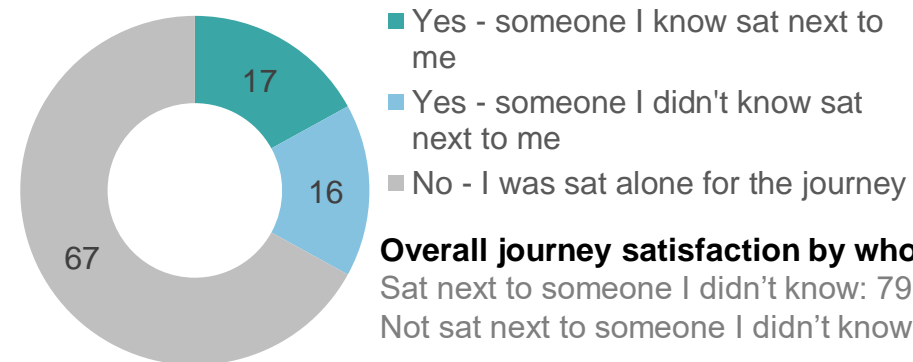
How busy the bus was (%)



Whether got a seat on the bus(%)



Whether sat next to someone on the bus (%)

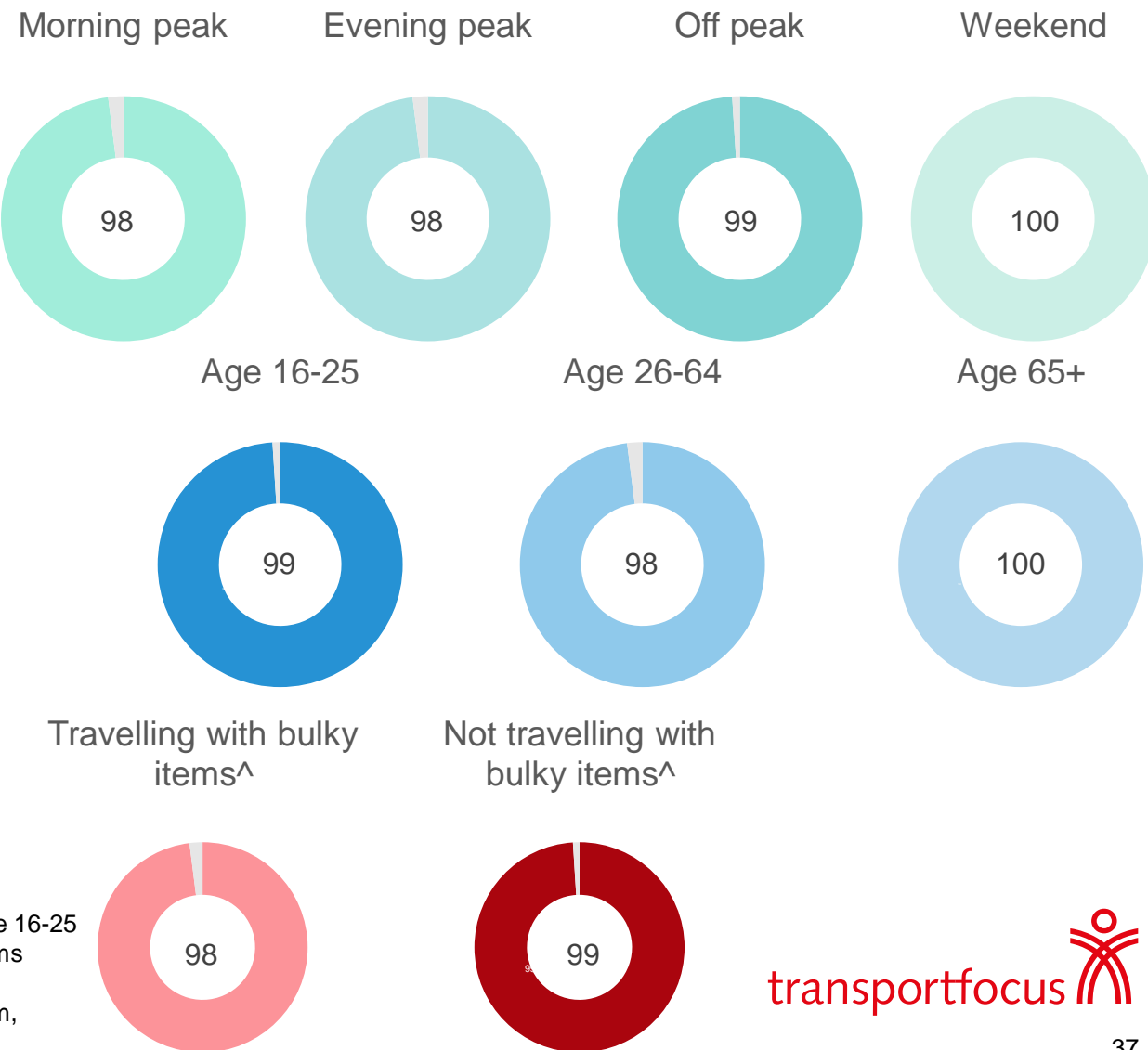
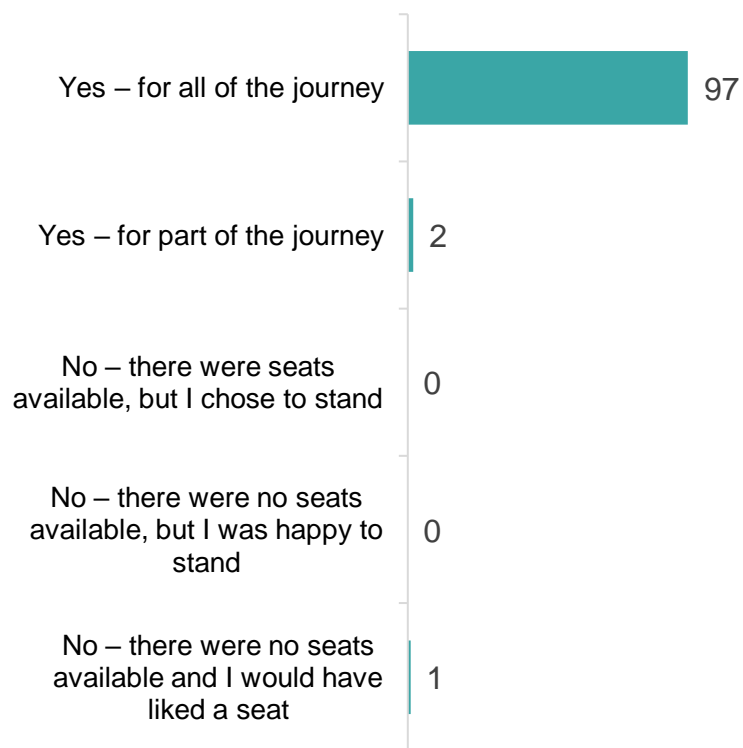


Overall journey satisfaction by who sat next to
 Sat next to someone I didn't know: 79% satisfied
 Not sat next to someone I didn't know: 88% satisfied

B9 How busy was the bus during most of your journey?
 B10 Did you get a seat on the bus?
 B11 And did anyone sit next to you on the bus?
 Base: Full Year 2420 - 2904

Seating on the bus by journey details

Whether got a seat on the bus(%)



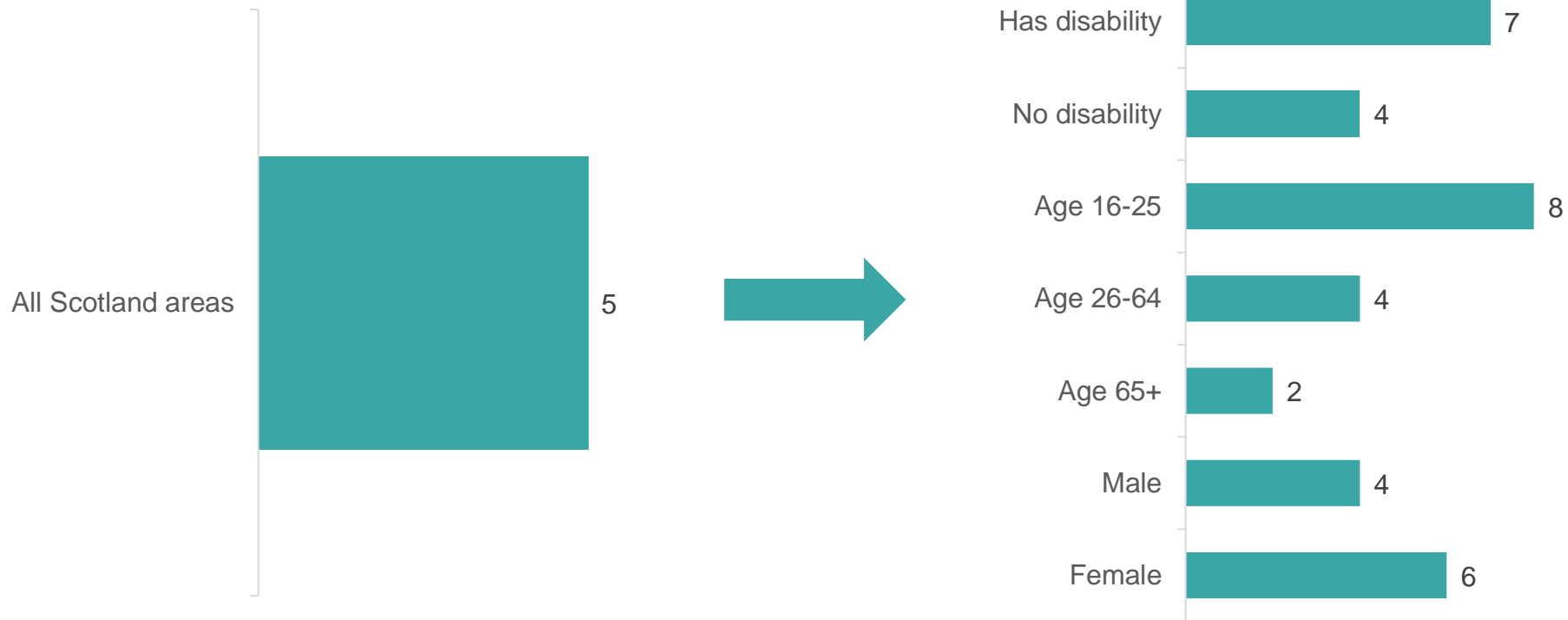
B10 Did you get a seat on the bus?

Base: Full Year 2899; Morning Peak 411; Evening Peak 585; Off Peak 1545; Weekend 326; Age 16-25 613; Age 26-64 1464; Age 65+ 758; Travelling with bulky items 913; Not travelling with bulky items 1986.

[^]Bulky items include: Heavy/bulky luggage, Shopping bags, A shopping trolley, A pushchair/pram, Young children, folding bike/scooter, dog, mobility scooter/wheelchair

Behaviour of other passengers on board

Other passengers' behaviour made them uncomfortable (%)

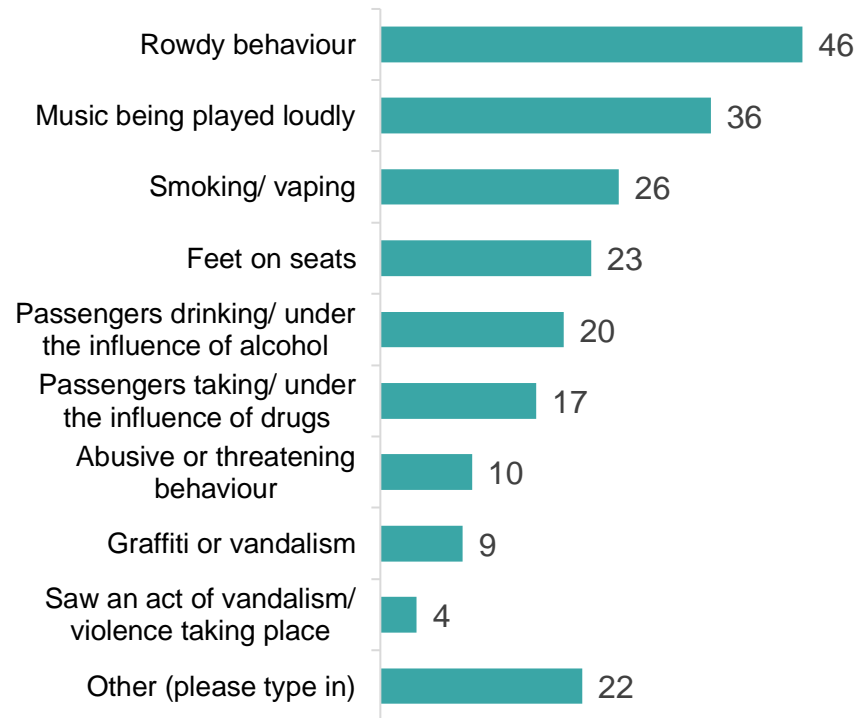


B12 Did other passengers' behaviour make you feel worried or uncomfortable during your journey on the bus?

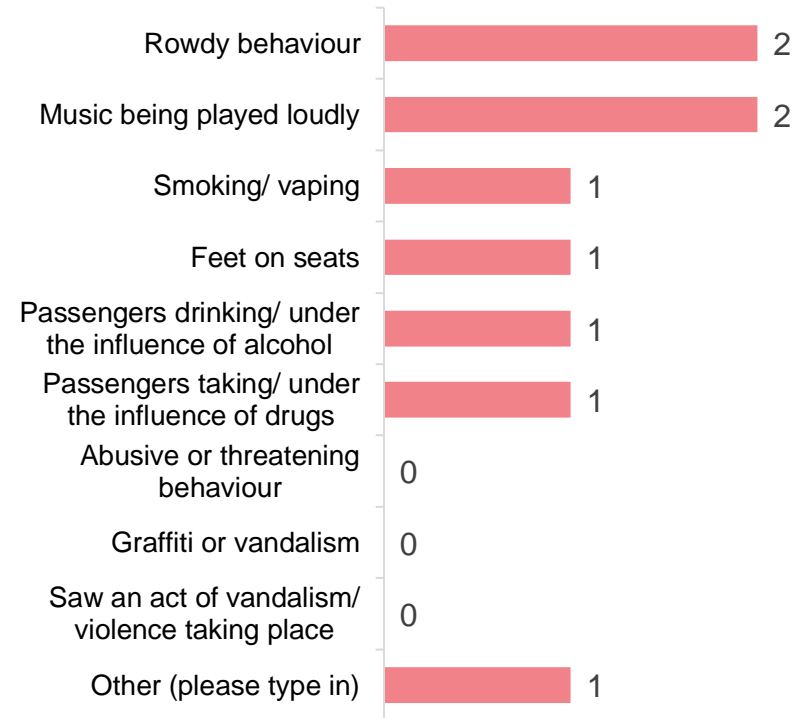
Base: Full Year 2857; Has disability 668; No disability 1914; Age 16-25 608; Age 26-64 1449; Age 65+ 739; Male 1019; Female 1714

Behaviour of other passengers on board

What behaviours made them uncomfortable
(% of those who were worried or made to feel uncomfortable)



What behaviours made them uncomfortable
(% of all passengers)

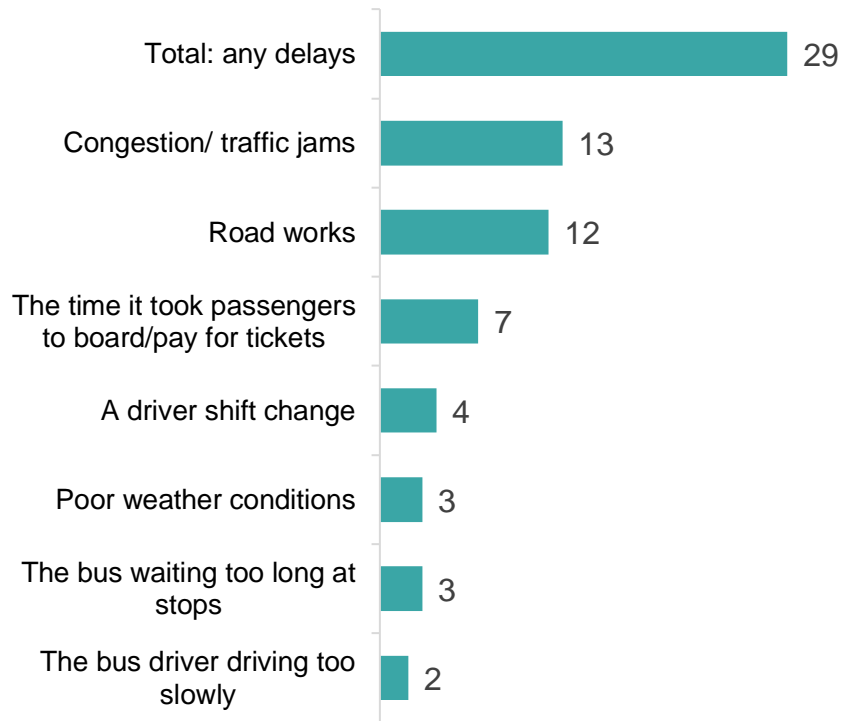


B13 Which of the following were reason(s) for this?

Base: All passengers who were worried or made to feel uncomfortable 152; All passengers 3053

Journey delays

Reasons for delay (%)



Congestion/ traffic jams



Road works



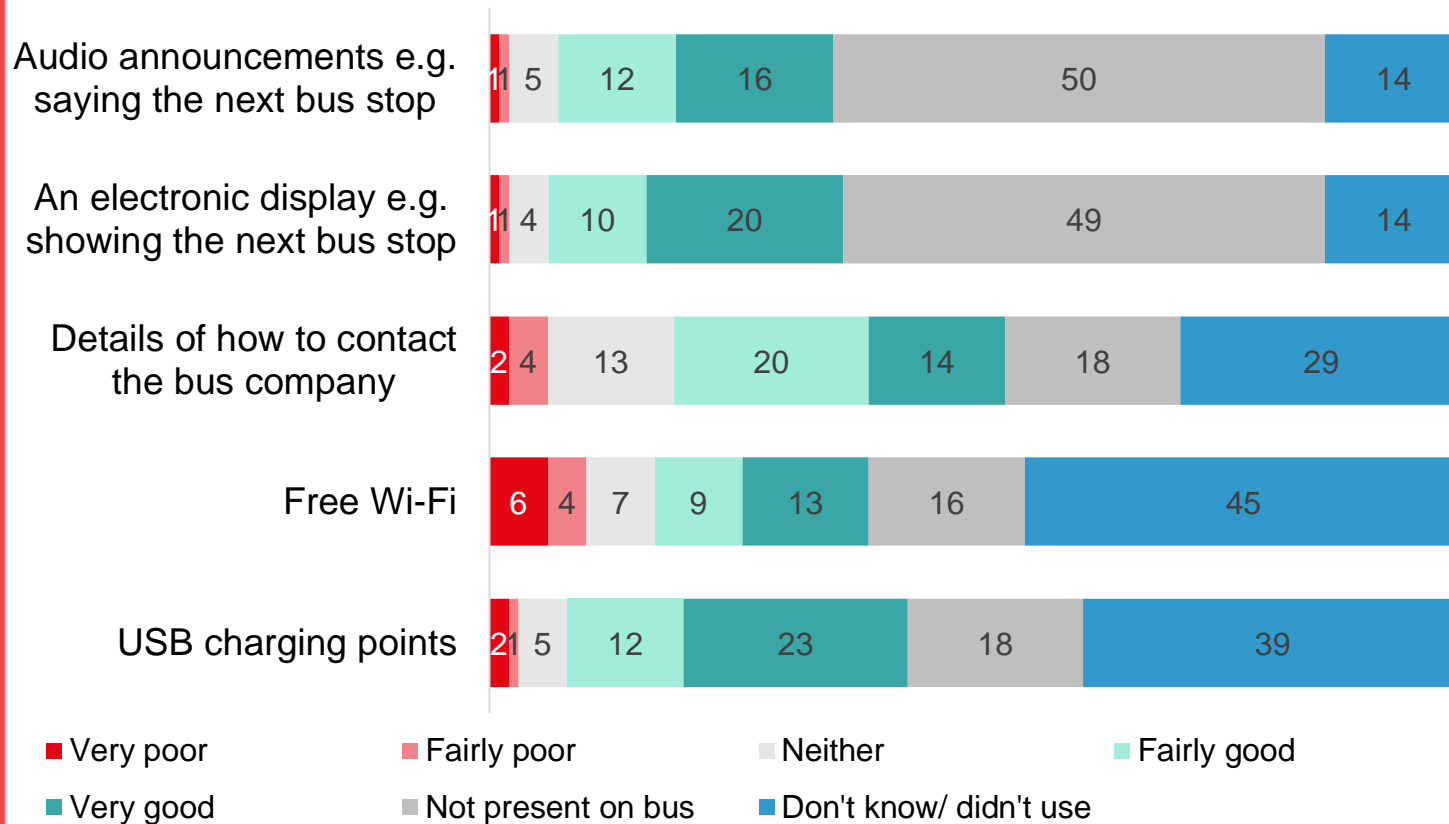
Time taken to board



B14 Was your journey delayed by...?
Base: Full Year 3053; Peak 1056; Off Peak 1958

Ratings of bus facilities amongst all passengers

(%)

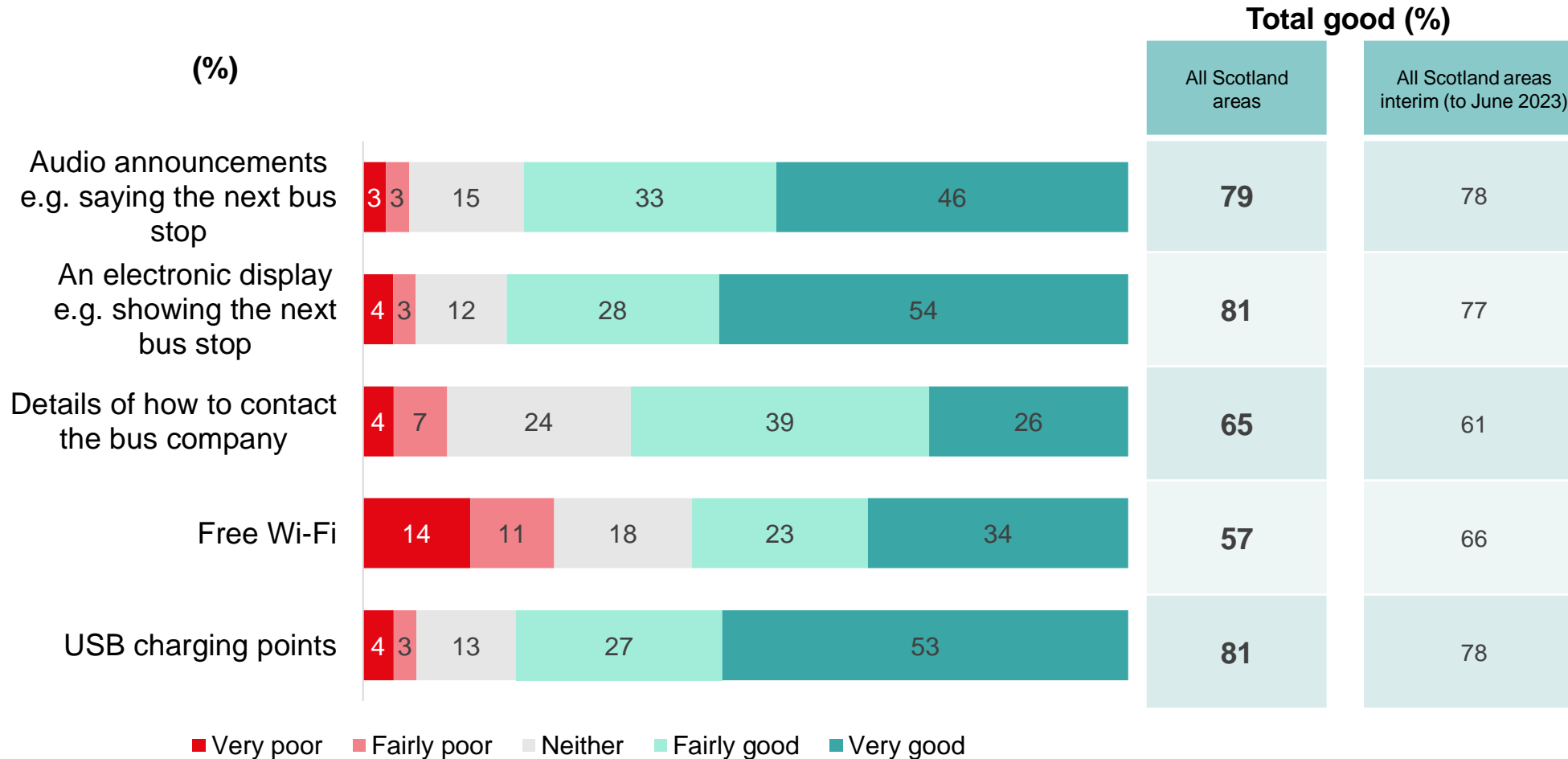


Total good (%)

	All Scotland areas	All Scotland areas interim (to June 2023)
Audio announcements e.g. saying the next bus stop	28	28
An electronic display e.g. showing the next bus stop	30	29
Details of how to contact the bus company	34	27
Free Wi-Fi	22	21
USB charging points	35	30

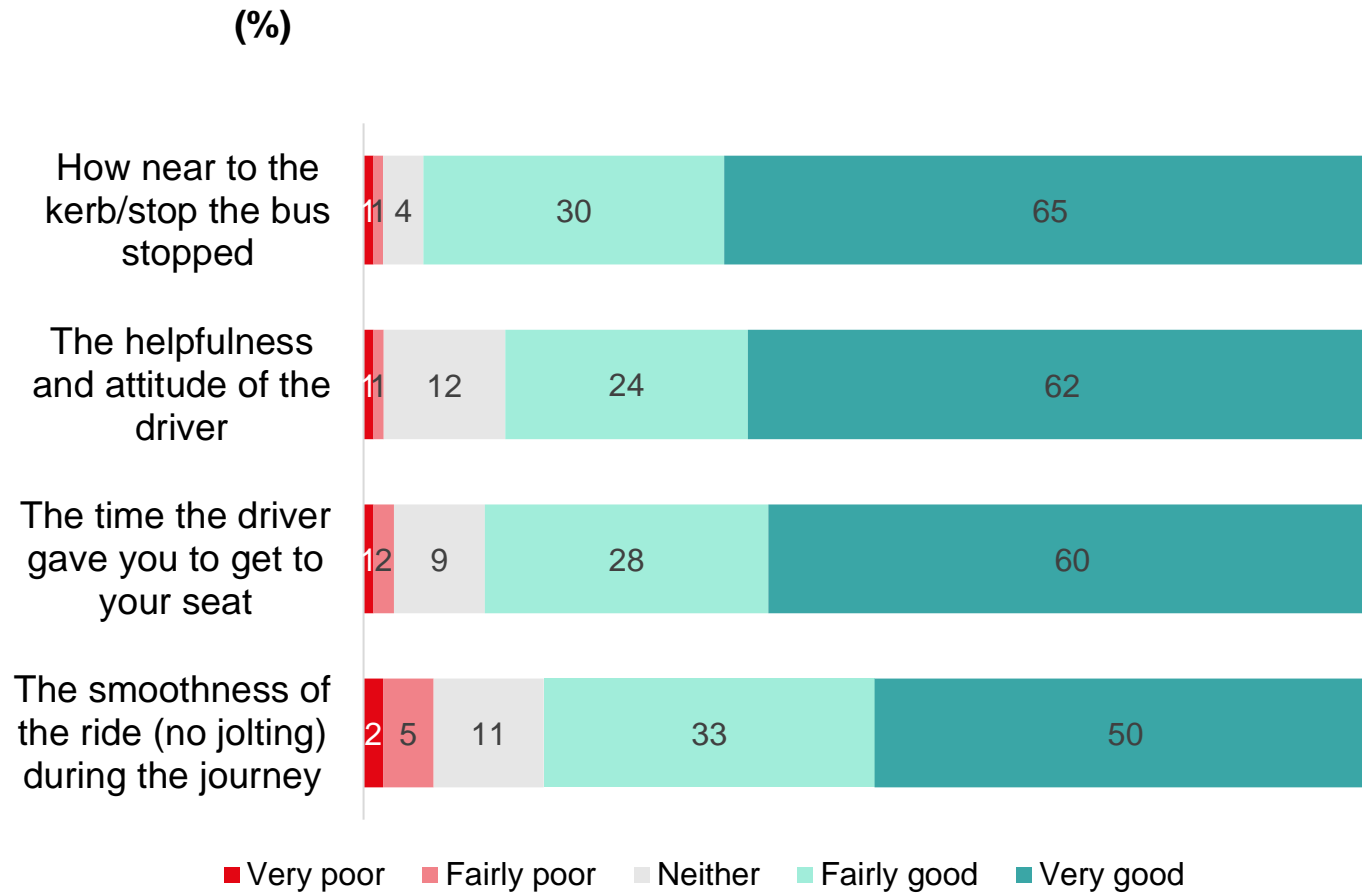
B15 How would you rate the following facilities on the bus?
Base: Interim 935; Full Year 2884

Ratings of bus facilities amongst those using them



B15 How would you rate the following facilities on the bus?
 Base: Interim 298 - 454; All those using each facility 909 - 1498

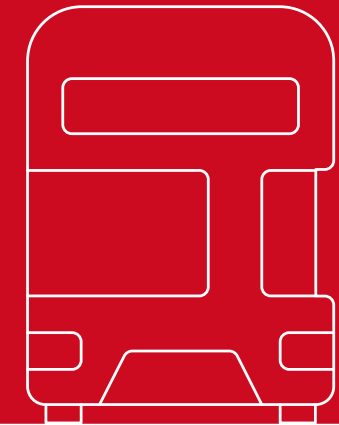
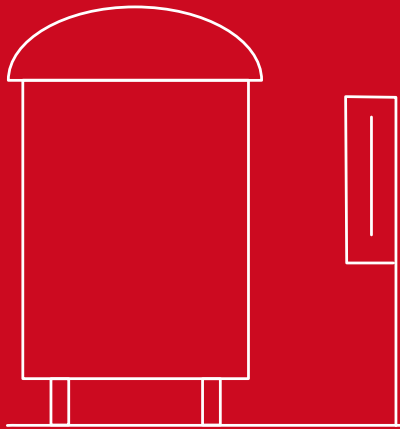
Ratings of the bus driver



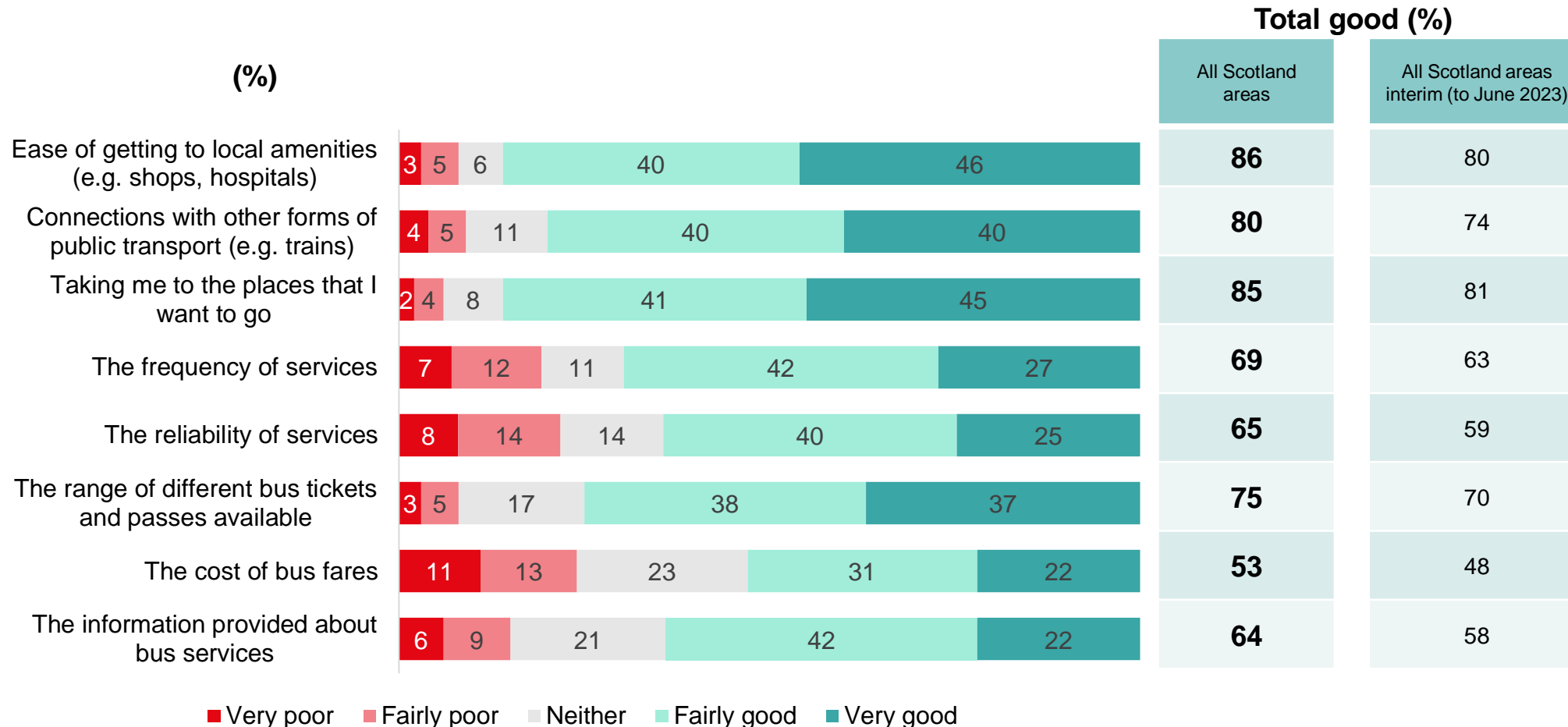
Total good (%)	
All Scotland areas	All Scotland areas interim (to June 2023)
94	93
86	85
88	87
83	80

B16 Thinking about the driver and the driving, how would you rate the following...?
 Base: Interim 872 - 895; Full Year 2708 - 2763

Bus services in general



Ratings for local bus services in general

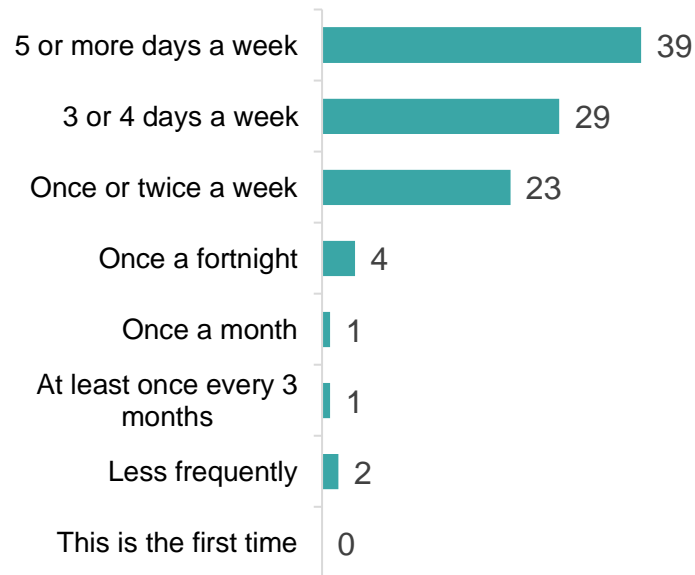


B22 Thinking more generally about the bus services where you were making this journey (so not just about this particular journey) how would you rate them for the following?

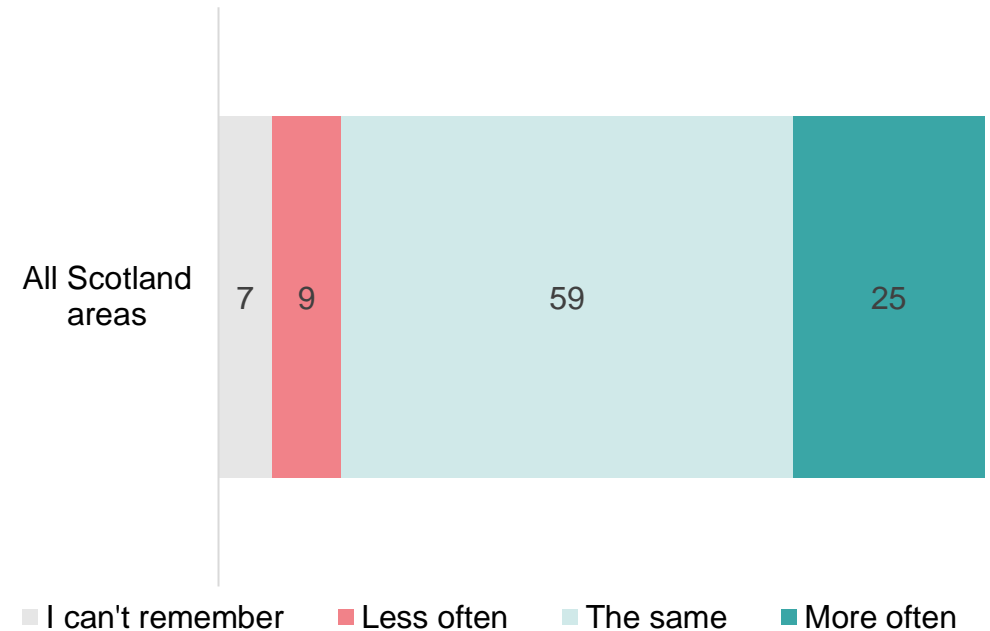
Base: Interim 626 - 866; Full Year 1825 - 2672

Frequency of bus travel

Frequency of bus travel (%)



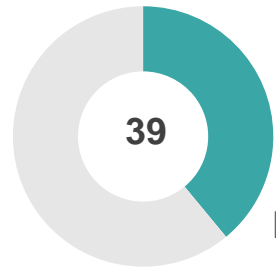
Change in bus use in past 12 months (%)



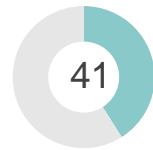
B23 How often do you typically travel by bus?
B24 And is this more often, the same, or less often than 12 months ago?
Base: Full Year 2783 - 2823

Frequency of bus travel

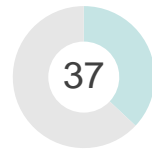
5 or more days per week (%)



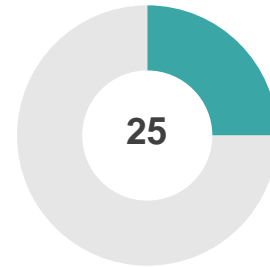
Fare-payer



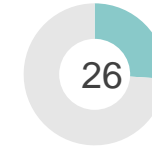
Free pass



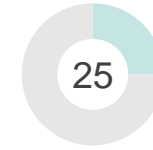
Use bus more than 12 months ago (%)



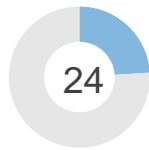
Fare-payer



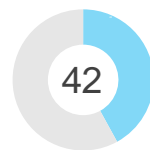
Free pass



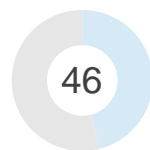
Easy access to car



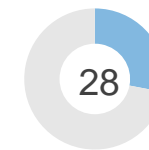
Moderate access to car



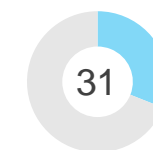
Difficult access to car



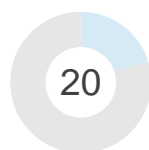
Easy access to car



Moderate access to car



Difficult access to car



B23 How often do you typically travel by bus?

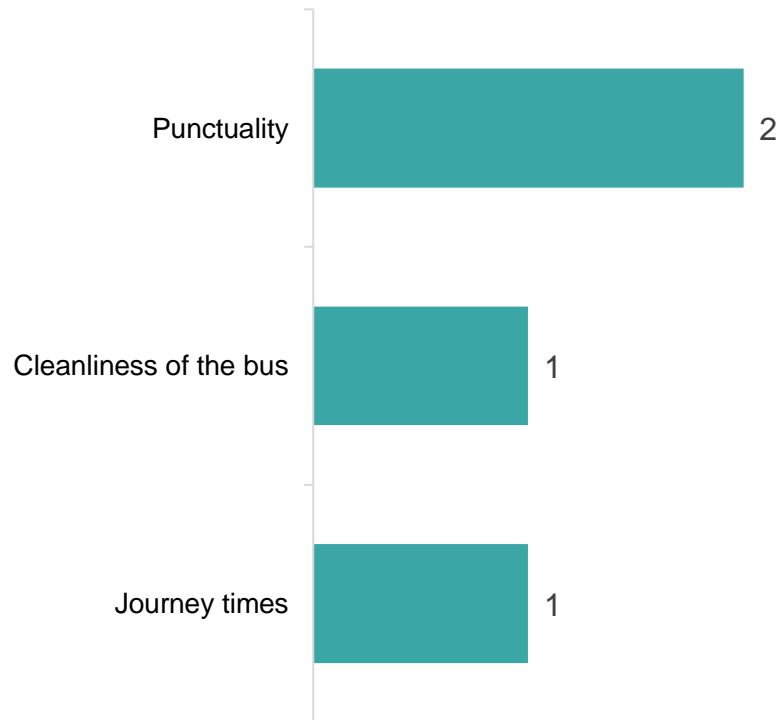
B24 And is this more often, the same, or less often than 12 months ago?

Base: Full Year 2783 – 2823; Fare-payer 1186 – 1187; Free pass 1497 - 1513; Easy access to car 667 - 668; Moderate access to car 1058 - 1078; Difficult access to car 1012 - 1020

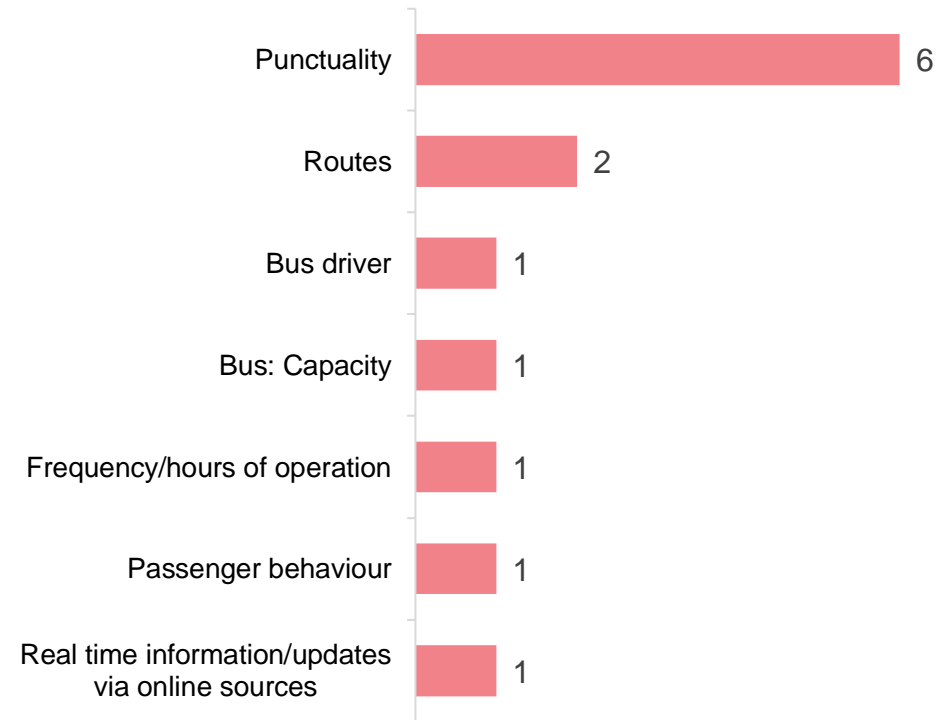
Comments made about other bus journeys

(provided by passengers in addition to comments about the current journey)

Positive comments (%) – top ten themes



Negative comments (%) – top ten themes

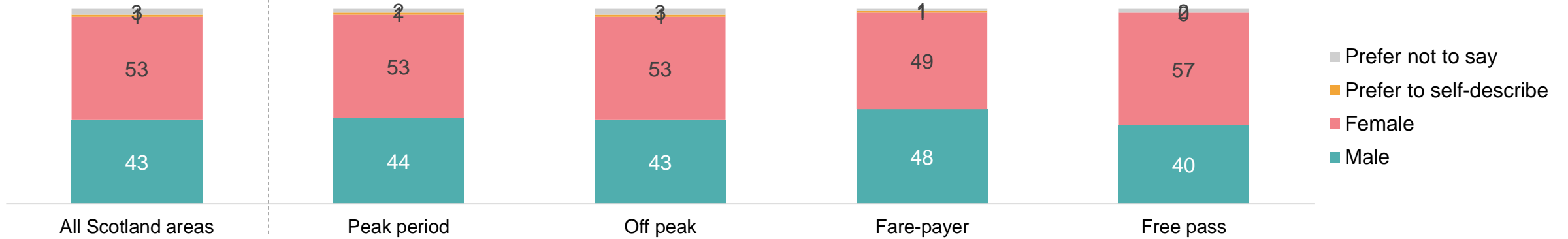


Q7 Please tell us in your own words what was good or bad about this journey.
We're interested in anything that stood out about this journey.
Base: All respondents 2754

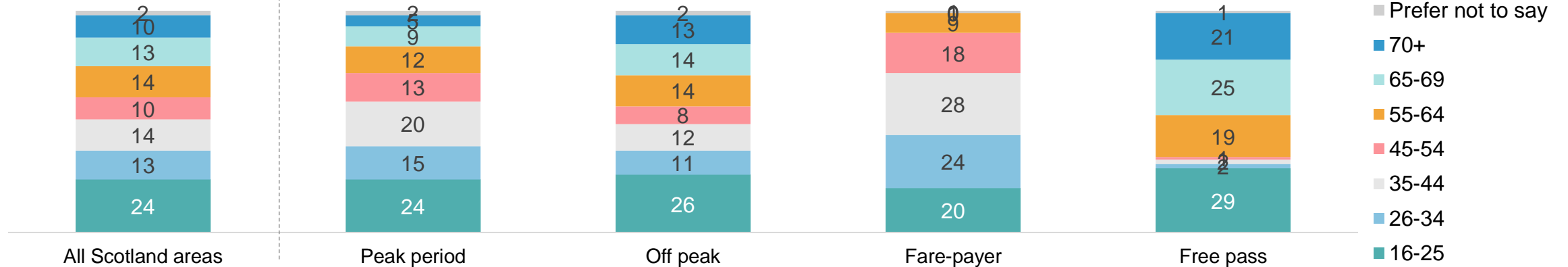


Profile of passengers

Gender (%)



Age (%)



Q11 How would you describe yourself?

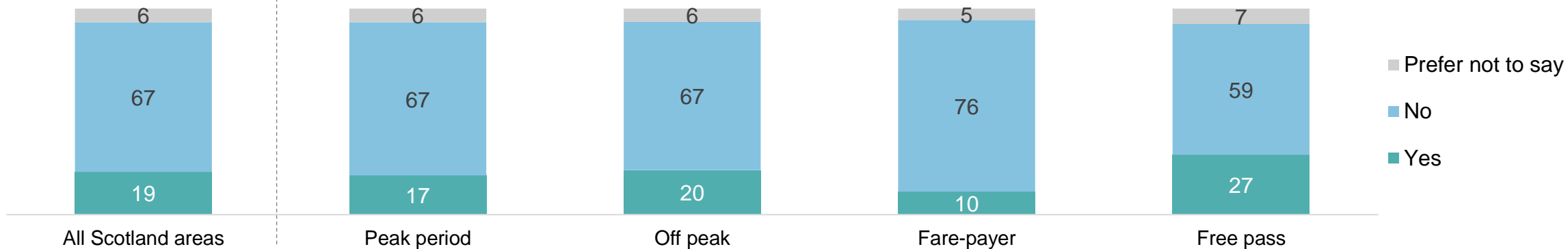
Q12 Which age group are you in?

Base Q11: Full Year 3053; Peak 1056; Off Peak 1958; Fare-payer 1301; Free pass 1617

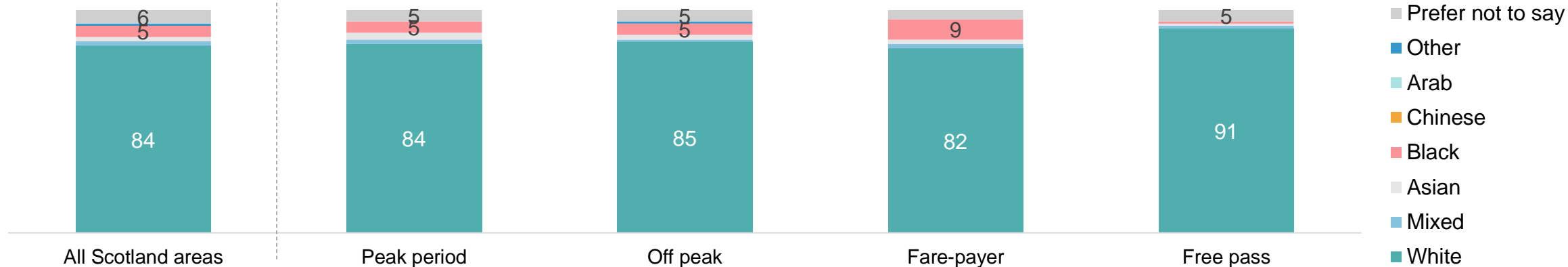
Base Q12: Full Year 3053; Peak 1056; Off Peak 1958; Fare-payer 1301; Free pass 1617

Profile of passengers

Disability (%)



Ethnicity (%)



D1 Are you affected by any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

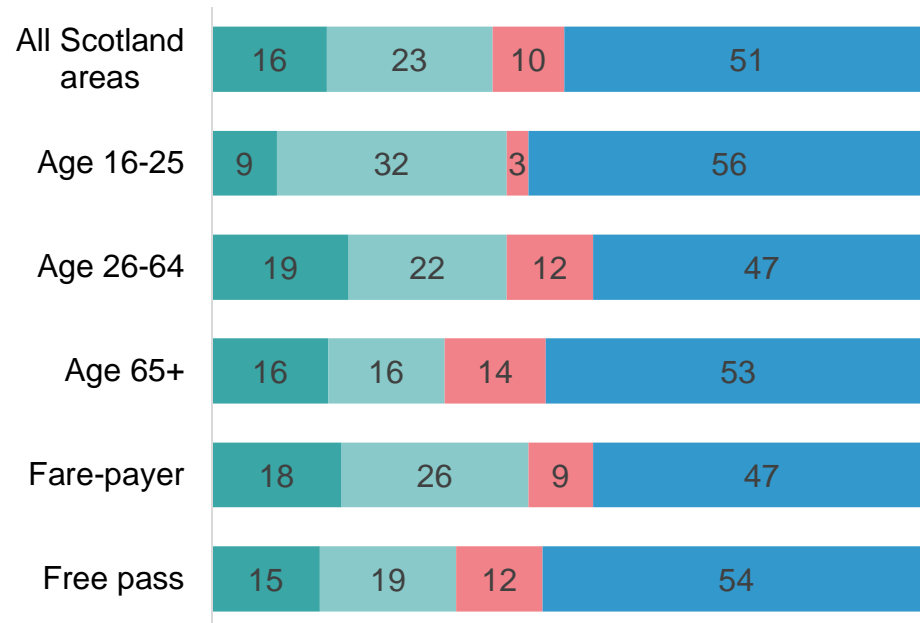
D2 Which of the following best describes your ethnic background?

Base D1: Full Year 3053; Peak 1056; Off Peak 1958; Fare-payer 1301; Free pass 1617

Base D2: Full Year 2818; Peak 970; Off Peak 1812; Fare-payer 1187; Free pass 1508

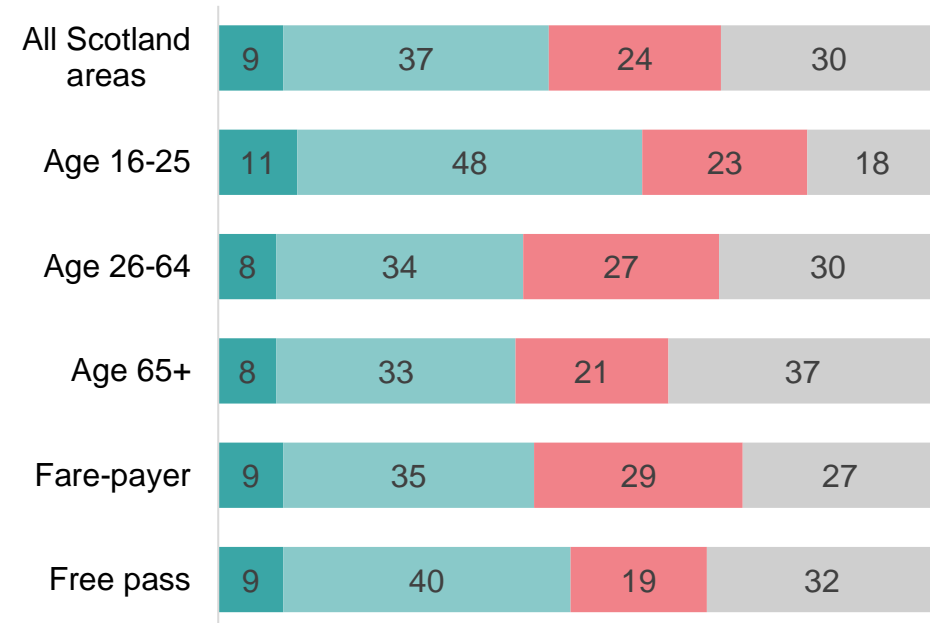
Access to a car

Personal access to a car (%)



- Have a car available and don't mind driving
- Have a car available but prefer not to drive
- Don't have a car available
- Don't drive

Access to a car through others (%)



- All or most of the time
- Some of the time
- I don't have anybody I can ask
- Not relevant to me

D3 In terms of having a car to drive, which of the following applies?

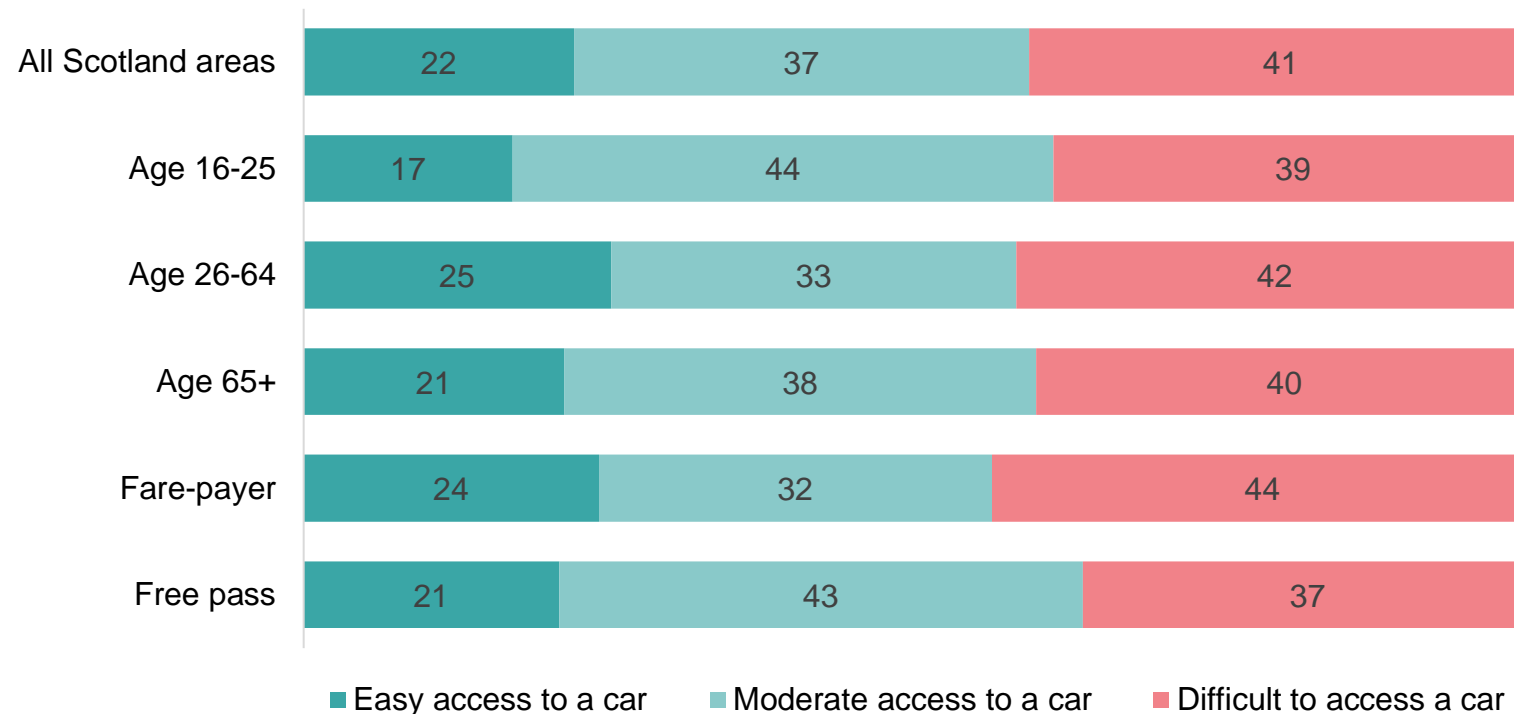
D4 How often are you able to ask someone else to drive you for local journeys?

Base D3: Full Year 2784; Fare-payer 1176; Free pass 1494; Age 16-25 562; Age 26-64 1407; Age 65+ 750

Base D4: Full Year 2768; Fare-payer 1172; Free pass 1481; Age 16-25 558; Age 26-64 1404; Age 65+ 740

Access to a car

Overall ease of car access (%)



Easy access to car: Have a car and don't mind driving or can ask someone else to drive all or most of the time

Moderate access: Have a car but prefer not to drive or can ask someone else some of the time

Difficult to access: don't have a car/don't drive/don't have anyone to ask

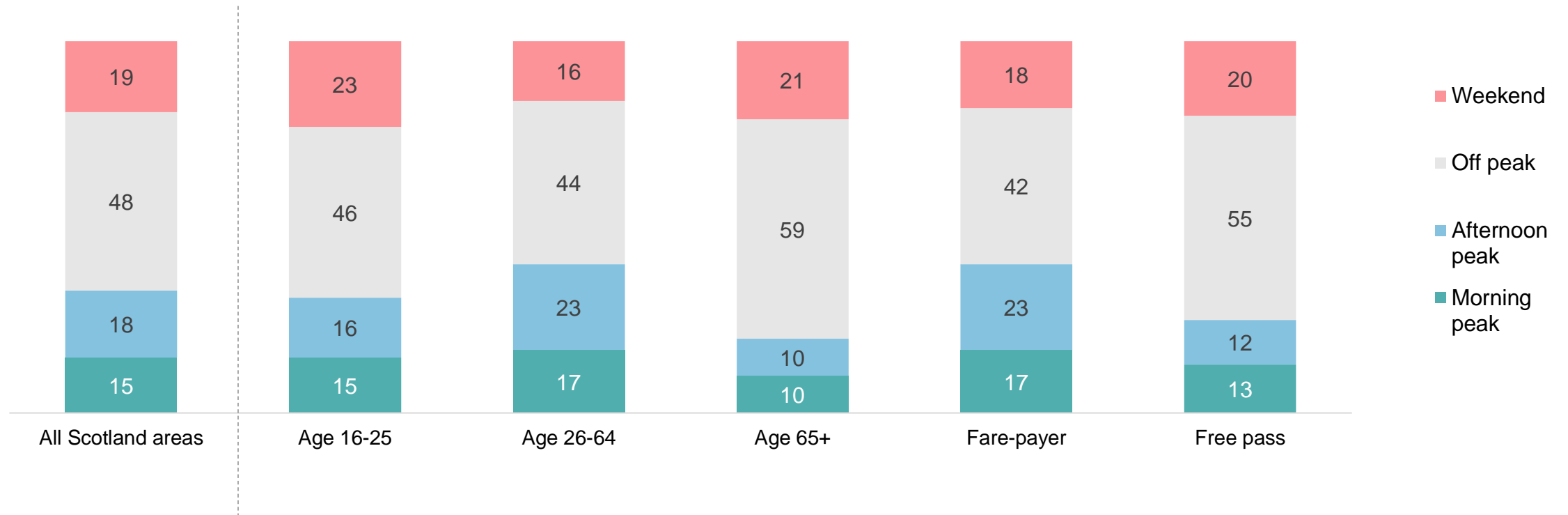
D3 In terms of having a car to drive, which of the following applies?
 D4 How often are you able to ask someone else to drive you for local journeys?
 Base: Full Year 2775; Fare-payer 1175; Free pass 1486; Age 16-25 559; Age 26-64 1406; Age 65+ 745

Appendix



Journey start times

Daypart (%)



Q2a What time did you board the bus for this journey?

Base: Full Year 3014; Age 16-25 669; Age 26-64 1518; Age 65+ 760; Fare-payer 1290; Free pass 1595

Operators

Operator^	Number of responses
Not stated	29
West Coast Motors	40
First	250
Lothian Buses	286
Shiel Buses	29
Stagecoach	1679
Midland Bluebird	46
Xplore Dundee	70
McGills Bus Service	291
Houstons Minicoaches	58
Citylink	29
East Coast Buses	41
McCalls Coaches	49

Q4 And which bus company runs this route?

Base: 3053

^All responses over 25 shown

Further details about the survey (1)

Overview of the methodology

The survey has been designed to provide results that are representative of bus passenger journeys made within each area, that is at the level of a local/transport authority, or a designated operator area.

The sampling method is 'systematic', derived from two sources*:

- the list of all bus stops within each area sourced from the Department for Transport's Bus Open Data, which were then grouped on locality to clusters of stops within a 100 metre radius of a central point. During their three-hour shift, fieldworkers were able to move between bus stops within the selected cluster to focus on those where the most passengers could be seen. They discussed the survey with passengers waiting for a bus or

disembarking from a bus at the stop and gave them the chance to participate.

- the list of the area's bus services and the times that they run (sourced from the Department for Transport's Bus Open Data). Services available for selection were those running between 6am to 10pm, seven days of the week; only school bus services were systematically excluded[^]. During their three-hour shift, fieldworkers made as many return trips as possible on that selected service. They discussed the survey with passengers who boarded that bus service and gave them the chance to participate.

Those wishing to take part were offered four options: to scan a QR code taking

them to an online version of the survey, to provide their email address or mobile phone number so that an online version of the survey could be emailed or sent via text to them, or to take a self-completion paper questionnaire. Questions primarily referred to the journey they were making at the time, but also included some more general questions about local bus services.

Fieldwork for the survey was conducted between 30 January and 28 December 2023, but start dates varied locally, with some areas joining the survey in February and others in March.

The survey was conducted among passengers aged 16 or over.

* The once exception to this being for Reading Buses network, for which all passengers were recruited on board buses to ensure that they were using a Reading Buses service.

[^] In some areas bordering London, services running under a Transport for London franchise were also excluded.

Further details about the survey (2)

Overview of the methodology (continued)

Responses were weighted in three stages: the first was to weight to the age, gender and 'daypart' profile of bus passengers within each area ('dayparts' are morning peaks, weekday off-peaks, afternoon peaks, and weekends).

As there was no nationally available data at area level on the age/gender/daypart profile of passengers this was estimated: for age and gender the profile of passengers was recorded on two occasions during each fieldwork shift.

Daypart was taken from the Department for Transport's Bus Open Data, using the proportion of bus journeys taking place

during each part of the day and calculating weights to be representative of the total number of journeys on this basis.

The second stage was to weight by where the passengers were recruited for the survey within each area, so that 50% came from passengers recruited at bus stops and 50% on board buses*. The third stage was at area level to ensure that in the final data each participating area (within the survey) was represented in proportion to its total annual journey volume. Journey volume information was sourced from the DfT's published statistics, and in a minority of cases with input from operators.

Transport Focus was supported by BVA BDRC in conducting the survey. There is an accompanying methodology document that provides more detail on the survey process, available at www.transportfocus.org.uk.

* The once exception to this being for Reading Buses network, for which all passengers were recruited on board buses to ensure that they were using a Reading Buses service.

^ In some areas bordering London, services running under a Transport for London franchise were also excluded.

Further details about the survey (3)

Interpreting results

Throughout the report, behavioural results are based on all survey respondents, and passengers' opinion ratings are based on those respondents that gave an opinion (so it excludes those who gave a 'don't know' response or no response). All results are based on weighted values. In the report where base sizes are shown in the footnotes these are the actual numbers of passenger responses generating the answer value shown (in some cases, where a series of questions has been asked, the base numbers shown are an average across those questions).

For ease of use, figures are reported rounded up to whole numbers, that is, without decimal places. Note: 'all satisfied' results are the sum of the 'very satisfied' and 'fairly satisfied' responses and calculated on the underlying values which include decimal places. As a consequence, these true

summations can appear up to one per cent different to the sum of the individual rounded 'very satisfied' and 'fairly satisfied' numbers. The same is true for the 'all good' results.

Percentages quoted at 'grouped area' level that is: Urban - metropolitan, Urban - other, Semi-rural and Rural, are the aggregate scores achieved across all the areas surveyed in that group. Each individual area counts towards the area group aggregate score in proportion to the number of passenger journeys made annually in that area.

Where we refer to passengers as having a disability, these have been self identified within the survey based on the question 'Are you affected by any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?' With options for conditions being: Vision, Hearing, Mobility, Dexterity,

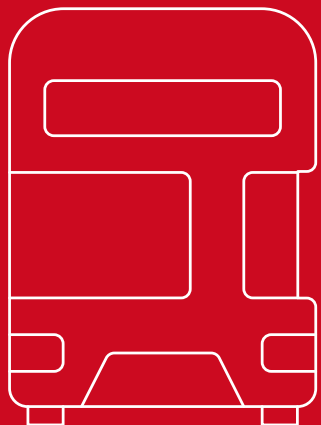
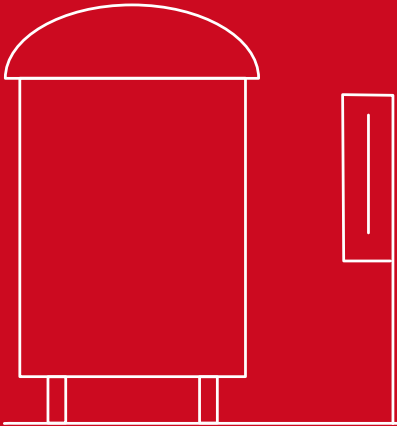
Difficulty with learning, understanding or concentrating, Memory, Mental health, Stamina or breathing or fatigue, Socially or behaviourally, or Something else.

Waiver

Transport Focus has taken care to ensure that the information contained in this report is correct. However, no warranty, express or implied, is given as to its accuracy and Transport Focus does not accept any liability for error or omission.

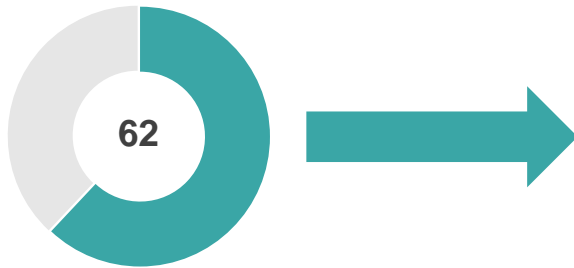
Transport Focus is not responsible for how the information is used, how it is interpreted or what reliance is placed on it. Transport Focus does not guarantee that the information contained in the Your Bus Journey survey is fit for any particular purpose.

Scotland extra questions



Use of other types of transport

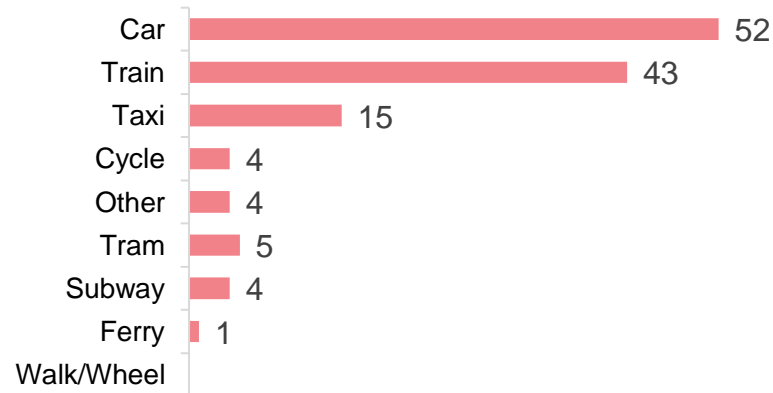
Use other forms of transport for other journeys (%)



Main journey type use other forms of transport for (%)



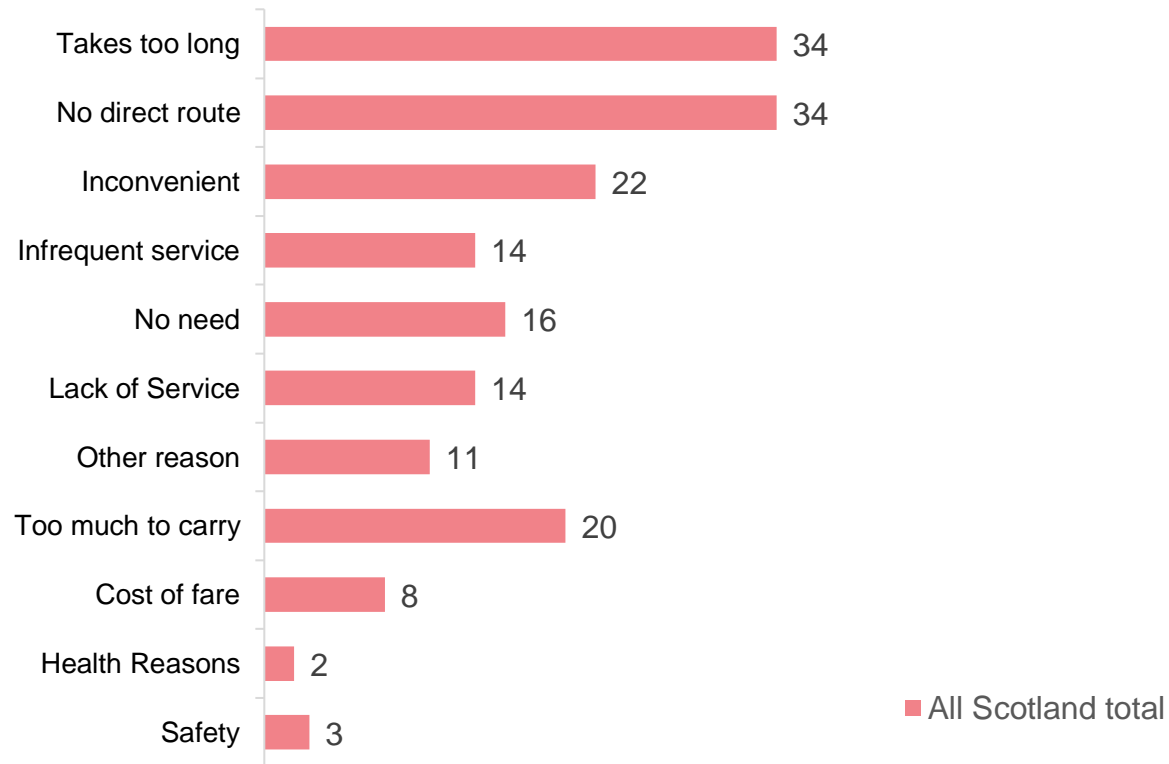
Other types of transport used (%)



Scotland 1 Do you use forms of transport other than bus for other journeys?
 Scotland 2 What is the main journey type that you make by other forms of transport?
 Scotland 3 What transport do you use for this journey type? (select all that apply)
 Base: 1589; Scotland total 1589; All who use other forms of transport 981

Reasons for using other types of transport

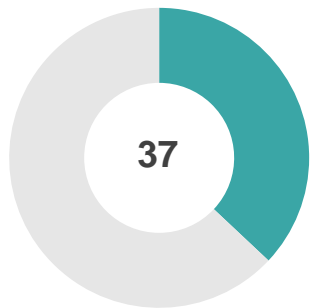
(%)



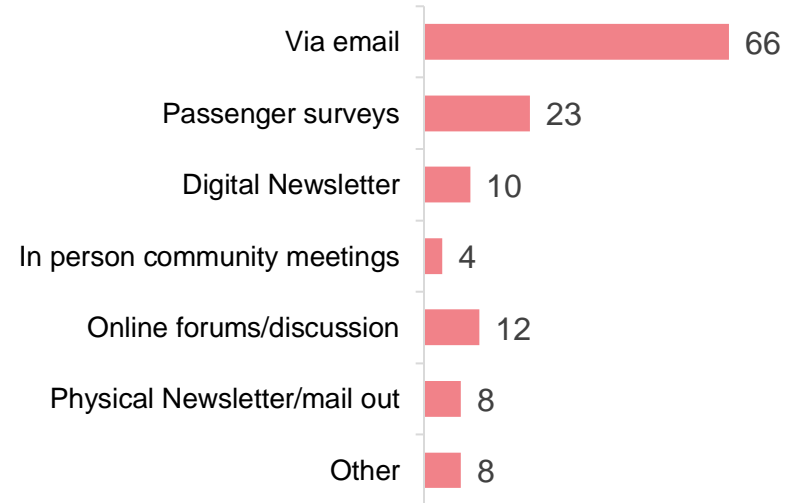
Scotland 4 Why don't you use bus for this type of journey?
All who use other forms of transport Scotland total 983

Whether would like to be consulted more

Would like to be consulted more (%)



How would like to be consulted (%)



Scotland 5 Would you like to be consulted more on how bus services operate in your community e.g. routes; timetables; onboard facilities; accessibility, etc.?

Scotland 6 How would you like to be consulted?

Base: Scotland Total All who would like to be consulted 1581; Scotland total 639

Contact

If you have any queries about the data or wish to discuss the survey in more detail, please contact your nominated Transport Focus representative in the first instance.

Alternatively, you can email us at:

YourBusJourney@transportfocus.org.uk

Transport Focus
Albany House, 94-98 Petty France, London, SW1H 9EA

www.transportfocus.org.uk

Transport Focus is the operating name of the Passengers' Council

For technical queries please contact:

Sally Mimmagh – sally.mimmagh@bva-bdrc.com

Louise Thomas – louise.Thomas@bva-bdrc.com



CALENDAR OF MEETINGS

1. Reason for Report

This report asks the Board to agree the calendar of meetings for 2025.

2. Background

2.1 The Board agreed the schedule of Board meetings for 2024 on 27 October 2023 as follows:-

- 2 February 2024
- 22 March 2024
- 28 June 2024
- 27 September 2024
- 29 November 2024

3. Key Points

3.1 The schedule and frequency of meetings have been reviewed and it is considered that the current pattern of board meetings services the business needs of the board.

3.2 The proposed dates for 2025 are as follows and have been shared with our colleagues at Dumfries and Galloway Council who deal with the "Council Diary" and it is confirmed that there are no clashes.

- 31 January 2025
- 28 March 2025
- 27 June 2025
- 26 September 2025
- 28 November 2025

3.3 Board meetings will continue to start at 10.30am at Dumfries and Galloway Council Offices, English Street, Dumfries with attendance also facilitated via MS Teams.

3.5 The Lead Officer and the Finance Officer have been consulted and agree with the terms of the report.

4. Implications	
Financial	There are no financial implications.
Policy	There are no policy implications.
Equalities	There are no equalities implications
Climate Change	There are no climate change implications.
Risk Management	There are no risk management implications.

5. Recommendations

Members of the Board are asked to agree the Calendar of Meetings for 2025 as set out at paragraph 3.2

Report Author – Claire Rogerson

Date of Report: 12 June 2024

File Ref:

Approved by: Claire Rogerson

Secretary to the Board

South West of Scotland Transport Partnership

English Street

Dumfries DG1 2DD

Appendices - None